

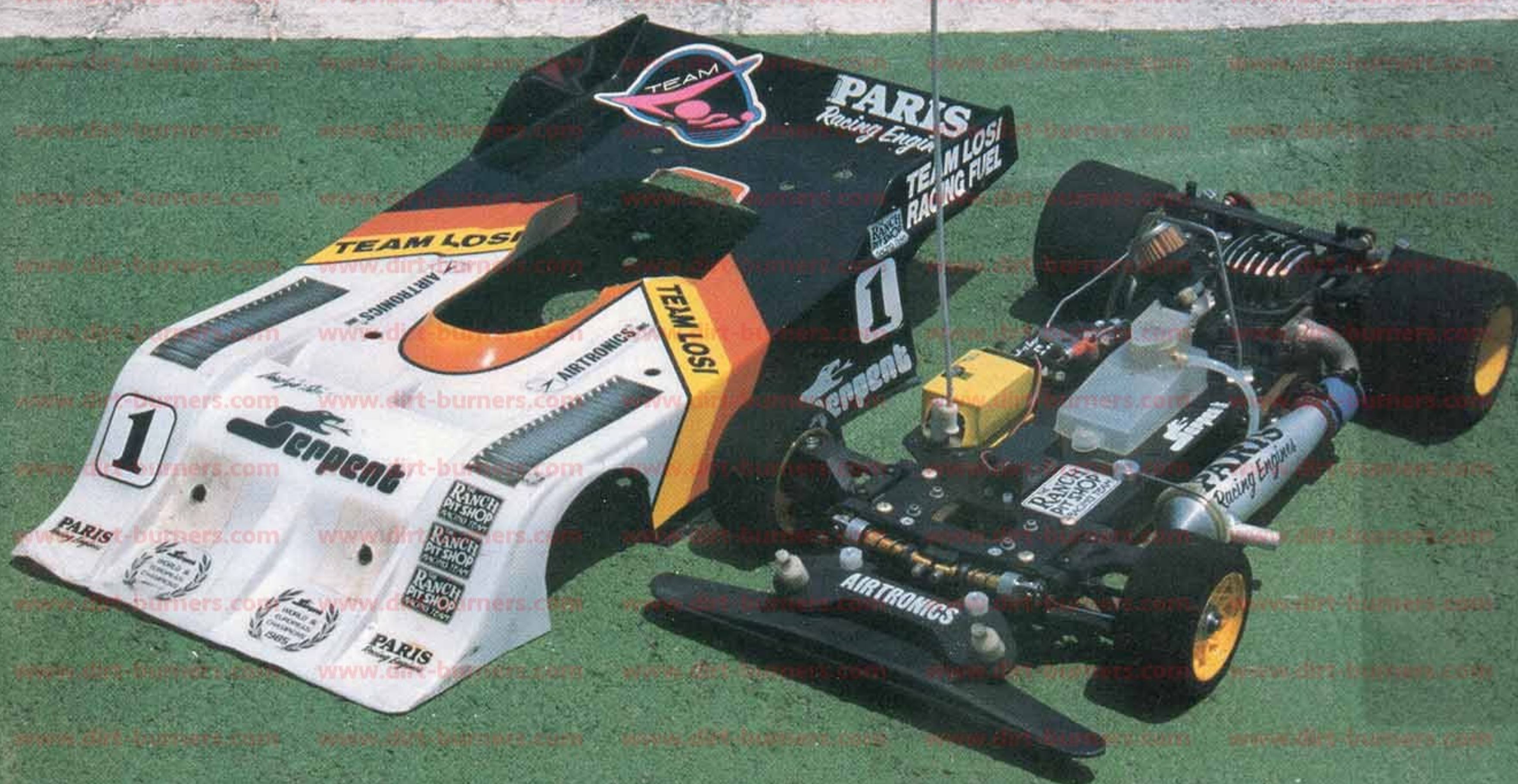
R/C NEWS

\$2.00 — SEPTEMBER 1986 — Issue #62 — Volume #7

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Losi Jr.'s McCoy Winner!



★ **ROAR OFF ROAD
NATIONALS**

★ **IFMAR ELEC.
WORLDS**

★ **ORRCA OFF ROAD
NATIONALS**

★ **ROAR GAS
NATIONALS**

✓ **Huge Worlds & Nationals Champs Issue!** ✓

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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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- Steering rate adjustment
- Throttle end point adjustments
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ON THE COVER — The serpent shown on our cover was driven by Gil Losi, Jr., to victory at the '86 McCoy Race. Gil used Team Losi medium fronts and Arrows gold rears. The modifications include graphite chassis, radio tray and stiffener, which are now in production from RPS. Horsepower is from a Paris-built OPS motor, running on Team Losi 20% fuel. Gil, Jr., also selected the MRP Intrepid body which was painted by Andy Jacobson.

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RACE CORNER

Just got word that the Ranch Pit Shop in Del Mar, CA has been sold by the Losi family to Ed and Linda Perez effective August 19, 1986. From what we hear, everything should remain at status-quo for the time being. We will try to get a hold of the new owners and find out what their future plans are for the R/C facility and report in our next month's column.

"I want my MRC!" "I want my MRC!" "I want my MRC!" That was the predominant line in the 30-second commercial we caught a few days ago on a national television show. We recently received a press release from the Model Rectifier Corporation (MRC), announcing their "blitz" of television ads that will be running from mid-August through December, all over the country. We were watching TV one evening, and suddenly the MRC spot appeared. It was great!

Needless to say, I'm sure the TV spots will do great things for MRC's image and sales. However, I think that everyone in 1/10th off road, and the radio-control hobby in general, will also benefit from the extensive ad campaign. Considering that over 45,000,000 people will see the spots, the figure is awesome! We'd like to personally thank MRC for exposing our sport and hobby to the great masses.

August was one of our busiest months ever. Four major events in R/C took place, three of which appear in this issue. First the ROAR 1/10th Nationals, then the IFMAR Electric World Championship, and then the ORRCA Off Road Nationals. The fourth event, the ROAR 1/8th Nationals, took place after we went to press on the last weekend of August, so that event will be covered in our next issue.

