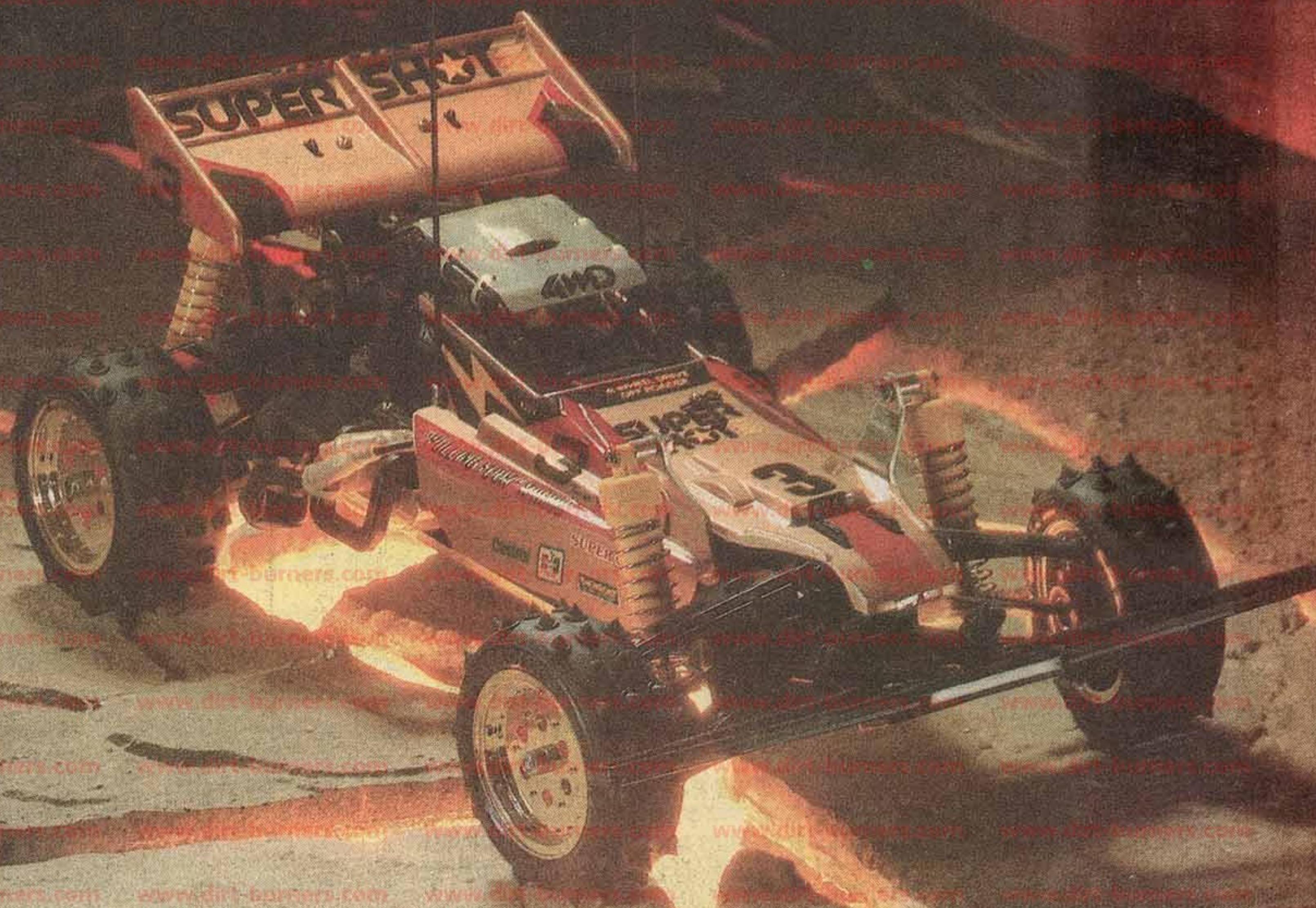


R/C NEWS

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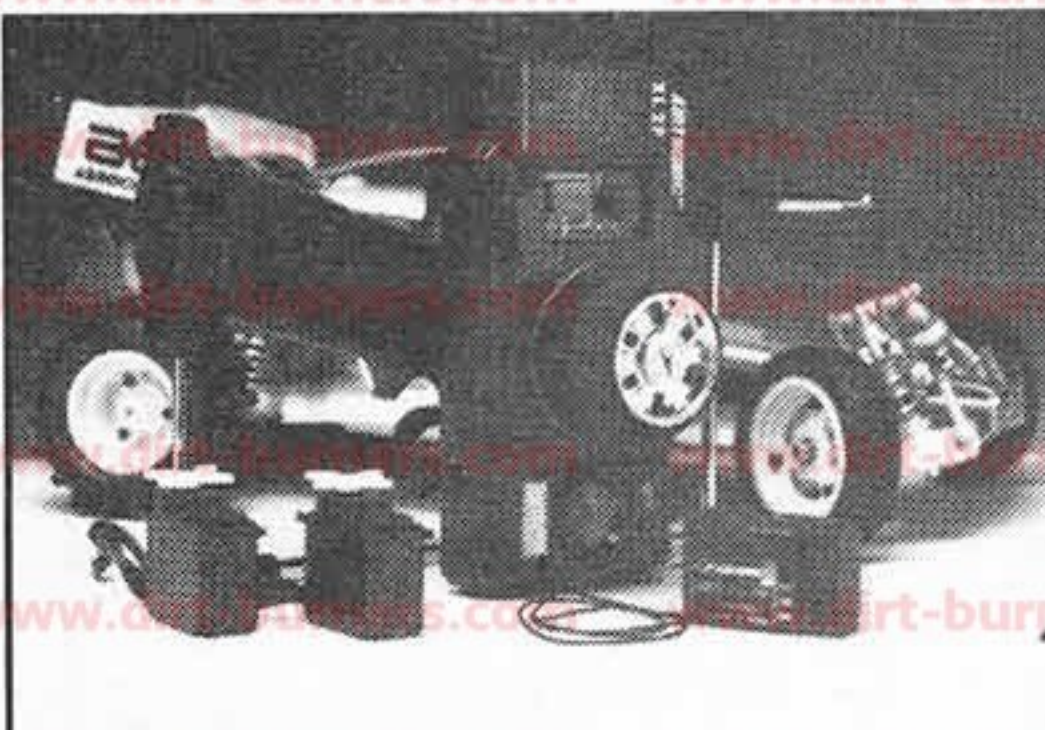
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500 50

Third So. Cal. Series

Race 58

ON THE COVER: The new entry about to hit the 1/10th off road racing market is MRC's SUPER SHOT. The shaft-driven 4X4 comes with all kinds of options as standard equipment. Included are 24 ball bearings for peak performance and the 20,300 maximum RPM high torque motor. Four-wheel independent, double-wishbone suspension and a sturdy monocoque chassis make this kit one of the ready-to-go-racing kits available.

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RACE CORNER

For those of you who are planning to attend the SCORE SHOW this year and participate in the MRC/Tamiya Championships radio controlled off road racing program, make note of a couple of things. The racing rules for the STOCK TAMIYA Class will remain the same. But the rules for the TAMIYA OPEN Class are just a bit different. The class will be open for ALL "Tamiya-based" cars. What "Tamiya-based" cars means exactly, I'm not sure I can explain, but one fellow who can is Ron Williams at Radio Controlled Hobbies in Costa Mesa. Give him a call at (714) 631-1555. Remember, the big date is JUNE 20-22, 1986 at the Anaheim Convention Center in Anaheim, CA. Besides MRC/Tamiya as the main sponsor, the event is also co-sponsored by Airtronics, CRP, MIP and Pro-Line Mfg.

Speaking of MRC, on April 16 the company began one of the most aggressive television campaigns ever seen by a hobby manufacturer for a hobby product. A total of 325 television spots was scheduled on WPIX-TV that will literally flood the market, giving not only MRC's "The Grasshopper" product incredible exposure, but the sport in general as well. Everything from race footage of the Grasshopper to promotional material is being used during the first 14 days of this "media blitz" and then "reminder spots" will follow for the next month. Then on the third month a contest is in store which will further expose MRC's product. In all, MRC will have the most ambitious campaign ever seen in our sport and R/C off road, in essence, will be the beneficiary. We expect to have additional information as to exactly where the "blitz" is going to take place throughout the country, so keep your eyes open for it!

Speaking of "blitzes," R/C NEWS already has quite a bit of promotional material and plans for the December 17-21, 1986 "R/C SPEEDWEEK" event to take place once again at the Frontier Hotel in Las Vegas, NV. We've already received inquiries from the local media this year indicating that they would like to do more interviews and features of this great event. Apparently the stations that covered it last year received quite a few calls, after they ran their news spots, from people wanting to know more about it or see more coverage. We are currently negotiating with one station that may cover the entire event and then condense it into a half hour show for viewing at a later time during their Saturday programming. In any case, those of us in the sport/hobby know what a great visual sport we have. I'm happy to see that others are beginning to think so as well.

More on the R/C SPEED WEEK event. We will be condensing some classes, especially in 1/10 scale, to offer openings for possibly a gas oval event with sprint cars and possibly a 1/4 scale event. We have received numerous calls about these two new classes and we are now trying to gauge whether there will be enough support to open one or two classes for them. If you have any input or you think you would like to participate in it, give us a call. The decision will be made this month as the entry blank and more detailed information about R/C

SPEED WEEK will appear in next month's issue.

Those of you who complain about not getting coverage of your races in our magazine or any information about your programs should check with the guys at Lake Whip-poorwill International Speedway in Orlando, Florida. Those guys flood us with race reports and information on a weekly basis. We have so much info from them that we've had to cut down on what we can and cannot use. But you can bet one thing, they will be in our magazine for sure. All it takes is for someone to sit down and send us a report of your R/C activities. You don't have to do it weekly as the guys from Orlando do, but on a monthly basis would be just fine. Be sure to include photos, because they really add to the report or race coverage. That's one thing that the Lake Whip-poorwill guys have not done so far, but we'll try and get them to! Check their report next month.

The "McCoy Championships" in Pomona, June 6-9, 1986, look to be the biggest ever. Check out our preview in this issue. All we can say is that no less than the top seven drivers who finished in the World Championships which took place last year in Japan, will be there. They already have about 143 entries signed up for the event.

CORRA (Chicago and Off Road Racers' Association) just sent us their 1/10 scale off road racing schedule which begins on June 1 and runs through October 26. They are featuring five classes in their series which includes 2WD Production, 2WD Stock, 2WD Modified, 4WD Stock, and 4WD Modified. For more information about their series, contact Dan Dubrule at (312) 255-7383 or Paul Robinson at (312) 506-9726. They use one of those neat BoLink AMB computers with Auto-Count for best scoring results.

We mistakenly changed Radio Control Race Center's (RCRC) race dates from last month's calendar section when, in fact, we should have changed the Radio Controlled Hobbies' race date. To clarify the matter, Radio Controlled Hobbies will be racing off road on the second Saturday of the month only. RCRC maintains its previous racing schedule.

We were really saddened to hear that Poor Boys Hobbies and Raceway in Mechanicsville, Virginia, will be closed down by the time you read this. Allen Cole gave us a call to tell us of the bad news. It has nothing to do with business, but rather more of a personal nature. Allen's wife is very ill and has required several major operations and can no longer help out with the business. Allen is disabled himself and therefore, it's really very hard to keep the business going by himself. Reluctantly, he's opted to close down the business. Our prayers are with Allen and especially Mrs. Cole for a speedy recovery. They are two of the genuinely "nice people" in the business. If you would like to send get-well cards or good wishes, you can address them to Poor Boy's Hobby, Route 6, Box 31, Mechanicsville, VA 23111 or call (804) 746-5184.

New name, same track. The Golden T R/C Raceway is now the MARYSVILLE R/C RACEWAY. The contact there is Harry

Jackman at (916) 671-6677. They will be racing off road every second and fourth Sundays. The track is open only on those days. The track is affiliated with NVRRC (North Valley Radio Controlled Racing Club) out of Yuba City, CA. Gordon "GT" Tom made the announcement.

The "Second Annual Alaska Open Championship" had a pretty good turnout this year with a total of 85 racers making the event. There were 31 who raced in 1/12 scale electric and 54 in 1/10 off road. This event was run in conjunction with the "World of Wheels" car show which attracted about 6000 people — a bit down from last year. Big winners were Butch Feco (Top Qualifier) in the 1/12 Expert A Main, Bob Laws (also Top Qualifier) in the 1/12 Novice A Main, Ernie Nidiffer (TQ) in the 1/10 4WD Modified A Main, Bob Laws (TQ) in the 2WD Modified A Main, and Leroy Haden (TQ) in the 2WD Stock off road A Main. Winner of the car kit that was given away was Larry Aszuma. We didn't get any kind of complete event report nor photos, so that's all we can tell you. Maybe next time.

Are these guys the Mickey Thompsons of R/C? Kevin Newins, club director of Southern Oregon Remote Control Auto Racing (SORCAR) just dropped us a note to tell us that they are racing off road indoors on cement and using wooden ramps for banks, whoop-de-dos, etc. According to Newins, "We've proven that indoor racing can have many dimensions for exciting racing." We think it's a good idea. If there's difficulty finding an indoor track and getting dirt into it, then the next best thing is to have ramps made and used as obstacles. Mickey Thompson does this in a couple of arenas in the Midwest and on the East Coast and apparently people who watch the racing find it just as exciting. The drivers inside the off road cars don't like it, but fortunately in R/C the driver inside your car (if you have one) won't mind a bit! Although some of you swear that he does and sometimes makes the car turn without your help.

We would like to pass on more information to you about the new manufacturers' association, RCCMA (Radio Controlled Car Manufacturers' Association), and what they are doing but we have not received any press information and have heard very little through the grapevine. Too bad, because from what we hear, they are trying to do very positive things for the sport. We hear that they are currently preparing a video of the sport for use by association members, hobby shops, schools and interested parties. But that's all we know about it. Maybe one of these days they will let the press help them grow.

Wild and crazy Dina "The Gossip Lady" Douglass, our Managing Editor for both R/C NEWS and ON-DIRT MAGAZINE has taken a sabbatical from our office and returned to a full schedule of classes at Fresno State, where she hopes to continue her studies. She has been terrific and we'll miss her dearly, as I'm sure so will some of you who've had the opportunity to meet the lady. We wish her luck.

Joining our staff are Ed Godoy and Jim (cont'd on pg. 8)

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ON THE LINE

NO SPACE FOR ME!

I have been an avid enthusiast involved in R/C racing for over one and a half years now, frequently traveling throughout California to race in both 1/10 scale and 1/8 scale. I am also confined to a wheelchair as are many racing enthusiasts. I am grateful to those tracks that do make handicap access available.

But I felt I had to make this particular problem public, hopefully reducing this problem for myself and others with limitations, in the future. Saturday, April 26, 1986, I was entered in the ORRCA #7 race held at the Madera District Fairgrounds in California. I had called in advance and was assured there would be wheelchair access. Upon arriving, after a four-hour drive, I found there wasn't. Their replies were: "I forgot" and "There is nothing we can do." Naturally, I was very disappointed.

Luckily, I did get to race, thanks to the team in which I race with. They were able to round up others on our team to lift my wheelchair up to the portable flatbed truck that was used as a driver's stand for the racers.

My question is: If it is the law to have handicap access to public places, why isn't there some sort of ruling for access to a public event such as an ORRCA-sponsored race?

Carlos Garcia
San Jose, CA

I suppose there should be something in the by-laws of ORRCA that makes a proviso for this. In defense of those who were promoting the event at the fairgrounds, you must understand that when you move out of your familiar environment and go to a place like the fairgrounds, there are countless things that have to be taken care of to put on a race. Literally, everything has to be taken there that would otherwise already be in place at the permanent track. The last thing the promoters wanted out of all this was to make your day miserable, but in the realm of everything that had to be taken care of, I can see why such a thing as having access for your wheelchair was forgotten. We're sorry, as I'm sure they are. ED

HEAD AND SHOULDERS ABOVE THE REST

Your magazine is still head and shoulders above all those new ones. Race reports are hot as everything else. How about some car setup features?

John Moore
Boise, ID

Thanks for the kind words. Yes, we're going to do certain articles about car setups. We are contacting several clubs and individuals who will be submitting their "trick" ways to set up an R/C car. If you have some ideas of your own, send them to us. We'll be glad to share them with our other readers. This goes for anyone who would like to submit his/her ideas on how to set up an off road, electric or gas car. ED

I CAN'T WAIT

I missed last year's "R/C SPEED WEEK" event in Las Vegas because of business reasons. But I am making plans way ahead of time to make this year's event. I read last month that the event will take place in December. I also heard rumors that there may be an oval event for gas off road. Is that true? Or how about just asphalt oval? I have a sprint car and also a NASCAR-type gas car that I would love to bring out. Can you let me know what classes will run at the "R/C SPEED WEEK" event?

Phil Darlow
Patterson, NJ

As of this date we don't have the specific classes we will be running at the R/C SPEED WEEK event in Las Vegas. To be sure there will be classes for all three scales—1/12 electric, 1/10 off road and 1/8 gas. We are contemplating running an oval for 1/8 gas NASCAR-type bodies and also having a 1/4 scale event in the oval. We have heard from many people who would like to bring out their sprinters and 1/4 scales. We would love to hear from more of you as soon we will be making our decision as to what classes will be run. If you are into any kind of R/C car racing, you're going to have a great time at the Frontier Hotel in December during R/C SPEED WEEK. More on this later. ED

A PROPOSAL FOR A NEW 1/12 CLASS

By Roger Curtis
Associated Electrics

You may recall the "point/counter-point" letters in last month's issue of R/C NEWS. In our On the Line section, we had a letter written in response to an article written by Dan Rutherford in RADIO CONTROLLED MODEL CARS. In the letter, attacks were also made upon Associated's Roger Curtis for having proposed a new 1/12 class. We ran his proposed rules and changes for such a class last month, and promised to have his reasoning for such a class in this month's issue. Not ones to not keep true to our word, here it is, as promised:

One of the things that makes R/C cars so interesting is the diversity of skills and resources required to be successful at racing. Knowledge of electronics, mechanics, aerodynamics, thermodynamics, electromechanics and material properties, together with the ability to think quickly, plan strategy, and remain calm under pressure, all contribute to victory.

Of course, an appropriate mix of preparation, practice and natural talent is needed, too. And we mustn't forget mechanical skills, a well-equipped workshop, and some spare time and money. I may have missed some things, but the point is that many, many things can help you win a race.

This means that many different kinds of people can enjoy this hobby, not just people with specialized talents. Those who are a little weak in one area can make up for it in another.

R.O.A.R. rules should encourage this kind of diversity — and for the most part, they do.

The rules should be fair for everyone too, but sometimes things go wrong...like the motor "tweaking" that has made temporary nonsense of the Off Road Stock Class. That's a loophole in the rules and I'm sure a solution will be found soon.

Sometimes things go wrong slowly. In this case, I'm thinking about 1/12 scale and the gradual increase in the importance of those BATTERIES. It's an insidious problem because it happened so slowly. We got a temporary reprieve when we switched to the somewhat larger Sanyo cell, but we can't expect another savior like that anytime soon.

What's the problem with batteries? The problem is simply that improvements in chassis, tires, traction compounds, and track surface preparation have made the cars stick to the ground better. At the same time, motors and batteries have not improved as much. We're at a stage of development where further improvements in the chassis don't do much to increase the distance traveled in eight minutes.

To borrow a term from economics, we're in a stage called diminishing return: it takes a very large improvement in the chassis to make a small gain in distance traveled. That leaves motors and batteries in the opposite position — we'll call it "enhancing return": a small improvement in the motor or battery makes a big gain in distance traveled.

An exaggeration might make this clearer. Imagine a modern 1/12 car with only two cells in the battery pack. The car would be so slow you could fall asleep driving it. It wouldn't matter what you did to the chassis or tires to improve the performance — the car would still crawl around. On the other hand, if you made any kind of improvement in the motor or battery pack (like adding another cell), the car would suddenly go a lot faster.

Motors don't vary a whole lot, and they're already pushing the limits of efficiency. But batteries are another matter. NiCad cells vary tremendously from piece to piece and batch to batch. Their performance characteristics fall on a Gaussian distribution curve, which is a fancy way of saying that most of the cells have average performance, but a very small number have extremely high performance. High means about 15 percent above average. That's about equivalent to adding another cell to your six-pack!

Selected packs are made up of these very rare, exceptional cells. And you wonder why you can't beat factory drivers.

While you're mulling that over, you might also think about how you can get some of these gems. The factories have them, of course. They test enough cells to supply their team (reluctantly) with good packs. Some even have computerized machines that do the testing automatically (no, Associated doesn't have one...yet).

But testing cells is expensive and time consuming, and the yield is low, so factories are pretty tight with their selected packs. To get selected cells "the easy way," you have to know somebody or have an "in" at the factory, distributor, or hobby shop. The alternative is doing your own selecting. That involves buying a lot of packs and then doing the testing and sorting yourself.

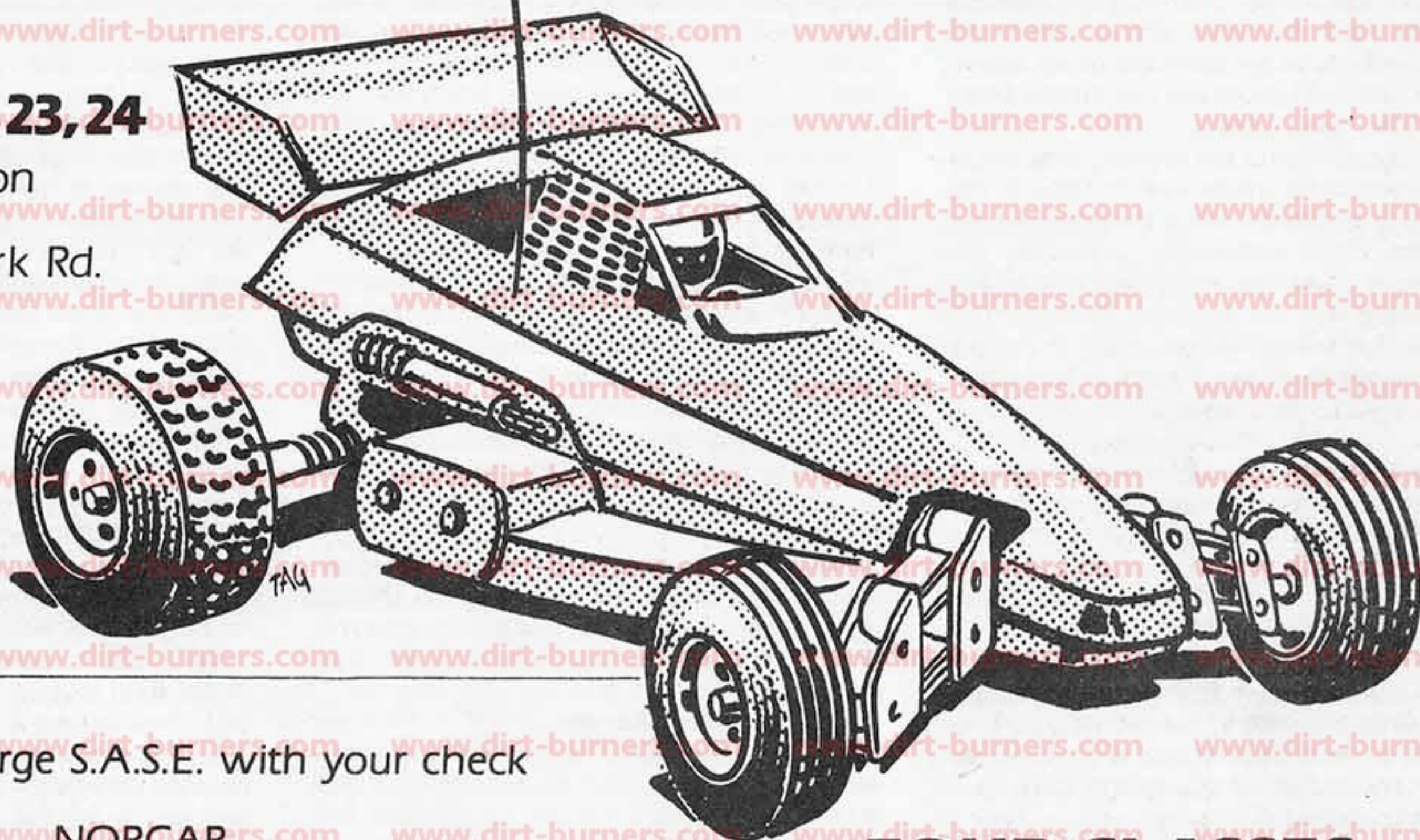
(cont'd on pg. 8)

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ON THE LINE

Of course, there's a fair chance that what you buy has already been looked through by somebody along the line. In any case, you're going to have to buy about 20 packs in order to end up with maybe two good packs and occasionally one that's exceptional.

Of course, all the cells you buy will be above the 1.2 Ah minimum. That's because the original producer (Sanyo, for instance) tests the cells and removes the clinkers.

I should mention that there's another thing called matched packs. That means all the cells in the pack are the same. They could be all below average, or all medium, or all above average. Selected packs are the cream-of-the-crop of matched packs.

I know some of you are thinking that this is only a problem for the teams, but that is not true. The problem can exist anywhere where the tracks have reasonably good bite, the drivers have developed some driving skill, and the cars are well put together and tuned. It seems that whatever is happening in factory racing eventually works its way to the clubs. After all, most factory drivers are a member of a club.

It is, in fact, the purpose of factory teams to find improvements and pass them on to club racers. This time, what's being passed on is more like a hassle than an improvement.

So now I think you can see the problem. The one item that has the greatest effect on car performance is also the item that is the most expensive, the hardest to find, and the most unfairly distributed among the racers.

What can be done about this? Some areas have recognized the problem and have tried introducing special restricted-performance classes that limit racers to two battery packs and/or a hand-out motor. Some even ban factory or expert drivers from the class. But that doesn't do anything to solve the problem.

Two selected packs beat two average packs any day, and factory drivers aren't the only people who get them. Anyway, who wants to run in a wimpy class!

I bring you a solution. It's called OPEN CLASS, and it's anything but wimpy!! How would you like a 60 percent increase in horsepower in your 1/12 scale car? That's sort of like going from a Beetle to a 944 Turbo. Sounds like fun, doesn't it? But are we cheating here, or what? How can we get that much more power?

It's called "Tilting the Can." Eighth-scalers do it all the time. If you want more power you add more nitro or put on a bigger carb. It drains the tank quicker. The 4WD I.S. cars stop for fuel a lot sooner than the flat-pan 2WD cars because they can handle (and need) more power.

The equivalent of draining the tanks quicker in 1/8 scale is shorter races in 1/12. Eight minutes is 60 percent longer than five minutes. In a five-minute race, you would have 60 percent more power available.

Now you're wondering how this helps the battery situation? Well, the chassis won't be able to handle all that power (trust me, it's true). What we'll have is an overpowered class. Your effort will have to go back to working on the car and improving your driving. Once again, you're going to need all those skills I mentioned at the beginning of this article.

Suddenly we'll be racing CARS again, instead of batteries. Nobody's going to be worrying about motors and batteries anymore; they'll be too busy trying to keep these little missiles on the ground and the same county. And don't give one of these beasts to your kid brother to play with. He'll run over the dog and punch it through the back fence before you can bat an eye.

What we have done here is reverse the situation from where it is in eight-minute racing. Now the motor and battery are in the "diminishing return" column, and the chassis and all those other skills give enhancing returns.

That's exactly what we wanted, but it does present one problem: chassis improvements would pay such big performance returns that 4WD I.S. cars would not only be possible, but inevitable. It would happen in less than a year (the cars already exist in Japan where they have short races), and cars with that technology could suck up our new horsepower and still want more.

That puts us right back where we started — battery racing, only this time with faster, more expensive cars.

So we need a few technology restrictions in this class to make it work. It's stuff that's easy to tech at races: no 4WD, no I.R.S., and two gears in the drivetrain. If you can count to four, you can tech these cars. Other R.O.A.R. rules apply, of course, but the nice thing is that the two items hardest to tech, batteries and motors, are no longer the most important.

I can see those big crocodile tears over the chassis restrictions. I know, you've all just finished drawings for 4WD cars and now I won't let you use them. Well guys, nobody's stopping you from running your Hi-Tech Wonders in the eight-minute Modified Class.

You're probably worried about motors, too. Can they take the power? Do we need special ones? Etc., etc. Thanks to 1/10 off road, we already have the motors. All the replaceable brush motors (Yokomo, etc.) were originally developed for 1/10 cars and are now used for both scales. The only difference is the wind. If you find you can't get enough power by putting a 16-tooth pinion on your "Trin-a-Reed LazerBlaster 4000" 1/12 motor, you can always stick in an off road wind and watch the rear wheels go up in smoke.

It might also interest you to know that races are eight minutes long because that was all the power the original (Igarashi) motors could handle. If the races were much shorter the end-bells tended to melt.

Before I end this, I'd like to point out one more thing. All other forms of R/C car racing include at least one overpowered class in their rules. 1/8 is all overpowered. Only occasionally does the chassis technology get so far ahead of engine technology that the gas racers are hurting for power. 1/10 Modified is a good example of an overpowered class, and there are no battery problems.

2WD Stock is not overpowered, but the motor wind (before "tweaking") was designed to limit current drain, so there's no battery problems in that class either. That's one of the reasons why those two classes are the most popular in all R/C car racing: no battery hassles.

1/10 4WD Modified is grossly underpowered and there are battery problems galore in that class. The last lap of an A Main looks just like the last lap of a 1/12 Modified race: cars crawling around at a snail's pace trying to make it to the finish line before the radio goes into rigor mortis. 1/12 is the only scale that does not have an overpowered class.

So ends my sermon. Read through the proposed rules (see last month's issue of R/C NEWS), and please realize that I'm not suggesting we eliminate any of the existing eight-minute classes. I would simply like to see the addition of ONE class, where cars and drivers

(cont'd on pg. 62)

RACE CORNER

(cont'd from pg. 4)

Farrell whom you'll soon be hearing from. Ed will be at the McCoy Championships, covering the event, to become fully indoctrinated into the world of gas racing. We figure if he can survive that mad house, he'll survive anything! Besides, what better way to start than with one of the best R/C events in the country? Look for his coverage in our next issue.

Where's Lou Peralta been lately? How come I haven't seen him at our races? Why doesn't he race cars any more? We miss the old "hammer." Watch out, guys, because we hear that Lou may be entering a car at the MRC/TAMIYA

Championships at the SCORE SHOW. For those of you who have been around for a long time, you know of Lou's reputation with the throttle. He always claimed that it stuck on him all the time. In any case, Lou is still racing cars, but on a little bigger scale. He recently completed the famous Mint 400 off road race in Las Vegas after some problems. He and partner Willie Melancon, another old-time R/C car racer, have been campaigning a 1-2/1600 Class two-seat car in the SCORE/HDRA desert series and are doing quite well! They are currently in the top five in class in the standings. Their next venture is into Baja for the Baja International in June. You guys should feel glad that Lou's out there nurfing someone else!

Another R/C'er who is also heavily into full-scale off road is Bob Rule of BoLink.

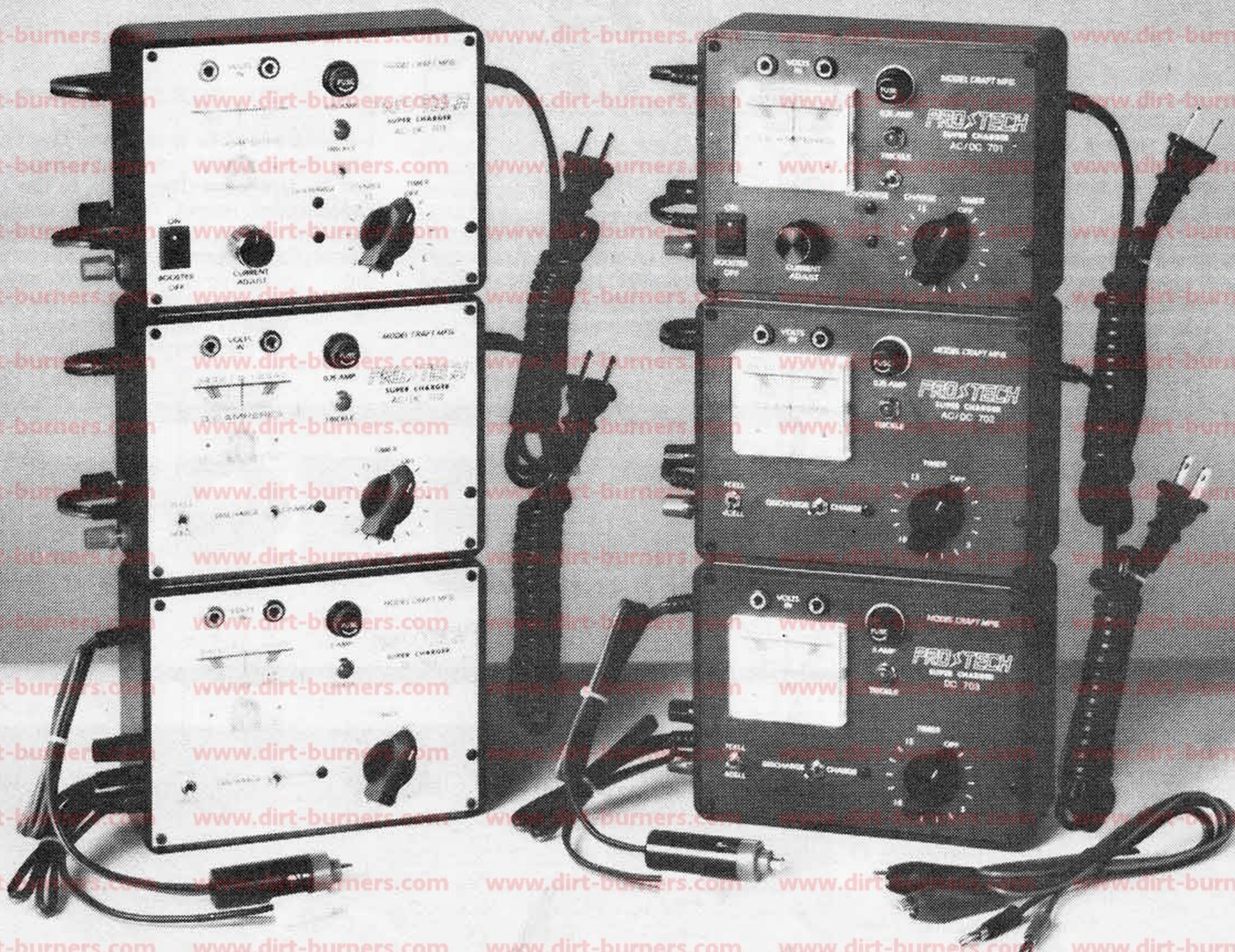
Bob was seen at the recent Mint 400 looking over all the equipment and making mental notes for when he goes back to Georgia and competes in his very own Class 10 single-seater. Bob's been into off road for quite a few years, and one of these days he'll get enough courage to come out to the West Coast and try his luck with the desert racers. Another one who's also into full-scale cars is Ken McDowell of Parma who owns a vintage 1976 McLaren M6A-1, one of two factory cars that was used for the 1967 Can Am season. It was Bruce McClaren's first monocoque chassis design and gave him his first Can Am win and later on, the Can Am championship. We hope to do a piece on this car in a future issue.

•R/C•

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INSIDE LINES



CLEAR BODIES

The '65 Mustang 1/10 clear body from Parma is the kind of body for those who prefer sedan-type off road cars, very much like the SCORE/HDRA Class 6, 6S, 6Bs. This Mustang body just fits the bill. It also comes with pictures of the original car for Concours detailing. Available in clear lexan (#10225, \$19) from:

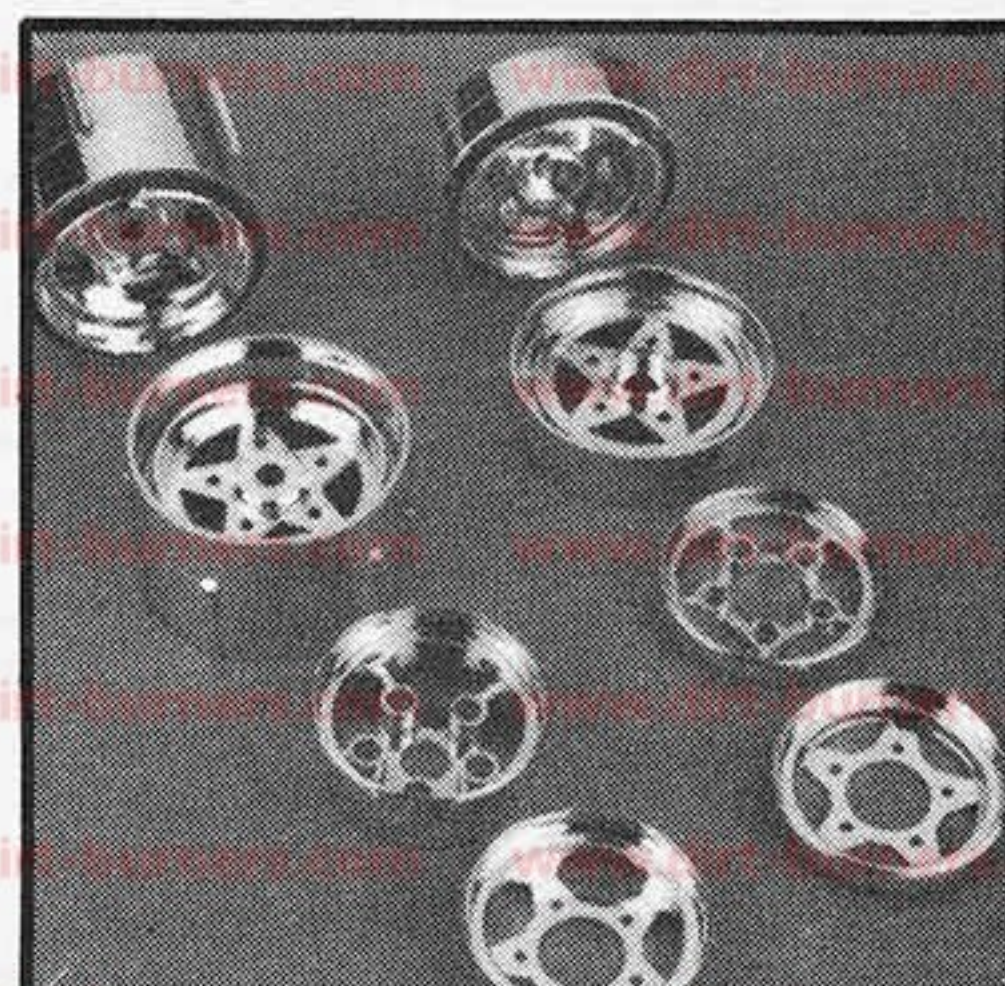
PARMA INTERNATIONAL
13927 Progress Parkway
North Royalton, OH 44133



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Add that extra touch of prestige to your car. Four different sizes on one sheet. Available in black only. Part No. 9111 — \$2.00.

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CHROME WHEELS FROM PARMA

Parma's Chrome Wheels (Part No. 12105, front; Part No. 12111, rear) are a striking addition to 1/10 cars. The fronts fit the Frog, Grasshopper, Hornet, RC10 and Cox Scorpion. The rears fit the Frog, Grasshopper and Hornet. For a Concours-winning look, try them out!

