

R/C NEWS

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★ **6 YR. ANNIVERSARY ISSUE** ★

★ **R/C RACING IS
BEAUTIFUL!**



★ **THE MCCOY...
IT'S LOSI & MIRANDA**

**And more stuff inside to keep your heart
pumping!**

OUT GUN THE COMPETITION

Airtronics' XL2P pistol grip radio is designed for high performance R/C car and boat operation. This advanced 2 channel system combines the value and quality you've come to expect from Airtronics' outstanding radio line.

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ON THE COVER: The beauty of the R/C models is graphically displayed on our first-ever glossy cover. The cars don't look that bad either. I'd say Parma knows how to market its product, which ranges from 1/10 off road car kits and accessories to World Champion 1/12th electric cars, slots and many other products.

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RACE CORNER

Bob Rule sent us a note that he sent to the RCCMA members wherein he discussed the fact that none of the press has been invited to the RCCMA meetings and that he thought it was not very smart. I think we prompted that reaction from Mr. Rule as a result of our blurb in last month's issue. By no means do we want to create any problems with RCCMA and its members. The fact is that we think they are doing a great job, but unfortunately not too many people know about it. *R/C NEWS* would like to help their effort and that's why we mentioned it last month. For example: We hear that there's a list of "team members" that has been approved by the RCCMA members. We think that list should be published so that manufacturers, distributors, dealers, tracks, promoters and the racers themselves know who the "sponsored" drivers are. It will only help!

Just as we were going to press, we *did* receive a press release from RCCMA. It told of a video that is being readied to be made available to retailers for a nominal fee. Also discussed in their last meeting were matters dealing with radio frequencies and the use of illegal ones. Some dealers and retailers are selling air frequencies with car kits, which *should not be done*. There were other matters discussed at their last meeting. Interested parties should contact RCCMA for more details. Their address is RCCMA, P.O. Box 1668, Temple City, CA 91780.

The Air Supply motors submitted by MRC have been approved by ORRCA as legal stock motors, containing the standard gauge and winds. ORRCA sent us that information several months ago and we thought we had published it. But just in case you missed it, here it is again.

Poor Boy's Hobbies in Mechanicsville, VA, is *not closed* and neither is the track. We mentioned last month that it was in our "Race Corner" column according to information we had received. Well, that's wrong! They are in full operation and would like everyone to know about it. Check their race schedule in our "Calendar" for individual dates. For more information call Allen, Nancy or Shilo at (804) 746-5184.

Make a note for next year: We are now planning to change our format for the 1987 *R/C NEWS* "Calendar." This is the information we will need and in this order: Name of the track(s), address, person in charge, telephone number, a short description of the type of track and what scales, dates in chronological order, with a brief description of the type of racing, entry info, classes, etc. All tracks and/or events will be listed in alphabetical order. Additions and deletions **MUST** be sent in writing. No telephone calls, please. Information specifically for the "Calendar" section should be addressed to: *R/C NEWS* "Calendar," P.O. Box 411, Woodland Hills, CA 91365. No other information should be included in this.

The reason we're doing this is because often we get dates included with race information, letters, and notes to our editorial department. We often get one piece of information but sometimes we miss the other. Remember, information about your race date should be addressed to the "Calendar" section only, **NOTHING ELSE!** If you

want to share with us some particular information about an upcoming event, or something that is going on in your area, please include that in a separate letter or report. It will help us and it will help you. Thanks.

Just got back from the **SCORE SHOW** and the running of the **MRC/TAMIYA Off Road U.S. Championships** at the Anaheim Convention Center (see coverage in this issue). Glad to report that the events came off great, the racing was great and everyone had a great time. Spectators attending the **SCORE SHOW** also made the event the hit of the show. This event was sponsored by MRC/TAMIYA and co-sponsored by MIP, CRP, PRO-LINE, and AIRTRONICS, and was promoted by Butch Dunn and Ron Williams of Tri-Star Productions. Congratulations to winners, Hoble Kaptan, Jay Halsey, Steve Dunn and Chris Allec.

We're also happy to have the 14th Annual McCoy race report in this issue. It was perhaps the best McCoy event ever, with a field of over 150 entries from seven different countries in attendance. Check out the coverage in this issue. Congratulations to Gil Losi, Jr., for winning the prestigious 4WD Open Class. Congratulations also to Mark Miranda for finally putting one together and winning the very tough 2WD Open Class.

We've finally heard from a lot of you about the **R/C SPEED WEEK** event this coming December. For the past couple of issues, we've mentioned that we were considering adding a couple of classes and a scale to the event. For your information the decision has been made and here are the various scales and classes that will be taking part in this year's **R/C SPEED WEEK**:

1/10 OFF ROAD RACE:

2WD Modified (stock motor, 6-cell)
2WD Open (open motor, 7-cell, etc.)
4WD Modified (stock motor, 6-cell)
HEAVY METAL (truck bodies only, open motor(s) 7+ cells, 2WD or 4WD)

1/12 ELECTRIC ROAD RACE:

Modified Class only (modified motors, 6-cell)

1/8 GAS ROAD RACE:

2WD (GT or GTP bodies only)
4WD (Can Am)

1/8 GAS OVAL:

Sprint cars (only)

1/4 GAS OVAL:

Open bodies

Everybody runs in a main - A, B, C method with "bump-up." This year the A Main will have two bump-ups from the B Main in all classes. Auto Count will be used to keep track of times and laps. Entries will open **AUGUST 1, 1986**, and close **NOVEMBER 17, 1986**. Check the ad in this issue for more details. The event is scheduled for **DECEMBER 17-21, 1986**, at the **FRONTIER HOTEL, Las Vegas, NV**. Give us a call for more information.

Check out the coverage of the Lake Whippoorwill International Speedway "Pepsi Memorial Challenge." From what we could tell, it was a

tremendously successful race and the people at the speedway did a fantastic job. All we can say is that those folks really are promotion-minded, which can only help their cause. Many of the fledging tracks around the country should take lessons from them. In fact, some of you ought to call them at (305) 277-9586 and get some tips from them. They do a super job!

Statistics time. There are now more people racing one form of **R/C cars** (1/12, 1/10, 1/8, 1/4) in the United States than there are people competing in **R/C airplanes**. There are more people now competing in **R/C cars** than there are people racing motocross or BMX bicycles. These statistics were generated by an independent group of college students doing a thesis on "Recreational Sports In America." Their undertaking took into consideration all types of sporting activities and we were informed that **R/C'ing** is among the top 15 in the country. Not bad!

This may have something to do with it: Last year MRC launched a massive television campaign in a number of key states and cities, promoting their product and, more specifically, their line of **R/C car kits**. The tremendous exposure this advertising campaign gave the sport cannot be measured. To be sure, MRC reaped the benefits of such a campaign, but just as sure, many of the other manufacturers of kits and after-market products in **R/C cars** gained a lot as well. Now MRC plans to launch another major campaign at the end of the summer. I would like to be the first to commend MRC for their commitment to the sport, not only for putting their money where their product is, but also for helping the sport as well. The residual benefits of their campaign can only help all of us in the sport.

What's new and exciting for the future of **R/C car competitions**? We hear that **R/C drag racers** may be coming out of the closet. There are several shops and tracks that are now holding drag racing as part of their competition program with great success. Cycle Arts Raceway is one of them and we hear that their drag events for 1/10 scale cars have become really popular. We would like to hear from others who are experimenting in this type of racing.

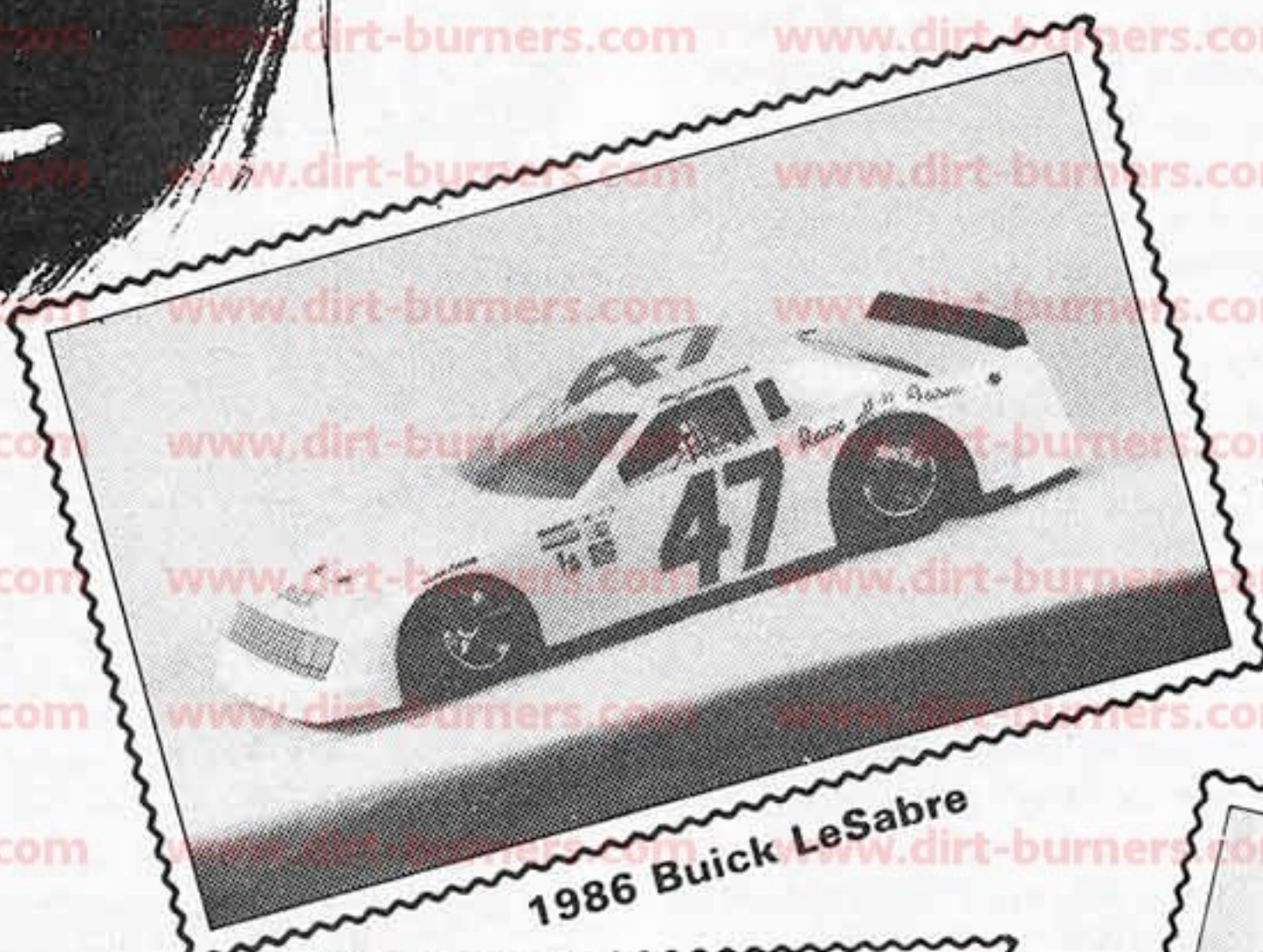
We've been informed that the 1/8 scale track at Mile Square Park will no longer be hosting races as part of the So. Cal. Gas Series, this from Ron Paris of Paris Racing Engines. Ron also told us that the Ventura Roadrunners have finally found a permanent track and will be taking over the dates from the Mile Square track. For more information about the Ventura track, you can contact Terry Baker at (805) 485-7304.

Ron Paris was also jazzed about the fact that World Champion Rody Roem used one of the Paris Racing Engines at the recent McCoy race. As he put it, "Neat, huh?" You got that right!

Looking forward to a wild, hot and fast summer of **R/C racing**. What, with the **ROAR** nationals (all three scales), the 1/4 scale nationals in Texas, the **ORRCA** Nationals in August, in Bakersfield and of course the 1/12th World Championships in Las Vegas. We're going to be really busy. But to be sure, **R/C NEWS** will be there to bring you the blow by blow reporting of the racing.



Psssst . . . How would you like to see some pictures of some beautiful bodies? . . .



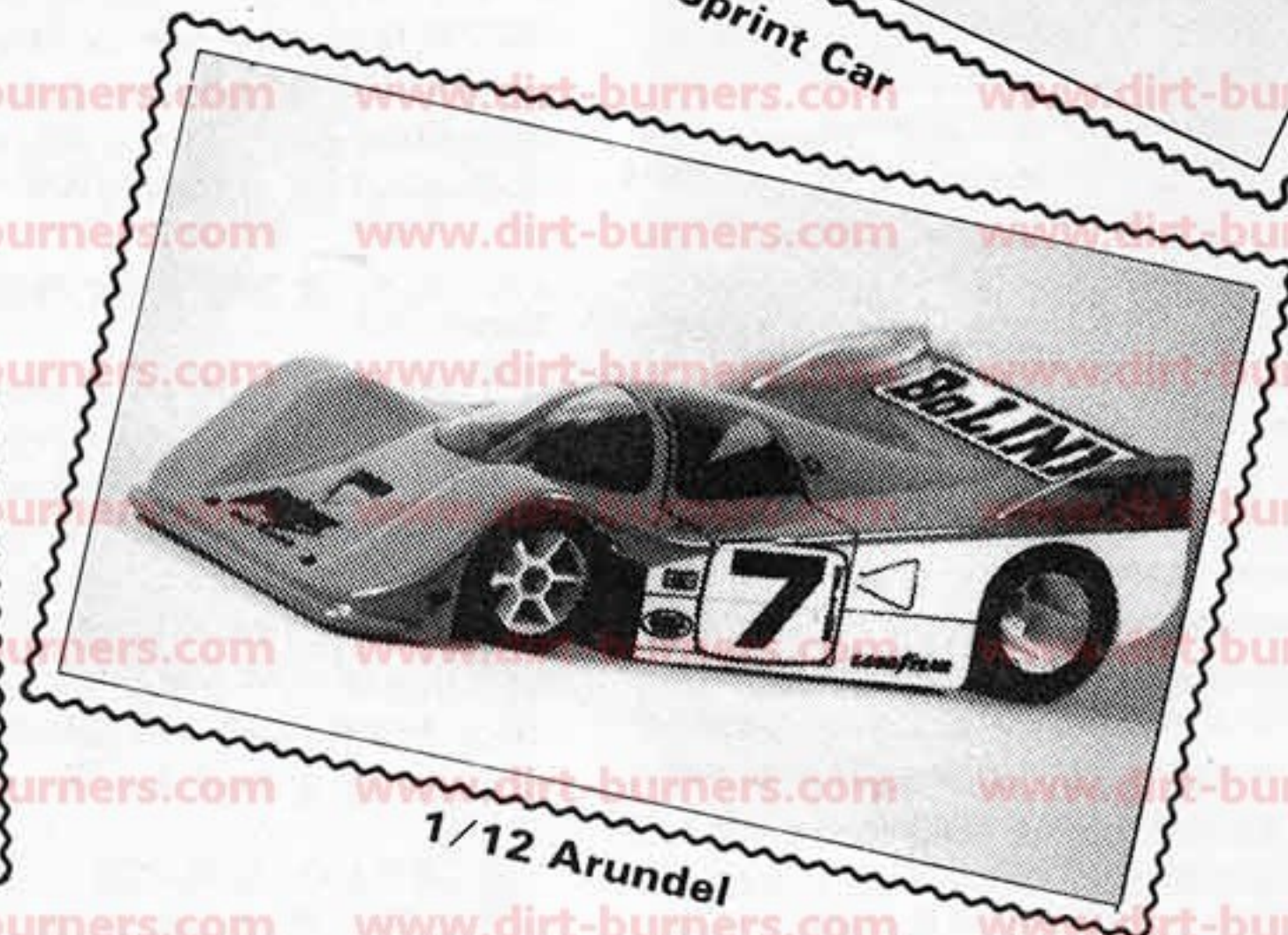
1986 Buick LeSabre



1/12 Sprint Car



1932 Ford Coupe



1/12 Arundel

DID YOU KNOW . . .

- BoLINK'S Invader is setting track records coast to coast!
Don't be the last in your group to get one
- BoLINK has over 10 different wheels and tires to fit M.R.P.'s Pro 110

HAVE YOU TRIED . . .

- Kimbrough Outboard Bearing Bracket for motors
- BoLINK's Speed Control with reverse (4620-A) for R/C 10

COMING SOON . . .

- Lowering Kits for Grasshopper, Frog and Hornet



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420 Hosea Road ● Lawrenceville, Georgia 30245 ● 404/963-0252

ON THE LINE

TWO PICTURES WORTH 2,000 WORDS

Enclosed please find a copy of our Racing Schedule thru July 13th and photos of our new carpet track. I have also enclosed a picture of our dirt track, on which we have installed new painted rails.



I would like to thank you very much for putting pictures of our off road track in your May Issue.

We hope to have a two or three-day race in September to kick off this winter's races and will send you more information on it next month.

Again, thanks for the article in your publication.

Sincerely,
Dale Shirley
Riverside, MI

Thanks for the pics. Let's hear from you again after your races. ED

NEVER MIND!

I made an error in my column in the current Rev-Up. I made the statement about having to leave the original shrink-wrap on the batteries so that I could check for any "cheater" batteries with a yellow shrink-wrap on them. I felt, and not with too much forethought evidently, that the original shrink-wrap would be the best way of checking any battery for legality.

It was brought to my attention that there are a lot of racers out there that use their batteries in many different arrangements, as they use them over and over again in different cars. (I, being one of them.) About the only thing holding batteries together is some sort of adhesive on the outside of the shrink. The shrink-wrap usually stays with the adhesive and not the battery cells when you rebuild your batteries.

I apologize to all racers concerned. I won't enforce the shrink-wrap requirement. However, the Panasonic 1.3 mAh batteries are not legal and cannot be used at any ROAR sanctioned events.

Enclosed is an up-to-date flyer on the Region 6 oval series. We have just passed the third race, and the average (number of) entries has been 160. We have only been going two rounds of qualifying and everyone runs (in) a main. I think the participation is hot right now. There are no throw-outs for the series. The top ten in each class will have their numbers permanent at any ROAR Region 6 oval race until the new class champs are decided next year.

The class that seems to be a surprise to oval racing this season is the Sprint Car class. It is becoming one of the most popular classes on the circuit.

I hope to see you at the ROAR 1/10 off road Nats at the Ranch in July. If you can't make it, let me know and I'll get you the results and pictures. Good racing and say hello to Wild Willy for me.

Al Hess
Pomona, CA

We're certainly going to be there to cover the ROAR Nats. We've also heard, since your letter, that ROAR has approved the Panasonic batteries and ORRCA has also been asked for approval on these. ED

A DREAM COME TRUE!

I want to thank all of the staff at the speedway, the volunteers and drivers who made my dream come true; the dream of hosting the granddaddy of the fastest, most demanding high speed R/C stockcar racing in the world.

The Pepsi Memorial Day Challenge will be referred to as the race that demands excellence from the driver, pit crew and equipment. This is a race that is designed to test cars, bodies, tires, motors and the driver's ability to set his or her racing machine to reach speeds that no one could imagine before this super speedway was built. A lot of factory equipment failed this year. Maybe the factories can use their failures to improve upon and realize that 1/10 electric cars are now enjoying the fun of hard-surface racing that the 1/12 racers have been enjoying for years.

I want to thank the Pepsi Cola Bottling Company of Orlando, FL, for their support in this fast growing industry. I would also like to offer my support to the five super speedways that are now completed in the southeastern United States and to anyone who would like to start a super speedway. If you have any questions, please feel free to contact me.

Thanks to all for your support in our First Annual Pepsi Memorial Challenge. Hope to see you next year.

Robert H. Hosch
Race Director,
Lake Whippoorwill Speedway
Orlando, FL

We are delighted with the success of your track and the success of this "biggie" event. We certainly hope to be there next year. In the meantime, keep us informed of your activities and send us more pictures! ED

R/C IMPROVEMENTS

I have some suggestions to improve the quality of some areas of R/C Racing.

I think as time goes on and our R/C sport grows rapidly, we are finding more of a need to reflect our parent, full-scale racing. This not only makes for more fun for the racer but helps entice spectators into our sport, which is benefiting from auto racing's most popular time in history. The current growth and popularity of dirt oval stock car and sprint car R/C racing demonstrates that point well.

However, in many locations, 1/12th and 1/8th scale have not kept pace with contemporary forms of auto racing. Every year the ROAR Nats and most regional and special national events (run) Can-Am style race cars. Can-Am has been outdated for ten years. It does not reflect current front-running technology of contemporary race cars. But there are several types of racing we could be reflecting, such as IMSA GTP, Indy and Formula 1, GT & GTU or even NASCAR stocks. All manufacturers have very good bodies to compete in these styles of racing, and I think it would bring some new enthusiasm into 1/12th and 1/8th scale. Maybe where novice, amateur and expert classes are run, each class would be a different style body. It would visually separate the classes, adding authenticity and excitement for spectators. I don't think any new rules are needed to force anything on the racers. I just hope the organizers of R/C events across the country will consider updating the look of R/C racing to benefit us all.

Another area that seems to become more of a problem as our sport grows, is the size of the events and the length of time one has to invest for a very small amount of individual racing. I'm sure most R/C racers have been to a large race where you stand around in the pits for 8 to 10 hours a day, sometimes for two days, and only get to race 12 minutes in one day. That's two heats and a main for 1/10th scale. Then, on top of that, many have driven several hours to get to the event. If that's not enough to drive you out of the sport, what is?

Of course a lot of these situations are due to growing pains of R/C racing and solutions won't happen over night, and those solutions may vary from place to place or depending on the scale and classes involved.

My suggestions are to limit double entries first, then try to cut back on the number of classes. The most radical change would be to separate classes of cars or drivers to different time frames. Maybe successive weekends for stock and modified classes.

I know this is easier said than done for the race promoters, but as a racer, and from hearing many complaints from other racers, I think this is an area that needs a lot of consideration if our sport plans to hold onto the new people coming in. Instead of more MPH we need more RPH — racing per hour.

These are all observations and suggestions by one racer. If any other racers have any suggestions on these problems, write in. One letter is not going to convince the organizers and promoters.

Gary McAllister,
McAllister Racing,
Simi Valley, CA

Gary, you've made some excellent points and I, for one, agree on your entire concept. I know that when we've spoken to many of the racers on the West Coast and suggested

a change from Can Am bodies for GT, GTP, Formula or NASCAR racing, the first thing I hear is, "It doesn't go as fast. It doesn't handle." I think perhaps many of those racers are just to settled in their own ways and don't like to experiment. But even if what they say is true, it is still the same for everyone. It would then call upon their resources to find a way to make those "other" bodies work. But better than that, those "other" bodies are better identified by the general public. They look better, they photograph better, and they are up to date with what's going on in the full-scale sport. Check out our ad for R/C SPEED WEEK. You'll be pleasantly surprised. ED

IT'S TRASHED BUT WE LOVE IT!

Enclosed is a story about two of Columbus Ohio's big R/C racing clubs and the series race between them. The copies of R/C NEWS that make it to the weekly races usually are trash at the end of the day from all of the handling. Please, for our sake, keep up the super job you have been doing in keeping us informed of what is happening and what is trick.

Kevin Gray
CAMERA/CORCAR R/C CLUBS
Columbus, OH

How about getting those guys to buy some subscriptions? Then everyone will have their own copy and it won't get trashed! Just an idea. Thanks for the nice words. ED

MORE GAS!

Enclosed please find a story and pictures for the first Midwest Series Race in Chicago. I hope that it will be legible enough for your use. On the back of the pictures is an explanation of who is who and their finishing position.

I appreciate the mention of our Series in your newspaper (magazine!) and plan to send race results for all six races. As a faithful subscriber to your magazine since its inception, I appreciate the 1/8th scale gas coverage. Keep up the good work!

Thanks
Steve Lazarus
Series Race Director
Wauconda, IL

"YOU'RE A CLASS ACT"

Dear McCoy Racers:

I am very proud to be associated with the sport of R/C Racing but there have been times when the behavior of some of its participants is embarrassing.

I have been involved in many races, both as a racer and promoter, and without a doubt, the entrants at this year's McCoy were great. And so was their super co-operation with us. The sportsmanship on the track was terrific. We had many racers from other countries and they were totally impressed with the cooperation and camaraderie of all Americans, regardless of what kind of car or "team" they were involved with.

The Ranch Pit Shop is very proud to be involved with this event and I would like to thank our crew and the volunteers who helped, but most of all, thanks to all the racers who took part. You're a class group.

Gil Losi, Sr.
Ranch Pit Shop
Pomona, CA

ANOTHER NEW TRACK OPENS!

Antioch R/C Raceway opened March 29, 1986. The first race was a 1/10 scale off road and there were 110 drivers at that race, Peter Liu of Peterbuilt Raceway in San Jose (CA) was to write the story on the race and Grand Opening but did not get it done. Peter Liu also shut down his track in San Jose last week, so maybe he has lost interest. Anyway, I would like to bring you up to date on my new track in Antioch, California.

Its located in Antioch, California. From San Francisco, the track is 50 miles inland; Stockton is 38 miles east, Sacramento is 45 miles north and San Jose is 60 miles south. The city of Antioch is the hub of the bay area, so that is where I decided to put the track. After much looking for a track site where I could run 1/8 gas and 1/10, 1/12 electric, I found 1-3/4 acres at the Antioch Airport. The owner of the airport, Gordon Gravelle, two-time superbowl winner with the Pittsburgh Steelers, was interested in what I had to tell him about R/C racing and the cars I showed him and (so he) gave me a lease on the property.

After the rain stopped last winter and I pumped the track out four times, I had a 1/10 electric and 1/8 gas off road track. The first race March 29, 1986, "The Grand Opening Special," saw 110 drivers. The race ran like the track had been here for years. Thanks to the help of the drivers from San Jose and the local drivers.

The track has been going now for three months and we have had 34 races. Every Wednesday night, 1/10 off road; every Friday night 1/10 Oval; Saturday 1/8 gas off road; Sunday 1/10 off road trophy dash. The track is fully lighted for night racing, computer scoring, power in the pits, complete hobby shop, snack bar, one-plus acre of parking, and room for RVs. Supermarkets, motels, and restaurants are five minutes away.

Plans are underway for a 100'x 200' asphalt pad for 1/8 gas on road and 1/12 on road. This will give us a track for every scale and also room for everyone. If all goes well we will have the 1/10 scale Northern California Championships here, a two-day race (to take place) Aug 16-17. We had a two-day race last month and it was a huge success with 110 drivers. (We ran) a Concours and three heats on Saturday. We ran one more heat on Sunday, then ran a trophy dash. The fastest six of all classes then ran 14 mains. Everything ran smooth and everyone had a good time.

The future looks good for Antioch R/C Raceway. The track is a good one but the drivers have made it the best. You will be hearing alot from us in the future.

P.S. We have signed up over 50 new ROAR members in the first two months.

Jack Hanson and the
Antioch R/C Racers, 92 strong.
Antioch, CA

Happy to hear about your success. Keep sending us your race reports and photos! ED

IFMAR SPEAKS

Mi Amigos,

Yes this is a TL from Ted himself deputising for our president, Saul, who, just as he was settling down in his new country, lost his mother back in England, and really has had his hands full with many personal problems. Our sympathy goes out to him with the hope that the future will

soon seem brighter.

Firstly, may I ask everyone who reads this letter to tell as many R/C Car racers as they can of its contents, especially those in Europe.

The introduction of the restrictors to inlet and exhaust has caused a lot of discussion, and judging by heresay, a lot of dissatisfaction amongst some people. This fact is appreciated by the EFRA Executive, especially Saul.

I know better than most that it is not possible to please all of the people all of the time, but I also know that Saul has given weeks of his life over the past two years working for the good of EFRA. In fact, unless EFRA is prepared to employ a secretary to feed its computer from the next AGM onwards, it will be looking for another president anyway. Unless you know someone willing and able to devote so much time to the hobby, think about it.

Minutes of all conference and Annual General Meetings will show that all decisions taken by EFRA are democratically arrived at, and this is an attempt to see if the delegates you elect are doing what you want.

My own view, if I may give it, regarding the restrictor rule: It has now been proved beyond doubt that 6MM into A/Filter, and 5.5 MM out from pipe, reduces noise substantially and has little or no effect on performance, providing you also use a smaller carb. As someone who has tried for years, completely unsuccessfully, to reduce the ever-escalating noise of the 3.5 engine, I applaud this simple, easily scrutinized method of doing just that! Please give it a chance.

This next now primarily concerns EFRA National officials. EFRA is waiting to send out the first of this year's "Driver's Letters," as agreed at AGM. This is not possible because Saul has not received the full list of each country's drivers with their addresses. Please do this now! If the list is not sent to EFRA, the Drivers's Letter cannot go out. Facilities now exist, again as agreed at AGM, for Manufacturers to book advertising space in the EFRA Driver's Letter. Rates and copy dates can be obtained from Saul:

Saul Manashe,
C/O Loyds Industri A.S.,
P.O. Box 609,
Fredrikstad 1601, Norway

AUTO LAP COUNTER:

If you are intending to use the EFRA Lap Counting System, etc., this year, please remember:

1. Make a reservation with Andre Van de Linden. Now.
2. It must be returned immediately after the meeting either to Andre or to the address he will supply.

1/8 Rally Cross — Bill Birkinshaw would like to remind all organizers of EFRA events to return Sanction Forms he has issued as soon as possible.

If any organizer is having trouble arranging referees for EFRA races, contact Bill directly on 44/296 21676. Organisers are also reminded of Rallycross conference decision to award trophies to 2WD entries.

Andre Van de Linden tells me that entries for Saloon Euro Championship are now all in, and that changes to allocations will probably be made at next EFRA 1/8 Conference. U.K., who were allocated 11 places, in fact, are only taking three, whilst Italy have increased their par-

(cont'd on next page)

PUBLISHER'S CORNER

SIX WONDERFUL YEARS

By now you may have noticed the new type of cover we've come out with in this, our Sixth Anniversary Issue. We hope to be able to continue this format. It's hard to imagine that we're in our sixth year of publishing. Why, it doesn't seem that long ago when we bought the first ten 1/10 scale off road kits that MRC brought out to the MACS Show in Long Beach, CA.

Eric Grisham and I assembled them over a period of two days, fumbling our way through the massive instruction book, and trying to get the oil into those little shocks that were in the Rough Rider and Sand Scorcher kits! And by the next weekend we were renting those ten cars, in what soon thereafter became known as MINI BAJA in Reseda, CA. By the end of the second day of rentals we were down to two cars being rented and eight cars being used for spare parts.

The funny thing was, we found out later that MRC had planned to bring those kits for play use only and not for competition. We took care of changing their minds soon enough when we convinced them that these cars could be raced if only there were enough parts available and if they could make them stronger.

It was right after that, that R/C RACING NEWS was born. The cars started to get better, there were more spare parts and, as they say, the rest is history.

It's been a great six years, and we're looking forward to at least six more years of the same fun and excitement.

In celebrating our sixth anniversary, we can't forget all our friends that were there with us from the very beginning. Of course, MRC/Tamiya. We may have been their first customer here on the West Coast and we may have had a hand in making off road a sport, but they were there when we first called them for an ad. And they have never missed an issue since!

Bob Rule of BoLink (I also bought two cars from Bob at the MACS Show. Two bouncing Baja Bugs that were great for doing wheelies), York Dalmond of Futaba and Ken McDowell of Parma have also been there almost as long.

They have been good friends and great supporters.

Soon after them came Gene Hustling and Roger Curtis of Associated and John and Helen Thorp of Thorp, Mfg. They, too, have been with us for many years.

Also, to this day, there are still many racers out there who were among the first to come and have fun and race with us at MINI BAJA.

Some have moved on to bigger things within the sport. I'm speaking about the Losi family (Ranch Pit Shop) — Gil, Gil, Jr., Allan, and mom Janet. Little did Gil know when he bought the first three 1/10 off road kits from us, that five and a half years later the Losi name would be one of the leading names in our sport, not only as competitors but as retailers/distributors and track owners. The same thing applies to Butch Dunn and his boys, who first started racing with us as well. Butch's company, Race Prep, has emerged as one of the leading companies in R/C off road; as has Mike Tobey's CRP; Eustace Moore's MIP; John Gudvangen's JG, Mfg.; Ron Williams and Radio Controlled Hobbies, just to mention a few. These are friends who used to race with us on Thursday nights and thrash around the very tight MINI BAJA course. They used to say that if you could drive the MINI BAJA track, you could drive anywhere. It was true!

We also can't forget those staunch racers and supporters who were there at the beginning, either. Guys like Don Arndt and Ron "Boom Boom" Anthony, two good friends who always came together to race and are still racing and having a good time. And of course "Gentleman Jim" Brophy, perhaps the only racer to have bought every R/C off road kit that has ever been on the market. And we can't forget Jim's outrageous brother, and crew chief, Lee.

How about Willie "The Mouth" Melancon, a good buddy that I used to beat all the time and who, in recent months, decided to give up trying to beat me in R/C and joined me racing full-scale off road cars. We now drive as a team.

All these guys were there when we first opened MINI BAJA and they are still racing. We saw them last weekend at the SCORE

SHOW, and they are still having a great time at it, too.

We'd also like to thank those of you who have come into the sport later on and are now enjoying it so much, all of the people I've mentioned herein, and a few others who have had a major part in the development and growth of R/C off road, as it has also resulted in the growth of our publication. A tip of our hats to you.

Not to get too sentimental about this, but I must mention a couple of other names that have been instrumental in the success of R/C RACING NEWS — R/C NEWS. I mentioned Eric Grisham before. He was there from the beginning, helping us design after-market parts under the "Trick Stuff" label, when there were no parts available to keep the cars running. He also helped us build the first MINI BAJA track and later on the tracks at Del Mar. He also encouraged us to start publishing R/C RACING NEWS.

And then of course, there's my family — Lois, Lonnie, Leslie and Lori — who have tolled all these years to put together the best possible R/C magazine. Lois runs the office, Leslie has been our foreign correspondent and art director, Lonnie was taking pictures even before he got out of grammar school, and now is one of the leading photographers for both of our magazines, and at the ripe age of 16, Lori, who edited our first magazine, SKAT'N NEWS, then easily moved into completely editing and laying out R/C RACING NEWS. In the past two years, Lori has also become the Editor-in-Chief of ON-DIRT Magazine. At 24, she's the greatest there is!

We've all learned a lot and we still have room for improvements, but judging by our 92% subscription renewal ratio, we must be doing something right!

Finally, you, our very loyal readers, have had the greatest part in our continuing growth and in reaching our sixth anniversary. We've heard from you often. Sometimes with good things and sometimes with critical comments and suggestions. We've always appreciated hearing from you either way and we look forward to your future input. Here's to the next six!

Lou Peralta
Publisher

ON THE LINE

icipation to 19. I understand that there have been some changes on the Italian AMSCI, 1/8 section, and that currently all communications should be directed through Mino Codellupi, V. le Montegrappa 116, 50047 Prato, Italy.

Cecil Schumacher says all is well with the 1/12 section and that the EFRA contingent going to World Championship in Las Vegas are feeling quietly confident. Their 1/12 E.C. will be held on the same weekend as 1/8 Saloon E.C., so he will not be at EFRA discussion on Friday evening. Therefore if there are any 1/12 scale points to be raised for discussion please let Saul know.

Mike Reedy, the VP of IFMAR, will also be at this 1/12 Euro Championship, so it is an ideal time for anyone with IFMAR problems to get at the committee.

To all of you I say, remember that your EFRA officials, whom you have appointed, are trying to do their best for the long-term future of the hobby. It is no good making resolutions every year saying "we must do something about it soon," and then doing nothing! Give this muffler rule a chance, we cannot go on getting even noisier (currently around 89-90dB @ 10 meters). The rule is simple to administer, it's not expen-

sive, and with your co-operation can be made to work. If you want to fight it show me a viable alternative.

Ted Longshaw
Hon. Life Pres., EFRA
Kent, U.K.

WE AGREE!

In reading your "On the Line" letters in the June, 1986 issue of R/C News, there was a letter by Carlos Garcia of San Jose, California. In that letter he was making mention of the fact that no

(cont'd on page 74)

MUGEN BULLDOG II/AWDS. IMPROVING THE BREED.

Front and rear differentials are
Factory-assembled.



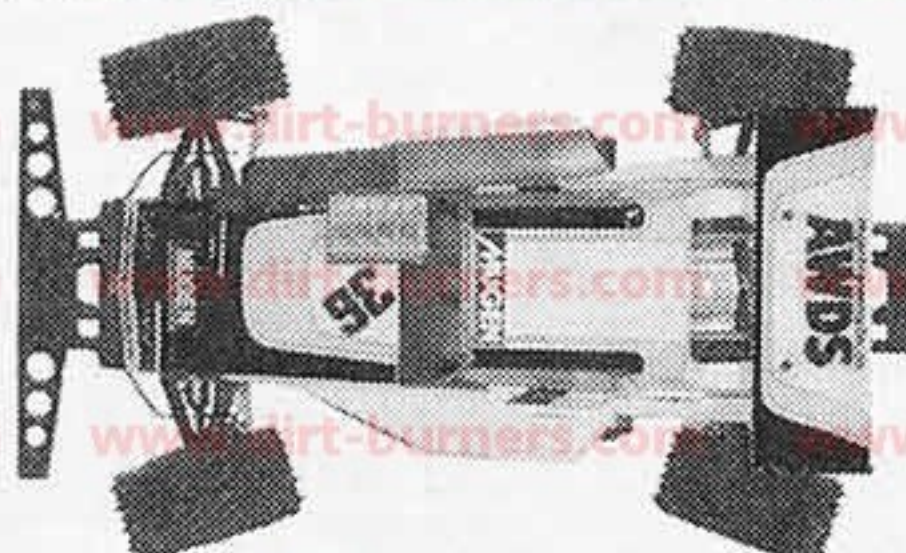
Factory-assembled center differential lets
you adjust front/rear power transfer to suit
track conditions.

Our original Mugen Bulldog surprised
everyone. We shook up the offroad estab-
lishment with a different approach to radio
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ogy and racing engineering.

Innovative thinking led to the Bulldog's
all wheel drive and steering (AWDS), a
system that simply leaves other RC
buggies in the dust. In fact, only exotic,
experimental full-scale cars

feature this kind of advanced design.

Race-rugged, yet light, the Bulldog's
high-tech triple-diff drive train, composite
backbone chassis and distinctive pipe-
frame made this Mugen a winner right
from the start.



All-wheel drive, steering and suspension
let you experiment with state-of-the-art
automotive technology.

Now our Bulldog II is here to
really put the bite on the competi-
tion. All three differentials are Factory
built for fast assembly. Special front and
rear bumpers handle racing traffic and
pounding with ease. And the new poly-
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Bulldog II extra high-speed stability and
racy good looks.

Start driving the latest in 1:10 scale (or
for that matter any scale) racing technol-
ogy and build yourself a Bulldog II. That's
the only way to catch one.

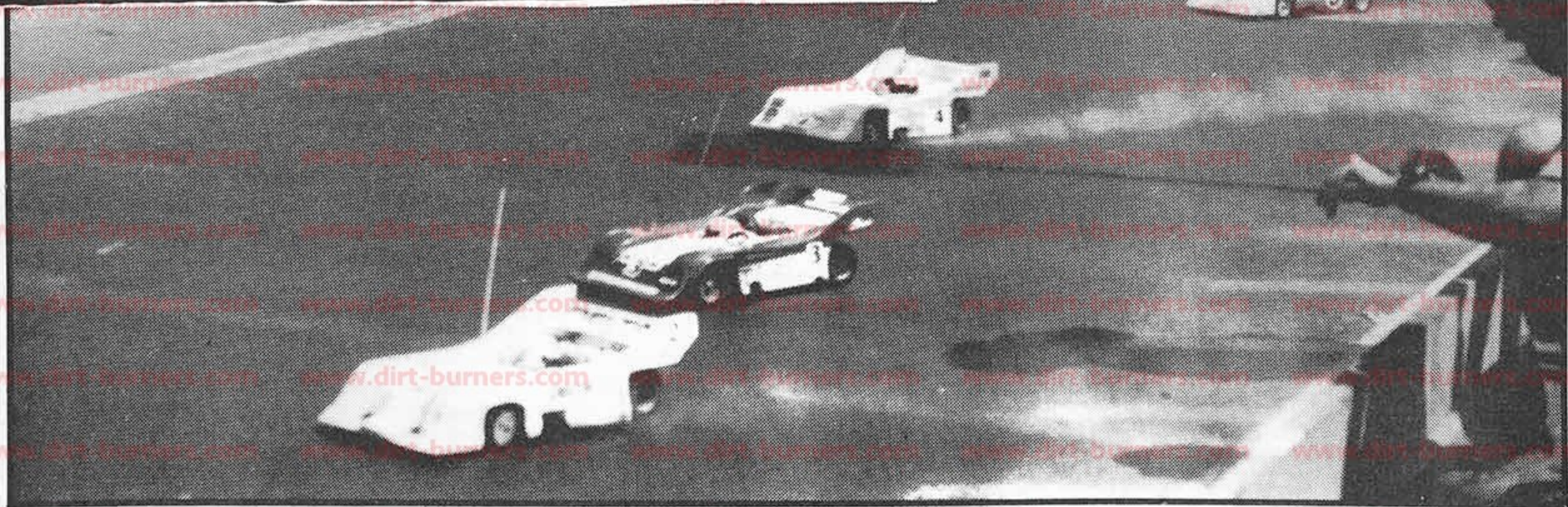
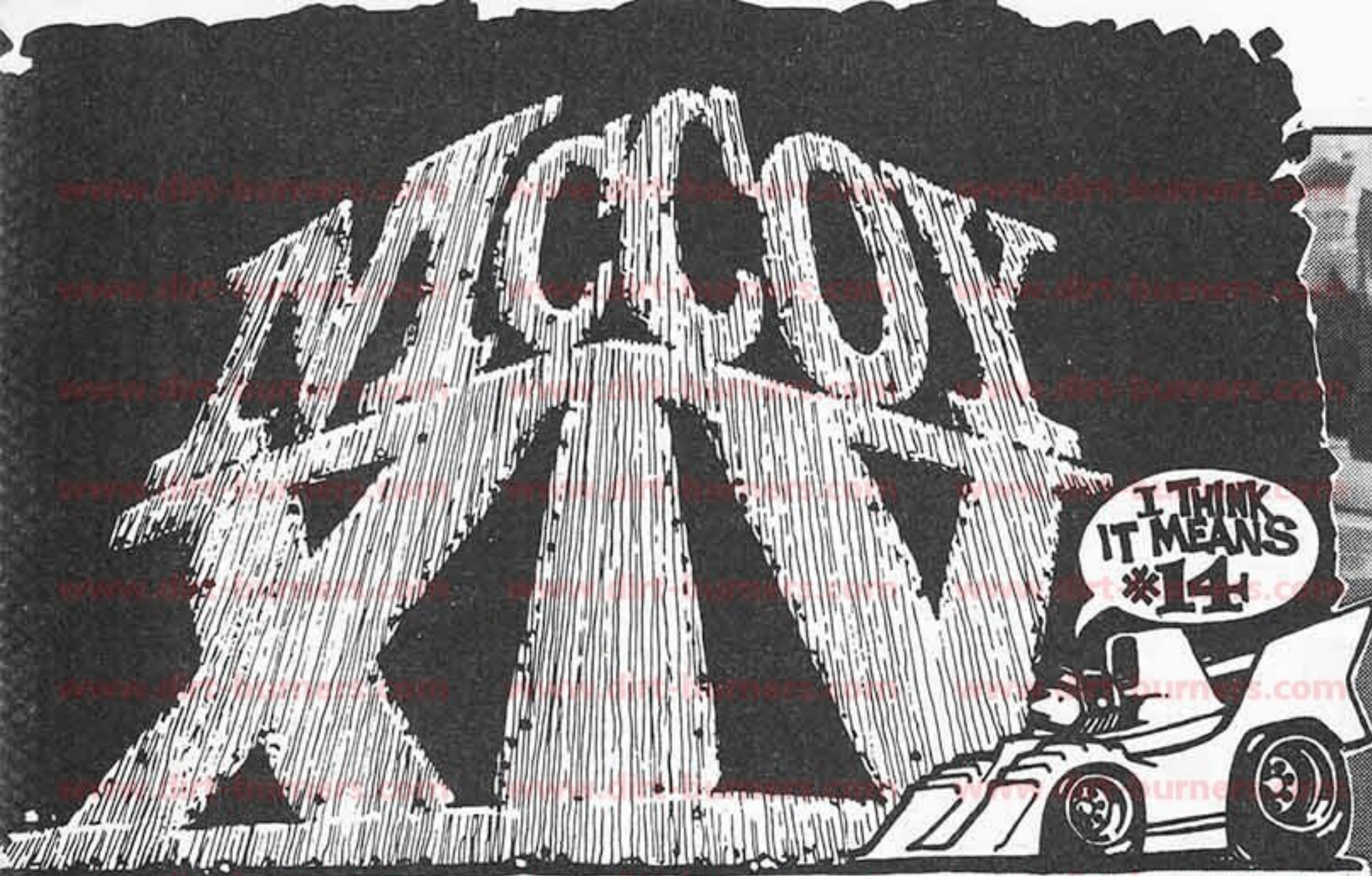
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design uses air instead of oil to adjust
to track conditions or terrain.

Unique backbone chassis design for
exceptional strength-to-weight ratio.



AT:

THE
**RANCH
PIT SHOP**

RACEWAY
POMONA, CALIFORNIA

Story and photos
By Edward Godoy

Pomona, CA
June 6-8, 1986

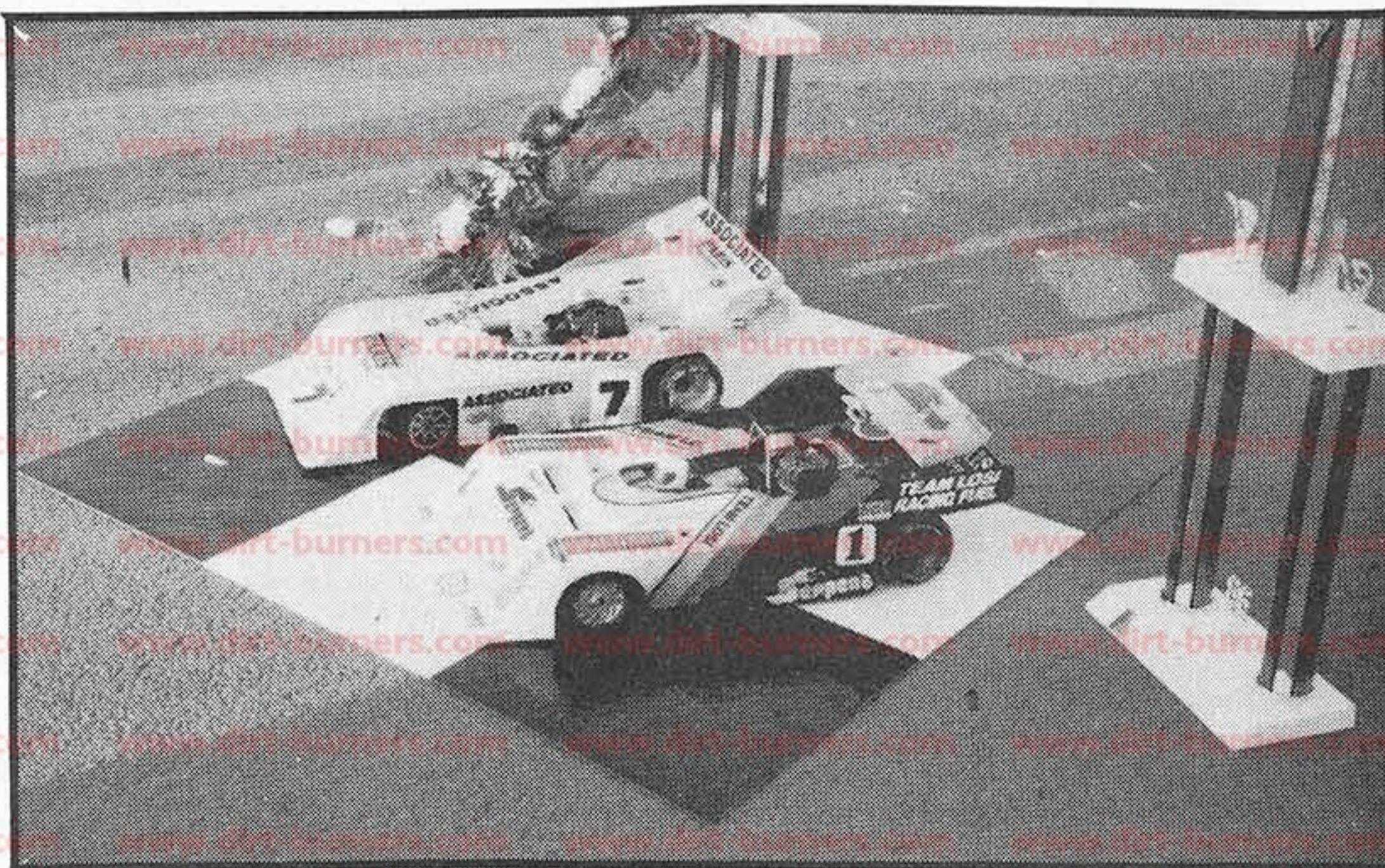
The prestigious McCoy 1/8 scale race took place on the weekend of June 6-8, and it turned out to be quite an exciting and record-setting event. After it was all over, the track record for the 4WD gas cars had been shattered.

As usual, both Top Qualifiers in the A Mains (2WD and 4WD) were expected to take first place, but this was not to be. Only one person, Gil Losi, Jr., not only took TQ in 4WD but also nabbed first place in the 4WD A Main.

The Top Qualifier in 2WD, Kevin Mercadante, did some fantastic driving, but his car didn't seem to want to cooperate when it got to the 40-minute 2WD A Main.

The atmosphere at the race was like a family picnic. Everyone seemed to be getting along great, always remembering that after all it was only a hobby, albeit serious, but still a hobby. This attitude was best typified when, in the A Main, leader Butch Kloeber slowed his car down to wait for the then second-place Gil Losi, Jr.'s car, which had overturned in a tight hairpin.