Congratulations to all the winners of those major events, and especially to Tony Neisinger, the new Modified Electric World Champion! Tony put together two great runs in the World Finals (the best two of three counted) and walked away with the title. In fact, the first three spots were filled by the good 'ol boys from the U.S. of A.! Check out the coverage in this issue.

ORRCA will have a new man in charge for the remainder of 1986 and 1987, effective as of September 1, 1986. Lou Peralta, president of ORRCA and Butch Dunn, vice-president, appointed Mr. Jiggs Garcia as president and director of ORRCA affairs and competition. Mr. Garcia, a long-time avid R/C racer, offered his services to run ORRCA and bring about some new and creative programs for the balance of this year and next. He has some very innovative concepts for the various competition programs he has in mind and what ORRCA needs to do to better serve its members. We plan to interview Jiggs Garcia in next month's issue and hopefully by then he'll be able to outline the details of these programs. Lou Peralta will remain as chairman of the board of ORRCA, and Butch Dunn will be its vice-chairman.

We are delighted to hear that Ron Williams, of Radio Controlled Hobbies in Costa Mesa, CA, has found a permanent R/C facility. It will include his hobby shop, snack bar, repair shop, pit area and a full-size off road and dirt oval track. The track itself will measure 50' X 85', and the whole facility is under 10,000 square feet of roof. Jot down the address: 20111 B. Placentia Ave., Costa Mesa, CA 92627. According to Ron, the

new place is only about two minutes from the old track and the telephone number remains the same, (714) 631-1555. Ron indicated that October 1, 1986, is when they plan to move into the facility, and that racing should start shortly thereafter on Tuesday and Saturday nights.

More on the Radio Controlled Hobbies & Raceway facility. The famous "Western Off Road Championships" which took place there (the oldest major 1/10th off road race in the country) will be delayed a bit, probably until January 1987. Since the new facility will be ready October 1st, Ron felt that it was not enough time to make preparations and send out details on the event. So this year the race will be "The Almost Annual Western Off Road Championships" in January 1987. Call Ron for more details.

Speaking of tracks, we can't say enough about the Ranch Pit Shop's new off road track (debut at the ROAR Nationals). There are some very interesting things about this track (see coverage of the race in this issue). We were most impressed by the permanent smooth-concrete edges that outline the race course, and the solid retaining walls that hold up the rest of the banked dirt oval and the "carousel." We also liked the more challenging type of race course that Gil Losi and company laid out. There were more jumps and bumps (than his old track) to really test the drivers' skills and their chassis set-ups and suspension. We gave it an A+!

We were also impressed with the off road track used for the ORRCA Nationals at Metro Raceway in Bakersfield (see coverage in this issue). It was one of the more challenging tracks we've seen in a long time. Someone said the course reminded them of the old "Peralta" tracks — rough, tough and a real challenge. Well, you know how we feel about off road tracks. They should be challenging, dirty, dusty, and miserable. Isn't that half the fun of off road racing? When we used to build the tracks at the SCORE Show or at our tracks at Mini Baja in Reseda and Del Mar, some "light-weights" used to come and complain to us about it being too rough or having too many jumps. I told them, "You want a smooth track, go race 1/12th electric!" That was when the equipment and aftermarket products were still not up to par. Today, the new kits and the great parts for them are really made to take a beating, so track conditions are not as much of a problem as is the driver's degree of skill. We take our hats off to Al Sandrini for sticking to the track design and not being swayed by those who wanted more of a TT track than an off road track.

Two big events on tap for OCTOBER 1986 are both on the same day — October 26! The "Modified 500" will be presented by Modified Country USA at the Mod-Stock Raceway, Rochester, NY. The first event is the "American 300" and we quote, "Twin 150 lap, American cars only, Stock ORRCA or ROAR motors, six-cell and AMC Spirit (Parma) 10210 bodies only!" The second event is the "JAP 200." We quote, "Twin 100 lap for JAP (Japanese, I think they mean) cars, 540 motors, six-cell and AMC Spirit 10210 bodies only!" The fee is \$5.00 for each entry, and it's an oval track. For more information call (716) 392-8208 and tell them that the "International 200" might have been a better name for that particular race!

Visalla, CA, has two new tracks, the Colson and Silver Bullet Tracks (located near Visalla Hobbies) at 2139 Whitendale, Visalla, CA 93277. We got their schedule, but unfortunately, they never told us whether the tracks are for off road, electric or gas! Give them a call at (209) 734-8072 and find out!

We see that Bob Novak is walking around with some pretty broad smiles nowadays. And well he should. In the last two Nationals and at the Worlds, the winners have had Novak's receivers and new electronic speed controls. At the recent ROAR Nationals, three of the four national champions had the Novak system. He told us recently that he's working on a battery charger the size of his speed control...c'mon, Bob!

The 1/8th scale Southern California Series race that was scheduled for September 7th at Mile Square Park, has been re-scheduled for September 14th at the Ranch Pit Shop. Call Gary Kyes at the Pit Shop for more details.

Scale Racing Sports in Tempe, AZ, is hosting the 1/12th Scale SRS Indian Summer Can-Am race on September 28, 1986. This race will be for the Modified Class only, for Novice, Amateur and Expert racers. The entry fee is \$10 and you must be a ROAR member. Call SRS for more details at (602) 829-9117.

There's still the possibility that the Gas World Championships will take place in the United States. The original site that was submitted (Las Vegas, NV) was turned down by IFMAR, and although a final proposal had to be in by the meeting held at the Tropicana Hotel during the Electric World Championship in August, IFMAR extended the "due date" for an additional 30 days in the hopes that another location would be found in the Southern California area. We may have more news on this next month. If a location isn't found in the USA, then the Gas Worlds would most likely be held in Europe, with a possible site in Belgium.

Speaking of Las Vegas, the December 17-21, 1986 date for the R/C SPEED WEEK event is firm. Apparently there was some confusion when some of the racers began calling the hotel for room reservations and they were given a different date. The original date published (DECEMBER 17-21) is correct, and those of you who were told otherwise were probably talking to someone who was new or who wasn't aware of what was going on.