PARMA INT'L
13927 Progress Parkway
N. Royalton, OH 44133

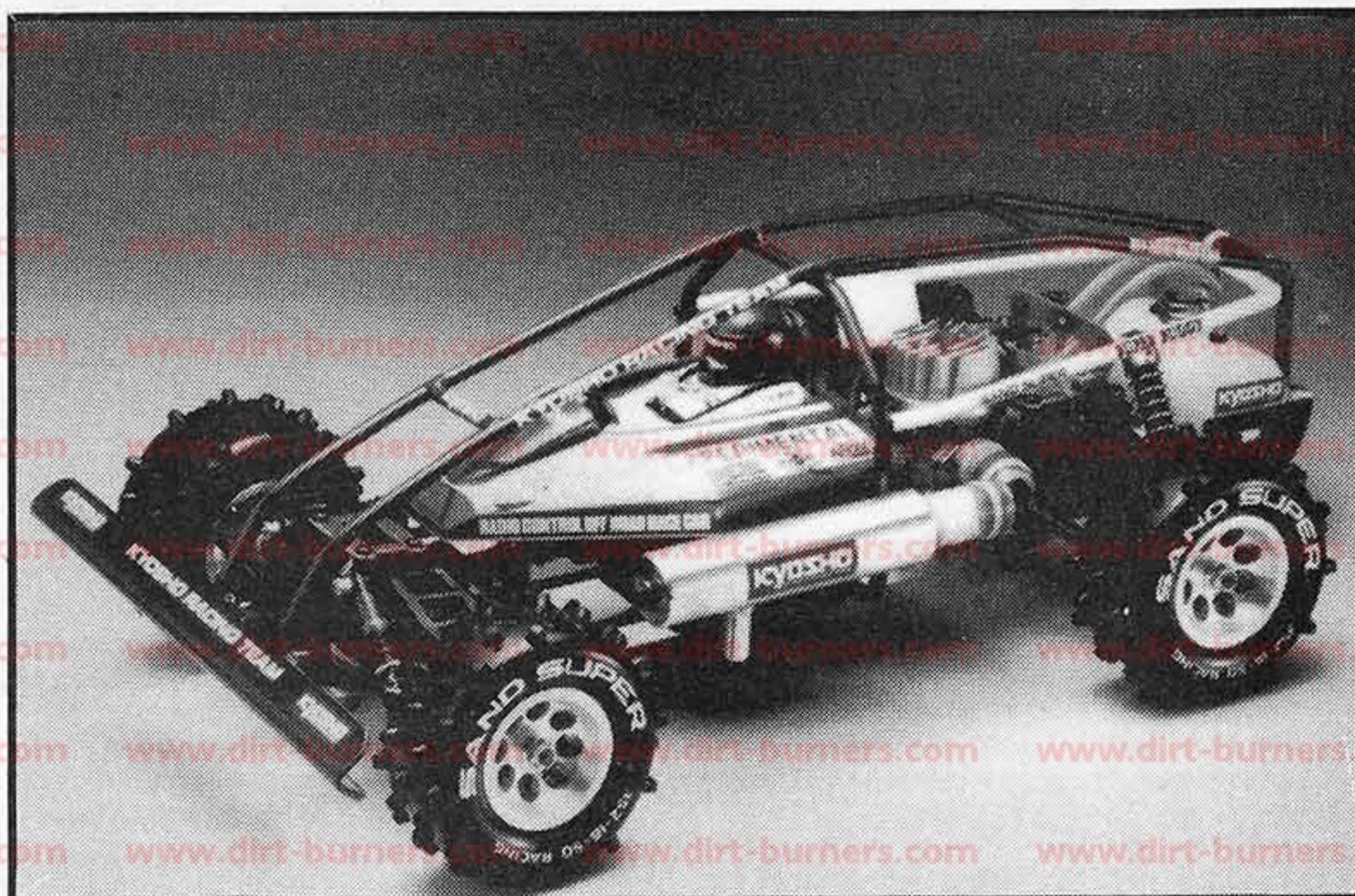
SCORE SHOW

KYOSHO INTEGRA 4WD VANNING

Kyosho's Vanning is the top-of-the-line in gas-powered off road buggies. Everything about it is top-notch. Four-wheel-drive enables it to power its way through dirt, sand, gravel or mud. Front and rear differentials, double-wishbone suspension, and knobby high-traction tires keep it under control in the corners and in the dirt. The suspension system is made up of lightweight, super-strong, glass-filled nylon. Oil-filled shocks on all four wheels smooths out the bumps.

The Vanning comes complete with a fuel tank, water- and dust-proof radio box and a tough, aluminum roll cage. The Vanning is distributed to leading retailers nationwide by:

Great Planes Model Distributors
PO Box 4021
Champaign, IL 61820



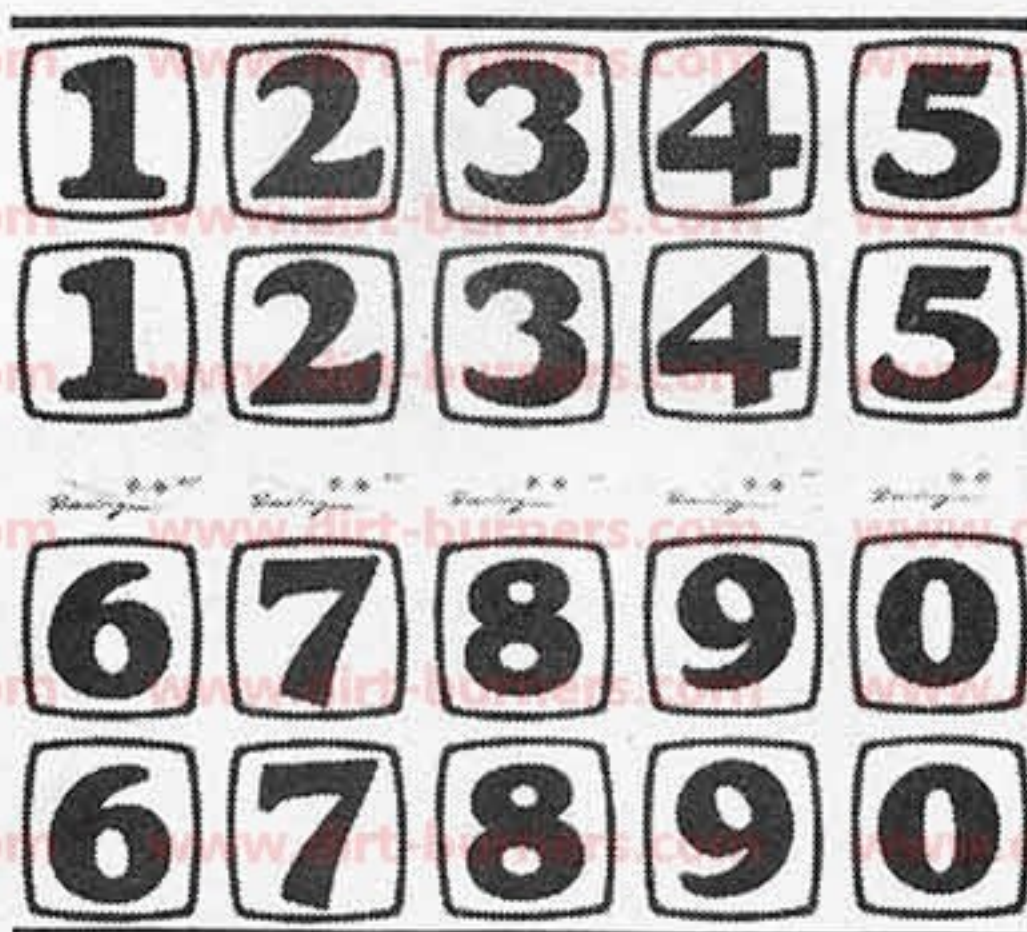
INSIDE LINES



WIDE SERVO TAPE

This wide Servo Tape (RC #6001 — narrow, RC #6000) is super sticky. Never lose a servo or receiver again! Only \$2.99 from:

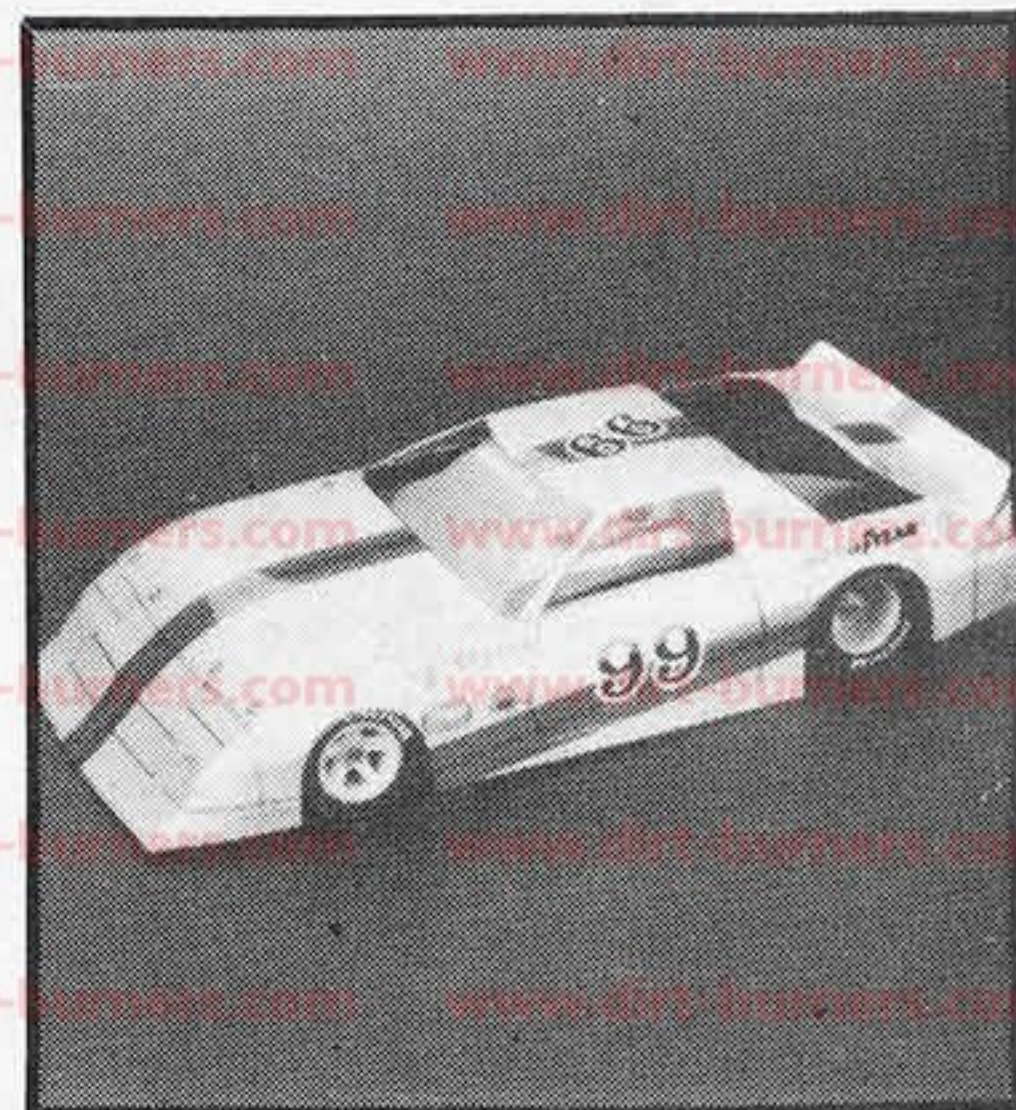
TRINITY PRODUCTS, INC.
1901 Linden Ave., Unit 30
Linden, NJ 07036



HIGH VISIBILITY PLATES

New from Checker Flag Racing are these High-Visibility Radiant (fluorescent) number plates. These ultra-bright competition number plates can be seen much easier than conventional black and white number plates. They retail for 99 cents for three. Colors offered are: radiant pink/black number; radiant yellow/black number; and conventional with white/black number. Available through:

THE RANCH PIT SHOP
1655 East Mission Blvd.
Pomona, CA 91766



OVAL RACER

For 1/8 scale gas oval racing, the ASA Camaro-Firebird body is the one. There's nothing that can beat the Camaro-Firebird body, except maybe another one. Available in clear lexan (#1242, \$19.95) from:

PARMA INTERNATIONAL
13927 Progress Parkway
North Royalton, OH 44133

NEW SPECIAL

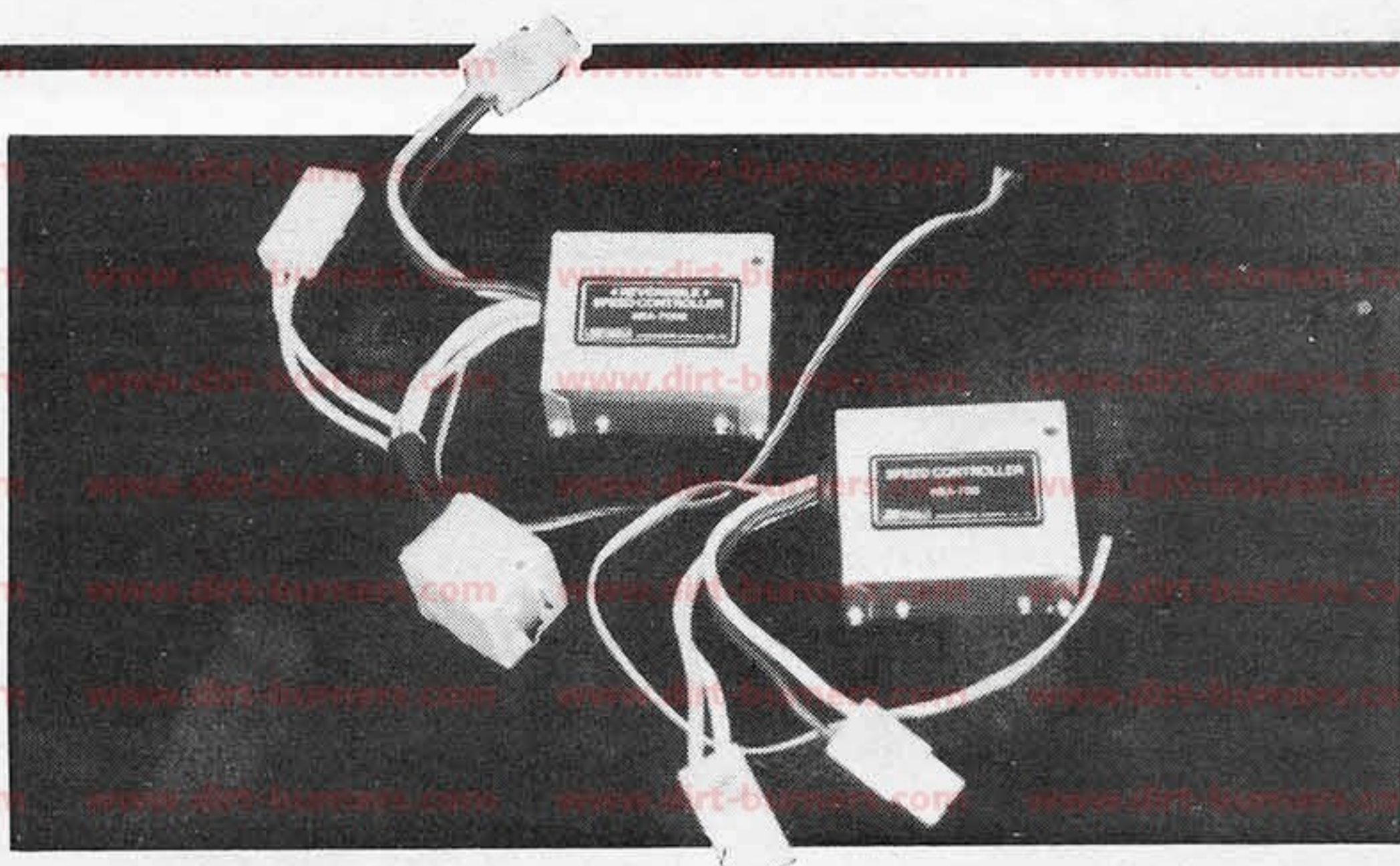
CIRCUS SPEED CONTROLS

Circus Hobbies introduces the JR Models JRA-700 and JRS-700B Electronic Speed Controllers for R/C cars.

These electronic speed controllers are designed to offer more precise throttle control with less current drain than most mechanical systems.

This system has precision built-in adjustments for neutral, forward speed and braking — all in one unit. The system also eliminates the need for a second servo, while giving the user much greater longevity of use.

Some of the features include a very high performance linear-type speed controller; a superior transistor control operation requiring less power for all ranges, even at low-speed running; a new variable base current circuitry, with high performance transistors which use less power for acceleration and high-speed cruising; neutral, braking and reverse points are easy to adjust with the aid of a built-in brake/reverse indicator lamp; and separate VRs provide precise adjustments for neutral,



forward and reverse.

The JRA-700 is equipped with brakes only, making it race worthy; while the JRS-700B is equipped with a full reverse relay, making it ideal for buggies. Price is \$89.95 for the 700

and \$99.95 for the 700B. From:

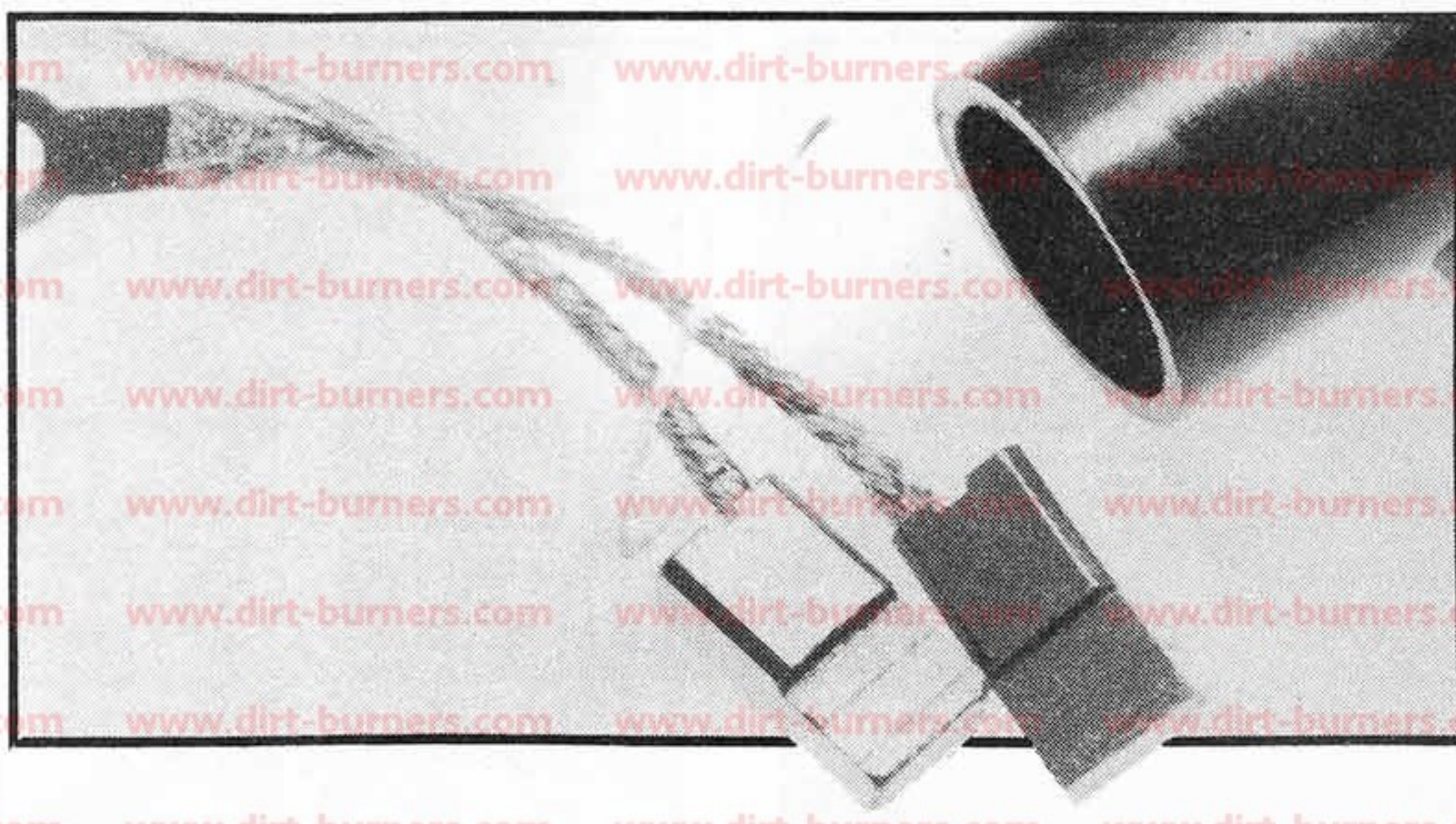
Circus Hobbies, Inc.
3132 South Highland Dr.
Las Vegas, NV 89109

INSIDE LINES

CUT BRUSHES FROM TRINITY

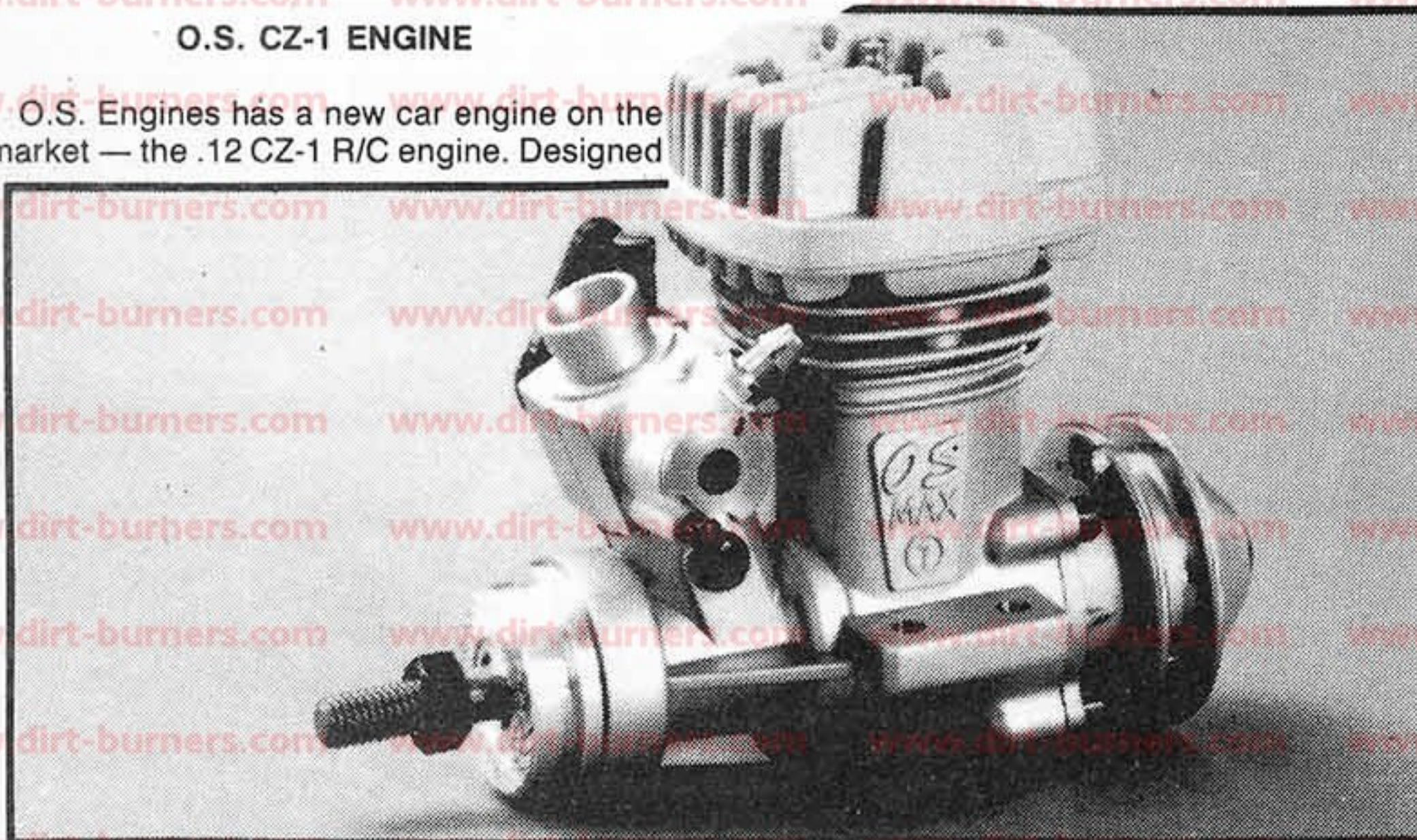
These Cut Brushes (RC #4006) are redesigned motor brushes for modified motors that use the stock Kyosho/Yokomo motor brushes. These increase the rpm's by eliminating brush over-lap and reducing drag! Only \$4.25 from:

TRINITY PRODUCTS, INC.
1901 E. Linden Ave., Unit 30
Linden, NJ 07036



O.S. CZ-1 ENGINE

O.S. Engines has a new car engine on the market — the .12 CZ-1 R/C engine. Designed



as a power unit for a buggy-type vehicle, some R/C car manufacturers will be including this engine with their kits. The engine has also been developed to have easy handling qualities for beginners in the hobby.

The CZ-1 is easy to start and runs great! It features a built-in heatsink head, unique carburetor system, Schenrle porting system, and three ball-bearings (two for crankshaft and one for starting shaft) for improved starting and running performance, plus greater durability and a shorter break-in period.

The CZ-1 can be started in two ways; with an electric starter or with a supplied pull-cord. When the power is on, the displacement is .129 cubic inches and an rpm range of between 3,000-20,000.

This little gem is distributed to retail stores nationwide by:

Great Planes Model Distributors
PO Box 4021
Champaign, IL 61820

GET THEM UP GRINGO!

Here's a way to get your racing speeds higher and higher, with the new BANDITO Outlaw Wedge-Type Sprint Car body by BoLINK. The 1/12th scale electric BANDITO Sprint Car kit is also planned for the Fall 1986. Keep and eye for this terrific kit from:

BoLINK
420 Hosea Rd.
Lawrenceville, GA 30245



KYOSHO LEMANS 360ST & 480 GOLD MOTORS

Kyosho has introduced two new members of the LeMans Motor Series — the 360ST and the 480 Gold. With the addition of these two new motors, there are now seven versions available and all have fully adjustable timing. Five of the seven models are also ball-bearing motors. Regardless of the modeler's needs — 4-minute sprints, endurance races, glider launching, boats, off road cars — there's a LeMans motor available.

All LeMans motors feature diamond-tooled commutators and coils potted in epoxy resin, which eliminates shifting of the windings at high rpm's. The direction of shaft rotation can be reversed without changing the lead wires. Rotors are precisely balanced for a minimum of vibration and smooth, efficient performance.

The Kyosho LeMans Motors are distributed to leading retailers nationwide by:

GREAT PLANES MODEL DISTRIBUTORS

P.O. Box 4021

Champaign, IL 61820



FOAM END BELL COVER FROM CRP

All-foam cover allows your motor to breathe. Does not trap hot air like plastic covers. Fits all .05 electric motors with or without modular end bells. Part No. 2158 — \$1.99.

CRP

2610 S. California, Unit D
Monrovia, CA 91016

PARMA'S DATSUN PICKUP

Parma's Datsun Pickup (Part No. 10228) is designed as a direct replacement for the "Big Bear." Available in clear lexan, it also comes with mounts and instructions.

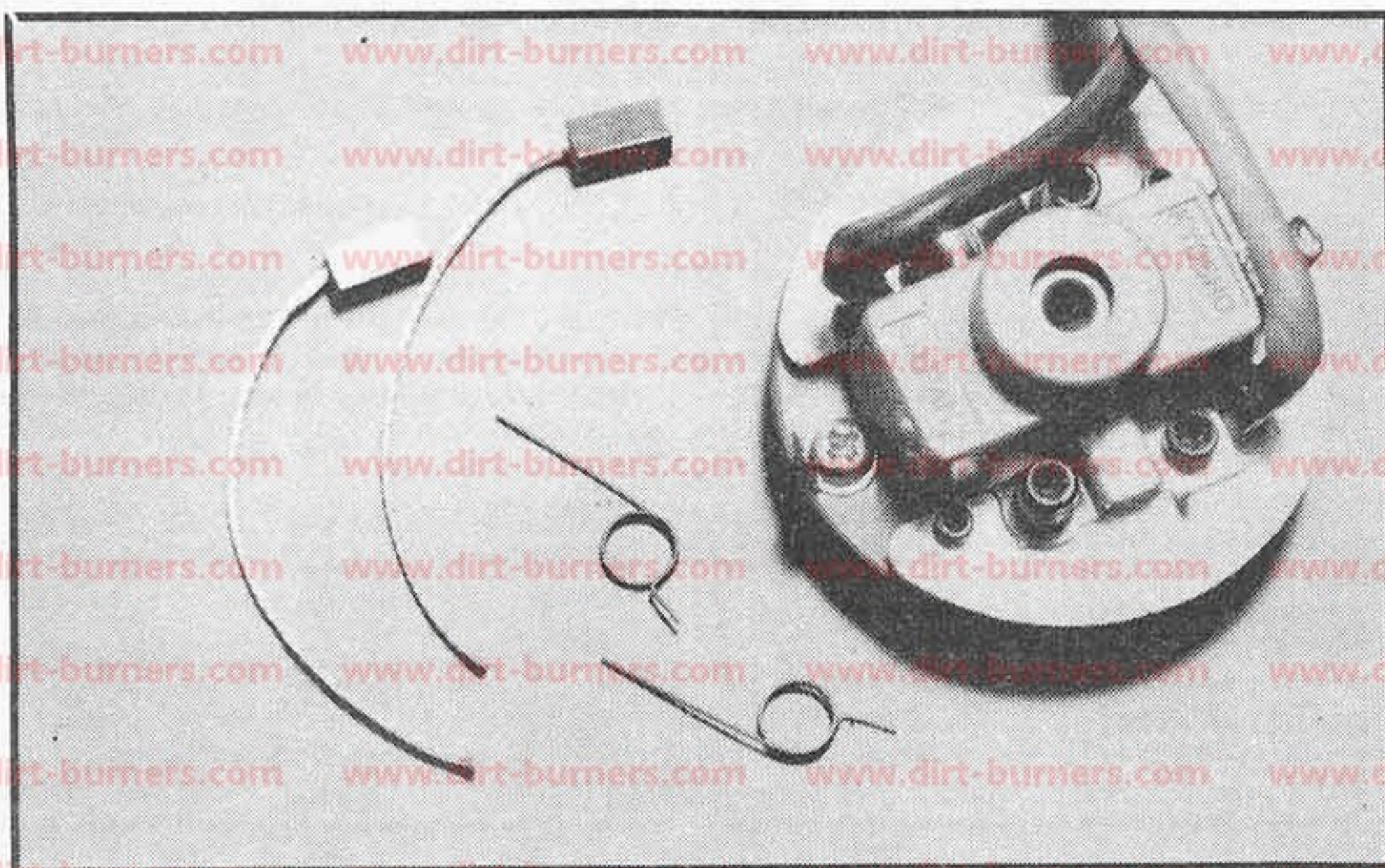
This body was made with the permission expressly granted by Model Expo.

PARMA INT'L

13927 Progress Parkway
N. Royalton, OH 44133



INSIDE LINES



REPLACEMENT MODULAR ENDBELL

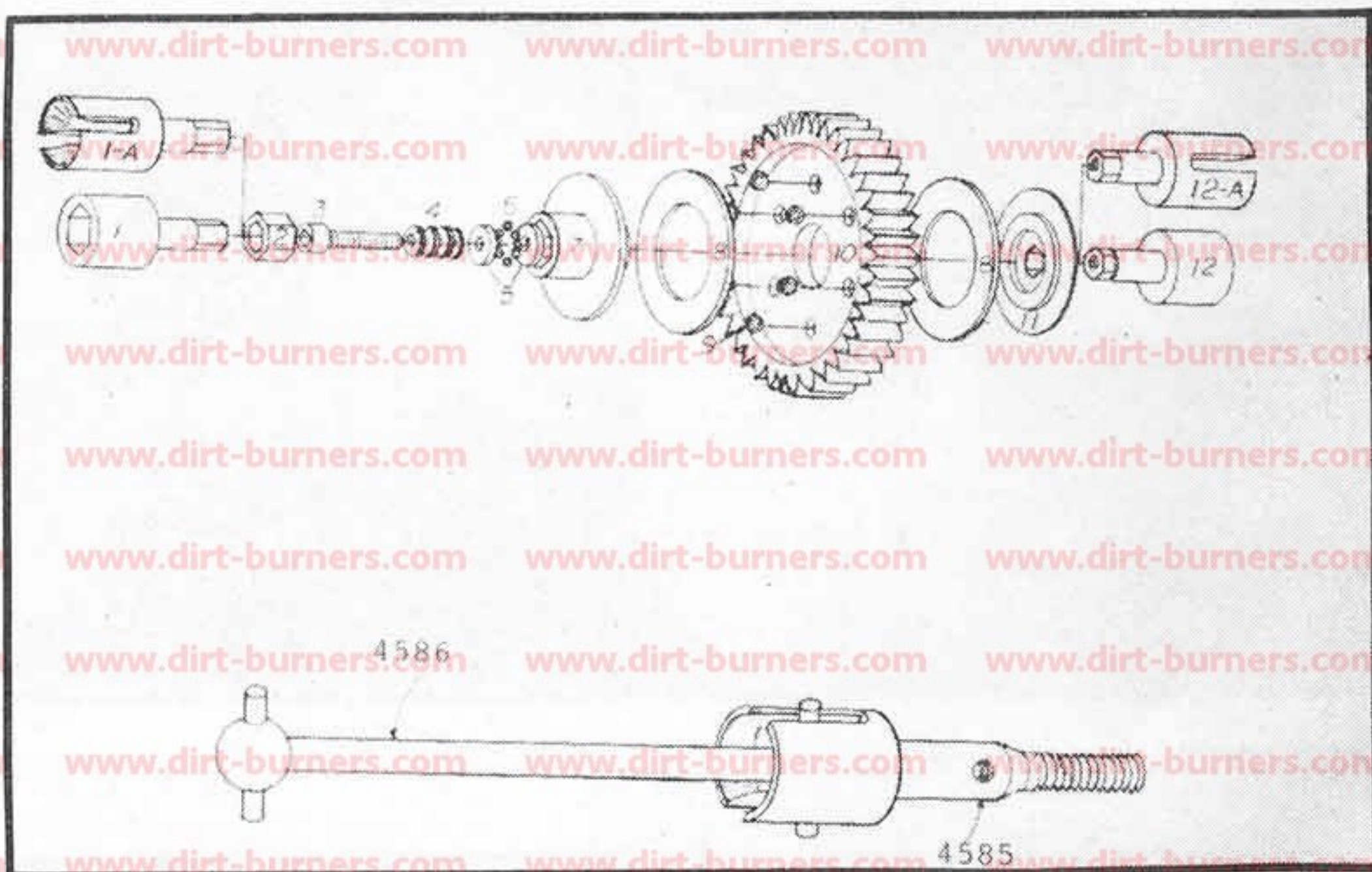
The Replacement Modular Endbell (RC #4017) is a redesigned Kyosho endbell that employs the Trinity Modular Brush System. It produces more low-end torque and is used on our Modular Sprint Motor. It comes with the timing ring and lead wires installed. It also includes brushes and springs. Only \$29.99 from:

TRINITY PRODUCTS, INC.
1901 E. Linden Ave, Unit 30
Linden, NJ 07036

FOX DIFF FROM THORP

The latest in the Thorp stable of differentials is a new ball-bearing diff for the FOX off road car. Coupled with Thorp's new dog-bones and rear axles, this combination eliminates the major drive train problems inherent with the FOX. Parts numbers 4581, 4585 and 4586 from Thorp will make your driving and competition all that much better. Available through leading retailers or from:

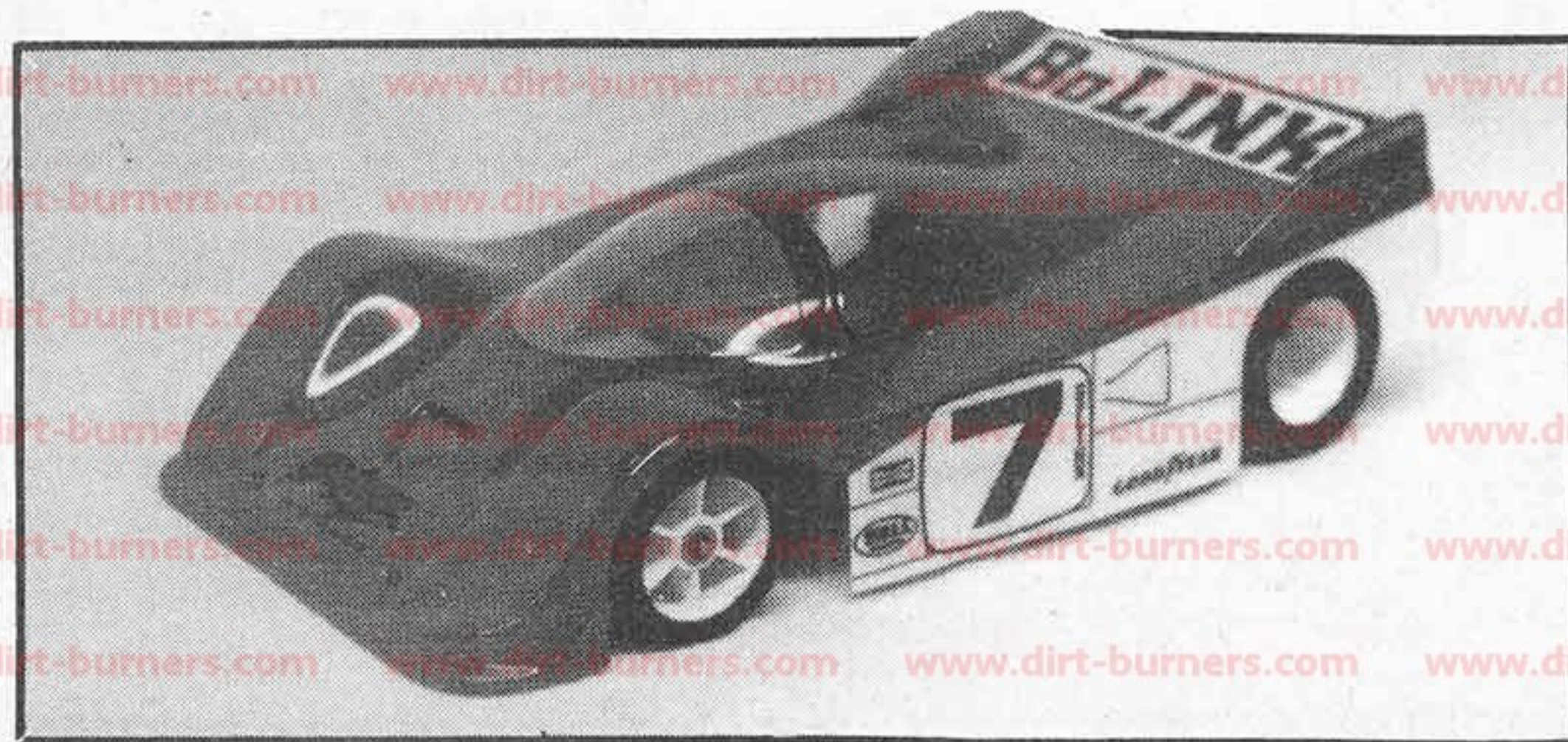
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Pomona, CA 91766



SLEEK AND FAST

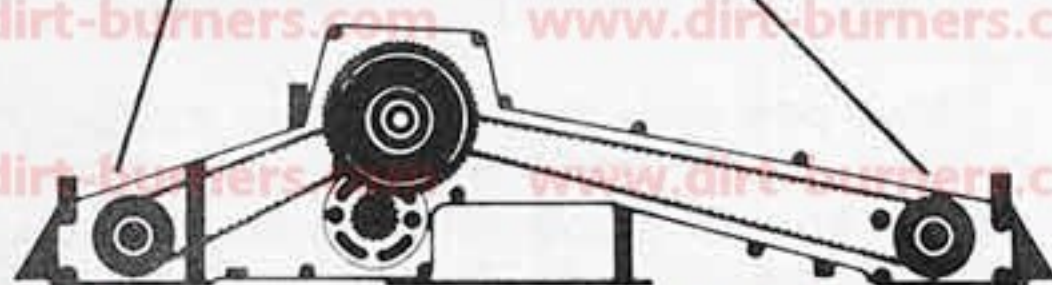
Sleek and fast is the best way to describe this newest BoLink body for your 1/12th scale electric racer. The Arundel G.T.P. is aerodynamically designed to enhance your handling and racing skills. It comes in clear lexan or beautifully painted from your local dealer or from:

BoLINK
420 Hosea Rd.
Lawrenceville, GA 30245



MUGEN BULLDOG II/AWDS. IMPROVING THE BREED.

Front and rear differentials are
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Race-rugged, yet light, the Bulldog's
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Now our Bulldog II is here to
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carbonate body and wing give the
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Start driving the latest in 1:10 scale (or
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the only way to catch one.