It all started on Friday, June 6, with the first three rounds of qualifying. (Actually, many of the



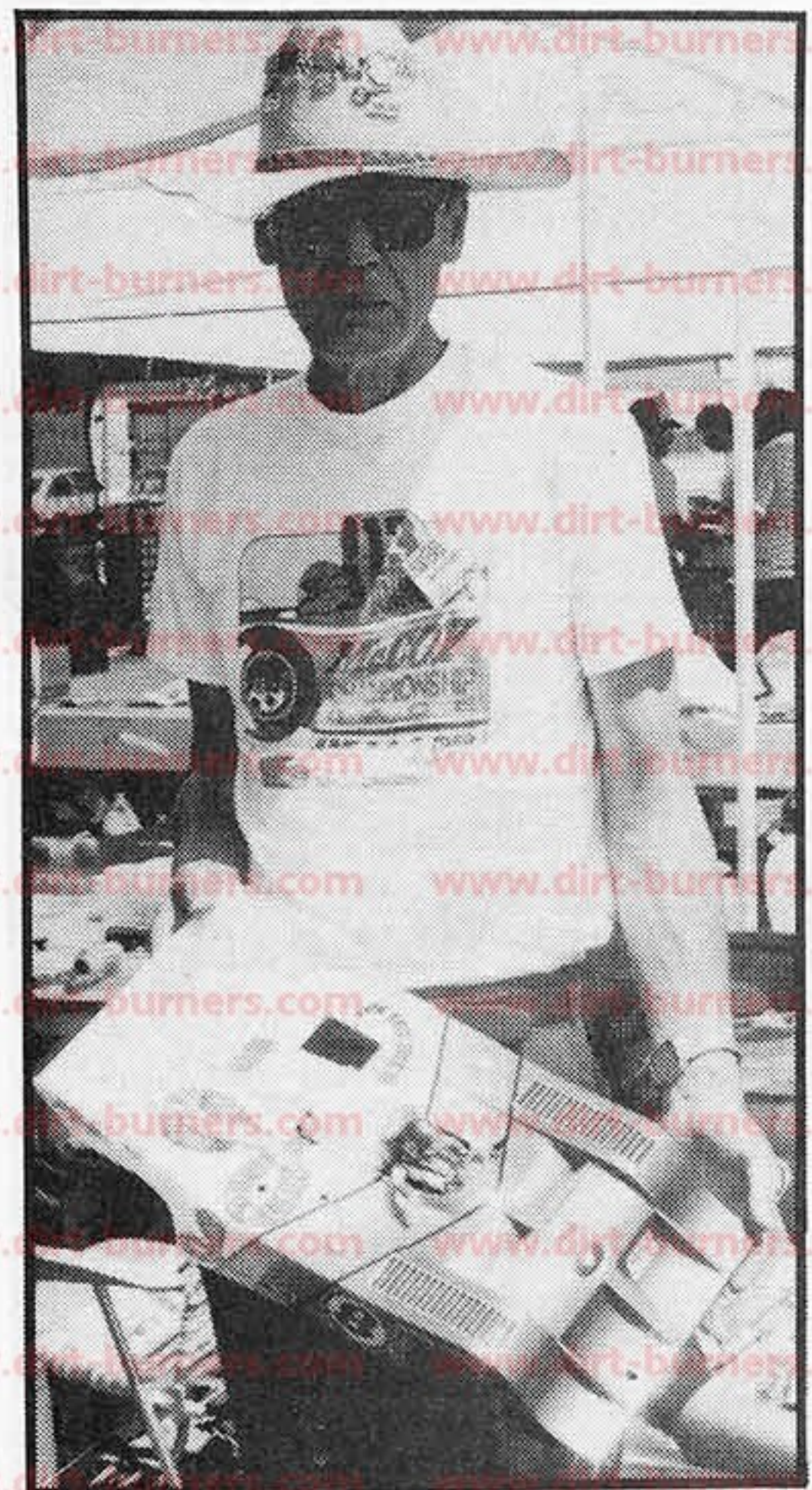
The New Le Mans-style starts (top) almost proved fatal for one lady who barely got free of the car she was pitting for. Above are the winners of the 2WD and 4WD A Mains, a little worse for the wear of the 40-minute race. The Associated suspension car belongs to Mark Miranda, while the Serpent is Gil Losi, Jr.'s own creation.



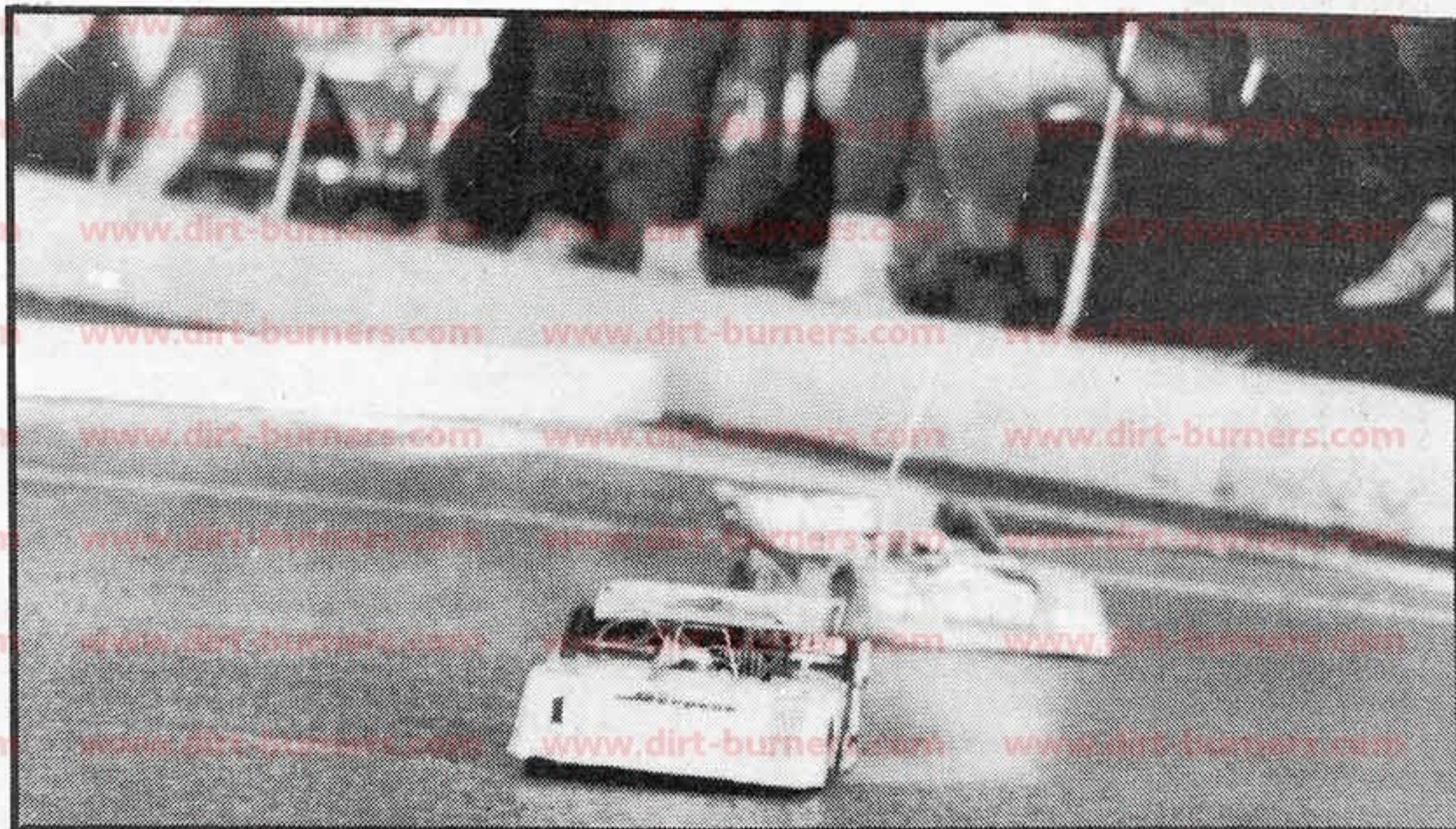
Gil Losi, Jr., (popping it off) and Mark Miranda (also winner of the sexy legs competition) took top honors in the 4WD and 2WD A Main events, respectively.

racers were there the weekend before getting plenty of practice runs and tuning-in their cars.) Not many drivers made their best times in these first three rounds; it seemed like they were just getting used to the track layout and conditions.

The next day (Saturday), started off with the Concours event, in which the racers showed off their bodies — their cars' bodies, that is. Lee Chapin (Mr. Rio Grande Racers) came all the way from El Paso, TX, to win this event with a beautifully painted car, to the approval of all. In second place was Bruce Owen, who also came from out of state — Henderson, NV, to be ex-



Lee Chapin, Concours winner: "Ya say ya wanna picture of my car?"



Competition was close near the end of the 4WD A Main for a place to sit — the race wasn't too bad either.

act. He was followed by Ralph Phillips in third, who came the farthest of the three for the race, having flown in from Herndon, VA.

Following the Concours event, there were three more rounds of qualifying, with drivers and machines trying to run at the peak of their abilities.

On this day, Gil Losi, Jr., broke the former track record by running 14 laps in a time of 4.07.5 — that's a 17-second lap! This consequently forced anyone who wanted to qualify for the 4WD A Main to run 14 laps in four minutes. In fact, the slowest 4WD A Main qualifier, Rich Lee, ran the 14 laps in an amazing time of 4.16.7! With such drivers as Butch Kloeber, Rody Roem (current world champ, all the way from Holland), Art Carbonell (former world champion, who came from Iowa just for the race), Dana Smeltzer, John Hodgson, Rick Davis, Bill Jianis and Rich Lee, all qualifying in that order, the race promised to be a very fast one indeed!

For the racers to qualify in the 2WD A Main, the pace didn't seem to be as furious as the 4WD qualifying was.

Top Qualifier Kevin Mercadante turned in 13 laps in 4.12.5 — still nothing to sneeze at. Just

a few years ago that would have been among the fastest qualifying times at the track.

The times of his fellow competitors in the A Main were a bit more spaced-out than those in 4WD. The final qualifier, Terry Brown, jumped up three heats to qualify in the A Main with a run of 12 laps in 4.03.2. Other drivers who qualified for the 2WD A Main were Randy Tentschert, Bob Block (from Minnetonka, MN), Paul Nadeau, Ray Zabriskie, Ruben Serrano, Mark Miranda, Bob Dewald and Bill Bowerman.

When the 2WD qualifying runs were completed, engine-builder extraordinaire Ron Paris inspected the qualifiers' engines. Upon inspection of the glow-plugs, he stated that most of the engines had been pushed near their limits. He added, "They probably wouldn't have been able to make it another lap! If their engines were to stall, they wouldn't have been able to re-start them." All the engines were run to the ragged edge to get the most power, with the exception, perhaps, of Mark Miranda's powerplant.

Once qualifying was over, racers didn't go home or go partying. At least not a great many did, because the rest of that night was spent getting more practice and getting to know the track

by heart, not to mention making final adjustments to their cars.

The next day, Sunday, was the "BIG DEAL" — the culmination of what some of these racers had been waiting for all year long. This year was also the first year that LeMans-style starts would be used for the main events. Some racers expressed apprehension at the idea, but it proved to be a great innovation, making for cleaner starts, and it looked pretty good, too.

Over 150 racers would be racing today in 14 different mains, plus one extra main for Jim Cook to race in all by himself. Despite some very stiff competition, he emerged the victor in his main.

Seriously, today would be a day of many surprises and upsets — the least of which was not the win of 8-year-old Sean Raffuse in the G Main over eight other guys who were all at least three times his age. This little guy has been racing since he was five years old, and he wasn't even born when the first McCoy race was run! Watch out for him next year, you just know he's going to be a killer!

With this many people and this many events, you'd expect it to be a madhouse. But miraculously, the whole event was very well



No, Sean Raffuse didn't ride in his car, he controlled it and won the 2WD G Main. He IS standing up.

planned. The only hitch came early in the event when the P.A. system broke down unexpectedly. There was a slight delay, but in the meantime, the announcer made due with a bullhorn, making all present feel like they were involved in some sort of hostage situation.

Shortly thereafter, a brand-new amplifier was found somewhere. Don't ask me where...on a Sunday...in Pomona...but Gil Losi, Sr., must have some great connections!

On to the mains. The C Main in 2WD was over relatively quick, with only two of the ten drivers dropping out before the end of this 20-minute event. After this short but unpredictable race, Les Prather emerged the victor with only a lap's difference between him and his closest challenger, Bill Heyworth. Three seconds separated him from third-place Mike Shrode.

In the 4WD C Main, Dan Stokes took the prize from crowd favorite Ron Rossetti. Third place was taken two laps back by Paul Dionne, who many thought would be running in the B or A Main.

The 2WD B Main was really an upset. David McCombs had barely made this main, placing tenth in qualifying, yet he ended up the victor. In second was Howard Robertson, a lap behind, and behind him was Mike Fox, two laps later. Prizes should have been given out for simply finishing this race. It seemed as if 30 minutes

was too long for most of the cars to hold out; only four of the ten cars entered finished the race.

The B Main in 4WD seems to be the real heart-breaker of this year's McCoy. Looking over the list of those who qualified in this main, or were bumped down from the A Main, it clearly shows that any one of these drivers is an A-Main driver under normal circumstances. But in heavy competition, that's the way it goes. Lady Luck plays an important part.

Take the case of Ron Paris, who had qualified in the A Main the day before but was bumped to first qualifier in the B Main on the last round by Rich Lee. During the B Main, Ron's car only lasted for three of the 93 laps that he would have needed to win, putting him in last place. If it weren't for a broken throttle-linkage, I'm sure he would have taken the first-place trophy in this event as he appeared to be the fastest. But as luck would have it, Curtis Hustung took the B Main win with Robert Cavazos behind him, a lap down, and Lee Hall in third, only three seconds back.

All of a sudden, the course's spectator areas seemed to swell up with people in anticipation of the final two races of the day, the upcoming A Mains.

An air of urgency seemed to fill the pits as the



Track announcer, Larry Stancliff, demonstrates the alternative P.A. system, while the regular was down.



Gil Losi, Sr., giving consolation to Butch Kloeber, who did not have the best luck during the 4WD A Main. He finished 7th with 113 laps after problems. Anyone who can still smile is our kind of guy.

WE HAVE IT ALL.

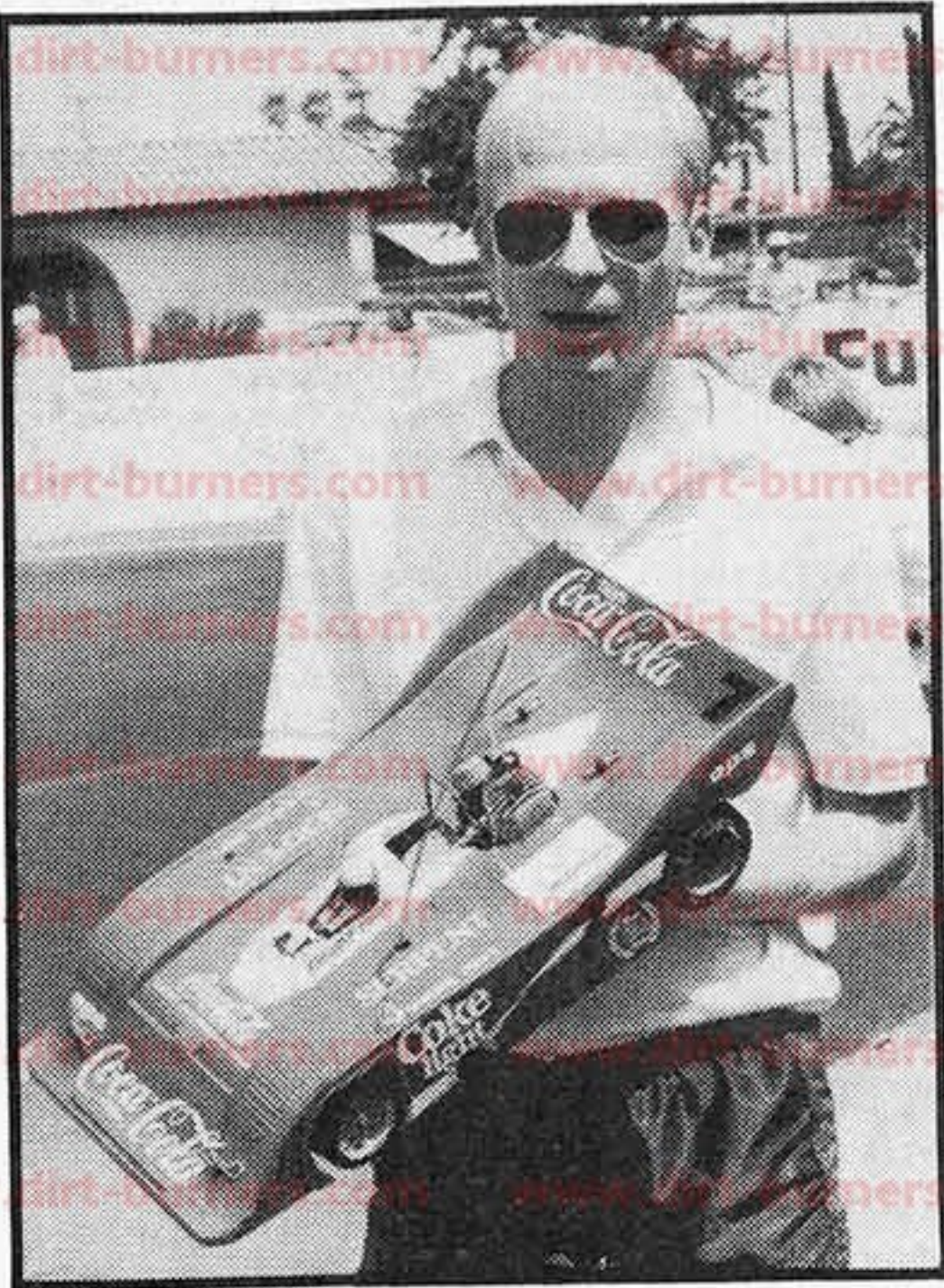
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One of those wild and crazy guys from Holland, Peter Bervoets.

drivers for the A Mains were called to the grid. As racers practiced for the last time before the "real thing," pit crews frantically ran around making last-minute adjustments on their cars. Everyone, that is, except Kevin Mercadante. He drove one or two practice laps and then was not seen until the start of the race. He seemed

confident...in a nervous sort of way. Was he psyching out others or himself? Who could know what this grueling 40-minute event would hold in store?

They're off! The favorite, Kevin Mercadante, took an early lead with Paul Nadeau, waiting for his chance to take over, close behind. Following them was Ruben Serrano, who was running an unexpectedly lightning-fast race; no one had thought his car was that fast. Then about halfway through the race, there was a spectacular crash, with Mercadante's car being rear-ended in a turn by some reckless driver. Mercadante's car was put out for a while, but upon re-entering the track, his car would not go into the turns without sliding all over the place. The crash had taken its toll on the TQ and favorite-to-win.

It then looked as if Ruben Serrano was going to win the main, but he, too, crashed, making it only to lap number 109.

Ray Zabriskie had just been driving along cautiously, waiting for the right moment to make his move. He got the chance and took over the lead near the end of the race. But it seemed that Ray was being a bit too cautious, and a very slow pit stop for fuel cost him the race.

Mark Miranda, whom nobody had noticed up until that point, made his move. He took the lead, and held it until the end of the race to take the 2WD A Main honors. Paul Nadeau followed him in after a close race for second with Ray Zabriskie. Both finished with just seconds separating them.

With such an illustrious field of world champions, past world champions, national champions, and just plain fast drivers, you would think that there wouldn't be any clear-cut favorites. But this was not the case. The winner in the 4WD



This member of the newly-formed Team Xerox was worried he might not be able to ride in the cab due to the massive amounts of trophies they were hauling back. Yeah, sure.

A Main was the person everyone had expected to win — Gil Losi, Jr.

It started out with the lead being traded among Gil Losi, Jr., and Butch Kloeber with Rody Roem following very closely, waiting for the slightest weakness or mistake by the leading duo. It was at this point in the race that Losi, Jr.'s car flipped. Butch Kloeber, in the most unusual move seen by all present, slowed down *purposely* until the turn marshal righted Losi, Jr.'s car again. Maybe he waited too long, because it was at this point that Losi, Jr., took over the lead! However, soon after this, Losi, Jr., crashed his car and he was out for two laps. Kloeber also crashed his

PARIS

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FAST!!! PARIS ENGINES SWEEP '86 WINTERNATS

4WD CLASS — 1st, RALPH BURCH, JR.; 2nd, GARY KYES; 3rd, BUTCH KLOEBER

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

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LOSI, LOSI, JR., KYES...DROVE TO WIN!

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2WD T.Q. & WINNER—RANDY TENTSCHERT

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4WD 1st PLACE & T.Q. & NEW TRACK RECORD SET BY GIL LOSI, JR., 2nd GARY KYES.

THE TOP 4 QUALIFIERS IN 4WD CLASS USED PARIS-POWER; #1 GIL LOSI, JR.; #2 BUTCH KLOEBER; #3 RODY ROAM; #4 GARY KYES

2WD 1st MARK MIRANDA, 2nd PAUL NADEAU, 3rd RAY ZABRISKI, T.Q. KEVIN MERCADANTE

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Kevin Mercadante just before the race, straining to hype himself up, or was it just something he ate? He was TQ in 2WD.

car but in a much more critical accident, as it seriously disabled the car for the rest of the race. Butch's car seemed to have almost no power at all.

At this point, world champion Rody Roem took over the lead in his beautifully-finished Coca-Cola car midway through the race. Roem had the lead and didn't seem to want to give it up. Losi, Jr., who had been down, was making an incredible drive through the pack and was coming up fast. Although he was two laps down, he was making up for the lost time very quickly. Soon he was only a half a lap behind Roem, and this was the closest that Roem was going to let him get. But as luck would have it, Roem's car was also disabled in an accident and he lost the lead. He was out! Losi, Jr., assumed the lead once again, and then proceeded to put another lap between himself and his closest competitor.

The race was now a very heated one for second place between Gary Kyes and Dana Smeltzer. Smeltzer held onto second until his car flipped, allowing Gary Kyes to overtake this position. Gary, however, was not going to wait

for Smeltzer to catch up as Kloeber had. Kyes took off in second and never looked back!

This weekend had truly proven to be an unpredictable one. A lot of the old, established names had been torn down, but some had been reaffirmed. Gil Losi, Jr., had set a new record for the track. Associated, the chassis that usually dominates this race, was now slowly beginning to lose ground to Serpent, with one of the top three cars in the 2WD A Main and the TQ being a Serpent chassis, and two in the 4WD A Main and TQ, were also a Serpent chassis.

The magic of Ron Paris' motors was also reaffirmed as all TQs and top finishers, except one, were running his engines.

So much for another year's McCoy Race. Everyone who entered a car got a trophy. There were even some left over! I guess they'll use them next year. There were also some special awards given to outstanding members in the racing community.

Gil Losi, Jr., presented two hats to two drivers. These hats were no ordinary hats, though. They were the same hats that were so well received by the public last year — Pith Helmets with a photovoltaic cell on top that runs a little fan in front of the wearer's face. If only they could use this idea of solar power on 1/12 cars. No more battery controversy!

The 14th Annual McCoy is now history. Those rumors which persisted some months ago — that the Ranch Pit Shop was going to close its 1/8 scale track — were, thankfully, unfounded. The McCoy Race is the premier gas race in this country and it should only be run at the Ranch Pit Shop!

RESULTS

2WD A MAIN

1. Mark Miranda Assoc./Kraft/Paris-OPS 118 laps
2. Paul Nadeau Assoc./Kraft/Paris-OPS 117
3. R. Zabriskie Serpent/Airtronics/Paris-OPS 117
4. Kevin Mercadante Serpent/Airtronics/Paris 114
5. Ruben Serrano Assoc./Airtronics/Rossi 109
6. Bob Dewald Assoc./Airtronics/Paris 106
7. Bill Bowerman Assoc./Airtronics/Paris 106
8. Bob Block Delta/Kraft/Plcco 103
9. Terry Brown Assoc./Futaba/McCoy-Rossi 40
10. Randy Tenschert Assoc./Airtronics/Paris 35

4WD A MAIN

1. Gil Losi, Jr. Serpent/Airtronic/Paris 128/40.10.1
2. Gary Kyes Serpent/Airtronics/Paris 127/40.04.4
3. D. Smeltzer Assoc./Airtronics/McCoy 125/40.09
4. Art Carbonell Delta/Kraft/Plcco 117/40.14.0
5. Rick Davis Assoc./Airtronics/OPS 113/40.03.8
6. J. Hodgson Assoc./Kraft/Gillot-OPS 113/40.04.5
7. Butch Kloeber Assoc./Airtronics/Paris 113/40.11.9
8. Rody Roem Serpent/?/OPS 113.40.16.2
9. Bill Janis Assoc./??? 77 laps, DNF
10. Rich Lee Assoc./??? 1(DNF)

2WD B MAIN:

1. David McCombes
2. Howard Roberson
3. Mike Fox
4. Ralph Phillips
5. Joe Alves
6. Tim Fleenor
7. Steve Bartel
8. Rick James
9. Mike Ikona
10. Chris George

2WD C MAIN:

1. Les Prather
2. Bill Heyworth
3. Michael Shrode
4. Warren Milko
5. Angel Diaz
6. Mark McVittie
7. Don Gustafson
8. Ernie Nicholson
9. Dean Brown
10. Garth Wise

4WD B MAIN:

- Curtis Hustling
- Robert Cavazos
- Lee Hall
- Ron Williams
- Han Hippl
- Tony Nelsinger
- Peter Bervoets
- Barry Grossenbacher
- Tom Wong
- Ron Paris

4WD C MAIN:

- Dan Stokes
- Ron Rossetti
- Paul Dionne
- Dan Stokes
- Oman Valle
- Jim Turner
- Ron Rossetti
- Leo Barana
- Carl Petri
- Leo Barana

2WD D MAIN:

1. Maggie Turner
2. David Bressell
3. Duane Hesketh, Sr.
4. Jamie Tolusa
5. Phillip Cotter
6. Bruce Owen
7. Bill Pinzini
8. Robert Andreotti
9. Robert Vogel
10. Mike Jones

2WD E MAIN:

1. Brian Rush
2. Larry Griffin
3. Virgil Balagot
4. Roy Petre
5. Larry Labounty
6. Ken Davenport
7. Gay Sullivan
8. Gary Kusnierz
9. Doug Hembroff
10. Doug Shelp

2WD F MAIN:

1. Duane Hesketh, Jr.
2. David Whlman
3. Jim Evans
4. Bill Ma
5. Tiny Louls
6. Jim Crates
7. Bob Walker
8. Joe Owens
9. Glenn Chock
10. Mike Alexander

2WD G MAIN:

1. Sean Raffuse
2. Bill Kessler
3. Ron Portz
4. Dick Royce
5. Fred Pickens
6. Milton Galosi
7. Willie Green
8. Kevin Fukagawa
9. Jim Silvay
- 10
- 11

4WD H MAIN:

1. Jim Cook
- 2.
- 3.

4WD D MAIN:

- Bob Leckron
- Louis Przybyla
- Tim Chin
- Bob Coughran
- Rich Potempo
- Benny Bullock
- Andy Jacobson
- Joe Sullivan
- Benny Bullock
- Larry Martin

4WD E MAIN:

- Francisco Saenz
- Gil Losi, Sr.
- F. Carillo
- Brad Hoehn
- Chuck August
- Ken Campbell
- Mike Saputo
- Allen Dove
- Barry Newman
- Omar Formisano

4WD F MAIN:

- Henry Foulk
- John Pagel
- Peter Liu
- Brenda Toffelmire
- Al Vega
- Roxanne Cook
- Wolfgang Hoffing
- Carlos Mastretta
- Rober Urban
- Al Vega

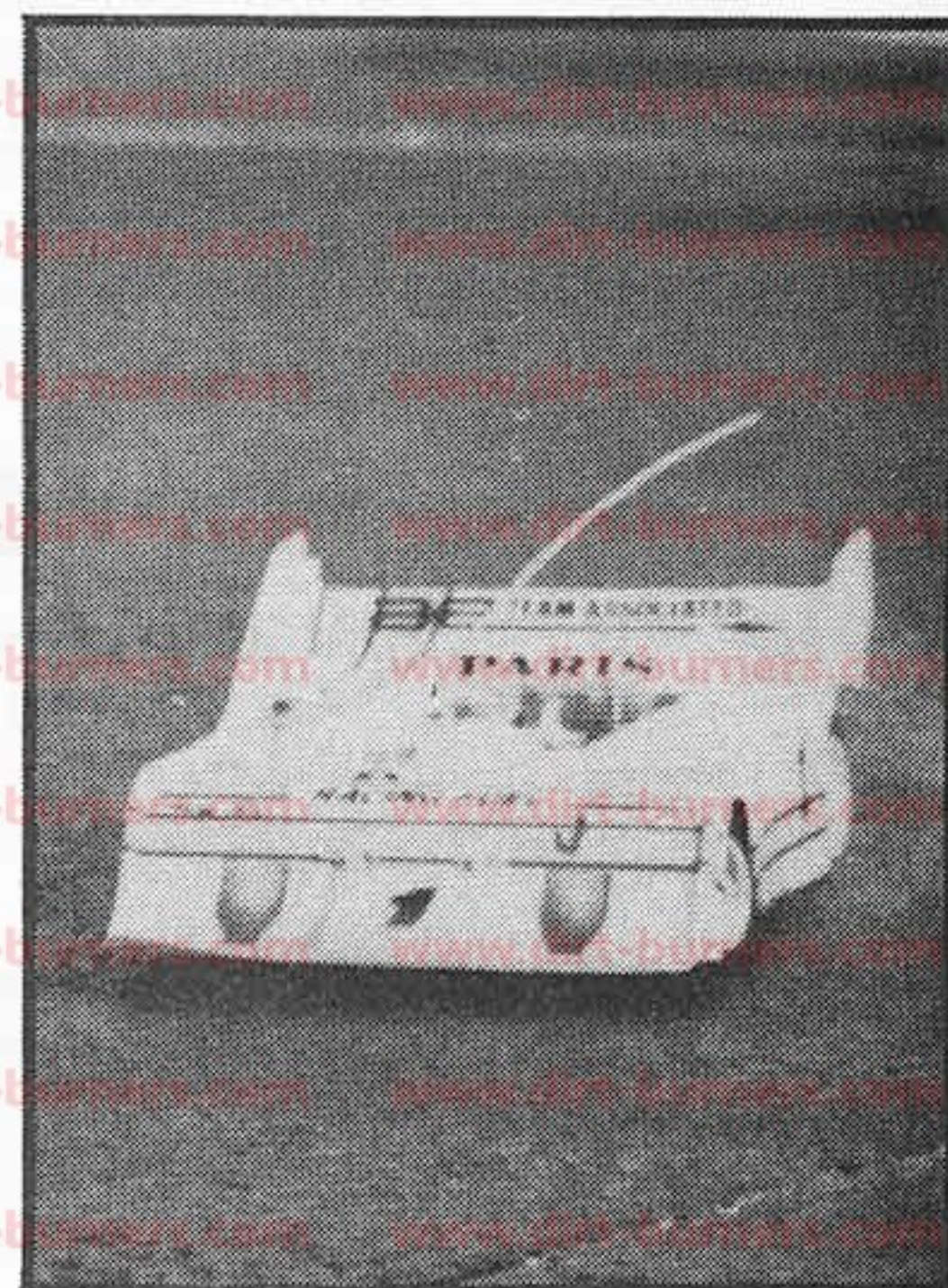
4WD G MAIN:

- Jim Jones
- John Wheeler
- Dave Shuck
- Lee Chapin
- Emilio Rodriguez
- Rick May
- Laszlo Cyani
- Cory Barana
- Curtis Goode
- Jim Raffuse
- Glenn Williams

CONCOURS EVENT:

- Lee Chapin
- Bruce Owen
- Ralph Phillips

• R/C •



Ron Paris' car at the height of its three-lap career.

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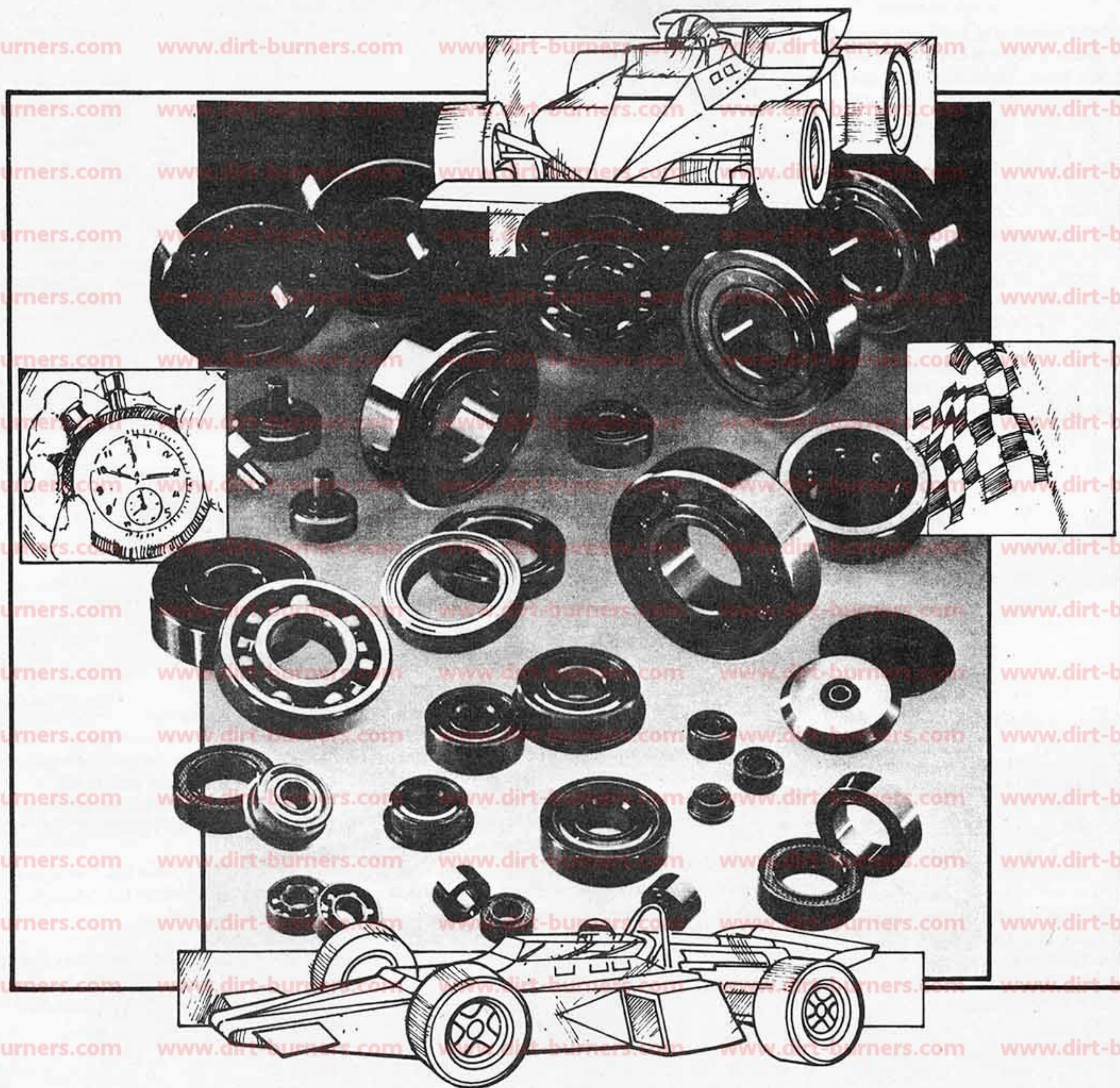
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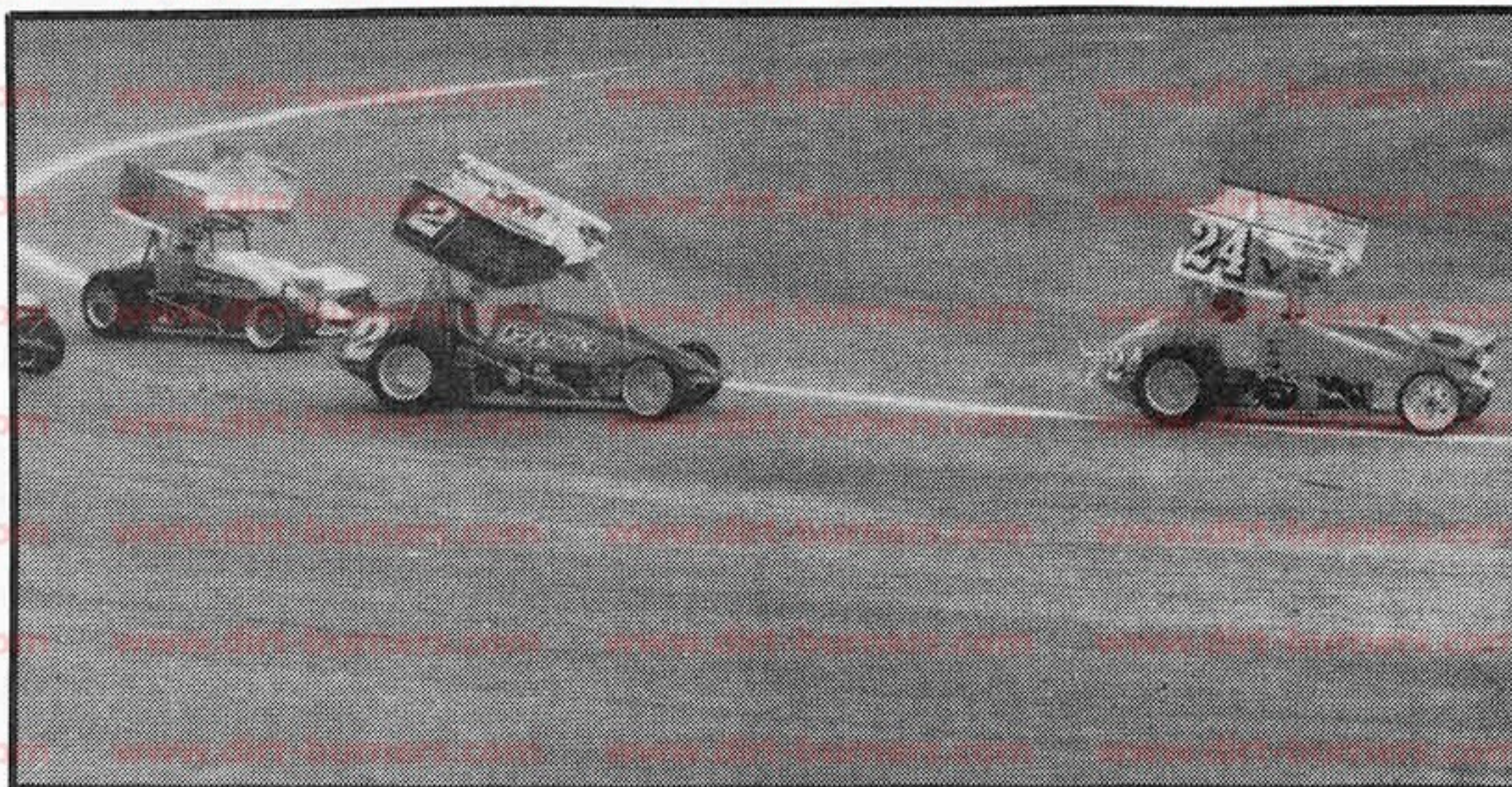
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PANDEMONIUM

By Steve Cheek

Folks...I don't know about you, but I am more excited about the Second Annual Quarter-Scale Sprint Car Nationals than Christmas! It is certainly coming on like gang-busters. There are more, no, *many more* cars this year and we at WCM are expecting many, many competitors. My blood pressure goes off the scale just thinking about the A Main. I can't decide whether I want to watch it or race in it. Over the past year, everyone has gotten more experience and most people have done much preparation and thinking for this year's race. The guy who wins this year's race will truly be a champion. Here are some tips that just might help:

1) Pre-Race Preparation — 75% of the race is won at home or in the shop. Be sure everything is just how you think it should be before leaving, because Murphy's Law does



CHRISTMAS IN JULY

prevail in racing.

2) Check your radio — Make sure everything is working properly. Anytime more than 20 drivers/cars get together for a competition, someone, possibly several drivers, will be on the same frequency. In order to be able to race in all possible races (one can get bumped out of an important main event if the guy higher up in the starting lineup has the same frequency and

no one can change), you need one or two back-up frequencies that have been tested in your car. Wouldn't you hate to travel 100, or worse yet, 1000 miles to a competition and find you could not progress because you don't have that extra crystal? Next time, more than likely, you would have it, especially if it's the difference between you making the main — especially the *A Main* — at the nationals where there's more than

\$1,600 in prize money!

3) Carry spares for your car — Things such as tires, radius rods, drivers, wings, etc.

4) Bring all the tools you need.

5) Have fun — Above all, we at WCM want you to have fun. We try our hardest to help make that possible.

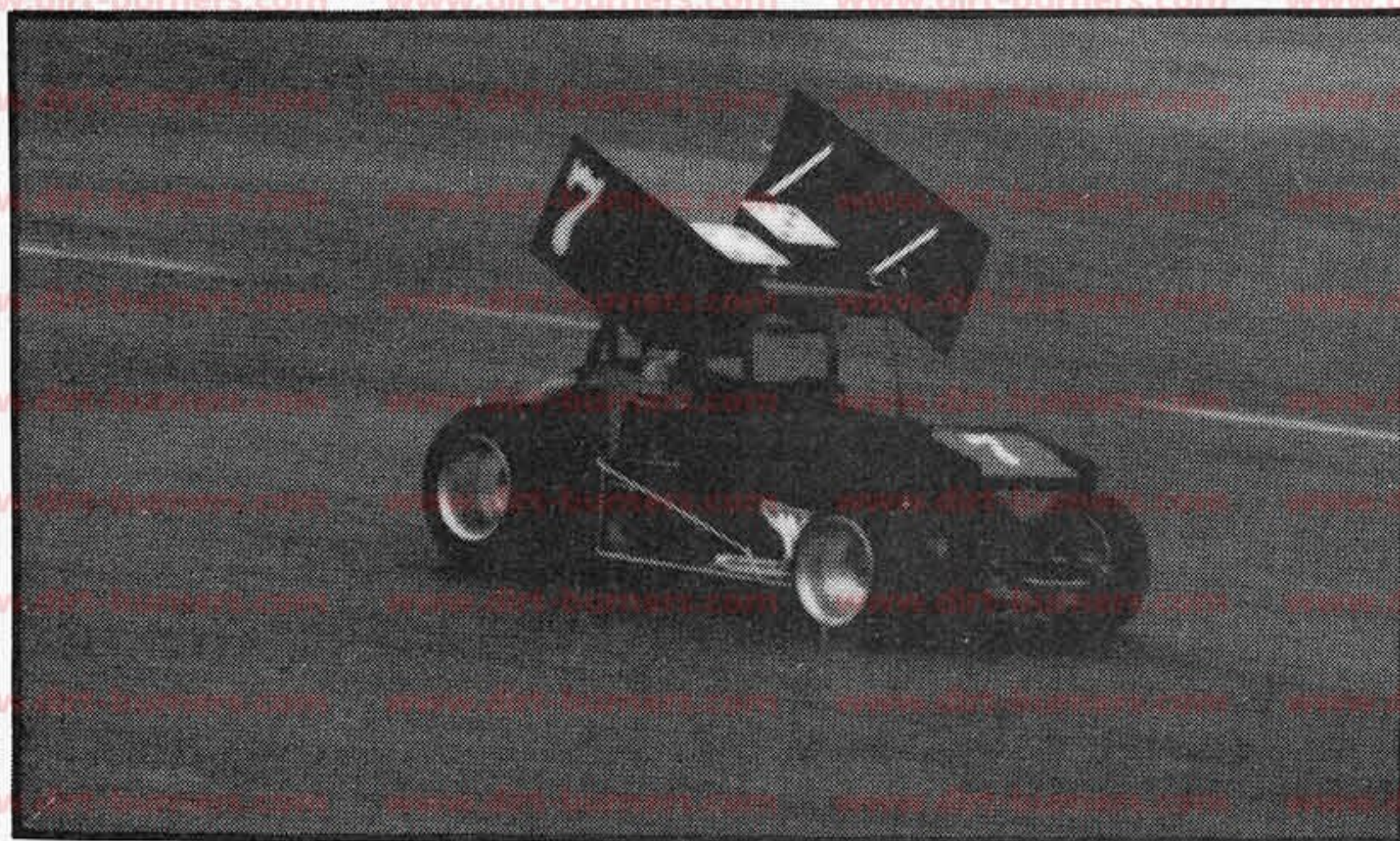
Oh, by the way, I have big plans to be in that A Main. So you'd better be prepared!

ANNOUNCING THE SECOND ANNUAL QUARTER-SCALE SPRINT CAR NATIONALS!!!

July 6, 1986
Buffalo, TX

WCM, Inc., announces the Second Annual Quarter-Scale Sprint Car Nationals. This is a combination race and car show. This year's national looks to be a bigger and better event than last year's — more cars, bigger purse, fiercer competition, and camaraderie from across the country. To sum it all up...**MORE RACING EXCITEMENT!!!**

The race will follow a full-scale format with qualification (four-lap qualification and two-car pursuit races), heat races, and mains. Show cars will be judged in four categories: paint and graphics; scale realism; engineering excellence; and "best of show," with trophies being awarded. Cars and drivers have already said that they are coming from all corners of the country (Arkansas — seven, California — five, Florida — two, Illinois — three, Indiana — two, Iowa — three, Kansas — one, Michigan — four, Mississippi — three, Missouri — two, New Mexico — three, New York — five, Nevada — three,



The World of Outlaws? You'd swear they were. These quarter-scale sprint cars dice it out wheel-to-wheel...wing-to-wing (top) with George Hamor (#2) finally getting by Carroll Cheek (#24) for the A Main win. Ken Higdon of Las Vegas (#7), below.

THE 1984 FUTABA GRAND PRIX.

Congratulations and Special Thanks to

BOB HAYES

A Main Winner.

Bob used his trusty Futaba 2F transmitter and new S32H servos for his Championship run.

RICK HOHWART

Top Qualifier

Rick set the pace in qualifying using the complete 3PG/ Magnum system.

Set your sights on victory... the latest weapon in Futaba's competition arsenal is here.

Wrap your hand around our new Magnum 3PG's gun-stock grip. Either hand, because the unique, ambidextrous design gives you a choice.

The feel is perfect, custom-dialed with adjustable steering wheel throw and spring tension, positionable throttle/brake trigger and detachable NiCd battery clip.

Extra control is yours too, with thumb actuated, steering dual rate, electronic brake trim, servo reversing, variable end point pre-sets (ATV), exponential and even a built-in warm up circuit.

Transmitter Frequency Module (back panel).

Built-in warm-up system (for gas engines) automatically blips pre-set throttle.

Exponential controls.

Servo reverse switches (back panel).

ATV controls.

Rotating head design locks in position for left or right-handed control.

Padded grip steering wheel is adjustable for lock-to-lock travel and spring tension.

Throttle/brake position control.

Detachable NiCd battery clip can be kept in your pocket using a remote cable.

Coil-loaded, telescoping antenna is positionable for optimum signal strength.

1:12 scale racers can test their reflexes with Futaba's S132H/High Speed servos, the fastest we've ever made.



Steering dual rate control.

Futaba

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Oklahoma — four, Tennessee — three, Texas — 35, Washington — five, others — five). Make your plans now to be there!!!

QUARTER-SCALE SPRINT RACE — FULL-SCALE PURSE!

SOMEONE SAID MONEY?!

WCM announces a record purse for the Second Annual Fourth of July Extravaganza for 1986 — \$2,000 with the following breakdown:

A MAIN	B MAIN	C MAIN	D MAIN
1. \$500	\$50	\$25	\$20
2. \$350	\$40		
3. \$275	\$30		
4. \$205	\$25		
5. \$140	\$20		
6. \$90	\$15		
7. \$60	\$10		
8. \$40	\$5		

DASH FOR CASH:

Top four, four-lap qualification times — \$100

Each driver and pit crew must be familiar with Pandemonium Raceway Rules for 1986. With as many as 40 cars or more in competition, each driver must have an alternate frequency that he has tested his car on. The following is only a brief synopsis and does not include all the rules: This is a scale racing class — all cars shall be quarter-scale and must be fashioned after past or present outlaw sprint cars. Each car must have a quarter-scale, helmeted human-model driver. Each car must have a clutch and functional transmitter — controlled brake. No modification to the engine castings is allowed. All mufflers,

tuned pipes, etc., shall be concealed inside the car or scaled exhaust. Rule violations of a covert nature will disqualify any participants — including cash awards.

No one is allowed on the track during a green flag (hot laps or regular racing schedule). Only when the caution signal (amber or red light) is out may designated personnel retrieve a stalled or damaged car. If a car crashes and is off the racing surface, the green flag will stay out and the race should continue (the crashed car can only be retrieved on a caution sign). Drivers must drive at all times from the drivers' stand. Remember, these are only a few of the rules, make sure you know them all!

FIRST ANNUAL QUARTER-SCALE GRAND NATIONAL CHAMPIONSHIP ANNOUNCES "LILLIAN 100"

July 6, 1986
Lillian, TX

Dan Armstrong, of DART Enterprises, and the Lillian Speed Bowl have announced that their First Annual Quarter-Scale Grand National Championship is scheduled to take place Sunday, July 6, 1986, following the Second Annual Quarter-Scale Sprint Car Nationals in Buffalo, TX, on Saturday, July 5. This two-day event offers owners of both sprint cars and grand nationals an opportunity to compete in a national championship on the same weekend and in relative close proximity to each other. (The newly opened Lillian Speedbowl in Lillian, TX, is just south of Arlington, TX). The new track is a paved, banked oval, approximately 330 feet in the

groove. The straightaways and turns are 30 feet wide — plenty of room to pass on the outside or run down low. The track features concessions, grandstands, and is lighted for night racing.

Note: "Lillian 100" — The Lillian 100 will be a 100-lap race requiring pit stops for fuel. The fuel system will be inspected — it must be the standard 8-oz. fuel tank as included in the kit, a Dubro Quick Fill Device will be used. Standard-size fuel lines and a fill tank as described in the instruction manual must be used — a one quart plastic "Quaker State" oil can with brass fitting epoxied in the cap with quick-fill fitting on standard fuel line attached. Only hand pressure may be used to fill the tank.

Cash prizes will be awarded; 50% of the general admission receipts plus 50% of the registration fees will go to the purse.

A NOTE FROM THE TIRE ELF

The tires manufactured by WCM are assembled with a special type of contact cement. Therefore, anytime a sufficient amount of gasoline or varsol or anything with mineral spirits is put or sloshed on these tires, glue separation will occur. The rubber itself is very chemical-resistant — the glue isn't!

We at WCM have seen some cases where customers have experienced separation and have later found the cause to be gasoline from vent tubes splashing on the tires causing the problem. So check your car out and make sure that your fuel isn't causing tire problems...route your vent lines away from the tires.