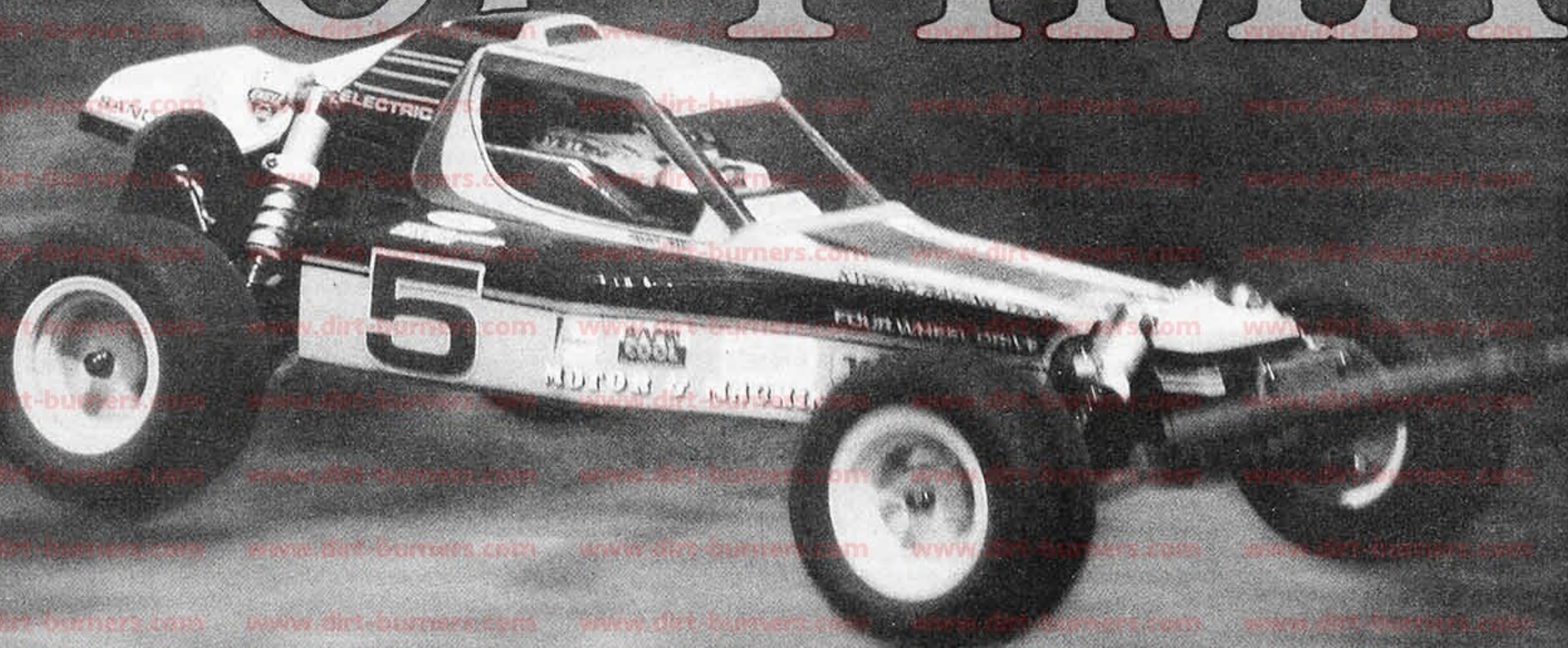
More on this event: amazingly, we've received quite a few calls from racers interested in 1/4 scale racing. This is the first time that this scale will be run during SPEED WEEK and so there's been a flood of calls about rules, types of bodies, makes of cars, size of the track, etc. First, the 1/4 scale event is an oval event for open wheel vehicles — any type of race car. There's been some confusion as to whether we would be allowing one make of car and not another; or whether we would have two different classes, one for each make. NOT SO! It is an "Open" event, which is "run what you bring" as long as it's 1/4 scale. It runs on an asphalt oval and it's radio-controlled.

Part of the confusion may be due to the fact that someone called us a few weeks ago and asked if there were 20-25 1/4 scale cars of one

(cont'd pg. 74)

KYOSHO
THE FIRST RADIO CONTROL MODELS

OPTIMA



The Ultimate 4WD Racing Machine

First and Third Place Winner of
S.C.O.R.E. Heavy Metal Class

A winning phenomenon — the word is out!

The Kyosho Optima 4-wheel drive electric off-road buggy is causing quite a stir in pro-racing circles. It's winning nearly every stock race in Japan and the same thing is starting to happen here, too! The Optima is the most talked about new car since the hobby began. Other manufacturers are jumping on the Optima bandwagon by offering their own tune-up parts. There's a good reason for all of this excitement: the Optima is **the** new car to beat!

An engineering breakthrough.