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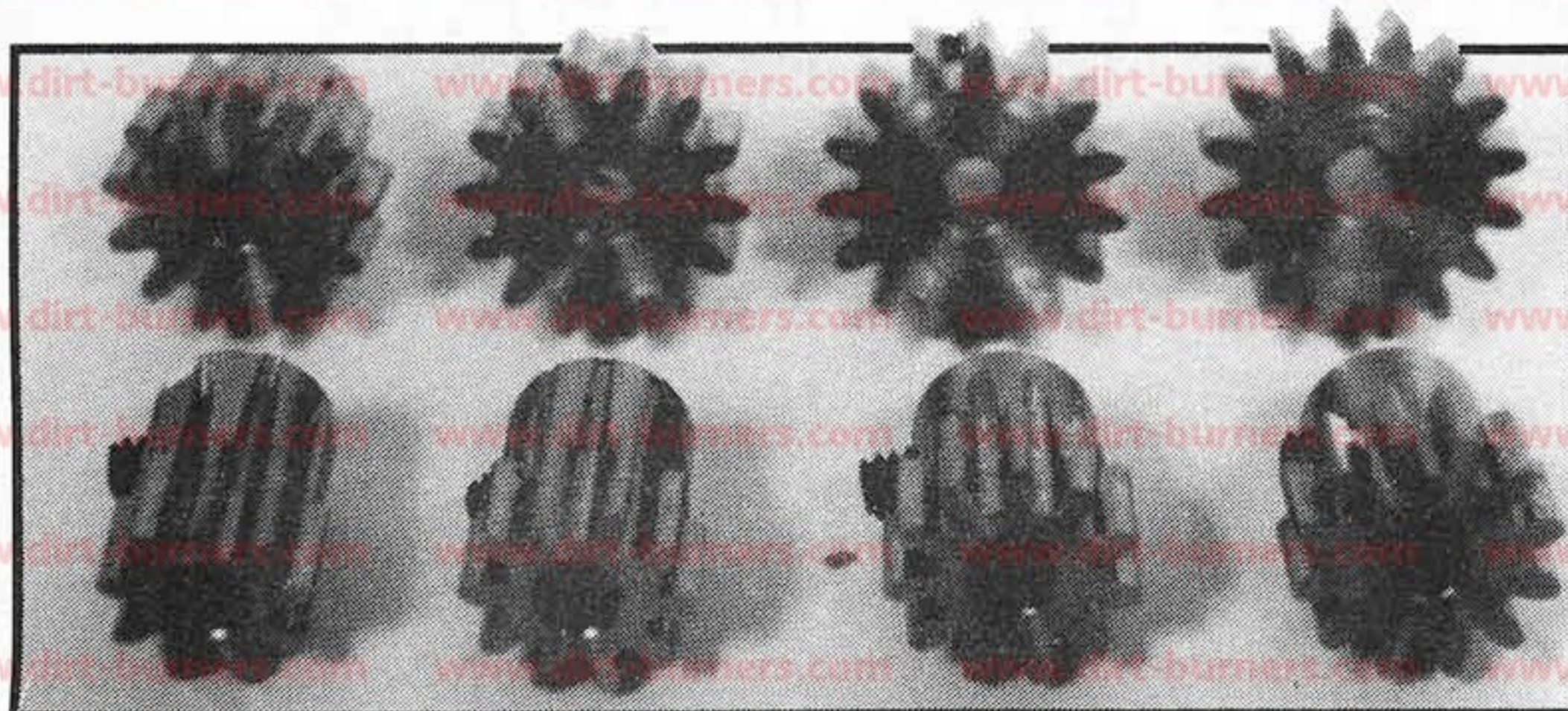
Dealers only contact Varicom Industries for distributor listing:
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Unique backbone chassis design for
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INSIDE LINES



STEEL PINION GEARS FROM PARMA

These new steel pinion gears are machined for a perfect mesh. They are available in a range from nine-tooth, for super-hot off road motors, up to 16-tooth, for stock motors. \$4 each Part No. 6000 A—H.

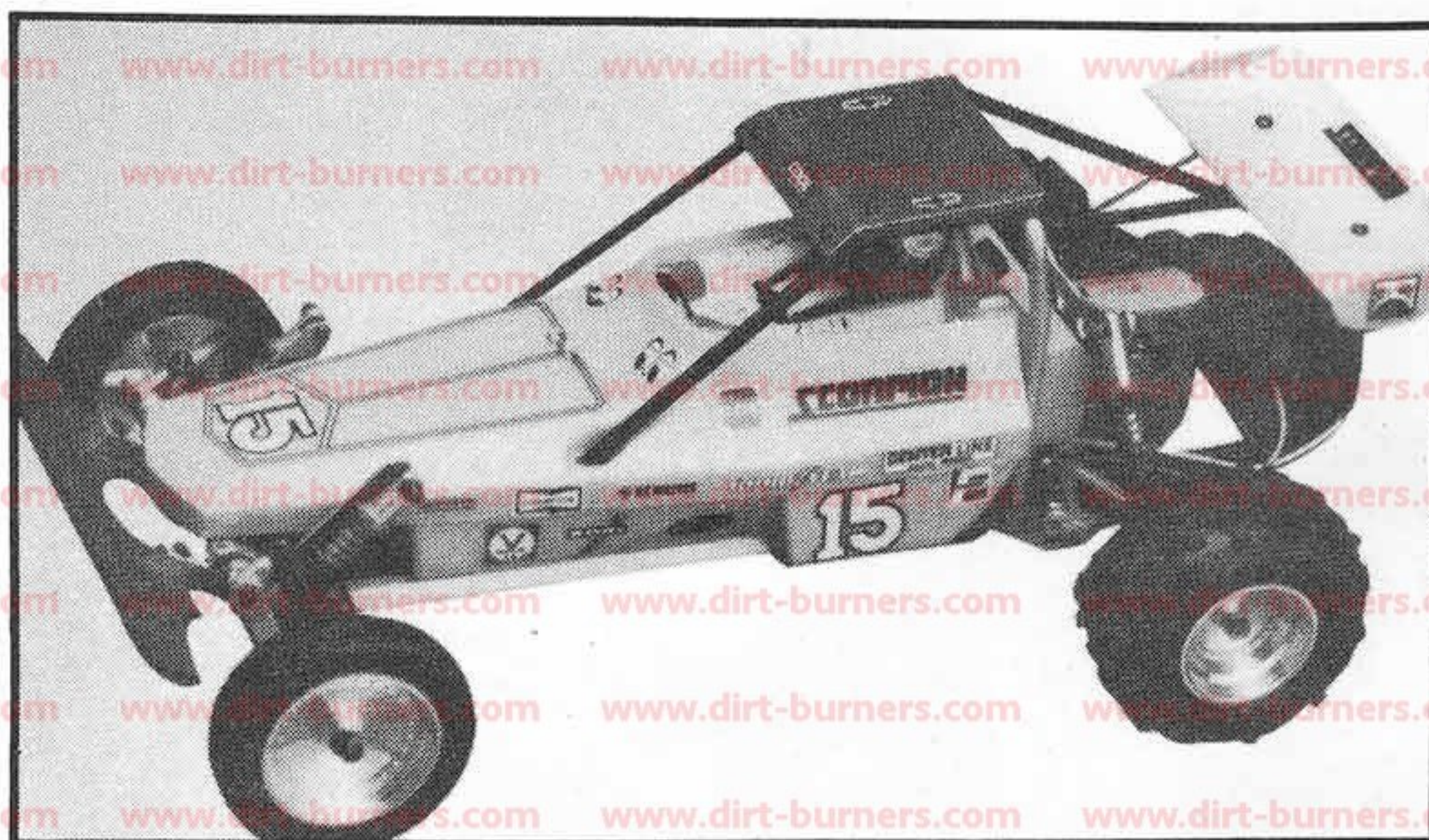
PARMA INT'L
13927 Progress Parkway
N. Royalton, OH 44133

THE COX SCORPION

A proven performer and consistent contest winner, fashioned after an off road buggy. New for 1985 — the Scorpion is available in partially assembled form with chassis ready to run, or in complete kit form where the modeler does all the assembly. Part No. 9080.

For more information, please contact:

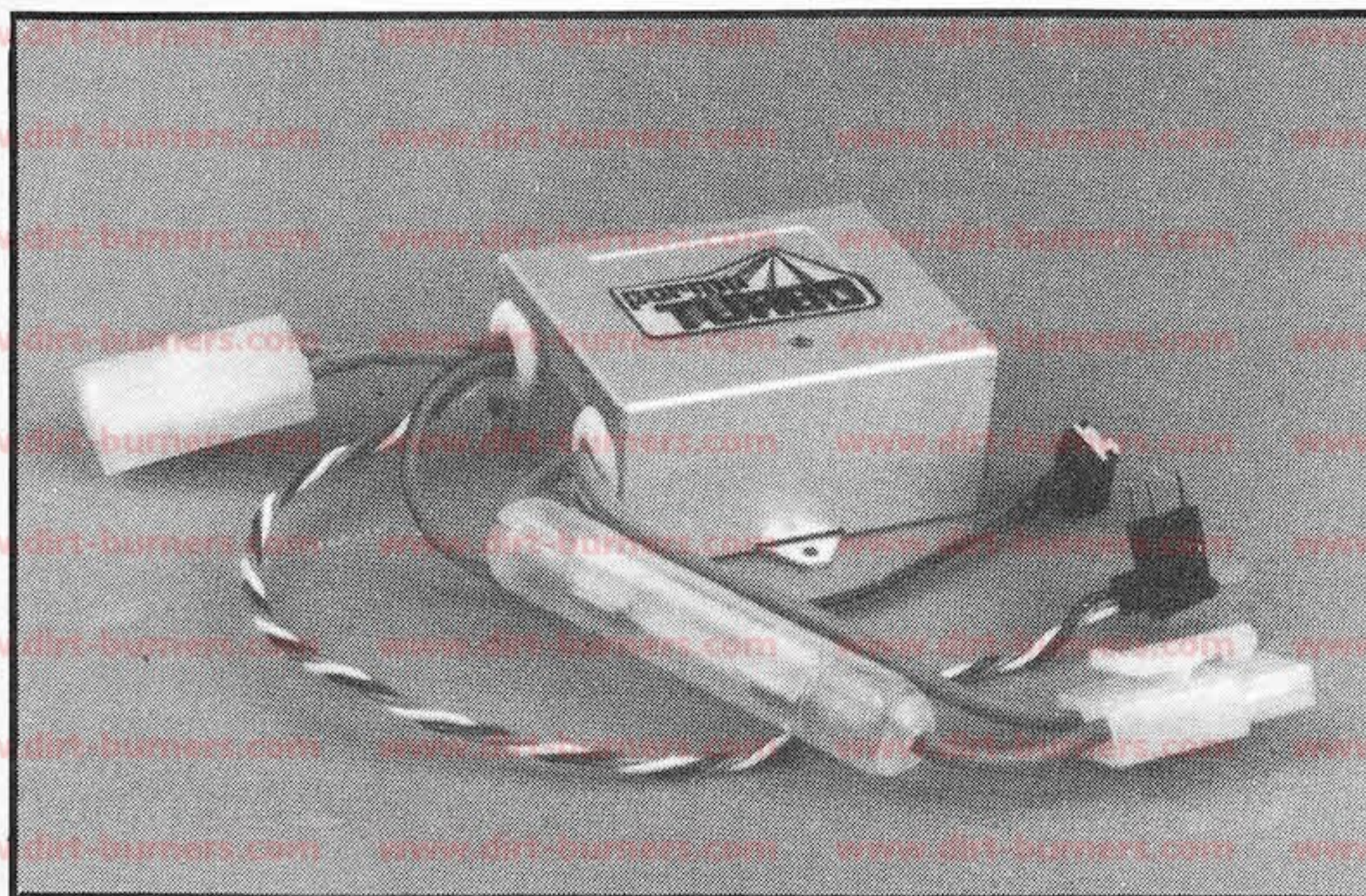
COX HOBBIES, INC.
1525 E. Warner Avenue
Santa Ana, California 92705



THE PARMA TURBO ELECTRONIC SPEED CONTROL

The Parma Turbo is an electronic speed control available in two versions. Part No. 11520 is the standard unit without reverse and retails for \$55. Part No. 11521 is the speed control with reverse and retails for \$59.95. Both models are designed for 4.8 to 8.4V battery packs and show no voltage drop at full speed. The perfect addition for on- and off road cars!

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WITH 1/10 SCALE OFF-ROAD BODIES



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'63 CORVETTE
fits all cars \$19.00



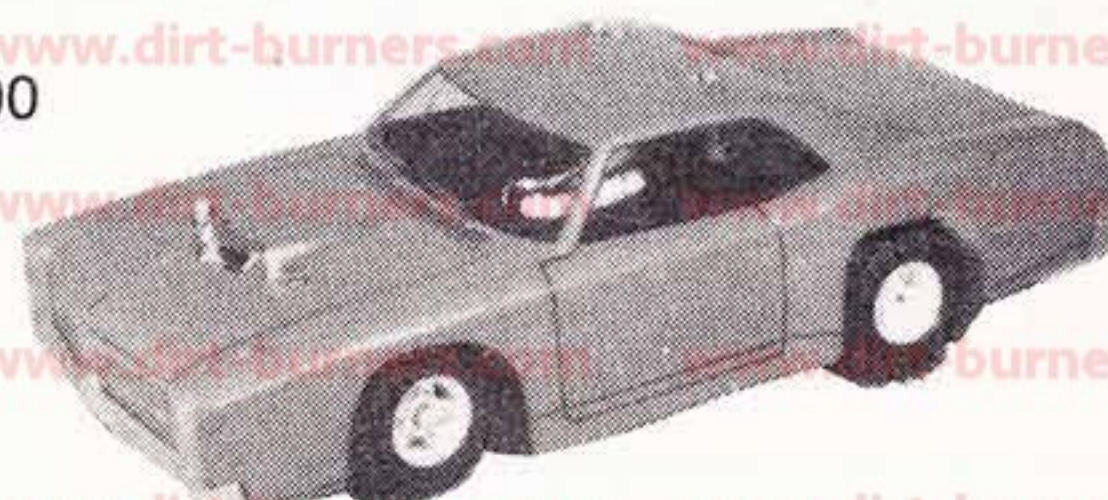
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ASA DODGE DAYTONA
fits all cars \$19.00



#10222
FROG JUMPER
fits Tamiya Frog \$15.00



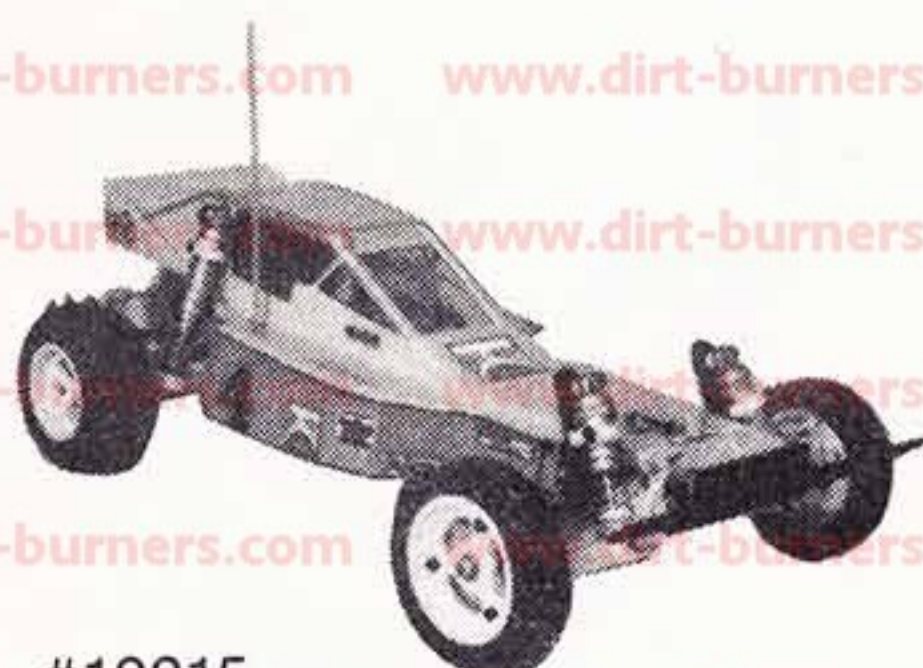
#10212
SUBARU BRAT
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'67 GTO
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CHENOWETH BUGGY
fits Monogram Lightning \$13.00



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CHENOWETH BUGGY
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#10223
WELLS COYOTE
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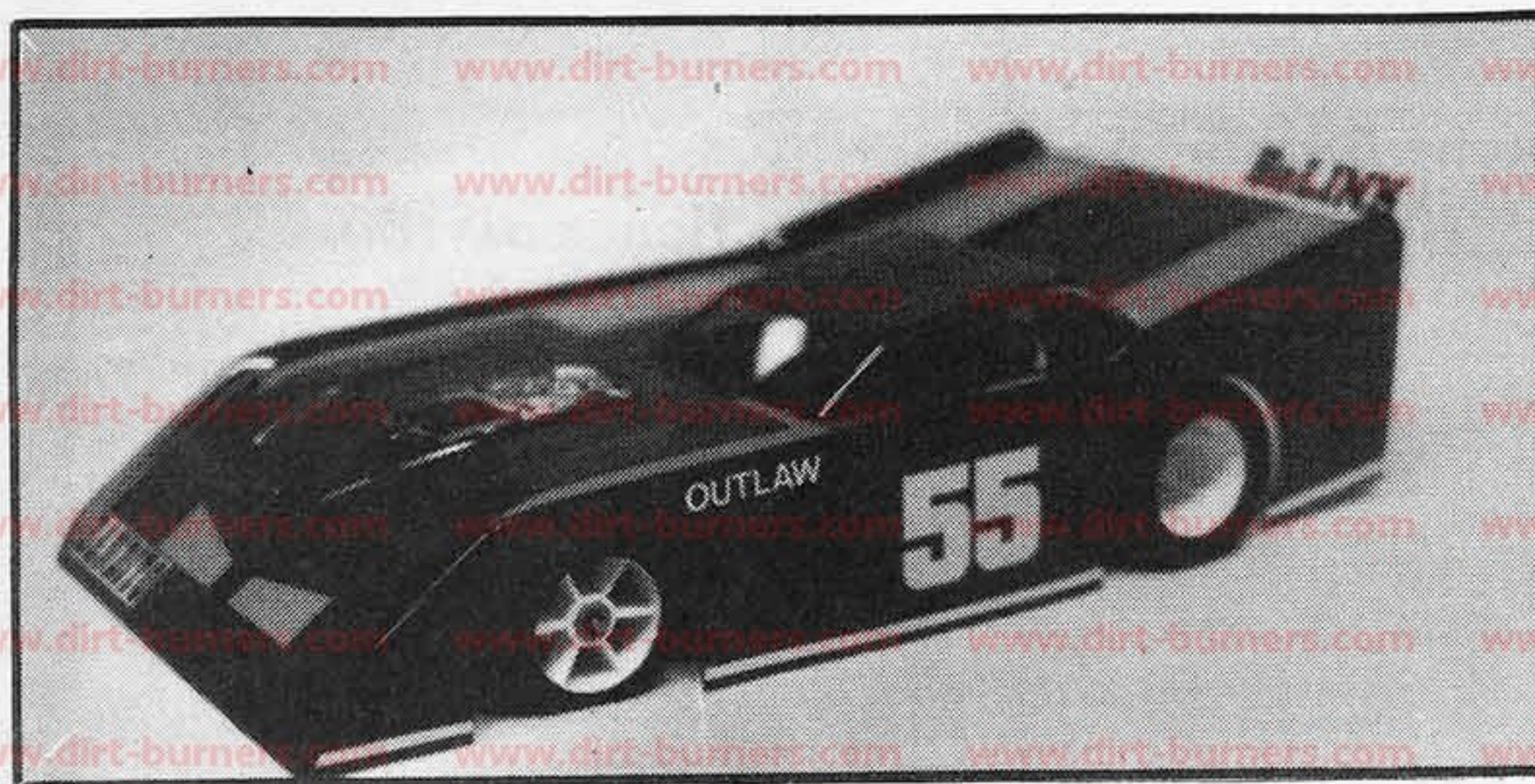
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INSIDE LINES

TRINITY RACING PACK

The Trinity Racing Pack (RC# 5015) is a six-cell Sanyo stick pack that comes pre-assembled with Tamiya connectors. This is the ideal battery pack for beginning racers. The stick configuration is designed for easy installation in Tamiya cars or the Associated RC10. Only \$28 from:

TRINITY PRODUCTS, INC.
1901 E. Linden Ave., Unit 30
Linden, NJ 07036



GET DOWN AND DIRTY

BoLink's Outlaw Firebird body is the perfect design for Dirt Oval racing. Hit those fast tracks in the East, Mid-West and West Coast with the best body to race with. This Firebird is available in clear lexan or beautifully painted—ready to cut and race. Get yours from your local dealer or from:

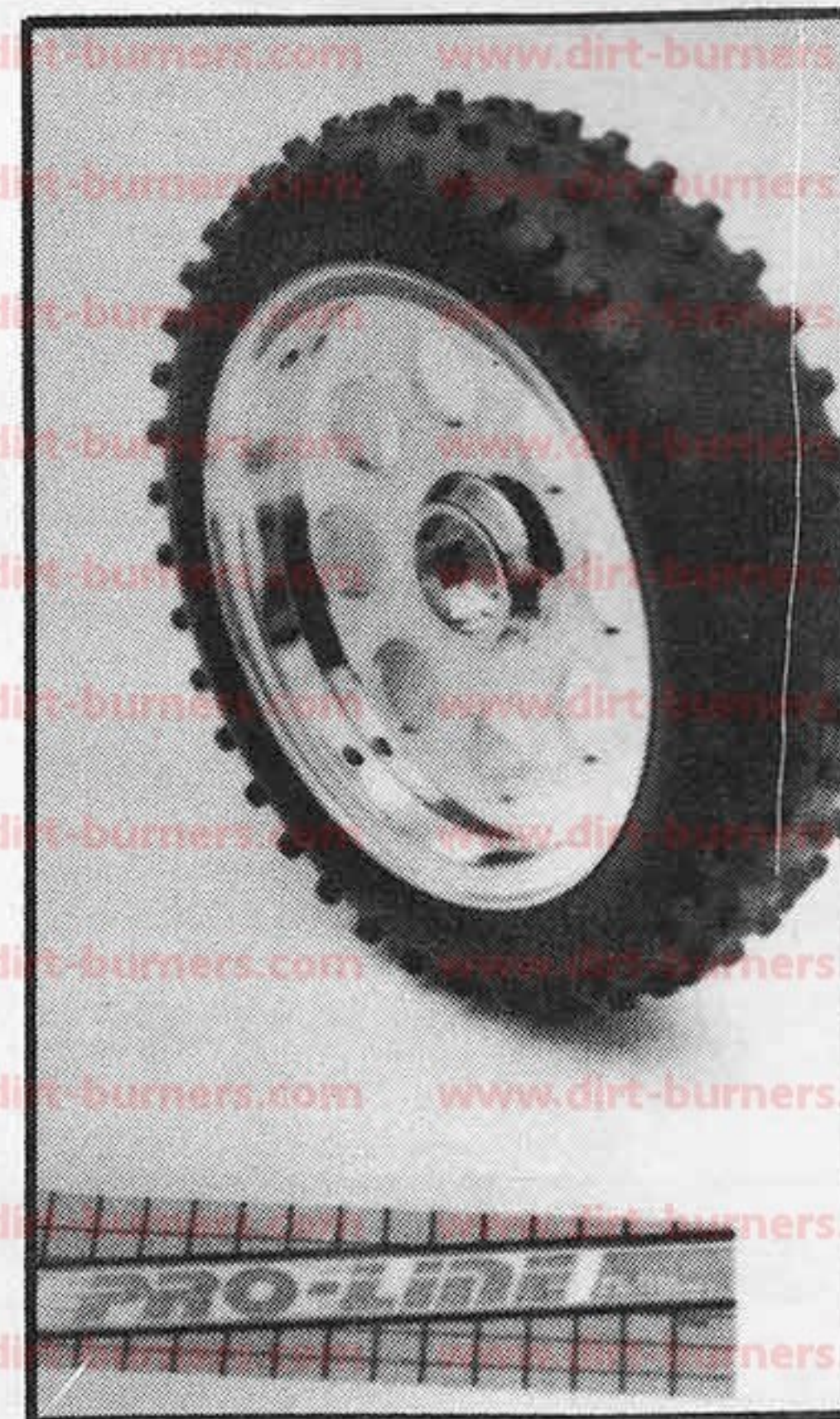
BoLINK
420 Hosea Rd.
Lawrenceville, GA 30245

TWO NEW TREADS

Pro-Line Parts and Accessories, Co., has just released their two brand new sets of front tires for the FOX, the RC10, the WILD ONE and the HOT SHOT.

The "knobby tread" design is perfect for high-performance and competition. The design lends itself for maximum steering and traction without sacrificing speed. The 420F and the diamond-tread design of the 421F will retail for \$8.50 a pair at most hobby and R/C shops. Other tires are on their way from:

PRO-LINE
PO Box 456
Beaumont, CA 92223





CIRCUS HOBBIES INTRODUCES ZERDA, THE OUT-OF-BOX READY 4WD CHARGER

Circus Hobbies, Inc., has introduced a new pre-assembled 4WD R/C car with design features that make it second to none...the Zerda. The announcement was made by Tony Bonetti, president, after extensive off road track testing and competition showed that the car can win against the most formidable racing set-ups.

With the exception of radio and battery installation, the Zerda comes track ready with ball bearings standard and all suspension elements pre-tuned to an averaged position.

Standard features of the Zerda read like other cars' lists of expensive options. In addition to ball bearings, the Zerda comes with pre-filled, oil-dampened shock absorbers working on an independent suspension basis. Coupled with this feature are adjustable springs to give

the driver variable ride controls which are perfectly adaptable to virtually any track. The camber is even adjustable, front and rear.

The drive-train starts with a powerful stock RS 540 motor that drives both a front and rear differential assembly for maximum straight-away and cornering efficiency. A three-speed control is standard.

Crowning the performance features is a polycarbonate/nylon roll cage-style frame that is extremely light and durable.

The initial price has been set at \$103.95, with a combination price of \$197.95 for the car, a 5-6 cell quick charger, a 7.2v battery pack and a Circus 2 Stick or Challenger 2-Wheel Radio System.

More information is available from:
CIRCUS HOBBIES, INC.
 3132 S. Highland Dr.
 Las Vegas, NV 89109
 (800) 782-0022 (orders)
 (702) 732-0022 (customer service/info)



CRP/DYNAMITE COMBINATION FRONT TIRE

New combo tread pattern. When spiked is too much traction and smooth is not enough. Fits 1 1/2-inch diameter front rims for Frogs, Hornets, Grasshoppers and SuperChamps. Part No. 4220 — \$8.50.

CRP

2610 S. California, Unit D
 Monrovia, CA 91016



STAINLESS STEEL METRIC BALL BEARINGS FROM PARMA

We have received a shipment of high-quality, stainless steel 5X11 metric ball bearings (Part No. 12300). Available six per bag, they are the perfect addition to the Tamiya off road cars.

PARMA INT'L

13927 Progress Parkway
 N. Royalton, OH 44133

THE COX TURBO SCORPION

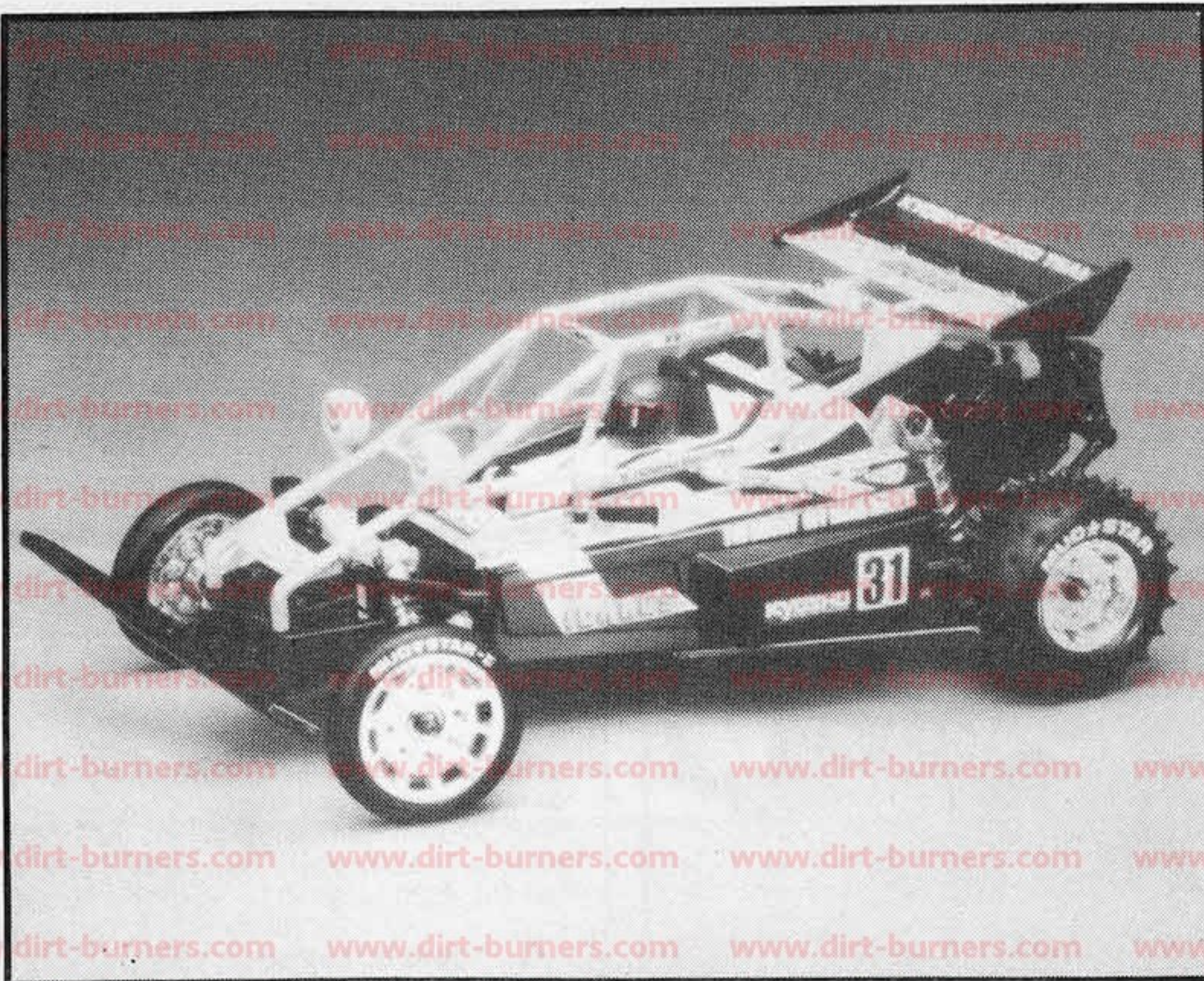
A direct descendent from the Cox Scorpions that won the Stock and Modified Two-Wheel-Drive classes at the prestigious R.O.A.R. Nationals, the new Turbo Scorpion features more than 25 changes and improvements over the original Scorpion. New wheels, tires, shocks, suspension components, speed controller, gearbox and gears are some of the numerous improvements that make the Turbo Scorpion a winner. Comes in kit form with fully illustrated assembly instructions. Powerful Mabuchi RS-540S motor included. Part No. 9082.

For more information, please contact:

COX HOBBIES, INC.

1525 E. Warner Avenue
 Santa Ana, California 92705





KYOSHO ICARUS

Brand new from Kyosho is the Icarus off road buggy. Kyosho has designed the Icarus to be easy for the beginner to assemble and operate, yet still be competitive against other "entry-level" cars.

For power, the Icarus uses the high-performance LeMans 360ST electric motor. The 360ST produces 20,000-22,000 rpm and generates lots of torque. With all this power, it's no wonder that the Icarus is so fast!

The Kyosho Icarus has many other great features including metal, coil-spring, oil-filled shocks on all four wheels, excellent suspension system, protective chassis box, fuel and motor cage for protection during rolls and crashes, and side nerf bars to protect the wheels during races.

The Icarus is very attractive with its bright yellow roll cage, black motor and chassis box, ABS chrome-like wheels, and plastic body with driver.

The 1/10 scale Icarus is 15.2" long and weighs 54 ounces. It requires a 6-cell battery pack, charger and a 2-channel radio.

The Kyosho Icarus is distributed to leading retailers nationwide through:

GREAT PLANES MODEL DISTRIBUTORS

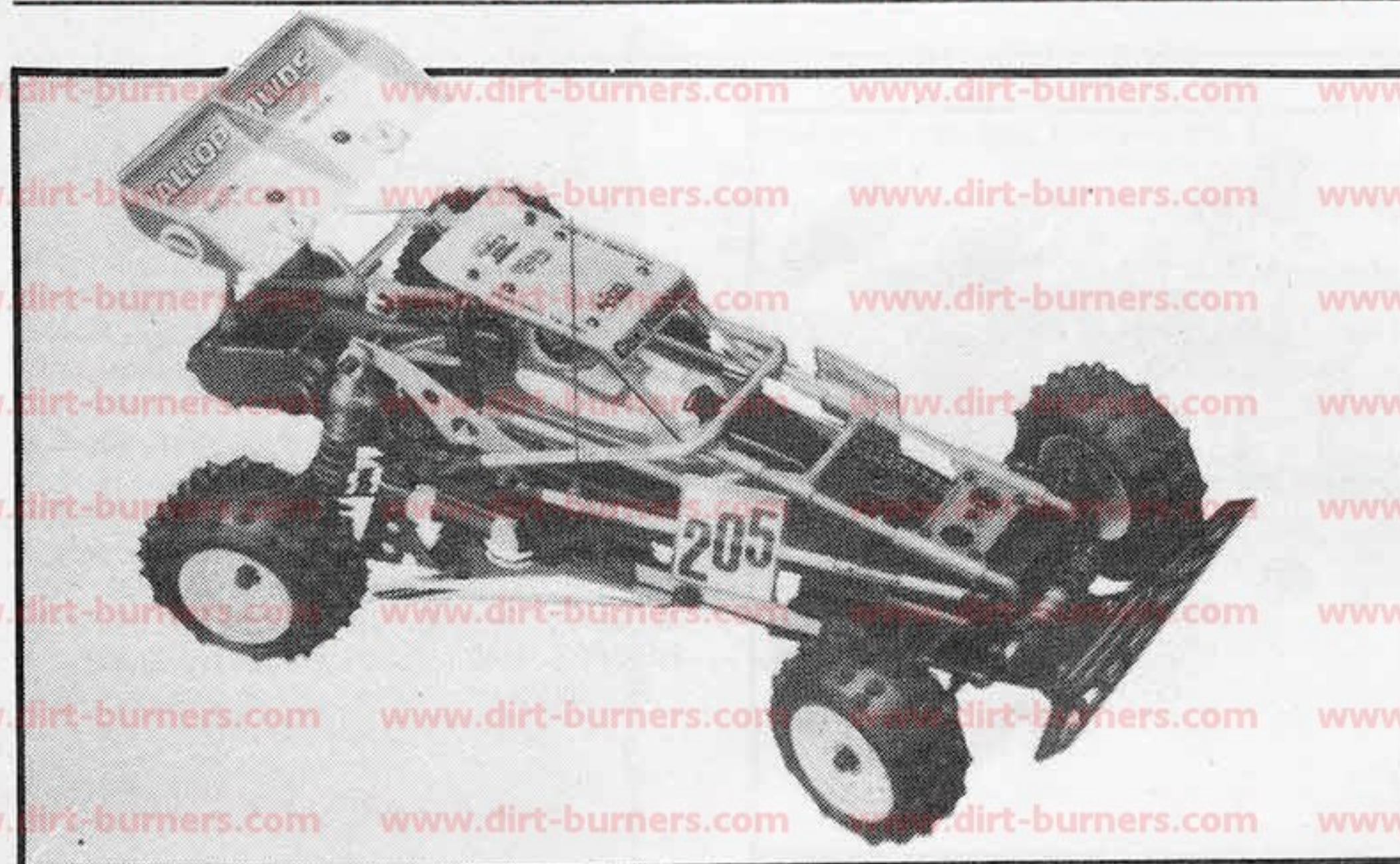
P.O. Box 4021
Champaign, IL 61820

PRO-LINE TIRES

Pro-Line tires come mounted on Associated RC10 rear wheels. Tread pattern selection: Asphalt, carpet, mud and sand. Pro-Line tires 102-R through 117-R.

For more information, please contact:

PRO-LINE
P.O. Box 456
Beaumont, California 92223
(714) 845-7730

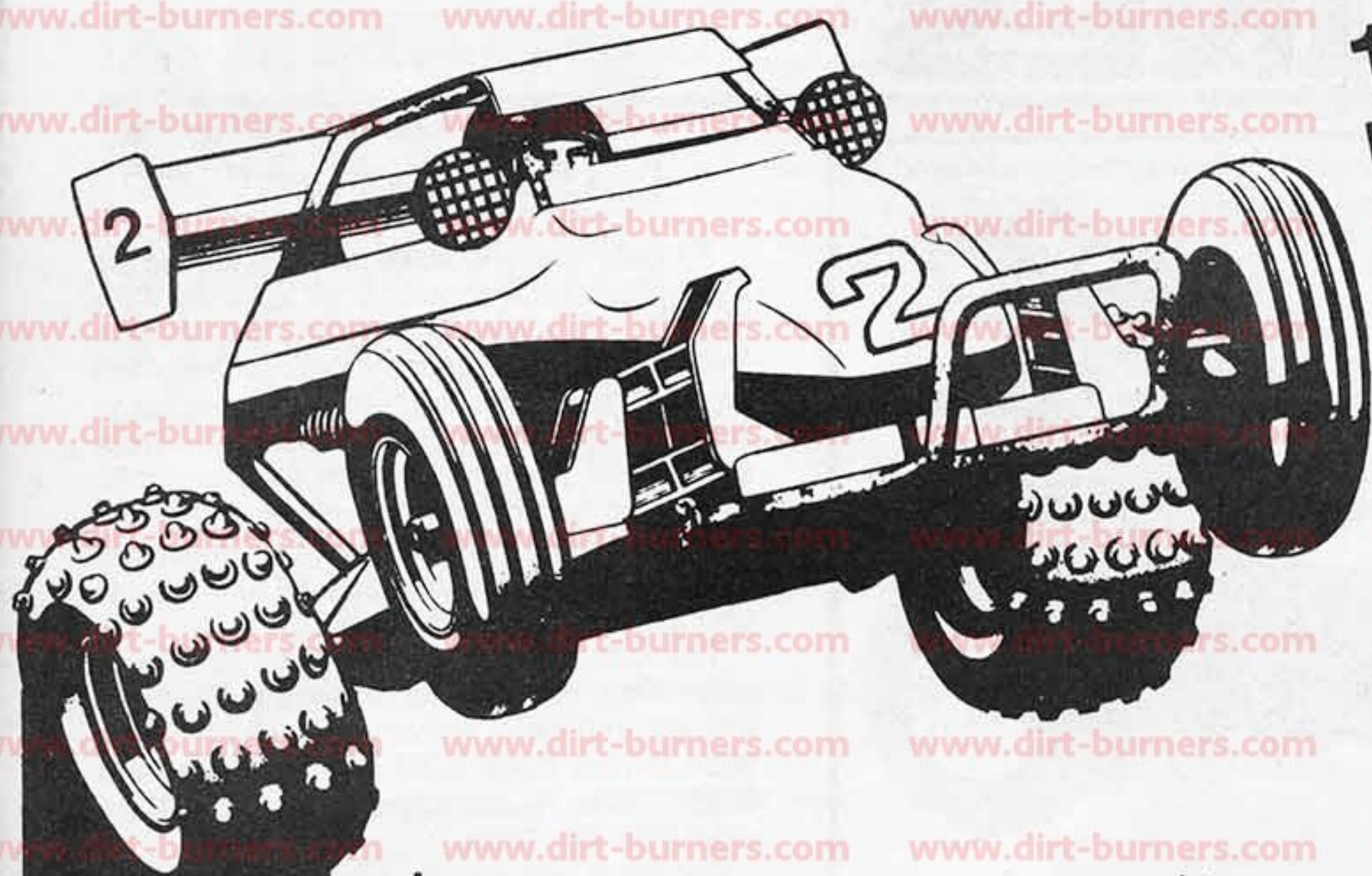


THE COX GALLOP

The 1/10 scale Gallop off road R/C electric-powered racer is the second car in the revolutionary four-wheel-drive, four-wheel-steering series. Four-wheel-steering responds lightning-quick to the driver's control inputs, but Gallop maintains directional stability thanks to Gallop's other super feature — four-wheel-drive. With all four wheels driving, traction through corners and driving force for acceleration are at a maximum. And the Gallop features gear type differentials on both the front and rear axles. The super-light roll cage type body and aerodynamic wing give the Gallop an aura of realism unmatched by other cars. Part No. 9077.