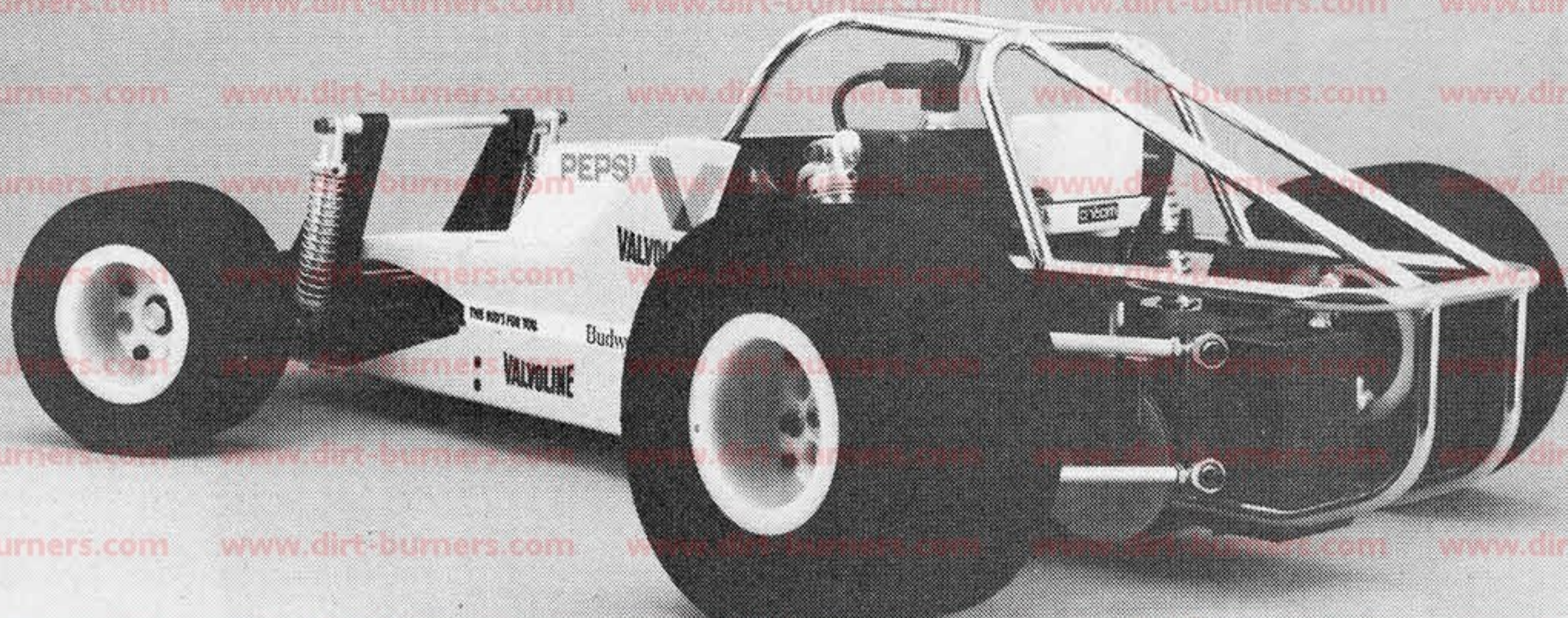
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Radio Controlled Road Racer



★ **RACO MODEL CRAFT'S** newest & exciting addition in Quarter Scale Cars is the **ROAD RUNNER**. Designed for ON-ROAD, it displays the same quality and uses most of the same parts as the off-road Jac-Rabbit with all the outstanding features — gasoline powered Zenoah max power 1.4 engine, disc brakes, instant recoil starting, one-hour running time, enclosed gearbox with quick-change gear ratios, and huge size (33 in. long X 19 in. wide X 12 in. high).

★ Low and lean, the **ROAD RUNNER** is styled after the radical open wheel pavement super modified's so popular in NASCAR. It's extra large slick tires, independent suspension and unique rear stabilizer linkage make this monster a pavement racer's dream come true. The **ROAD RUNNER** kit comes complete with engine, heavy duty servos and requires only one hour assembly time (two-channel radio, batteries and charger not included).

★ For more free information about the **ROAD RUNNER** from **RACO**, contact your local hobby dealer or **RACO** at (714) 546-3045.

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No more burned up batteries!!

Thermal sensor automatically stops fast charge when nicad battery is fully charged. Then charger automatically switches to trickle charge. Works from 12 volt automobile battery or 12 volt 9 gel cell. Comes with Tamiya connector

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Item #4005B



SIX CELL AC/DC Automatic Charger with Thermal cut-off

No more burned up batteries!!

Thermal sensor automatically stops fast charge when nicad battery is fully charged, then charger automatically switches to trickle charge. Works from 12 volt DC automobile battery and from 110 volt AC house current. Comes with Tamiya connector

Item #101



Astro 6/7 Cell Charger An economical way to charge 6 or 7 cell, 800 or 1200 mah packs as used with 05 motor systems. Precision ammeter, 15 minute timer included. A precision instrument for years of electric power system use! Tamiya adapter included for car use.

Item #4005C



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This DC/DC SuperCharger can fast charge one to twenty-eight cell nicad battery packs in just fifteen minutes from your automobile battery. This charge current is adjustable up to 5 amps. Deluxe features include a 15 minute timer, precision ammeter equalizer circuit and voltage jacks. Perfect for high power airplanes and boats.

Item #102

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THE SCORE SHOW-M.R.C. U.S.



TAKING IT TO THE MASSES

HALSEY, DUNN, ALLEC & KAPTAN REIGN SUPREME!

Story by Lou Peralta
Notes by Tom Owens
Photos by Lonnie Peralta & LP

Anaheim, CA
June 19-22, 1986

After a one-year hiatus, 1/10 scale radio controlled off road cars returned to the Anaheim Convention Center, site of the annual SCORE SHOW — the world's largest full-scale off road show.

This time the event bore a different name. "The MRC/TAMIYA 1/10 Off Road U.S. Championships" still provided some of the most exciting off road racing seen this year.

Because of the lack of show space available, the event, which was formerly



The famous Pro-Car R/C Club portable driver's stand (top), holding the eight fastest drivers in the Tamiya Open Class A Main. Above, 2WD Open Class winner, Jay Halsey, easily one of the smoothest drivers of the meet.

OFF ROAD CHAMPIONSHIPS...



Chris Allec, holding his Tamiya "Hot Shot" that took him to the Tamiya Open A Main win and will also take him to Hawaii, courtesy of MRC/Tamiya.

known as the **R/C RACING NEWS R/C OFF ROAD WORLD CHAMPIONSHIPS**, was not run last year. This year the folks at the SCORE SHOW added an additional exhibition hall for their show and allocated plenty of room for the R/C track.

As a result, Butch Dunn and Ron Williams formed Tri-Star Promotions to produce this year's event and came up with a different format that had two Tamiya Classes, a 2WD Open and a Heavy Metal (truck bodies) Class, that made up the racing program.

The name of the event may have changed, but many of the same great drivers were there, nevertheless.

When the final checkered flag was waived on Sunday, four names had emerged as champions.

In the Tamiya Stock Class, Hobie Kaptan was not only the fastest qualifier (TQ) in class, but when the horn sounded for the start of the A Main, he never looked back. He not only won the A Main and all the glory that goes along with it, but also nailed a FREE trip to Hawaii for the Hawaiian Championships, courtesy of MRC/Tamiya.

Also winning a FREE trip to Hawaii was Chris Allec, in the Tamiya Open Class. His skills in the A Main, driving a HotShot, were simply outstanding. Allec, one of the most experienced off road drivers, has not lost any of his skill and determination...he's been at it for quite a long time.

It was no surprise to see Jay Halsey emerge as the 2WD Open Class Champion. He had set top qualifying times in this class and was by far

one of the fastest drivers around the track. In fact, he was also the TQ in the Heavy Metal Class and one of a handful to break into the 13-lap range.

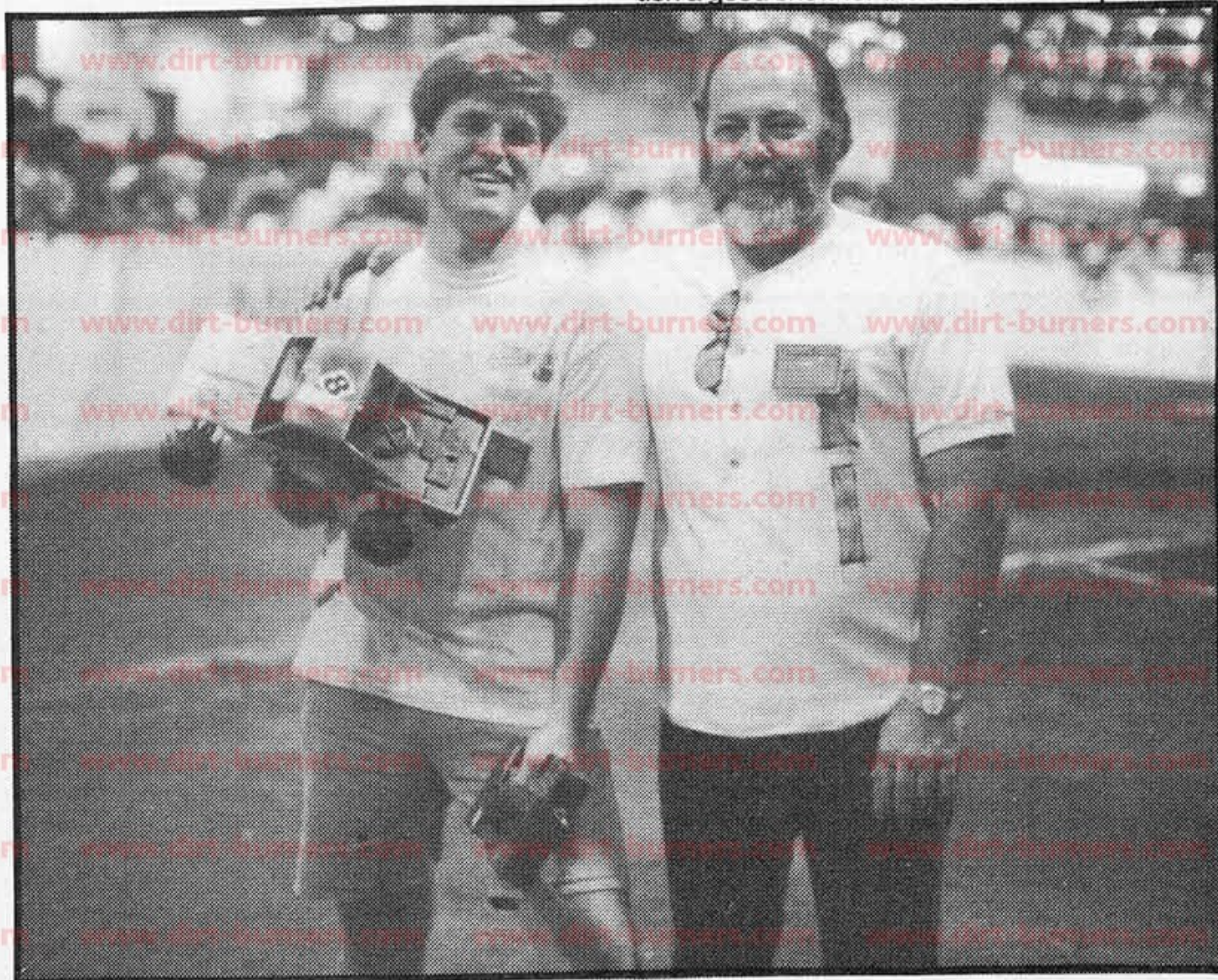
Some may dispute this, but we feel Halsey is among the top three off road drivers in the world and a lot of people feel that right now he may be *the best* in the world — and he has a couple of world titles to prove it!

In the Heavy Metal Class, one of the two Dunn brothers emerged as the clear-cut winner. Steve, the younger of the two, led from wire to wire to take the win and put another big title under his belt.

The track was literally brought into the Anaheim Convention Center two days before the event. Over 88 cubic yards of dirt were hauled in on Wednesday (June 18) and molded inside a 48'x 80' box. By Thursday afternoon, the track was ready to be raced on, thanks to the fine efforts of Hoss Onnen, Steve and Mike Dunn, and Rick Extra.

The dirt was excellent, having been screened through a sifter to reduce the number of rocks and pebbles. As a result, racers were treated to an excellent track which featured great traction and several excellent jumps to thrill the crowd with.

One particular jump which proved to be the crowd's favorite was the "triple-jump" which only a few racers could clear, while others rolled their cars and crashed trying. This made tactical maneuvers a must for racers, not to mention a good show for the thousands of spectators.



Steve Dunn, with proud papa, Butch (co-promoter with Ron Williams), after winning the Heavy Metal A Main. Steve also helped design and build the SCORE Show track.

Speaking of spectators: As in years past, this event is one of the most popular attractions of the SCORE SHOW. It attracts huge crowds that, at times, are five and six rows deep behind the retaining walls around the off road track. As long as there's a car on the track, there are people watching.

There were 175 entries at this event, many of them racing in as many as four classes. Chris Allec was one of those who entered all four classes available. It's tough enough to race in one class and be able to maintain your car in tip-top condition, so you can imagine what it took to be competitive in four classes! Allec was one of the few who could accomplish that.

THE RACING

The race program started with practice and qualifying on Friday, with all classes taking part. It was quickly determined that power would be a major asset for this track. Most of the course was very smooth and although some of the jumps were tricky, if you could muster up enough ponies, you could get over them quickly. Easier said than done!

By the time the general public got into the hall on Friday at 5 p.m. (the early portion of the



Hobie Kaptan (right) waiting to see if his car passes inspection after winning the Tamiya Stock A Main. It did, and he is one of two racers who gets a free trip to Hawaii, courtesy of



Because of the addition of an extra exhibition hall, there was plenty of room for the R/C pits this year. Lounging around are two old-timers in 1/10 off road racing; Rick Walton (farthest to the left) and Don Arndt (white cap)... "Hey, this is great!"

SCORE SHOW was for the trade only), racers already had a pretty good handle on the track and the show was great.

By Saturday, everyone had their cars dialed in, or were at least well on their way, and the racing was fierce.

The program called for an additional round of qualifying and then all the lower mains would be run, up to and including the D Mains. The only mains that would be run on Sunday would be the C, B, and, of course, the A Mains in all four classes.

From all the qualifying rounds, the track had begun to deteriorate a bit, but that was usually corrected as volunteers and some racers helped in manicuring the track and smoothing out those trenches and ruts that were building up. As a result, most of the racers enjoyed near-perfect track conditions all weekend long. In fact, some of those who complained about the track getting too rough and not being able to get fast times, were quickly pointed to the score board where some of the top racers were getting faster times in the later qualifying rounds than they had



This was the first jump after the start. As you can see, turn marshalls were ready for the havoc that follows. Ron Rossetti (kneeling) has been practicing his baseball stand. It helped!



The Heavy Metal Class was quite popular with the huge crowd as the trucks were easily identifiable. Some of the trucks looked very much like the full-scale trucks that were on display at the SCORE Show.

gotten when the track was fresh. As we all know, someone is always looking for an excuse, but this wasn't one that could be used as easily.

Emerging as Top Qualifiers in their individual classes were: Mike Dunn in the Tamiya Open Class; Hobie Kaptan in the Tamiya Stock Class; and Jay Halsey in both the 2WD Open Class and the Heavy Metal Open Class.

Speaking of the Heavy Metal Class: There were many racers who at first were complaining about having to put a truck body on their cars, instead of the usual single-seater type of body. Yes, it's a little more difficult to fit the truck bodies on, but they sure look better than the single-seaters. The crowd really liked this class and you could tell that they could relate much better to the trucks than they did to the other bodies. Speeds were not affected any, if at all, by the use of the truck bodies and I think that after several rounds of qualifying, most racers were just as happy running in the Heavy Metal Class.

A MAINS

The Tamiya Stock A Main saw, as we have mentioned, Hobie Kaptan take the early lead and never relinquish it. Having set the TQ time in this class, there was little doubt that he was the one to beat. Chris Allec was close to him at the start, but then a tangle with several cars after the first two turns left Kaptan clearly in the lead (he'd gotten the holeshot), with Allec chasing after him.

Ron Anthony, Steve Dunn and Paul Williams appeared to be as fast, but they were having problems getting around slower cars. And the slower cars were finding themselves in trouble too, and this kept them from gaining on Kaptan.

At the end of the four-minute main, it was Hobie Kaptan with a good margin over second place, Chris Allec. Allec was followed by Paul Williams in third and then Danny Nelson and Chris Bickel who rounded out the top five in the Stock A Main.

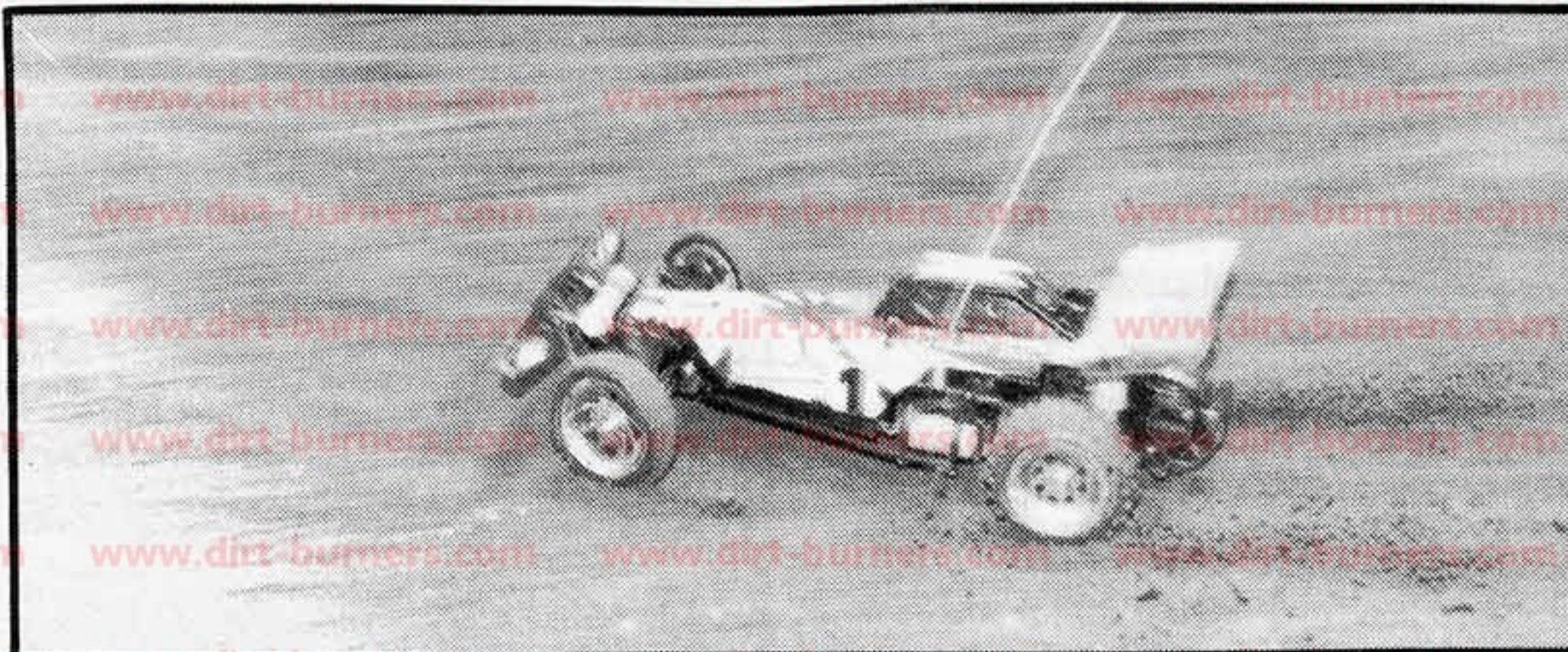
The Tamiya Open A Main was much closer. In it were some of the top drivers in the sport. The holeshot was grabbed by Mike Dunn, with Steve Dunn, Eustace Moore, and Carl Thompson really close behind. Mike Dunn got in trouble, as did Eustace Moore and Steve Dunn. They developed mechanical problems and had to drop out early.

The chase for the top spot was now between three drivers. Rick Walton was able to move ahead of Allec and Mike Dunn when they got into traffic problems and Rick looked like he was well on his way to running away with it. But slowly, Allec and Dunn began to close in on Walton and after Rick made a couple of mistakes, the gap

grew much tighter. Near the halfway mark of the four-minute main, Chris Allec made his move and went by Walton. A few turns later, after Walton was on his side, Mike Dunn got by. With just under a minute to go in the race, Dunn appeared to be gaining on Allec and looked like he would make a strong challenge for the lead, but then he, too, got into trouble going around some slower cars and made a few mistakes in a couple of corners, so Allec was free and able to win the main event by about a three-second margin.

The final results showed Chris Allec in first, Mike Dunn in second, Rick Walton holding on to a strong third, Carl Thompson in fourth, Danny Nelson in fifth and Ron "Boom Boom" Anthony, rounding out the top six, which were separated by only a few seconds.

If you ever wanted to hold a clinic on how to



There was no lack of traction for #1 as the dirt used for the track was excellent, with little or no debris.

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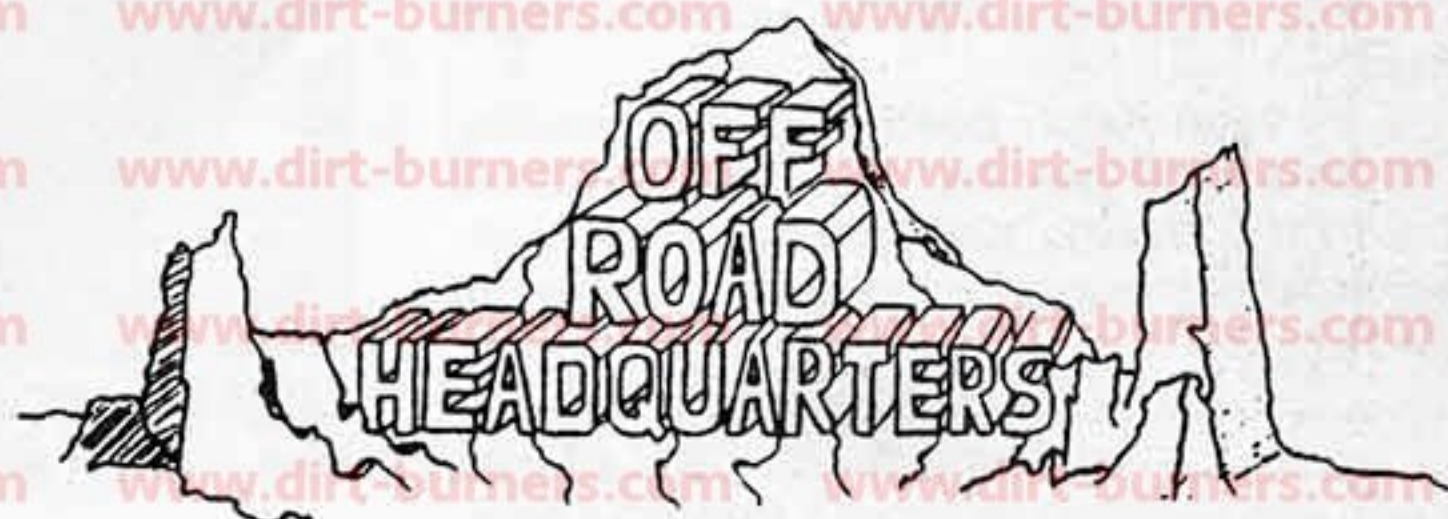


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Ram	49.95
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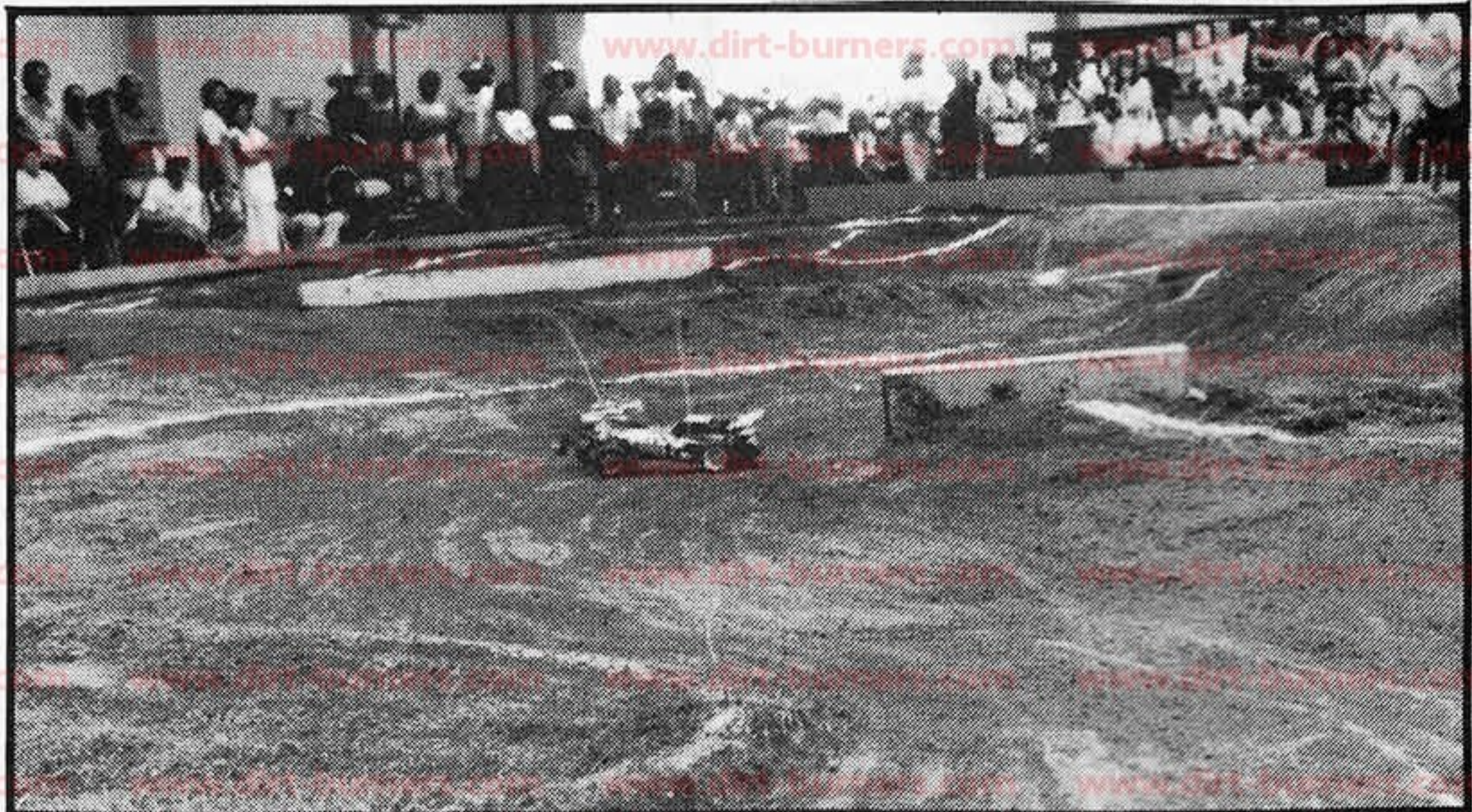
Prior to, and in between certain qualifying heats and mains, track workers kept the off road track in near-perfect condition. Some of the faster times were obtained during the late qualifying rounds, which dispelled theories that the track was getting slow.

drive a 1/10 scale off road car — picking the right lines, how to get around traffic, and keeping your head while all those around you are losing theirs — somebody should have filmed the 2WD Open A Main and used it for just such a purpose.

Jay Halsey drove a spectacular race! He was flawless! Just when you thought he might be getting in trouble because of traffic in front of him or because everyone was having trouble making some of the jumps, Halsey was able to weave his way past those trouble spots and maintain a record-setting pace. His performance in this main was perhaps one of the best driving exhibitions we've seen in a long time. "The guy is a machine!" we heard someone say. "He drives his car as if it were a slot-car," someone else added.

We've seen Ralph Burch, Jr., demonstrate such skills in 1/8 gas, and Joel Johnson do the same in 1/12 electric, and here in 1/10 off road, Jay Halsey came as close to perfect as anyone could be!

Needless to say, he led from wire to wire and won the main event hands down. Cliff Lett was second and although he drove a masterful race, Halsey's performance overshadowed Cliff's own



Large crowds, sometimes five or six deep, surrounded the track during heats and mains. There was a lot of shuffling among spectators for a good view of the track.



The Heavy Metal truck of Jay Halsey, top qualifier, went on to have problems in the A Main and finished near the bottom.

great abilities. Mike Dunn wound up in another race among the top three, with his third-place finish.

Tony Neisinger and Mike Christensen rounded out the top five. Gil Losi, Jr., one of the pre-race favorites, developed mechanical problems and dropped out early in the race, as did Chris Allec and Ron Dyer.

In the Heavy Metal A Main, Jay Halsey was also the pre-race-favorite because he was the TQ, but he was forced out early in the main with mechanical problems. Taking the holeshot and making everyone chase him was Steve Dunn, who also drove a spectacular race.

Not only did he get the holeshot, but he came out of the chute so hot that by lap 2 he had a half-a-lap lead on second place. By the time the rest of the pack got unscrambled, Dunn had an insurmountable lead. Ron Rossetti and Mike Dunn were dicing it out for second place, and breaking through the pack was Gil Losi, Jr. Midway through the main, Losi had managed to reel in Rossetti and went after Mike Dunn. Steve Dunn still held a commanding lead. All eyes focused on the older Dunn and Losi — neither seemed to be making any mistakes. This lasted

for several laps but then Mike Dunn bobbled and Losi charged past to grab second and set his sights on the younger Dunn. But it was too little too late, and although Gil Losi, Jr., was able to narrow the gap between first and second, Steve Dunn was able to hold onto the lead and win the Heavy Metal Class. Second went to Gil Losi, Jr., with Mike Dunn picking up another third-place trophy. Ron Rossetti and Chris Allec rounded out the top five in that order.

Other main winners were:

- Rick Walton — Tamiya Open B Main
- Damion Dennis — Tamiya Stock B Main
- Mike Cloutier — Tamiya Stock C Main
- Chris Allec — 2WD Open B Main
- Tony Rossetti — 2WD Open C Main
- Ray Baehr — 2WD Open D Main
- Dave Krider — 2WD Open E Main
- Dr. Wing — 2WD Open F Main
- Mark Shimbukaro — 2WD Open G Main
- Keith Murata — 2WD Open H Main
- Dave Simson — 2WD Open I Main
- Ron Rossetti — Heavy Metal B Main
- Eustace Moore — Heavy Metal C Main
- Bruce Calomiris — Heavy Metal D Main
- Dave Krider — Heavy Metal E Main

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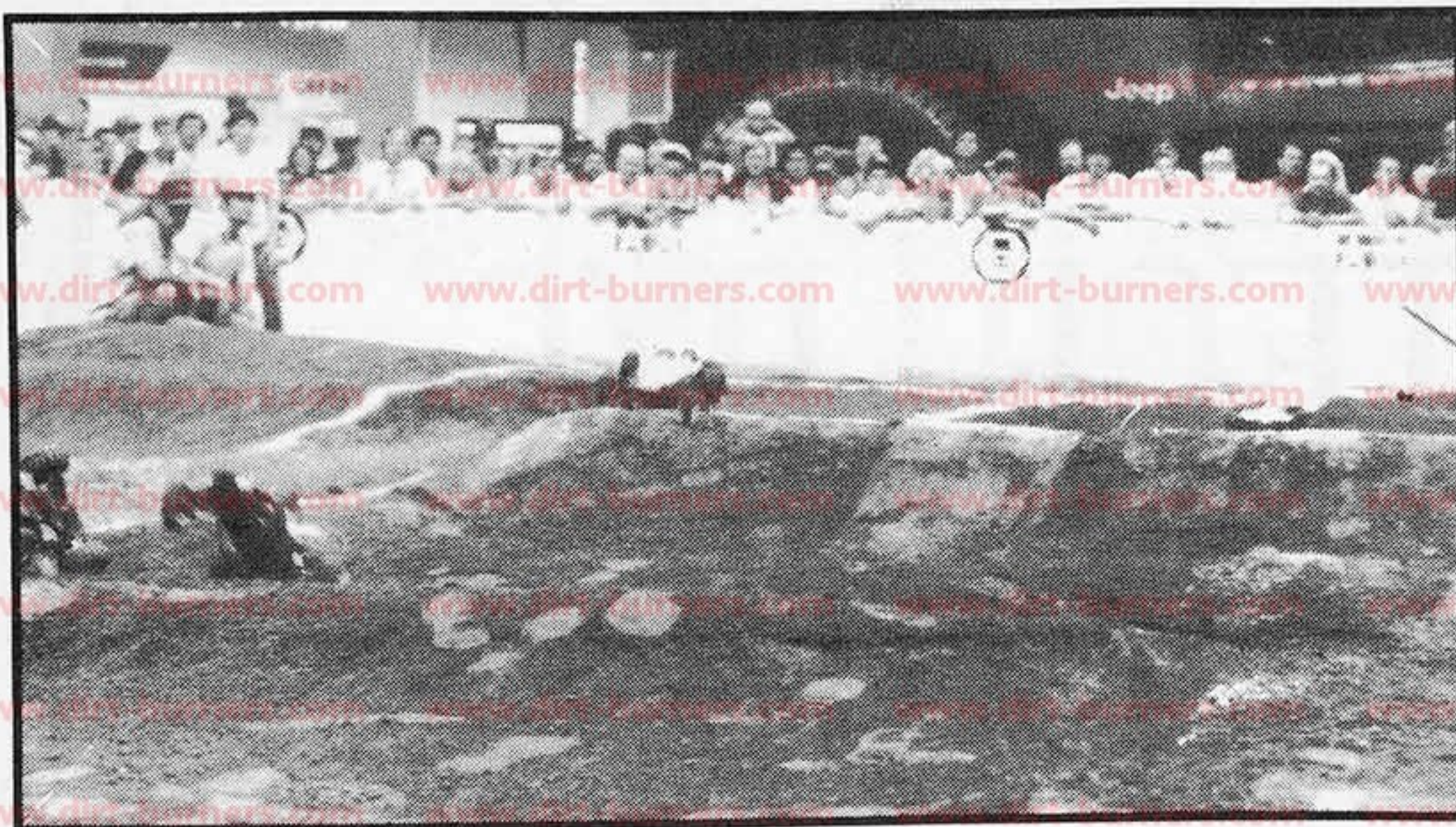
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Three-dimensional scales — in foreground, 1/10th scale off road buggies doing their thing. In the middle, people (normal scale) watching the racing and in the background the "ultra-large scale" Jeep (air balloon) on display at the show.

Ron Auld — Heavy Metal F Main
 Keith Davis — Heavy Metal G Main
 Randy Anthony — Heavy Metal H Main
 Dave Mahew — Heavy Metal I Main

This event was sponsored by MRC/TAMIYA, as previously mentioned, and it was also co-sponsored by M.I.P., C.R.P., PRO-LINE and AIR-TRONICS. SPEED AND SPORT sponsored the Concours trophies.

There was a "Celebrity Race" sponsored by Associated, Futaba and MRC, which featured six identical MRC Hornet cars. Among the celebrities racing were Ivan "Ironman" Stewart, off road champion, Team Toyota racer and winner of the recent Baja 500; Roger Mears, also Class 7 short-course champion driving for Team Nissan; Glenn Harris, recent winner of the Rosebowl Off Road Championships and Mazda's number one racer; Mickey Thompson, off road and short-course promoter and part owner of the SCORE SHOW; Sal Fish, president of



SCORE International and promoter of the famous Baja 500, Baja 1000 and Riverside Off Road World Championship races, and Lou Peralta, publisher of *R/C NEWS* and *ON-DIRT Magazine* and also an off road racer. Peralta won the celebrity race.

Those same cars used for the Celebrity Race, along with their Futaba transmitters and their Associated chargers, were given away at the end of the event in a drawing which was held among all those who raced in the two Tamiya Classes.

The return of radio controlled off road racing to the SCORE SHOW proved to be the hit of the weekend. We understand that next year's SCORE SHOW will revert back to only one hall, and there's the possibility that there may not be enough room for an R/C track. Your cards and letters to the SCORE SHOW people, telling them how much you enjoyed the race as a spectator and how much you would like to see it back next year, can do nothing but help. The address is: SCORE SHOW, P.O. Box 6819, Burbank, CA 91510.

Once again, congratulations to Butch Dunn, Ron Williams, MRC/Tamiya and all those who helped in putting on an excellent event.

•R/C•

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- ☐ 2WD Open (open mtr., 7-cell)
- ☐ 4WD Modified (stk motor, 6-cell)
- ☐ Heavy Metal (truck bodies only, 2WD or 4WD, open)

1/12 ELECTRIC:

- ☐ Modified Can Am Road Race (modified motors, 6-cell)

1/4 GAS OVAL:

- ☐ Open Bodies (asphalt)

1/8 GAS ROAD RACE:

- ☐ 2WD (GT or GTP bodies only)
- ☐ 4WD (Can Am)

1/8 GAS OVAL:

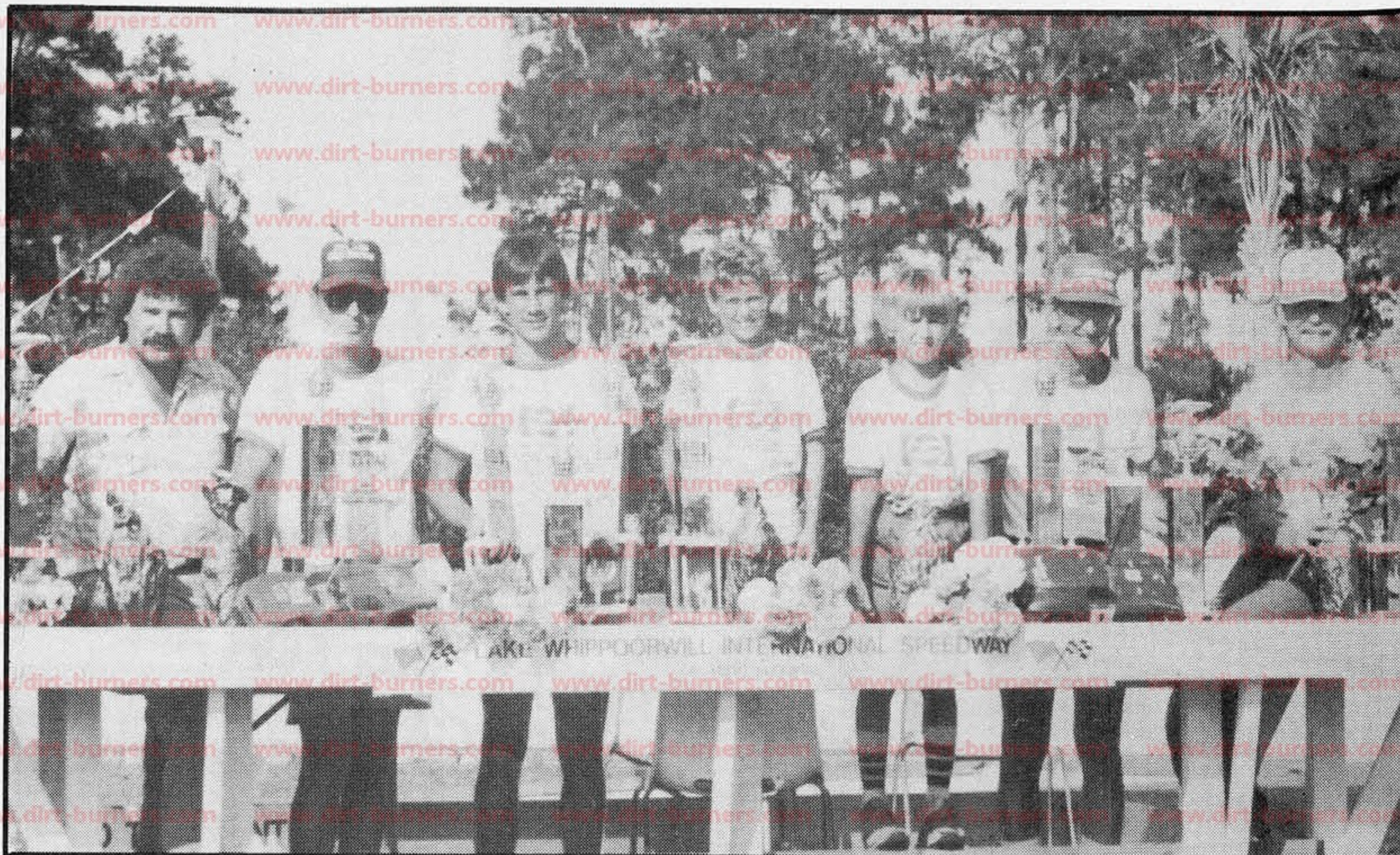
- ☐ Sprint cars W0 (only) on asphalt

ENTRIES OPEN AUGUST 1, 1986

FOR MORE INFORMATION CONTACT:

R/C NEWS, P.O. Box 411, Woodland Hills, CA 91365 - (818) 340-5750 - Entries open 8/1/86.

THE PEPSI MEMORIAL CHALLENGE



These racers took the Pepsi Challenge and came out A Main winners in their respective classes.



"C'mon already, it's not gonna stand on two wheels. Get over here so we can start!"

Story by M. C. Caldwell

Orlando, FL
June 6, 1986

When I received the call to cover the Pepsi Memorial Challenge Race at Lake Whippoorwill International Speedway, I had some reservations. After following the big cars, I didn't know if I was qualified to cover R/C racing. I had watched off road and 1/12 R/C racing, but I had never really understood the rules or the format.

I needed a break, and a few days in Florida with my family didn't sound bad, so I packed up and headed to Florida. I was not at all prepared for what I found when I got there.

After locating the Lake Whippoorwill Resort entrance that led through an orange grove, the first person I met was a smartly dressed guard who greeted me with a big smile who explained how to find the speedway. I drove through one of the most beautiful campgrounds I have ever seen. The entire resort is located on a beautiful lake. I could not help but notice the tall pines and all of the activities that were going on in the lake. As I drove through the park, I noticed a sign that read "Lake Whippoorwill International Speedway." I turned through the grove area



"I'm sorry Larry, you've got to put your car on the track like the rest of the drivers, you can't just run it under the lap-counter by hand."

again and there it was. What I saw was hard to believe. Here was a high banked oval with beautiful grass banks and tall palm trees circled the track. It was hard to believe the amounts of money that must have been invested just to race miniature cars.

After parking my car, I walked toward the facility and again found myself truly amazed. The pits completely surrounded the track. It was Saturday morning and the qualifying had already begun. The track announcer's voice boomed over the P.A.; he had the spectators' complete attention as he described the qualifying heats.

With the temperature being about 90°, I found myself thirsty, so I headed for the concession area to get something cool to drink. After quenching my thirst, my next business was to locate race director and owner Bob Hosch. I never expected to see so many people. Walking over to the first pit, I asked where I could find Bob Hosch, and he was pointed out to me. This guy really loves R/C racing, and he made me



"Just gimme the trophy, I don't want no kiss!"

seems the 1/12 boys beat the 1/10 guys pretty badly in the canoe race, I have never seen a bunch of guys have so much fun.

Monday, Memorial Day, I arrived at the speedway at 10:00 a.m. To my surprise, the place was completely packed with spectators and drivers. I decided to chat with a few of the drivers and found them to be quite nervous. One driver



Dan Powers, winner of the A Main, wished his girlfriend wasn't standing behind him so he could get a kiss from Miss Whippoorwill.



Second-place winner of the Bolink Stock Class Joan Foote got to pick out a trophy boy from the audience.

feel right at home. He gave me a grand tour of the complex. We first went to the drivers' stand and entered the lower half. This was the nerve center. It was air conditioned and housed a complete hobby shop which carried all of the parts a racer might need to keep his or her machine going. It was also the registration area for the drivers. The computer and lap counter were also located here. I met Bob's wife, Yvonne, and his son, Scott, and found that they truly loved what they were doing. A set of rules that would be regulating the racers and a program were given to me.

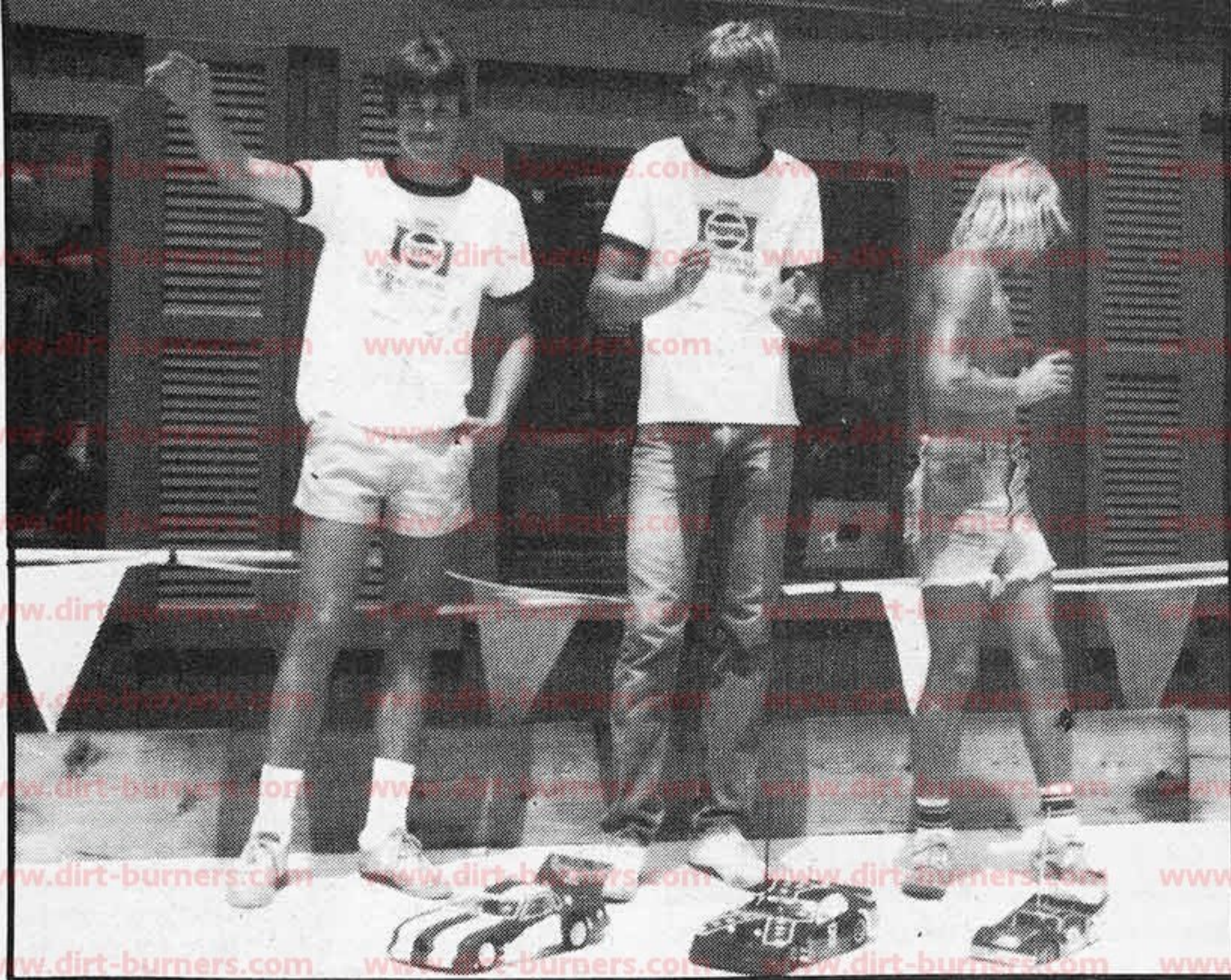
Next, Bob took me up to the drivers' stand. What a view! From the stand the drivers could see the entire track. Beyond, you could look out and see the lake with the sailboats, water skiers and campground.

It was getting close to 12:00 noon and Bob said that the drivers were taking a three-hour break to go to the lake for a swim and to cool off. It was also time for a canoe race between the 1/10 and 1/12 scale racers. Not wanting to miss this, I headed for the lakefront. Well it

who had spent the entire weekend at the resort and who had been racing R/C cars for over eight years, stated that he had never had as much fun at any racing event as at this one. It seems that the resort had given all the racers a special camping area and that they had partied all weekend. Saturday night the resort held a street dance and one of the teams had furnished beer for the drivers to enjoy. Sunday night the resort held Bingo for the drivers and their families. Some of the drivers and their families were sporting sunburns after spending the weekend on the lake. This may well become one of the largest R/C racing events, not to mention one of the largest parties!

At 11:00 a.m., the P.A. announced the arrival of the jump plane and that it was climbing to 10,000 feet. At 11:15 a.m. the sky divers were in the air with white smoke trailing from their boots, thus signifying the start of the festivities.

Bob Hosch then introduced each driver, telling where each was from. The drivers then placed their cars in a double row on the racetrack and proceeded to the infield. I was surprised to



Concours top three; (l-r) David Walker, Danny Walker, Rip Koepke, who's a bit camera shy.



It looks like David Walker, winner of both 1/12 Stock and 1/10 BoLink classes, got it right this year. Last year he kissed the trophy and took the trophy girl home!

learn that some drivers had come to Florida from as far away as Chicago, IL, as well as from all over the Southeast.

Miss Whippoorwill was then introduced to the drivers and fans. She had been hired by the speedway and flown in from Nashville, TN, where she is a model and works with the country western stars that perform at the Grand Ole Opry.

Dr. Ed Carney, the minister of a Baptist church in Kissimmee, FL, gave the invocation. The National Anthem was played while Ol' Glory flew in the breeze. The drivers were told that the first race would start at 12:30 p.m.

By this time, the drivers and pit crews were really getting nervous. Some of the drivers had been at the speedway all week and now they only had one shot at becoming the first Pepsi Challenge winner. I found myself getting excited after all of the pre-race activities.

At 12:25 p.m. the 1/12 Can Am cars were called to the line. At 12:30 p.m. Bob Hosch, in a very clear and booming voice, gave the signal, "Drivers start your engines!" and with this, the



"Hey where's the food? All I see is a bunch of batteries and motors!"



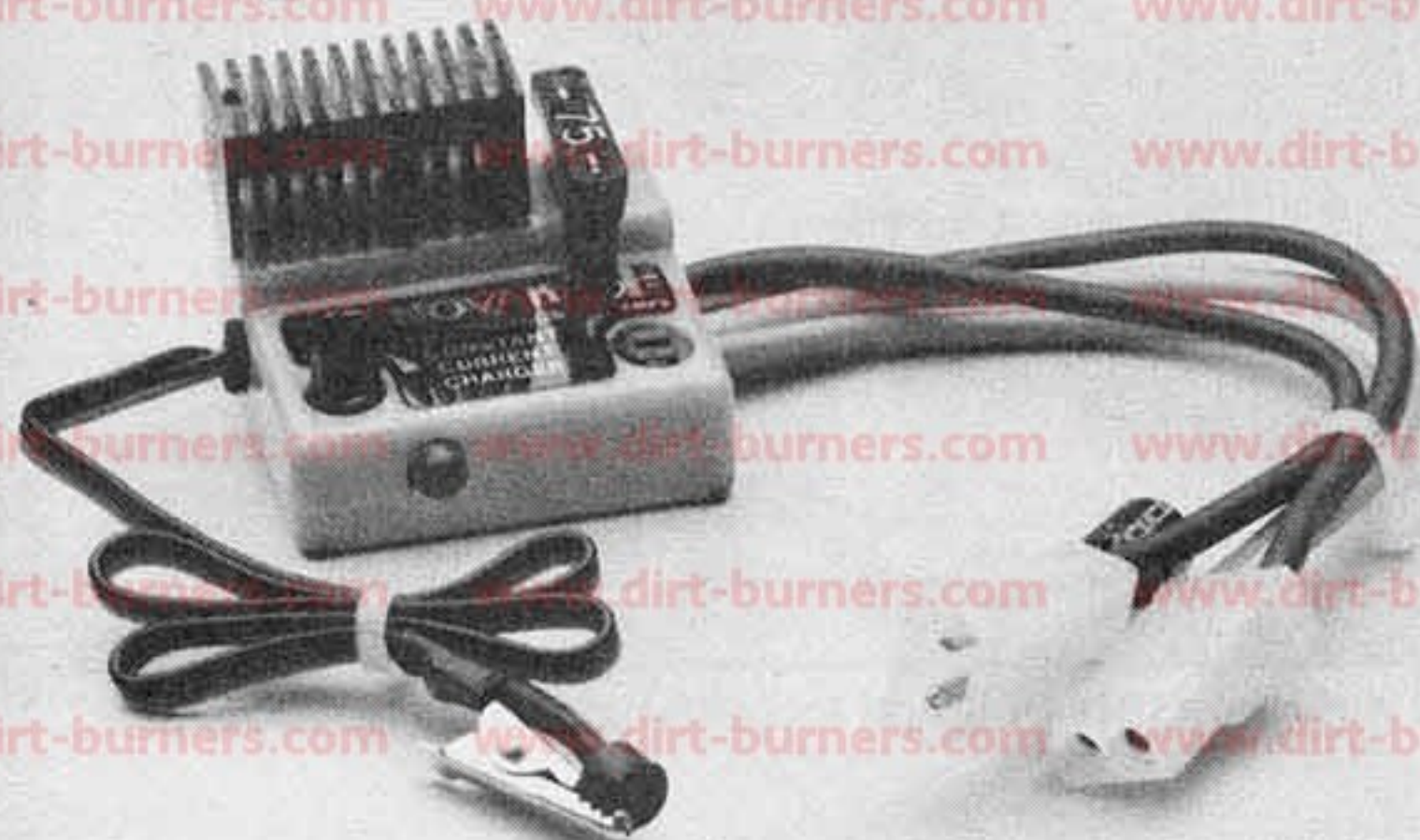
Mark Carney won first place in Early Modified Class. "Cool, I can give my dad the flowers for Father's Day!"

fast and in perfect condition.