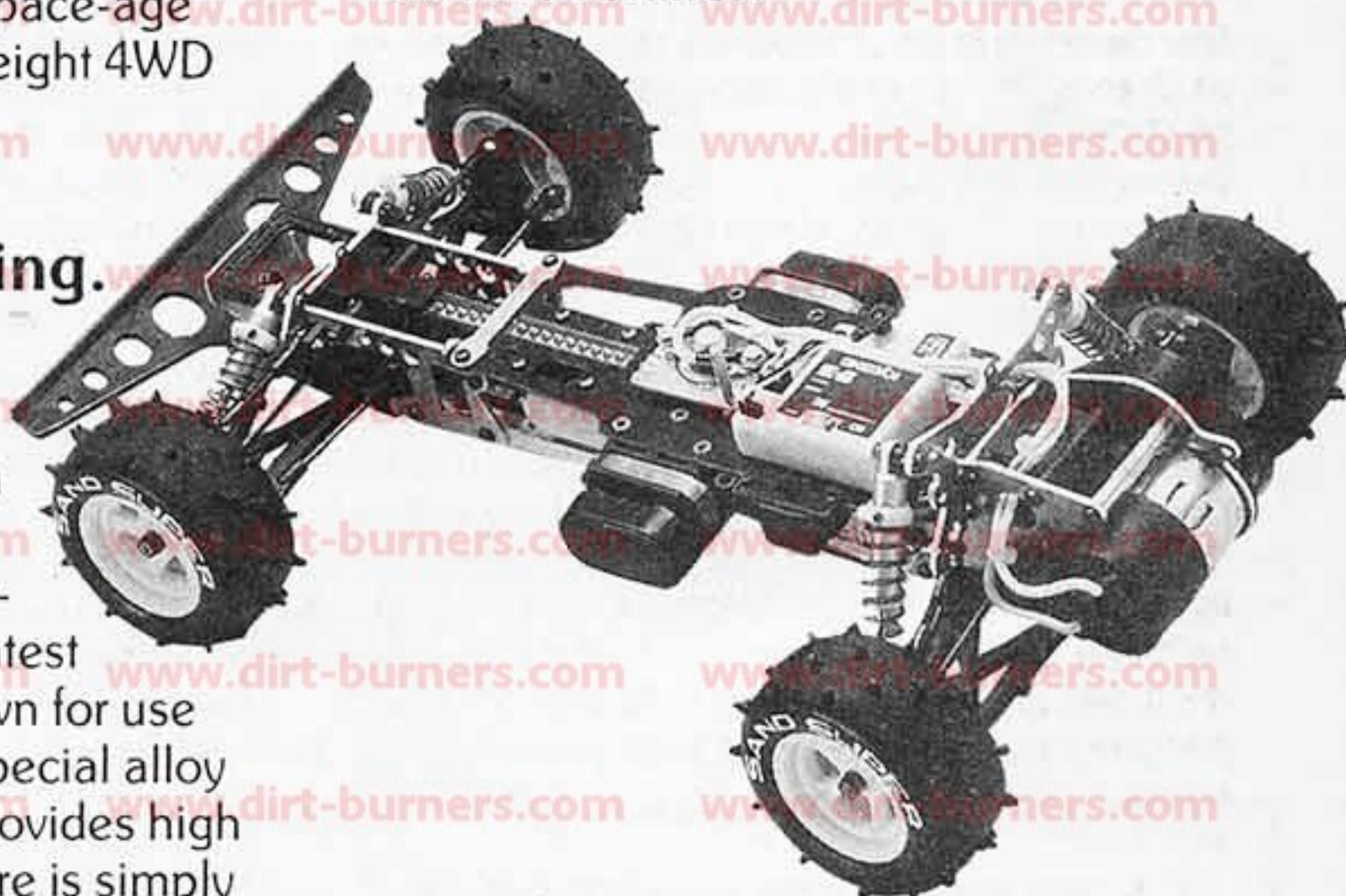
The experts at Kyosho Engineering have been responsible for many innovations in R/C car technology. Their latest effort, the Optima, is already recognized as the world's fastest production racing buggy. Straight out of the box, the

Optima is *blowing away* the competition — without expensive add-ons! Kyosho's secret is the Optima's low weight of only 3.4 pounds which was achieved by *optimizing* design efficiency and the use of brand new, space-age materials. It's the lightest weight 4WD ever built!

Designed for winning.

The four wheel independent suspension system is precision molded from a new filled, 66EX super-polymer formula. This is the lightest and strongest material known for use with this type of model. A special alloy aluminum ladder chassis provides high strength and durability. There is simply no better or more efficient drive system than the Optima's specially conceived, state-of-the-art, low-power-draw chain drive. Oil-filled, coil-over shocks support the extra-long double wishbones at all four power points for the smoothest, most controllable driving possible.

If you're running in races but would rather be winning races, you need the Optima. Experience the Optima for yourself — it's available at your favorite retailer.



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DIVISION OF **HOBBICO**
R/C NEWS - SEPTEMBER 1986 - Page 5

ON THE LINE

HOPE YOU CAN READ IT

My Printer was non-functional so I tried to neatly write our final report. I want to thank you again for your help and for the publicity we received in **R/C NEWS**. Could you send some information on ORRCA. What are its benefits to members and what is needed to have an ORRCA sanctioned club or race. Also, have you heard of any other high schools with R/C clubs? I would still be interested in contacting them if they exist.

Thanks Again
Sincerely
Wayne Labenda

We've turned over to ORRCA's new "man in charge," Jiggs Garcia, and he will be getting in touch with you to explain all the benefits of ORRCA and their sanctioning package. To answer your other questions, we have heard that certain schools are considering adding "R/C-Shop" and racing as an extra curricular activity, but that's all we have for now. In the meantime, keep that printer working. We enjoy your reports. ED

WHAT ARE YOU USING, A MULE?

I am very disappointed with the delivery of my R/C NEWS. I get mine by subscription 7-10 days after it shows up on the counter at the local hobby shop. Is this a practice of R/C NEWS? All other magazines I subscribe to come 2-7 days before they hit the newsstands.

Mine is not an isolated case either as several of the members of the R/C club I belong to have also voiced the same problem.

Thank you for an otherwise fine magazine.
Bill Wright
Marion, IA

All we can say is that we do try to mail all subscriptions first, often two or three days before the shop orders go out. In some cases, postal delivery is much slower in certain cities or regions and, inadvertently, UPS beats the U.S. Mail. Sorry! ED

YOU'VE GOT IT BACKWARDS

I would like to thank you for putting our schedule for the month of August in the calendar.

There is an error in the starting times of the races. Weekend and weekday times should be reversed.

It should be as follows:

Weekend sign-up begins at 8:30 a.m.

Weekday sign-up begins at 5:00 p.m.

There is another track close to me in the area and I wouldn't want him to think I was trying to move in on his time.

Sincerely
Manuel Rodriguez
AA R/C Raceway
Brentwood, CA

JUST TOO HOT!

Mr. Lou Peralta
Publisher
R/C NEWS

Many thanks for sending issue 61 (which I) just received. It really is very informative on what is going on in the U.S.A.

I was a little disappointed, however, with your editorial piece regarding the '87 Gas World Championship. (For your information, R/C NEWS and Lou Peralta, its publisher, made a proposal to host the 1987 IFMAR Gas World Championships. Mr. Long's letter addresses some points of said proposal. ED)

So that the racers do not think that IFMAR is being unreasonably obstructive, I would like you to tell them why Las Vegas is considered unsuitable, i.e.; the race is to be held in August (1987), which means unbearable daytime temperatures for natives, let alone foreigners.

Your proposal for early morning and late evening racing is impractical from a racer's point of view. You cannot finish racing at 10:30 p.m. and prepare your car for the next day's early morning session AND SLEEP.

I appreciate the attractive commercial element behind your proposals, but whilst the idea of introducing more of the public to the hobby is great, the need for all competitors to have a fair chance is even more important.