For more information, please contact:

COX HOBBIES, INC.
1525 E. Warner Avenue
Santa Ana, California 92705



**1986 ROAR
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OFF ROAD
CHAMPIONSHIPS**
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60126

FOUR CLASSES:

2WD STOCK / MOTORS SUPPLIED

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2WD MODIFIED

4WD MODIFIED



**ROAR
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ENTRY FORM

2WD STOCK \$25-----MAX 50 CARS

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2WD MODIFIED \$15-----MAX 50 CARS

4WD MODIFIED \$15-----MAX 50 CARS

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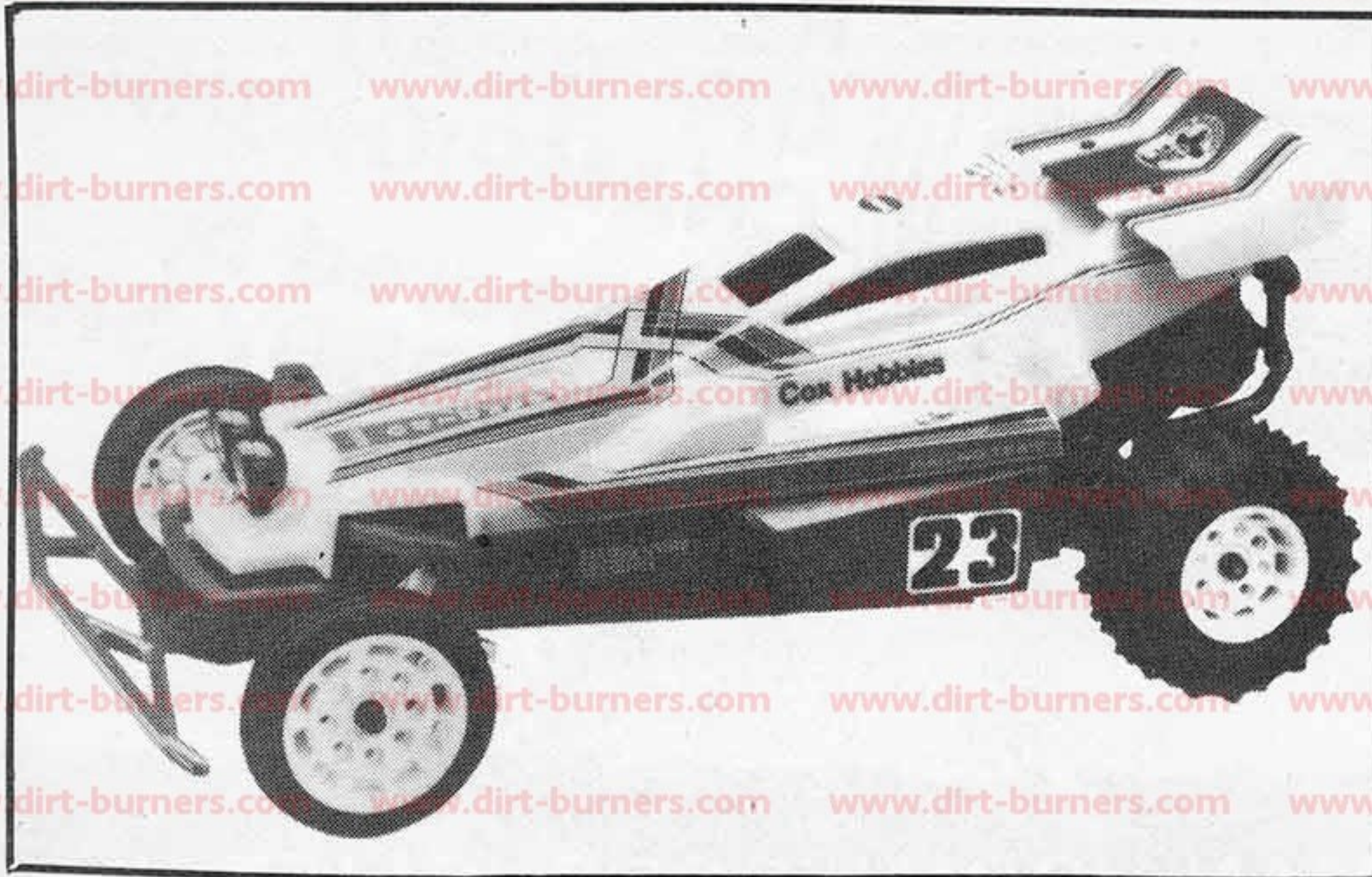
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INSIDE LINES



THE COX BANDIDO

A totally new 1/10 scale radio controlled entry-level off road racer. Special features of the Bandido include easy assembly with fully illustrated step-by-step instructions, one-piece rugged box chassis, sophisticated living hinge suspension design, double wishbone front suspension, powerful Mabuchi 540S motor fitted to gear-type differential, wire-wound speed controller for full range of speeds, lightweight three-piece racing wheels, special rubber tires, and a tough, clear plastic body.

The Cox Bandido comes in kit form with everything required for assembly. Battery, charger and radio system not included. Cox 9086 Battery Pack, 9087 Quick Charger and 8220C Cadet Radio recommended. Cox Bandido: Part No. 9084.

For more information, please contact:

COX HOBBIES, INC.

1525 E. Warner Avenue
Santa Ana, California 92705

McALLISTER RACING PRESENTS THE NEW OLDS!

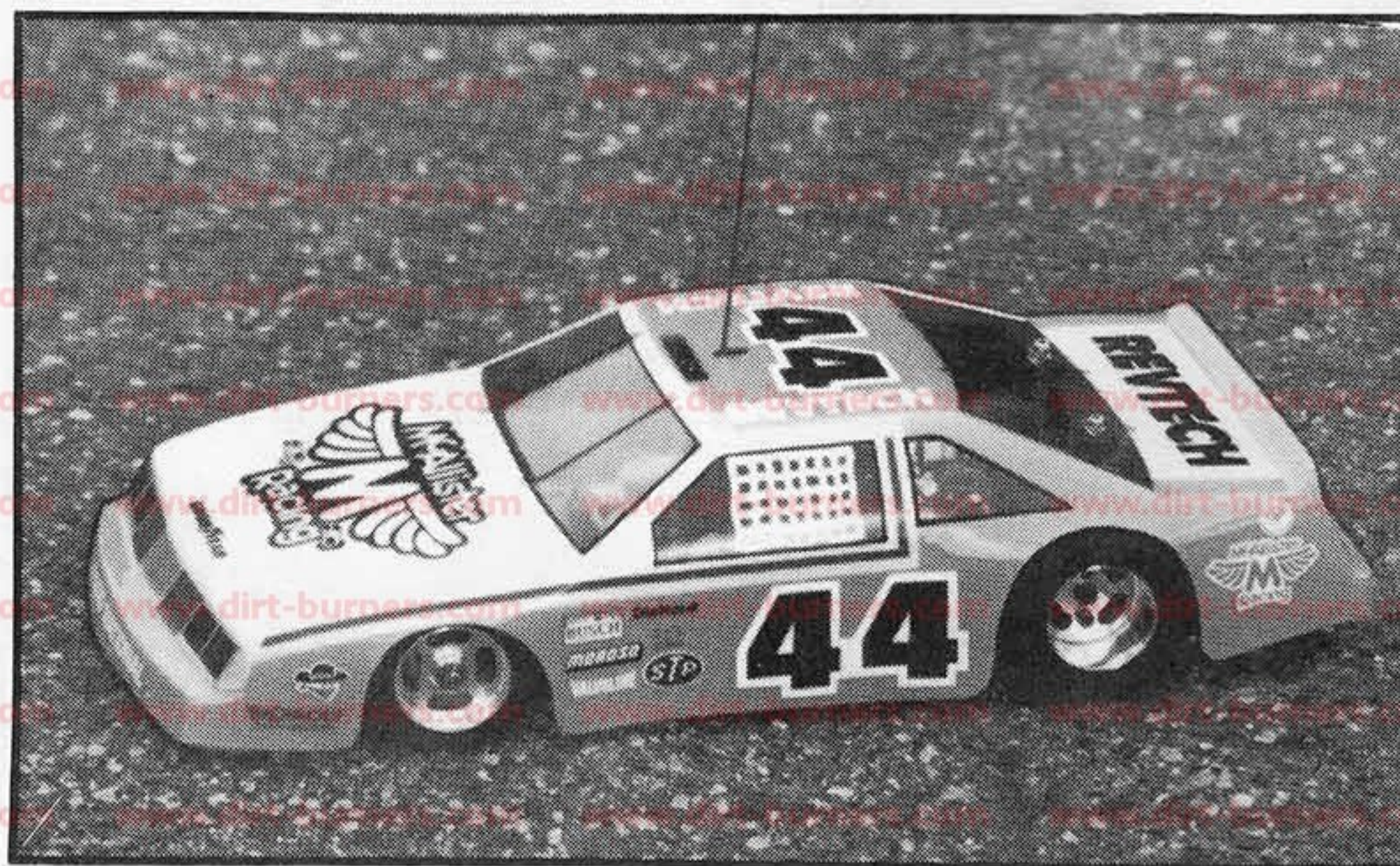
The fastbacks are back. Put the new 1986 Olds Fastback stock car 1/12 scale body in the winners' circle of your local roundy-round. From the good ol' boys at McAllister Racing. For more information, contact those good ol' boys at:

McALLISTER RACING

4827 Top Circle

Simi Valley, California 93063

(805) 522-1071

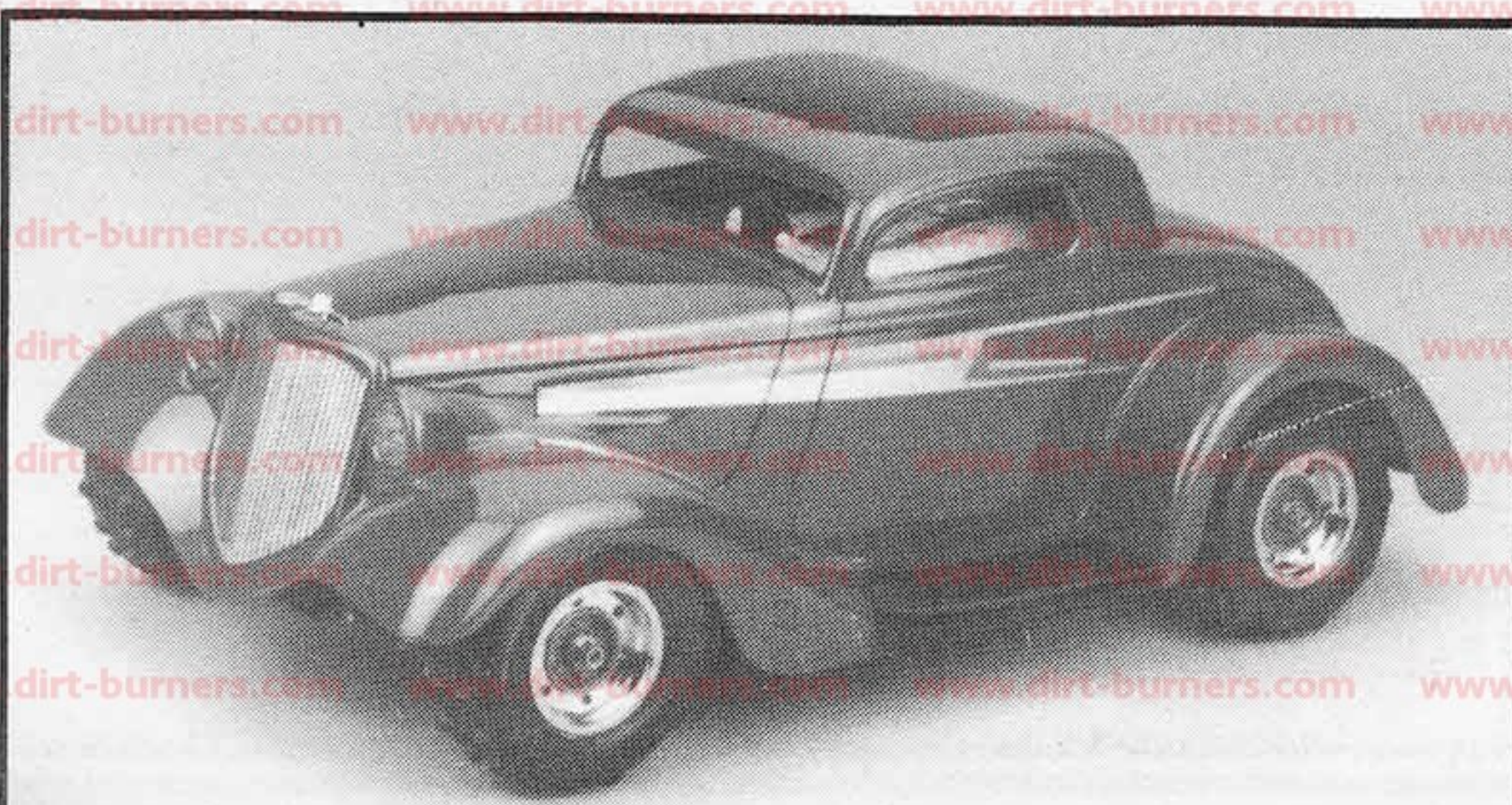


1933 FORD 3 WINDOW COUPE FROM PARMA

This chopped 1933 Ford 3 Window Coupe (Part No. 10227), available in clear lexan, is our newest 1/10 body. It has detail that is unmatched.

PARMA INT'L

13927 Progress Parkway
N. Royalton, OH 44133



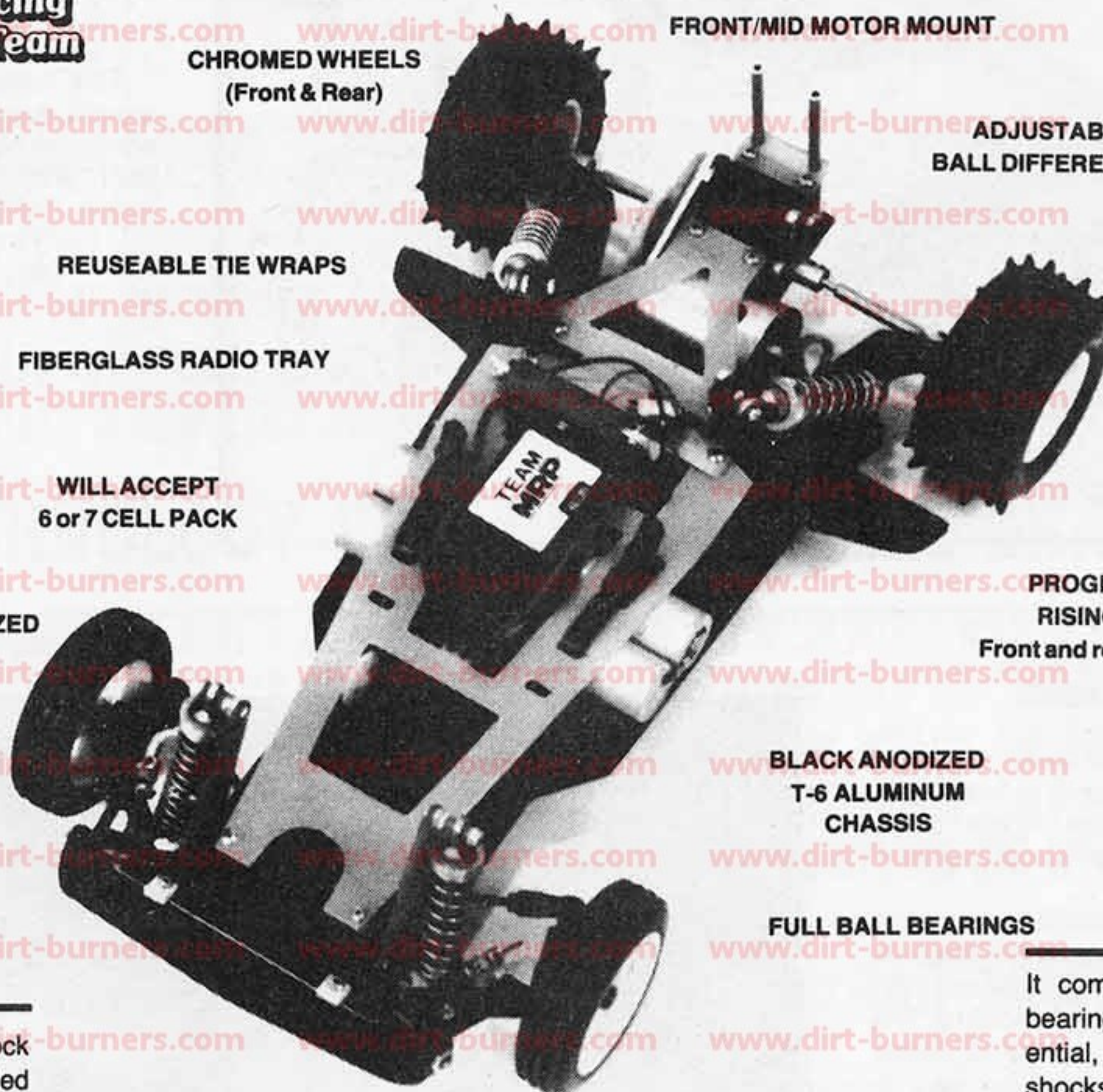


PRO-110

Racing Team

MRP has been a leader in model radio controlled car racing for 17 years helping to found, advance, and promote the hobby/sport. The **PRO-180** and **PRO-120** scale on road cars have won 9 U.S. National Championships and so many other Regional and World Class Events we couldn't count them all.

Now we have developed our first 1/10 scale off-road car using all our 17 years of design and race experience and thousands of hours of testing, and designing. Over two years of track and computer redesigns have resulted in the **PRO-110**.



CHROMED WHEELS
(Front & Rear)

FRONT/MID MOTOR MOUNT

ADJUSTABLE
BALL DIFFERENTIAL

REUSEABLE TIE WRAPS

FIBERGLASS RADIO TRAY

WILL ACCEPT
6 or 7 CELL PACK

KNOBBY TIRES
Styled after what
9 out of 10 Racers run

ADJUSTABLE PRESSURIZED
OIL SHOCKS

RISE HEIGHT ADJUSTER

FRONT ANTI-SWAY BAR

PROGRESSIVE
RISING-RATE
Front and rear coil overs

BLACK ANODIZED
T-6 ALUMINUM
CHASSIS

FULL BALL BEARINGS

ECCENTRIC CAM TO ADJUST
CASTER & CAMBER AND TRACK
FRONT AND REAR

Fully adjustable, pressurized shock absorbers! These aluminum bodied shocks give full travel with the best damping action possible to keep your wheels where they belong — *on the ground!* Compact design allows greater throw and larger oil capacity yet in an overall smaller shock so there is less weight or body interference.

It comes standard with full ball bearings, adjustable ball differential, pressurized adjustable shocks, and caster and camber adjustments. There is no need to spend a fortune making your toy car competitive — just buy the competitive car — **The PRO-110.**



Unique design allows the motor to be mounted in rear or front/mid motor position. This allows front to rear weight bias to be altered depending on track conditions and driver's preference. This coupled with the range of battery positions, adjustable camber and caster, ride height, toe-in, etc., makes the **PRO-110** right for whatever track you race on.

It has been designed in America for not just a few different tracks, but *all* the different tracks — long high speed, or short twisty tracks, hard packed ovals, or sink-to-your-axle sand and mud. This is the "out of the box" racer to take on *your* track and win!!

THE PRO-110 — AN ALL-AMERICAN CAR FOR ALL AMERICAN TRACKS!

INSIDE LINES



TRINITY'S TURBO BLAST

This Turbo Blast (RC #2006) is a machine-wound econo off road motor. It's the ideal starter or back-up modified motor, based on our "World Championship" winning sprint motor. Only \$49.99 from:

TRINITY PRODUCTS, INC.
1901 E. Linden Ave., Unit 30
Linden, NJ 07036

KYOSHO PEGASUS

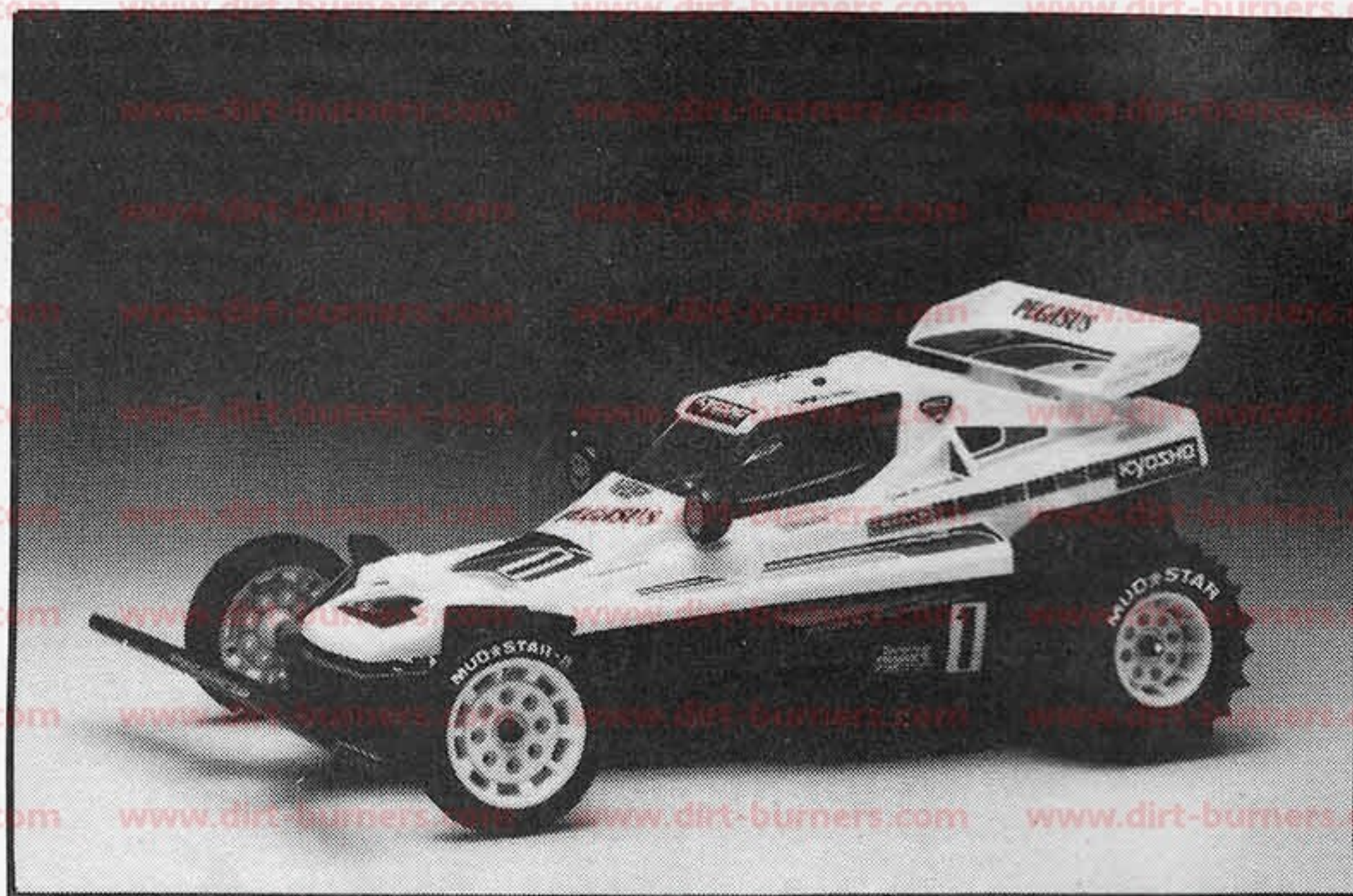
A fine 2WD electric off road car for the beginner is the Pegasus. It's easy to assemble, operate and maintain. This model offers several high-performance features at an affordable price.

The Pegasus' nylon suspension components and plastic chassis box keep its weight very low, yet they are durable and hold their shape under tough driving conditions. The roomy servo box makes it easy to install standard-size radio systems.

The Pegasus comes with a Mabuchi RS-540S electric motor. A gear-type differential distributes power effectively on loose terrain. Four coil-spring shocks and independent front suspension smooth out bumps and facilitate good handling.

The kit is easy to assemble with instructions specially designed for the beginner. Two-channel radio is required plus six-cell battery pack and charger. This dandy of a kit is distributed through leading retail stores by:

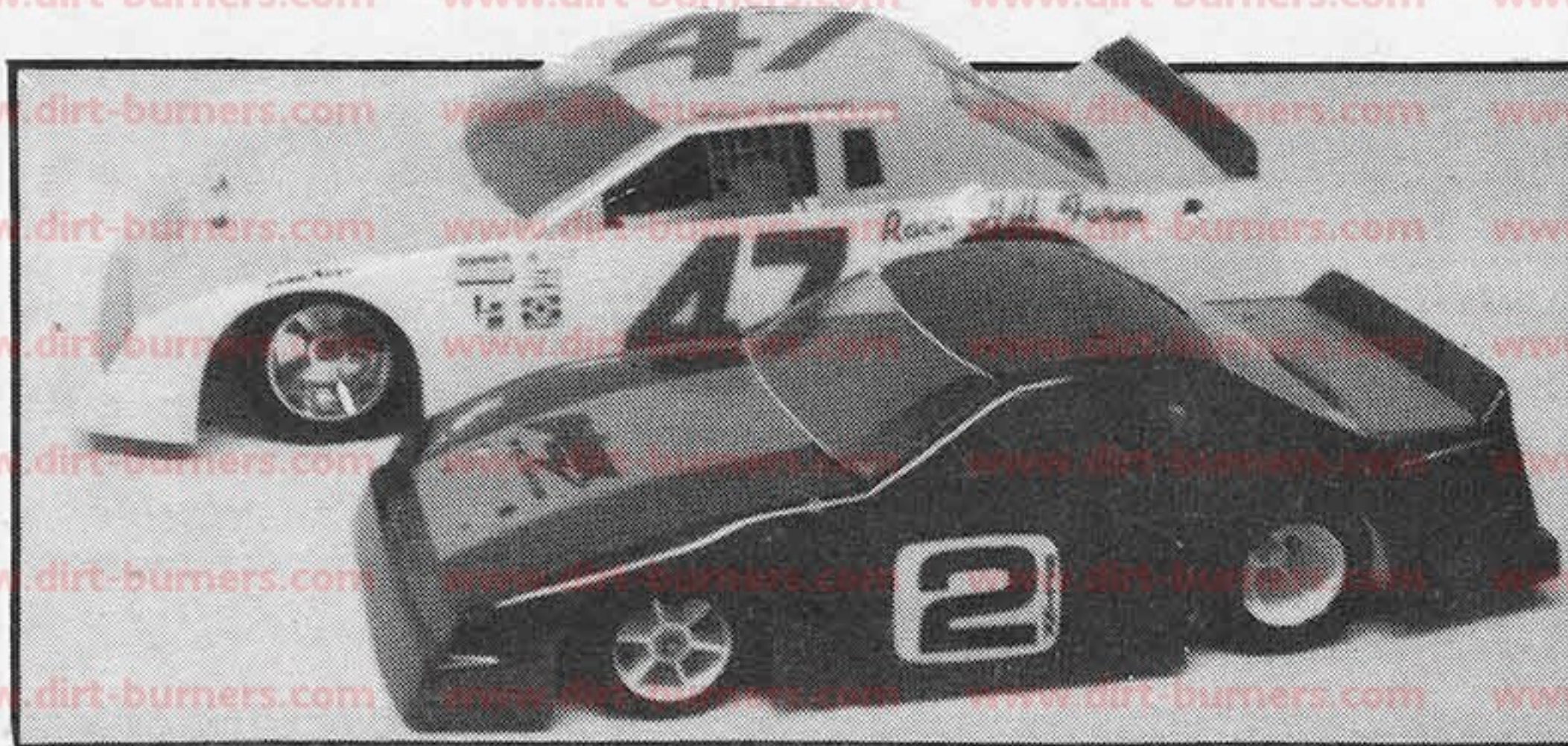
Great Planes Model Distributors
PO Box 4021
Champaign, IL 61820



TWO SCALES, TWO WINNERS

NASCAR has them. Why not you? The 1986 Buick LeSabre body, available for both 1/10th scale and 1/12th scale, is the perfect body for your racing needs. Strong lexan protects the rest of the chassis from the door-to-door-type of racing. This is the body you should have in your racing stable. From your local dealer or from::

BoLINK
420 Hosea Rd.
Lawrenceville, GA 30245



TRINITY

"'82, '83, '84, '85 R.O.A.R. 6 CELL MODIFIED NATIONAL CHAMPIONS"
 "1985 I.F.M.A.R. OFF-ROAD MODIFIED CLASS WORLD CHAMPIONS"

"WE TAKE OUR OFF-ROAD RACING SERIOUSLY"

IN JUST OUR FIRST SEASON OF SERIOUS INVOLVEMENT IN OFF-ROAD RACING OUR PREMIER DRIVER "GIL LOSI JR." HAS CAPTURED THE I.F.M.A.R. MODIFIED CLASS "WORLD CHAMPIONSHIP", "GIL" ALONG WITH TEAM MATE "CHRIS ALLEC" HAVE USED THEIR "TRINITY MODULAR SPRINT MOTORS" AND "MATCHED SANYOS" TO COMPLETELY DOMINATE THE 4WD MODIFIED CLASS FOR THE PAST YEAR.

NEW TECHNOLOGY FROM THE "WORLD CHAMPIONS"

AS OUR 4 STRAIGHT "R.O.A.R. 6 CELL MODIFIED NATIONAL CHAMPIONSHIPS" WILL TESTIFY WE TAKE OUR RACING VERY SERIOUSLY, ALL OUR PRODUCTS ARE DESIGNED WITH THE "RACER" IN MIND TO BE THE MOST HIGH PERFORMANCE ITEM FOR THE MONEY. NOW WE ARE PUTTING THE SAME EFFORT BEHIND THE DEVELOPMENT OF 1/10TH SCALE PRODUCTS AS WE HAVE FOR 1/12TH SCALE FOR YEARS. WE HOPE TO RAISE THE TECHNOLOGY LEVEL BY PRODUCING BETTER PRODUCTS FOR THE OFF-ROAD RACER.

NEW "STATE OF THE ART" 1/10TH OFF-ROAD ACCESSORIES

- #2000 "KYOSHO STOCK" THE FASTEST ORCA AND ROAR LEGAL STOCK MOTOR YOU CAN BUY. THE COMM. IS PRE-TWEAKED FOR MAXIMUM R.P.M.S. \$25.00
- #2001 "ECONO BUGGY MOTOR" MILD HAND WOUND OFF-ROAD MOTOR WITH STOCK "KYOSHO" ENDBELL... \$60.00
- #2002 "SPRINT MOTOR" DESIGNED FOR 4WD CARS LIKE THE "YOKOMO" OR "OPTIMA". LOTS OF LOW END TORQUE. COMES WITH OUR "MODULAR ENDBELL SYSTEM. USED BY "GIL LOSI JR." TO WIN THE MODIFIED CLASS "WORLD CHAMPIONSHIPS"..... \$75.00
- #2003 "MODULAR ENDURO MOTOR" SAME AS OUR SPRINT MOTOR BUT WITH A "MILDER" ARMATURE FOR MORE RUNNING TIME. GOOD FOR 5 MINUTE HEATS OR TRACKS THAT ARE HARD ON MOTOR LIFE... \$75.00
- #2004 "PURE GOLD" THE ONLY MOTOR FOR 2WD MODIFIED RACING. IT COMES WITH A "SKEWED" AND SPECIALLY WOUND ARMATURE THAT PRODUCES ULTIMATE TOP END BUT A SMOOTH POWER CURVE SO YOU DON'T SPIN THE TIRES OFF THE TURNS..... \$75.00
- #2005 "OVAL MOTOR" SPECIAL OVAL MOTOR BASED ON THE "PURE GOLD" CAN AND END BELL... \$75.00
- #2006 "TURBO BLAST" MACHINE WOUND "ECONO" OFF ROAD MOTOR..... \$49.99
- #4030 "BEARING SETTER" TOOL TO REMOVE AND INSTALL BALL BEARINGS IN "YOKOMO/KYOSHO" TYPE MOTORS. REMOVES BEARINGS FOR CLEANING AND REPLACEMENT..... \$10.99
- #5015 "TRINITY RACING PACK" 6 CELL STICK PACK, COMES WIRED WITH TAMIYA CONNECTOR... \$28.00
- #5016 "TRINITY RACING PACK" 7 CELL PACK WITH TAMIYA CONNECTORS FITS THE RC10... \$33.00
- #7015 "PIN REMOVER" TOOL FOR REMOVING TAMIYA OR ASSOCIATED PINS FROM THE PLASTIC PLUGS.. \$7.50
- #6019 "BODY PUNCH" PUNCHES HOLES IN LEXAN BODIES FOR THE BODY MOUNTING POSTS... \$5.99
- #6020 "TAMIYA CONNECTOR WITH WIRES" PLUGS WITH THE WIRE ATTACHED..... \$3.89
- #6021 "OPTIMA AXLES" COMBINATION DOG BONE, UNIVERSAL JOINT AND DRIVE AXLE..... \$19.99
- #7012 "TAMIYA FRONT WHEELS"..... \$4.99
- #7013 "TAMIYA REAR WHEELS"..... \$5.99
- #7014 "TAMIYA PLUG WITH RESISTOR" PLUG INTO YOUR PACK AFTER EACH RUN TO SLOWLY DISCHARGE IT. LEAVE PLUGGED IN BETWEEN CHARGES..... \$2.49



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 (201) 862-1705-1708 TELEX # 4971468 TRINCORP
 FAX # (201) 862-6875

SEND SASE PLUS \$1.00
 FOR "TRINITY" CATALOG

INSIDE LINES



ALWAYS CLASSICS

These were some of the original racers of the 30s and 40s. Two types; the 32 and 40 Ford Coupes, in 1/10th scale and 1/12th scale bodies, are now available from BoLINK. These great looking, classic bodies, are just what you need for that different look and to win any Concours event. Get them from the main source of great bodies, your local dealer or from:

BoLINK
420 Hosea Rd.
Lawrenceville, GA 30245

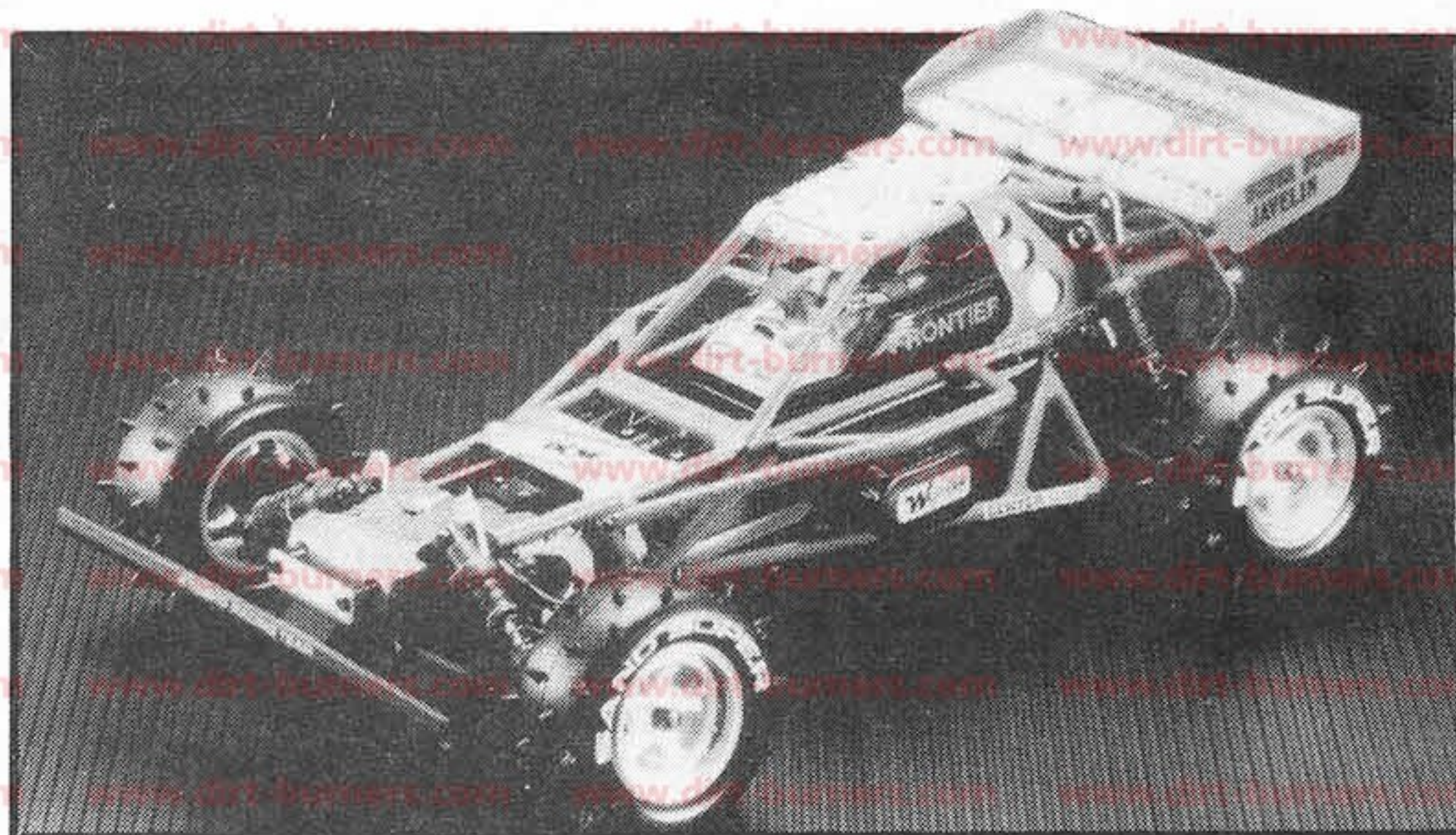
KYOSHO JAVALIN 4WD

The new "roll cage" version of the popular Optima, the Javalin 4WD is designed for the serious racer.

This 1/10 scale Javalin is very fast and a superb performer on virtually any type of terrain. It's powered by a Mabuchi RS-540S electric motor and features an efficient, enclosed chain-drive system. You have a choice of two gear ratios, allowing you to adjust to varying conditions. Also featured is a three-speed forward, single-speed reverse speed control.

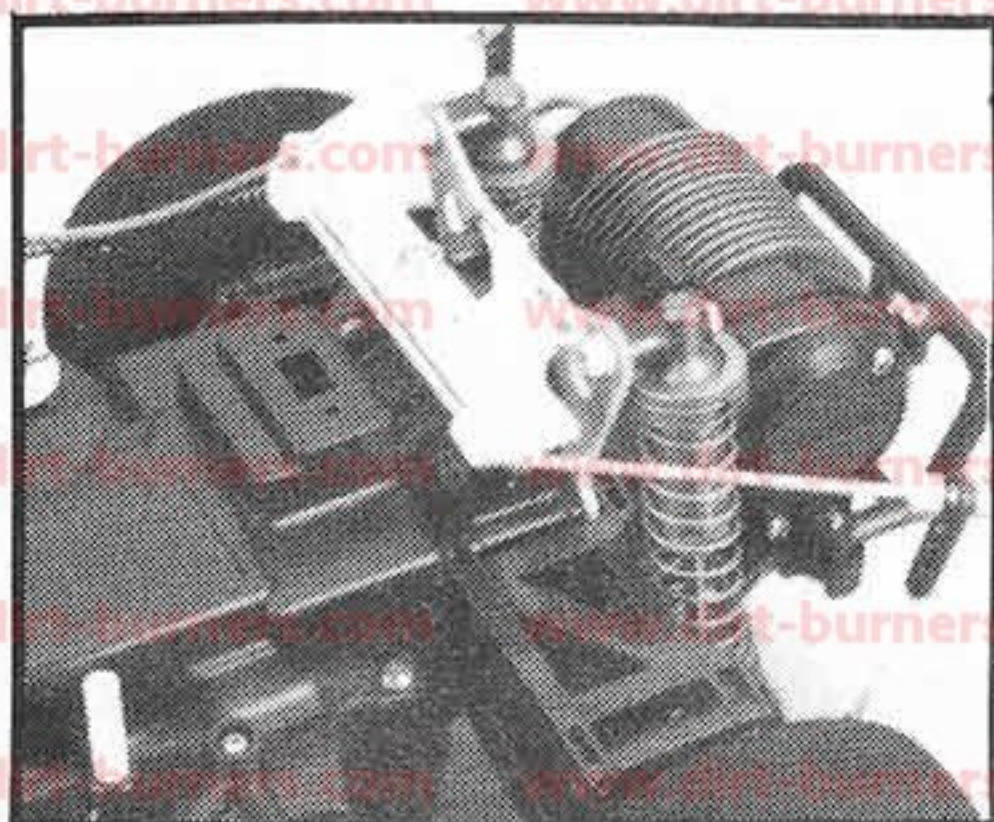
The rugged Javalin 4WD absorbs bumps, jumps and spills with ease. Glass-filled nylon and aluminum parts provide tremendous strength, yet they are weight-efficient. Nylon front bumper and full roll cages keep everything inside safe from roll-overs.

Oil-filled shocks are featured on all four wheels, with new longer shock towers to allow the use of longer, optional shocks.