After the Can Am racers ran their mains, the pace really picked up as the Grand National Stock cars took to the track. All of the lower class mains were run first. At 3:00 p.m. the feature A Mains were called to the line. I have seen great racing in my life, but this was some of the best I had ever watched.

At 5:10 p.m. the last race ended. Now it was time for the awards ceremony. Pepsi had not gone cheap on any of the trophies, as they were as nice as any I have ever seen. In fact, I don't believe I have ever seen this many trophies at any of the stock car races which I've attended. The T-shirts were even expensive, as pointed out to me by several of the drivers. Each of the winners was presented their trophy by Miss Whippoorwill, which also included a big kiss. The A Main winners were given trophies, roses and a big bottle of Pepsi which had been wrapped like a big bottle of champagne. I really thought it was champagne until John Waters, the winner of the Sportsman Stock Class, commenced

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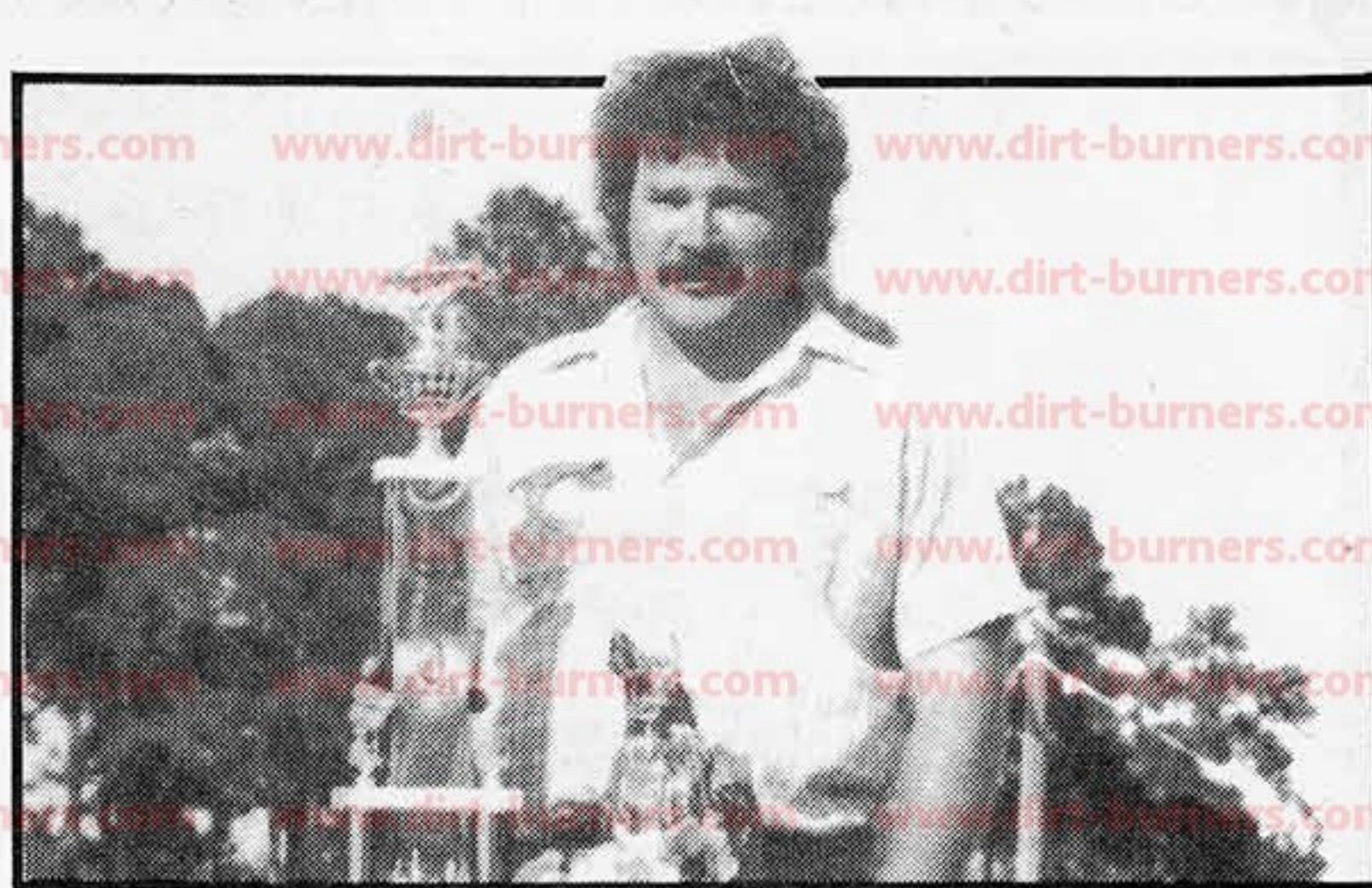


NES-1A

SAE FOR MORE INFORMATION



John Waters took first place in 1/10 Sportsman Class. It looks like his head is starting to swell already!



Bill McMahon rushed it and took first in the RC10 Class.

to spray his crew with hot Pepsi. This driver, like the rest of the winners, was one happy guy. Parma International and BoLink donated gifts that were given out as the "headache awards."

As I watched the drivers and fans lingering around the track, I could tell that they really hated to see the day end. I must say, as a fan of any type of car racing and one who has been involved in full-size car racing, that this race was as well planned as any that I have ever seen. One thing I know for sure, I'll be back next year to see the Second Pepsi Challenge!

RESULTS

WINNERS OF ALL A MAINS

GRAND NATIONAL EARLY MODEL STOCK:
1. Jason Rush BoLink/Trinity

2. Troy Younglove HotTricks/Trinity
3. Michael Gruews Associated/Trinity

EARLY MODEL MODIFIED:

1. Mark Carney BoLink/Parma-Yoko
2. David Jeffries BoLink/Checkpoint
3. Larry Marshall Associated/Kyosho

LATE STOCK RC10:

1. Bill Mc McMahon Novak/Trinity
2. Ed Parker Associated/Associated
3. Jim Seberry BoLink/Parma

LATE STOCK (BoLink):

1. David Walker HotTricks/Race Prep
2. Joan Foote BoLink/Race Prep
3. Bobby Warner Novak/Race Prep

SPORTSMAN STOCK — 1/10:

1. John Waters Victor/Parma

2. Dean Bocook Teeken/Trinity
3. Dave Jeffries Teeken/Trinity

LATE MODIFIED — 1/10:

1. Steve Swindle Teeken/Checkpoint
2. David Foote HotTricks/Kyosho
3. Donn Bryans Teeken/Checkpoint

LATE STOCK — 1/12:

1. David Walker Associated/Race Prep
2. Fred Spurlock Novak/Trinity
3. Rick Differt Associated/Trinity

CAN AM

1/10 STOCK:
1. Dan Powers
2. Bill Colvard
3. Ed Ronshausen

1/12 STOCK:
Tim Fuller
James L. Fitch
John Robinson II

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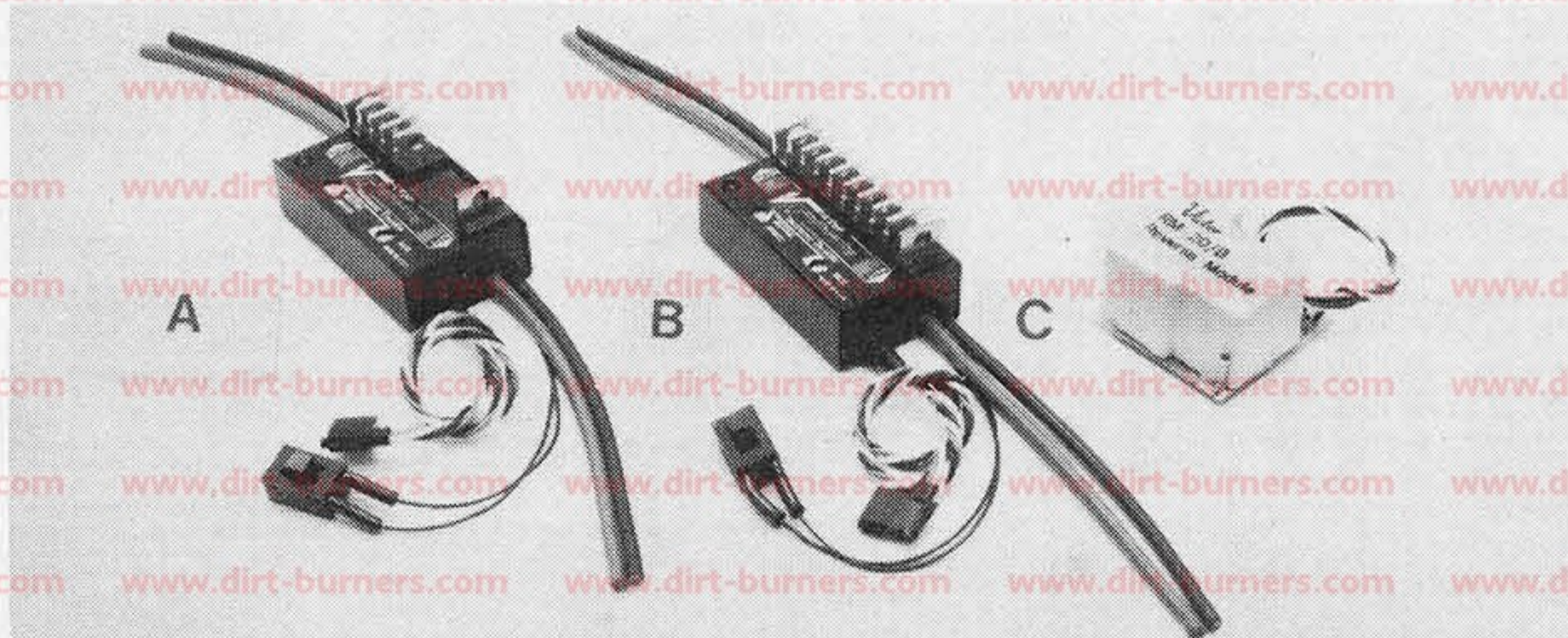
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VIC-3	A	Extremely Efficient	typ. 0.004 V/A	4 to 10	160 Amp	1.0 oz.	1 x 1.9 x .5	\$139.95
VIC-4	B	Ultra Efficient	typ. 0.002 V/A	4 to 10	300 Amp	1.3 oz	1 x 1.9 x .5	\$179.95
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ANTIOCH RACEWAY...1st OVAL SERIES



Opening Day at Antioch Racetrack (top). Hey! Somebody stop that guy from throwing that little kid off the drivers' stand!
(Above photo) This used to be an asphalt track at the beginning of the day!

Story and photos
By Bob Messer

Antioch, CA
May 1986

Good attendance and well-run races, along with a special addition to the racing format, made Antioch R/C Raceways' initial full-bodied oval series a smashing success! Points lists were kept up and posted weekly by Antioch R/C Raceways driver Bob Messer. These lists gave drivers something to look forward to as they could check their standings every week before racing.

This new track is jam-packed with everything it takes to make a great racing facility, including a hobby shop, AC power, snack bar, 1.5 acres of parking, and grandstands for the spectators. It even has the convenience of being located next to the Antioch Airport, which provides easy access for out-of-towners who would like to fly in and race! The track features 1/10 oval and 1/10 off road, with plans for a 1/8 off road and 1/12 on road tracks to be built in the near future.

The opening race saw 120-plus drivers, with a minimum of 60 drivers per race, every race, since opening day! Not bad for a track that just opened six weeks ago with the only advertisement being by word of mouth. Jack Hanson is the highly-devoted owner, and for that reason, the track has nowhere to go but up.

Trophies go to all drivers who compete in four of the five-week races. Jack vows to make this



which saw Team Antioch R/C Raceway driver Bob Messer take the championship away from the Stock dominator, Mike Shrode, by one point, leaving Dave Krider to finish in third. This class was so close that there were five different winners and no repeat winners throughout the series. What made this class interesting was that four different drivers *could have* won the championship on the last week. Bob Messer, however, was hospitalized for the last race. But luck stayed with him, as the other drivers came up a little short.

The next event planned for Antioch is the two-day 1/10 Off Road Championships which is expected to draw 120-150 drivers from all over. The popularity of this track is evident as it draws people from as far away as Sacramento, Stockton, San Jose, south San Francisco, and many other towns in California. If you're not familiar with the area, all of these towns are at least 60 miles away, which is proof that the facility is definitely a driver-pleasing track.

It is planned to have a 2WD Sprint Car Class in the next series. This should prove exciting,

This must be one of those new European-spec tires they're talking about using for off road.

the best track in Northern California by giving trophies or plaques in all off road main events on weekends, and weeknight low-entry-fee ribbon races.

The Tamiya Class was a class that started out slow, but by the end of the series it was a class that had tripled in participants, showing plenty of promise. Manuel Rodrigues was the first Tamiya champion, finishing three points ahead of Steve Mann, with Joe Buccalatto coming in third. Manuel drives from Stockton twice a week to race at Antioch R/C Raceways, so it was a well-earned and long-traveled championship.

The 4WD Class ended in a tie between Lauren Shriver and David Munar, each with 397 points. But David Munar was awarded the win through the track's tie-breaker system. Third place went to Rick White.

The 4WD Modified Class saw Rick White beat out Gary Reynolds by four points at the end.

The 2WD Stock Class was dominated by Mike Shrode who, in the five-week series, managed to rack up three wins and two second places. Dave Krider finished second and Gary Misbach, a newcomer to R/C racing, finished third.

The closest class was the 2WD Modified,



Shown above is the repair shop and the gas station (a.k.a. the snackbar)

as we will see the most competitive class running open-wheeled and side by side.

RESULTS

2WD MODIFIED:

1. Bob Messer	389 pts.
2. Mike Shrode	388
3. Dave Krider	387
4. Mike Schluter	386
5. Randy Crane	380
6. Doug Hembroff	361
7. Mark Beringer	361
8. Rusty Race	353
9. Phil Gordon	347
10. Ed Beringer	344
11. Richard Rodrigues	338

2WD STOCK:

1. Mike Shrode	399
2. Dave Krider	385
3. Gary Misbach	380
4. Doug Hembroff	379
5. Mike Schluter	369
6. Ken Siler	367
7. Jeff Del Chiaro	366
8. Phil Gordon	364

TAMIYA (PRODUCTION):

1. Manuel Rodrigues	395
---------------------	-----



Along with trophies and hats, saltine crackers were also given out as consolation prizes.

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Jack Hanson, "I swear I thought that car was an R/C, it clear tore off the bottom of my flag!"

2. Steve Mann 392
3. Joe Buccalatto 387

4WD STOCK:
1. David Munar 397
2. Lauren Shriver 397
3. Rick White 393

4WD MODIFIED:
1. Rick White 399
2. Gary Reynolds 395

•R/C•

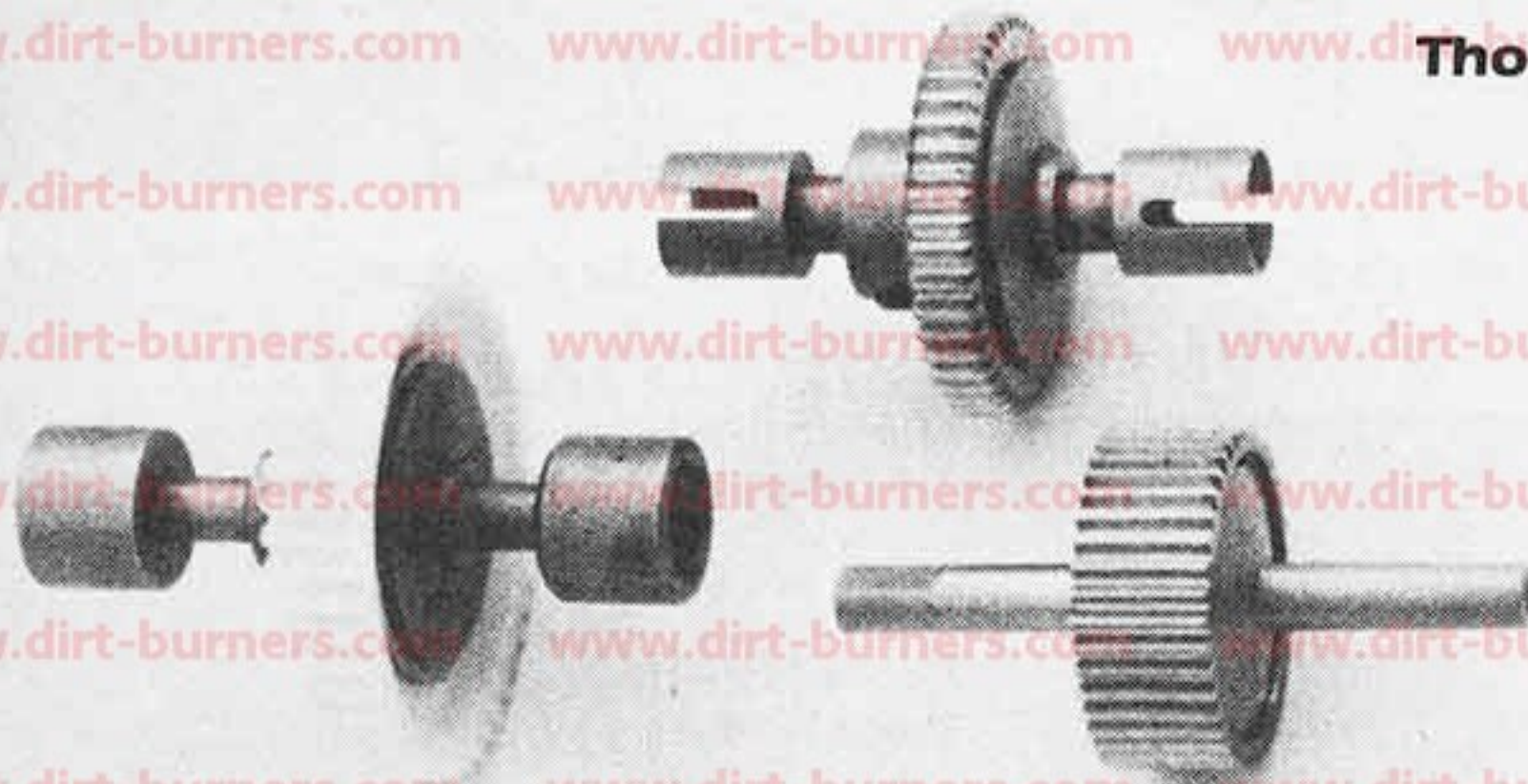
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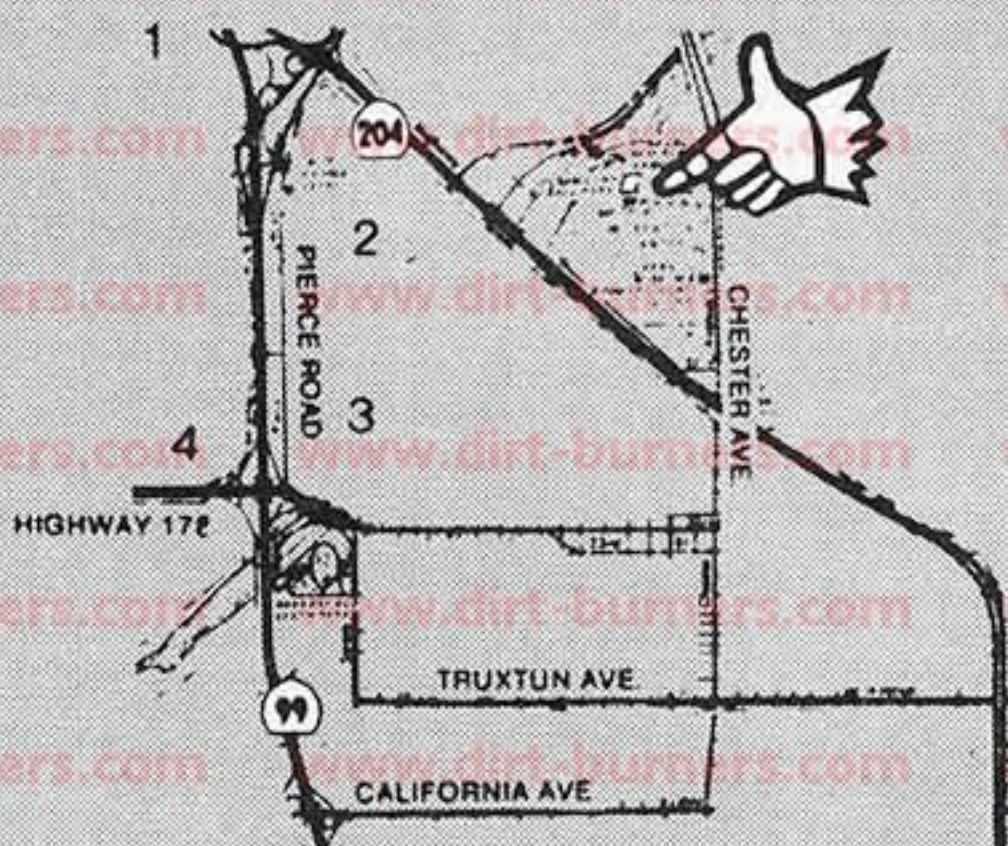


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RICHMOND

R/C CLUB

Richmond, VA
May, 1986

THE SPOTLIGHT

Twenty-three-year-old Hunter Davis is the leader of the Coca-Cola gang. Hunter is employed by Coca-Cola as a vending machine mechanic. Ironically, the very company that puts food on his table was instrumental in Hunter entering the expensive hobby of R/C racing. Hunter discovered R/C racing when he delivered a vending machine to B&H Hobbies. Being a long-time race enthusiast, Hunter couldn't get his hands on a new BoLink quick enough. In addition to racing, Hunter enjoys hunting, tiddly winks, and jumping rope.

Hunter's car seems to have a propensity for going in small circles, as he easily captured the 1985 Summer Indoor Series. However, Hunter is no slouch on the super speedways, as he claimed the Club's Rookie-of-the-Year award in 1985 and finished in the top ten in the points battle.

ACADEMY AWARDS

Revenge of the Nerds — featuring this year's slate of officers.

A Private Affair — the story of whatever happens at various locations around the track when the science museum's bathroom is closed.

TECHNICAL TIP

Did you ever try to roll an egg across a table? Needless to say, it doesn't roll very well. The same can be said about the tires on your R/C racer if they are not properly balanced. The centrifugal force on the heavier side of the tire makes it act just like an egg.

It's easy to balance front tires. Place the mounted tire on the axle and the heavier side of the tire will end up at the bottom. Insert shortened straight pins in the tire at the wheel until the assembly does not rotate by itself. A



(Top photo) "Oh my God! Lookout for that big head in the middle of the track!" Larry Broughman (above) receiving his trophy from Rhonda Pond. And here I was thinking poor Larry sure does make an ugly trophy girl!

commercial balancer has to be used for the rear tires.

Balancing your tires will improve the handling of your car, as well as keep nuts and bolts from vibrating loose.

TALADEGA, VIRGINIA?

The science museum in Richmond, VA, is truly the mecca for NASCAR racing on the East Coast. Five car types and a countless number of motor types were represented at the first modified Nascar event of the season on May 4.

While Bobby Allison was winning the Talladega 500 in Alabama, Jerry Pond was winning the Virginia version. The A Main front row, which consisted of Pond and Charles Smith, quickly pulled away from the rest of the field. The two combatants battled the slippery track and each other for the first seven minutes as the lead was swapped fifteen times! Finally, Pond slithered past Smith coming out of the fourth turn and eased away for a one-lap victory. Ron Birchhead drove a steady race and finished third behind Smith.

The B Main looked more like a demolition derby than an oval track race. Only Warren Darby escaped without severe damage. Bill Johnson lost a front wheel early in the event and limped along to claim the second spot, eight laps behind Darby. Larry Broughman's Miller American Buick suffered major body damage. However, his problems were less serious than those ex-

perienced by Bruce Cole, Allan Cole and Rhonda Pond, which allowed him to finish third.

In the C Main, Shilo Goracoff from Alexandria, VA, held off Sportsman drivers Ray McMurray and Glen Brewer to capture the victory.

The Goody's Headache Award goes to race director Bennie Wilkerson. This was Wilkerson's first event as race director, and as luck would have it, the automatic scoring machine was not available! Hang in there, Bennie, things will get better!

RESULTS

A MAIN:

1. Jerry Pond (Assoc.) 46 laps
2. Charles Smith (Mach I) 45
3. Ron Birchhead (Assoc.) 41
4. Bill McDonald (Mach I) 36
5. Bonnie Wilkerson (Mach I) 35
6. Troy Ayers (BoLink) 14

B MAIN:

1. Warren Darby (BoLink) 44
2. Bill Johnson (Assoc.) 36
3. Larry Broughman (Schumaker) 34
4. Bruce Cole (BoLink) 24
5. Allan Cole (Mach I) 22
6. Rhonda Pond (Assoc.) 18

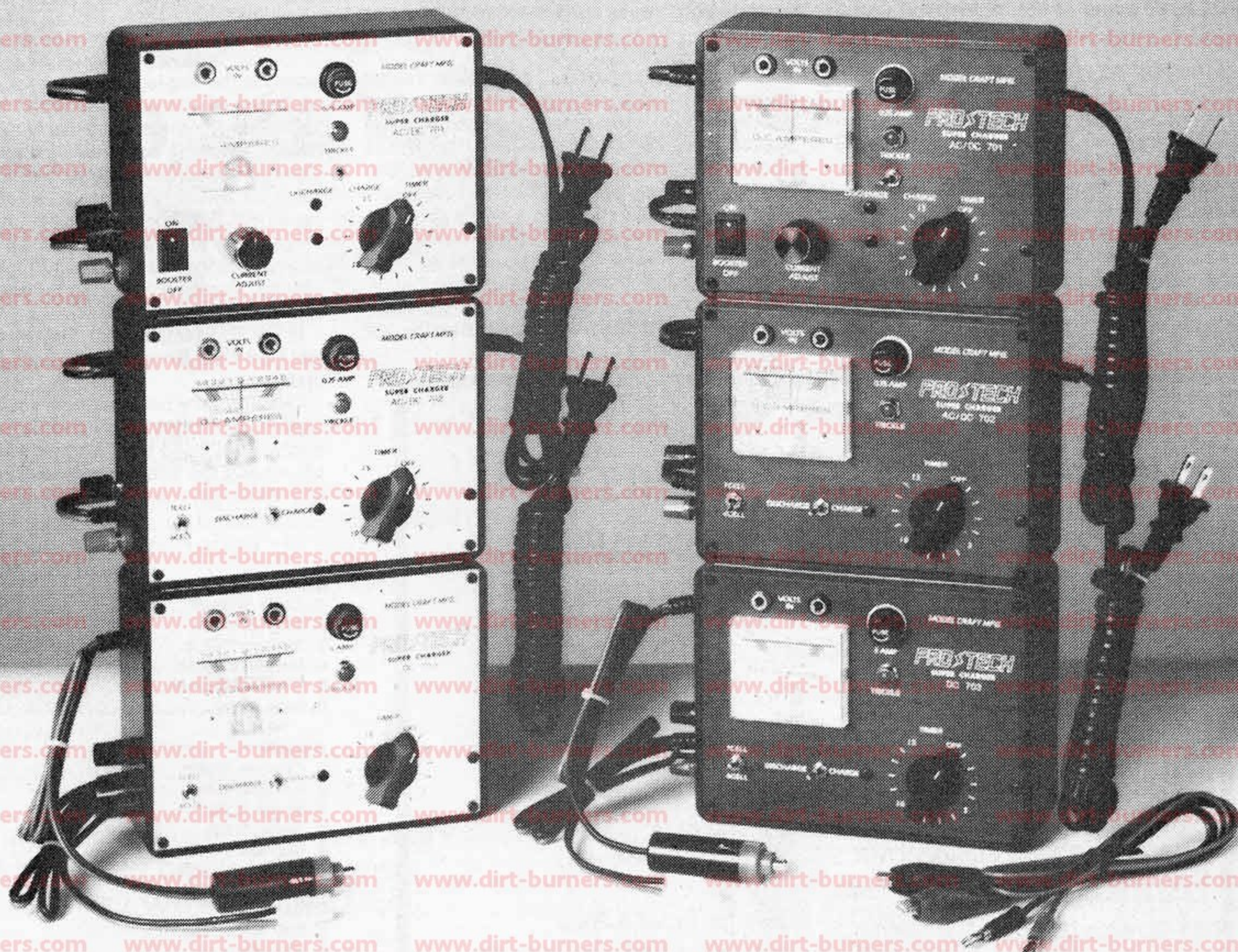
C MAIN:

1. Shilo Goracoff
2. Ray McMurray (Sportsman)
3. Glen Brewer (Sportsman)
4. Pete Petry
5. Jack Ayers
6. Eric Coppage (Sportsman)

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Pictured above (left) is race director, Bennie Wilkerson. Why don't you try putting the bullhorn to your mouth, Bennie, it works better that way! Here's some of the high-speed Can-Am racing action. Yeah, but what's in the bag on the inside turn?

BLANTON RETURNS, WISNER WINS

Troy Blanton returned from a business trip in the Philippines just in time for the first Modified Can Am race of this still-young season. Race director Bruce Cole set up one of the most enjoyable tracks since the Region I Championships in 1984. It had just the right combination of turns and straightaways. Chris Wisner certainly found it to his liking as he captured his second victory of the season, although he was pushed by Blanton.

At the start of the A Main, Top Qualifier Wisner tangled with another car which sent his machine end-over-end in a wild crash that resembled Evil Knievel going berserk. By the time the car was righted, the pack was a half a lap ahead with dirtster Warren Darby holding a slim lead over Blanton. Wisner slowly started to pick his way through the field. First to fall prey to Wisner was Pete Petry. Wisner then proceeded to pass Wayne Warman, Ron Birkhead, and Darby. With about two minutes remaining in the race, Wisner moved into the lead when Blanton got

wormy in the dog-leg. Blanton easily outdistanced Darby for the runner-up spot.

Charles Smith grabbed the early lead in the B Main. Driving a consistent line and exhibiting superior speed, Smith stretched his lead to as much as two laps. However, southside teammates Bill Johnson and Bruce Cole put up a fierce battle to be on the same lap with Smith, only to have their batteries dump. Johnson made one last agonizingly slow lap to best Cole for the second spot.

In the Sportsman Class, Ray McMurray slipped past Glen Brewer on the last lap to remain undefeated.

"Having Troy back certainly made me drive harder!" exclaimed Wisner as he picked up his trophy. "I noticed Bob Wagner and Mike Coffey among the spectators. I don't understand why those guys didn't bring their cars!"

RESULTS

A MAIN:	
1. Chris Wisner	46 laps
2. Troy Blanton	44
3. Warren Darby	42
4. Ron Birkhead	41
5. Wayne Warman	40
6. Pete Petry	17

B MAIN:	
1. Charles Smith	
2. Bill Johnson	
3. Bruce Cole	
4. Jerry Pond	
5. Rhonda Pond	
6. Shilo Goracoff	

C MAIN:	
1. Ray McMurray	
2. Glen Brewer	

POINTS

1. J. Pond	365
2. R. Birkhead	355
3. B. Johnson	331
4. B. Cole	322
5. R. Pond	283
6. C. Smith	270
7. C. Wisner	200
8. B. McDonald	188
9. T. Blanton	185
10. B. Wilkerson	185

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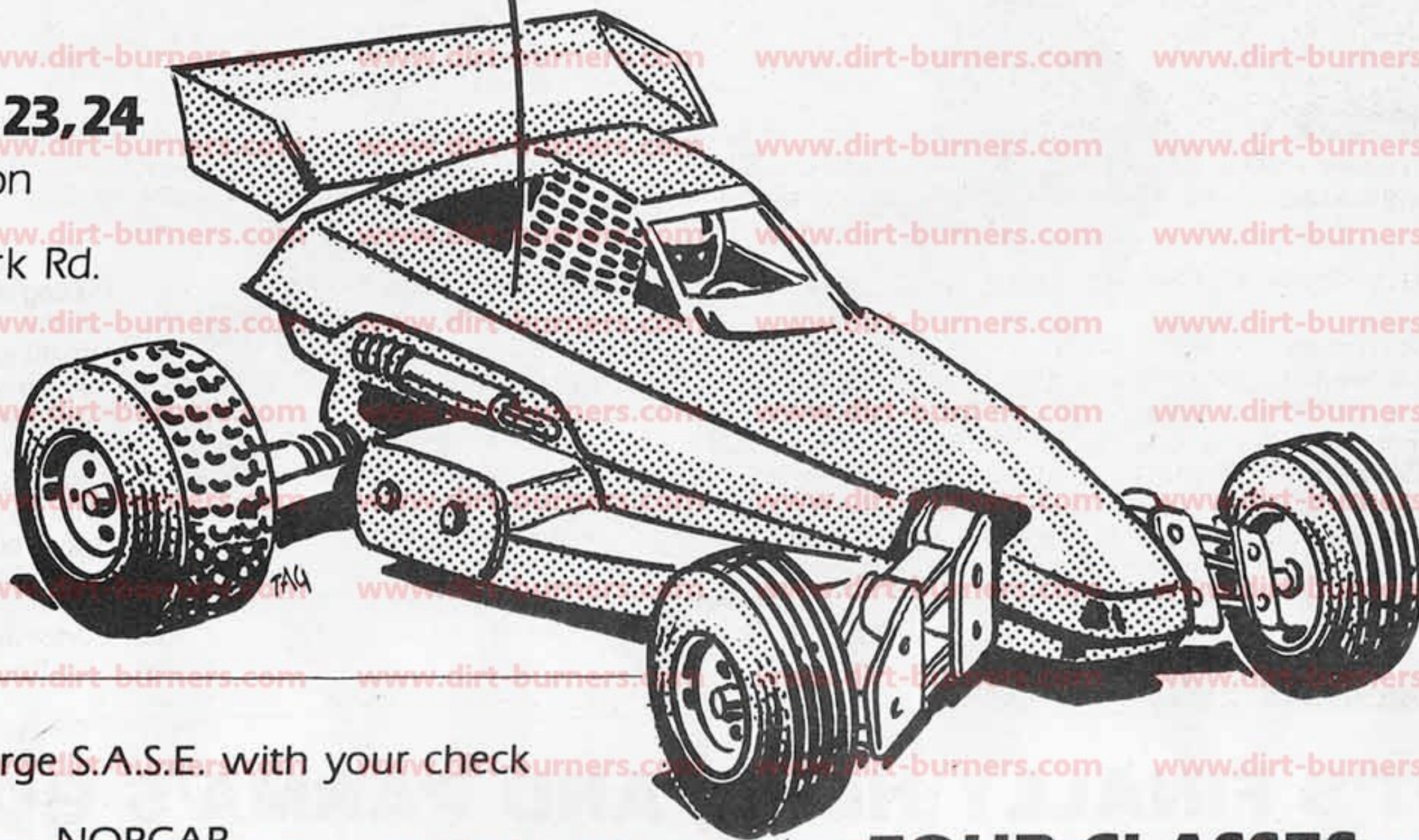
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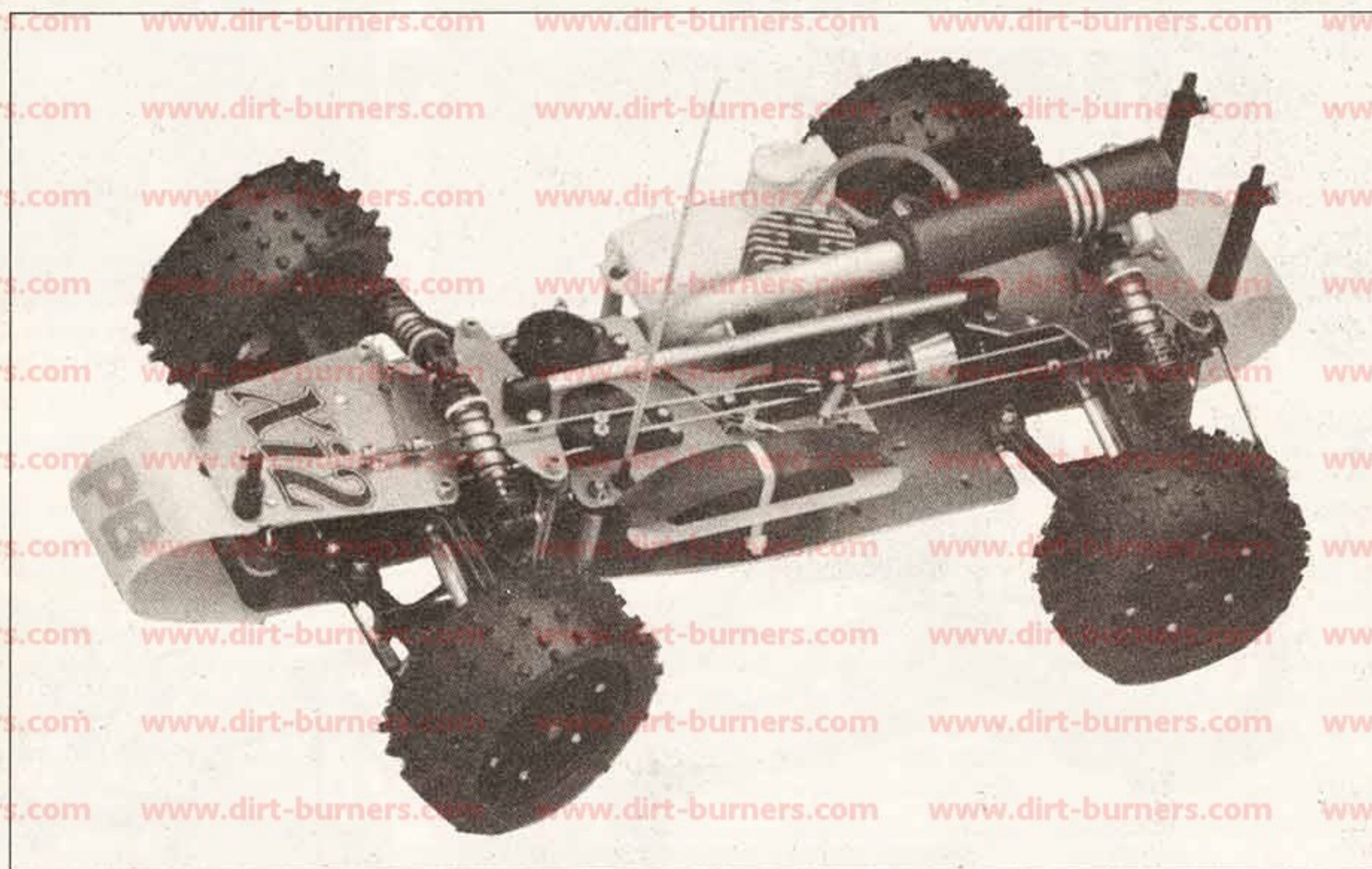
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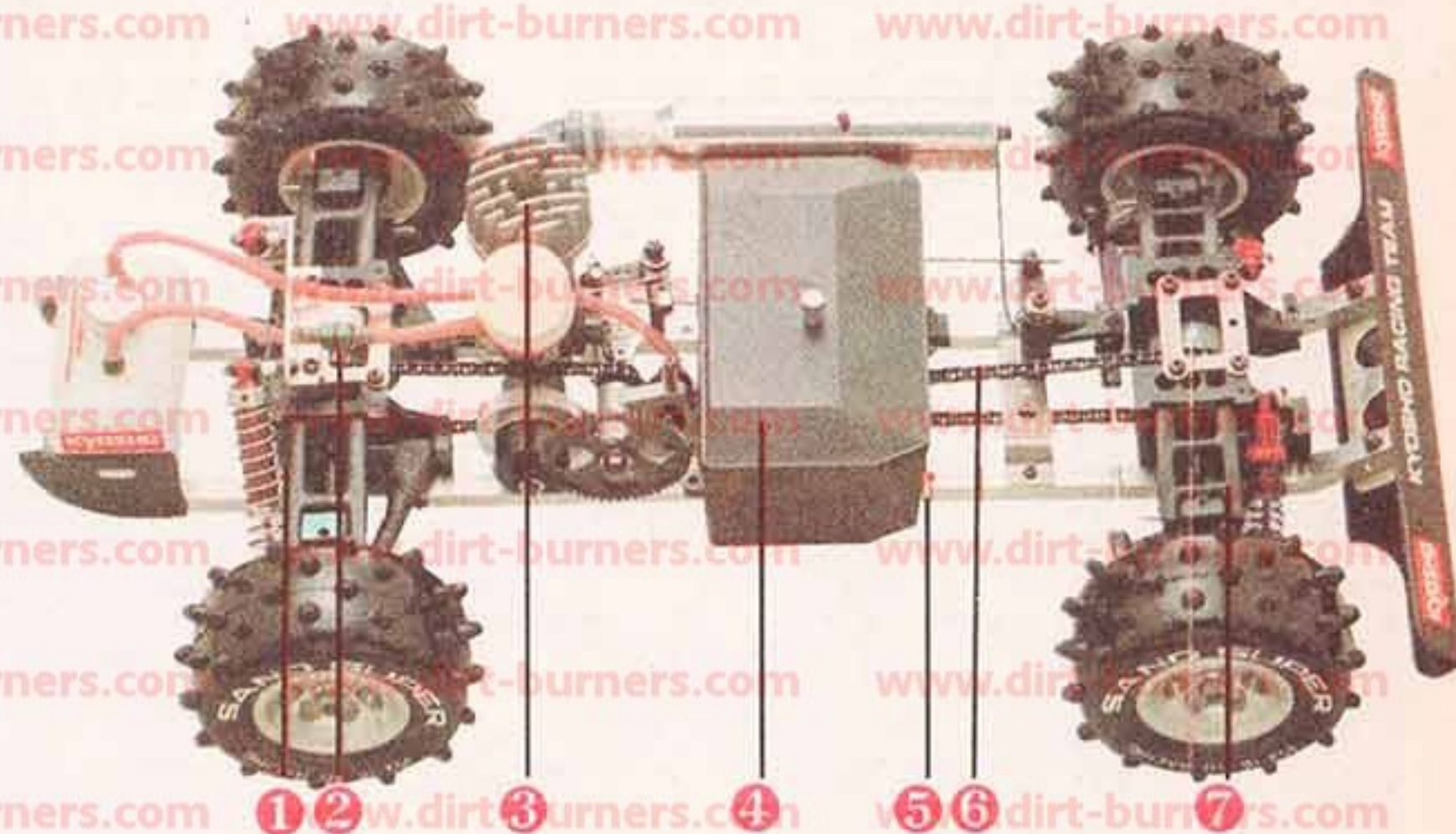
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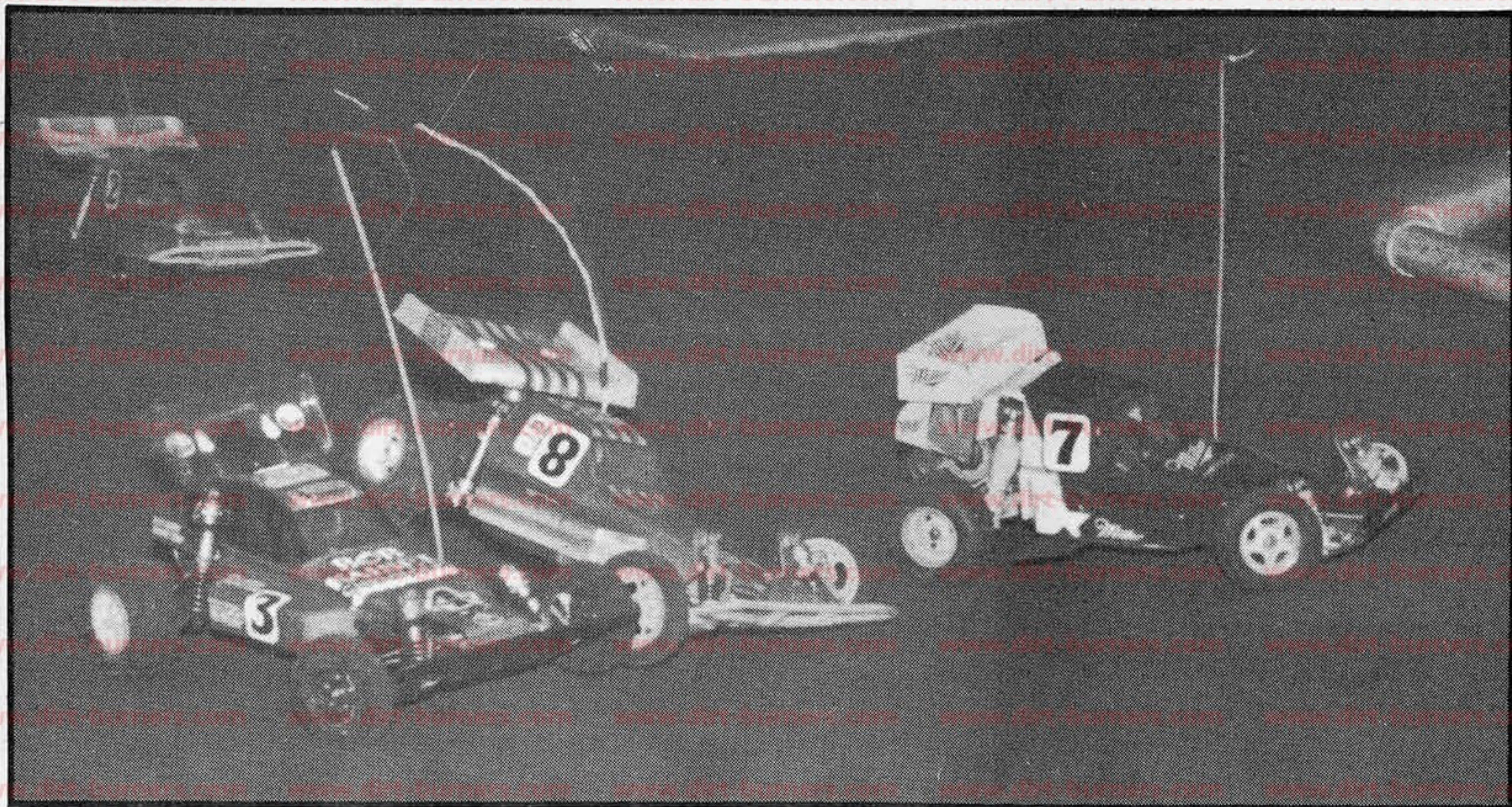


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R & R HOBBY RACEWAY OPENS



Now this is real off road racing, R&R Raceway style. Round 2 Qualifying — Rusty Kalser (3), Mike O'Brien (8), Dave Thompson (7) and Bill Gill (2).

Story and photos
By Larry Wright

The track had been soaking for a day, the parts inventory was doubled, the computer was fired-up and ready for action, and all that was left for the staff of R & R Hobby & Raceway to do was wait. The wait came to an end early Friday morning, March 21, when the first entries arrived at R & R Hobby & Raceway for the Grand Opening three-day race.

The doors were opened at 9 a.m., Friday

morning for practice, and within four hours, about 50 of the 80 registered drivers were in the pit areas wrenching with a skill that any professional pit crew would envy. Of the 80 drivers, many had traveled from afar, with the states of Kansas, Missouri, Iowa, Illinois, and Indiana being represented. Many clubs had a number of members attending, with a special award given to the club with the highest membership present. Thanks to all of the clubs for their support.

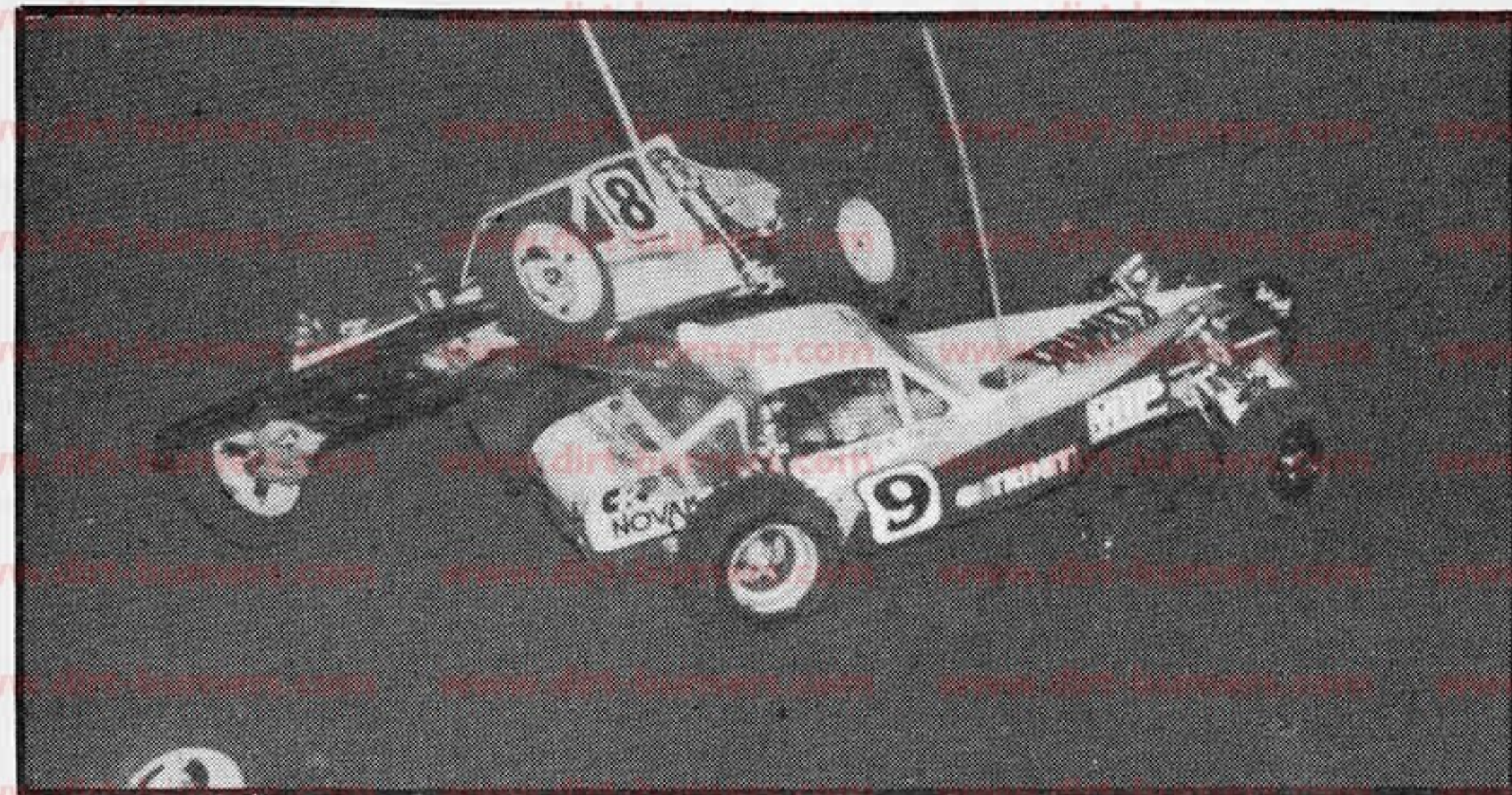
Practice session Friday was a lot of fun

because everyone was trying to go super-fast with killer motors, not yet realizing that the track was a true driver's track, and not a motor track at all. An exception to the rule was Jim Dieter of Joliet, IL, with his Trinity-powered Yokomo. From the moment he hit the track, Jim had everyone's attention. By now everyone was excited about qualifying on Saturday.