We in Europe are looking forward to coming over next year and I sincerely hope that ROAR is able to announce a new acceptable race site (for) the 1/12 IFMAR Worlds. A minimum of 12 months is regarded as absolutely necessary to organize a race like this; so should an alternative have to be looked for, IFMAR must know no later than the 1/12 Las Vegas meeting.

I wish you well with the 1/12 Worlds, and look forward to hearing from you.

Yours Sincerely,
Ted Longshaw
President, IFMAR

When we first made the proposal, we did not think that heat would pose such great problems with IFMAR. I can remember being in Indianapolis in the summer of 1981, dripping wet as a result of the humidity, which was well over 90%, and the suffocating heat, not to mention the torrential rains that came

along unexpectedly. I missed the 1983 Worlds in France, so I can't speak for the climate there.

The 1985 Worlds in Japan was no better (heat-wise) as I understand it. It was as hot and as uncomfortable as ever, with little relief.

To be sure, Las Vegas, in August, is hot. It's a dry heat (which many agree is much better and more bearable than humid heat), but hot, nonetheless.

But unlike the other "hot" places I've mentioned, in Las Vegas, we planned to have plenty of covered or tented areas for the racers, air-conditioned drivers' stand and impound area. The officials and press trailers would also be air-conditioned. In addition, the hotel's pool (Frontier Hotel) is but a few hundred yards away for a quick dip, and the air-conditioned hotel rooms are as close or closer.

We know that the heat problems would be taken care of quite nicely, but our main trust for the Las Vegas location was that for the first time, we could really get the national exposure our sport deserves. Not only would we have access to large numbers of visitors from all over the United States, but by being in Las Vegas and using their very co-operative media, we could really get national media exposure. That's the kind of scenario we like!

As we understand it, the other location and date we proposed, which would run in conjunction with the Los Angeles County Fair in Pomona, during the early part of September (a bit cooler month), is also not acceptable because of the date. It seems that the 12 to 15 Japanese racers that would be coming, cannot get time off work or school during those dates. Too bad, because the Los Angeles County Fair draws in excess of a hundred thousand people during its run — that's a lot of people who I'm sure would really enjoy watching these R/C gas cars! What can we say? We tried! ED

EXPOSED AND BOOSTED

We (at MORCAR, CORCAR, CAMRA) and especially myself, wish to thank you from our heart, for the wonderful article which you published for us.

You would not believe the exposure and boost we and our clubs received as a result of being written up in the R/C (NEWS) magazine (which is) nationally printed.

Kevin Gray
MORCAR, CORCAR, CAMRA

Glad to do it anytime. The trick now is for you guys to continue sending us race reports and photos, and ten percent of all entry money! Just kidding! ED

•R/C•

MISSED THE ORRCA NATS?

Well, you can still get your T-shirt. See pg. 16

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).

Exponential controls.

ATV controls.

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

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

Servo reverse switches (back panel).

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

Throttle/brake position control.

Select powerful, coreless motor S131SH (gas cars, boats or off-road) or lightning-quick S132H (1:12 electronics) servos. Either choice features Futaba's new precision resin gears, fuel-proof composite cases and professional gold connectors.

Completing the Magnum 3PG system is the compact, lightweight R104H micro receiver. A miracle of miniaturization, the R104H provides traditional Futaba reliability and is available in all popular frequencies.

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

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

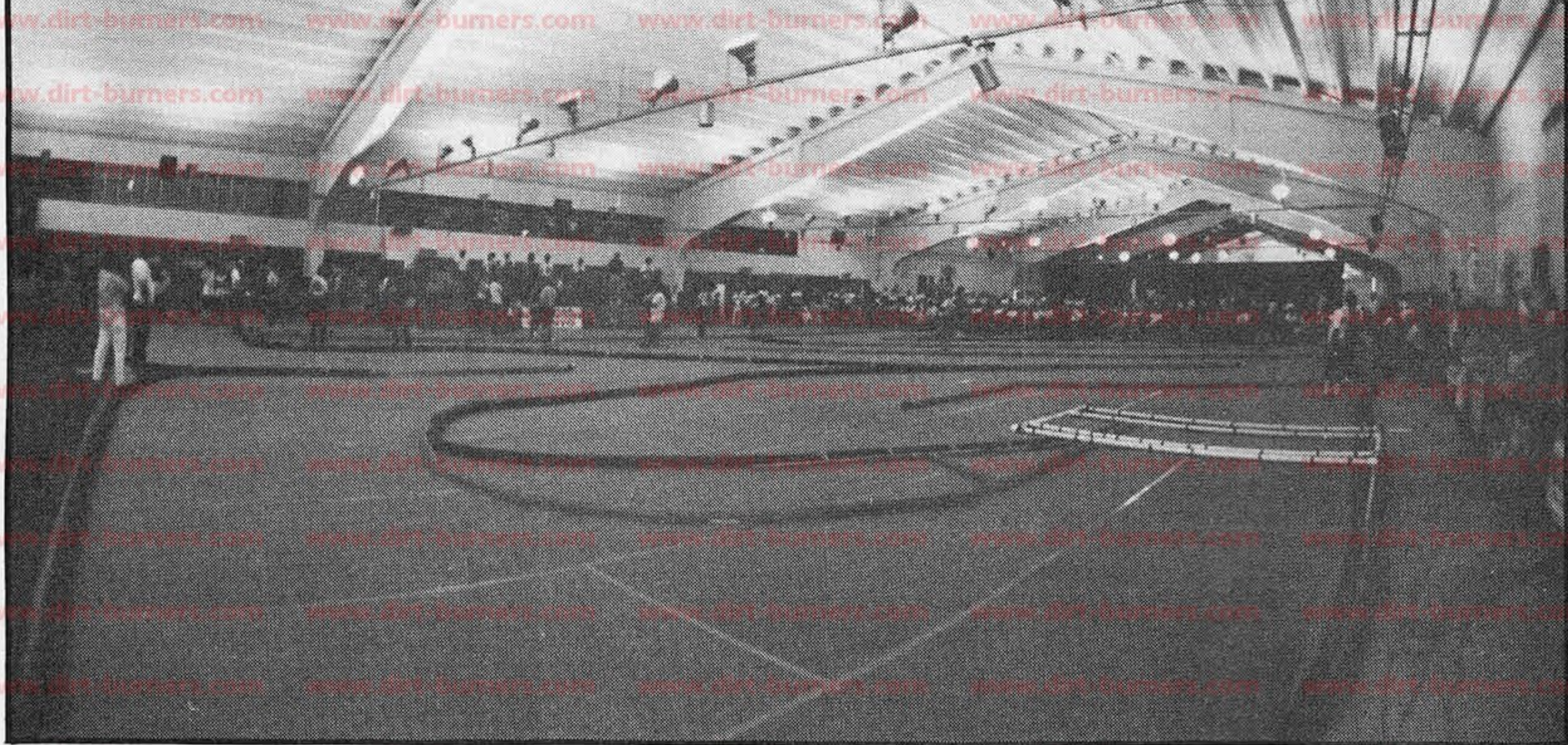
1:12 scale racers can test their reflexes with Futaba's S132H/High Speed servos, the fastest we've ever made.