The Javalin also comes with aerodynamic rear wing and complete hardware. It requires a two-channel radio and six-cell batteries plus a charger. The Kyosho Javalin 4WD is

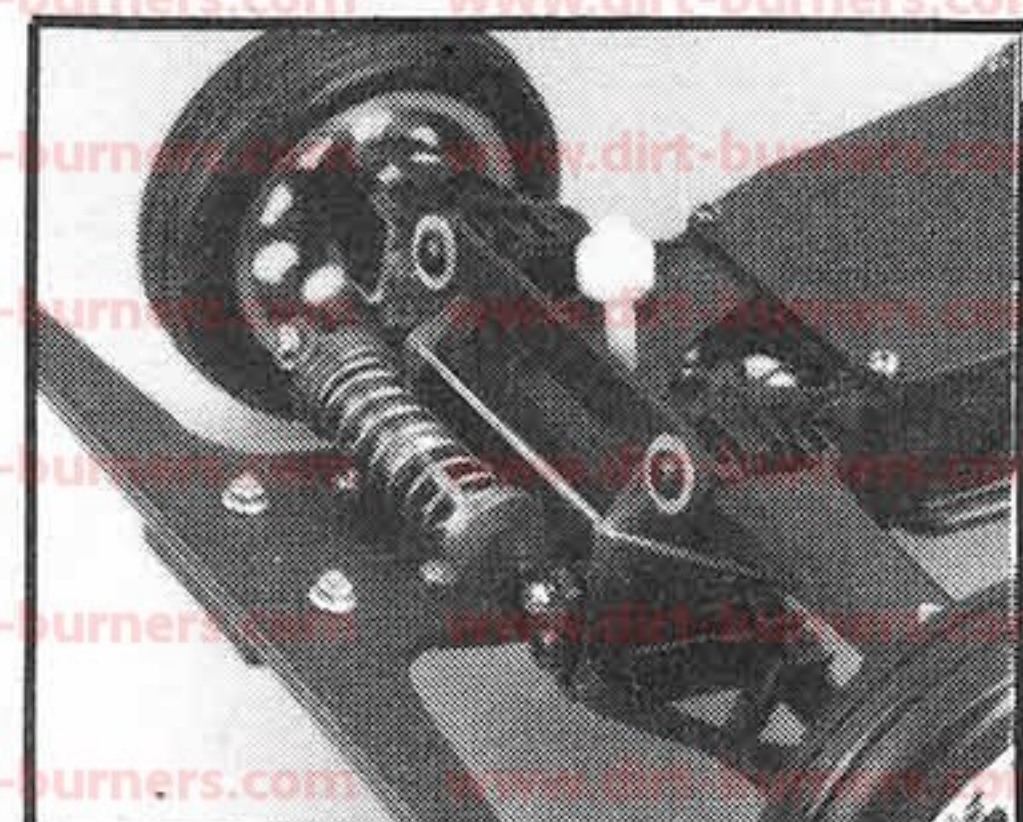
distributed to leading retailers by:
Great Planes Model Distributors
PO Box 4021
Champaign, IL 61820



PARMA PARTS FOR THE FOX

Parma has developed parts for Tamiya's newest car, the Fox. Shown are the Skid Plate Bumper (Part No. 13205), Front Upper Suspension Stabilizer (Part No. 12851), Front Anti-Roll Bar w/mounts (Part No. 13227) and the Rear Anti-Roll Bar w/mounts (Part No. 13228). Also shown is the Fox Body Mount Kit (Part No. 10452).

PARMA INT'L
13927 Progress Parkway
N. Royalton, OH 44133

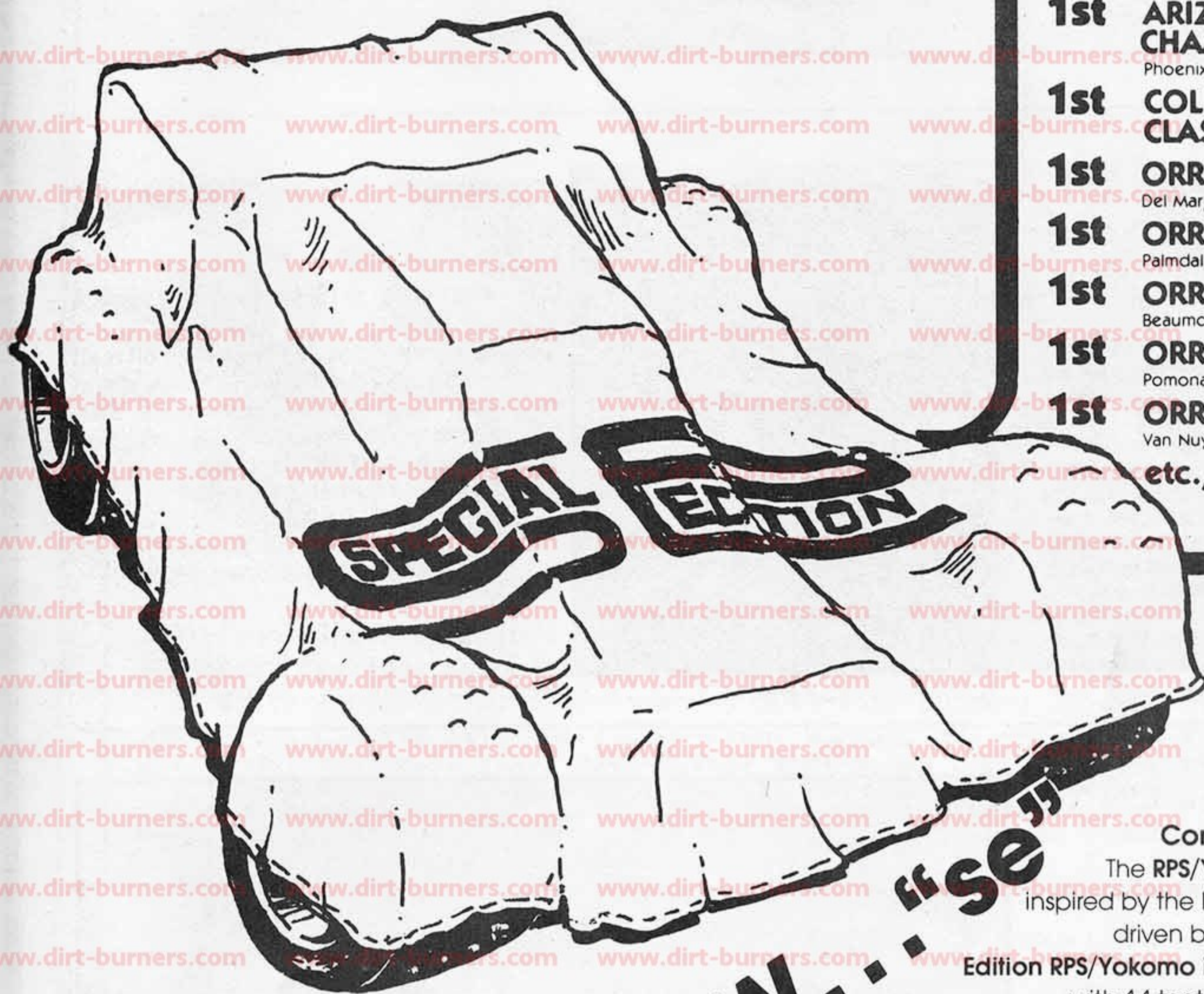


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Pomona, Calif.
- 1st ORRCA SERIES**
Van Nuys, Calif.
- etc., etc. etc.**

**DEALER INQUIRIES
INVITED**

Coming in March . . .

The RPS/Yokomo with all the changes inspired by the I.F.M.A.R. unlimited champion driven by **Gil Losi Jr.** The **NEW Special Edition RPS/Yokomo** includes Yokomo stock motor with 14 tooth brass pinion, **NEW** simplified slipper, **NEW** lower front suspension arms, **NEW** front shock & geometry, **NEW** hardened front axles, **NEW** 1 to 1 front wheel drive ratio, **NEW** steel shaft transmission gears, **NEW** narrow silhouette gold anodized roll bar, **NEW** dual rear shock suspension, **NEW** heavy duty rear trailing arms, **NEW** lightweight fiberglass chassis, **NEW Special Edition** feather-weight body and **NEW** Team Losi high bite tires.

**RPS
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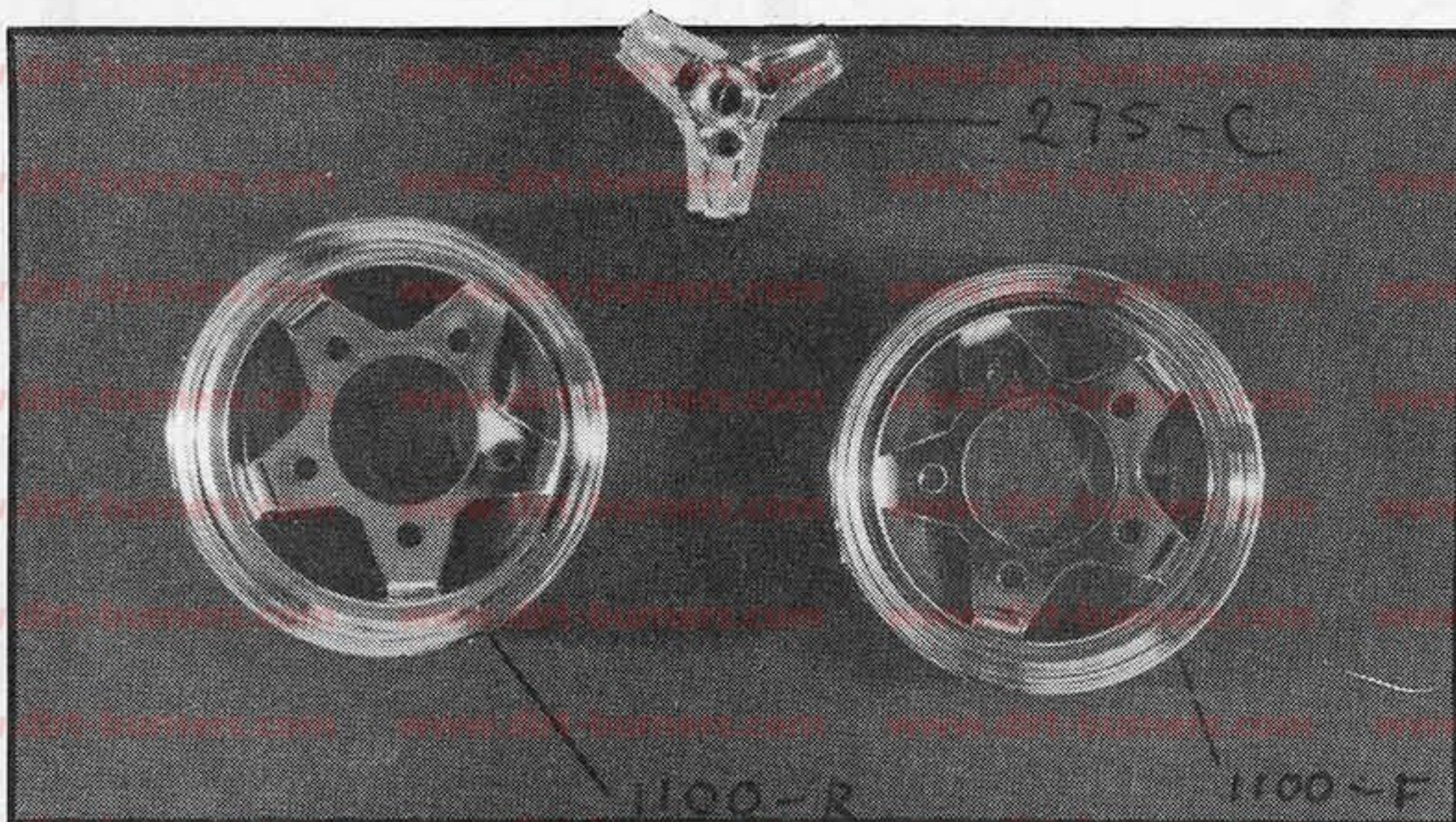
1655 E. MISSION BLVD. - POMONA, CA 91766 - (714) 620-0164

INSIDE LINES

TOUGH GRASSHOPPER

The new 1/10th scale Grasshopper body is perfect for that person who just started racing off road. It's made out of tough Lexan, a direct replica of the Tamiya Grasshopper. You can thrash all you want, this baby will take it. It also fits perfect on a Hornet chassis. Part no. 1547..\$13.00. From:

PARMA INTERNATIONAL
13927 Progress Parkway
N. Royalton, OH 44133



PRO-LINE JACKMAN-STYLE RIMS

Chrome plated Jackman-style off road rims are now available — both front and rear (1100f, 1100r) — from Pro-Line. Star-shaped wheel knock off 275-C chrome plated. A must for Concours!

For more information, contact:

PRO-LINE

163 East 6th Street
Beaumont, California 92223

5-CELL 400 MAH BATTERY PACK FROM PARMA

This 5-cell 4000 MAH battery pack for the Tamiya Bruiser is the only replacement pack available for this 1/10 4WD truck. This pack is made to fit, requiring no modifications. Part No. 11247 — \$95.

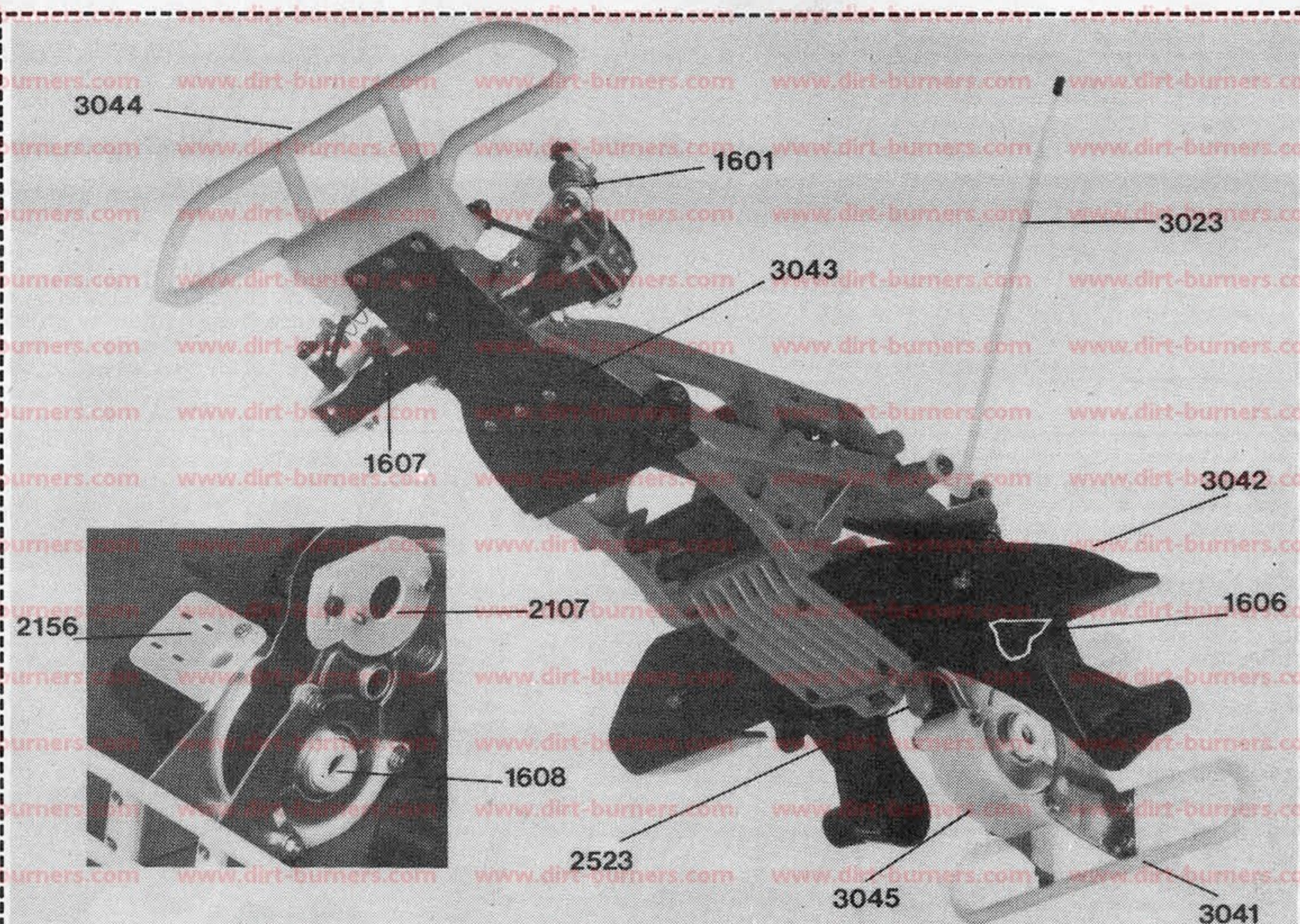
For more information, write to:

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13927 Progress Parkway
N. Royalton, OH 44133
(216) 237-8650





CUSTOM RACING PRODUCTS, INC.



1601-Front Shock Kit; 1606-Rear Suspension Supports; 1607-Front Suspension Arms; 1608-Rear Bearings Supports; 2107-Adjustable Motor Mount; 2156-Resistor Bracket; 2523-Battery Door Clip; 3023-Antenna; 3041-Rear Bumper; 3042-Nerf Wing; 3043-Front Chassis Stiffener; 3044-Front Bumper; 3045-Rear Skid Plate
NOT SHOWN: 1602-Rear Shock Coil-Overs; 1604-Heavy Duty Steering Kit; 1605-Rear Axles. WHEELS CHROMED: 4103-Plain Fronts; 4104-Plain Rear; 4107-W/Holes Fronts; 4108-W/Holes Rears. TIRES: 4213-Spiked Rears; 4216-Spiked Fronts; 4217-Smooth Fronts; 4220-Combo Fronts; 4221-On-Road Rears.

For catalog: Send \$1.00 plus 44¢ stamped self addressed business size envelopes.

WHOLESALE ONLY. VISIT YOUR LOCAL HOBBY SHOP TODAY.



P.O. Box 1485

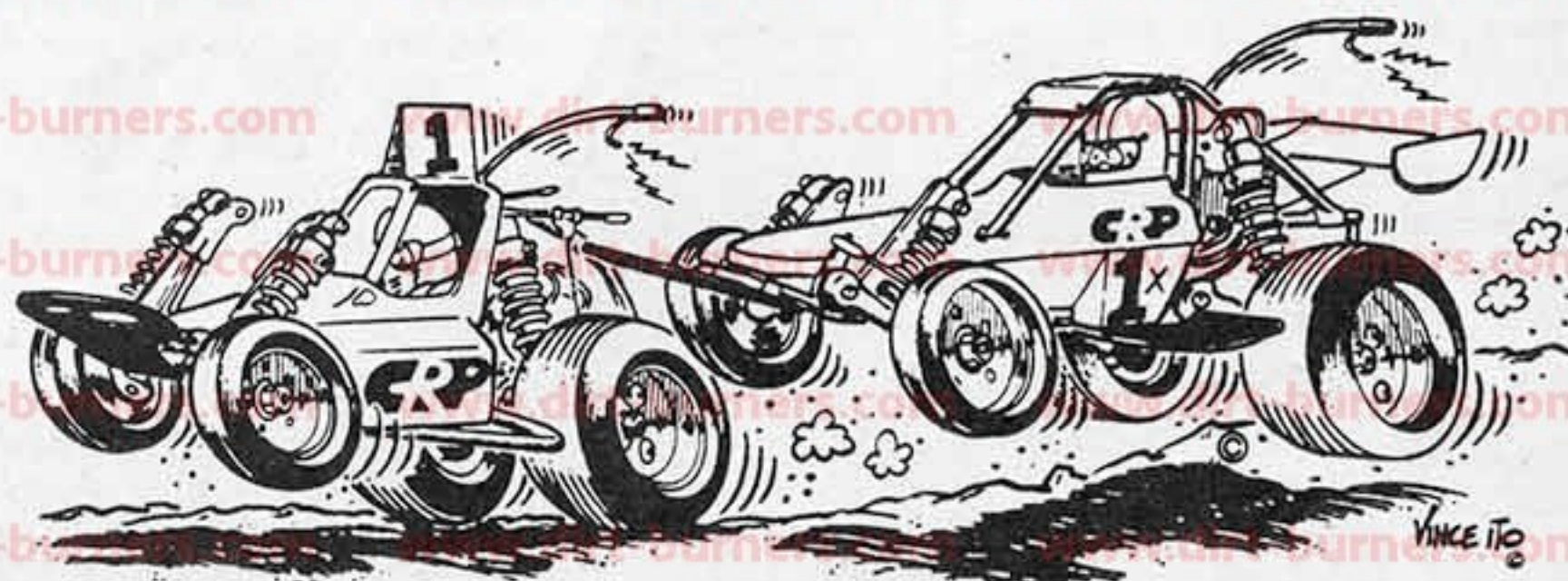
Dept: 1A

Temple City, Ca 91780

U.S.A.

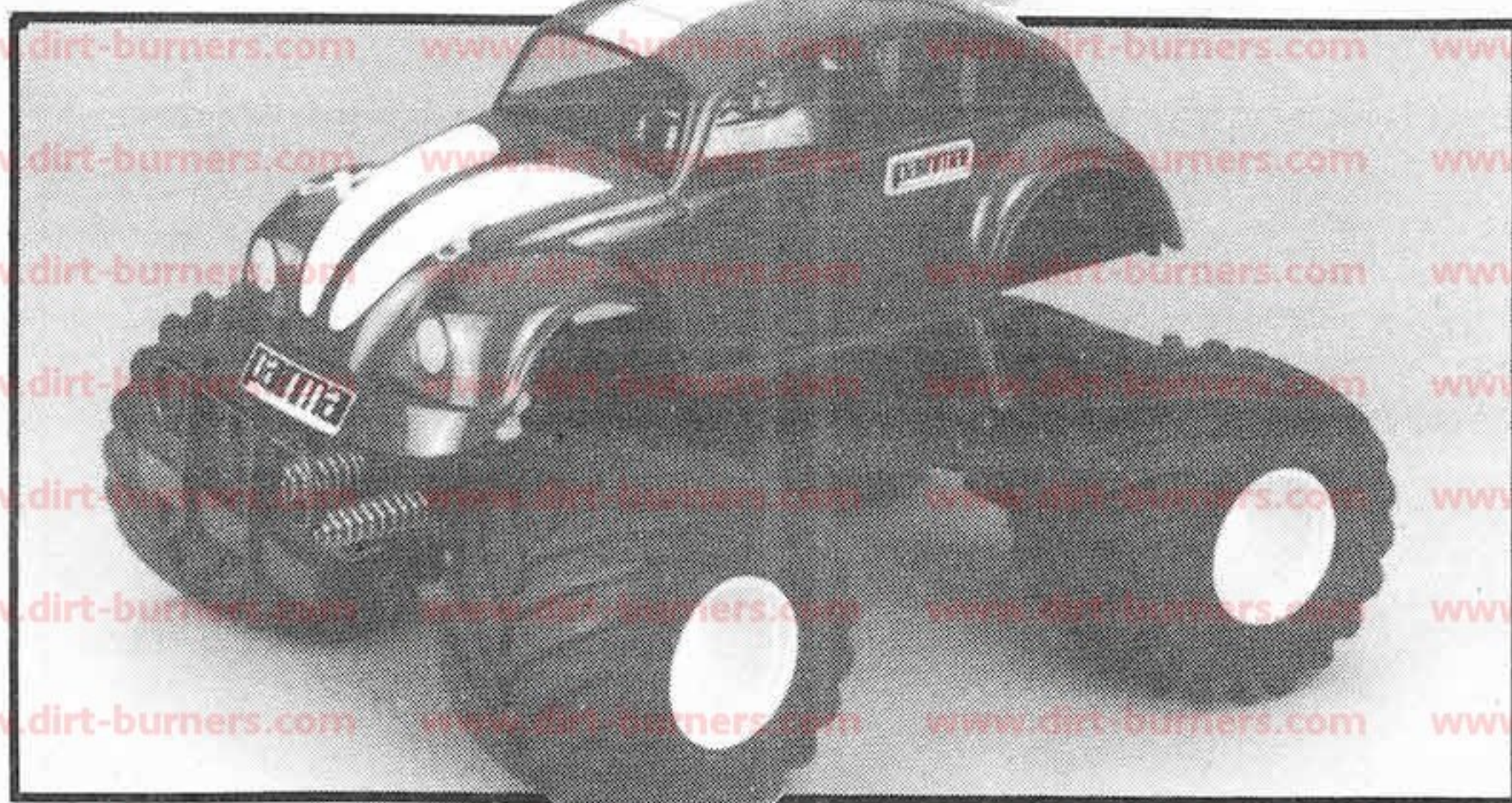
(818) 303-2529

Telex: 289830 CRPI UR



"Quality: The Difference between Fun & Frustration"

INSIDE LINES



PARMA'S VOLKSWAGEN BEETLE BODY

The Parma Volkswagen Beetle Body (Part No. 10229) is available in clear lexan and is designed as a replacement body for the "Big Bear." Complete with mounts and instructions, it makes for one awesome-looking bug!

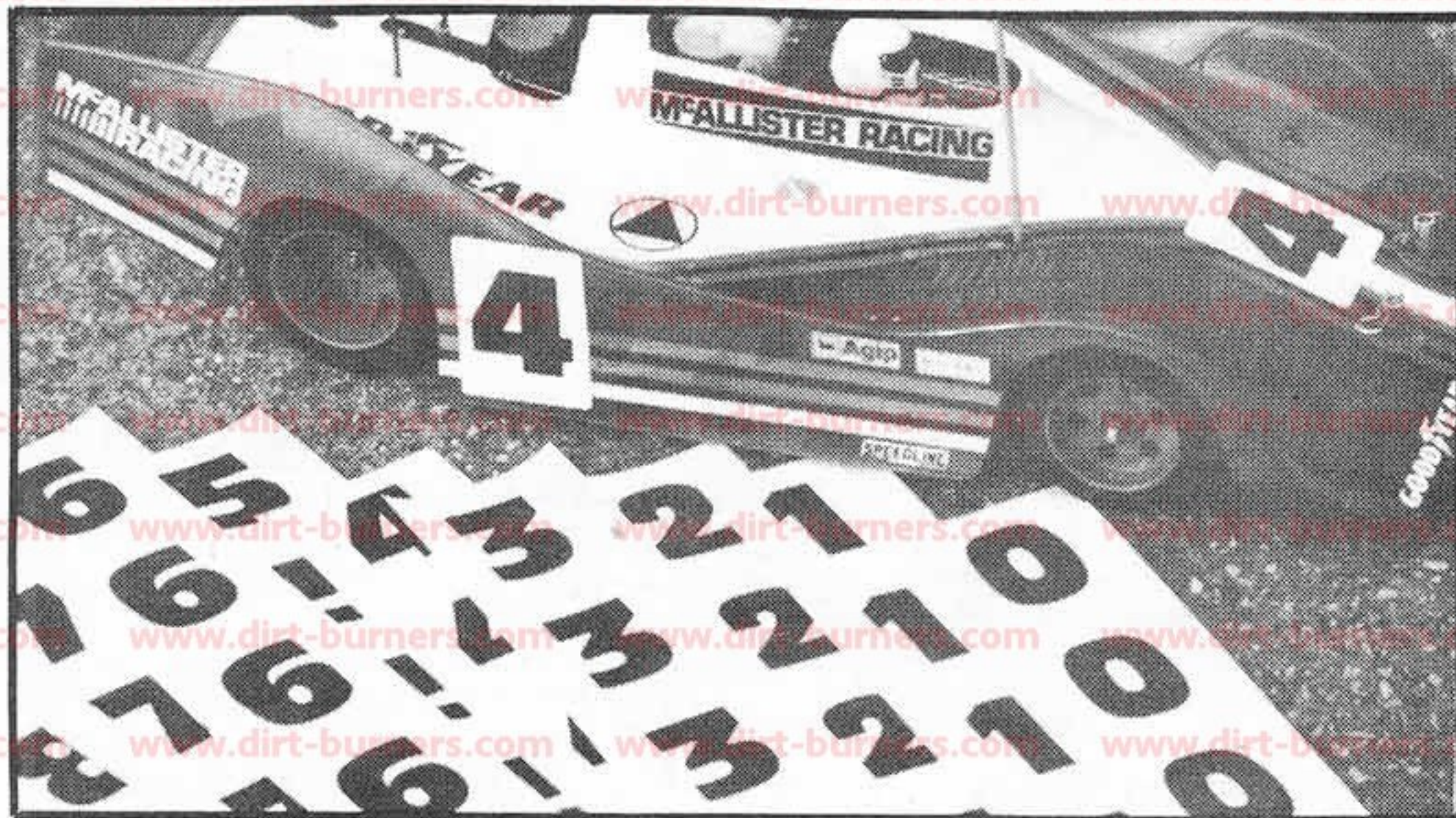
Permission to use the words "replacement body" for the "Big Bear" has been granted by Model Expo.

PARMA INT'L
13927 Progress Parkway
N. Royalton, OH 44133

NEW LARGE-SIZE NUMBERS

These new large-size numbers are perfect for 1/8 scale and 1/10 scale stock car bodies. They have all the same great features as the 1/12 scale numbers. Black numbers on white background for easy and quick readability, with die-cut background for trouble-free useage. Just peel and stick!

MCALLISTER RACING
4827 Top Circle
Simi Valley, CA 93063
(805) 522-1071



MOTOR TUBE FROM CRP

Protect your expensive motor from dirt and other foreign objects while in your tool box. Bright yellow tube comes with hinged cap and holds an .05 electric motor with or without connector. Part No. 2157 — \$1.25.

CRP
2610 S. California, Unit D
Monrovia, CA 91016



ALTECH ANNOUNCES A BREAKTHROUGH IN WHEEL RADIOS

Altech Marketing and Acoms announce a breakthrough in wheel radios with many performance features for both radio controlled cars and boats.

Altech Marketing and Acoms have both studied the pistol grip R/C system market thoroughly in order to bring you one of the most refined wheel/pistol grip radios available. It's called the Technisport AW-75R Two-Channel System; we think you'll call it fantastic! Firstly it has an ergonomically-designed grip with the balance needed for long hours of competition without fatigue. This also contributes to its no-nonsense good looks. Both the wheel and the trigger have a positive feel for confidence in control. The large, easy-to-read battery voltage meter and short swivel antenna system add to your first good impression of the transmitter.

Look at the features that have been put into this powerhouse system. The mandatory ratchet trims, steering dual-rate thumbwheel & servo-reversing switches for both channels are included, but there's more! You can adjust the amount of steering-servo and throttle-servo end travel at both ends of throw via precision adjusters. A back switch for quick reverse or braking provides instantaneous response, without letting up on the throttle. Both the spring tension and the amount of wheel rotation are easily changed for unparalleled ease of steering. Even left-handers feel at home with this system because of the easy grip-reversing feature. You'll be searching a very long time to find this many features in an R/C wheel/pistol system at this price!

The receiver pack hasn't been neglected either! The heart of this package is the time-tested ARC-275 receiver, with easy-to-use power and servo leadouts for quicker installation. It's well sealed, to prevent damage from occasional intrusions of water and dirt. The new AS-7 servos are the same size as the previous servos but feature stronger gears to meet the demands of third-generation off road buggies.

Whether you use the system in cars, boats or other vehicles, you'll find that the Technisport System has guts enough to meet all your needs. In fact, for those who wish to use rechargeable batteries in their R/C

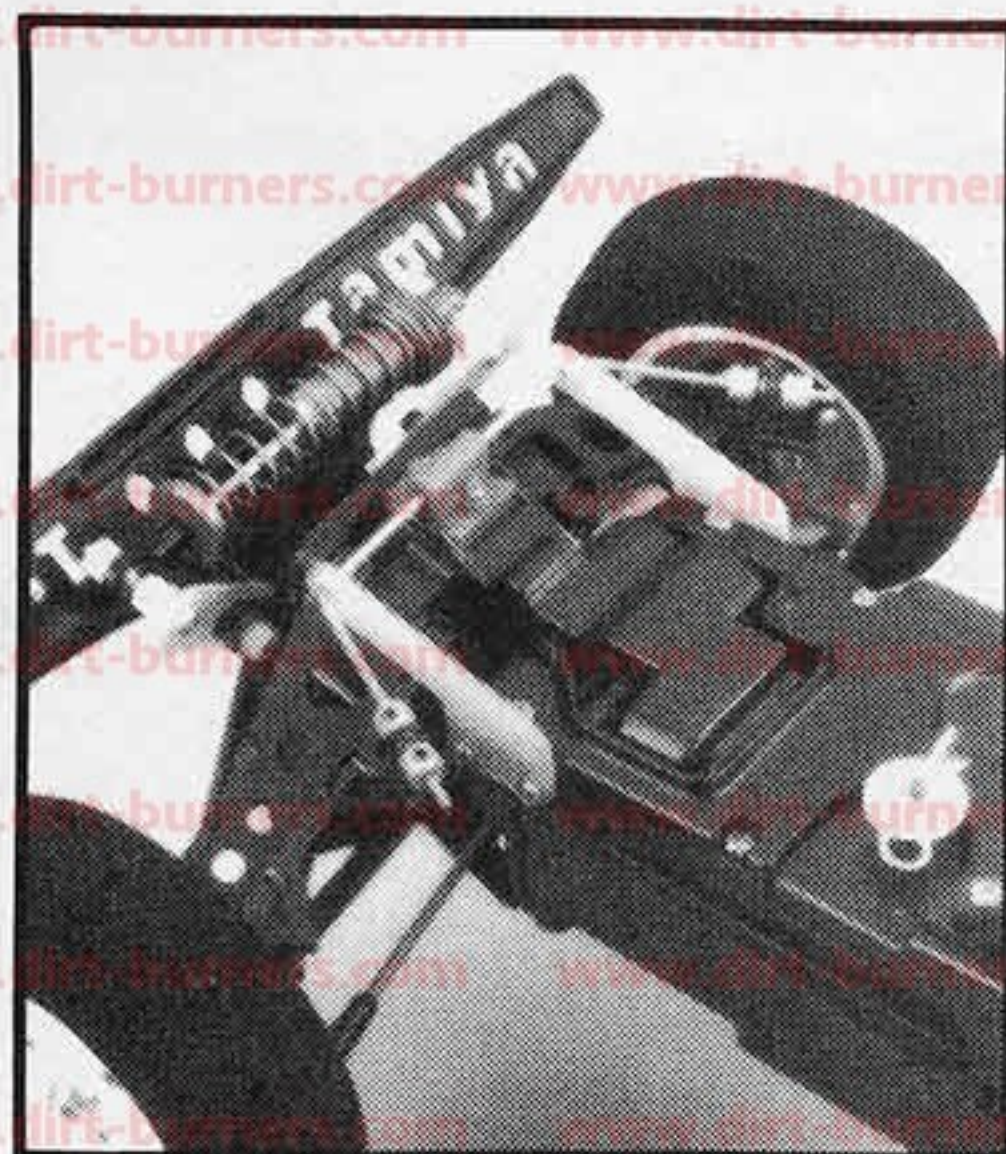
systems, they've put a charging jack in the transmitter and made a rechargeable battery package available so you can soup up your Technisport System, yet still be compatible with the Acoms Dual Charger.

The Acoms Technisport Two-Channel R/C System has been given a lot of thought, mak-

ing it a great buy for either Expert or Beginner.

For more information, please contact:

ALTECH MARKETING
P.O. Box 286
Fords, New Jersey, 08863



A VARITABLE SMORGASBORG FROM PARMA

The Tamiya HotShot pictured shows the many new products Parma has for this car. The Rear Dual Shock Mounts (Part No. 12656) eliminate the stock rear monoshock and allow the use of long (Part No.'s 12625-12627) or short (Part No. 12621) shocks. The front monoshock mounts (Part No. 12657) also allow the use of long or short shocks. Also shown are the front and rear adjustable anti-roll bars (Part No. 13226) and the heavy-duty front anti-roll bar mounts (Part No. 13235).

PARMA INT'L

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N. Royalton, OH 44133



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CONVENTION CENTER**

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5 to 11 PM

Saturday, June 21
11 AM to 10 PM

Sunday, June 22
11 AM to 6 PM

KYOSHO

Autocharger

The Peak Advantage at the Touch of a Button!!!

The voltage peak-detecting **Kyosho Auto Charger** automatically shuts off when your battery is charged to its fullest capacity. No guesswork, no overcharging, no undercharging — just **maximum** power time after time. Serious racers tell us that the Auto Charger gives them the ultimate advantage over the competition, but operation is uncomplicated. Simply hook it up, press a button, and relax — the Auto Charger does the rest!

Thanks to the Auto Charger's adjustable output current control, you can set it to quick-charge, trickle-charge, or anywhere in between. For safety, the Auto Charger is double fuse-protected. A built-in ammeter and voltmeter allow you to monitor the charge rate and voltage. The Auto Charger's easy-to-use output terminals and included alligator clips provide for quick, trouble-free hook-up to your battery pack and 12V DC power source.



The Auto Charger is housed in an attractive, durable metal and plastic case and is designed to give you many years of reliable performance. It requires a 12V battery for operation and will charge any 4-6 cell 100-4000 mAh battery pack.

KYOSHO

LeMans Motors

The Winning Edge!!!

Kyosho LeMans Electric Motors are extremely high-performance and engineered to help you achieve maximum speed and duration in your models. There are seven LeMans motors available — suitable for cars, boats, and airplanes. Replace your stock motor with a LeMans — you won't believe the increase in performance! It's easy since they are **half** the price of comparable motors and fit almost all electric cars, including Tamiya.

LeMans model numbers are based on the motor's approximate run time (in seconds) using a fully charged 6-cell, 1200 mAh battery pack. The letter "S" stands for speed — these motors generate high rpm and are ideal for short-duration spring races. The letter "T" designates LeMans motors with high torque output — used on curvy tracks and off-road. Experience the racer's edge — install a LeMans Motor in your car!

LeMans Model 480T (23,600 RPM) is a high-torque motor ideal for 1/12 scale cars which run on difficult tracks with lots of turns. (Rotor has 26 turns of .75mm wire.)

LeMans Model 480S (24,500 RPM) is designed for 1/12 scale cars used on large oval tracks. It's slightly faster than model 480T. (Rotor has 24 turns of .80mm wire.)