Qualifying started Saturday at 11:30 a.m. for the following classes: 540 Stock, 540 Pro Stock, 2WD Modified and 4WD Modified. In the 540 Stock Class, it appeared after the first round that Louie Quintero of Quincy, IL, was going to be hard to beat with a fast time of 14 laps in 4:09.6. Mike Shumaker, also of Quincy, was second with a 14 lap, 4:15.5, run. Jim Allen of Peoria, IL, ended up with third fastest time, at 13 laps 4:01.6. The stage was now set for the 540 Stock Class and everyone knew who to shoot for.

The 540 Pro Stock Class was really close between six drivers who were separated by only seconds. The top three in this class also ran fast times in the first round, with Bedford, IN, driver Brian Fields running 15 laps in 4:07.9. Doing their best to out-do Brian were Quincy, IN, drivers Raymond West and Louis Quintero, who were only one-tenth of a second apart with 14 laps, 4:02.5 and 14 laps, 4:02.06, respectively.

The 2WD Modified Class drivers had to work longer to reach their fast time, and in most cases, it took all three rounds. Louie Quintero was again in the hunt with a fast time of 15 laps, 4:08.8, followed by Mike Hanneman of Shelbyville, IN, with a 15-lap-4:12.4, and Rusty



Brian Fields and Berry Becketl couldn't seem to decide on which direction to go in the 2WD Mod qualifying heat.

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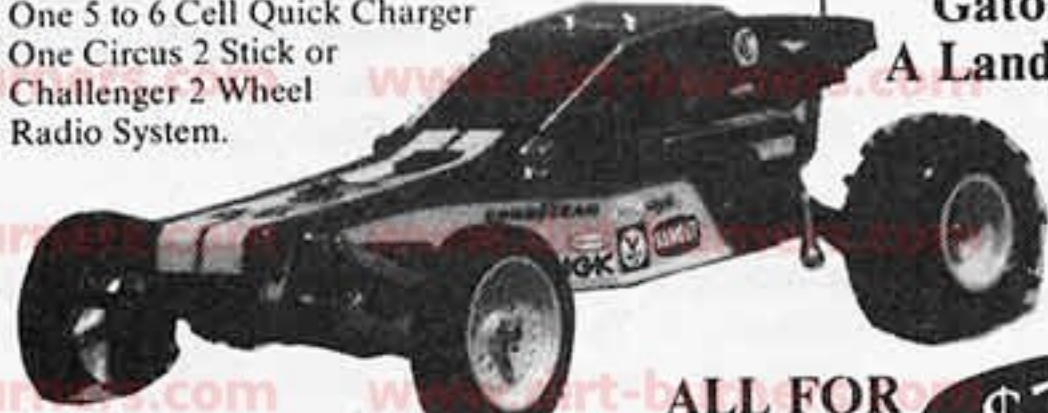
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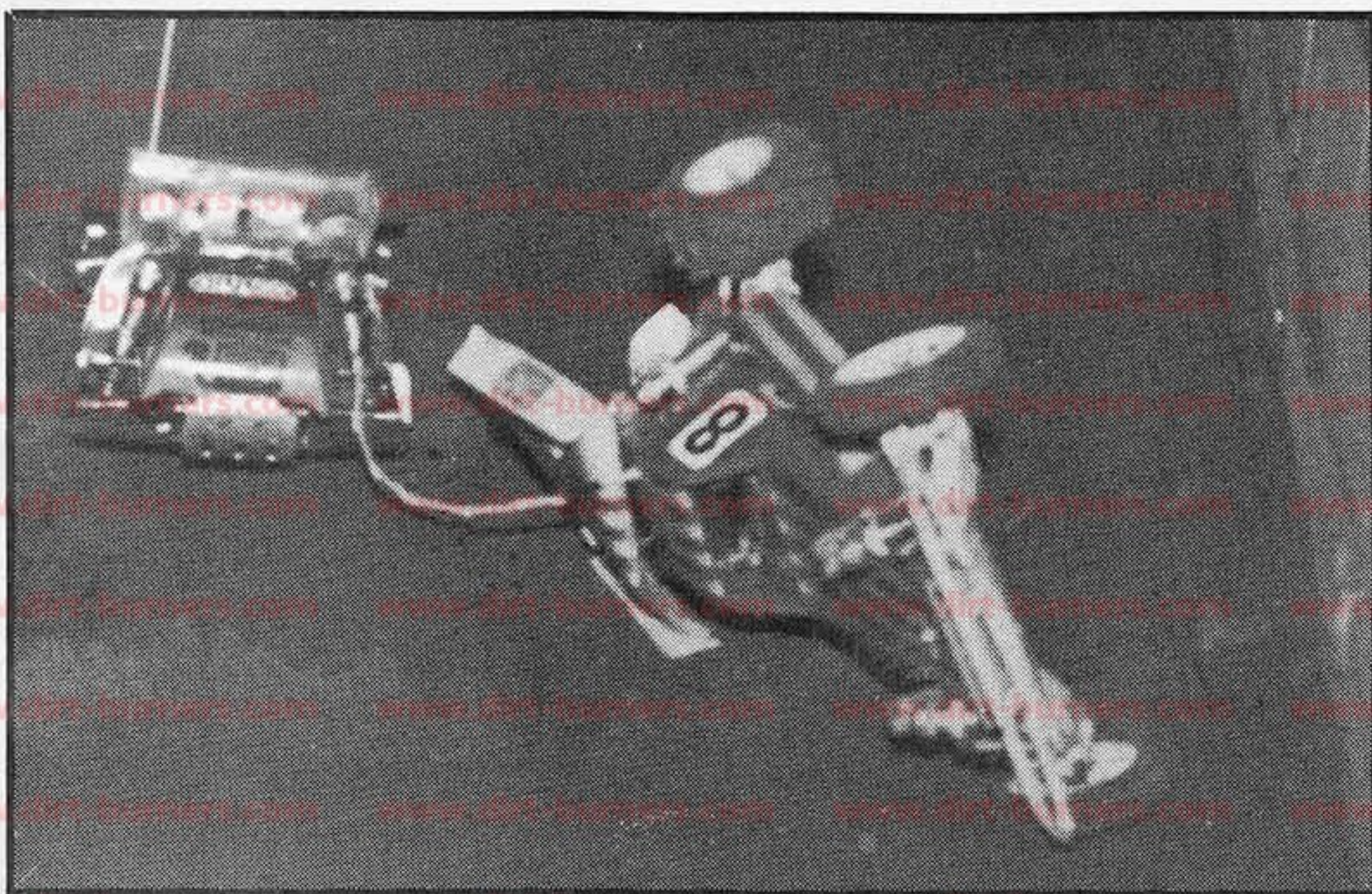
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Rusty Kaiser and Mike O'Brien battling it out, with O'Brien testing a controversial sideways driving position.

Kaiser of St. Charles, MI, with a 15/4:14.1.

Closing out the day of qualifying, and doing it in fine style, was the 4WD Modified Class. The talk of the day seemed to dwell on just how fast this class would go. Jim Dieter, at the conclusion of round three, finally answered the question of just how many laps could be run by turning a 17-lap 4:07.9 run. Don Meade of Plainfield, IL, had the second-fastest time with 16 laps, 4:12.2, and rounding out the field, from Elmhurst, IL, was John Koonce with 15 laps, 4:08.5.

With practice and qualifying now history, it was time for the mains, which got under way Sunday at 11 a.m. One of the most exciting races was the Pro Stock A Main. The computer buzzed and the race began, with Bernie Hoogstra grabbing a quick lead, followed by Walt Siemens, Michael Weast and Raymond Weast. Walt and Michael encountered problems, costing them each a couple of places. Brien Fields and Louie Quintero were running in contention for the lead behind Bernie. By the end of the third lap, Todd Tribbet made a demanding statement to the rest of the field by taking the lead, followed by Louie and Brien, in that order for the next six laps. Walt and Raymond both encountered unexpected problems on laps 10 and 11 and ended up being the on-

ly two DNFs of the race, which was unfortunate because these two were fourth and fifth fastest in their class. At this point in the race it was apparent that the race would be for second place, because Todd was in total control of the field with his RC10.

As might be expected to happen, when you are trying to catch the leader, the next thing you know, there is no more time left; and that's exactly what happened. This race was clearly for second place, with second through fifth places all turning in 14 laps, and all crossing the line within seven seconds of one another. Todd Tribbet of Joliet, IL, won easily with a 15-lap 4:15.3 run.

At the conclusion of the race, it was time for the awards presentation, with 14 of the hand-somest trophies ever seen. Trophies were presented for TQ in all classes and for the first three places in all the A-C Mains, and Concours, as well as for the "Club With the Most Attendance" and "the Most Miles Traveled." All was over by about 6:45 p.m. and everyone there seemed very pleased with the way the three days had gone.

Roy Weast, and the entire staff of R & R Hobby & Raceway wish to thank all who attended and raced, for their support. They hope to see all of you again soon. A special thanks

from Roy to: Autographics, Race Prep, Ranch Pit Shop, Speed & Sport, Airborne, and Horizon for their sponsorship support.

540 STOCK CLASS A MAIN: 1. David Croy - 13/4:13.5; 2. Jody Schroder - 13/4:17.0; 3. Todd Schumaker - 12/4:05.9; 4. Rusty Kaiser - 12/4:11.0; 5. Jim Allen - 11/4:08.8; 6. Louie Quintero - (TQ) 11/4:10.6; 7. Lance Siemens - 11/4:16.2; 8. Mike Schumaker - 6/4:11.5

540 STOCK CLASS B MAIN: 1. David Harblson; 2. Doug McDaniel; 3. Bill Gill; 4. Chad Siemens; 5. Tim Wlemelt; 5. John Kenny; 7. Larry Boggs; 8. Jeremiah Latour.

540 STOCK CLASS C MAIN: 1. Mike O'Brien; 2. Jan Allen Knobbe; 3. Bridgett King; 4. Glenn Harblson; 5. Trent Brendel; 6. Ryan McClean.

540 PRO STOCK CLASS A MAIN: 1. Todd Tribbet - 15/4:15.3; 2. Louie Quintero - 14/4:08.2; 3. Brian Fields - 14/4:13.7; 4. Bernie Hoogstra - 14/4:14.6; 5. Michael Weast - 14/4:15.8; 6. Bernie Feverstein - 13/4:03.4; 7. Raymond Weast - DNF; 8. Walt Siemens - DNF.

540 PRO STOCK CLASS B MAIN: 1. Rick Foster; 2. Ken Schueler; 3. Mike Bratton; 4. Dan Sutton; 5. David Harblson; 6. Larry Wright; 7. Don Beckler; 8. Dr. Louis Quintero.

540 PRO STOCK CLASS C MAIN: 1. Ken Pepe; 2. Eric Meyes; 3. Rusty Kaiser; 4. Dave Thompson; 5. Mike Schumaker; 6. Mike Crane; 7. Jeff Hyatt; 8. Darin Wike; 9. Larry Boggs.

540 PRO STOCK CLASS D MAIN: 1. Larry Boggs; 2. Dax Moss; 3. Bob Moss; 4. Bob Thompson; 5. Mike O'Brien; 6. Gary Adams; 7. Tabatha Moss; 8. Glenn Harblson; 9. Rich Koppelman.

540 PRO STOCK CLASS E MAIN: 1. Rich Koppelman; 2. Bill Gill; 3. Greg Garrison; 4. Craig Wilson; 5. Tim Wlemelt; 6. Clint Cosner; 7. Mike Willis; 8. Terry Neff; 9. Mike Judy.

TWO WHEEL MODIFIED A MAIN: 1. Louie Quintero - 14/4:04.3 (TQ); 2. Ken Pepe - 14/4:10.9; 3. Bernie Feverstein - 14/4:17.3; 4. Jim Dieter - 14/4:18.1; 5. Greg Brown - 13/4:18.1; 6. Roger Stark - 12/4:07.0; 7. Mike Hanneman - 12/4:09.7; 8. Rusty Kaiser - 12/4:14.4.

TWO WHEEL MODIFIED B MAIN: 1. Todd Tribbet; 2. Walt Siemens; 3. Bernie Hoogstra; 4. Larry Boggs; 5. Dan Sutton; 6. Brien Fields; 7. Tim Wlemelt; 8. Don Meade.

TWO WHEEL MODIFIED C MAIN: 1. Mike Bratton; 2. Schueler; 3. Louie Quintero; 4. Dax Moss; 5. Berry Bechtel; 6. Bob Thompson; 7. Bob Moss; 8. Rob Schubert; 9. Mike O'Brien.

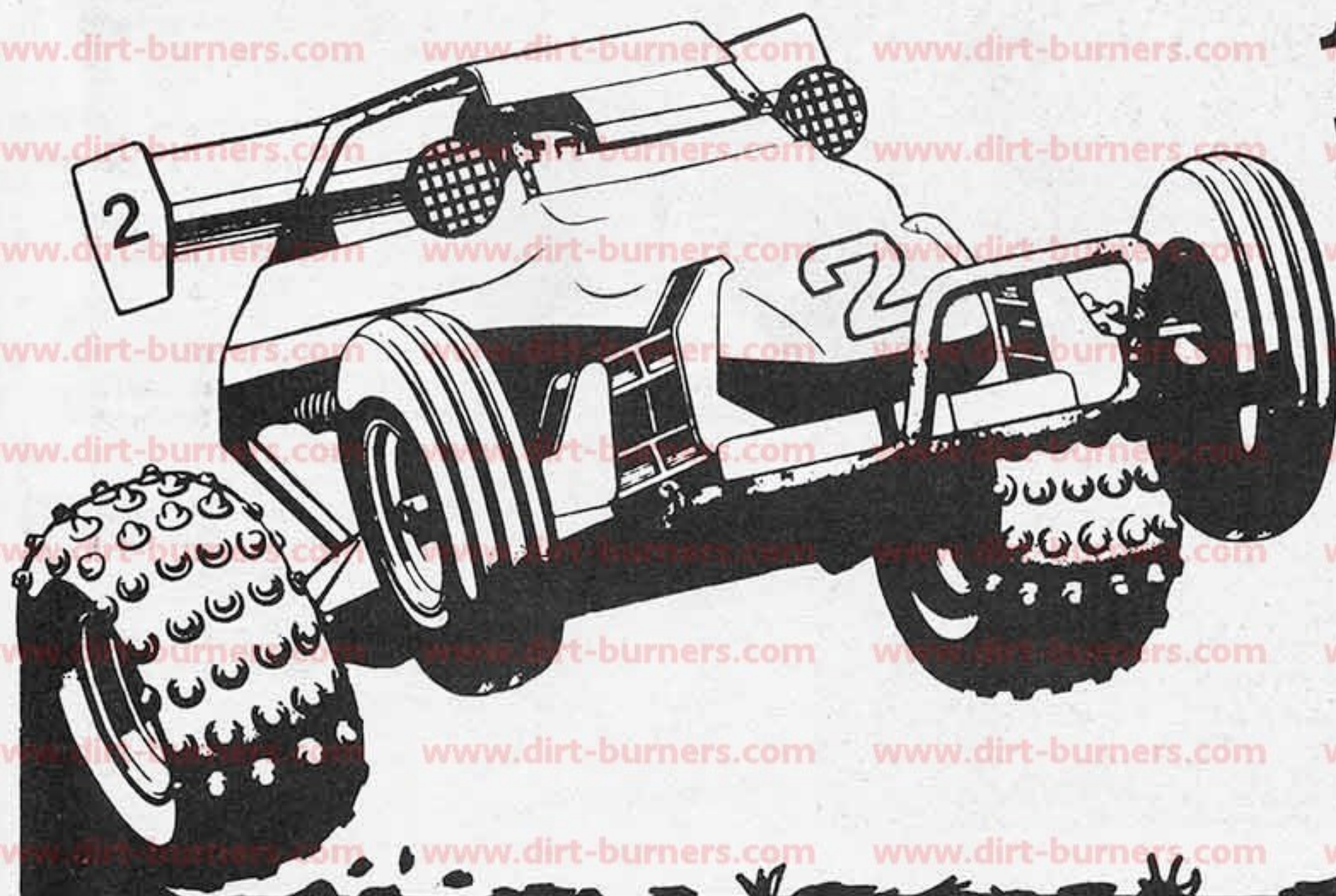
TWO WHEEL MODIFIED D MAIN: 1. Dax Moss; 2. Raymond Weast; 3. Dave Thompson; 4. Gary Adams; 5. Michael Weast; 6. Adrian Perry; 7. John Kenny; 8. Jason Klecker; 9. Dave Thompson.

TWO WHEEL MODIFIED E MAIN: 1. Michael Weast; 2. Rich Koppelman; 3. Butch Foster; 4. Mark Redler; 5. Scott Zeman.

FOUR WHEEL MODIFIED A MAIN: 1. Jim Dieter - 16/4:00.7; 2. Don Meade - 15/4:09.8; 3. Greg Brown - 15/4:10.8; 4. Ken Schueler - 14/4:08.4; 5. Brad Hoehn - DNF; 6. John Koonce - DNF; 7. Bernie Feverstein - DNF.

FOUR WHEEL MODIFIED B MAIN: 1. Rusty Kaiser; 2. Phil Leonard; 3. Doug McDaniel; 4. Mike Mullens; 5. Rob Schubert; 6. Greg Garrison.

FOUR WHEEL MODIFIED C MAIN: 1. Archie Hunter; 2. Bill Gill; 3. Mike Judy; 4. Scott Zeman; 5. Larry Crisler.



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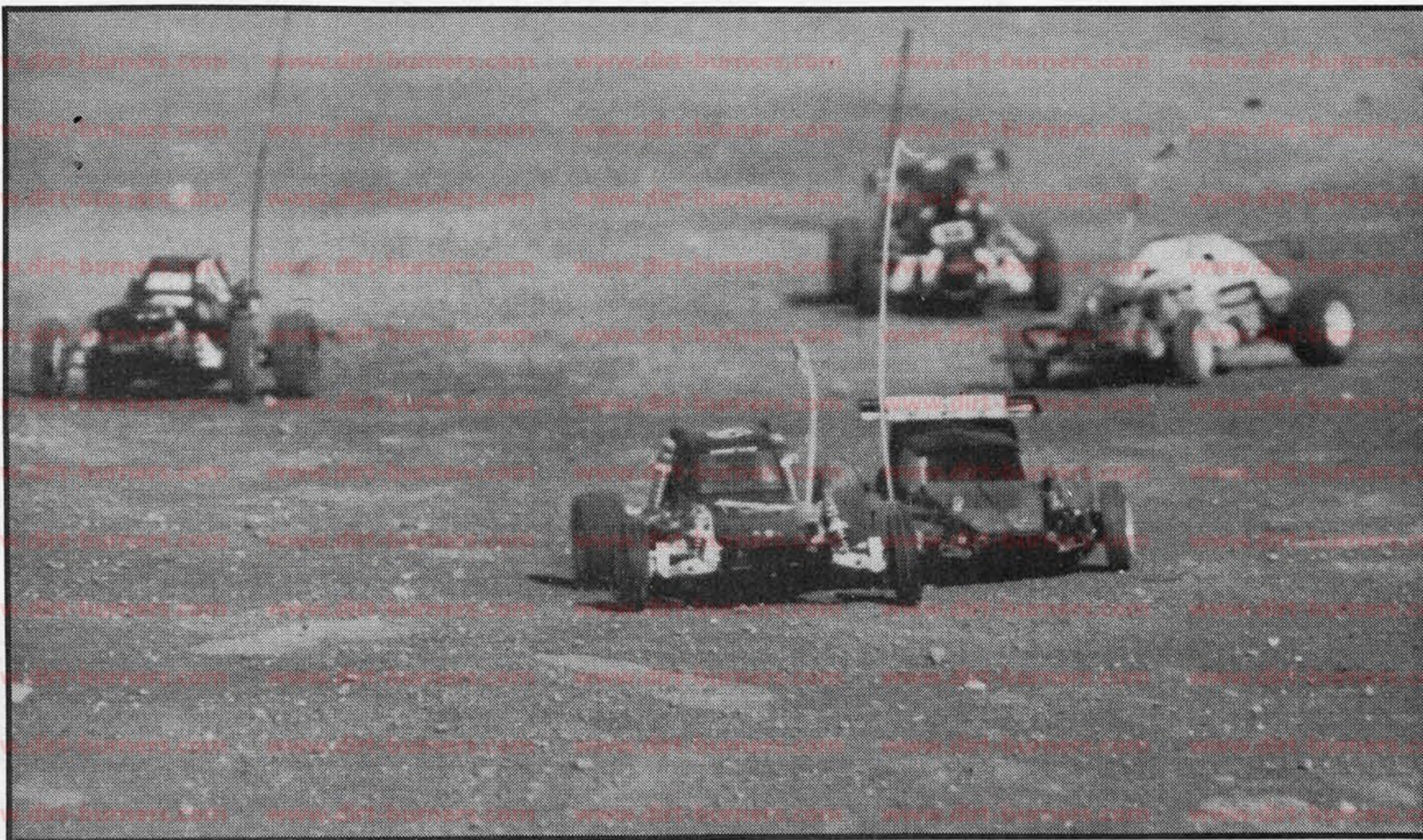
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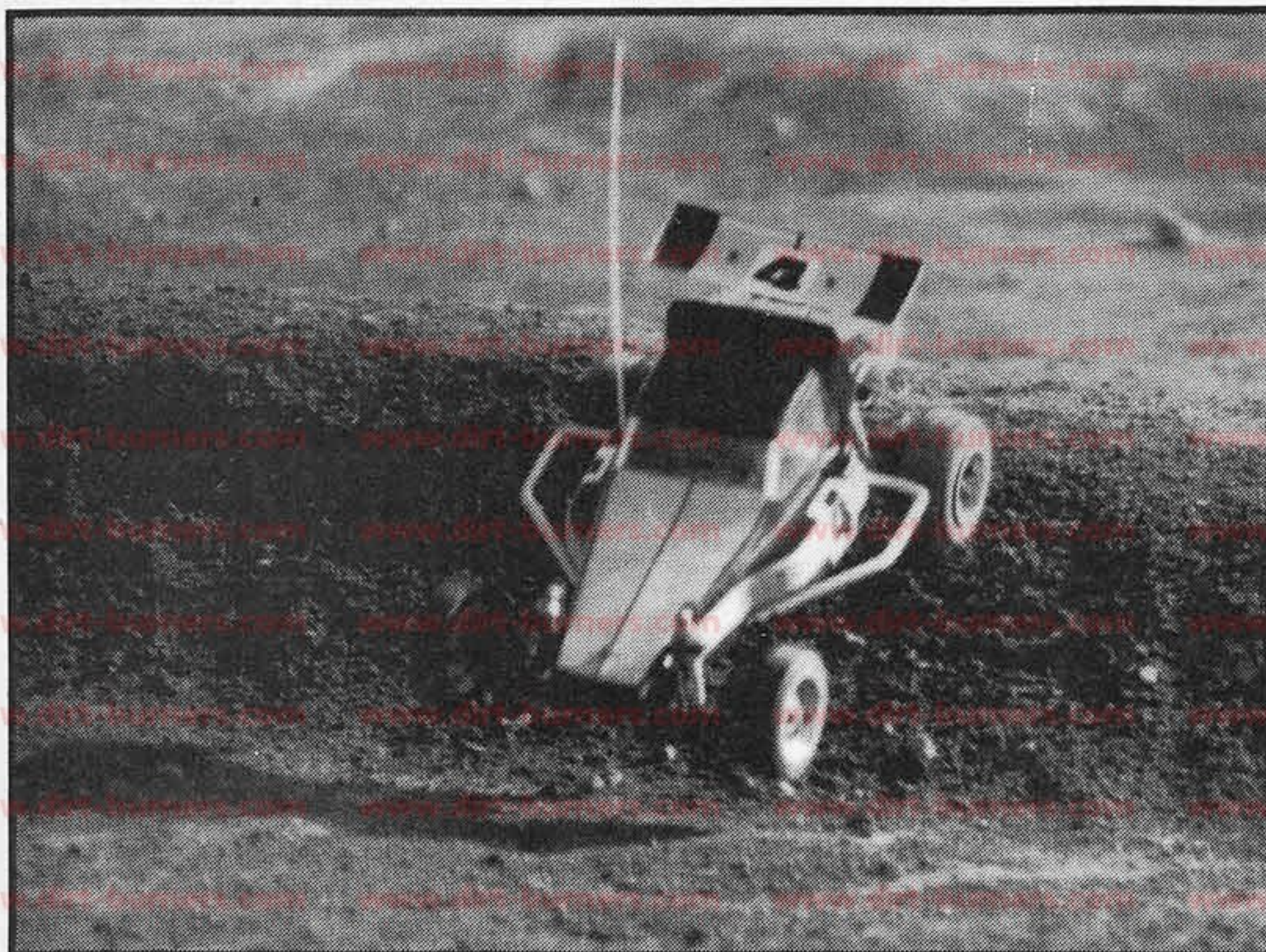
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TEMPE MINI SPORTS RACE



(Top photo) These are Novices?!
Bob Davis (above) one of SRS's top Novice drivers during qualifying.

Report by Mark Shaw
Photos by Bill Tichenor

Tempe, AZ
April 30, 1986

The turn-out for the Tempe Mini Sports Easter Off Road Race at Scale Racing Sports was a very good one. We had 67 entries, which is almost as good a turn-out as we get at our regular races. This race was one of great interest for the racers who race in the 2WD Stock, Modified and Novice classes. With the completion of our last series, nine racers were moved out of the Novice Class. Everyone was curious as to how these racers would do in the more advanced classes.

In the Novice Class, Bryon Kibildis went on to qualifying number one. Mike Dolan followed a close second.

Both 4WD classes were won by newcomer Gilbert Ruiz. Gilbert drove very smooth and consistent races with a very reliable car.

In the 2WD Stock Class, the new influx of novice racers had an impact on the veteran racers. Three of the A Main regulars — Lance Connolly, Mark Shaw, and Ryan Close — qualified into the B Main. Lance got away clean at the start and went on to win it.

The stage was now set for the A Main. The Top Qualifier and newly moved-up novice, Bill Tichenor, got a good start and pulled away

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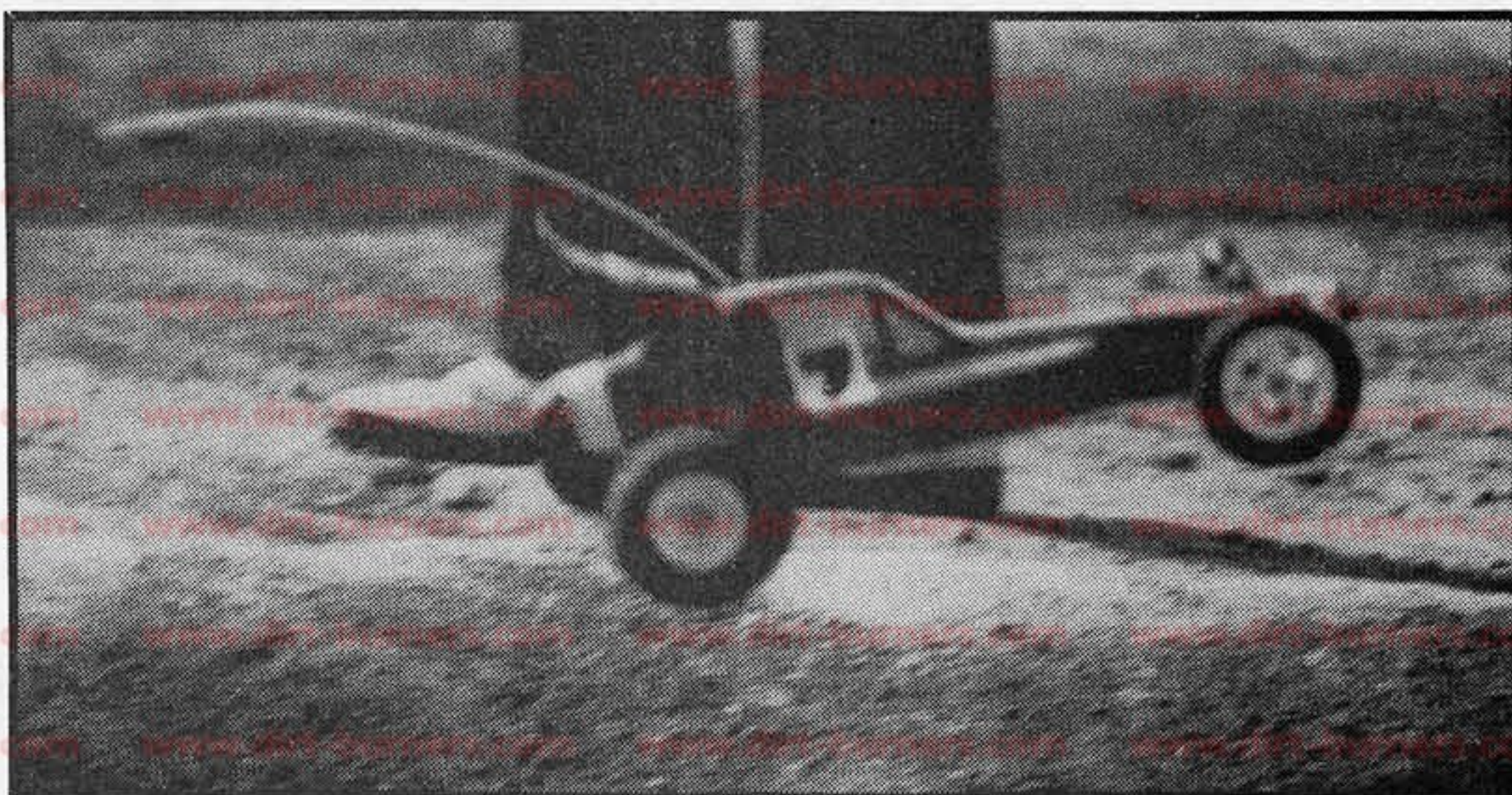
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This car came all the way from Turkey! (In a plane along with owner Alp Ilircil)

from traffic while the rest of the pack pounded on each other. The next racer who got away from the pack was Brian Wagner, another move-up. Bill Tichener went on to win, with Brian Wagner finishing second. Lance Connolly, the B Main move-up, saved face for the veteran racers with a third.

In the 2WD Modified Class, the moved-up novice racers didn't have it so easy. Joe Schmitz and Robert Smith came up from Tucson, AZ, to show the Phoenix boys how its done. SRS regular Bill Murray was not about to have any part of this and became Top

Qualifier in the class. In the main, Joe Schmitz got out in front early and set a lightning-fast pace. Joe went on to set fast time of the night — 15 laps/4.08.4. Second place and a lap down was Robert Smith; third went to Bill Murray.

RESULTS

2WD MOD A MAIN:

1. Joe Schmitz
2. Robert Smith
3. Bill Murray

2WD MOD B MAIN

1. Gene Lewis
2. Alp Ilircil
3. Ryan Close

2WD STOCK A MAIN

1. Bill Tichener
2. Bryan Wagner
3. Lance Connolly

2WD STOCK B MAIN

1. Lance Connolly
2. Mark Shaw
3. Ron McCoy

2WD STOCK C MAIN

1. Butch Beaver
2. Chris Barden
3. John Young

4WD A MAIN

1. Gilbert Ruiz
2. Dave Ressler
3. Mark Shaw

4WD STOCK A MAIN

1. Gilbert Ruiz
2. Dave Ressler
3. Steve Ripley

NOVICE A MAIN

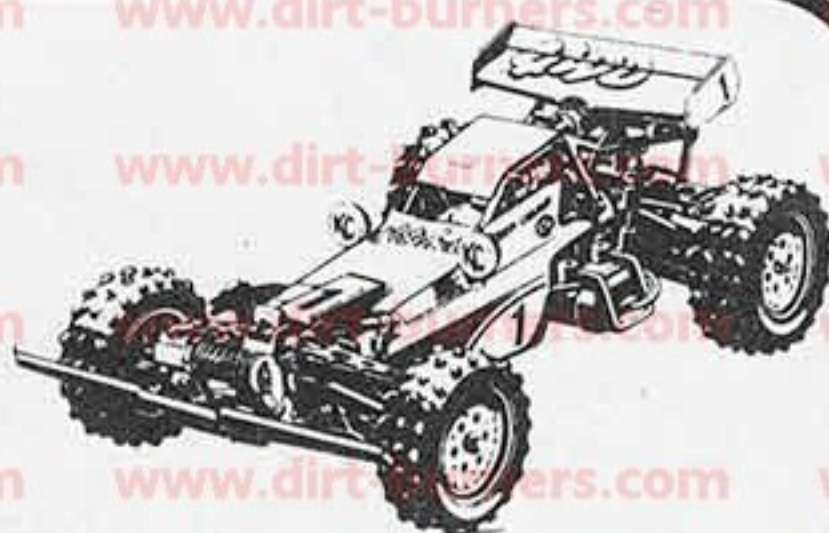
1. Bryon Kibldis
2. Mike Dolan
3. Terry Flowers

NOVICE C MAIN

1. Bill Hosea
2. Dan Ruiz
3. Ray Lemkuehler

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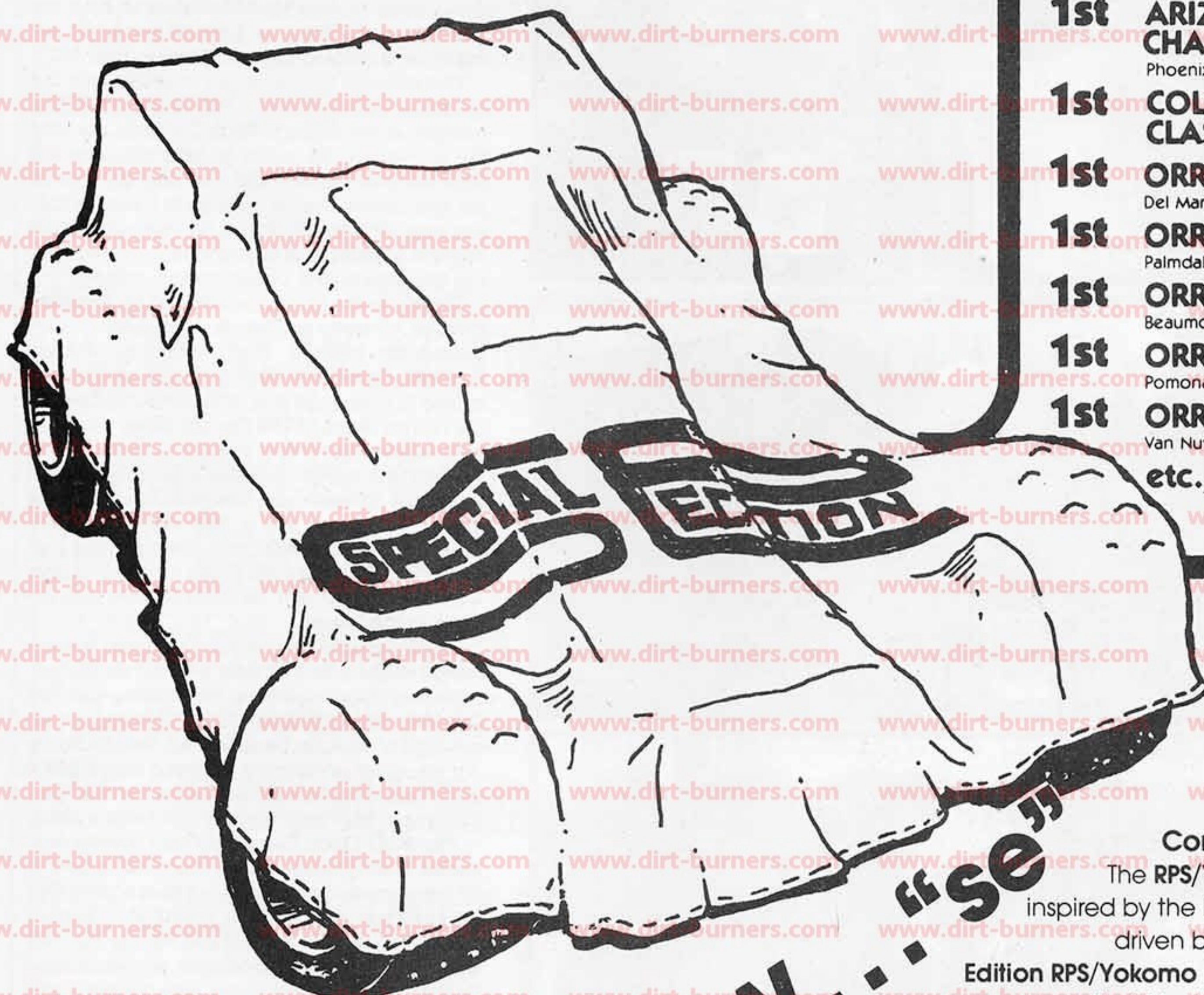
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Del Mar, Calif.
- 1st ORRCA SERIES**
Palmdale, Calif.
- 1st ORRCA SERIES**
Beaumont, Calif.
- 1st ORRCA SERIES**
Pomona, Calif.
- 1st ORRCA SERIES**
Van Nuys, Calif.
- etc., etc. etc.

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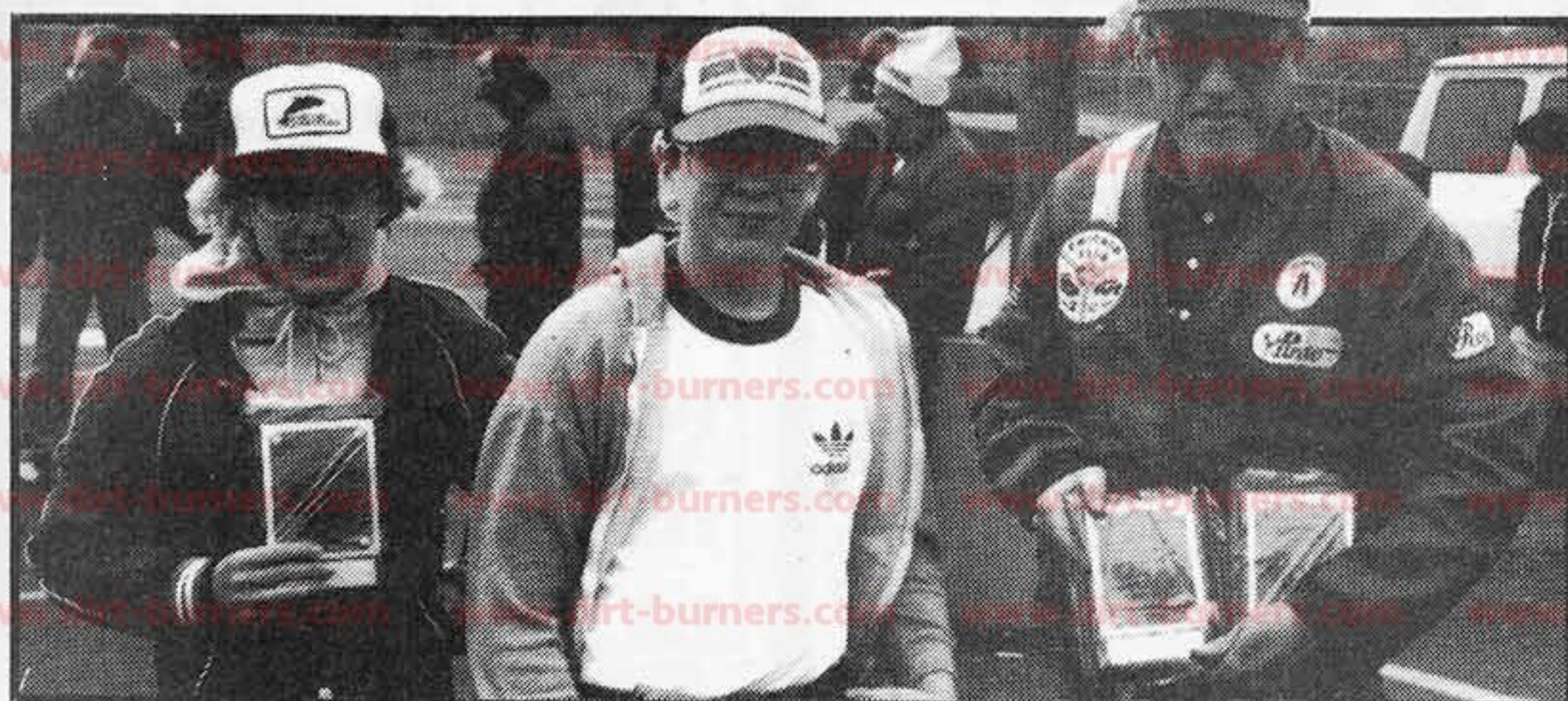
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MIDWEST SERIES

1986



Story and photos
By Steve Lazarus

The first Midwest Series Race for 1986 was held under a dark cloud in Chicago, literally! The Good Lord allowed Mother Nature to limit our first day of qualifying on May 17 and wash out the main events totally on Sunday, May 18.

The Midwest Series began in 1969 under the auspices of Roy Moody. Roy is still an active member of the Chicago Race Car Club, our host for the first of six races to take place in the Midwest area during 1986. The club did a great job and special thanks must go to Dave Kryzak, our race director, Al Rovel for computer scoring and especially to Diane Moody for organizing the results and collecting the money.

Twenty-seven racers participated on Saturday from as far away as Detroit, Michigan, and Indianapolis, Indiana. One participant, Randy Ramsey, came from St. Louis and arrived just in time to miss qualifying on Saturday and watch the rain on Sunday! The Dayton, Ohio, area was also represented.

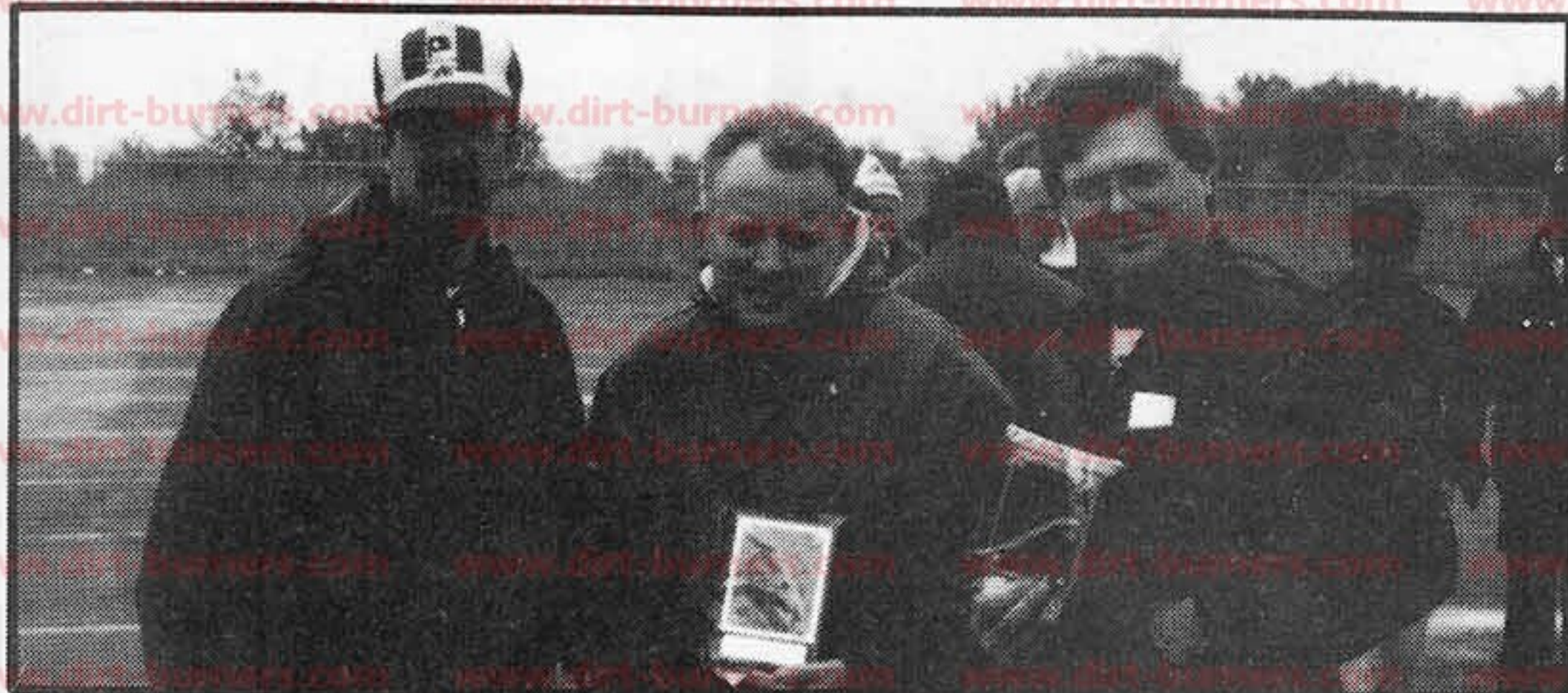
What little racing there was took place in three classes of 1/8 scale gas. The Pan Class is limited to five lbs. weight and a .200 carb restriction. Then we have the 2WD Open Class for suspended 2WD cars and a 4WD Class for all 4WD cars — suspension or pan. All other ROAR rules applied to this event.

The Pan Class has traditionally been a hard-fought class and this time was no exception. After two 15-lap qualifiers, Roy Moody was Top Qualifier with a time of 286.1 seconds for an average of 19.1 seconds per lap. Jeff Leckron, our youngest participant, followed with a 292.8 and Barb Pipchok (one of two female participants in the Pan Class) was third with a 296.6.

The 2WD Open Class was also closely contested. Buddy Davis led the pack with a time of 271.5 seconds for 15 laps, an average of 18.1 seconds per lap. He was closely followed by Mike Melendy with a 276.2 and Murray Pipchok with a 288.2. Delta Super Eagles and Associated RC500s made up this class, with the first three participants leading the way for Associated.

Our new class for 1986, the 4WD Open Class, consisted of RC500s, Delta P4s and a PB 4x4. Rich Potempa was there first with a 248.0 and a 15-lap average of 16.5 seconds per lap in his RC500. Dale Smith was the best driver for Delta with 255.3 seconds, followed by Larry Martin's RC500 in at 260.9.

Trophies are presented for the first three finishers in each main of each class, and for the Top Qualifier in each class. Points are ac-



Top: The winners of the Pan Class A Main (L to R) Barb Pipchok, Jeff Leckron and Roy Moody.
Center: And these are the winners of the 2WD A Main (L to R) Mike Melendy, Buddy Davis and Murray Pipchok.
Bottom: Here are the winners of the 4WD A Main (L to R) Larry Martin, Dale Smith and Rich Potempa.