Steering dual rate control.

Futaba

555 West Victoria Street/Compton, CA 90220

U.S.A. REIGNS SUPREME IN WORLD CHAMPIONSHIPS!



TONY NEISINGER THE NEW MODIFIED ELECTRIC WORLD CHAMP!



To the victor go the spoils! Or is it the magnum of champagne? Tony Neisinger (right) ready to begin celebrating, while third place Mike Lavacot (center) watches. The Tropicana Hotel's exhibition hall, a fine setting for the Worlds track.

Report & photos by Neal McCurdy
Additional notes by Lou Peralta

August 11-16, 1986
Las Vegas, Nevada

Las Vegas, known exclusively for being the gambling capital of the world, was the setting for the IFMAR Electric World Championships — a gathering of 120 of the best R/C 1/12 scale racers in the world. During that week "gambling town" became the 1/12 Electric Radio Controlled Racing capital of the world.

After seven days of intense practice, qualifying and competition, and with only a few minor hitches, IFMAR crowned a new world champion — Tony Neisinger, USA.

Since it was a biannual event, the build-up for it was tremendous. For the past two years R/C events have taken place all over the world to weed out, single out, qualify and determine who would be representing their respective countries at the "Worlds."

On August 11, all this was settled as 111 racers gathered inside the exhibition hall of the Tropicana Hotel. Included were 62 Americans, one South African, 22 Japanese, three Dutch, two racers from Hong Kong, five Germans, three Frenchmen, four English, five Danish, four Canadians and three Austrian racers. There they

matched wits, skills, equipment and determination against each other, each hoping to cop the title of best electric radio control racer in the world!

That honor went to an American this year, Southern Californian Tony Neisinger (ASSOCIATED, REEDY, NOVAK, FUTABA, SANYO). He put together three excellent final runs (winning one of them) to compile the best combined total among all racers, and thus enter his name in the record books as the 1986 IFMAR World Champion!

The format for the "Worlds" was fairly simple. There would be a total of nine rounds of qualifying (three each day), with the top ten qualifiers going into the A Main or the World Final. All others would then race for positions in the lower mains.

The World Final qualifiers would then have three "Final" events in which to post their best times. Of the three, the best two runs would be combined — the total number of laps and elapsed times added — and the aggregate for each would determine the world champion.

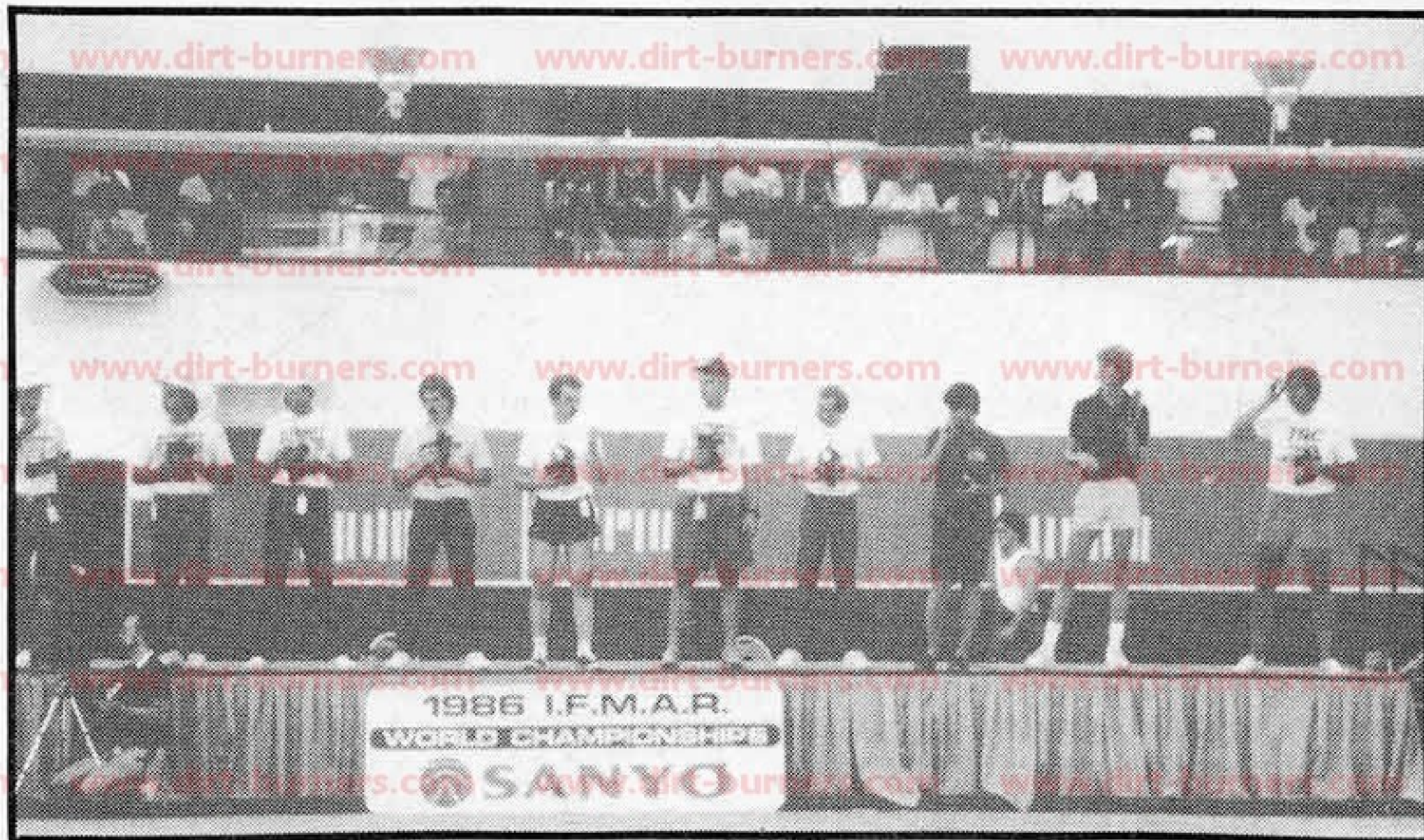
Consistency, above all else, was the important factor in determining the world champion. If a racer put in two great runs out of the three, chances were he'd be the champ.