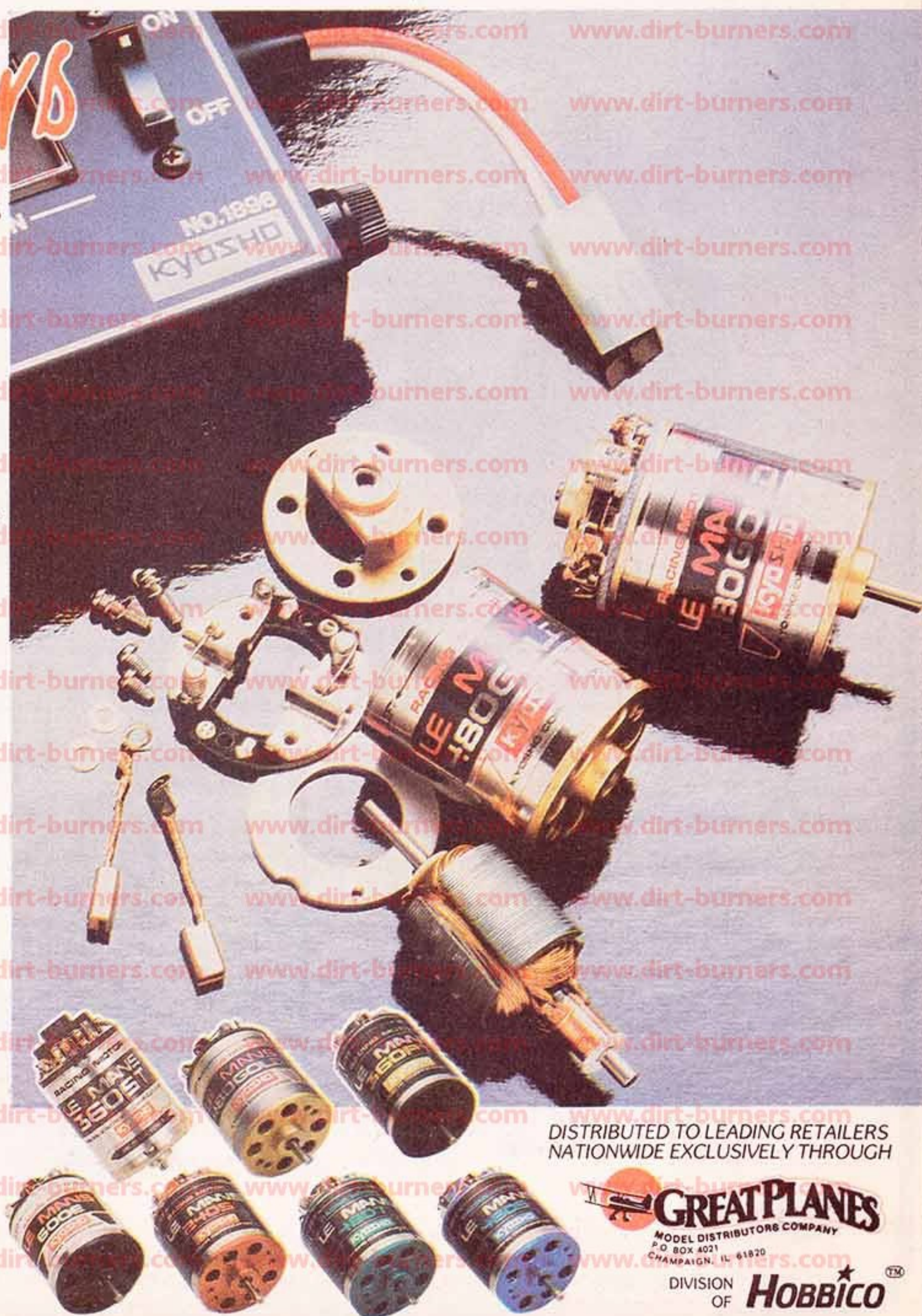
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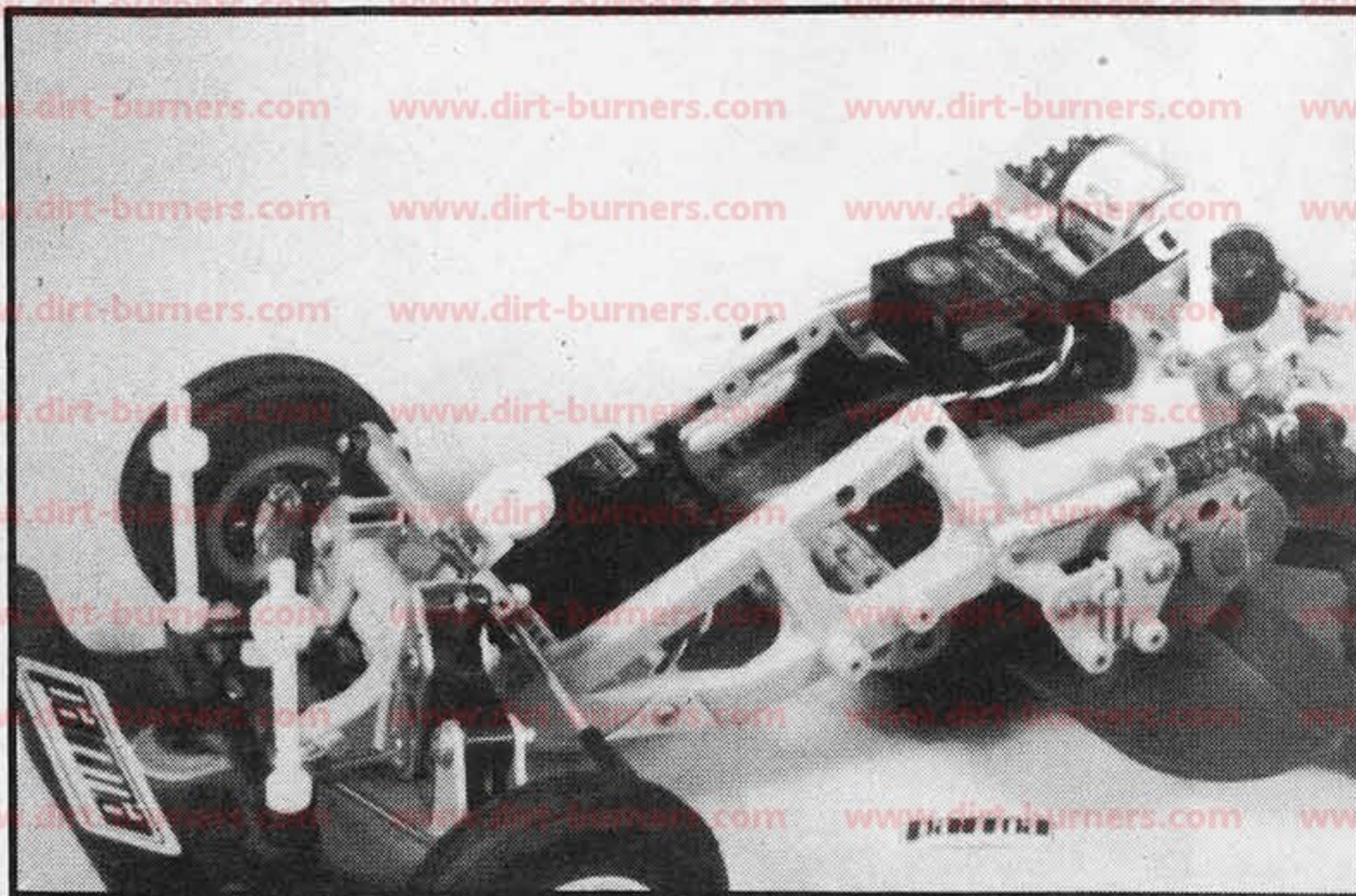
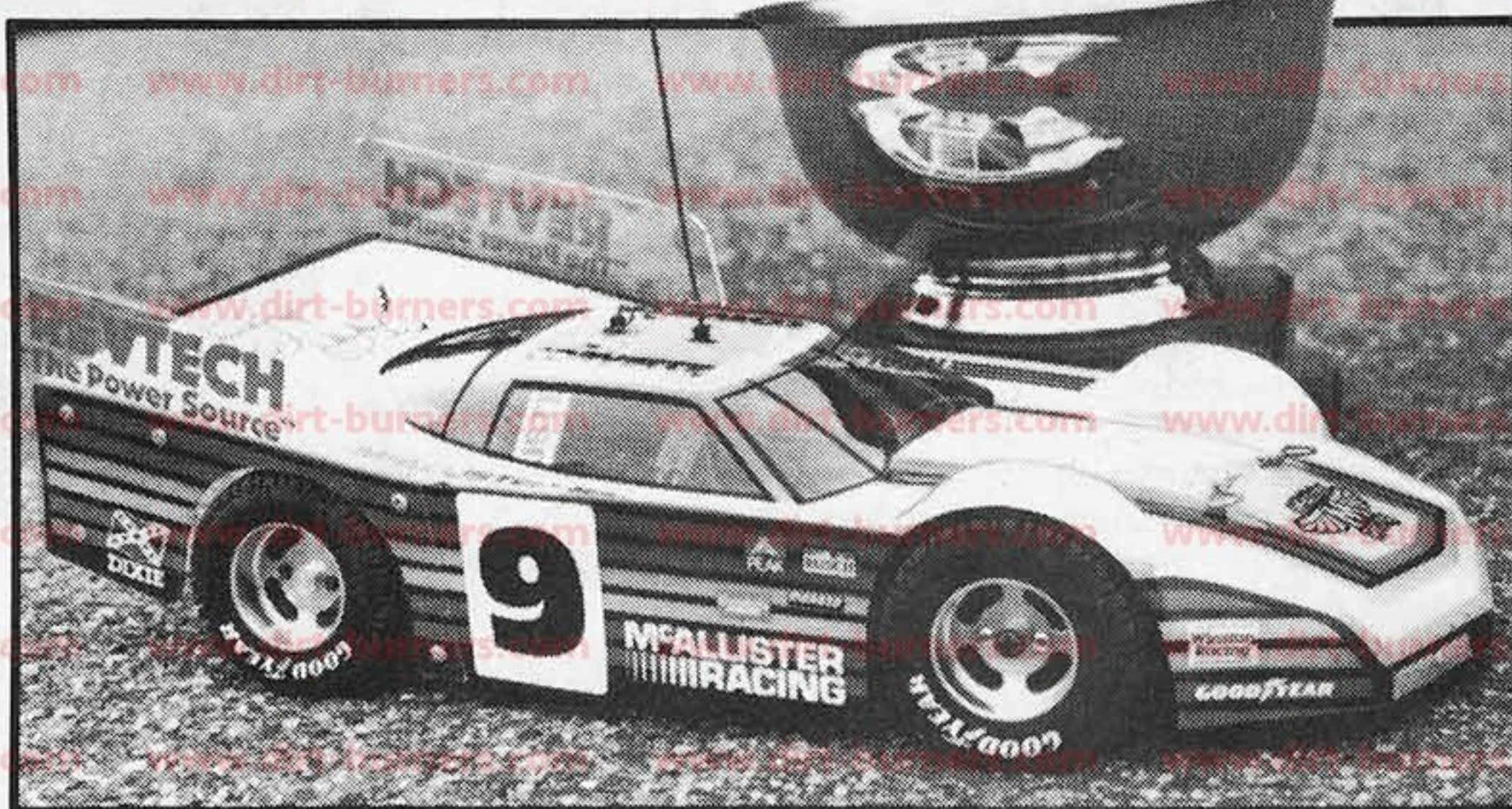
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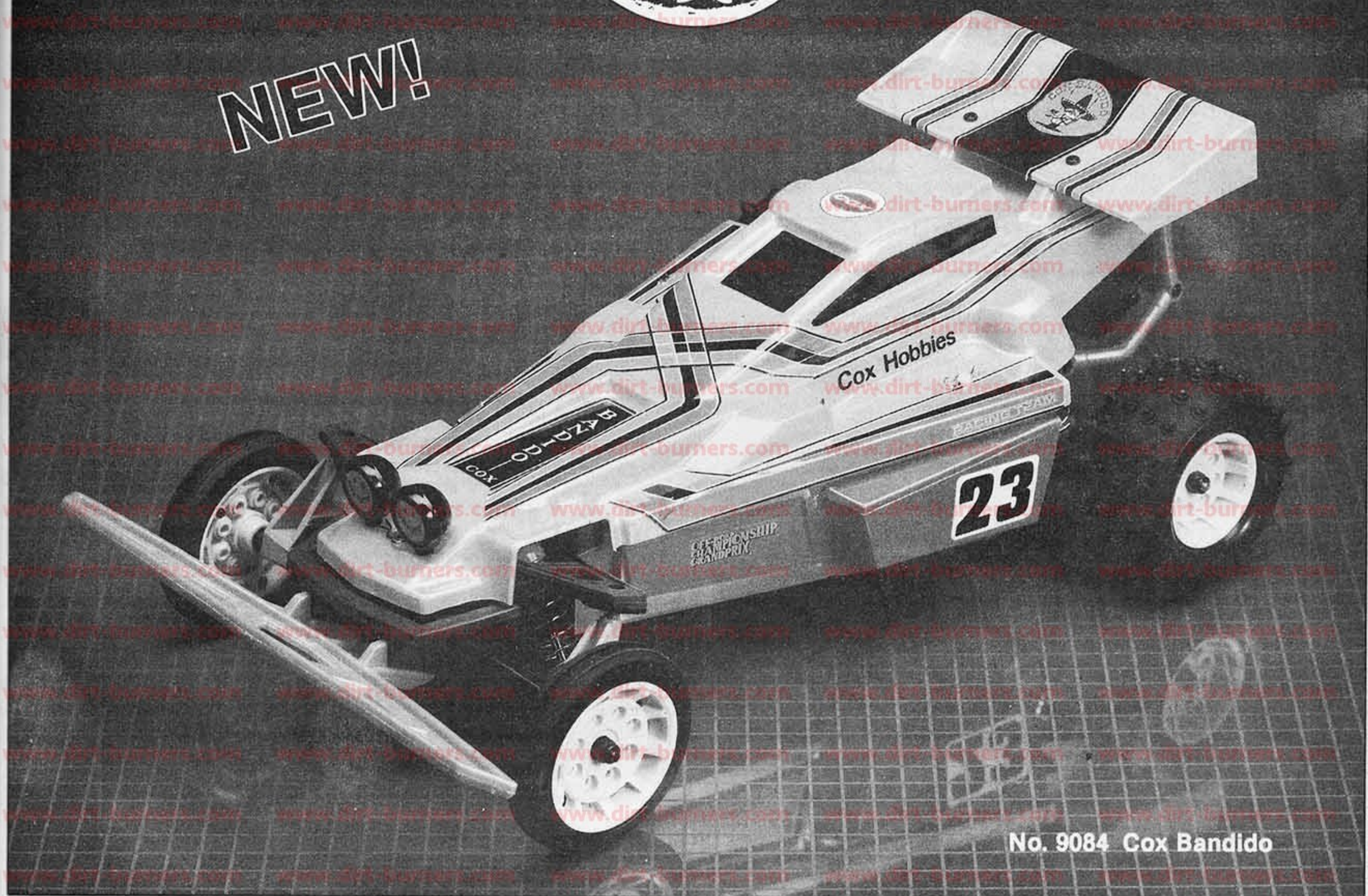
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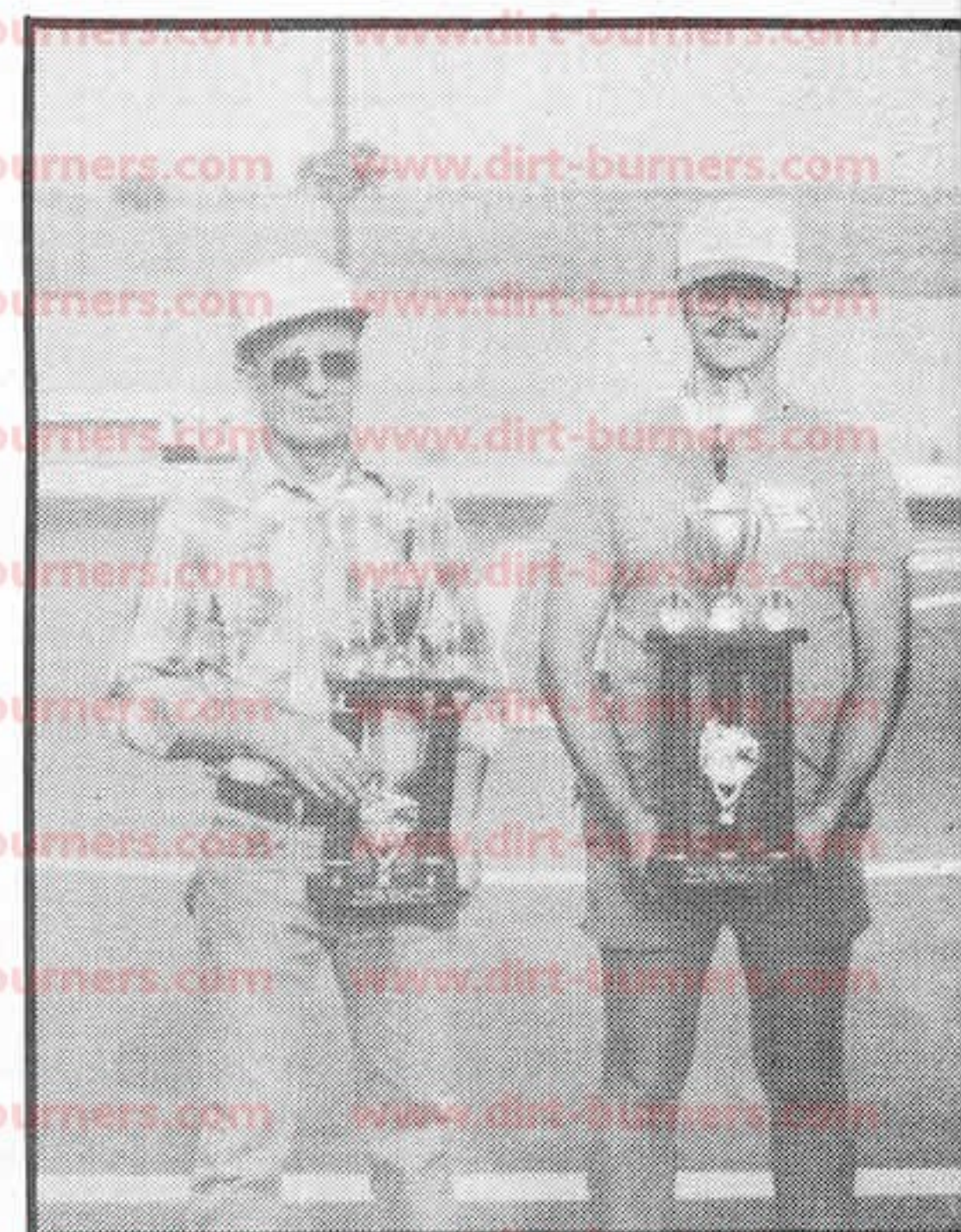
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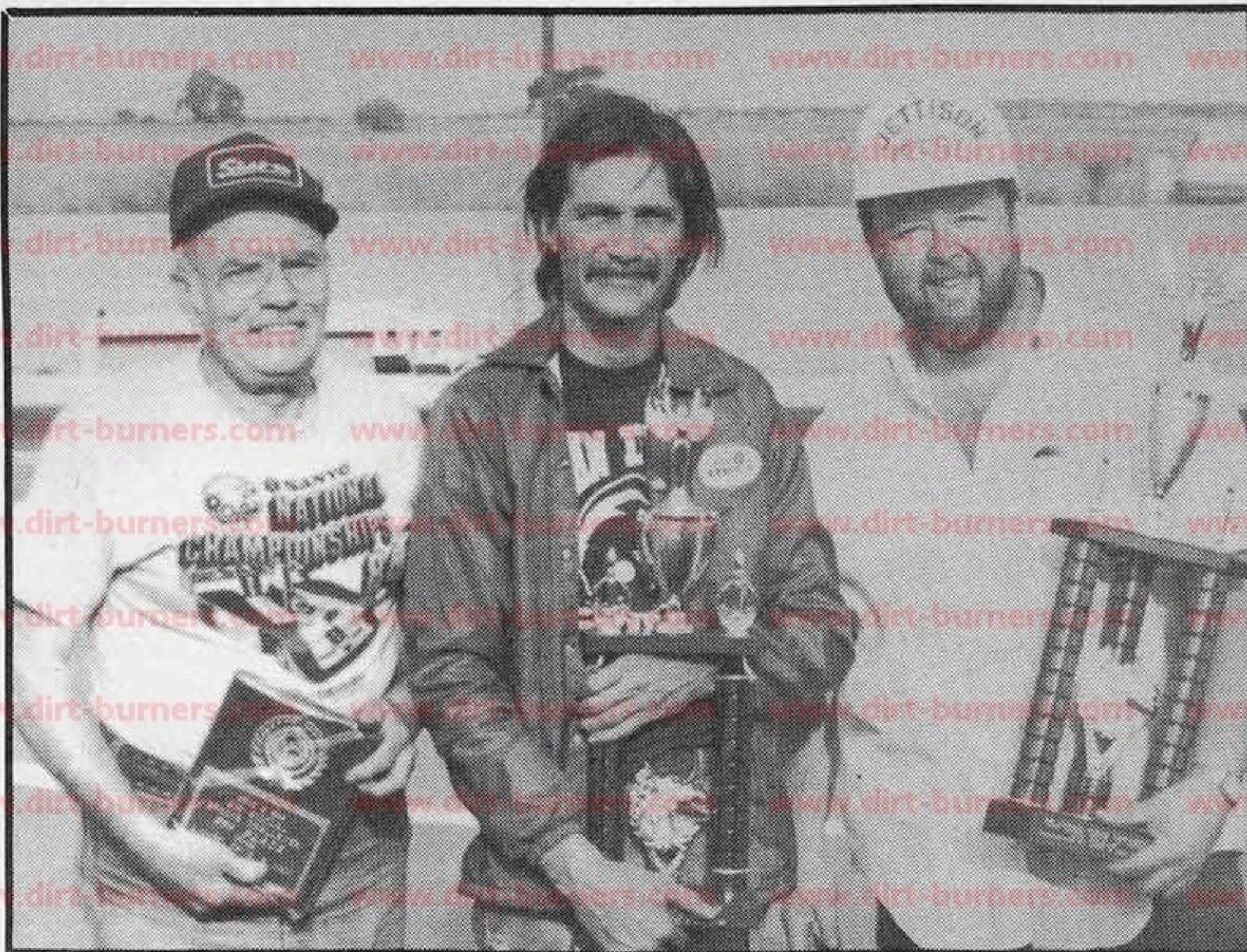
SECOND ANNUAL ARIZONA 1/8 "Spring Challenge"



Above: 4WD A Main winners Barry Grossenbacher, first; Larry Stewart, second; Butch Kloeber, third; Ben Tsai, fourth. Butch is still looking for a movie agent.



Above: 2WD A Main winners Lester Prather, third and Mark MacVittie, second.



Above: Top three in the 2WD B Main (left to right) are Ray Cannon, third; Mike Blevings, second; Bill Heyworth, first.

while Barry set his track record. Maggie's time held up for second fastest in 2WD and Jerry Roberts from El Paso, TX, was the third fastest 2WD qualifier. Just as in El Paso three weeks ago, it was announced that tanks would be

tested. Jim Silvay was assuring everyone that his tank would be legal this time, while Ross Kloeber was practicing up on his measuring technique.

The 2WD B Main had a fair spread of times

— from 13 laps on down to ten — but you couldn't tell it from the racing — with the exception of Bill Heyworth, who ran off and hid. Mike Blevings managed to keep the margin down to only three laps at the end of 35 minutes (98 to 101). Ray Cannon took a fine third.

Forty-minute runs were the call for the A Mains. Drivers were flying off in every direction for this one, but Jim Silvay acted like he owned the track. He ran very smooth and fast from the drop of the flag (squawk of the horn at SRS). I don't think he ever lost the lead. Mark MacVittie, the fifth fastest qualifier, worked his way up to a second-place finish, while just one lap behind him was Les Prather on his way to third. Jerry Roberts survived dragging his muffler halfway through the race, and consequently having fuel starvation problems because of it, to take fourth.

Would Butch Kloeber let Barry turn the "Hat Trick" in the 4WD A Main? How about anyone else? Incidentally, every 4WD car was from Arizona. Guess everyone in the country doesn't have one yet. Well, onto the race.

Barry made a good start and Butch didn't. There was about a half a lap difference between them which stayed the same lap after lap. Both would pit and then come back the same distance apart. This went on for about two-thirds of the race. Then Butch had a problem. It was back on the track, but quickly out again. His rear end jammed-up beyond any quick fix-it repairs, so Barry was able to pull off the "Hat Trick." Building up his trick Camaro and his public speaking engagements have not slowed Barry a bit. Larry Stewart motored his Delta P4 to second and Butch's efforts gave him enough laps for third. Ben Tsai finished fourth.

ARCC and SRS paid trophies to fourth place for this meet, plus some very nice plaques for TQ in 2WD and 4WD as well as Concours. The SRS Autocount computer is about one year old now and it did give a little trouble, but it was quick to fix, though. Sure hope these things don't get tired as they age, because they really make racing better. Also, the pleasure of going to a track where no one has to set up the boards should be mentioned. Every club

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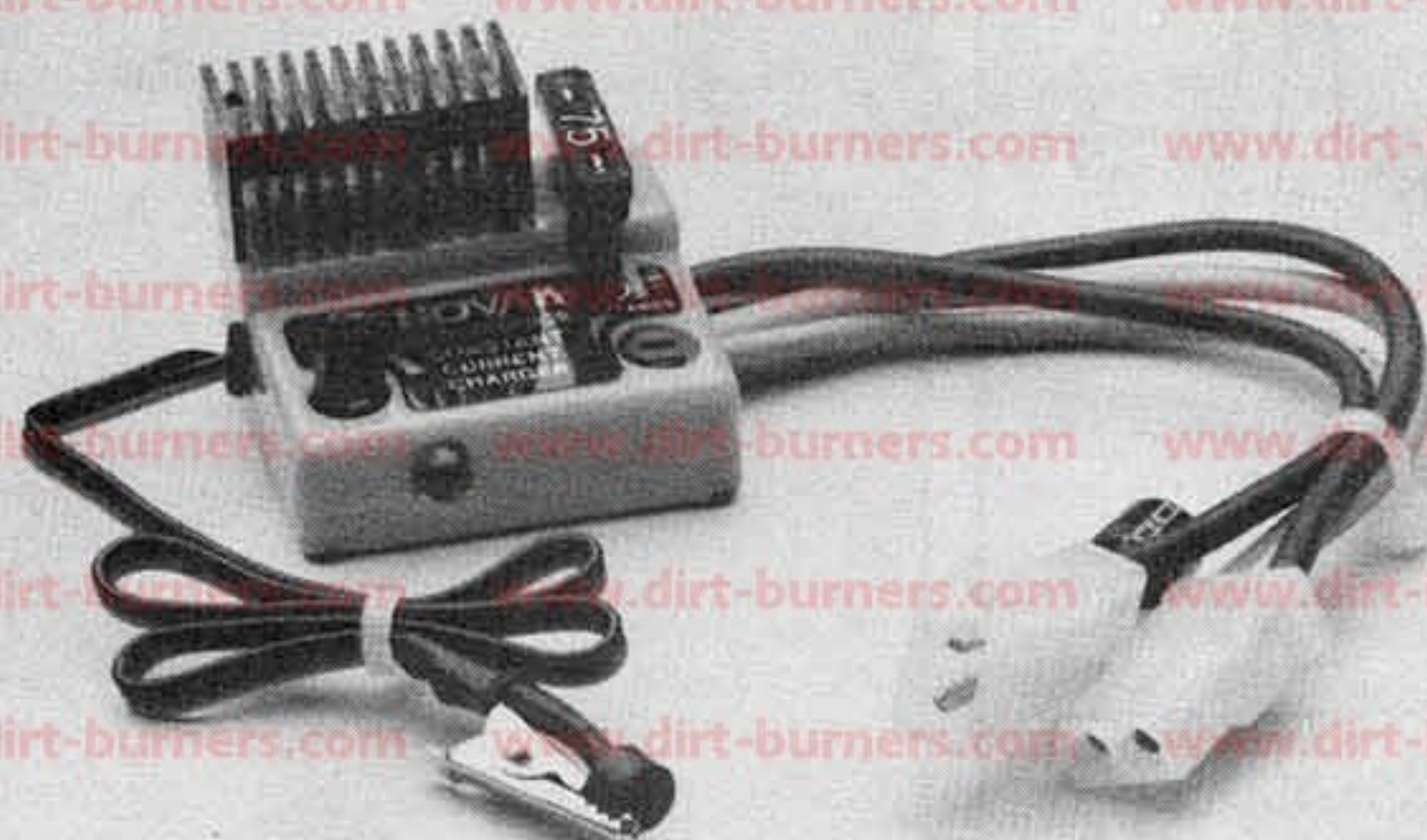
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Above: Dr. Ross Kloeber puts his experience with exotic animals to good use.

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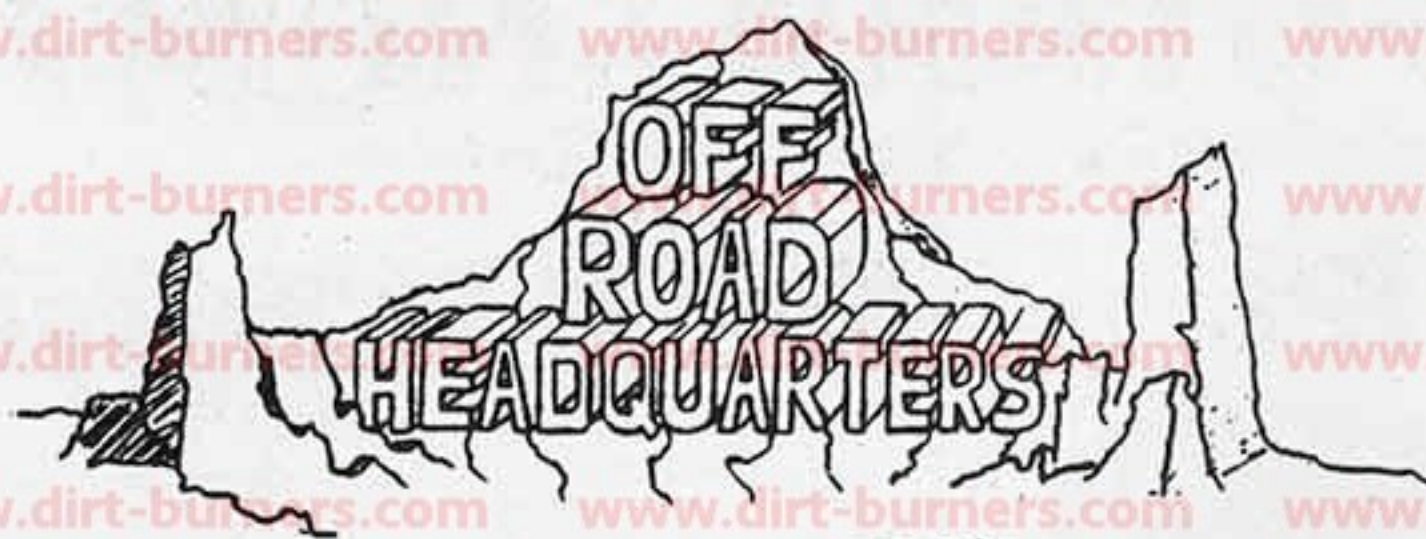


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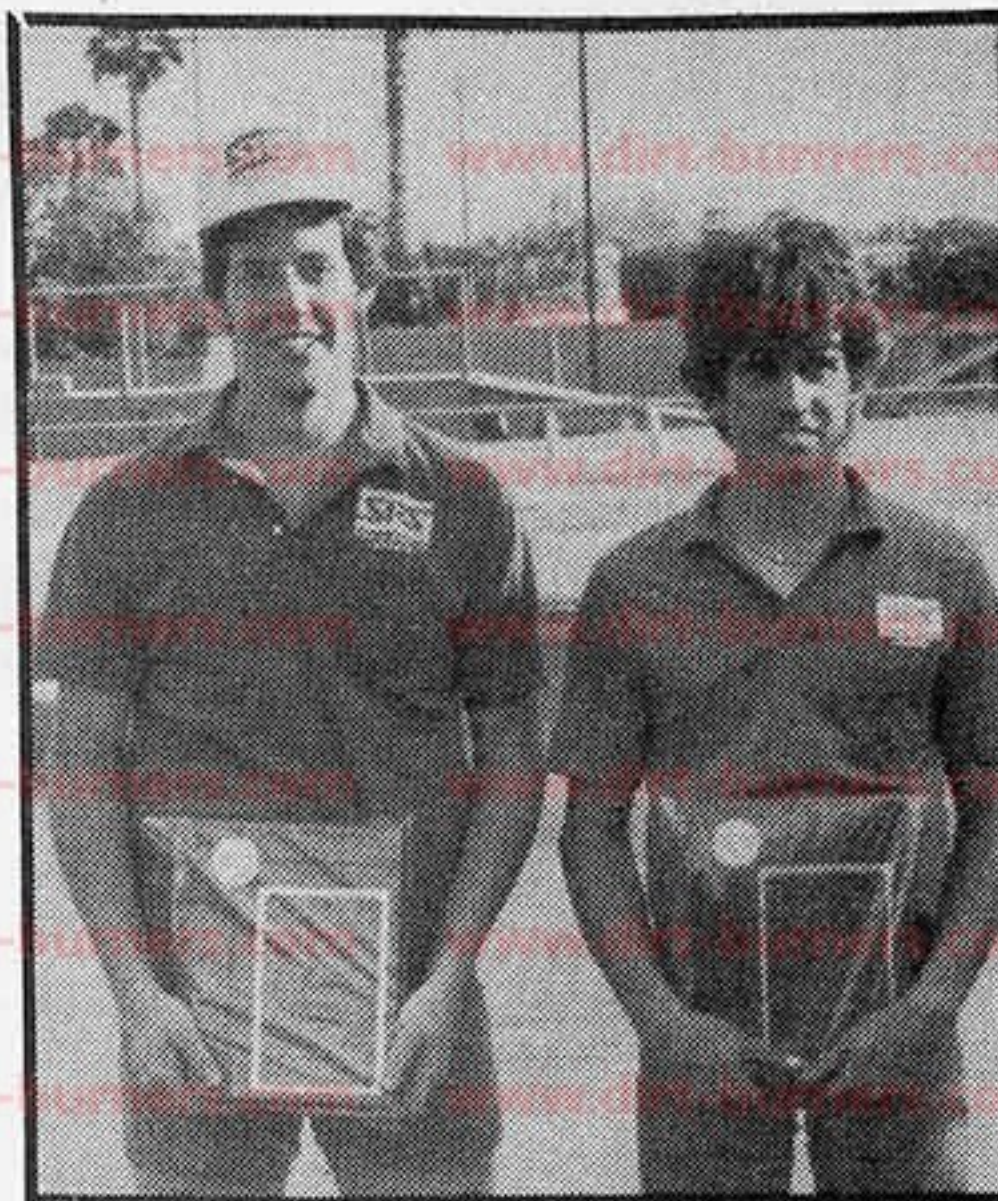
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Above: Top Qualifiers Jim Silvay (2WD) and Barry Grossenbacher (4WD) with a new track record!

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All in all, this was a really fun race. But because it was squeezed in between the Rio Grande Can Am in El Paso, TX, three weeks ago and the So. Cal. series race scheduled to take place at SRS two weeks later, the attendance was down. It didn't matter, though, because everyone had a good time. I'm sure every racer extends his thanks to Larry Stewart, Allen Dove, Joe Skorch, Jim Turner,

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Ross Kloeber, Jim Silway and all the others, for putting on a fine event.

What's next? The So. Cal. series race at SRS in Tempe, AZ. Sorry, but you'll have missed it by the time you read this (coverage in next month's issue). Then, everyone's mind will be on the McCoy race (see "Sneak Preview") in June. There are limited entries this year, so it should be another 4WD shoot-out.

After that? Well, there are lots of races in the Southwest, but let me get this plug in for the Sixth Annual El Paso Can Am (yes, number six!). Ordinarily, this is a Labor Day race. Well guess what? The Nationals are on Labor Day this year. Bad? Not a bit! We'll have our race a week early. It should draw the same local racers and it's the perfect chance for anyone east or north of El Paso to get in two races for only one trip. El Paso is on the best route to California. Race in El Paso on Saturday and Sunday and tune up for the Nats., then it's on to California on Monday and practice in Pomona on Tuesday. Sounds perfect to me! Look for more details in future issues.

Albuquerque is having its Enchantment 100 over the Fourth of July again this year. Always a winner! NMRCRC is just now forming up plans for what they expect to be a national-level race in October, the 1/8 GAS BLAST! You can learn more about New Mexico R/C racing by calling Rich Cunningham at Duke City Hobbies (505) 299-3016.

For more information on Scale Racing Sports in Tempe, AZ, contact Larry Stewart at (602) 829-9117. For more information on the Rio Grande Racers and the El Paso Can Am, contact Bob Blum in El Paso at (915) 593-8015.

•R/C•

SECOND ANNUAL
A.R.C.C.
SPRING CHALLENGE
APRIL 4, 5 & 6, 1986

OFFICIAL RESULTS

TOP QUALIFIER - 4WD: BARRY GROSSENBACHER 16 LAPS IN 4 MIN. 14.5 SEC.
(NEW TRACK RECORD)
2WD: JIM SILVAY 15 LAPS IN 4 MIN. 11.5 SEC.
CONCOURS d'ELEGANCE: LEE CHAPIN

POS.	NAME	QUALIFIER	RACE LAPS/TIME

A-4WD			
1	BARRY GROSSENBACHER	16/4:14.5	139 40:15.6
2	LARRY STEWART	14/4:15.5	119 40:13.4
3	BUTCH KLOEBER	15/4:04.1	98 40:01.4
4	BEN TSAI	13/4:15.3	75 40:11.2
5	ALLEN DOVE	14/4:12.1	DNS

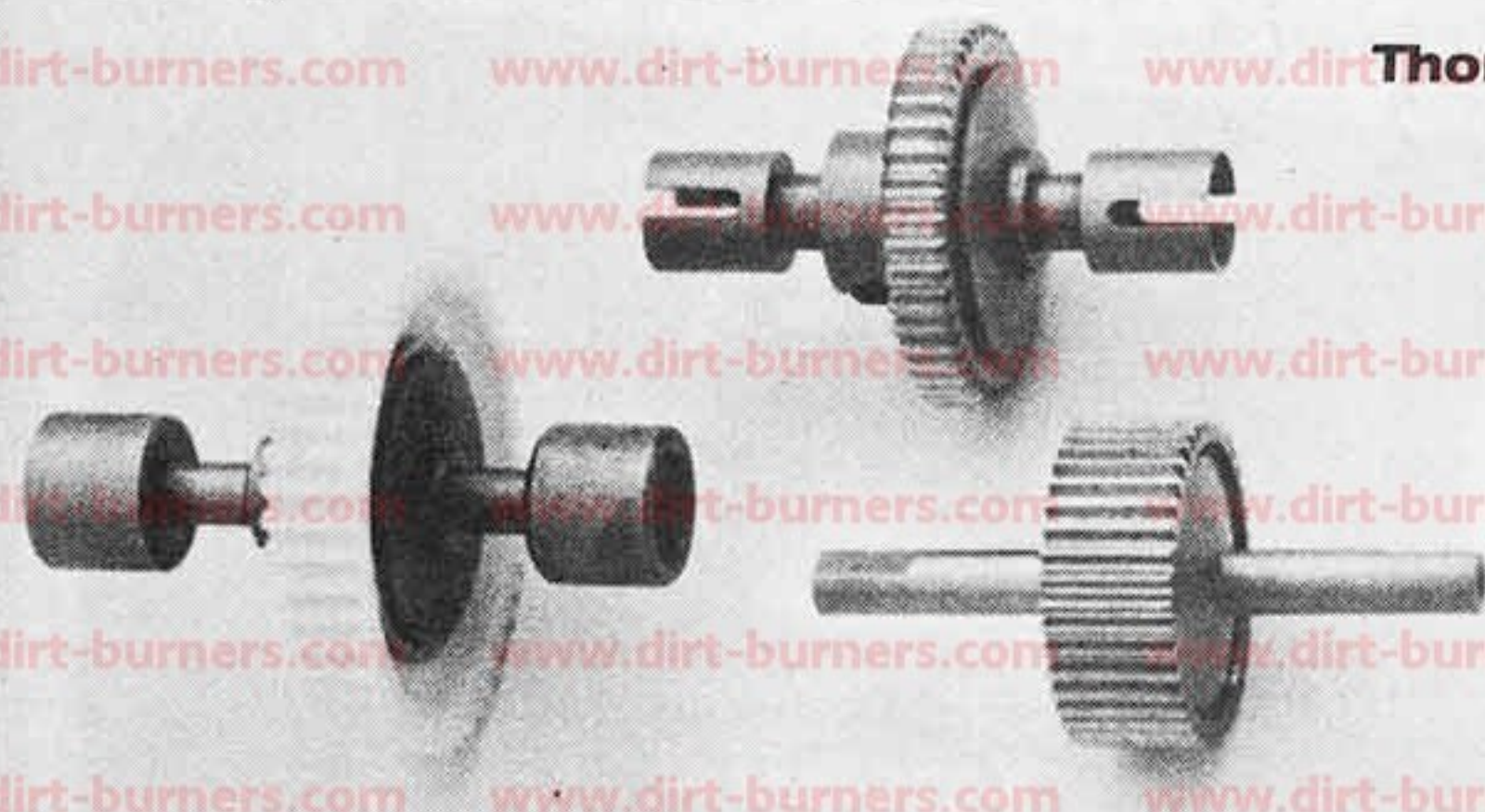
A-2WD			
1	JIM SILVAY	15/4:11.5	131 40:03.2
2	MARK MacVITTIE	14/4:15.5	120 40:28.4
3	LESTER PRATHER	14/4:15.3	119 40:09.1
4	JERRY ROBERTS	14/4:11.5	113 39:56.4
5	MAGGIE TURNER	14/4:09.6	95 30:38.5
6	DAVE McCOMBS	13/4:08.9	77 40:17.8
7	LAWRENCE DANCZIGER	13/4:09.1	76 38:42.6
8	JEFF HEIN	13/4:02.8	52 40:00.1
9	ERNIE NICHOLSON	14/4:17.8	21 8:05.0
10	JOE SKORCH	13/4:00.7	6 26:12.7

B-2WD			
1	BILL HEYWORTH	13/4:13.9	101 35:11.4
2	MIKE BLEVINGS	12/4:03.9	98 35:09.7
3	RAY CANNON	10/4:02.2	85 35:04.4
4	LEE CHAPIN	12/4:08.9	78 35:10.7
5	DAVE VAN DALSEN	12/4:06.0	72 35:12.3
6	JIM CRATES	11/4:20.9	59 34:30.5
7	JOE OWENS	12/4:19.3	47 18:01.4
8	ART MANNI	10/4:05.2	32 32:37.4
9	MONTY HILL	10/4:00.2	31 20:14.7

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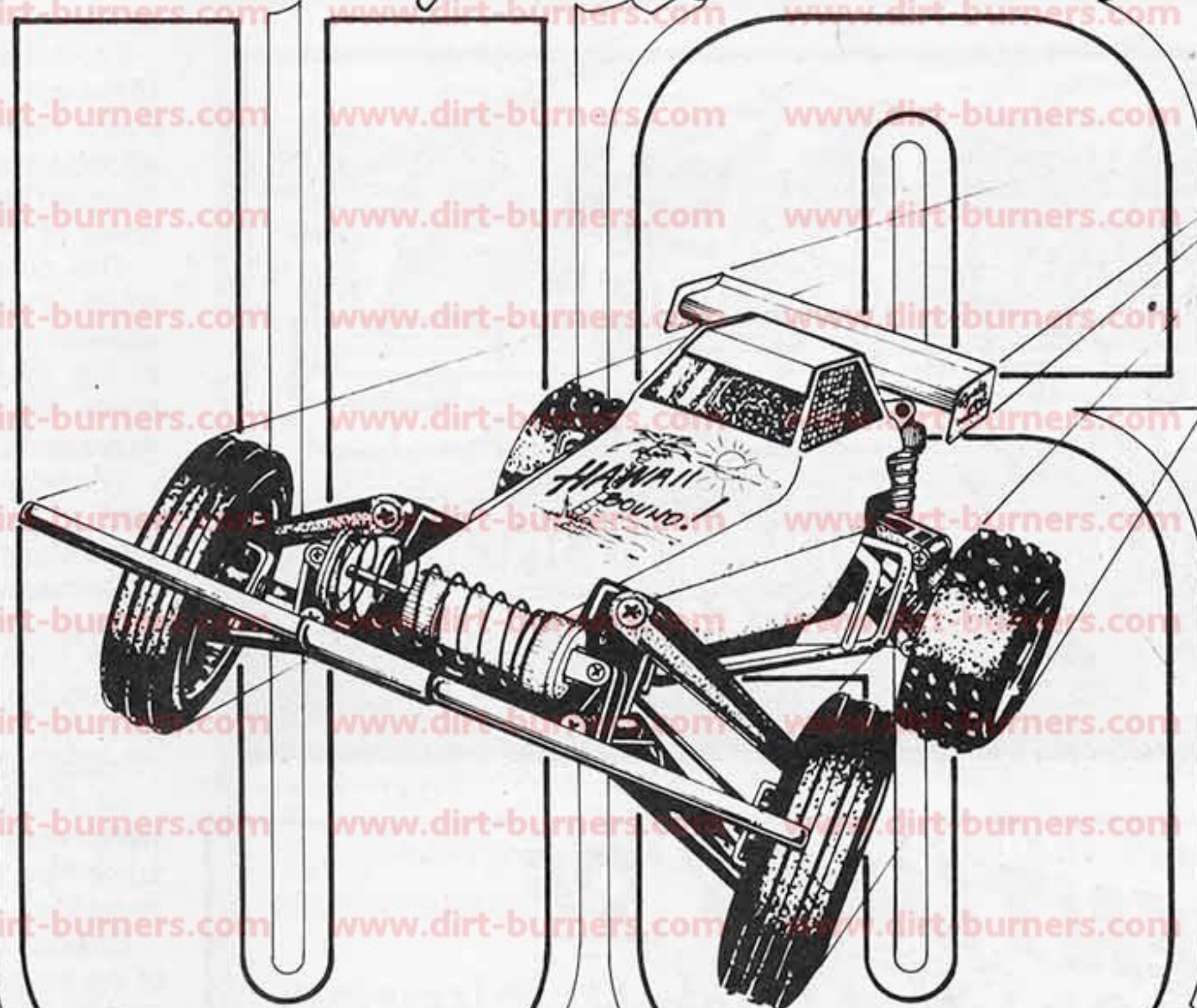
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THE MCCOY CHAMPIONSHIPS...