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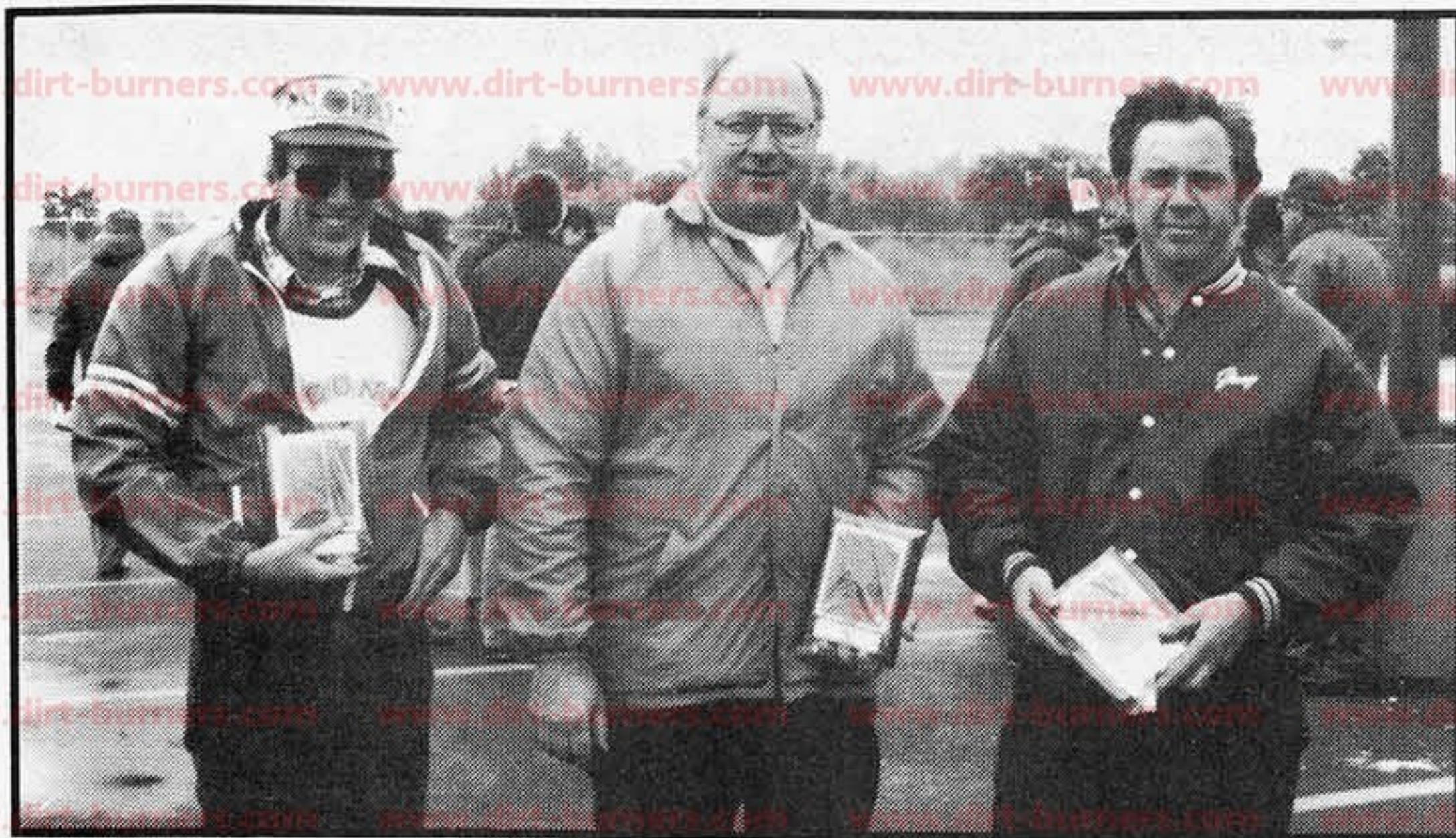
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These guys look like they couldn't be happier. They are, after all, the winners of the 4WD B Main; from left, Steve Lazarus, Lou Przybyla and Gary Anderson

A MAIN

1. Buddy Davis (RC 500) 271.5/15
2. Mike Melendy (RC 500) 276.2/15
3. Murray Pipchok (RC 500) 288.2/15
4. Jim Boehmer (Super Eagle) 289.3/15
5. Mike Mantla (Super Eagle) 294.5/15

B MAIN

1. Kevin Van Pelt (Cook Eagle) 295.5/15
2. Garry Argalas (RC 500) 306.4/15
3. Marty Runge (RC 500) 313.8/15
4. Stuart Kay (RC 500) 315.4/15
5. Vic Valderrama (Super Eagle) 210.2/15

4WD OPEN

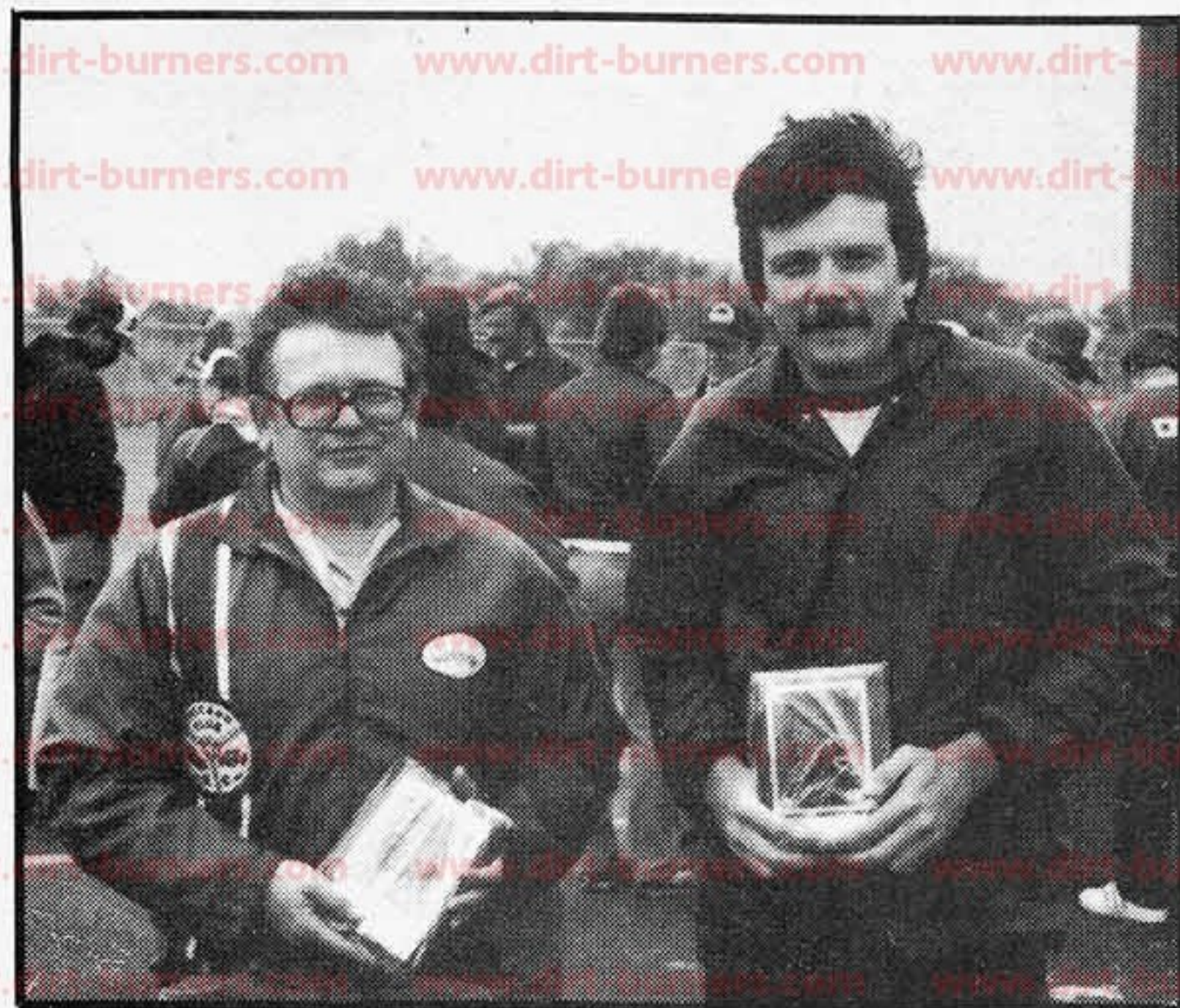
A MAIN

1. Rich Potempa (RC 500) 248.0/15
2. Dale Smith (Delta P4) 255.3/15
3. Larry Martin (RC 500) 260.9/15
4. Bob Leckron (Delta P4) 264.7/15

B MAIN

1. Lou Przybyla (Delta P4) 276.4/15
2. Gary Anderson (Delta P4) 288.6/15
3. Steve Lazarus (Delta P4) 295.9/15
4. Jim Blaha (PB 4x4) 298.5/15

•R/C•



We could only get the second and third place winners of the 2WD B Main for this picture, I guess the winner was too busy celebrating. L Gerry Argalas, and R, Marty Runge.



Here are the winners of the Pan Class B Main: Dave Kyzak (L), and Bob Paradis (R). Bob models for J.C. Penney catalogs when he's not racing.

cumulated toward year-end results for trophies. Our next race will take place in the St. Louis area, which will be hosted by the St. Louis R/C Car Club on June 28-29. This will be followed by events in Detroit, Toledo and Indianapolis.

This is an invitation to all you readers in the Midwest to come join us for our next event!

RESULTS

PAN CLASS

A MAIN

1. Roy Moody (Scratch Built) 286.1/15 laps
2. Jeff Leckron (Super J) 292.8/15
3. Barb Pipchok (Scratch Built) 296.6/15
4. Tony Gagliardo (Super J) 299.2/15
5. Al Rovel (Scratch Built) 299.5/15

B MAIN

1. Bob Paradis (Super J) 300.6/15
2. Dave Kyzak (RC 300) 303.3/15
3. Diane Moody (Scratch Built) 314.8/15
4. Mike Ross (RC 300) 310.5/10

2WD OPEN



"Aw C'mon Bob, there's not enough room in the van. You'll only have to ride in the trailer for an hour or so, and we'll put the tarp on!"

INDOOR IN ALASKA



Feco Repeats As 1/12 Champ. Nidiffer Top 1/10

Who says Alaska is just eskimos and polar bears. They race R/C cars, too!



Winners of the 2WD Novice A Main — Bob Laws, Arinn Cornils, and JC Smith. C'mon, Arinn, chin up, you get to take the plaque home!

Story and photos
By Bob Peters

The 1986 version of the Alaska Open Championship was a resounding success. Racers came from Fairbanks, Eagle River, Chugiak, Palmer and Anchorage for a total of 85 entries.

Butch Feco, reigning Alaska Open 1/12 champ, repeated this feat as he TQ'd and led a one-two Parma sweep in 1/12 Expert Class racing. Bob Laws led a strong Associated showing in the Novice Class (Associated cars dominated all Novice Class mains), taking the A Main and TQ.

Bob Laws repeated his 1/12 success with a TQ and A Main win in 1/10 2WD Modified, leading an all-RC10 field. In the same light, Leroy Hayden remained atop the 1/10 2WD Stock drivers with a TQ and the A Main win as well. Ernie Nidiffer completed the TQ sweep — all TQs won their mains — and he took home the 4WD Modified win with his RPS Yokomo. Ernie was the only 1/10 driver to break the 16-lap barrier.

The success of the Second Annual Alaska Open is attributable to a lot of hard work and to the generous sponsors. Autographics donated the numbers which helped greatly as we introduced our new AMB Autocount system. Victor Engineering donated the grand prize, a VIC-4, which was taken home by Al Swackhammer. Coca-Cola sponsored a special con-

a top contender!

1/10 SCALE

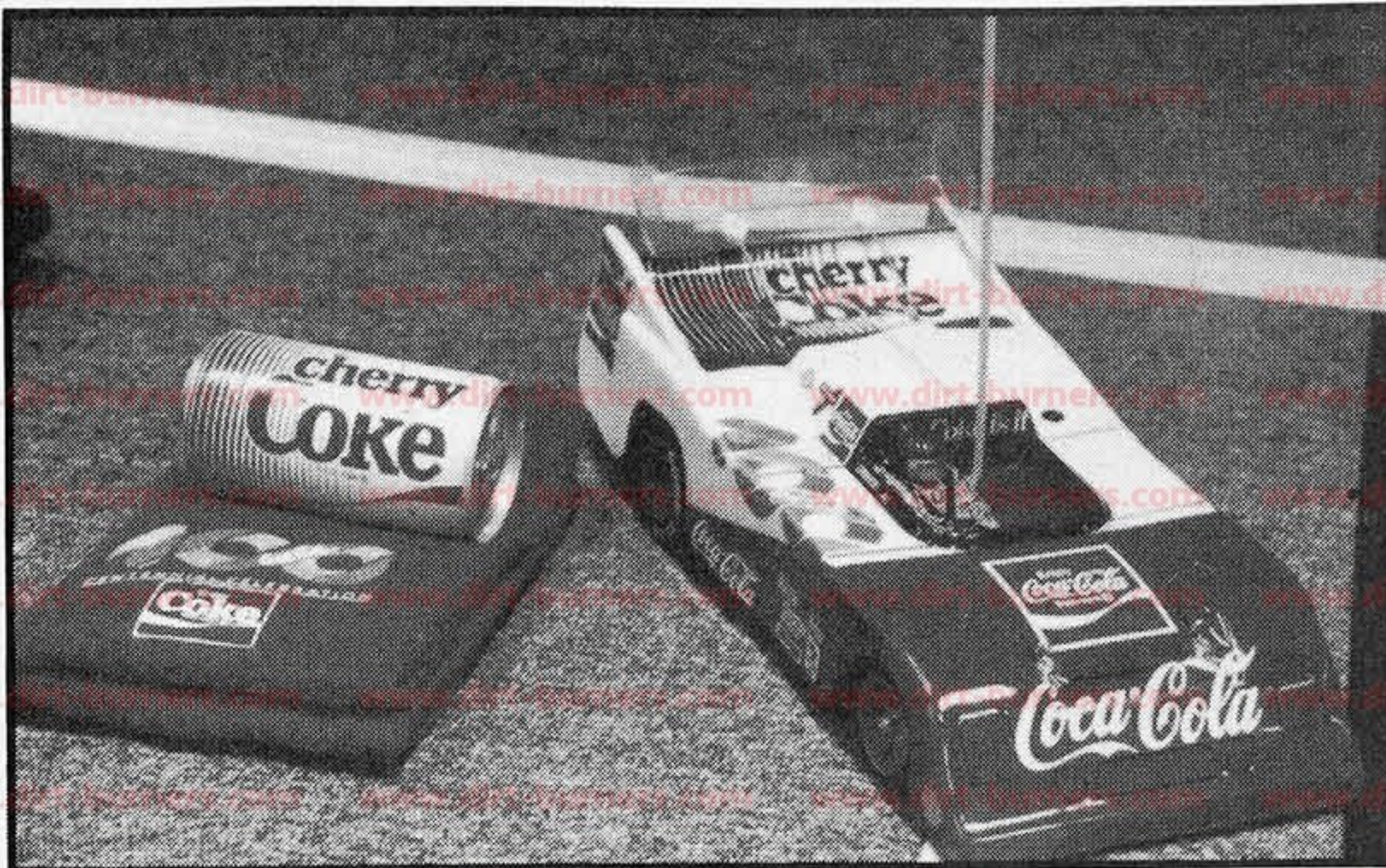
As the long winter indoor series drew to an end, racers were ready for the Alaska Indoor Championships. Racing on the large carpeted track at the Egan Convention Center, with its 100-foot-plus straights, was much more fun than racing on the ice-slick tile floors of the local school's multi-purpose room. Over 50 entries were received with some drivers traveling from as far away as Fairbanks to attend Alaska's largest indoor racing event.

Racing 1/10 off road cars on carpet requires some special modifications to obtain the best performance. Sponge tires seemed to work best, as rubber tires would roll the car in the corners instead of letting it slide. This was very evident in the flat-out sweeper and in the hairpin at the end of the high-speed infield straight. Cars were lowered and fitted with heavy-duty sway bars and wings to get the best handling possible on the smooth surface. Bodies ranged from standard buggy types to full-bodied cars, including a great looking Outlaw sprint car.

Friday night was practice night, as well as the time for dialing in the cars and running everyone through the heat schedule. Running one round of qualifiers for practice familiarized everyone with when to run and where to turn marshall. Turn marshall locations were assigned by car number, so the race director could easily tell if marshalls were present or if any were missing.

There was also an Open practice for tuning the cars and checking different tire combinations. Friday was also a good night to check out the full-scale cars upstairs at the "World of Wheels" car show.

Saturday started with the Concours judging of about 30 entries. There was also a special Concours being judged for the best looking car with a Coke-sponsor paint scheme. John Benthier's great looking Ford Thunderbird won this category and he took home the ten-speed bike awarded by the Coca-Cola company. Jim Rafuse's '63 Vette took first place in Concours; it was equipped complete with exposed blower and detailed interior. The next best-looker was Rob Laws' Associated car with the stock body



I know the one on the right is a car, but where are the wheels on the left one. Mighty strange aerodynamics!

cours prize for the best Coca-Cola theme car, won by John Benthier. John took home a new Cherry Coke ten-speed. Additionally, Coke helped pay for our event's advertising.

Other event sponsors were Anchorage House of Hobbies, Hobby Craft, Airtronics, Astroflight, BoLink, Cox, CRP, Futaba, MRP, Parma, Pro-line, R/C Pro, **R/C Racing News**, and Team Associated. Using some of the donations, we assembled a raffle car, a replica of a 1934 Ford coupe, to be raffled off by the Midnight Sun Street Rod Association. Our 1932 coupe was won by a sprint car racer (who races real sprint cars!). This raffle helped us raise funds for track construction.

1/12 RECAP

In the Novice C Main, Todd Trigg led from start to finish in a duel with Vickie Peters and Al Swackhammer. After Todd bumped up to the B Main, Vickie was next in line for the C Main honors. Al took second, while Joan Porter pulled her car in for third; this put both our lady drivers in the top three positions.

It looked like Todd was going to repeat his C Main run and lead the B Main until a very slow turn marshall allowed Rob Bewley to close up to within almost a half a lap and sneak across the finish line a few feet ahead. Todd's last-lap crash kept him from bumping to the A Main, where he certainly would have been a tough competitor. He later said that he had run out of tires anyway and wouldn't have passed tech again. Todd's RC10 was the only car in 1/10 scale to come in *underweight* and it's almost entirely stock — those foam tires can really take a lot of weight off!

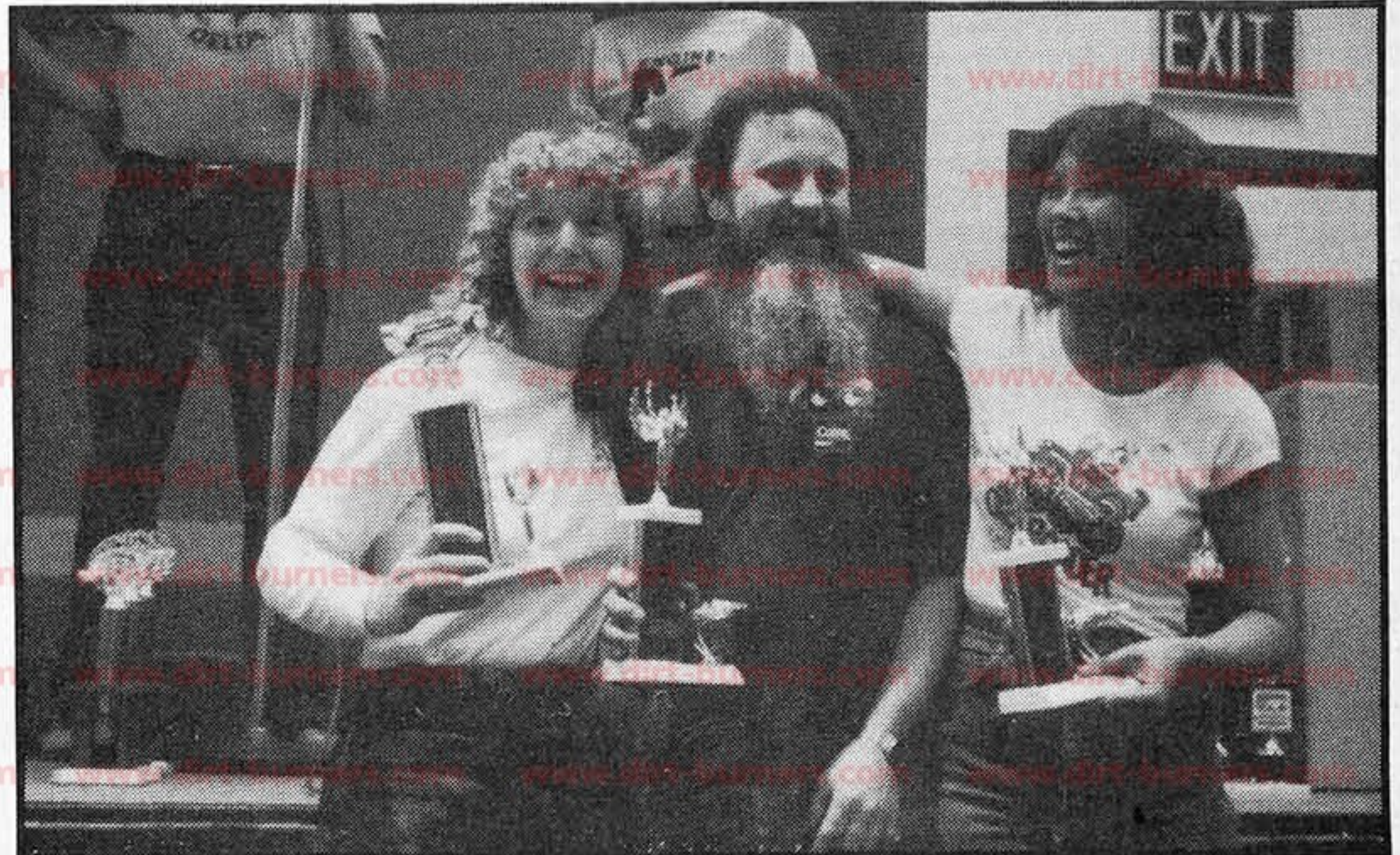
The Novice A Main was an excellent race and a real crowd pleaser as the TQ in this class, Bob Laws, dueled with current Novice series champs Arinn Cornils and J.C. Smith. These three pretty much ran away from the rest of the field. Bob's batteries held out the longest, however, and he cruised on to the win, leading an Associated sweep.

The Expert B Main was decided early. Tony Glenn, last year's Expert Class runner-up, pulled out early and finished well ahead. Most of the field didn't finish; many experienced tired bat-

teries and the other ills a long weekend of racing brings.

The A Main was also a real crowd pleaser. What promised to be a close duel between Ernie Nidiffer and Butch Feco, lasted only about a quarter of a lap, with Ernie breaking after only two turns. It turned out that the race was just beginning though. Dean Nix took up the challenge and pushed Butch the rest of the way. Butch drove an errorless race, touching only one board for the entire eight minutes, and was in only one minor accident; Randy Albright rear-ended him and broke off Butch's graphite antenna. Dean stayed close primarily because he had more horsepower, but everytime he would start to close in on Butch, he'd make an error and Butch would be gone.

This was a very positive send-off for Butch; he's leaving Team Parma and moving to the Los Angeles area. For those of you in Southern California, watch out! He's a top driver anywhere and when the equipment's right, he's definitely



The lead singer for ZZ Top recruiting some beautiful Alaskan girls for his next video. Actually, Vickie Peters (l-r) was the C Main winner, with Al Swackhammer in second, and Joan Porter in third.

painted metallic blue and all nylon parts dyed black. Lights and a detailed driver added to his score. John Benthier's Coke Thunderbird finished third overall. This car featured custom-spun aluminum wheels and was shown on a red and white checkered carpet platform.

Finally, it was time to start the qualifiers. Racing was close and sometimes furious in all three classes — for TQ as well as placement in a top main. The TQ position in Stock was won by Leroy Hayden with his RC10.

In 2WD Modified, Rob Laws and his Concours-winning RC10 took TQ honors. He was running Checkpoint power controlled by a Novak speed controller. This car was as well prepared to run as it looked.

The 4WD Modified Class was dominated by Ernie Nidiffer with his Checkpoint-powered Yokomo and Novak control.

Sunday morning provided one last chance to advance to a higher main with an additional round of qualifiers. The placing of the 54 entries into their respective mains was simplified with the use of the Autocount computer. The mains were ready to run after a short break. All the lower mains were run with only Tim Brass electing to "bump up" after winning the 2WD Modified B Main. Only one car was disqualified because it was found to be underweight.

The Stock A Main was won by TQ Leroy Hayden. He was followed closely by Jim Raffuse driving his son Sean's car, who came down with chicken pox the week of the race:

The 2WD A Main was the hardest-fought race of the day with all the racers being closely matched. There was quite a bit of bumping in the back of the pack. This allowed pole-sitter Rob Laws to drive his way to a clean victory. Dean Nix and Jim Raffuse gave him the closest challenge with their Trinity-powered RC10s.

In the 4WD Modified A Main, it was a duel between Ernie Nidiffer and Bob Peters with the only MIP/RC10 in Alaska. This race looked like a repeat of the qualifiers, with Ernie and Bob swapping the lead back and forth. Bob's Twister-powered car ran out of battery power and he ended up in second; just one second ahead of Terry Nidiffer's Yokomo-powered car.

The weekend was wrapped up with the trophy presentations and drawings for all the prizes donated by the many sponsors. Despite the weekend some of us experienced (I had two broken shock shafts, a broken wheel bearing, a broken axle at the start of the main and broke two front steering blocks on my 1/12 car), everyone was happy going home with either a new body, wheels, decal sheets, or some of the many other useful prizes donated by local hobby shops and manufacturers. The event was a



Pictured here are, race director Kim Fleetwood (on the mike) and race steward, Camille Porter.

memorable way to end the indoor racing season and it's left everyone anxious to begin the outdoor season.

I hope to have a report of our first few outdoor dirt races by next month if the ground thaws enough to work the track. Our new track will include an oval with a road course in the infield. Next time you're in Alaska, join us for some great racing!

RESULTS

1/12 EXPERT A MAIN

1. Butch Feco (TQ) . . . Parma/Parma/Parma/Novak
2. Dean Nix Parma/Trinity/TRC/resistor
3. Tracy Slatten Delta/Checkpoint/AJ/resistor
4. Mike Sawada 12I/Parma/TRC/Delta
5. Randy Albright Delta/Trinity/TRC/Delta
6. Tony Glenn (bump-up) Kyosho/Reedy/TRC/Victor

B MAIN

1. Gary Wozniak
2. Jim Raffuse
3. Kim Fleetwood
4. Terry Nidiffer
5. Bob Peters
6. Joe Mikus

1/12 NOVICE A MAIN

1. Bob Laws (TQ) 12I/TRC/Novak
2. Arinn Cornils 12I/TRC/resistor
3. J.C. Smith 12I/TRE*/Victor
4. Leroy Hayden 12I/TRC/Victor
5. Al Watson 12I/TRC/Victor
6. Reinhard Howard Delta/TRE/Victor

(*The Racers' Edge — Alaska)

B MAIN

1. Robert Bewley
2. Todd Trigg (bump-up)
3. Jim Neill
4. Dick Hall
5. Kal Louks
6. Tim Brass
7. Jeff Adzima

C MAIN

1. Vickie Peters
2. Al Swackhammer
3. Joan Porter
4. John Rich

1/10 4WD MODIFIED A MAIN

1. Ernie Nidiffer(TQ)Yokomo/Futaba/Chkpt./Novak
2. Bob Peters MIP-RC10/Airtronics/Twister/Victor
3. Terry Nidiffer . . Yokomo/Futaba/Chkpt./resistor
4. John Burchardt HotShot/Futaba/Kyosho/Futaba
5. Dick Hall Hlrobo/Kraft/Checkpoint/Victor

B MAIN

1. Travis Ball
2. Daryl Hoflich
3. Jeff Harned
4. John Rich

2WD MODIFIED A MAIN

1. Bob Laws (TQ) RC10/Futaba/Checkpoint/Novak
2. Dean Nix RC10/Futaba/Trinity/resistor
3. Jim Raffuse RC10/Futaba/Trinity/Novak
4. Kal Louks . . . RC10/Futaba/Checkpoint/resistor
5. Tim Brass (bump-up) RC10/Fut./Chkpt./resistor
6. Dick Hall RC10/Futaba/Twister/Novak
7. J.C. Smith . . . RC10/Futaba/Checkpoint/Novak
8. Jerry Cameron RC10/Kraft/Associated/resistor

B MAIN

1. Leroy Hayden
2. Joan Porter
3. Ed Plotrowski
4. John Benthien
5. Joe Mikus

C MAIN

1. Tim Gebhardt
2. Drew Tyler
3. Somphol Tiatrakul

2WD STOCK A MAIN

1. Leroy Hayden (TQ) RC10/Kraft/resistor
2. Jim Raffuse RC10/Futaba/resistor
3. Rod King RC10/Futaba/resistor
4. Jason Hite RC10/Airtronics/Novak
5. Tim Brass SuperChamp/Futaba/resistor
6. Tim Gebhardt RC10/Airtronics/resistor

B MAIN

1. Robby Cameron
2. Adem Williams
3. Joan Porter
4. Gary Wozniak
5. Leslie Elliot

C MAIN

1. Don Lindsey
2. John Henry
3. Joe Hunt
4. Wayne Simmonds
5. Todd Trigg
6. Ryan Witt

D MAIN

1. Ed Plotrowski
2. Brad Hunt
3. Jack Tiatrakul
4. Kyle Draskey
5. Derek Campbell

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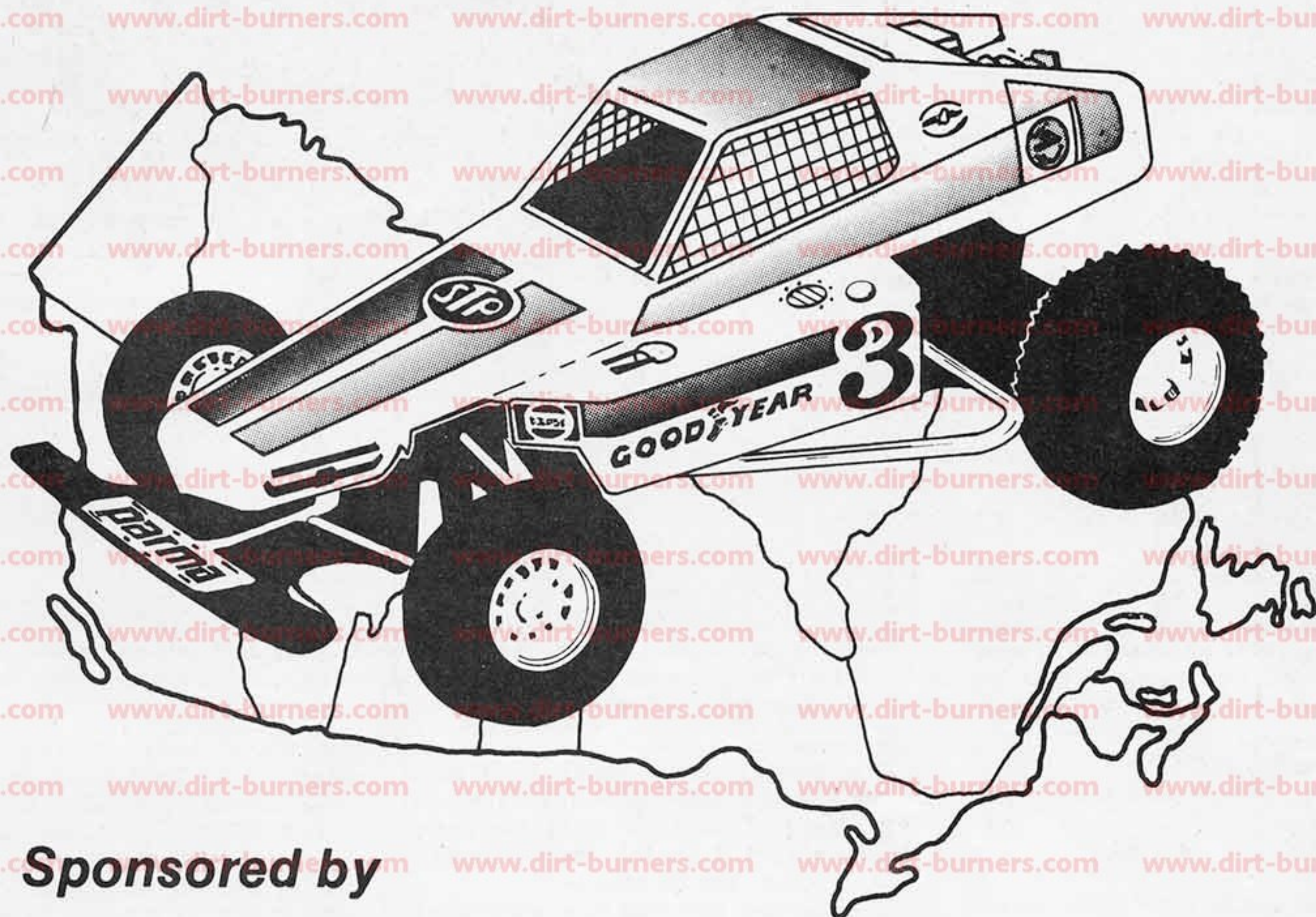
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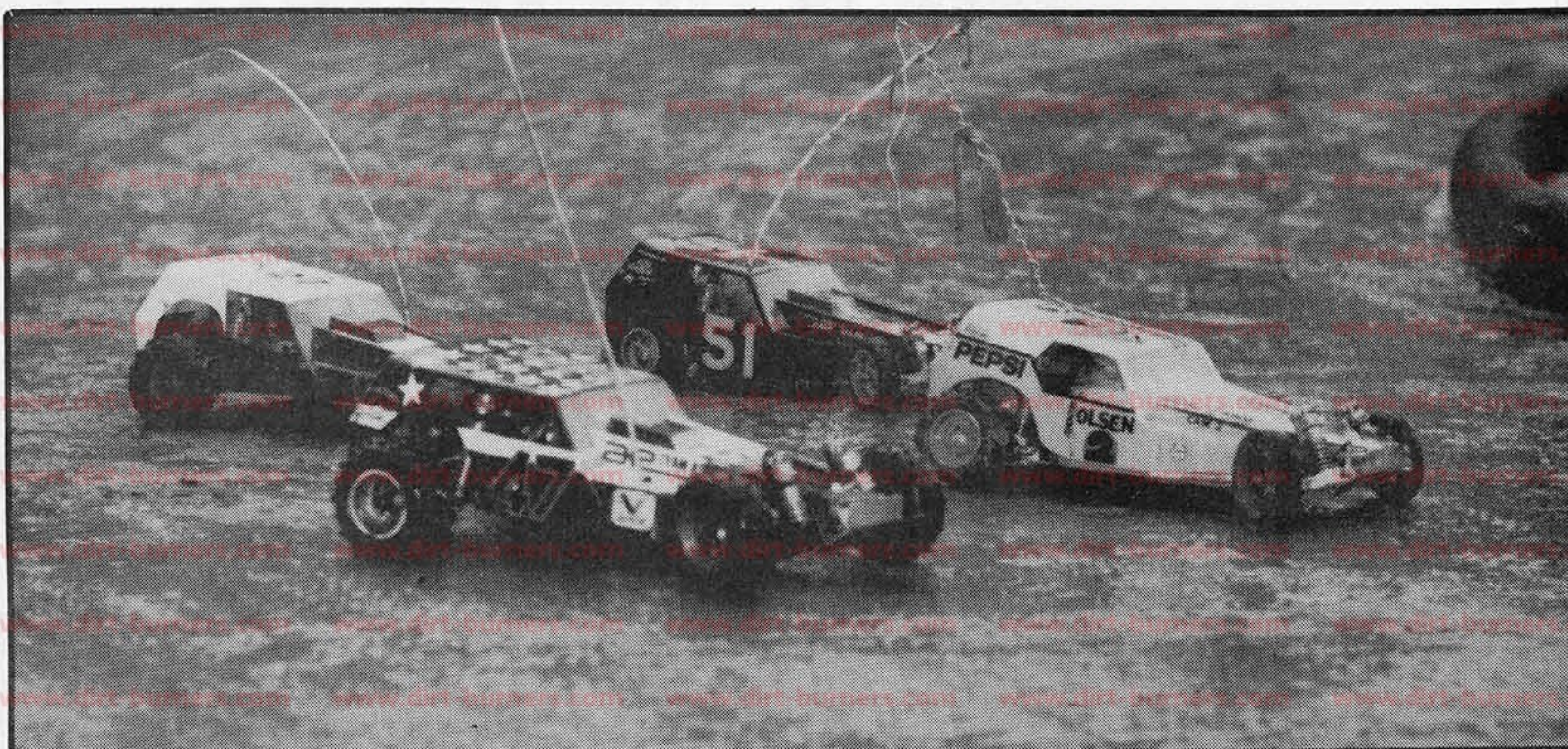
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THE '86 LAKESHORE SERIES



1/10th Scale wheel-to-wheel action between Eric Redmond (#47), Dave Lawrence (#2), Todd Morris (#27), and John Klues (#51). They all look so happy (below), hate to see them if they would've lost! (l-r front row) Joe Wesley, George Madison, and Mark Lawrence. (standing, l-r) Bob Wesley, Jr., Tom Leonardo, Harvey Van Zandt, Ed Delgado, and Tom Gebhart.

Story and photos
By Dave Lawrence
Rochester, NY
April 13, 1986

The NESCAR '86 Lakeshore Series has concluded its February and March races. This year we tried three one-month championships with trophies and plaques awarded at the end of each month. We fielded 66 cars in six divisions.

FEBRUARY: Lance Shevdrak won the 1/10 J Class with Steve Cleffel coming in second and Chad Drexel third. The 1/10 A Class was taken by Mark Lawrence, who was closely followed by Harvey Van Zandt and Joe Wesley. These two

led for second.

Tom Gebhart rolled his #9 into first place in the 1/12 Stock Expert Class with Bob Wesley in second and Bill Dysart third. Scott Miller scored his first win in 1/12 Stock Amateur, followed by Aaron Brodsky and Bill Mosher.

Eric Redmond continues his winning ways in 1/10 Open with Billy K. and Dave Lawrence tying for second. Tom Gebhart put together another win in 1/12 Open, with Phil Alhart second and George Madison third.

MARCH: The March series concluded our indoor racing season with Steve Cliffl scoring his first win ever in the 1/10 J Class. John Thomas came in second and Lance Shevdrak took third. We saw another rising star take top honors in

the 1/10 A Main with Todd Morris. Mark Lawrence took second and Joe Wesley, Steve Sciaratti and Frank Luther all tied for third.

Tom Gebhart won his second 1/12 Stock E Class with Bill Dysart taking second and Bob Wesley, Sr., third. Scott Miller had four straight wins to wrap up the 1/12 Stock A Class. Bill Mosher filled the second spot, and new driver John Cleveland took third.

Dave Lawrence tied with Eric Redmond for the 1/10 Open title, while Tim Wahls broke into the top three with his hot RC10 T-Bird. Bill Dysart moved into first in the 1/12 Open division, followed by Phil Alhart and Dana Harding.

Track Championships went to John "Big Daddy" Thomas in 1/10 Stock J, and Bill Humnicky and Harvey Van Zandt in 1/10 Stock A.

Tom Gebhart outdistanced the field for top driver in 1/12 Stock Expert and new hot shoe Scott Miller got by Aaron Prodsky in the last race of the series to take the 1/12 Stock Amateur division.

Eric Redmond ran away and hid in 1/10 Open and Dana Harding drove to a well-deserved win in 1/12 Open.

Lawrence Race Park has run its first six-week series on the new indoor carpet track. Troy Stark won 360 J 1/10 Stock with Bill Newbrook in second. Chad Stallworth got a taste of "the checkered" with his first win in the 540 J Class, while Dave Newbrook filled out second place.

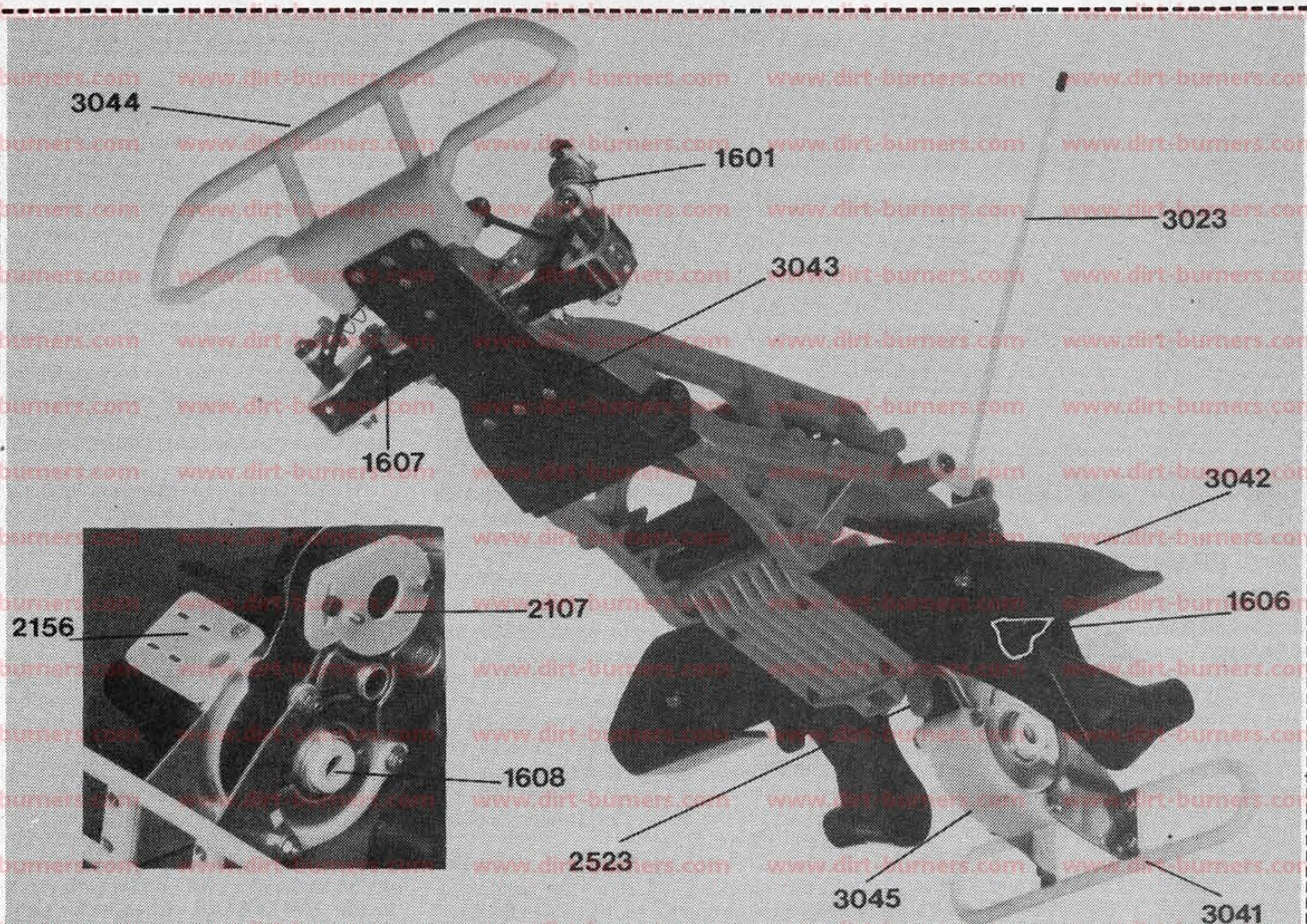
Harvey Van Zandt demolished the competition in 1/10 Stock A, followed by Todd Morris and Bill Humnicky.

Leo Kellett, owner of Mosquito Valley Raceway in Spencerport, took time from his busy schedule to visit the new race track, besting Mike Gilbert and Dave Lawrence in 1/12 Stock Class. Larry Newbrook brought the #9 Bill Elliott T-Bird





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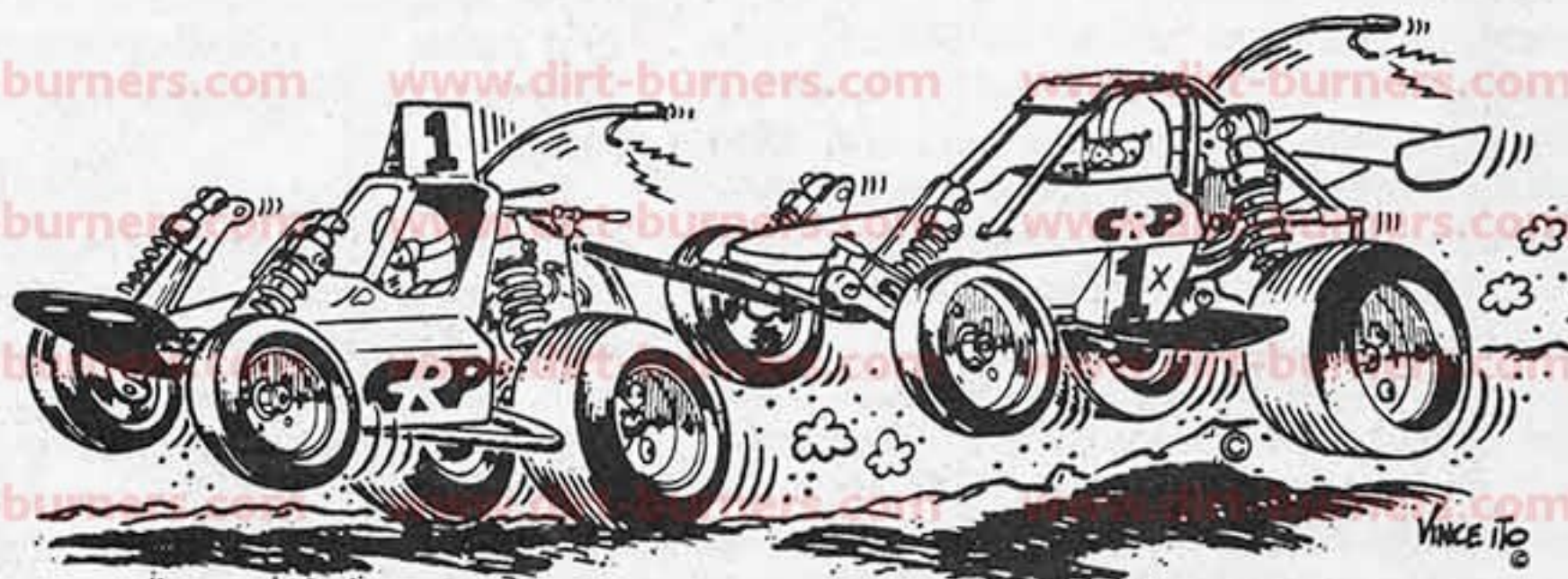
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Now that's better! These guys practiced all week for this picture. They are (front row, l-r): Bob Wesley, Jr., and Dave Lawrence, (standing, l-r) Scott Miller, Eric Redmond, and Harvey Van Zandt, 1/10 Modified top three.

to a win in the 1/12 Stock Amateur division just ahead of Aaron Brodsky and Frank Barnard.

Eric Redmond drove his "All-American RC10" to victory in 1/10 Modified while Dave Lawrence and Harvey Van Zandt rounded out the top three, both with RC10s. Dave Newbrook brought the DL Racing Enterprises Cavalier to first place in 1/12 Modified. Leo Kellett tried a four-cell car with good results and Bill Kimpton rounded out the top three in the Piedmont Airlines grand national car.

The three outdoor tracks at Lawrence Race Park are now operational with gas and electric cars testing out the 75'x 150' dirt oval. The 40'x 18' building that sits between the 40'x 60' Baja track and the 45'x 80' banked clay oval are also in operation. A hillclimb and tractor-pull area are also near completion.

We have tried a new format that may be of interest to other clubs. We have shorter series races (four to six weeks) and are allowing one to two races to be missed. Last-place points are awarded to all drivers on that particular night, which allows drivers to still remain competitive. Awards are made at the end of the series and then a new one is begun. This method seems to work well and has solved many problems. We averaged 50-60 entries per night at Lakeshore and there were sometimes only a 1/2-point difference between places.

Lawrence Park has moved its Sunday race program to the outdoor tracks and NASCAR will begin its 18-race outdoor series in June. Mod Stock and Mosquito Valley will be opening their outdoor tracks soon, and Rochester Raceways plans to begin pavement races in addition to its Tuesday-night indoor track program.

The first Annual Lakeshore Open took place at the Lakeshore Country Club in Rochester, New York. This meet included a Race of Champions for the NASCAR drivers plus a set of regular races. NASCAR, Rochester Raceways,

Fantasy Raceways and the Radio Controlled Car Club of Monroe County were represented in the Rochester area, and there were also entries from Seneca Speedway in Seneca Falls and the Lawrence Race Park in Palmyra.

Two new drivers have moved to the Rochester area and have made their presence known. We would like to welcome Scott Wagner from the Missouri Valley Race Club in Omaha, NE, and Ed Delgado of the South Florida Electric Auto Racers in Miami, FL.

The NASCAR Race of Champions (ROC) was run in two segments with total laps being used to determine winners. All NASCAR Race of Champions competitors were ineligible for the regular races in the same class. Trophies were awarded to all ROC drivers.

Associated driver Harvey Van Zandt turned consistent times in 1/10 Stock for first place, while Chad Drexel brought his Tamiya into second. Steve Cliffler made a fine effort for third, while Bill Humnicky took fourth, with John Thomas and Lance Shevdrak both having major problems which dropped them to fifth and sixth, respectively.

The 1/12 Stock race combined both Expert and Amateur divisions. Bob Wesley, Jr., showing everyone the way around the track with his "Screaming Yellow Zonkers" machine. Scott Miller, the only amateur in the event, took second place. Bill Dysart finished third and Tom Gebhart had the dubious distinction of finishing fourth.

Eric Redmond piloted his "All American" car to the 1/10 Open win with identical times. Two-tenths of a second separated Dave Lawrence and Bill Kimpton, who finished second and third, with George Madison coming in fourth.

Bill Dysart got it all together in 1/12 Open for first place. He was followed closely by Tom Gebhart, Phil Alhart and track champ Dana Harding in fourth.

LAKESHORE OPEN REGULAR RACES

Twenty-two drivers entered the 1/10 Stock division. Mark Lawrence bested the field in his new blue-and-white RC10. Bill Kimpton changed to a stock motor and came in second. These two have known each other since the old slot cars days when Bill was just beginning his racing career and Mark, at age eight, was barely able to reach the track. Seneca Speedway hot shoe Joe Bob Tighe ran right up there with the leaders in his beautiful Miller Mudd Buss and locked up third place. He was followed by Frank Luther. Dean Olschewski, who had the highest-placed Tamiya car, came in fifth. Check this out: Keith Bougeois finished sixth with his #6 car, and Fred Mellini came in seventh with his #7. The rest of the trophies went out to Chris Van Fleet (eighth), John Czerkowskyi (ninth), Keith Gross (tenth), Carmen Mosca (eleventh), and our colorful "Wild Man," Larry Micciche (twelfth).

Rochester Raceway owner Tom Leonardo got it just right in the 1/12 Stock with Joe Welsey two laps off the pace. Phil Alhart, Fred Mellini and Larry Newbrook filled the third through fifth spots, respectively.

Ed Delgado of Miami, FL, demolished the field in 1/12 Open, finishing nine laps ahead of second-place Bob Wesley, Jr. George Madison, Mark Lawrence and Tom Leonardo rounded out the top five.

The first Lakeshore Open saw 18 of our best drivers competing in the Race of Champions, plus 41 entries from six different clubs competed in the regular races.

LATE NEWS

Rochester Raceways and Fantasy Raceways have joined forces and are offering a 1/10 and 1/12 "Pavement Oval" program which began May 18. The program alternates each week and is run in the parking lots outside the Rochester stores.

Lawrence Race Park has concluded its Series II racing and is using the new clay oval (45'x 80'), complete with covered drivers' pavillion.

Chargin' Charlie Stallworth stayed just two points ahead of son Chad to win his first series in the 1/10 J Stock. Troy Stark and David Newbrook were just one point behind for a third-place tie.

Harvey Van Zandt repeated his Series I win with another in the 1/10 A Stock Class. Harvey will be moving to the Modified Class to make room for the many new drivers. Just in time, too, since Sean Cott, one of our new members, now holds the lap record in his class and has won every feature that he has run in. Sean placed second in class followed by Andy Morrell.

Tom Gebhart won the 1/12 Stock E Class with Dave Lawrence and took his #9 T-Bird to first in 1/12 Stock A. The 1/12 Modified Class saw last year's NASCAR champion, Dave Lawrence, in first with Lew Kellett edging out Tom Gebhart for second place. Dave Lawrence also got his #2 Pepsi Eagle cranking to take the 1/10 Modified crown with Harvey Van Zandt in second and Larry Newbrook third. Eric Redmond hooked up an MIP 4WD on his RC10 and took the 1/10 Open division while setting the overall track record of 6.85 sec. per lap.

Series II begins with the new Baja course in operation, not to mention a new Saturday Series.

The Saturday Series will run by the month, with an invitational meet near the end of the month. We have invited the Syracuse and Utica clubs to our first big race.