And that's how Tony Neisinger went about winning the world title. He put in a fair first "Final" run, a very good second run (he finished second to Joel Johnson) and then went on to win the third "Final" to come up with a total of 58 laps in 16:18.13 (minutes) — 3.1 seconds faster than second-place finisher, Joel Johnson (58/16:21.4), also from the USA.

In fact, the first three spots were filled by Americans with the third taken by Mike Lavacot, who wound up in a tie with Andy Dobson, from England, both having totals of 58/16:26.7. But by virtue of Lavacot's better time in his third "Final," Mike got the third spot.

The next two spots (fourth and fifth) were filled by Europeans. As mentioned, Andy Dobson took fourth place, and Christian Keil of West Germany was fifth in the world.

Bob Light (USA) was the next American in sixth place. Another British racer, Phil Davies, filled the seventh spot. Eighth place went to American Dave Heckler, while the ninth spot



Back seat drivers? No, those are spectators trying to get the point of view from the driver's stand which has the top ten qualifiers on it. They're ready to begin World Final action at the 1986 IFMAR/SANYO Electric World Championships.

went to Frenchman Jose Rosas. The tenth and final spot went to American Bud Bartos.

Six Americans, two Englishmen, one French, and one West German were included in the final tally for the top ten after a grueling week of competition. The cream had risen to the top.

HOW IT ALL STARTED

A few kinks are to be expected when staging a major event like this one. The first problem surfaced immediately, even before the racers had arrived in Las Vegas.

On Saturday, rolls of brand new carpet were delivered to the Tropicana, ready to be rolled out, matched and laid on the exhibition hall floor. It seemed like a simple enough job.

But things went differently than planned. The carpet-layer, who was supposed to lay down all the carpet so that the boards could be placed on top of it, decided to lay just two rolls of carpeting down and then left — never to be seen again!

Thanks to a few of the local Las Vegas

R/C'ers, and some others (including Frank Killam, who we understand is quite versed in the craft), the rest of the carpet was laid down. But they had to work until 2:30 a.m. on Sunday before it was finished.

By Monday, August 11, the track was ready to be put to the test. Monday was scheduled as an "open practice" day, which meant controlled pandemonium. The racers could run as much as they wanted, when they wanted, and on whatever frequency they could find open. The trick was to bring their own "radio free" band for practice.

Things settled a bit on Tuesday. Three heats of "controlled practice" were run. In them, each entry knew exactly when and where they could make their practice runs.

General comments among those who practiced on it were that it was a fairly fast course, not as tight as expected, but they also had problems getting a full eight minutes out of their batteries and motors — more problems than most had expected. Was it the new carpet? The track? The layout? Too much bite?

On Wednesday, August 13, it was time to qualify, and some of the answers started coming in.

All entries were divided into two groups, "A" and "B." The "A" group had eight heats, the "B" group had seven. Group "A" was first, starting at 8 a.m., while group "B" didn't start their qualifying runs until the afternoon session.

The order was reversed on Thursday, and Friday everyone ran at the same time, with racers in the "A" and "B" groups mixed together.

People should have taken notice, as Tony Neisinger (USA) emerged as the first-day Top Qualifier. Of the three runs that day, his second run of 29/8:13.8 was his fastest, and fastest among all. Bob Light (USA) was second best qualifier with a 29/8:15.9, and Mike Lavacot (USA) was third best with 29/8:18.7.

Of the ten fastest qualifiers on the first day, seven were Americans, there was one German (Christian Keil), one English (Andy Dobson), and one Japanese (Masami Hiorosaka). The pattern was being set.

Interestingly, only the top eight qualifiers had reached the 29-lap margin on this first day.

Speeds started to increase on the second day, as race cars were getting dialed in and racers were getting used to the track. At the comple-



Let's party, Tony!!!



Dual set of automatic lap counting systems (two sets of bridges and computers) were used to ensure accurate scoring. The systems used were from BoLink and from the Ranch Pit Shop.

tion of the second day of qualifying, there were 12 cars that had logged 29 laps.

Then some of the foreign racers began to assert themselves. Only five Americans filled the top ten spots, with Mike Lavacot and Bud Bartos leading the way. Germany had one racer, as did France and England, while Japan had two, Hiorosaka and Hiroyuki Matsumoto.

Jerry Case (USA) and Joel Johnson (USA), also had 29 laps but they were 11th and 12th, respectively, and out of the final! Things were getting serious.

By the third day of qualifying, Friday, August 15, it was the proverbial "now or never" situation. All stops were pulled, everything was tried and it was the last chance to make it to the World Final.

Where there were only eight cars that had made 29 laps on Wednesday, there were 21 Friday — right through the C Main. France's Jean Michel Fraisse was the last to log 29 laps and the first or TQ in the C Main.

Tony Neisinger, on the other hand, had come from the middle of the pack on the second day. He posted the world's best time with his 29/8:00.7 — just 7/100ths of a second off from

being the only one to post 30 laps! Neisinger was TQ as he posted his best time on the ninth qualifying run — his last chance!

The second best time was posted by England's Phil Davies, with a run of 29/8:01.1. He also posted his best time on his final qualifying run. What's that they say about performing best under pressure?