A PREVIEW OF THINGS TO COME

By Lou Peralta

The official summer R/C racing season doesn't really start out here, on the West Coast, at least until after the running of the "McCoy Championships" — the biggest 1/8th scale gas road race in the country. Perhaps

a world championship event draws bigger numbers and bigger names than the McCoy, but not by much.

This year is no exception because, as of this writing, the field has exceeded the original 140 allotted spots that Gil Losi, Sr., of the Ranch Pit Shop-Pomona (host), had put aside.

Losi provided us with a breakdown of the number of entries to date, attending the "14th ANNUAL MCCOY CHAMPIONSHIPS" which is slated for June 6-8, 1986. Losi also provided us with other pertinent information.

First, one of the most interesting statistics is that there are three current R/C world champions entered in this event.

From the 1/8th scale gas ranks and winner of the world champion title last year in Japan, Rody Roem (Serpent-OPS) of Holland, is already entered in the event and hopes to maintain his record as the best 1/8th scale gas driver in the world.

The current Modified 1/12 scale electric world champion, Tony Neisinger, is also entered and he, too, is ranked among the top in 1/8 scale gas racing. Neisinger is from Santa Ana, CA, and he will be driving an Associated 4WD with a Nova-Rossi engine.

The third world champion in this field is Gil Losi, Jr., current 1/10th scale off road champ in the Modified Class. Those who know of Losi, Jr.'s endeavors in radio controlled racing, know quite well that he's extremely proficient in all three scales, having competed and placed among the top in world-class events for the past five years. Gil has entered his RPS "Special" Serpent-Paris gas car.

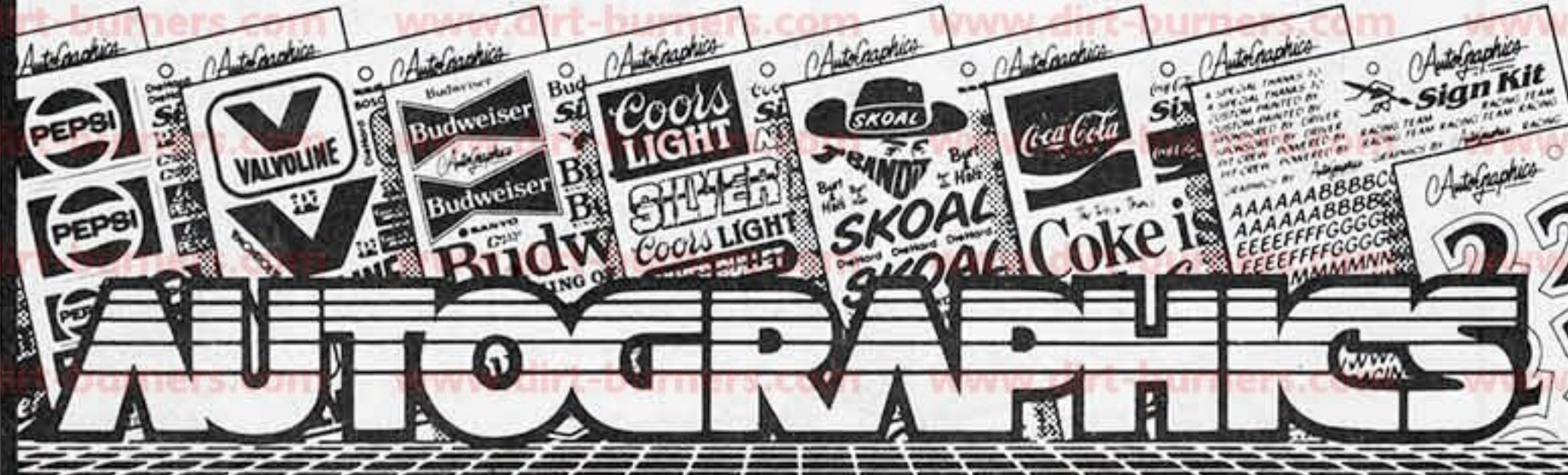
As you can see, any event that draws three world champions at one time has to mean something special for those who are about to compete.

Besides these three world champions, six of the top seven drivers in the world champion A Main event in Tokyo, Japan, will be on hand at the McCoy race. These are Rody Roem, of course; Peter Bervoets; Gil Losi, Jr., as mentioned before; Curtis Husting; Ralph Burch and Gary Kyes. All of these drivers are sure to give each other a good chase for a spot in the McCoy A Main — perhaps on of the most prestigious A Mains in the country, albeit in the world.

But what about past McCoy winners? They, too, will be there challenging these young upstarts. Art Carbonell (former world champion) is sure to be among the favorites to win another McCoy race for himself and Delta, as will Dana Smeltzer and Bill Jianas, two formidable Associated racers, just to mention a few. They each have the capability to be the "best in the world."

All the top car manufacturers will also be represented in this year's event. Associated Electrics ranks among the top companies represented with a total of 71 entries (29 in 2WD and 42 in 4WD). Others are Thorp (one 2WD and one 4WD) for a total of two entries; Cook Racing with 11 in 2WD and seven in 4WD for a total of 18; Delta has 17 2WDs and 16 4WDs for a total of 33 cars (second largest in entries); Serpent has 12 2WD entries and two 4WDs for a total of 14 entries; and last but certainly not least, SG has three 2WD and two 4WD cars entered.

As of this writing there were 143 entries and Gil Losi, Sr., while not too excited about add-



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ing any more, says, "I'll probably wind up letting a few more in. How can you turn down someone who has either flown or driven across the United States to race in this great race? I can't. So far," Gil added, "we have entries from Virginia, Oregon, Hawaii, Arizona, Nevada, Minnesota, New Jersey, New Mexico, Colorado, Texas, Connecticut, Illinois, Michigan, Florida, Iowa, New York, Maryland, Missouri, Indiana and, of course, California. Furthermore, we have six foreign countries represented — Italy, Mexico, Germany, Canada, Brazil and Holland."

In any case, come on down June 6-8, 1986. Gil and his family and crew will have their hands full at the Ranch Pit Shop in Pomona, as they will play host to most of the top gas drivers in the world for the "14th ANNUAL MCCOY CHAMPIONSHIPS."

R/C NEWS will be there to bring you all the excitement of this very special event in radio controlled car racing. Look for complete coverage in our next issue.

The following is the entry list as of May 19, 1986, provided to us by Gil Losi, Sr.

2WD MCCOY ENTRIES

Bill Bowerman, San Jose, CA (Assoc/Airtronics/Paris)
 Ralph Phillips, Herndon, VA (Cook/Cobra/OPS)
 David Bressel, Portland, OR (Delta/Futaba/Rossi)
 Angel Diaz, Buena Park, CA (Assoc/Kraft/K&B)
 Rick James, Colton, CA (Assoc/Kraft/Rossi Race Mstr)
 Warren Lho, Wai Pahu, HI (Delta/Kraft/Picco)
 Joe Scorch, Chandler, AZ (Assoc/Futaba/Nova Rossi)
 Joe Owens, Henderson, NV (Assoc/Kraft/OPS)
 Robert Vogel, Portland, OR (Assoc/Kraft/Picco)
 Terry Brown, Temple City, CA (Assoc/Futaba/McCoy Rossi)
 Gary Kusnierz, Bakersfield, CA (Assoc/Airt/Nova Rossi)
 Bob Block, Minnetonka, MN (Delta/Kraft/K&B)
 Chris George, Hoboken, NJ (Assoc/Futaba/Nova Rossi)
 Jim Evans, San Bernardino, CA (Delta/Kraft/K&B)
 Kevin Fukagawa, San Pedro, CA (SG/Kraft/Mondial)
 Roy Petre, Alhambra, CA (Assoc/Airtronics/OPS)
 Mark Miranda, National City, CA (Assoc/Kraft/Paris OPS)
 Bill Kessler, Walnut Creek, CA (Assoc/Futaba/McCoy Rossi)
 Mike Jones, Simi, CA (Assoc/Airtronics/OPS)
 Ken Davenport, Chino, CA (Thorp/Kraft/OPS)
 Ray Zabriskie, Pomona, CA (Serpent/Airt/Paris OPS)
 Maggie Turner, Meza, AZ (Delta/Airt/Picco)
 Bob DeWald, Northridge, CA (Assoc/Airtronics/Paris)
 Ernie Nicholson, Los Angeles, CA (Assoc/Kraft/Paris OPS)
 David Whitman, S. Pasadena, CA (Assoc/Futaba/Paris OPS)
 Brian Rush, Fresno, CA (Delta, Airtronics/OPS)
 Steve Bartel, San Bernardino, CA (Assoc/Airtronics/OPS)
 Jeff Hein, Queen Creek, AZ (Delta/Kraft/OPS)
 Howard Robertson, Fremont, CA (Assoc/Futaba/Rossi)
 Glenn Chock, Kaneohe, HI (Delta/Kraft/Picco)
 Mike Ikona, Covina, CA (Assoc/Airtronics/McCoy Rossi)
 Les Pardue, Albuquerque, NM (Cook/Futaba/OPS)
 Don Gustafson, San Bernardino, CA (Assoc/Kraft/OPS)
 Willie Green, Los Angeles, CA (Assoc/Futaba/OPS)
 Bill Ma, Los Angeles, CA (Delta/KO/Picco)
 Les Prather, Buena Park, CA (Assoc/Airtronic/Paris Rossi)
 Randy Tentschert, Huntington Beach, CA (Assoc/Airt/Paris)
 Larry Griffin, Martinez, CA (Assoc/Futaba/Rossi)
 Bill Hayworth, Duarte, CA (Assoc/Kraft/McCoy Rossi)
 Phil Cotter, Denver, CO (Cook/Futaba/OPS)
 Ron Portz, Anaheim, CA (Assoc/Kraft/OPS)
 Rusty Husband, Huston, TX (Cook/Kraft/Mondial)
 Duane Hesketh, Sr., Tigard, OR (Delta/Futaba/OPS)
 Mike Ellis, Aloha, OR (Delta/Futaba/K&B)
 Dick Royce, Beaverton, OR (Delta/Futaba/K&B)
 Dean Brown, Placentia, CA (Delta/Airt/McCoy Nova Rossi)
 Larry Labounty, Enfield, CT (Cook/Futaba/Picco)
 Doug Shelp, Huntington Beach, CA (SG/Futaba/Mondial)
 Bob Walker, Anaheim, CA (Assoc/Kraft/OPS)
 Jaime Tolosa, Santa Clara, CA (Assoc/Futaba/Paris OPS)
 Milton Galose, Kaliva, HI (Delta, Futaba/Picco)
 Garth Wise, Long Beach, CA (Assoc/Airtronics/Paris)
 Ray Luther, Albuquerque, NM (Cook/Futaba/OPS)
 George Brazil, Albuquerque, NM (Assoc/Futaba/OPS)
 Gary Hill, Albuquerque, NM (Assoc/Futaba/Nova Rossi)
 Michael Shrode, Pittsburgh, CA (Assoc/Futaba/OPS)
 Jim Crates, Las Vegas, NV (Assoc/Kraft/Nova Rossi)
 Vergil Balagot, Pacifica, CA (Cool/Futaba/Picco)
 Mark MacVittie, Chandler, AZ (Assoc/Picco)
 Douglas Hembroff, Concord, CA (Assoc/Futaba/OPS)
 Robert Andreotti, Portland, OR (Assoc/Kraft/Fox OS Max)
 Kevin Mercandante, San Berdo, CA (Serpent/Airt/Paris)

Duane Hesketh, Jr. Tigard, OR (Delta/Futaba/OPS)
 Ruben Serrano, Whittier, CA (Assoc/Airt/Rossi)
 Dave McCombs, Tempe, AZ (Delta/Kraft/Picco)
 Jim Silvay, Sun Lakes, AZ (Assoc/Kraft/Rossi)
 Paul Nadeau, Highland, CA (Assoc/Kraft/Paris OPS)
 Tim Fleenor, Highland, CA (Kraft/OPS)
 Mark Shaves, San Jose, CA (Assoc/Futaba/Picco)
 Joe Alves, San Jose, CA (Assoc/Futaba/OPS)
 Bruce Owen, Carmel, CA (Assoc/Airt/OPS)
 Gay Sullivan, Dallas, TX (Assoc/Airt/OPS)

4WD MCCOY ENTRIES

Carl Petri, San Antonio, TX (Delta/Kraft/Picco)
 Rich Potempa, Arlington, Hts., IL (Assoc/Futaba/OPS)
 Tom Bullock, Jr., Clinton, MS (Serpent/Airt/OPS)
 Lee Chapin, El Paso, TX (Cook/Futaba/Rossi)
 Larry Stewart, Tempe, AZ (Assoc/Futaba/Nova Rossi)
 Jim Jones, Morningside Park, CA (Thorp/SG/OPS)
 Jim Rose, Campbell, CA (Delta/KO/Picco)
 Louis Przybyla, Livonia, MI (Delta/K/Picco)

Omar Formisano, Miami, FL
 Ron Paris, Ontario, CA (Assoc/Airtronics/Paris)
 Chuck Moon, Valrico, FL (Assoc/Airtronics/Paris)
 Hermes Tadillo, Milan, Italy (Assoc/Sanwa/OPS)
 Lee Hall, Livermore, CA (Assoc/Kraft/Gillot OPS)
 John Hodgeson, Livermore, CA (Assoc/Gillot/OPS)
 Larry Martin, Lincoln, IL (Assoc/Futaba/McCoy Rossi)
 Glenn Williams, Los Angeles, CA (Futaba/OPS)
 Stan Saunders, Houston, TX (Cook/Kraft/Picco)
 Rick Davis, Detroit, MI (Assoc/Airt/OPS)
 Bill Jlanas, Anaheim, CA (Assoc)
 Ben Bullock, Culver City, CA (SG/Kraft/McCoy)
 Dan Stokes, Concord, CA (Assoc/Futaba/OPS)
 Tom Wong, Culver City, CA (Delta/Kraft/Picco)
 Rich Lee, La Mirada, CA (Assoc)
 Rick May, Bakersfield, CA (Delta/Kraft/Picco)
 John Wheeler, San Jose, CA (Cook/Futaba/Picco)
 Oranan Valle, Culver City, CA (Assoc/Airtronics/McCoy)
 Ron Rossetti, Riverside, CA (Serpent/Airtronics/Paris)
 Carlos Mastretta, Mexico City, Mexico (Delta/Picco)
 Jim Turner, Meza, AZ (Delta/Kraft/Picco)
 Garth Finley, Albuquerque, NM (Serpent/Nova)
 Art Carbonell, Lorimer, IO (Delta/Kraft/Picco)

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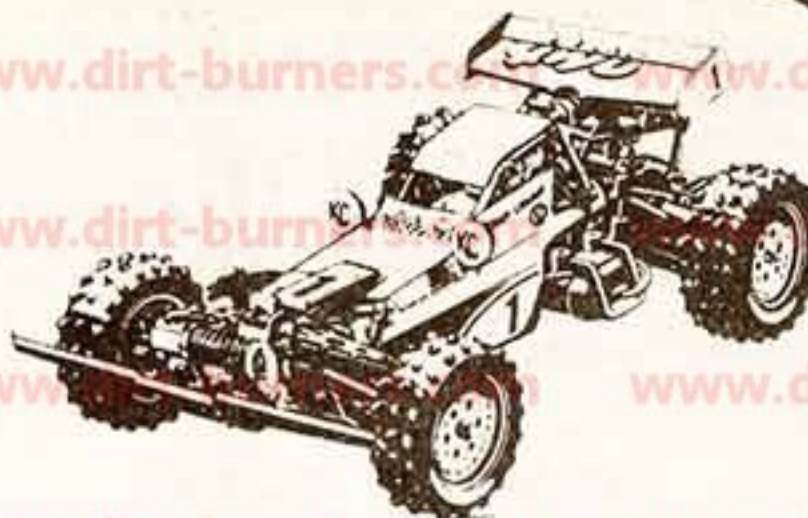
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Jim Cook, Cptain. Hts. MD (Cook/Gillott/OPS)
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F. Carillo, Brazil
Glen Glass, Redlands, CA (Serpent/Airtronics/Paris)
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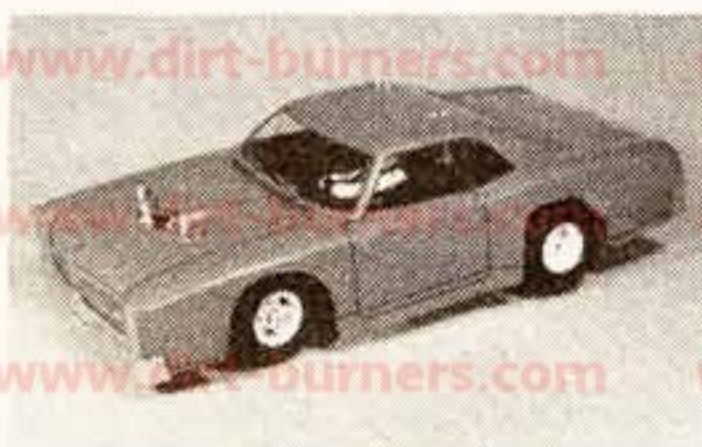
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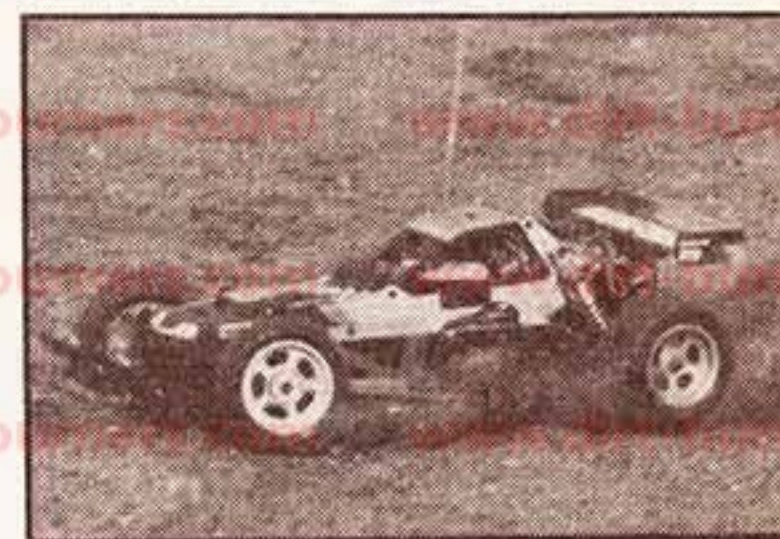
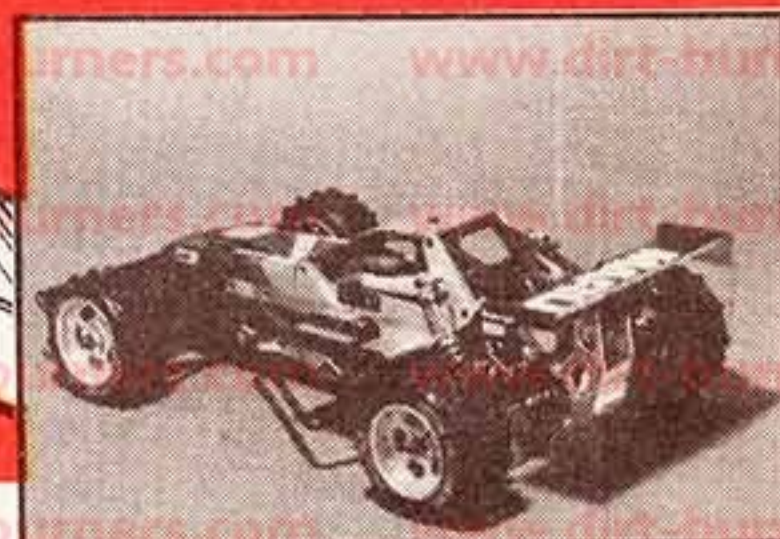
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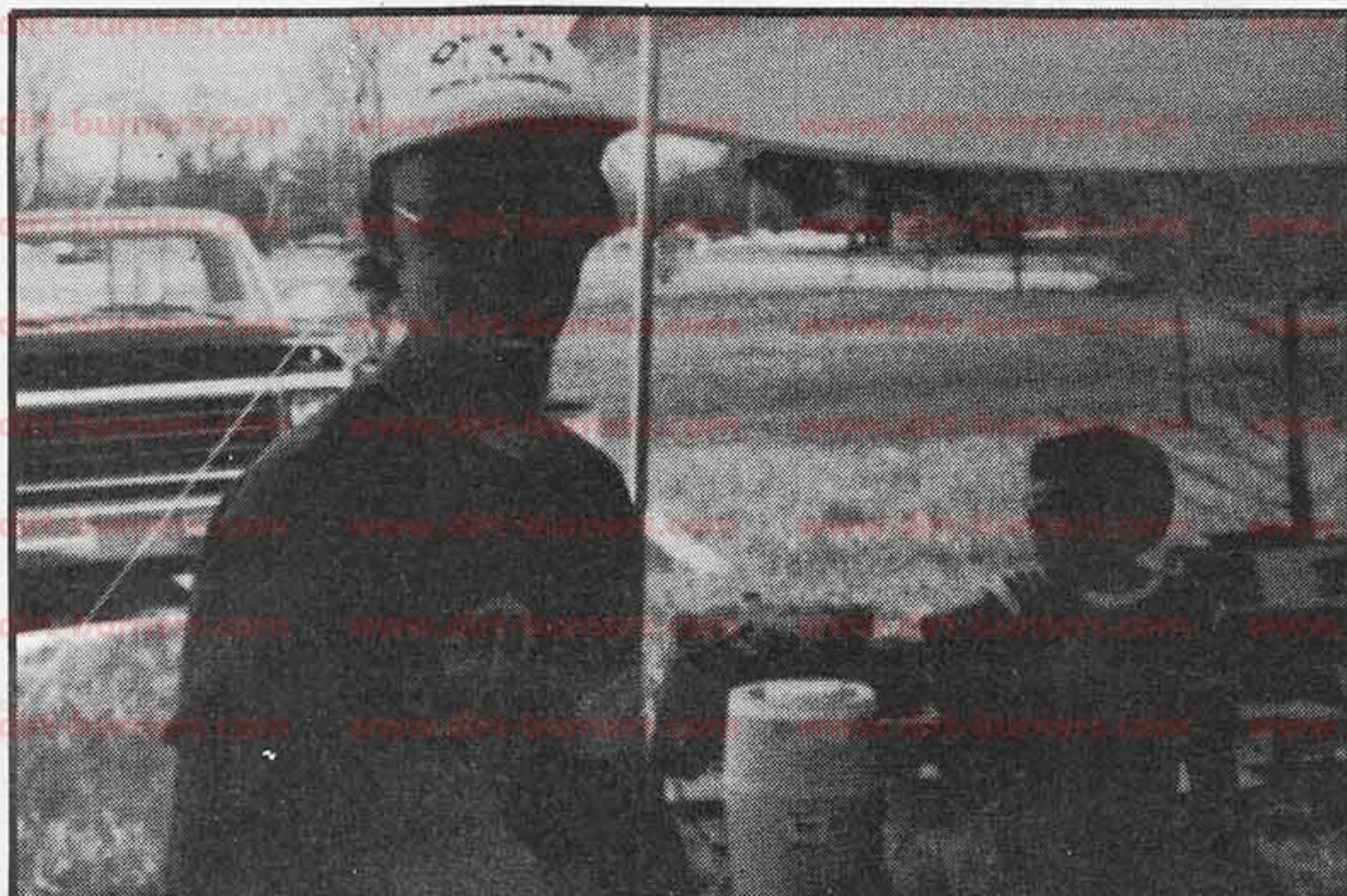
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Above: The Drivers. In Front: Larry Parker, Ed Roberts, Jack Mueller, Dale Smith, Ralph Spencer and Jeff Leckron. In Back: Joel Mabus, Tracey St. Aubin, Bob Spencer, Bob Leckron and Steve Lazarus. Below: Jack Mueller, half of the winning team, with Jimmy Parker (background), who kept an eye on the autocount throughout the race.



Story by Jeff Leckron
Photos by Jimmy Parker and Jeff Leckron

The Indy 500 R/C Car Club hosted its 12th Annual Mini-Indy 500 at the Major Taylor Velodrome on the west side of Indianapolis. This has traditionally been an oval race for open-wheeled cars, but due to declining interest in oval racing, a new format is being tried this year.

This year's race was a 500-lap road race for Can Am cars with two-man racing teams. The idea was to create a race long enough to be challenging, but short enough not to require unreasonable amounts of tires or fuel. The limitation of two drivers per team was designed to make sure everyone got plenty of driving time and also to create more teams, as opposed to a smaller number of large teams.

Also, the possibility of running separate races for 4WD, 2WD and Pan cars was left open, if the number of entries permitted. It all sounded good at the time. Unfortunately, the response to the flyers was not as strong as had been hoped.

Two weeks before the race there were only two entries. After about \$40 worth of phone

calls, two additional entries were obtained. Finally, the two spare Leckron Brothers' cars were prepared and some veterans of the local 1/10 and 1/12 scale wars were recruited to drive. This produced a field of six cars — enough for a race, though still far below expectations.

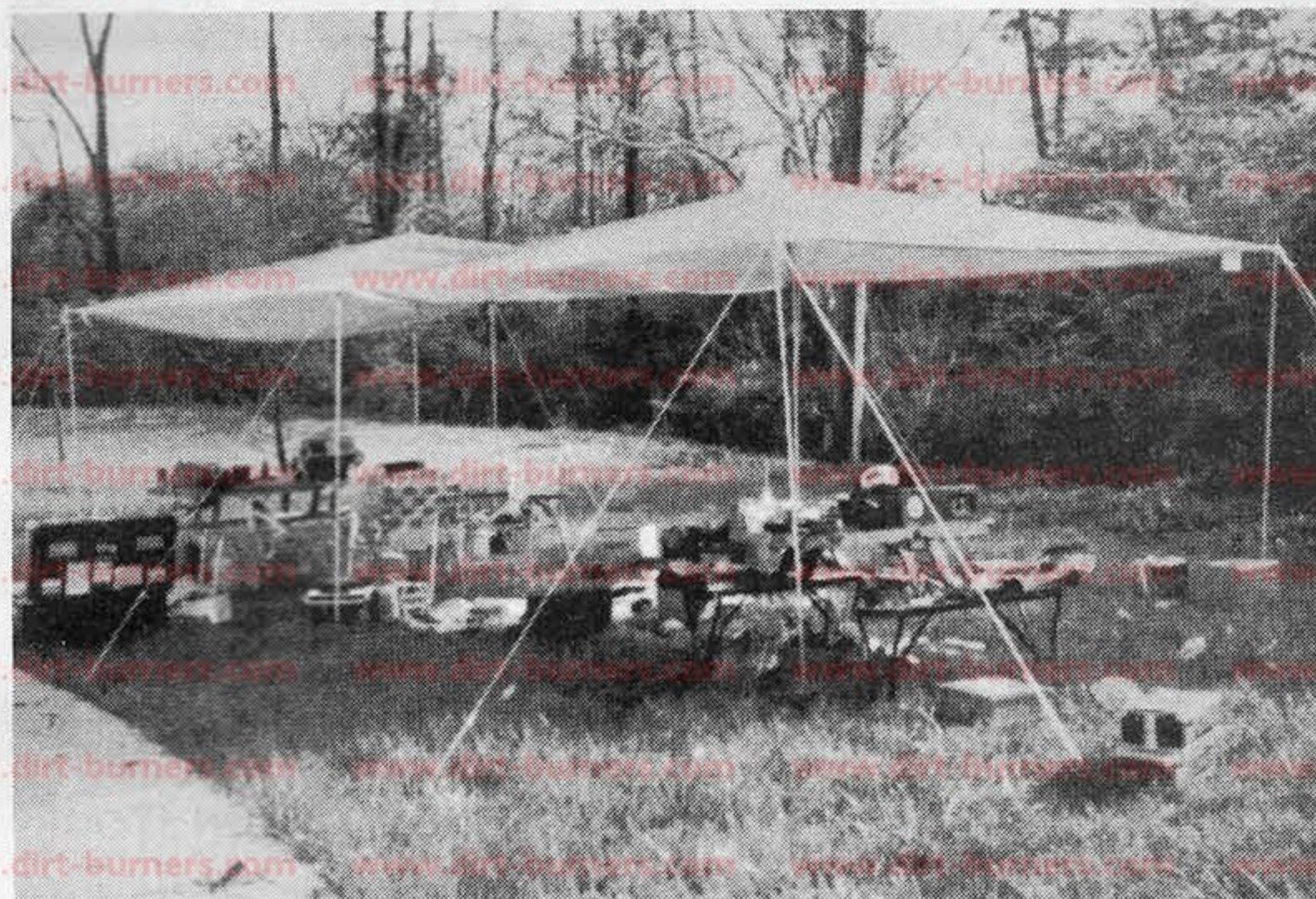
Scheduled to drive for Team 0 were Midwest

Series coordinator Steve Lazarus and Kevin Van Pelt. However, Van Pelt was unable to make it to the race, so Lazarus started out driving alone. Tracey St. Aubin joined Steve as co-driver later in the race after his team dropped out.

Team 1 featured Joel Mabus and Tracey St. Aubin. They were the first team out (with handling problems), and later shifted their efforts to assisting the Lazarus Team.

Team 2 was the combination of Bob and Jeff Leckron driving the Delta P4 4WD prototype. This was the first chance they had to test the new car in a long-distance race; it was also a good opportunity to find any weaknesses in the car.

(cont'd on pg. 54)



Above: This is either the Leckron Motorsports pit area or the aftermath of a recent tornado.

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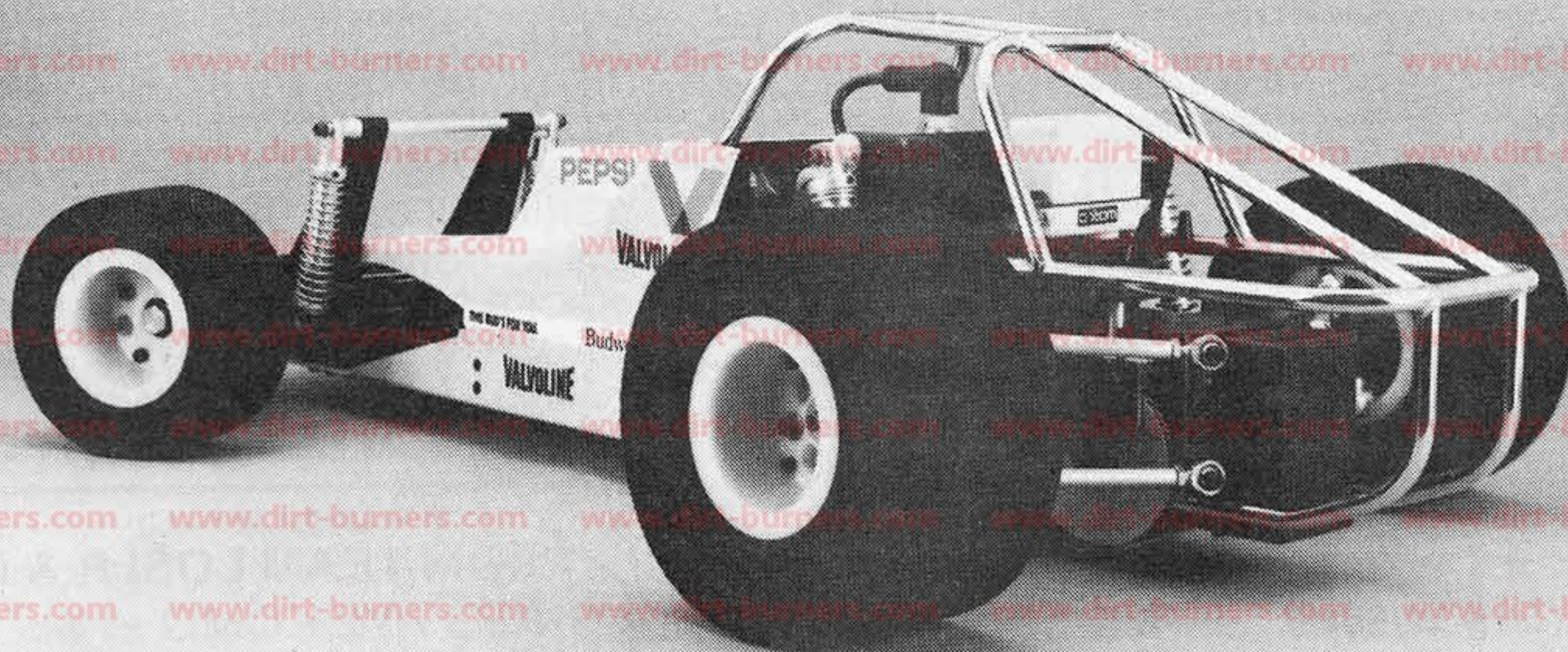
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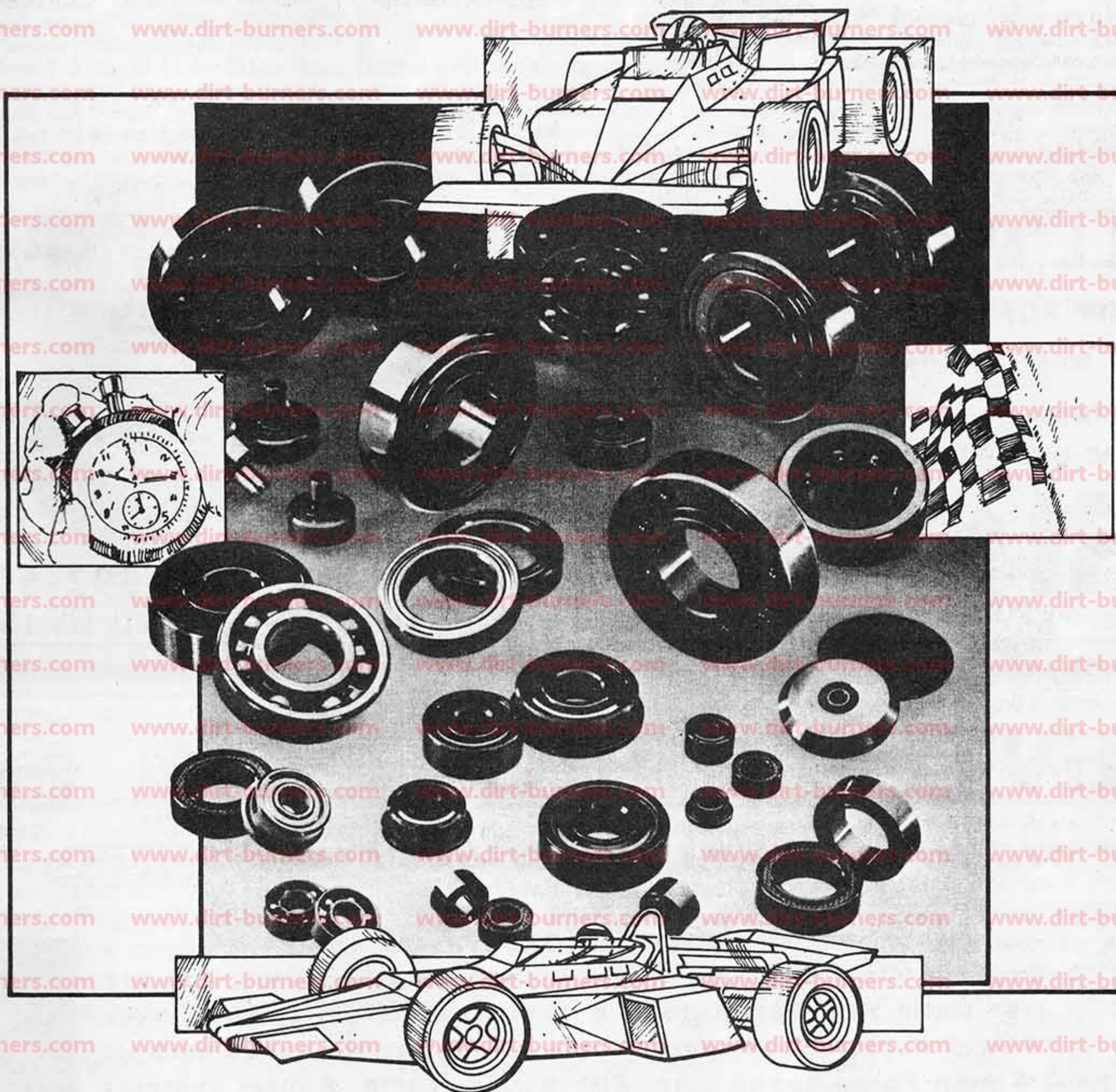
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MINI-INDY 500

(cont'd from pg. 51)

Team 3 combined the talents of two-time Midwest Series champ Jack Mueller and top Midwest contender Dale Smith. While both drivers have new 4WD cars, they elected to run the proven 2WD Delta Super Eagle in this race. This team had to be considered the favorite to win.

Team 5 ran the second Leckron Brothers' car — a Delta Super Eagle driven by off road veterans Ed Roberts and Larry Parker. Ed also took this opportunity to demonstrate his new 1/4 scale sprint car on several occasions during the weekend.

Team 7 featured local 1/12 scale drivers Ralph and Bob Spencer driving the third

Leckron Brothers' car. Ralph and Bob did almost all the work in preparing the club trailer and barrier boards for this race. They were driving a Delta Super J — the only Pan car in the race.

Saturday was set aside for practice, with most teams opting to run very little in order to save their equipment. The Autocount System (rented from Cook Racing) was set up and all teams had a chance to try it out. After additional practice on Sunday morning, all six teams were ready for the race.

Team 7 broke a motor while trying to start the car about 15 minutes before the race. However, a back-up motor — the dreaded 5-bolt Picco — was installed, and all the teams were ready for the start of the race.