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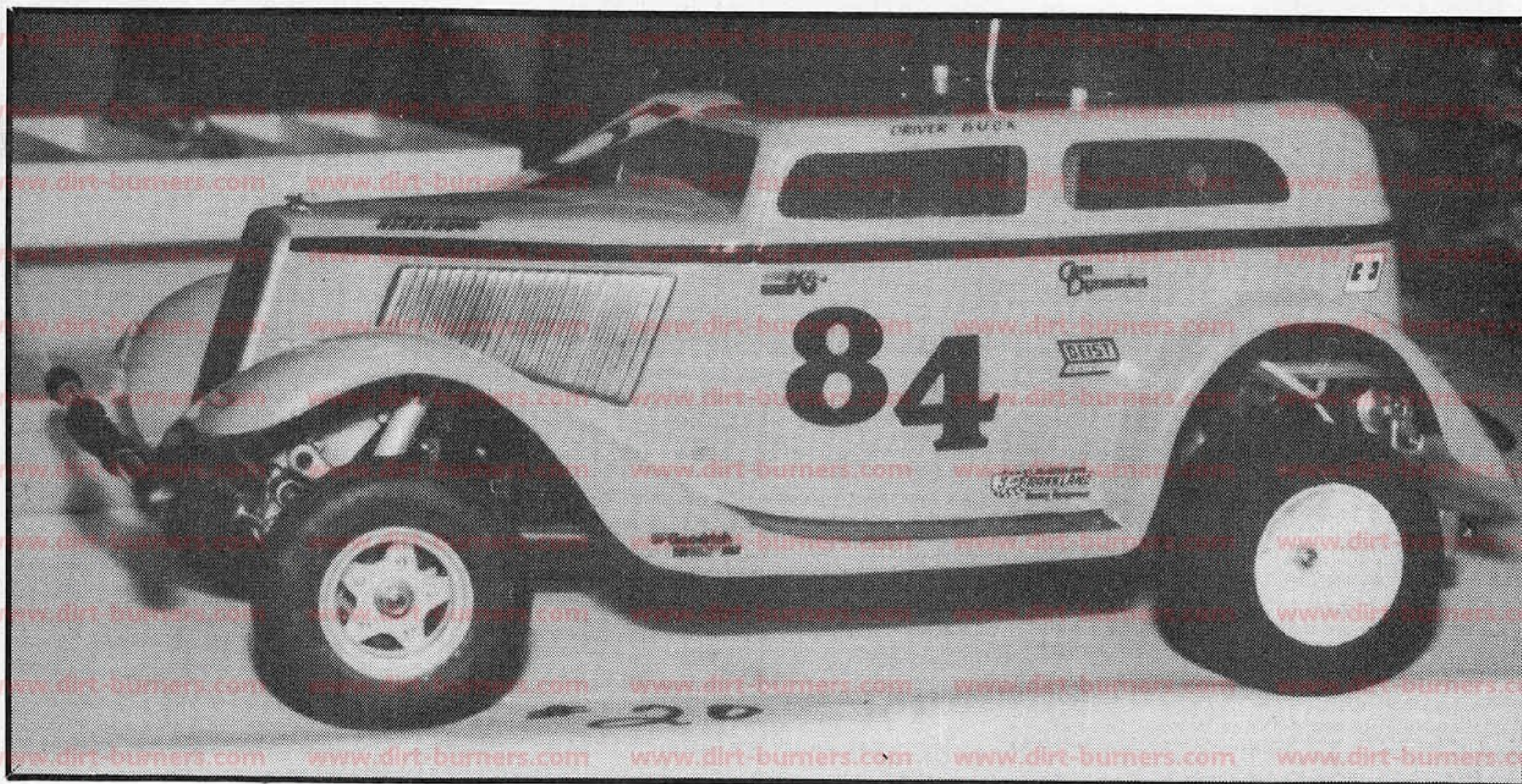
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How's that for great detailing? I can even see the brand of cigarette the driver's smoking!



These are a bunch of people who were wandering around inside and begged me to take their picture.

Story and photos
By Roy Ebert

Following the First Annual Oval Outdoor Championships in October, WINROC went indoors for the winter when the weather got cold. For the indoor racing, it was decided to add 1/12 scale cars to complement the 1/10 scale races. WINROC also decided to race some type of series rather than just individual races. Each series consisted of three races — two oval and one off road, or two off road and one oval — which was raced over a period of three weeks, with an occasional weekend off.

For the indoor races, WINROC set the track up in a very large hall. Indoor/outdoor carpet was then laid down — three rolls of carpet to be exact. Then the carpet was taped down. Four-inch diameter PVC pipe was used to lay out the race course, and boy, does that keep the cars on track! Tables were set up for the pits with 117 VAC power to charge batteries, as well as for the new computer lap counting system and the P.A. system used for announcing and calling the races.

To prevent the problem of radio interference, WINROC set up a controller impound which was

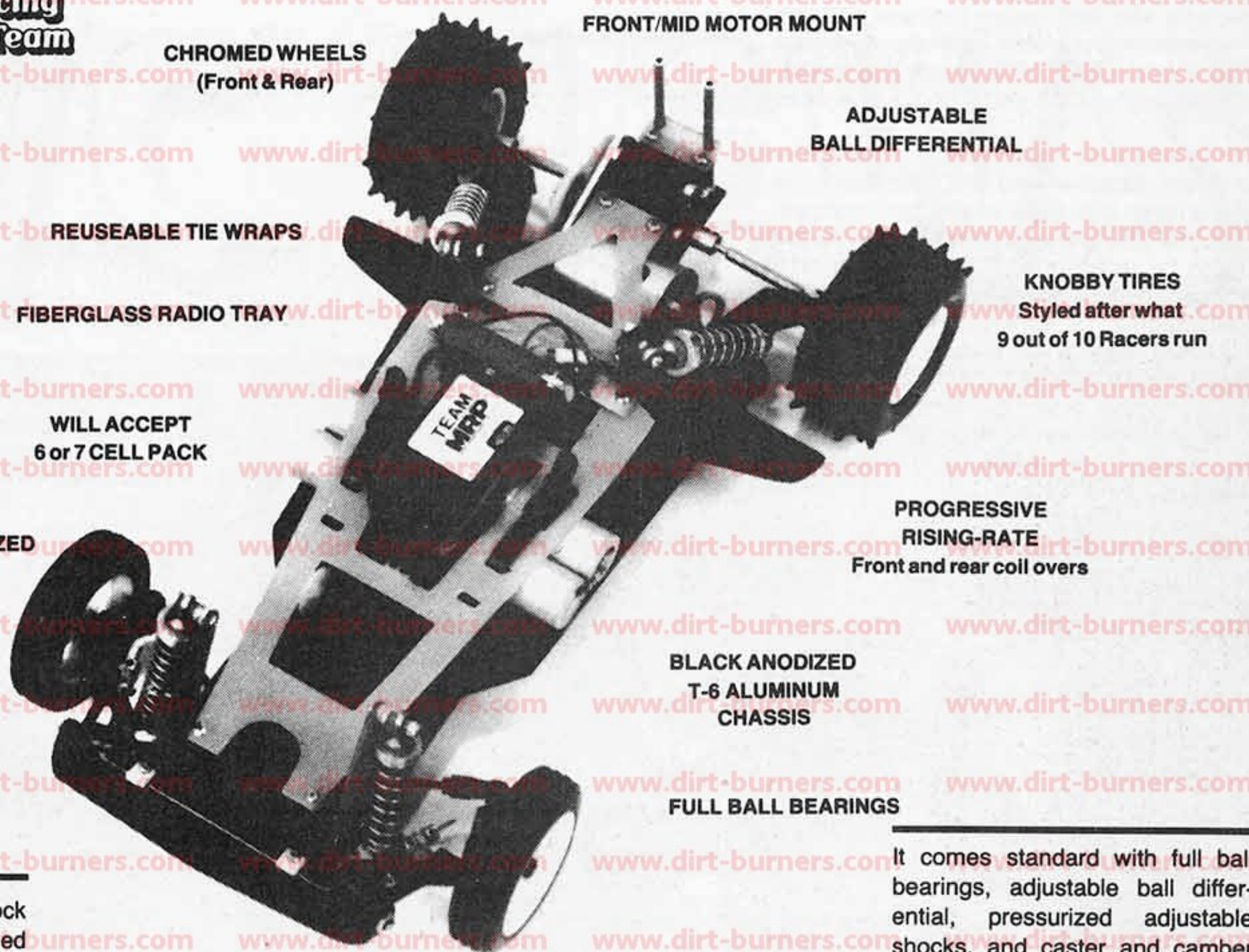


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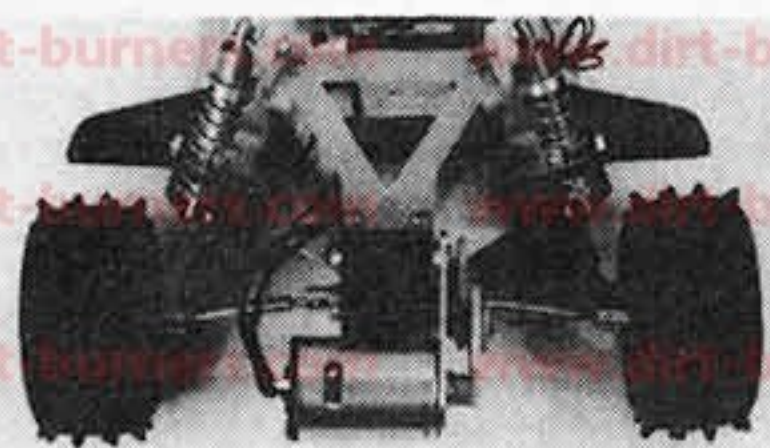
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THE PRO-110 - AN ALL-AMERICAN CAR FOR ALL AMERICAN TRACKS!

being manned during the races. When a race was ready, you would get your controller and frequency clip. After the race you would return both the controller and clip. By doing this, WINROC had very few problems with radio interference.

At the end of its winter racing season, WINROC ran the First Annual Indoor Oval Shoot-Out Championships, which was well attended. Only the top 15 drivers of each class qualified for the special shoot-out.

Concours was held before the race and this may have been the club's best showing. The cars were beautiful! Following the Concours, practice was conducted and then the shoot-out began.

First up would be the 1/10 cars. In all of the heats (Stock, Modified and 4WD Modified), the qualifying races saw some tough, hard competition. (Maybe this had something to do with the money to be given out!) TQ'ing in both 1/10 Stock and Modified was Michael "The California Kid" Ebert.

After these heats, it was time for the 1/12 cars to strut their stuff. In Stock the TQ was Troy Blanton, who traveled over 100 miles to be in this race. He qualified sixth in Modified. At the end of the car battles and broken track records, the standings were as follows:

RESULTS

(*) Bump-Up

1:10 Stock A Main LAP TIME

1. Carlton Coleman	31	4:05
2. Charles Smith	29	4:01
3. Michael Ebert	29	4:04 T.Q.
4. Kim Bennington	27	4:03
5. William Valentine	24	3:27

1:10 Modified B Main LAP TIME

1. Dave Cain	25	4:02
2. Gary Foreman	25	4:05
3. Jeff Chrisman	24	4:09
4. Fred Wetzel	23	4:03

1:12 Stock A Main LAP TIME

1. Troy Blanton	60	8:08
2. Gary Totten	56	8:03
3. Glen Durham	54	8:01
4. Steve Rhodes	53	8:09 T.Q.
5. Benny Wilkerson	51	8:05
6. Preston Jackson	49	8:10
7. Shilo Goracoff	41	8:07
8. Mike Green	02	7:02

1:12 Modified A Main LAP TIME

1. Troy Blanton	66	8:05 T.Q.
2. John McIntyre	63	8:03 *
3. Gary Totten	59	7:46
4. Glen Durham	54	8:04
5. Kenny March	52	8:02
6. Benny Wilkerson	11	1:34

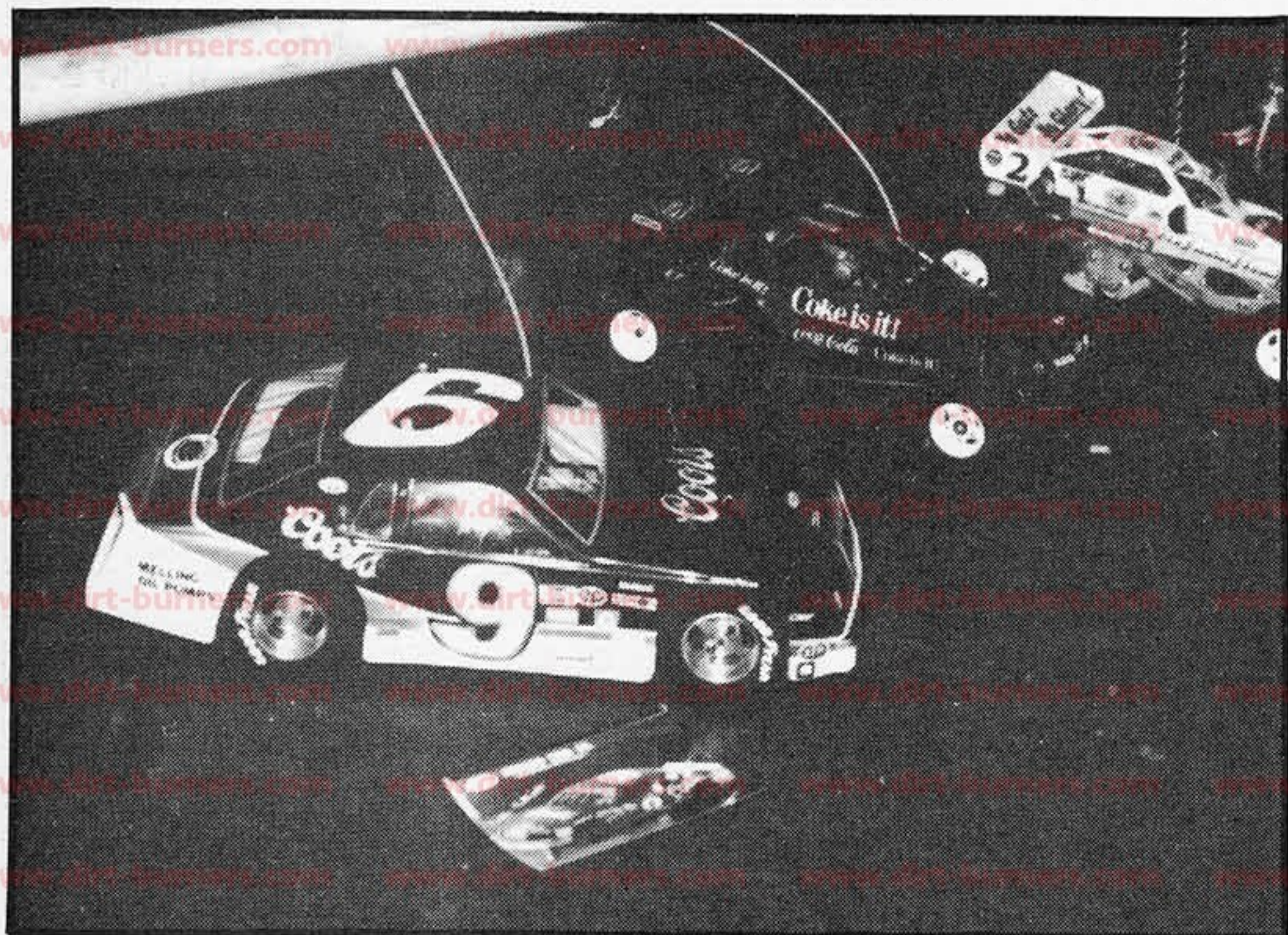
1:12 Modified B Main LAP TIME

1. John McIntyre	57	8:07
2. Preston Jackson	55	8:08
3. Scott Dawson	52	8:01
4. Brian Valentine	51	8:08
5. Mike Green	27	4:50
6. Shilo Goracoff	01	0:16

Following the races, there were awards to hand out. Along with each trophy, money certificates were handed out to be used for purchases at a local hobby shop (\$40 for first, \$20 for second, \$10 for third and \$5 for fourth place).

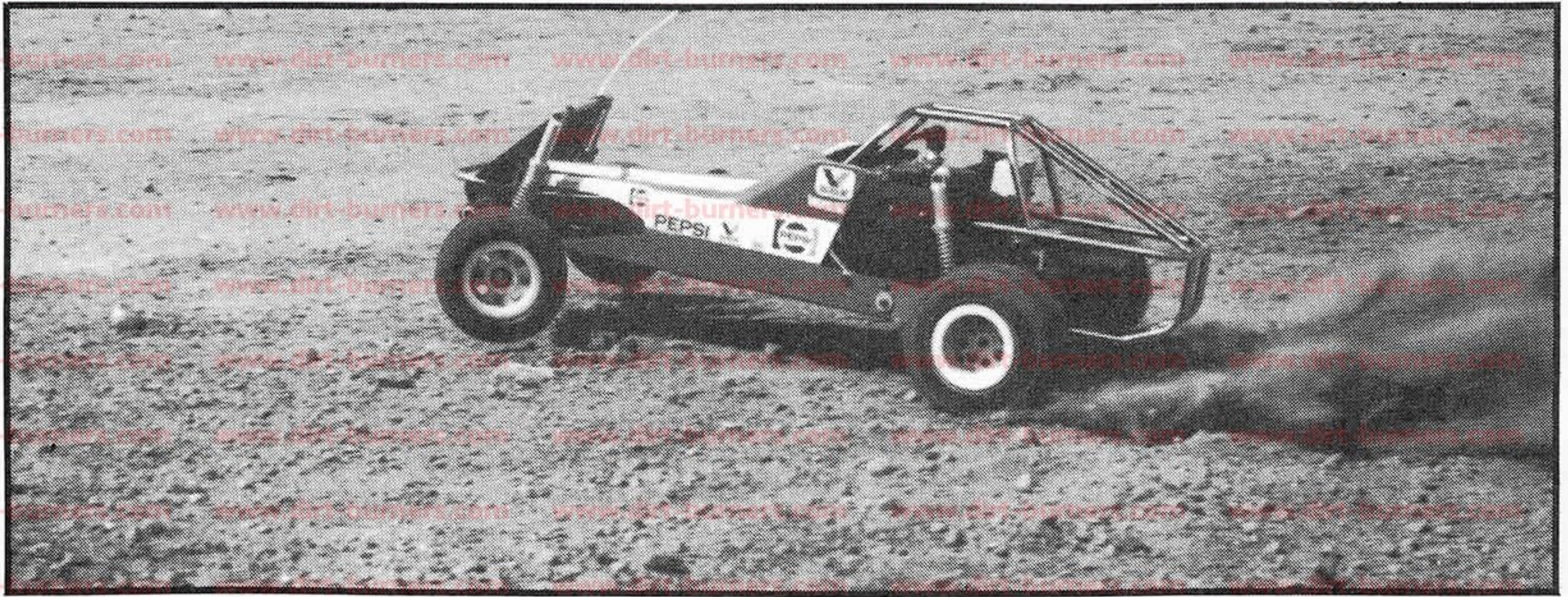
After the trophies had been handed out, each participant helped take down the track for the last time, knowing that in the weeks to come, WINROC would be racing outdoors and back in the sunshine and the dirt!

●R/C●



These are R/C Cars, but they don't seem the type that spend a lot of time on the track, they just sit around and look good!

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MERIDIAN FAST-TRACKERS... "1986 PET & HOBBY FAIR WINTER/SPRING SERIES"

Story and photos
By Darrel May

The Fast-Trackers started their series February 23 with a Concours where gift certificates from Hobby Fair were given for first and second place. Jerome Talbert received the first-place certificate, with TJ Berg taking the second.

This series consisted of six races, with each driver dropping his lowest race. Points were given for the main in which you qualified to and the finish position in that main. Special trophies were given to first-, second- and third-place finishers; all other members received 12" Fast-Tracker trophies.

The race came to an end with a club meeting at Hobby Fair, the race sponsor, on May 8, when the club gave out the trophies and series standings.

The next Fast-Trackers series has already started as of June 15. Rookie, Stock and Modified Classes will be running in this six-race

series. The race dates are scheduled for June 15 and 24; July 13 and 27; and August 10 and 24. Registration starts at 12:30 p.m., with the first heat starting at 1:30.

STOCK CLASS WRAP-UP

From the very first race of the season, it was all-out-until-the-end for five drivers in particular. In Race #1 Steve Rasmussen and Chris Trayal drove their best in the qualifying heats to tie for Top Qualifier. Chris' Fast Attack vehicle broke down in the last heat while Steve went on to the main and won it with his Frog.

Jerome Talbert showed everybody that he

knows how to drive a Hornet in Race #2 and #3.

He was TQ and A Main winner of both races!

John Dufor's Hornet was the TQ for Race #4. Steve won the main with Jerome coming in second.

TQ of Race #5 went back to Steve Rasmussen. Steve couldn't hold onto his lead in the main, however. He came in third just behind TJ Berg's Frog, which came in second. The winner of the A Main was once again Jerome Talbert.

There was a tie between Jerome and his dad, Bob Talbert, in the last race for TQ. Bob led the main, placing his Fox in first, while Dennis Bracken's Fox came in second. For the first time



Modified and Stock Class top three finishers (left to right, above): Tommy Curtis, Billy Heard, Darrel May; George Berg, T.J. Berg, and Jerome Talbert.

WHO ARE THEY?

Unfortunately, we did not get names or captions for the top photo, so all we can assume is that the racers shown here were, either competitors in the Winter/Spring Series, or were recruited from the local K-Mart.

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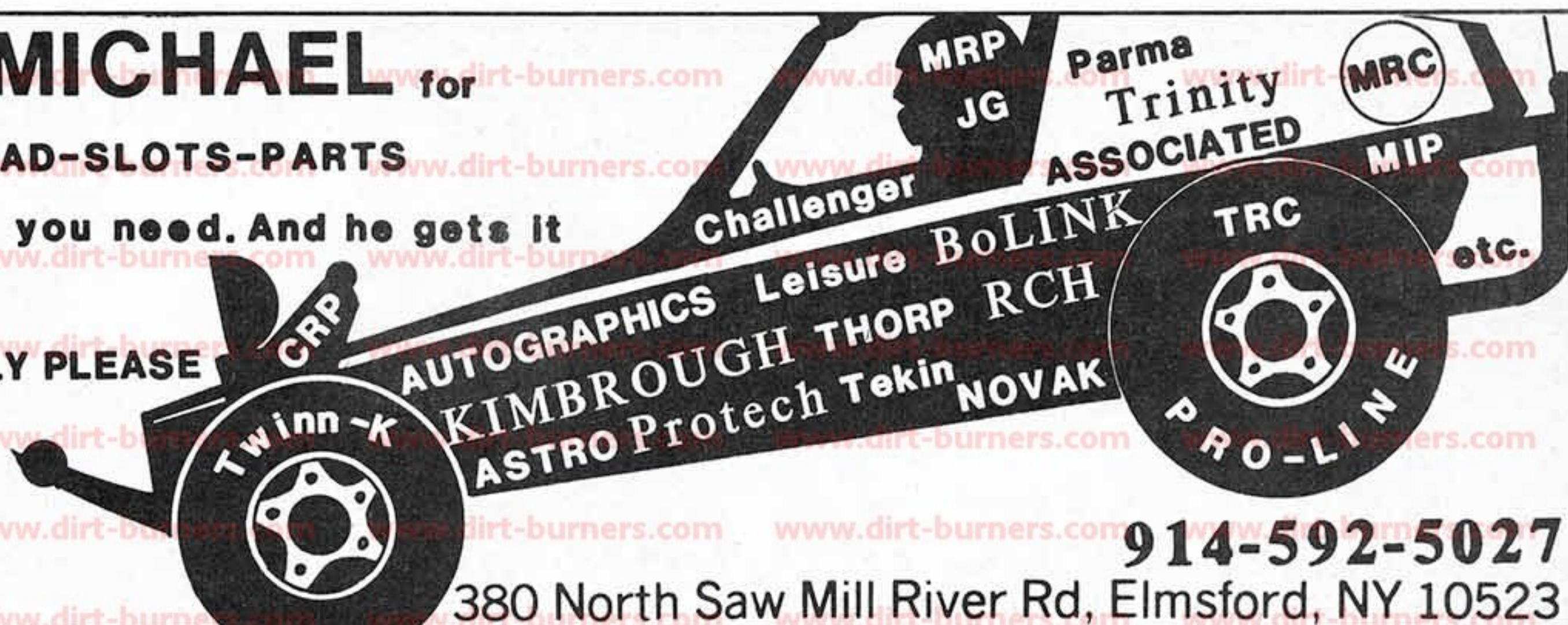
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Jerome had to settle for third.

Steve Rasmussen ended up being the Top Qualifier for the series, with his Frog turning in 13.6 laps. Jerome turned in the most laps in a main in this series with his Hornet, also 13.6!

MODIFIED CLASS WRAP-UP

The Modified Class didn't have as many entries this year as the Stock Class, but the excitement was still there. Almost every week of racing had a new track record.

Tommy Curtis started the series off with a very good start. He was Top Qualifier and A Main winner in the first race.

Darrel May and his RC10 took TQ honors in Race #2. Tommy's HotShot finished first in the main with Billy Heard and Darrel May coming in second and third, respectively.

Race #3 turned out two more RC10s which would become fierce competitors in the upcoming races. Ron Clemmer and Jackie Crane tied for TQ position with their RC10s. Ron went on to win the main, while Billy Heard's Frog came in second and Jackie took third.

Ron Clemmer once again took first place in Race #4's main. Tommy Curtis came in second place, just inches ahead of Darrel May, TQ, in third.

Jackie Crane took Race #5 by a mile! He set the track record for the series in both the qualifier and the main. In fact, he had a lap over the rest of the field in both races!

Ron Clemmer was Top Qualifier in the last race of this series, but he couldn't keep it together for the main. Darrel May took first-place honors with Tommy in second. He was followed by Billy in third, while and Ron had to settle

for fourth in this race.

For more information about the club or its racing events, contact Darrel May at (601) 679-2455.

RESULTS

STOCK CLASS (top five):

1. Jerome Talbert (Hornet) 548
2. TJ Berg (Frog) 530
3. George Berg (Hornet) 524
4. Bob Talbert (Fox) 522
5. Steve Rasmussen (Frog) 436

MODIFIED CLASS (top five):

1. Tommy Curtis (HotShot) 546
2. Billy "Ace" Heard (Frog) 541
3. Darrel May (RC10) 540
4. Ron Clemmer (RC10) 436
5. Jackie Crane (RC10) 325

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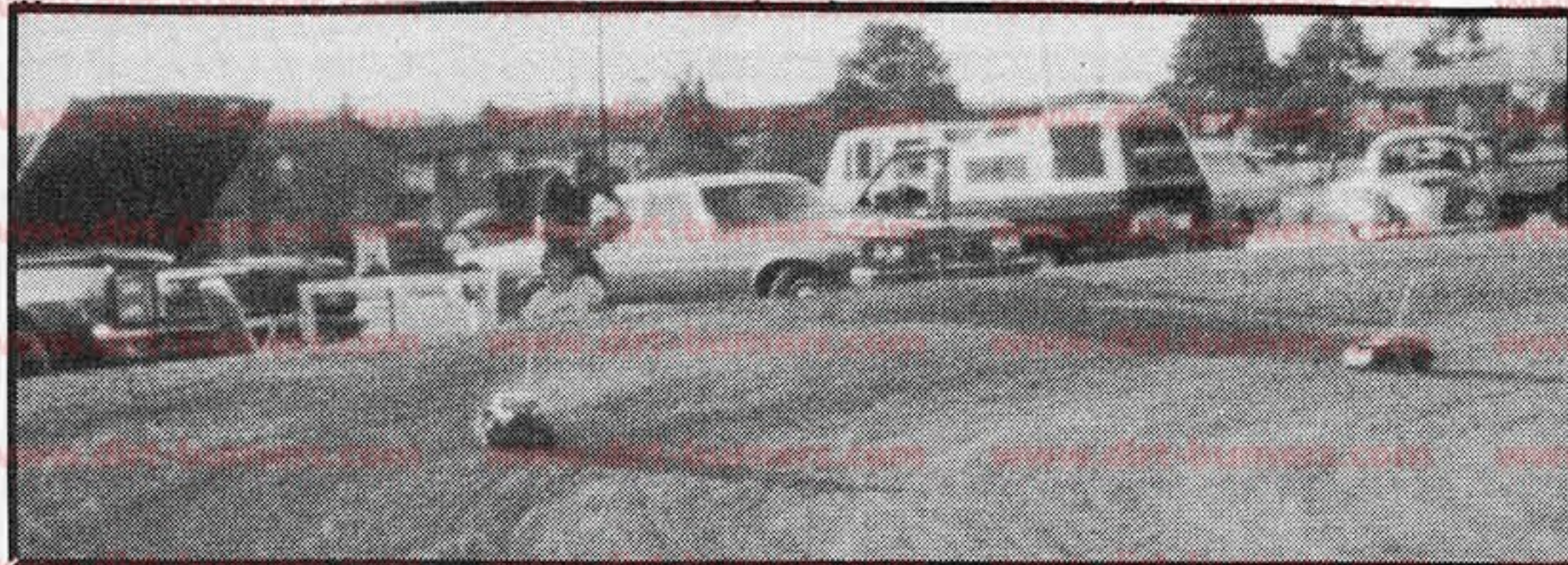
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TEAM RACE R/C CAR CLUB'S TRACK... BACK IN COMMISSION!

(Above): The track is plenty big for good racing. (Below): Talk about a great start! (Center): Eye-level view of the racing in progress. (Bottom): The main event of the day, high-speed oval-track farming equipment.



Story and photos
By Brenda Bullock
Clinton, MS

There has been a lot of talk in the Mississippi area that the Team Race R/C Car Club no longer exists. Nothing could be further from the truth! The race director of the Team Race Car Club has been very busy rebuilding the off road and oval tracks.

OFF ROAD TRACK

The off road track had a serious drainage problem whenever it rained. Because of this problem, the club's Junior Drivers' Series is two races behind schedule. The series began March 2 and is ROAR-sanctioned, Stock only. The missed races will be made up, but no dates have been set so far. The final race of the series was June 8.

The new off road track is located inside the new oval. This track is a driver's track — the turns are tighter and the jumps are placed strategically. Part of the oval is used for the straightaways. This track may be modified few more times, but it is basically complete. Drainage is no longer a problem, so there should be no more problems due to rain.

OVAL TRACK

There was a lot of enthusiasm when the old oval track was first built, but when it was rebuilt, dirt oval racing took off like a bullet! The new oval has 6° banked turns, is about 20 feet wide and has 80-foot straightaways. It's big enough to run 1/4-scale sprint cars, and allows the running of ten cars in 1/10 scale with full bodies. Stock and Modified Classes are both run, with the Stock races being five minutes and Modified races running four minutes. Until a series is setup, there are no body restrictions. A trial series race is in the planning stages.

For more information about the Team Race R/C Club and their events, please contact Thomas Bullock at (601) 924-3341 after 2:00 p.m., Monday through Saturday. When the club has completed a few more races, we will submit points standings.

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CORCAR/CAMRA SERIES REACHES COMPLETION



Above: Modified winners. Don't ask me how they've been modified, that's their business! L to R: Richard Love, Craig Bernard and Ron Martin.

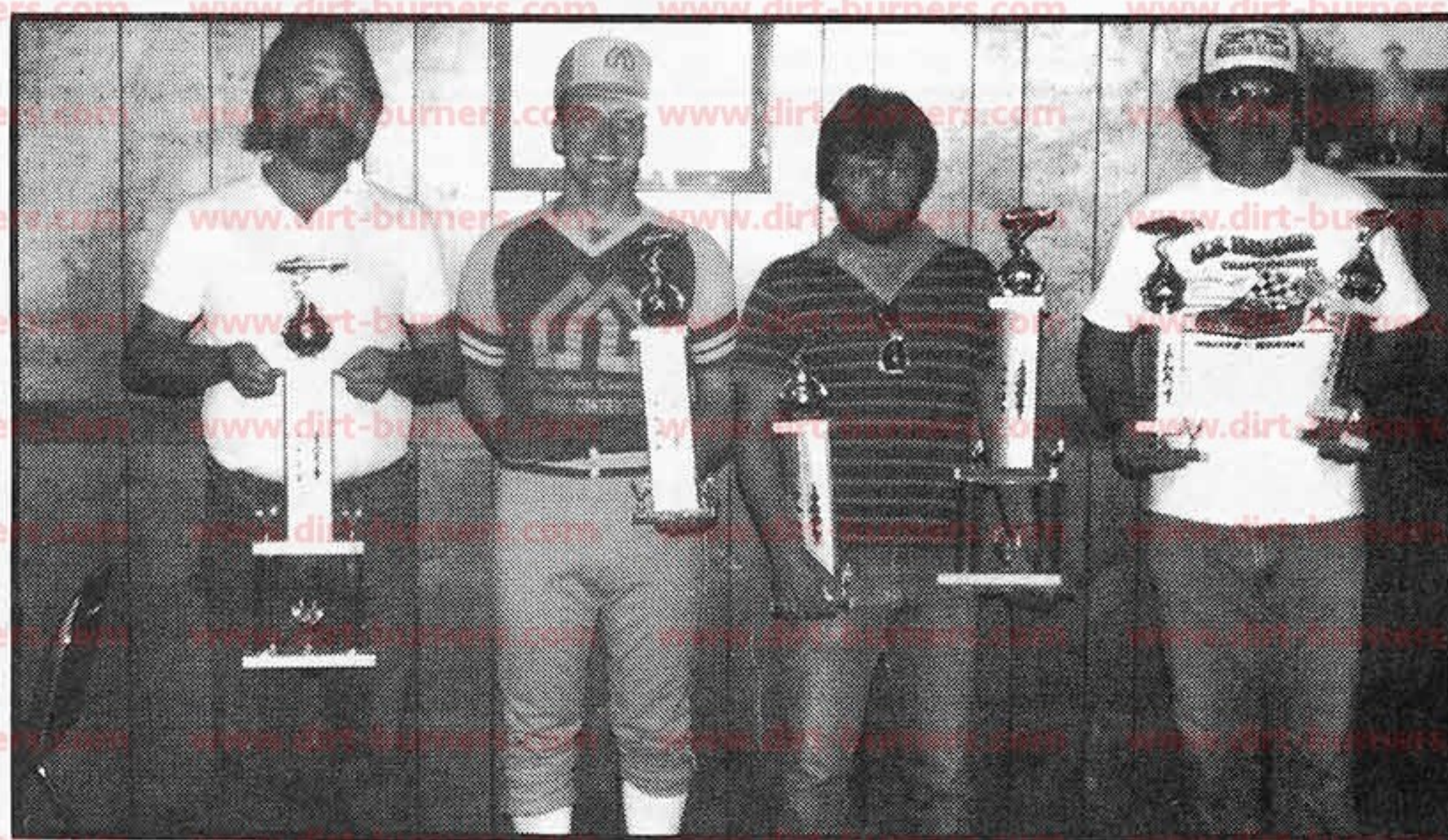
Story and photos
By Kevin Gray

June 1986
Columbus, OH

In the thriving metropolis of Columbus, OH, better known as "Hick-Town USA," we are indeed fortunate to have a large number of R/C enthusiasts and racers. As a result, there are three heavily attended clubs that race weekly. This story is about a long series between two of them.

CORCAR (Central Ohio R/C Auto Racers) and CAMRA (Columbus Area Model Racers' Association) set up a bodacious racing series between them for all classes of four-cell 1/12 carpet racing. The series stretched from January to the beginning of May, with 14 race dates — seven oval and seven road course. Couple this with the usual turn-out of five Stock drivers (beginner or first year), seven to fifteen Super Stock drivers, and seven to fifteen Modified drivers with two heat races and a main for each class...well, let's just say we all got to know each other real well!

Racing was tight and furious throughout the



The grim Super Stock winners (left to right), Ray Williams, Doug Schmitt, John Maynard and Ron Runyon.

classes, but as usual, the closest racing came from our Modified Class. Races were often close enough so that the first three racers were all on the same lap and often within a few feet of one another. These races were the highlight of the evening, as the speeds and the handling of the cars was absolutely incredible! Their outstanding record speaks for itself: Oval Course Stock — 75 laps; Super Stock — 82 laps; Modified — 113 laps!

The Stock Class was a learning experience for all. Many of the drivers went from "grabbing a handful of trigger" and careening from board to board, to becoming truly good Super Stock candidates. In oval racing, Dave Schmitt was unbeatable with five out of seven first-place finishes and four TQs. The man with a winning smile and winning car could have been called "Mr. Streak," but he wasn't out there alone as Roger Hill, John Sherman, and a host of others

will readily attest. The road course was tough, but then so was learning to turn on the rebound at first.

Up to the midpoint of the series, it was anybody's guess as to who was winning in the point standings. Kevin Gray emerged as the man to beat, with Dave Roger and six others on his heels.

Super Stock had some of the roughest competition, what with the likes of Ron "Streak" Runyon, constant John Maynard, Doug "Keep on Pluggin'" Schmitt, and Ray "The Ohio Flash" Williams. This class was within only points of overall placement. These are the fast, and at times furious, racers who are aspiring Modified drivers of the future. With a class that at times had as many as eight cars running in a race, the pace was all too often hectic and jumbled. The first turn was a doozie, as a ball of lexan rolled toward the terrified turn marshal, who was seen taking massive amounts of tranquilizers in anticipation of the next heat.

After the first couple of laps, these guys would

show their true form and drive like Joel Johnson, turning in some incredible lap times! Competition in the Modified Class will be all that much better when these guys graduate to this class next year.

The Modified Class drivers these clubs are "blessed" with (in their words) are such notables as Steve Verona, who is sponsored by Associated; Craig Bernard, president of CAMRA; Mike Deney; Ron "The Man" Martin; and Richard "Mr. Smooth" Love, just to name a few. These drivers are precision-smooth, and as a result, incredibly fast! To turn marshal for them, one needs a drink and a good book to occupy one's time, as wrecks are typically uncommon. As a rule, these races often had finishes where the cars were only feet apart from start to finish, and lapped cars are a rare exception.

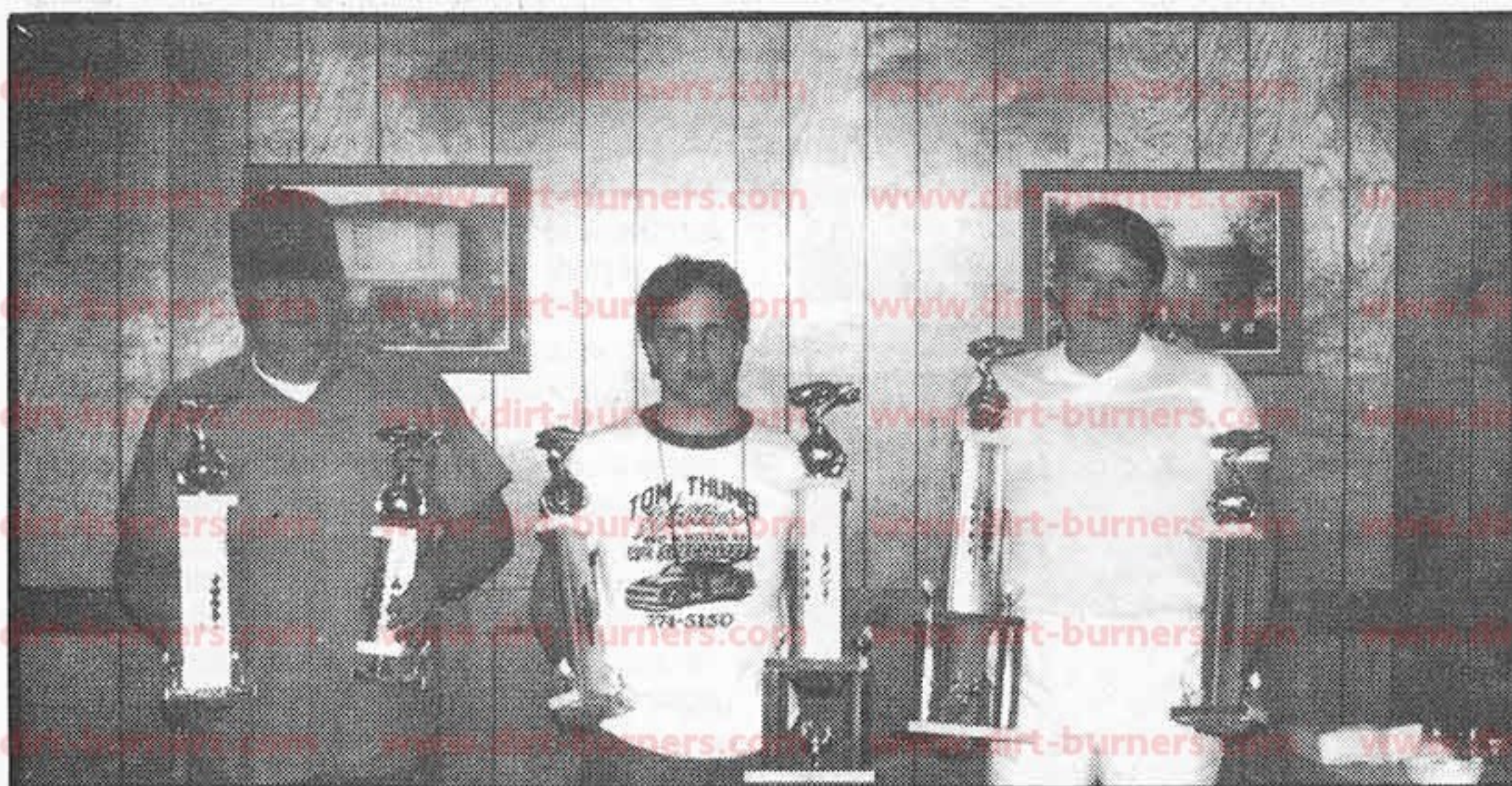
The race directors were, for the most part, John White and TJ of CORCAR, both of whom

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The Stock winners — Roger Hill, Dave Schmitt and Kevin Gray. Hey, Dave, what are the sunglasses for? Gee, those headlights on your R/C car must be awful bright!

are avid 1/10 scale men, and not into 1/12 scale. Thanks go to these men for the fine job and smooth running of the heats and mains. A special thanks also goes to the secretary, Mrs. White, for putting up with the problems and shenanigans that usually accompany a series such as this.

A few special notes of interest that helped a lot was the fact that before most races, drivers' meetings were held to inform anyone of schedule changes or problems that might have arisen. Anyone not turn marshalling or lap counting lost their points for that race. This kept

everyone on their toes and kept them working their spots. Being that the ages ranged from ten years old and up, it was not uncommon to have two or three experienced drivers working on a broken beginner's car. This is great because I'm sure the beginner's next race is just as important to him as is a Modified driver's next race.

This kind of fellowship expanded to encompass both clubs, so the competition has been friendly as well as genuine.

For any more information on any of the clubs, please contact: Craig Bernard, president, CAMRA (westside), 1199 Elm Park Circle,

Galloway, OH 43119; John White, president, CORCAR (eastside), 1775 Bairsford Circle W., Columbus, OH 43232; or Ron Runyon, president, MORCAR (northside), 5892 Central College, New Albany, OH 43054.

OVAL RESULTS

MODIFIED:

1. Richard Love Assoc./Futaba/Checkpoint
2. Craig Bernard Parma/Race Prep/Futaba
3. Ron Martin Delta/Checkpoint/Futaba

SUPER STOCK:

1. Ray Williams Assoc./Checkpoint/Futaba
2. John Maynard Kyosho/LeMans/Futaba
3. Ron Runyon BoLink/Trinity/Airtronics

STOCK:

1. Dave Schmitt Kyosho/LeMans/Futaba
2. Kevin Gray BoLink/Trinity/Airtronics
3. Roger Hill Parma/Parma/Futaba

ROADCOURSE RESULTS

MODIFIED:

1. Mike Denney BoLink/Race Prep/Airtronics
2. Richard Love Assoc./Checkpoint/Futaba
3. Craig Bernard Parma/Race Prep/Futaba

SUPER STOCK:

1. John Maynard Kyosho/Trinity/Futaba
2. Doug Schmitt Parma/Parma/Futaba
3. Mike Gill Kyosho/Trinity/Futaba

STOCK:

1. Kevin Gray BoLink/Trinity/Futaba
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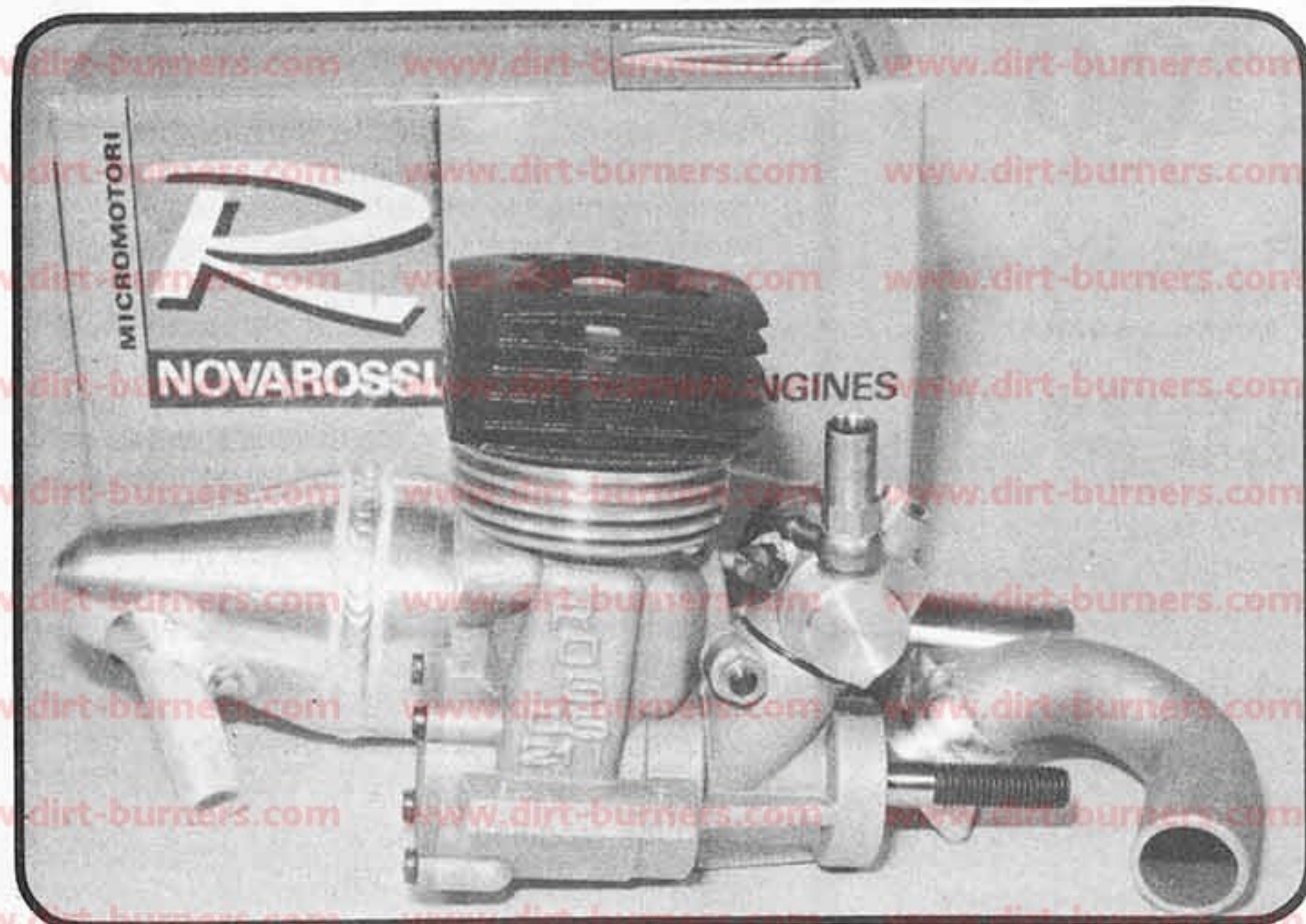
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The Mobile College of Hobby Knowledge will soon hit the road. Parma International of Cleveland, OH, and Twinn-K of Indianapolis, IN, have joined together in a cooperative sales program which will encompass the entire United States and Canada. The idea was developed last year by Ken MacDowel, Maurice Winn and their families. Broadening public awareness of hobbies — specifically model car racing — is the ultimate goal. By exposing model car racing to the public, they hope to create a bigger market.

Professor Bob Wentzel has joined this team to represent their product lines to wholesalers, distributors, sales personnel, hobby dealers, racing clubs and special events coordinators. He will begin an extensive road trip shortly. He encourages dealers, distributors, club presidents, etc., to write and let him know that they want to see it and find out what it's all about. The interior of his van is just like a trade show on wheels that comes to you. It's full of the latest and hottest products for off road, on-road, slot racing, etc.

To find out more about the Mobile College of Hobby Knowledge, and when it will be in your town, write to:

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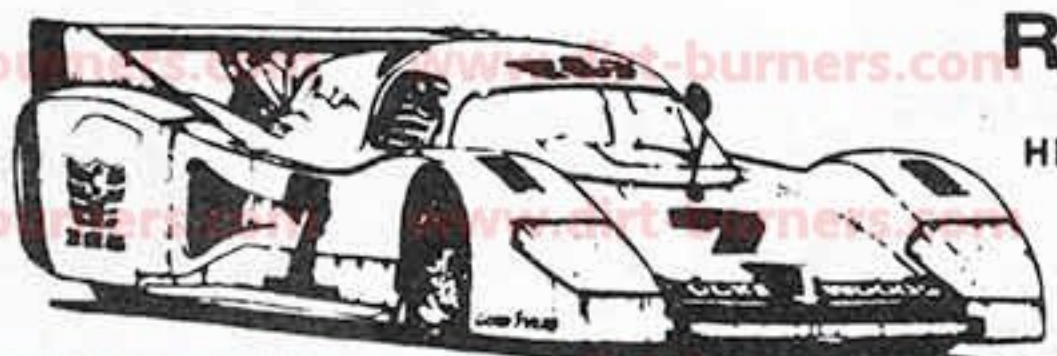
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ON THE LINE (cont'd from pg. 8)

provisions were made for wheelchair-bound racers. We at CRP totally agree that provisions should be made for racers who are restricted in access to certain areas due to the fact that they are confined to a wheelchair. We have always recommended to tracks that they have a ramp available for racers who are restricted because of their wheelchairs.

In 1985 CRP produced a pamphlet called "Tracks of the West." In the brochure we make mention of the fact that ramps are very important as far as access to the drivers' stand as well as to a projection on the stand for someone using a wheelchair. The photographs of some of the drivers' stands in our brochure will indicate such a projection. We would like to let the readers know that "Tracks of the West" is available to racers and hobby shops, free of charge, from CRP. All they need to do is send a stamped, self-addressed envelope to CRP, P.O. Box 1485, Temple City, California 91780.

We will also send copies of this letter to both ROAR and ORRCA, recommending that they include in their rules and recommendations for drivers' stands and for race tracks, that adequate access be provided for the racers who may be confined to wheelchairs.

Thank you very much, Lou, and continue doing a good job.

Mike Tobey
Pres. — Custom Racing Products (CRP)
Monrovia, CA

All we can add to this is that even if a drivers' stand does not have wheelchair accommodations, there should be space available next to it, or directly in front of the stand, if safe, where there's an unobstructed view of the entire track. ED •R/C•

CALENDAR

AUG 1, 15, 29. SEPT 12, 26. OCT 10.

ANTIOCH R/C RACEWAY

5631 W. Lone Tree Way

Antioch, CA 94509

Contact: Jack Hanson (415) 754-5700

New track located at the Antioch Airport between San Jose and Sacramento. One-and-a-half-acre race site. Lots of parking or fly in! Shop, snack bar, AC power. Every Saturday 10:30 a.m., 1/10 off road. Every Sunday, 10:30 a.m., 1/8 gas off road. Entry fee — \$7, first class; \$5, second class. ROAR rules. Coming soon, Wednesday and Friday nights, 1/10 and 1/8 gas Oval racing. Also coming: 1/12 off road.

ARCORR

(Alaska Radio Controlled Off Road Racers)

4970 Fairbanks St.

Anchorage, AK 99515

Contact: Tim Brass, President 278-4250

Joe Mikus, Vice-President 338-2103

Joan Porter, Sec/Treas. 344-6734

ARCORR will be hosting series races every Monday night at the race track noted below. Check with club officers for further information.

1/10 Scale Off Road Regionals will be hosted by ARCORR. Site and dates to be announced soon.

Race Site: 4970 Fairbanks St.

Anchorage, AK

Entry Fee: \$4 per class — ROAR members only!

Sign Ups: Start at 6 p.m. race night and close at 6:30 p.m.

Qualifying: 4-minute heats

Mains: 4-minute heats

Classes: 2WD Stock & Modified, 4WD Modified

AROARA

(Alaska Radio Operated Auto Racing Association)

1/10 Scale Racing Series

4970 Fairbanks St.

Anchorage, AK

Contact: Bob Peters 345-3269

Joe Mikus 338-2103

Ernie Nidiffer 272-9053

All participants must be AROARA and ROAR members. Memberships are available at races. AROARA is \$10/year and ROAR is \$20/year.

Entry Fee: \$4 per class

Sign Ups: Close at 7 p.m. on race day

Start: Heats start by 7:30 p.m.

Qualifying: 3 four-minute heats

Mains: Four-minute mains

Classes: All ROAR classes — Novice, 2WD Stock, 4WD Stock, 2WD Modified, 4WD Modified

Off road course: Must use off road-type body only. JULY 11, 18.

Oval course: Must use oval-type body only.

AROARA

1/8 & 1/12 Scale Racing Schedule

4000 Credit Union Drive

Anchorage, AK

Contact: Bob Peters 345-3269

Tony Glenn 278-9132

Kim Fleetwood 248-6682

GT, NASCAR, or Trans-AM bodies allowed series points races.

JULY 13: 1/8 Scale Regionals

JULY 20: 1/12 Scale Regionals

JULY 27, AUG 3, 10, 24, 31

Set-up: 9 a.m.

Sign-up: 10:30 a.m.

Racing Begins: 11:00 a.m.

ARROW HOBBIES

2710 So. I-35W

Burleson, TX

(817) 295-2821

1/10 electric racing on Wednesday nights (ovals), Fridays (off road), and fourth Sundays

(ovals). Race track facility may be rented by any race club on non-race dates. Electronic lap counting, refreshment stand, restrooms, and hobby shop on premises.

B & H HOBBIES RACEWAY

Rt. 10, Box 178

Mechanicsville, VA 23111

(804) 746-2758

BOLINK RACEWAY PARK

420 Hosea Road

Lawrenceville, GA 30245

Contact: Bob Rule (404) 963-0252

Ovals and off road on Friday nights, and 1/10 scale asphalt on Sundays. Host club is Georgia Roundtrackers. Call for more information.

BREMEN BANDITS R/C RACING CLUB

BREMEN HOBBIES

308 N. Bowen

Bremen, IN 46506

Club races at two tracks: Indoor track located at St. Paul's Gym; outdoor off road track is at

ATTENTION R/C Clubs/Promoters SPECIAL EVENT ADVERTISEMENT

☒ THIS SIZE AD (4 3/4" X 5"), Regular \$120.00 now only \$60.00

(Payment must accompany Ad - No exceptions!)

☒ ROAR, NAMBA, IMPBA, AMA, & Organized Clubs ONLY!

(Not available to private parties, manufacturers, or dealers)

☒ ADVERTISE Your Next Race for LESS than what it would cost you to send out 500 Flyers!

☒ SEND IN your Event Ad NO LATER than the "15th" of Each Month for the following month's issue.

☒ AD DESIGN & LAYOUT is to the discretion of the Club. MUST BE CAMERA READY. Stay within borders. Any extra Typesetting or layout will be billed before ad appears.

TAKE ADVANTAGE & GET THE WORD OUT

R/C RACING NEWS

P.O. Box 411

Woodland Hills, Ca. 91365

(213) 340-5750/345-7300

CALENDAR

Sunnyside City Park, located at extreme southeast corner east of Frog Mountain. Practice anytime but membership is required to race. Oval racing and off road. Bring your own work table and charging system.

CALIFORNIA AUTO RACERS

Don Hill

1658 Provincetown Dr.

San Jose, CA 95129

(408) 973-9622

Club meets at D & J Hobby Shop in Campbell. Race 1/12 scale electric. Racing on second Sunday of each month, except May and Dec.

JULY 13: (Sports, Road)

JULY 19: (6-hr. Enduro)

AUG 10: (Sports, Road)

AUG 23-24: Silicon Valley Invitational

SEPT 14: (Sports, Road)

OCT 12: (Sports, Road)

OCT 18: 4-hr. Enduro

NOV 9: (Sports, Road)

DEC 6: (Sports, Road)

DEC 7: Year-end trophy luncheon

CALIFORNIA STATE CHAMPIONSHIPS INDOOR CARPET SERIES

Frank Killam Productions

7359 Cartwright Ave.

Sun Valley, CA 91352

(805) 499-0223 or (818) 764-7557

For Modified Class 1/12 electrics only. Novice, Amateur and Experts.

CALIFORNIA AUTO RACERS

1500 Wakefield Way

Sacramento, CA 95822

Gene Bush (916) 421-4794

1/8 Gas Road Racing: Fourth Sunday of every month at Sunrise Mall, Sunrise Blvd. & Greenback Lane.

1/10 Electric Off Road: Race on the first Sunday of each month at Phoenix Park, Sunset & Hazel. The third Sunday of each month at Trail Head Park, Florin Mall Dr. ROAR insurance required. ROAR rules apply.

1/12 Schedule:

JUL 20: Sports, off road, points awarded.

AUG 3: 6-Hour Enduro, off road, special award.

AUG 10: Sports, off road, points awarded

AUG 23-24: Silicon Valley Invitational, Special award

SEPT 14: Sports, off road, points awarded

OCT 12: Sports, off road, points awarded

OCT 18: 4-hour Enduro, off road, special award

NOV 9: Sports, off road, points awarded

DEC 6: Sports, off road, points awarded

DEC 7: Year End Trophy Award Luncheon

CHECKERED FLAG R/C RACEWAYS

8100 South Kirkwood Rd.

Houston, TX 77072

(713) 879-7619

New permanent track for 1/10 off road, 1/12 electric and 1/8 gas cars. Asphalt track more than 15,000 sq. ft. Dirt track with a scale half-mile oval. Auto Count, large drivers' stand, lights for night racing. Hobby shop on premises.

Race schedule:

Friday Nights: 1/10 Dirt Oval Racing

Saturday Nights: 1/10 Dirt Road Racing

Every Sunday: 1/8 Gas, 1/10 Electric, 1/12 Electric, on the asphalt road race course.

CHICAGO MODEL & HOBBY SHOW

2400 East Devon Ave.

Suite 205

Des Plaines, IL 60018

(312) 299-3131

OCT 9-12: At O'Hare Expo Center, Rosemont, IL. One heck of a good show. Trade and consumer show. Booths available. Contact office for more information. Admission prices are \$5 for adults and \$2.50 for children.

Trade days and hours: Noon to 5 p.m., Thursday, October 9, and 9 a.m. to 2 p.m. on Friday, October 10.

Public days and hours: 2 p.m. to 10 p.m., Friday, October 10; 9 a.m. to 6 p.m. on Saturday, October 11; and 10 a.m. to 5 p.m. on Sunday, October 12.

CIRCUS RACEWAY

3132 S. Highland

Las Vegas, NV 89109

(702) 732-0022

Off road racing every first and third Sunday. Races run in compliance with ROAR rules. Lighted track and plenty of parking. Track is open for practice anytime, free of charge. Call for more information.

CLASSIC R/C SPEED SHOP & RACEWAY

N. 90 W16519 Roosevelt Dr.

Menomonee Falls, WI 53051

Contact: Joel Gish (414) 251-2000

Off road: Every Thursday night. Hot laps at 6 p.m. Time Trials at 7 p.m. Racing starts at 7:30 p.m. Hobby shop on location, concessions, lights, scoring, P.A. and bleachers. Track located three miles north of Milwaukee.

CLEAR LAKE CAR CLUB

300 N. Vista, -1420

Houston, TX 77073

Contact: Doug Caraway at (713) 443-0580 or Jim Shannon at (713) 485-1398

Racing at 1300 Bay Area Blvd. off I-45, near Boeing. 1/12 electric club motors issued. Races start at 1 p.m., check in by noon. Entry is \$3; non-members \$5. Anybody may run, except at Texas Tri-Oval, which will be for NASCAR bodies only!

CLUB S.E.A.R. SOUTHWICK ELECTRIC AUTO RACERS

13 Powder Mill Road

(413) 569-5753

1/10 off road racing. Located at Moto-X 338 in Southwick Stock. Modified and Open classes. Drivers' stand, refreshments, restrooms and hobby shop on premises. Track open for practice at noon. Races start at 1 p.m.

1986 Schedule:

MAY 11, 25

JUNE 7, 15, 29

JULY 12, 20

AUG 3, 17, 31

SEPT 14, 28

OCT 5, 19

CORRA

(Chicagoland Off-Road Racers Association)

Arlington Heights, IL

Dan Dubrule (312) 255-7383

Paul Robinson (312) 506-9726

1/10 Scale off-road: Bolink AMB computer with Auto-Score. New track layout and surface for 1986. Trophy racing every Sunday. Registration begins at 8 a.m. and closes at 9:30 a.m. Racing starts at 10 a.m. Maximum of 3 entries — 1 car per class. All Oval races must have stock car bodies.

JULY 6: off road

JULY 13: off road

JULY 20: oval

JULY 27: off road — ROAR Level 1 sanctioned

AUG 3: oval

AUG 10: off road

AUG 17: off road

AUG 24: off road — ROAR Level 1 sanctioned

SEPT 7: oval — ROAR Level 1 sanctioned

SEPT 14: off road

SEPT 21: off road

SEPT 28: off road

OCT 5: off road

OCT 12: oval

OCT 19: off road

OCT 26: off road

The 5 classes are: 2WD Production, 2WD Stock, 2WD Modified, 4WD Stock and 4WD Modified.

CUDAHY NEWS & HOBBY CTR.

4758 S. Packard Ave.

Cudahy, WI 53110

(414) 769-1500

CALENDAR

1/12 Electric:

Road racing every Monday night. Oval racing on Wednesday night. Track located in basement of hobby shop. Racing starts at 7 p.m. Computerized scoring.

1/10 Off Road:

Racing at 2 p.m. Sunday afternoons during summer months. Track located at 4th and Edgerton Ave., west of Mitchell Field Airport.

DENWICK R/C HOBBIES & RACEWAY

14961 Buchanan Trail East
Blue Ridge Summit, PA 17214
(717) 794-5184

Racing every weekend for 1/10 scale off road cars. Off road and oval races. No race schedule yet. Call shop for more information. Night racing as well, plus a complete parts shop.

DIRT POWER HOBBIES RACEWAY

Rt. 1, Box 307
Deer Park, WA 99006
(509) 276-6805

1/10 off road. Racing season started in March; races every Sunday — either oval or off road track. Mid season champs in July. Hobby shop on site. Track open anytime for practice during the season.

DUSTBUSTERS R/C CLUB

5004 - 70th Place
Hyattsville, MD 20784
Contact: Jeff Swartz (301) 773-7230

Weekend races: practice at noon, races start at 2 p.m. Weeknights: 6 p.m. practice, races start at 7:30 p.m.

ELECTRIC OFFROAD RACEWAY

1801 Springs Rd.
Vallejo, CA 94590
(707) 557-0302

Track is located behind bike shop. Call for more information about race days and special events.

ESCALANTE RACEWAY

10505 East Escalante
Tucson, AZ 85730
(602) 298-1253

Monday nights — practice and/or race. Sat. morning races most weekends. Hobby shop (Enderle R/C) on premises. Club affiliation: "Team Tucson Racing Club." Contact Bruce Enderle at (602) 298-1253 or Scott Enderle at (602) 299-4879 for more information. Off road (1/10) and on-road (1/12) tracks.

FAST TRACKERS R/C CLUB

1412 - 24th Avenue
Meridian, MS 39301

FLORIDA STATE 1/12 SERIES SCHEDULE

11850 Nottall Ave.
Tampa, FL 33617

Contact: Eric Gudger (813) 985-6158

AUG 2-3: GTP only, in Daytona. Contact Dick Schafer, (904) 761-7365.

OCT 4-5: GTP only, in Orlando. Contact Jeff Davis, (305) 273-4015.

NOV 15-18: Can Am in Jacksonville. Contact Bill Fraden, (904) 268-1948.

FORT COLLINS R/C RACEWAY

601 Cook Drive
Fort Collins, CO 80521

Contact: Don Brown Jr. (303) 493-1858

1/10 scale off road racing for the summer. Run Modified and Open classes for 2WD and Unlimited Class for 4WD cars.

GONZO RACEWAY

Contact: Jeff (219) 926-4341 or 736-7414

Track is located in Chesterton, IN. Take 80-94 to Rt. 49 South, first light, go left 1/4 mile, turn right at end of Jewel to parking lot; track on right-hand side.

JULY 6: Off road — ribbon

JULY 20: GONZO DIRT BLASTER — trophies & door prizes

AUG 3: Oval (oval bodies)

AUG 17: Off road — trophy

AUG 31: Off road — ribbon

SEPT 7: YEAR-END OVAL EXTRAVAGONZO — trophy

SEPT 21: Off road fun run

Classes: 2WD Stock, 2WD Modified, 2WD Open, 4WD Stock, 4WD Open. Entry fees: \$5 per class, ribbon races; \$7 per class, trophy races. (Gonzo Dirt Blast — \$10 per class.) Qualifying starts promptly at 11:00 a.m. Computer scoring, watered track, drivers' stand and food nearby!

GONZO DIRT BLASTER

(Mail check or money order to:)

Jeff Carter
55 E. 66th Pl.
Merrillville, IN 46410

JULY 20:

First, second, third place trophies in all mains and concours. Trophy Dash (5 laps, handicap start) and TQ trophies. Door prizes and raffle. Entry fee \$10 per class, first 100 entries ONLY! Entries must be in by June 25. Check-in time: 8:30-10:00 a.m. Numbers and prizes given at check-in. Classes: 2WD, Stock, 2WD Modified, 2WD Open, 4WD Stock and 4WD Modified.

GOSHEN R/C OFF ROAD RACING CLUB

Timms Hobby Shop

1922 Elkhart Rd. Goshen, IN 46526
(219) 534-1992

1/10 off road racing at two locations: Indoor track located at Super Steer Meat Packaging Co., St. Rd. 4, Goshen, IN. Call for more information.

HAL'S HOBBY SHOP & RACEWAY

4886-A Hercules
El Paso, TX 79904

Contact: Carlos Premier (915) 755-1914

1/10 off road (electric): Race every Saturday, 9:30 a.m. to 4 p.m. Track open for practice all week.

HAWAII RADIO CONTROL

ELECTRIC CAR CLUB

1423 - 10th Avenue
Honolulu, HI 96816
(808) 737-9582

HOBBY BENCH RACEWAY

515 S. Glendora Ave.
Glendora, CA 91740
(818) 963-9517

Off road:

Fridays at 7 p.m., alternating off road and Oval course. Oval racing on Saturdays. Off road course is on second and fourth Sundays of the month. Entry fee is \$7 per class.

THE HOBBY DEPOT

81 Old York Road
Bradley Gardens
Bridgewater, NJ 08807

JULY 6: 5th Annual 50-Lap Endurance Race

JULY 11, 13, 18, 20: Series races and rain dates

JULY 25: NASCAR Oval Race

JULY 27: Classic's Oval Race

AUG 1, 3, 8, 10, 15, 22, 24, 29, 31: Series races

AUG 17: NASCAR Oval Race

SEPT 5, 14, 19, 21, 26, 28: Series races

SEPT 7: Classic's Oval Race

SEPT 12: NASCAR Oval Race

OCT 3, 5, 10, 12, 17, 19, 24, 26: Oval and off road races, call for info.

OCT 5: AWARDS PRESENTATION

CALENDAR

HOBBY INDUSTRIES OF AMERICA
319 East 54th St.
Elmwood Park, NJ 07407
(201) 794-1133

HIA CONSUMER & TRADE SHOW: August 8-10 at the Brendan Byrne Meadowlands Sports Complex in East Rutherford, NJ. Consumer show opens Friday afternoon and runs through Sunday. Consumer sales optional.

HOBBYTOWN
4915 W. RTE. 120
McHenry, IL 60050
(815) 344-1777

RACE AGAINST CANCER

Join in the fun, and help a good cause! "I Raced Against Cancer" takes place July 6 at Knox Park in McHenry, just off Route 31. \$6 donation. Trophies, plaques, and ribbons will be awarded to drivers. Time trials start at 10 a.m. Pre-register if possible. Register at Hobbytown, or call for further information. Rain date is July 13.

IFMAR

1/12 Scale World Championship
Tropicana Hotel
Las Vegas, NV

AUG 11-16, 1986:

Back in the United States, the Electric World Championships will be sponsored by Sanyo Batteries. Entries for qualified racers due by May 15, 1986. Special hotel rate for racers and also a special package for enthusiasts. For more information, contact the IFMAR World Championships at 20431 Castle Rock Circle, Huntington Beach, CA 92646. Attn: Monica Barana

IORC

(Iowa Offroad Racing Club)
116 East Ninth
Ames, IA 50010

AUG 23-24:

The Iowa State Fair is providing facilities for this club to sponsor this two-day event, which will feature 2WD and 4WD off road — full body and sprint dirt oval racers. Novice and Expert classes, minimal entry fee. Contact John Miller at (515) 232-2381 for additional information or send letters to P.O. Box 1912, Ames, IA 50010.

JOROC

(Joliet Outlaw Radio Operated Car Club)
Contact: Don Meade at (815) 436-8574 or
Ken Swenson at (815) 723-5172

Off road 1/10 Scale:

Production, Modified, Open 2WD and Open 4WD classes. You may enter a maximum of two classes. Sunday racing starts at 8:30 a.m. Track

located about 30 miles south of Chicago, on Frontage Rd., between Rte. 30 and I-80, across from Louis Joliet Mall.

JULY 12: Gas sprints

JULY 13: Oval — oval-type bodies

JULY 20: Off road

AUG 10, 17, 31: Off road

SEPT 12-14: REGION 3 CHAMPIONSHIPS

SEPT 21: Off road

OCT 11: Gas sprints

OCT 12: Oval — oval-type bodies

KAL COUNTY MINIATURE RACERS (KCMR)
Airway Lanes, 5626 Portage Rd.
Kalamazoo, MI
(616) 329-1087/344-3104

Off road:

6-cell Stock 2WD & 7-cell Modified 2WD racing. Also, 7-cell Modified 4WD Class. Heart of America Format. Trophies for firsts, seconds and thirds. All heats four minutes long; three rounds of qualifying, plus feature race. ROAR rules.

Electric 1/12:

Racing at the East Town Mall, 5280 Gull Rd. 6-cell Stock & Modified. 7 a.m., registration. 10 a.m., qualifying. Contact: Tim Miller at (616) 323-9590 or Judd Nichols at (616) 344-3104 for more information.

K & W RACEWAYS

Hard Rock (1 block N. Shady Grove)
Grand Prairie, TX
Contact: Matt Hafer (214) 986-5063

Racing on the first and third Sundays of the month. Automatic scoring, refreshments, etc. Friday-night racing coming soon.

KING'S R/C CARS

219 East Washington St.
Hagerstown, MD 21740
(301) 739-0080

1/10 off road races. Races every Sunday. Races begin at 1:00 p.m. Covered track with spectator grandstands and pits under cover. Track is located at Hagerstown Fairgrounds, Hagerstown, MD. Call for further information and details.

LAKE WHIPPOORWILL INTERNATIONAL

SPEEDWAY

12345 Narcoossee Rd.
Orlando, FL 32812
Trackside: (305) 277-9586
Campground: (305) 277-5075

Race on Florida's first and only cement track. It's located directly on a campground, so camp out for the weekend on beautiful Lake Whippoorwill (a sand-bottom lake) and race! If you rent

a lot at the campground, practice on the track is free. A BoLink Computer is used to count your times and laps. Trophies given at every race in all A Mains, ribbons in all others.

Race Days:

Saturdays — GN Oval track. Stock, Modified, 1/12 and Late Model classes. Track closes at 10 p.m. Friday nights — Road Course and Can Am cars. Practice Sunday through Friday. Rookie Race Night — Wednesday nights (for beginners only). Call for more information.

LAWRENCE RACE PARK
2509 Macedon Center Rd.
Palmyra, NY 14522
(315) 597-6429

1/10 & 1/12 oval and off road racing on dirt. 1/8 Gas Sprinter track (under construction), also on dirt. Call or write for schedule or map.

MAGIC CITY R/C CAR CLUB

On Hwy 79, 8 miles N. of Birmingham
Next door to Superbowl Bowling Alley
(205) 497-0520/492-4691

EVENTS

SUMMER SERIES RACES:

Six-race series with one throwout. NASCAR races are ovals. Can-Am races are road courses, three Sat. and three Sun. races with Sat. races starting at 10 a.m. and Sun. races starting at noon.

ALABAMA STATE SERIES:

In the works, either three or four races with one throwout. More on this series later. Contact David Swearingin 841-6988 for further info.

FRIDAY NIGHT RACING:

First and third Friday nights of every month. Oval track, any body style, 1/10 & 1/12. Contact Jerry Evans 491-8601.

MAGIC CITY ENDURO:

One hour, four-man teams. Date to be announced.

SUMMER CHAMPIONSHIP:

Will be a one-day race in the streets of B'ham if possible. If not, it will be a two-day race at Magic City Raceway.

SCHEDULE OF EVENTS:

JULY 6: Summer Series Race #3, Can-Am 1/10 & 1/12, \$5 entry fee.

JULY 10: Coca-Cola Race #3/Summer Series Race #4, NASCAR, \$5 entry fee, 1/12 scale.

AUG 3: Summer Series Race #5, Can-Am, \$5 entry fee, 1/10 & 1/12 scale.

AUG 16: 3rd Annual Magic City Summer Championship/Summer Series Race #6/Alabama State Series Race #1. Can-Am, \$15 entry fee, 1/10 & 1/12 scale.

SEPT 1: Labor Day Oval Championship/Alabama State Series Race #2. Sports car/GT/ASA, \$15 entry fee, 1/10 & 1/12 entry fee.

CALENDAR

MARCAR

(Milwaukee Area Radio Controlled Auto Racers)

Village Mall Shopping Center
Joel Gish, 251-2000

1/10 and 1/12 indoor carpet racing for both scales. Racing every Thursday night at 6 p.m. Practice nights are Tuesday 6-10 p.m. Permanent full-service race track with hobby shop. 3,200 sq. ft. of action-packed oval and road-course racing! Club also races at State University on Sunday mornings at 8 a.m. Call for more information.

MARYSVILLE R/C RACEWAY

(Formerly GOLDEN T R/C RACEWAY)

11th & Ramirez St.

Marysville, CA

(Not a mailing address)

Contact: Harry Jackman (916) 671-6677

Off-road 1/10 Scale racing every second and fourth Sundays. Track open only on those days. Club affiliation is NVRCRC (North Valley Radio Controlled Racing Club) of Yuba City, CA. Entry fees: \$5, Novice; \$7, all others. Four-minute heats and one four-minute main. ROAR membership required. Call for more information.

1986 MIDWEST SERIES

Contact: Steve Lazarus

P.O. Box 69

Wauconda, IL 60084

(312) 526-1493

1/8th Gas Schedule:

JULY 19-20: Detroit, MI

AUG 16-17: Toledo, OH

SEPT 13-14: Indianapolis, IN

OCT 11-12: Dayton, OH

MIDWEST "SPRINT CAR" SERIES

c/o Moody Automotive

755 Ash Street

Flossmoor, IL 60422

Contact: Roy Moody at (312) 799-5579 or

Harold Mitchem at (419) 435-4675

Joliet track located at: Rte. 30 & I-55.

Fostoria track located at: U.S. 23, south of State Rd. 12 (in back of the County Line Machine Co.)

JUL 12: Chicago, IL, Race 3

AUG 2: Fostoria, OH, Race 4

AUG 30: Painsville, OH, Race 5

SEP 20: Fostoria, OH, Race 6 & NORODS Fall Classic

OCT 11: Chicago, IL, Race 7

MOD-STOCK RACEWAY

(NASCAR Affiliated)

3478 Latta Rd. (Corner Rte. #8 & 261)

Rochester, NY 14612

Contact: Tom Gebhart (716) 392-8208

Race on Tuesday nights and Open races on Sundays and holidays. Shop on site. Large parking area and plenty of pits. Track is Dirt Tri-Oval, with 38° banking.

NERCAR

(Northeast Radio Control Auto Races)

36 Glendale Rd.

Enfield, CT 06082

Contact: Larry Labounty (203) 749-6281

Race site is at the Asnuntuck Community College, 170 Elm St., Rte. 220, Enfield, CT. Practice starts at 9:30 a.m., racing starts at noon sharp! All oval races — GT bodies only. Road race — Can Am, except Sept. 7 — Formula 1. ROAR membership. For information, you may also call Wes Ford at (203) 749-7927 or Phil Olsson at (203) 668-1545.

1/8 Gas Racing Schedule:

JULY 6: Oval race.

AUG 10: Oval race — ASA Special.

AUG 24: Road Race Series East.

SEPT 7: Road Race Asnuntuck Gran Prix — Formula 1.

SEPT 21: Oval race.

OCT 12: Road Race Series East.

N.E.S.C.A.R.

(North East Scale Car Auto Racing)

P.O. Box 118

N. Greece, NY 14515

Club races at three tracks: Mod-Stock Raceway (MSR), 3748 Latta Rd., Rochester, NY 14612 - Tom Gebhart, promoter; Mosquito Valley Raceway (MVR), 200 Ogden Parma T.L. Rd., Spenceport, NY - Leo Kellet, promoter; and K.D. National (KDN), 995 Atlantic Ave., Rochester, NY 14609 - Kevin Cole, promoter.

NOR-CAL MINI OFFROADERS

2665 Park Marina

Redding, CA 96001

(916) 241-3737

The Nor-Cal Mini Offroaders track is located behind Chips Restaurant at Oasis Rd. and Cascade Blvd. in Redding, CA. 1/10 scale oval track racing every other Sunday. Sportsman, Limited and Unlimited classes, both closed- and open-wheel. Entry fee: \$5 — member; \$6 — non-member. ROAR membership required. For further information, please contact Kevin Paschke (916) 241-3737 — Tues.-Sat.

NORCAR

848 Wilder Ave.

Elyria, OH 44035

Chuck Macklin (216) 365-6562

1/12 Scale racing. Best-of-seven-race series at American Legion Hall, Brookpark Rd. & W. 220th Street. Entry fee \$4 for NORCAR members, all others \$5. Register 8 a.m., practice 9:30 a.m., race 10:30 a.m.

NORODS

(Northwest Ohio Radio Operated Dirt Sprints)

Herb Zleman

906 Eton Rd.

Toledo, OH 43615

(419) 531-0070

1/8 Gas Sprints on DIRT!

JULY 12: Sprint series 3, Joliet, IL.

AUG 2: Sprint series 4, Fostoria, OH.

AUG 30: Sprint series 5, Cleveland, OH.

SEPT 20: Sprint series & NORODS Third Annual Fall Classic, Fostoria, OH.

OCT 11: Sprint series 7, Joliet, IL.

NORODS Track located BEHIND County Line Machine Co., on U.S. 23, south of Fostoria, OH. High-banked turns.

NORTHERN MINI-RACERS

OF MINOT, NORTH DAKOTA

Contact: John Weaver (701) 727-5120

108-2 Sunset Loop

Minot AFB, North Dakota 58704

1/12 Scale 6-cell summer season. Regular races are held at Roosevelt Park on the first and third Saturday of each month. Stock motors only. For more information or location confirmation contact John Weaver.

NYROC (New York Radio Operated Cars)

Contacts: Joe Fiero (718) 272-1917

Larry LaBounty

SERIES EAST 1/8 Scale Gas Series:

Run at two track sites — Brooklyn, NY, and Enfield CN.

ORRCA CENTRAL DIVISION

Cycle Arts Racing

3188 N. Marks, #121

Fresno, CA 93711

(209) 233-3665 or (209) 229-9366

Entry fees: pre-registration, \$6; late fee or non-ORRCA member, \$8. Pre-register the Friday before. Call for more information.

OUTBACK OFF ROAD

Market St. at Akron

Jacinto City, TX

(713) 673-5911 or

(713) 675-7938/455-2893 after 5 p.m.

CALENDAR

Racing every first and third Saturday night of the month. Sign up by 5:30 p.m. Races start at 6:30 p.m. Track located on the east side of Houston at 1215 Akron St. All ROAR classes run, plus special Tamiya class for newcomers. Auto Count computer for scoring and starting grid with X-mas tree lights.

PANDEMONIUM RACEWAY (PR)

Buffalo, TX
and

I-30 SPEEDWAY (I-30)

Little Rock, AK

Dates preceded by I-30 will be held at I-30 Speedway in Little Rock, AK (2nd Saturday of each month). Dates scheduled at I-30 are tentative; as long as track is still available, races will be held. Contact Ken Leslie at (501) 562-9448 (day) or 835-6302 (eve.) for information. All races at Pandemonium Raceway except for the Nationals which will be in the 1986 Points Championship. As last year, each point will also be redeemable for WCM, Inc., parts (\$ per point).

JULY 5: SECOND ANNUAL QUARTER-SCALE SPRINT CAR NATIONAL CHAMPIONSHIPS — (PR) 2 p.m. time trials, races follow.

JULY 19: (I-30) 11 a.m. time trials, races follow.

AUG 2: (PR) 6 p.m. time trials, races follow.

AUG 16: (I-30) 1 p.m. time trials, races follow.

SEPT 6: (PR) 6 p.m. time trials, races follow.

SEPT 20: (I-30) 1 p.m. time trials, races follow.

OCT 4: (PR) 2 p.m. time trials, races follow.

OCT 18: (I-30) 1 p.m. time trials, races follow.

NOV 1: 2ND ANNUAL MID-SOUTH REGIONAL CHAMPIONSHIP — (PR) Tentative, in Little Rock, AK. 11 a.m. time trials, races follow.

PARMA AMERICAN OFF ROAD CHAMPIONSHIPS

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

Off Road:

AUG 22-24: Presented by NORCAR at its track, which is located five miles from the Hopkins Int'l Airport. Send S.A.S.E. for entry information.

PARMA PRESENTS:

1986 CANADIAN OFF ROAD

CHAMPIONSHIPS

115 Felldrow Dr.
Nepean, Ontario
K2G 2Y8, Canada

Contact: Jeff Nidd (613) 224-2395

Off Road:

JULY 19: Parma International and the Ottawa Valley Racers (O.V.R.) present the First Annual Canadian Off Road Championships for 1/10 scale electric cars. It will take place at Hobby Sport Canada, Ltd., Nepean, Ontario on the O.R.V. track. There will be a two-wheel Stock

Class and an Open Class. Entry fee: \$15 (CDN) per car. For entry form or further information, contact Jeff Nidd at address and tel. # above.

THE 2ND ANNUAL PEPSI CHALLENGE OFF ROAD RACE

1933 S. Plaza
Springfield, MO 65804

Contact: Mike Bayless
(417) 883-2373

SEPT 19-21:

Track is on Catalpa St. One block west of Kansas Expressway. Indoor track is 1/2 mile east of downtown Springfield, located in the University Plaza Trade Center on Trafficway & St. Louis St. ROAR rules apply. Off road bodies only. Classes are 4WD Modified, 4WD Stock, 2WD Modified, 2WD Stock, 2WD Production, 2WD Tamiya Production. ROAR members only.

PETERBUILT JR. RACEWAY

1261 Lick Ave.

San Jose, CA 95110

Contact: Peter Liu (408) 279-0111

Race days: Tuesdays, 6:30 p.m. off road; Thursdays, 6:30 p.m. off road (series night). Weekends: floating racedays, Swap Meet. Call for race each week. Hobby shop open seven days a week, 11 a.m. to 5 p.m.

POOR BOY'S HOBBIES AND RACEWAY

Rte. 6, Box 31

Mechanicsville, VA 23111

Contact: Allen, Nancy, or Rick at
(804) 746-5184

1/10 off road and Oval schedule

JULY 19: Off road

AUG 2: Oval

AUG 16: Off road

AUG 30: Oval Shoot Out

SEPT 6: Oval 200 Lap Endurance

SEPT 20: Off road

OCT 4: Oval

OCT 18: Off road

NOV 1: Oval

NOV 15: Off Road Shoot Out

TBA: Banquet

Classes are 2WD Stock, 2WD Modified, 4WD Modified. Call for further information.

THE PIT STOP

6112 Hudswell Lane

Richmond Virginia

(804) 271-1904

Race information not available at this time.

RADIO CONTROLLED HOBBIES RACEWAY

653 West 19th Street

Costa Mesa, CA 92627

Contact: Ron Williams (714) 631-1555

NEW TRACK located at the Orange Y.M.C.A. at 2241 E. Palmyra and Tracy Lane. Off road: Race every second Saturday of the month — (CALL SHOP FOR EXACT LOCATION OF THE TRACK.) Shop in Costa Mesa open seven days a week. ORRCA-sanctioned track. Hot and cold food, AC power and night racing SOON! Racing starts at 9 a.m., sign up by 8:30 a.m. ('til lights go in).

RADIO CONTROL RACE CENTER

18240 S. Vermont Ave.

Gardena, CA 90247

Contact: Cliff & Rhea Fisher (213) 324-3105

Tuesday night, oval racing at 7 p.m. Friday night off road racing at 7 p.m. Sundays alternating offroad and oval racing at noon. All races occur at the world-famous Ascot Park, the only complete R/C facility in the South Bay.

RAMS

3302 Mt. Wilson Dr.

San Jose, CA 95127

Contact: Bill Bowerman (415) 651-3549

1/8 scale Gas club:

(Dates not available at press time)

RANCH PIT SHOP — POMONA

1655 East Mission Blvd.

Pomona, CA 91766

(714) 623-1506

(No race dates available at this time; call shop for details.)

R/C HOBBIES VILLAGE & RACEWAY

112 N.W. Business Park Ln.

Riverside, MO 64150

Open Mon.-Fri.: 2-10 p.m.; Sat. 9 a.m.-10 p.m.; Sun.: Noon-6 p.m. Please register for all races at least 30 minutes prior to start of race (call for exact starting times). Practice included with entry fee — one hour maximum prior to race time.

RACE SCHEDULE:

Dirt Oval: July 2, 7 p.m.

Off road: July 9, 7 p.m.; July 13, 2 p.m.

Carpets: July 3, 7 p.m.; July 5, 7 p.m. July 6, 2 p.m.

R/C RACERS, INC.

Gerry Gilbert

3385 Medicine Bow Dr.

Lake Havasu City, AZ 86403

1/10 Off Road:

CALENDAR

New track going in on the Nautical Inn Resort parking area, 1000 McCulloch Blvd., Lake Havasu City, AZ. Del Mullen at Del's Hobbies coordinating events.

R. C. RACERS INC.
2240 McCulloch Bl., Ste. D
Lake Havasu City, AZ 86403
Contact: Richard Bettes

This new track incorporates both an oval and off road course made of clay surfaces. Perimeter is approximately 123'x 60'. Write to Richard Bettes for more information.

R/C SPEED WEEK
P.O. Box 411
Woodland Hills, CA. 91365
(303) 431-8868

At the Frontier Hotel and Casino. Open to all three classes of R/C cars: 1/10, 1/8 and 1/12. Special room rates for racers at the hotel. More information later on. Special events and surprises. Limit on entries. Entry form to be available in July 1986. Entries open August 1, 1986! Close November 10, 1986!

REGION 6 MIDWEST SERIES
P.O. Box 69
Wauconda, IL 60084
Steve Lazarus (312) 526-1493

1/8 Scale Gas:

JULY 19-20: Detroit, MI.

AUG 16-17: Toledo, OH.

SEPT 13-14: Indianapolis, IN.

OCT 11-12: Dayton, OH.

Three classes of gas cars: Pan Class, 2WD Suspension, and 4WD Suspension. Trophies for top three and TQ.

REGION 6 1/10 OVAL SERIES
Al Hess
24201 Kirby
Hemet, CA 92343

JULY 5: Hobby Bench Raceway, Glendora, CA. Brandon Peterson (818) 963-9517.

AUG. 3: Lance's Pit Shop, Riverside, CA. Lance Love (714) 780-9196.

SEPT. 7: Open date.

OCT. 4-5: Metro Raceway, Bakersfield, CA. Al Sandrini (805) 322-7955.

RIO GRANDE RACERS
El Paso, TX

Contact: Jerry McGinnle (915) 591-9271

1/8 Gas schedule:

MAY 4: Can Am Road

MAY 18: Can Am Road

JUNE 1: Can Am

All races at Vista Hills Center. For more information contact: Bob Blum, president, at (915) 593-8015 or Bob Akins, race director, at (915) 821-7563.

RIVER CITY R/C OFF ROAD RACERS
10502 Nacogdoches Rd.
Northeast San Antonio, TX
Robert Cubberly, president
(512) 656-5724

1/10 Off Road:

Racing every Saturday with registration closing at 3 p.m. Racing starts at 3:30 p.m. Spectator bleachers, concession stand, fenced pit area and lights.

ROAR 1/12 ELECTRIC NATIONALS
Della Wilson
8539 Kern Canyon Rd No.169
Bakersfield, CA 93306
(805) 366-2744

JULY 7-12:

Reno, NV at the Peppermill Inn & Casino. ROAR membership required. Stock entry: \$25. Modified entry: \$20. Both classes: \$45. Late fee after June 7. Special room rates. Presented by the Silent Power Contest Club.

CALENDAR:

Sunday, JULY 6: Open practice, 7-9 p.m. Early check in.

Monday, JULY 7: Motor handout, 8 a.m. Late sign up - Stock qualifying heats at 11 a.m.

Tuesday, JULY 8: Stock qualifying heats at 9 a.m.

Wednesday, JULY 9: Stock Mains at 11 a.m. Open practice for Modified after Stock Mains.

Thursday, JULY 10: Late check in, 8 a.m. Modified qualifying heats at 9 a.m.

Friday, JULY 11: Modified qualifying heats at 9 a.m.

Saturday, JULY 12: Modified Mains at 11 a.m. Awards Banquet at 6 p.m.

Sunday, JULY 13: Rain Day

ROAR NATIONALS
Ranch Pit Shop
1655 Mission Blvd
Pomona, CA
(714) 623-1555

1/10 Off Road:

JULY 23-27: No other information available at this time.

1/8 Gas:

AUG 28-31: No other information available at this time.

ROCKY MOUNTAIN R/C RACEWAY
5827 W. 52nd Ave.
Denver, CO 80212
(303) 431-8868

Large indoor off road track for 1/10 scale. Course completely changed each month. R/C hobby shop on premises with a full line of cars and radios. Races every Thursday and Saturday night - 2:30 p.m. Closed on Tuesday.

SCALE RACING SPORTS
1120 N. Hayden Rd.
Tempe, AZ 85281

Contact: Doug Warren (602) 248-0218 (eve.)
(602) 829-9117

Complete R/C racing facility for 1/8, 1/12, and 1/10 scales. Fully stocked shop and parts for every scale. Affiliated with the ARCC (Arizona Radio Control Car) club and TMS (Tempe Mini Sports) club.

NOV 15:

Gas cars. "First Annual Bill Campbell Memorial Eight-Hour Enduro." 14 teams only! \$75 per team.

SPRING SCHEDULE

OFF ROAD TRI OVAL FOUR-RACE SERIES:

MAY 17: Tri-oval

JUN 14: Off road

JUL 12: Tri-oval

Overall trophies for: Top Qualifier, Stock Tamiya, Stock, Modified, 2WD Open, and 4WD Open.

SCAR
1904 S. Ross
Santa Ana, CA 92707
Steve Hickman, President

1/12 Electric:

Racing at Briggs Cunningham Automotive Museum parking lot. Track is permanent and racing is every third Sunday of the month. ROAR sanctioned and membership is required.

S.A.R.C.A.R
(Seattle Area Radio Control Auto Racers)
Contact: Tom O'Hara (206) 784-9656
or Ed Hagan (206) 271-0461

SMALL TORQUE R/C RACERS OF LONG ISLAND
267 Claypits Rd.
East Northport, NY 11731
Contact: Jim Crego (516) 368-1954

Races every Sunday at Depot Rd. Park, East 20th Street, Huntington Station, Long Island, NY 11746. 11 a.m. practice and registration. Noon qualifying, 2 p.m. mains. ROAR membership required.

SOUTHEAST ALABAMA R/C AUTO RACERS

CALENDAR

111 Foxfire Dr.
Dotham, AL 36301
Woody Trimble (205) 793-1849

1/12 electric and now forming 1/10 off road.
Track is located at the Rip Hewes Stadium parking lot in Dotham, AL.

SO. CAL. ORRCA SERIES (818) 340-5750

SERIES II:

JULY 20:

Hobby Bench Raceway, Glendora, CA.
ORRCA membership required. You can buy "day membership" at the track or full membership on race day. Entry \$7 per class. Trophies A, B, C Mains, with "bump-up." Four-minute heats and mains. Drop one race from each series for overall position.

1986 Major Races:

JULY 1-6: 1/12 Nationals, Reno, NV.

JULY 13: So. Cal. #5, Pit Shop

JULY 25-27: 1/10 Nationals, Pit Shop

AUG 3: So. Cal. #6, Mile Square

AUG 11-17: 1/12 World, Las Vegas

AUG 15-17: ORRCA Nationals

AUG 28-31: 1/8 Nationals, Pit Shop

SEPT 7: So. Cal. #7, Mile Square

SEPT 20-21: West Coast Championships, San Jose

SEPT 28: So. Cal. #8, San Bernadino

OCT 12: So. Cal. #9, PitShop wrap up

OCT 24-26: Region 6 SRS, Temple, AZ.

OCT 31-NOV 2: CRP Challenge, Pit Shop

NOV 9: So. Cal. Rain Date

NOV 15: SRS Enduro, Bill Cambell Memorial, Temple, AZ.

NOV 29-30: SRS Turkey Shoot, Temple, AZ.

DEC 14: Toys for Tots, Pit Shop

DEC 17-20: Speed Week, Las Vegas

SSRCCC

(South Suburban Radio Control Car Club)

510 Ingraham

Calumet City, IL 60409

(312) 891-0089/474-7802

1/12 electric:

Four-cell racing takes place at Glenwood School For Boys, Glenwood, IL. Racing on 50'x36' carpet track. A different track design is used for each race.

STEEL TOWN AUTO RADIO CONTROL

93 Wellington Street

Cambridge, Ontario

Canada N1R 3Y8

Sam Burke (519) 621-5442

1/10 Off Road:

At Rattlesnake Speedway. Off road racing every Sunday afternoon. Scale half-mile oval with off road infield. 2WD, 4WD and Oval classes. Sign-up by noon. Call Otto Bandmann at (519) 623-2560. RR 1, Dundas, Ontario.

1/12 Electric:

Race at Rockton Fairgrounds, HWY 8, between Dundas and Cambridge, Ontario. Indoor carpet — race every Wednesday evening. 24'x2' ozite track.

TEAM RACE R/C CLUB

505 Spring Ridge Rd.

Clinton, Miss. 39056

(601) 924-3341

Contact: Thomas Bullock after 2 p.m.

Dirt Oval:

Every Saturday afternoon. Qualifying begins at 1 p.m. No body restrictions. Stock & Modified. Stock Races are 5-minute heats and Modified races are 4-minute heats. Thursday night racing began in June.

Off Road:

Every other Sunday. ROAR-sanctioned series — ROAR rules apply. Stock class only. 4WD and 2WD.

Tacoma, WA 98499

(206) 537-9437

The off road track is open 24 hours a day, with automatic lights for night racing or practice. Hobby shop nearby at B&I's Fantasy World, Toys and Hobbies. Races every other Saturday, year-round, rain or shine. Registration closes at 9:30 a.m. Runs similar to ORRCA rules, although not sanctioned. Call for more information.

T.Q. HOBBIES

1358 Pacific Coast Hwy.

Harbor City, CA

Contact: Bruce Berteau: (213) 539-3611

Off road racing every Friday night and every third and fourth Sunday of the month. 1/12 electric racing every first and second Sunday of the month. Call for more information and specific race dates.

VALLEY FORGE R/C RACING ASSOCIATION

Gateway Shopping Center

Wayne, PA

Howard Finkelman (215) 563-4800

All 1/12 racing is indoor on carpet located at Ridge Runner Roller Skating Rink, 914 East Main St., Norristown, PA 19401. Racing every other Sunday from 9 a.m. to 12:30 p.m.

1/10 off road racing at Gateway Shopping Center, RT 202, Devon Exit, Wayne, PA. 2WD Stock & Modified, 4WD Modified.

WINROC

(Winchester Radio Operated Cars)

Contact: Kenny March (703) 667-2468

Off road and ovals:

Track located in Winchester City Park, near Exit 80 off Interstate 81 on Pleasant Valley Rd. Winchester is approximately 70 miles northeast of Washington, D.C. Races are every other Sunday for 1/10 scale and 1/12 scale on a half-mile clay oval track and off road track. Indoor racing in the winter will take place at South End Fire Department, 603 S. Braddock Street, Winchester, VA.

WRECK

(Wheeling Radio Electric Car Klub)

Rt 4, Box 117A-12

Milton Freewater, OR 97862

Don Rudy, Secretary

Club has tri-oval for 1/8 gas cars and oval and off road course for 1/10 off road cars. Track located in Ft. Walla Walla at Parks Department Land, west of the city of Walla Walla. Write for more information.

•R/C•

SUBSCRIBE

WORLD CHAMPIONS



Tony Neisinger
1/12 ELECTRIC



Jay Halsey
1/10 OFF ROAD



ASSOCIATED



Ralph Burch Jr.
1/8 GAS

World Champions, Tony Neisinger & Jay Halsey, as well as the fastest gas driver at the 1983 & 1985 World Championships in Japan (27 laps-qual.) National Champion Ralph Burch Jr., know that it takes more than great driving skills & great mechanical ability to be a winner. It also takes a great car.

We've got the car to help you to become a winner, too. Join the winners.

SEND FOR FREE CATALOG

ae TEAM ASSOCIATED

1928 E. Edinger Santa Ana, Calif. USA 92705

They let you run longer, accelerate faster, reach higher speeds

Off-road is a power play. The key to buggy performance is locked in the cell. Like coming out of a turn — if you don't accelerate right away, you'll get left behind in the straightaway. And negotiating a steep incline — some batteries are inclined to be tortured working up the torque. There's definitely no thrill in that.

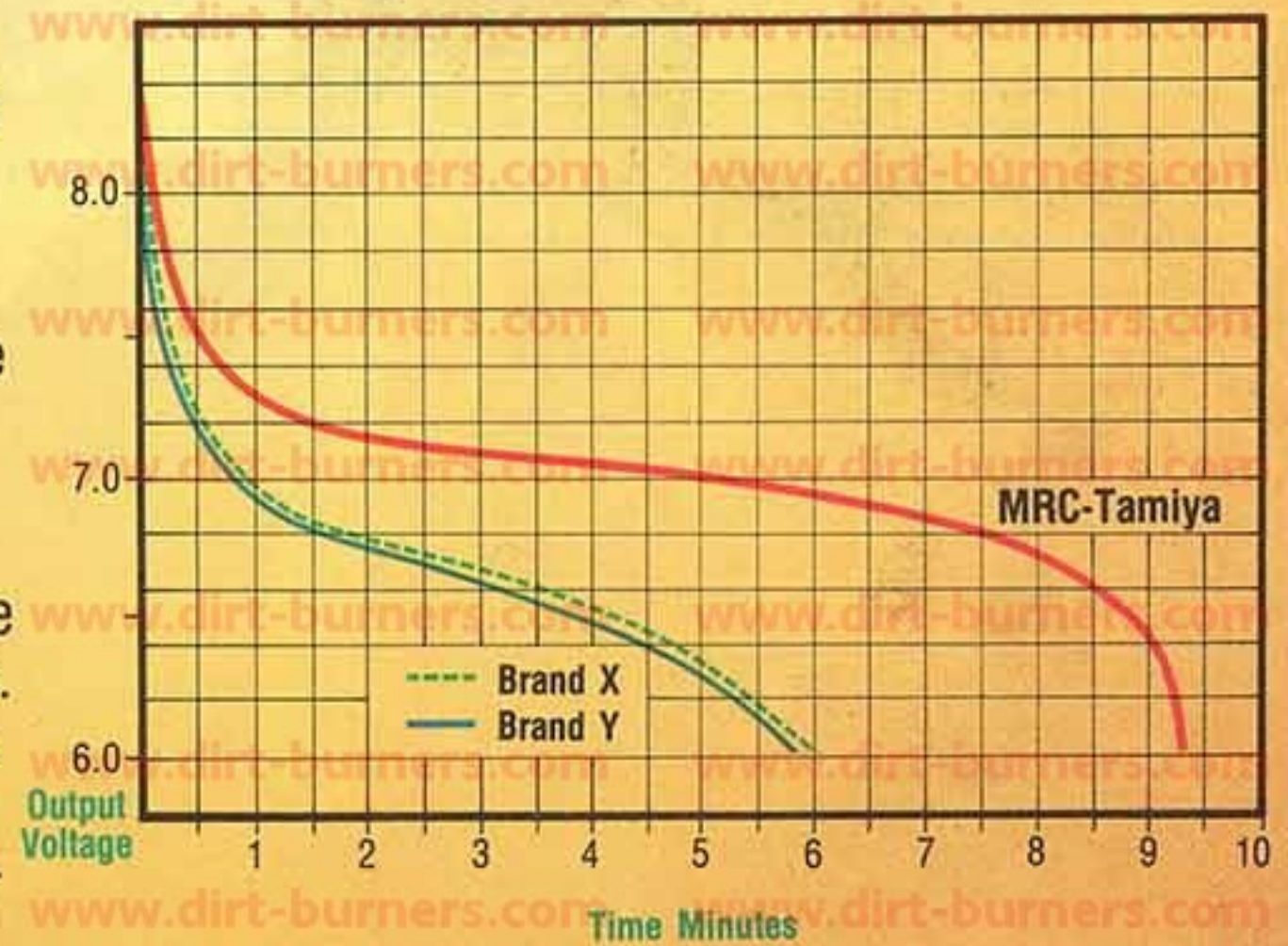
WE PROVED MRC-TAMIYA BATTERIES ARE BETTER.

Leader of the packs. With an open mind and a clear conscience we decided to check a few of the popular replacement packs. We ran tests which simulated average driving conditions. Only the batteries were changed to measure performance. The results are powerful proof that we're clearly the superior battery in these tests.

Power in the long run. MRC-Tamiya Batteries ran as much as 55% longer than some of the competition. That's a lot of extra go. Remember you can't enjoy the charge of off-roading while your buggy is plugged into the charger. With MRC-Tamiya you can get up to 55% more fun per run.

The pack that peaks. The outcome of our voltage output test showed us 11% higher at the five minute mark than those lower output batteries. That's a lot of extra oomph. Over the course of the

course you'll get more instantaneous acceleration and increased responsiveness. While the others begin to fade, we're hardly fazed.



The big finish. With an MRC-Tamiya battery in place you get more power faster — to let you race harder and finish stronger. So, make sure you ask your hobby dealer for genuine MRC-Tamiya batteries, the ones that came in first.

Compare the price too... you'll find that MRC-Tamiya batteries are not only significantly better, but remarkably close to the cost of second rate batteries.



Model Rectifier Corporation
2500 Woodbridge Avenue, Edison, N.J. 08817



RB436 5 cell 1200 MAH 6V
RB431 6 cell 1200 MAH 7.2V
RB432 6V-4000 MAH
RB437 Racing Pack 7.2V 1200 MAH
RB439 Gold Power 8.4V 1200 MAH.

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