Team 3 got off the line first and led the first

lap. Team 2, with Jeff Leckron driving, led the next four laps before Jack Mueller put Team 3 back in front on lap five. All six teams were running well, but Team 3 was able to build up a two-lap lead after 50 laps. Team 2 started to close the gap and by lap 87, the superior cornering of the 4WD car had put them in the lead. Two laps later Team 2 stopped for a change of tires and receiver packs. Team 3 regained the lead for good and was not seriously challenged thereafter. From lap 100 to lap 160 the battle was for second place between Team 2 and Team 0. Team 2 lost the first of several right-front dogbones at that point, therefore, Team 0 had second place pretty much to themselves the rest of the way. The remainder of the race was a battle for third place among teams 5, 7 and 2 (Team 1

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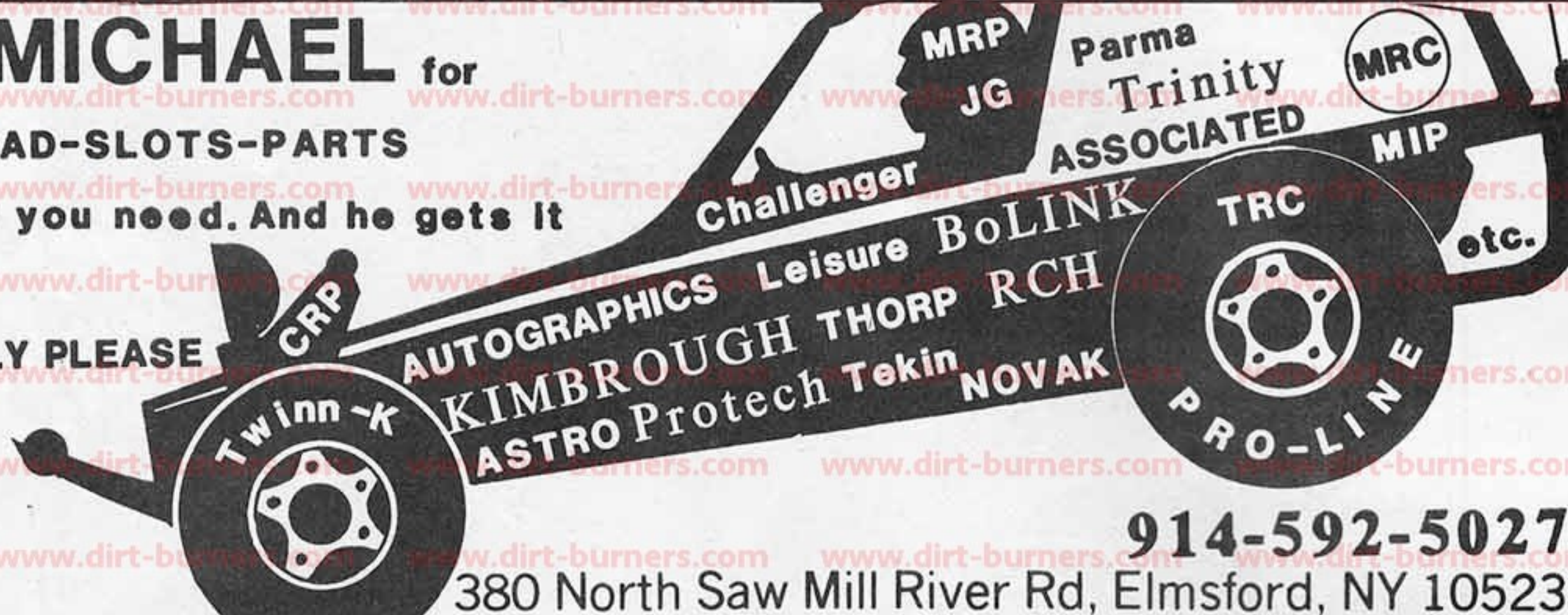
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- 4107 = Yokomo stock motor: For 1/12 scale cars. Not ROAR Legal.
- 4189 = "Revtech Scorchers". Motor, for use in 6 cell Offroad or Oval cars.

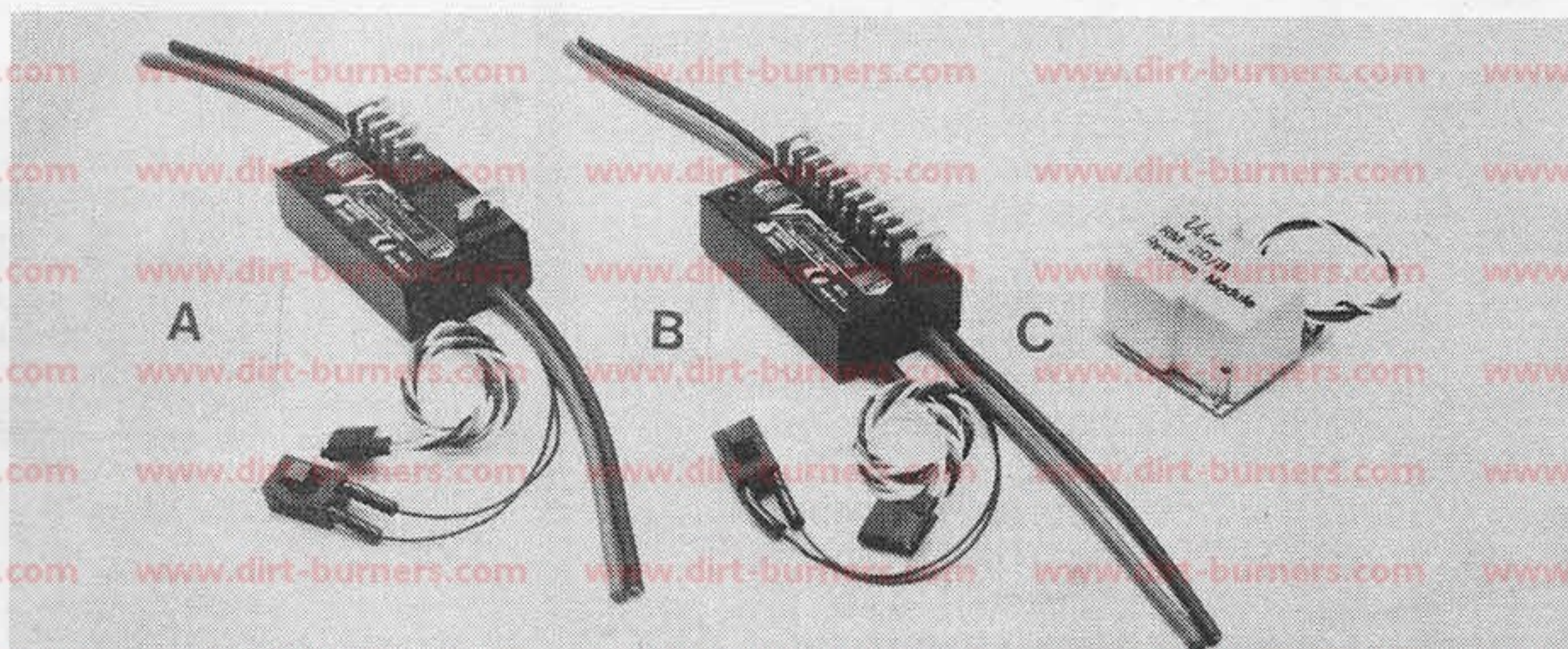
CONGRATULATIONS & THANKS TO:

ROB BISHOP — TQ and 2nd place at the 1986 JG Oval race, 4WD Open class.
 SCOTT QUILLEN — TQ and 1st place at RCRC: Region 6 oval series race #1
 DAVE PORTZ — 2nd place A main at the Copperstate Championship at SRS
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VIC-2	B	Super Efficient	typ. 0.006 V/A	4 to 10	120 Amp	1.3 oz.	1 x 1.9 x .5	\$119.95
VIC-3	A	Extremely Efficient	typ. 0.004 V/A	4 to 10	120 Amp	1.0 oz.	1 x 1.9 x .5	\$139.95
VIC-4	B	Ultra Efficient	typ. 0.002 V/A	4 to 10	200 Amp	1.3 oz.	1 x 1.9 x .5	\$179.95
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- #4005A Auto Charger** - Charge 5, 6, or 7 cell packs, current monitor, auto "trickle" switchover.
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had retired after 73 laps with handling problems). Despite losing the same dogbone three more times (later found to be caused by a bent steering arm), Team 2 stayed close until their rear belt stripped out late in the race. This put Team 2 out of the race in fifth place. Team 7 couldn't match Team 5 on speed, but by making fewer pit stops and changing tires only once, they were able to stay in the battle for third until the end.

LONG PIT STOPS

TEAM	1-5 min.	5-10 min.	10 min.
3	3	0	0
0	5	0	0
5	12	0	0
7	4	1	0
2	6	3	1
1	3	2	0

The winning team obviously had very little trouble — all three long pit stops were for tire changes. Team 0 and Team 7 also had relatively trouble-free races. Team 5 had no major problems besides several flameouts. Team 2 was fast but had several long pit stops for front-dogbone replacements. This is a time-consuming task, especially for that borderline mechanic, "Mr. Badwrench" Leckron.

RESULTS

1. Team 3 Mueller/Smith . . . 500 laps/2:43:53.6
2. Team 0 Lazarus/St. Aubin 453 laps
3. Team 5 Roberts/Parker 393 laps
4. Team 7 Spencer/Spencer 382 laps
5. Team 2 Leckron/Leckron 351 laps
6. Team 1 Mabus/St. Aubin 073 laps

•R/C•

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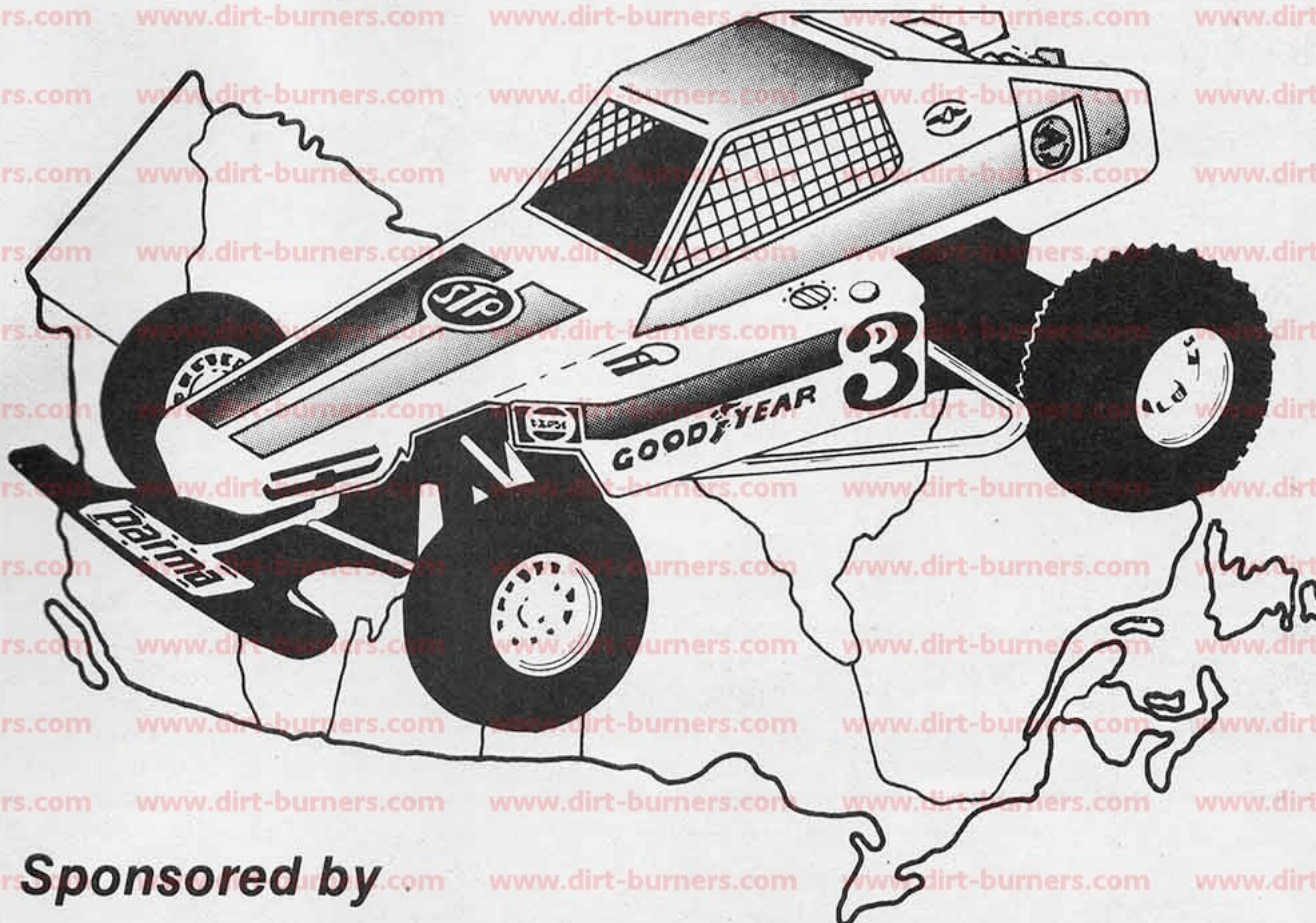
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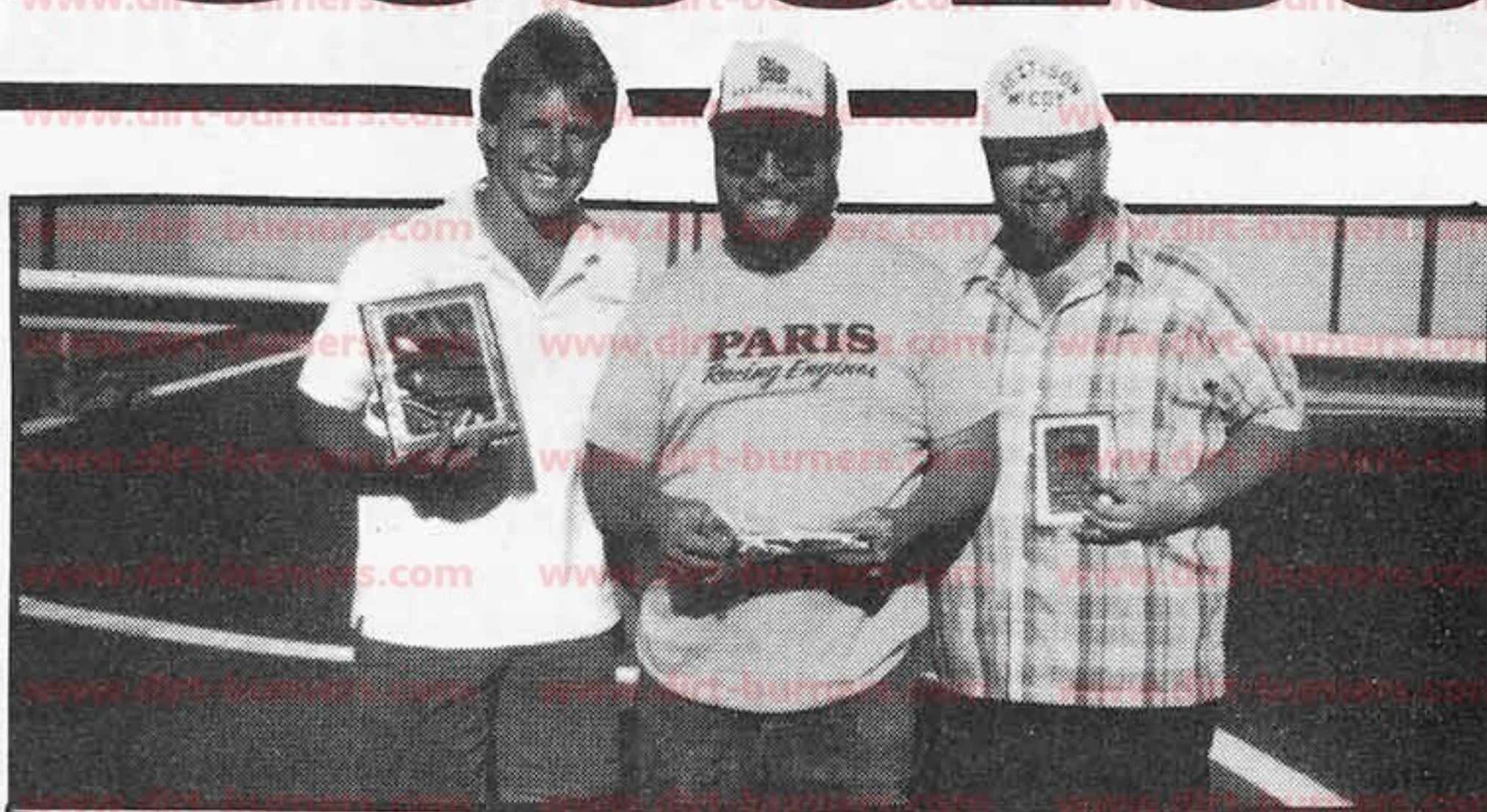


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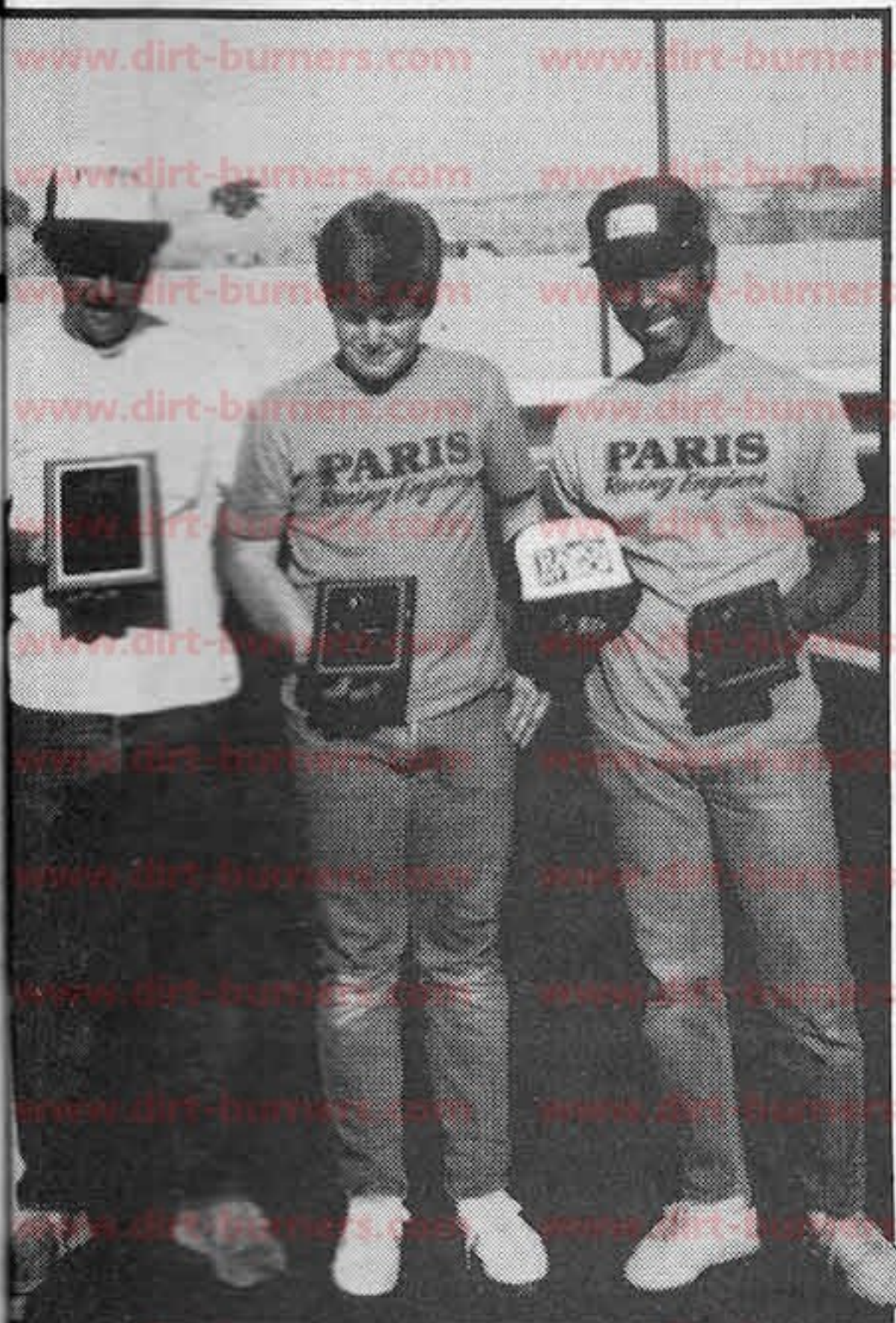
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Top: Winners of the 4WD Expert A Main. Gil Losi, Jr., first; Dana Smeltzer, second; and Jim Turner in third.
Above: Winners of the 2WD Expert A Main. Butch Kloeber, first; Bob DeWald, second, and Bill Heyworth, third.



Above: The top three in the Sportsman A Main were Paul Nadeau in first, Kevin Mercadante in second and Ernie Nicholson in third.

Story and photos by Linda and Ron Paris

Tempe, AZ
May 12, 1986

The third So. Cal. series race was held at SRS Raceway in Tempe, Arizona. SRS is a beautiful facility with permanent 1/12 and 1/8 on road tracks and a 1/10 off road track. Their air-conditioned store is fully stocked with everything a racer could want, they also have a portable snack bar facility with excellent food.

Larry Stewart is the owner/operator and is a great guy with a smile and a good word for everyone. The 1986 Region 6 Championships will take place at SRS, so make plans for a good race! Well, on with the racing.

When qualifying was over, there was a new track record in 4WD set by Butch Kloeber of Laveen, AZ. Top qualifiers in each class were:

4WD Expert— Butch Kloeber-16 laps/4.11.7 sec avg. (Associated/Paris/Airtronics)
2WD Expert— Butch Kloeber-15 laps/4.06.0 sec avg. (Associated/Paris/Airtronics)
4WD Sportsman— Ron Rosetti-14 laps/4.05.5 sec avg. (Serpent/Paris/Airtronics)
2WD Sportsman— Paul Nadeau-14 laps/4.01.1 sec avg. (Associated/Paris/Kraft)
2WD Beginner— Steve Bartel-12 laps/4.04.2 sec avg. (Associated/OPS/?)

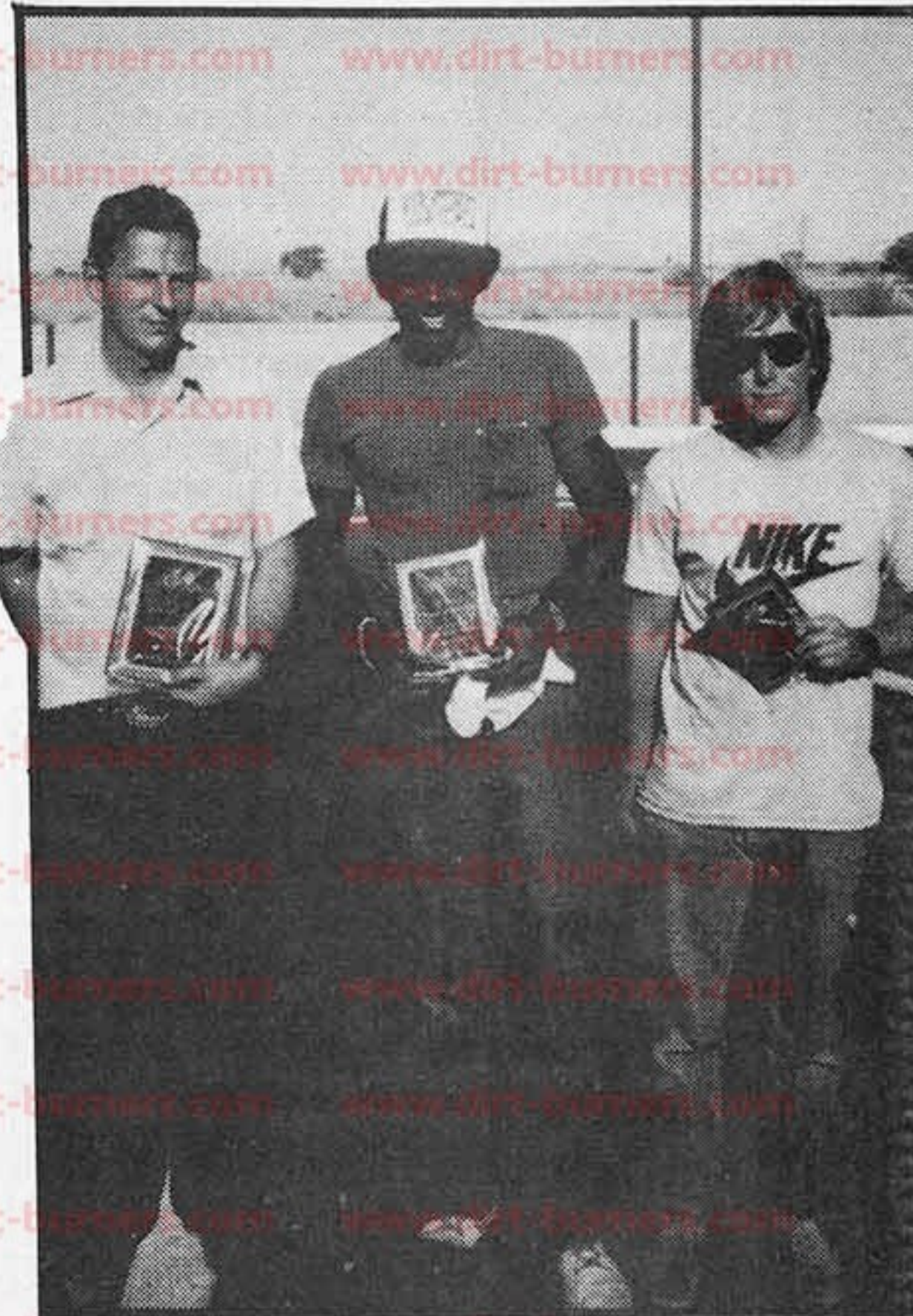
The Beginner Main was fairly uneventful, Steve Bartel pulled out to an early lead with Monty Hill coming in second and Doug Shelp in third. That's the way it ended up, complete results later.

The 2WD Sportsman race may have been the most exciting of the day. It was a super close but clean race to the end between Paul Nadeau and Kevin Mercadante. They swapped the lead back and forth right to the end with Paul coming out on top just 1.7 seconds ahead of Kevin. Ernie Nicholson did a great job as well, for a super third place finish a few laps behind.

The 4WD Sportsman race was spread out with Ron Rosetti driving a flawless race—never off the track—for a win. Ron is new to 1/8 scale racing but is well known in the off road circuit. He can always be recognized by his ear-to-ear grin and baggy shorts that are, well, lets say bright (rumor has it that he plugs them in to charge at night). Second spot was taken by Gus Gustafson, even though he did do some time off the track. Third went to Ben Tsai, one of the local Arizona racers. Nice job, Ben.

The 2WD Expert race only had three entries. When the horn went off, Butch Kloeber was gone! Bill Heyworth came in second with Bob DeWald in third. Bob started in third a lap down due to his car loading up and stalling on the line. By the second pit stop, Butch had a commanding lead and Bob was putting pressure on Bill. Just then, Bill's car went out of control and he was out of it; so Butch and Bob agreed on cutting the race short to save time. It ended up with Butch first, Bob second and Bill third.

The 4WD Expert race was a disaster, Only



Above: The top three in the 2WD A Main were Steve Bartel, first; Monty Hill, second; and Doug Shelp in third.

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four of the ten cars finished the race. Ron Paris was out first, trying to pass someone on the back straight. Robert Cavazos was next to go out, tangling with the same car Paris did. Next out was Gary Kyes, who got tangled up with the same guy's pit man. Barry Newman then fell for some inapparent reason. Barry Grossenbacher had radio trouble, and so he was out at the half-way mark. Butch Kloeber hit a turn marshall and was also put out of contention. Dana Smeltzer hit that same turn marshall but was able to repair his car and get back in the race, only a few laps back from the lead lap. By now, as you can tell, it was not a great day for most of the drivers. But for Gil Losi, Jr., it was just fine! He was out in the lead and flying! But he didn't win just because all the other

racers dropped out; Jr. was running an awesome race. He would have surely preferred a closer race but it was not in the cards. As it ended up, Jr. was first with Dana Smeltzer in second and Jim Turner in third.

4WD EXPERT A MAIN:

1. Gil Losi Jr. Serpent/Paris/Airtronics
2. Dana Smeltzer ... Associated/McMoy/Airtronics
3. Jim Turner Delta/Nova-Rossi/Kraft
4. Gene Husting . Associated/Nova-Rossi/Airtronics
5. Butch Kloeber Associated/Paris/Airtronics
6. Barry Grossenbacher ... Associated/McCoy/Kraft
7. Barry Newman Associated/McCoy/Kraft
8. Gary Kyes Serpent/Paris/Airtronics
9. Robert Cavazos Associated/Paris/Airtronics
10. Ron Paris Associated/Paris/Airtronics

4WD EXPERT B MAIN:

1. Ornan Valle
2. Gil Losi Sr.
3. Ben Bullock

2WD EXPERT A MAIN:

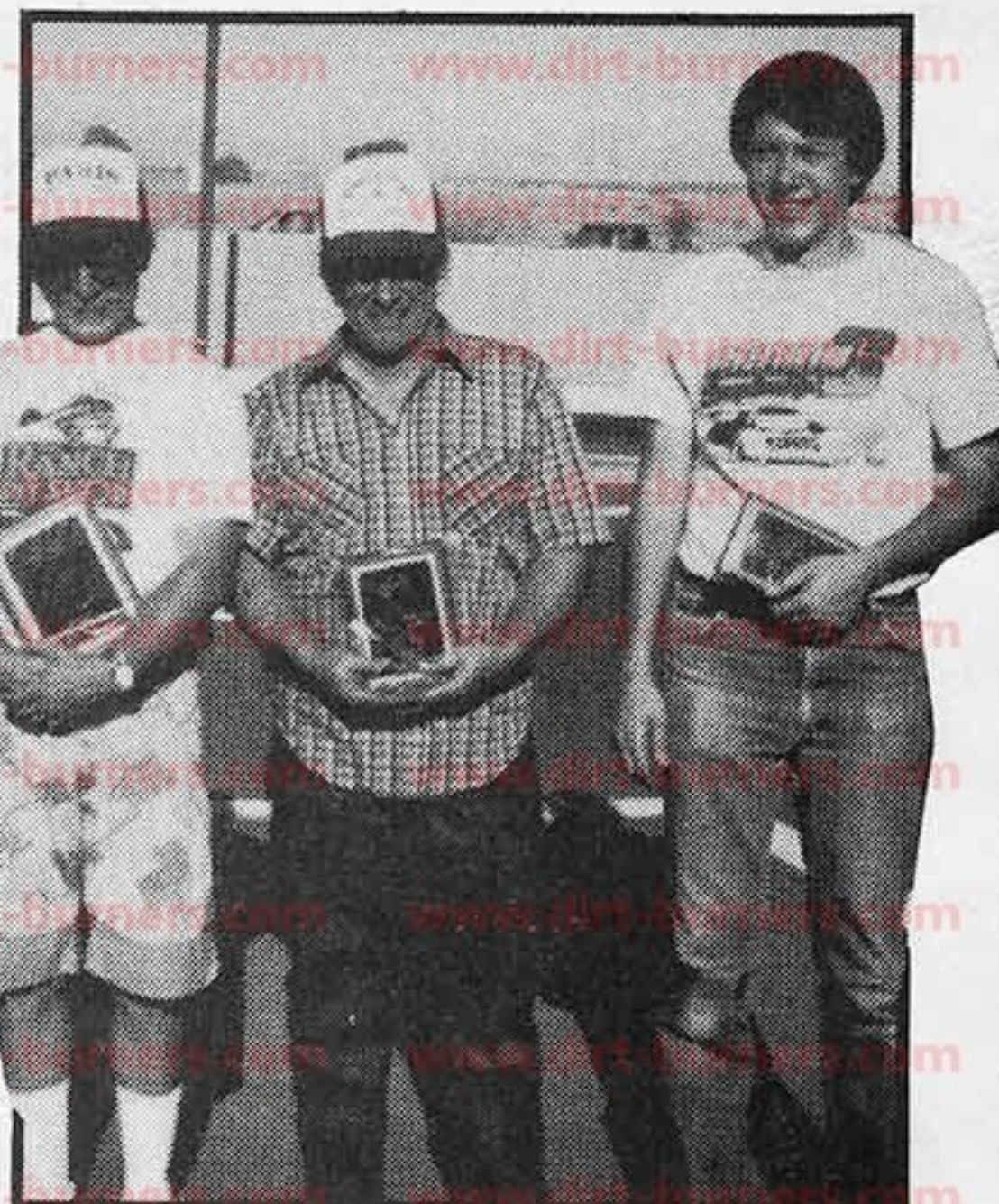
1. Butch Kloeber Associated/Paris/Airtronics
2. Bob DeWald Associated/Paris/Airtronics
3. Bill Heyworth Associated/McCoy/Airtronics

4WD SPORTSMAN A MAIN:

1. Ron Rossetti Serpent/Paris/Airtronics
2. Gus Gustafson Delta/Paris/Airtronics
3. Ben Tsai Associated/Paris/Futaba
4. Allen Dove Delta/Nova-Rossi/Airtronics
5. Bruce Ellingwood Serpent/Paris/Airtronics

2WD SPORTSMAN A MAIN:

1. Paul Nadeau Associated/Paris/Kraft
2. Kevin Mercadante Associated/Paris/Kraft
3. Ernie Nicholson Associated/Paris/Airtronics
4. Joe Skorch Associated/Nova-Rossi/Futaba
5. Dave McCombs Delta/Picco/Kraft



Above: 4WD Sportsman A Main top three. First was Ron Rossetti, second went to Gus Gustafson and in third was Ben Tsai.

6. Mike Blevings Associated/K&B/Futaba
7. Jeff Hein Delta/OPS/Kraft
8. Lawrence Dancziger Delta/OPS/Kraft
9. Angel Diaz Associated/K&B/Kraft

2WD A MAIN:

1. Steve Bartel Associated/OPS/Airtronics
2. Monty Hill Associated/K&B/Airtronics
3. Doug Shelp SG/Mondial/?

•R/C•

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2WD — T.Q., BUTCH KLOEBER; 1st, GARY KYES; 2nd, MIKE COMINSKI

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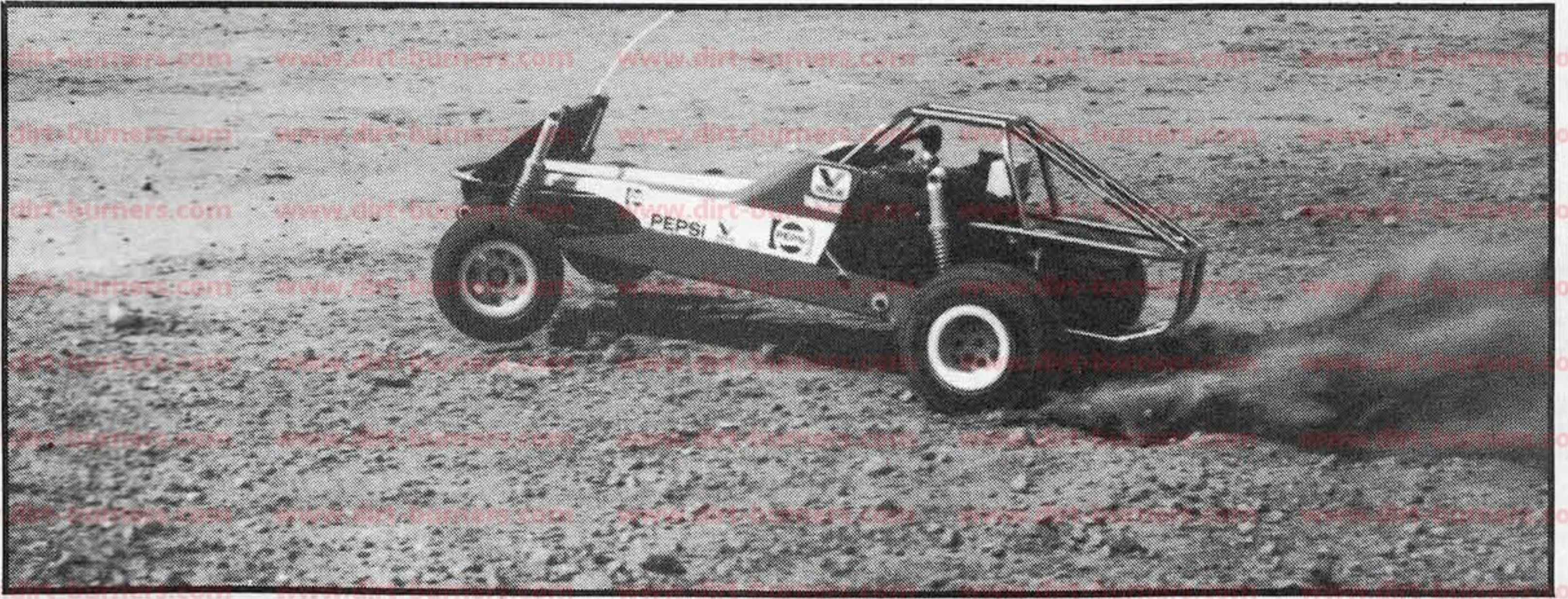
AT PIT SHOP, GIL LOSI, JR., 14/4:13.6 — CHARBONNEAU WINNER 4WD.
2WD T.Q. & WINNER - RANDY TENTSCHERT

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ON THE LINE

(cont'd from pg. 8)

are more important than little round cylinders from Japan.

MY BEST ARGUMENT

In this letter I want to present the best argument I can to show that the "battery issue" as raised by Roger Curtis and Dan Rutherford is merely a "red herring." This will also show, I think, that there is no reason to form a new class. Without the "battery issue" there is no apparent reason to form a new class.

First, however, I want to point out that I bear no ill will toward Dan Rutherford. Indeed, when I first met him in Eugene, Oregon, I thought him a jolly good fellow — he sold me a chassis. When we spoke at a regional race in Portland, OR, I thought he was an interesting character. The fact that his denial of ever meeting me is now in dry ink should not call his integrity into question any more (or less) than his other current multifarious assertions.

The way I will present my argument is by showing two premises to be true and a conclusion that must follow. The premises are these: (1) If it can be shown that the vast majority of batteries fall into a tight range of capacity ratings, and (2) if it can be shown that rare cells of extreme capacity are, in fact, so rare that even the limited number of factory team members can barely get them — then — it seems that it must follow that there is no "battery issue" as Curtis and Rutherford claim there is. The reason is that so few exceptional

cells exist, it would be absurd to form a new class (because) the vast majority of racers are entirely unaffected.

A handful of the world's drivers have the handful of the world's best batteries; and naturally they race against themselves at national races. How does this create a problem for the rest of the other thousands of drivers? At any rate, Curtis has given plenty of text for me to establish my two premises. Each one can decide if my conclusion follows.

Roger Curtis, in each of his articles on his new class, gives statistics without any context so it is impossible to pin him to any meaningful figures. He does, however, mention a Gaussian distribution of Ni-Cd batteries; as opposed, say, to a Bell Curve. "...most of the cells have average performance, but a very small number have extremely high performance...15% above average."

This statement establishes my first premise. Curtis establishes my second premise when he asserts that "...factories...test enough to supply their team (reluctantly) with good packs...[and] factories are pretty tight with their selected packs.(ibid.)" Not more than a couple of sentences later Curtis, flatly contradicts himself by saying factory selected packs are available "...the easy way...[if you] know somebody or have an 'in' at a factory, distributor, or hobby shop."

With his previous statements as a backdrop, this last statement of Curtis' is demonstrative of a baleful and inexcusable lack of clear

thought.

If Curtis maintains: "...[the] yield is low, so the factories are pretty tight with their selected packs..." then how in the world are they available from an 'in' at some distributor or hobby shop — let alone from the factory who is supposed to be tight with them and only "reluctantly" gives them to their own team members? Black market Sanyos?

I never denied that Curtis or Rutherford have an interest in 1/12, I only questioned what kind of interest it is? It sounds like Curtis has an interest in keeping from having to redesign his car in accord with newer technologies. Naturally, I do not know this to be true but when one has stripped the "battery issue" away, one is hardpressed to figure out what Curtis wants another class for. It seems more likely that yet another (unnecessary) category added to an already ailing class will only mean more division and less racing.

The great virtue of 1/12 is that all the drivers can compete fairly against each other and are not spread over many categories. Batteries have nothing to do with the demise of the popularity of 1/12 scale. Extreme tire wear, track facilities, hobby shop support, and the great success of off road have all affected 1/12 scale in some way. In any case, a new class for 1/12 does nothing to change the present conditions of 1/12 electric racing.

Jim Walker
Portland, OR

•R/C•

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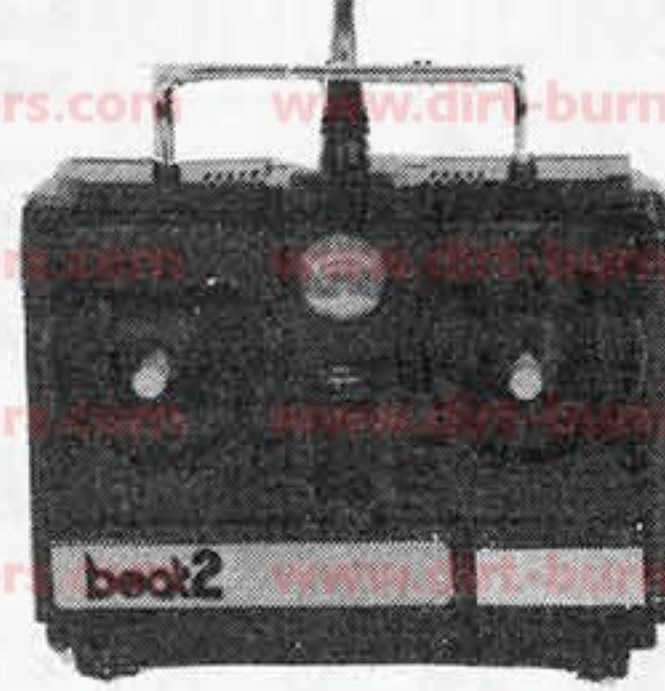
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