The third best qualifier was USA's Joel Johnson. He also made his best run on the final day (he wasn't even in the Final after the second day), during his seventh qualifier, when he logged 29/8:06.5.

Of the next seven racers, four of them made their best run on the final day. Talk about pressure!

Mike Lavacot, Bud Bartos, Andy Dobson, Jose Rosas, Dave Heckler, Bob Light, and Christian Keil had made it to the World Final.

The "Hard Luck Award" had to go to Ralph Burch (USA), who was 3/100ths of a second off from making the "A" or the "Final!" He was more than disappointed. He had fought hard all week, and it wasn't until the last day of qualifying, with two rounds to go, that he was able to break into the 29-lap bracket and be oh so close

to the "Final."

Christian Keil also had a time of it. All day Friday, during the last three qualifying rounds, he saw himself go from third best qualifier after the second day, to tenth and the last transfer spot! The poor guy really sweated it out on that last day, knocked down from one position after another, and barely made the World Final.

With all the qualifying over by Friday, next on the program were the main events on Saturday, and of course the three "Finals."

The scheduled call for the running of the lower mains, starting with the L, K, J and I Mains before running the first of three "Finals."

In the L Main, the winner was Japan's Shigeru Kinoshita; while the K Main was headed by Sam Ellis, USA J Main winner was Gary Lanzer from Canada, and I Main winner was USA's Steve Pritchett.

With four mains down, the first "Final" was on tap, and the troops were ready!

Andy Dobson (England) set a torrid pace from the outset, and was never headed (29/8:08.6). Most Americans were in shock. The Englishman was setting the track on fire and some thought that he would be the "one to beat!" Joel Johnson (USA) was second with a time of 29/8:13.5, and Christian Keil was third with a 29/8:15.6. Finishing in fourth was Mike Lavacot with 29/8:15.7.

The H Main was next, while the "Final" racers had a break for a while. The H Main was won by USA's Gary McAllister. Japan's Hironori Ishimura was the G Main winner and Stephan Ko Sze Man of Hong Kong was the decisive F Main winner.

With those mains out of the way, the second "Final" was next.

Once more, the leader took off, never to be seen again. Except this time it was USA's Joel Johnson, who posted 29/8:07.9 — faster than the first "Final." Joel was chased all the way by Tony Neisinger (USA) who finished with a 29/8:08.9, just a couple of seconds off the pace. In third place was Mike Lavacot (USA) with a time of 29/8:11.0.

Little did anyone realize, that Joel Johnson had (eventually) set the fastest time of the three "Finals" on his way to the win.

In third place was Mike Lavacot with a time of 29/8:11.0. Mike continued his consistent running, but fell off the overall pace.

The E Main was run next and Ralph Weis of Germany emerged the winner. Tara Belang (Belair) was the D Main winner, as the American lady showed the boys the fast way around. The C Main's "big gun" was Henrik Carstens of Denmark.

While making the B was quite a feat, those who placed in it would rather have run in the "Final" any day. "There's no 'real glory' in the B," said one of the racers.

Nonetheless, the "B" had some pretty notable names like former world champion Kent Claussen (USA), and many-time national champion and world-class racer Ralph Burch, among others.

But the glory of the B Main went to Rick Hohwart, who also recently won the ROAR National title.

One more race was left in the program. The third "Final," the one that would decide the world champion.

It's always been said that the best should be saved for last. This was never more true than in the final race, as Tony Neisinger fought off the hard charges of England's Phil Davies, and often had to regain his lead. Both drivers traded leads several times, but it was Neisinger's



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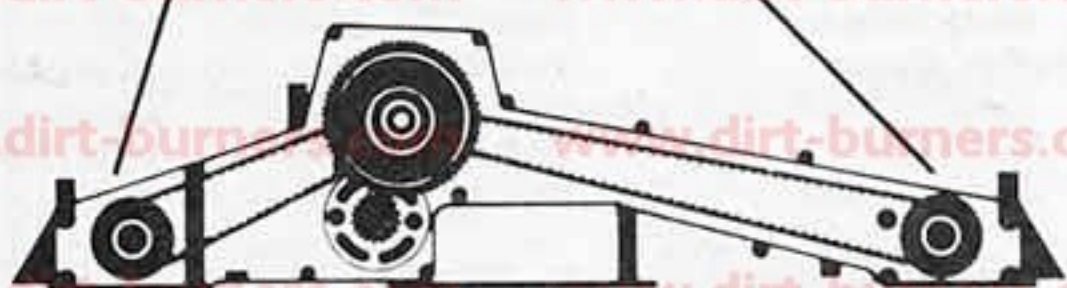
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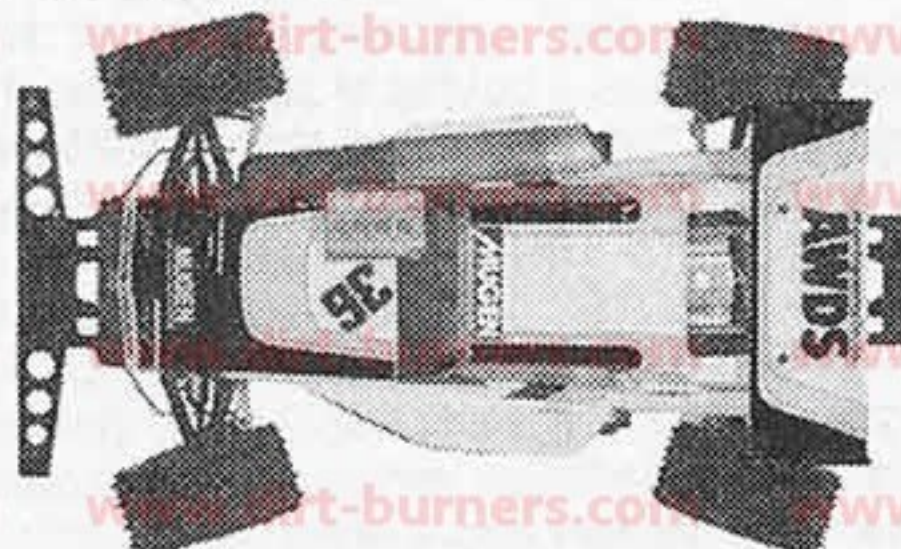
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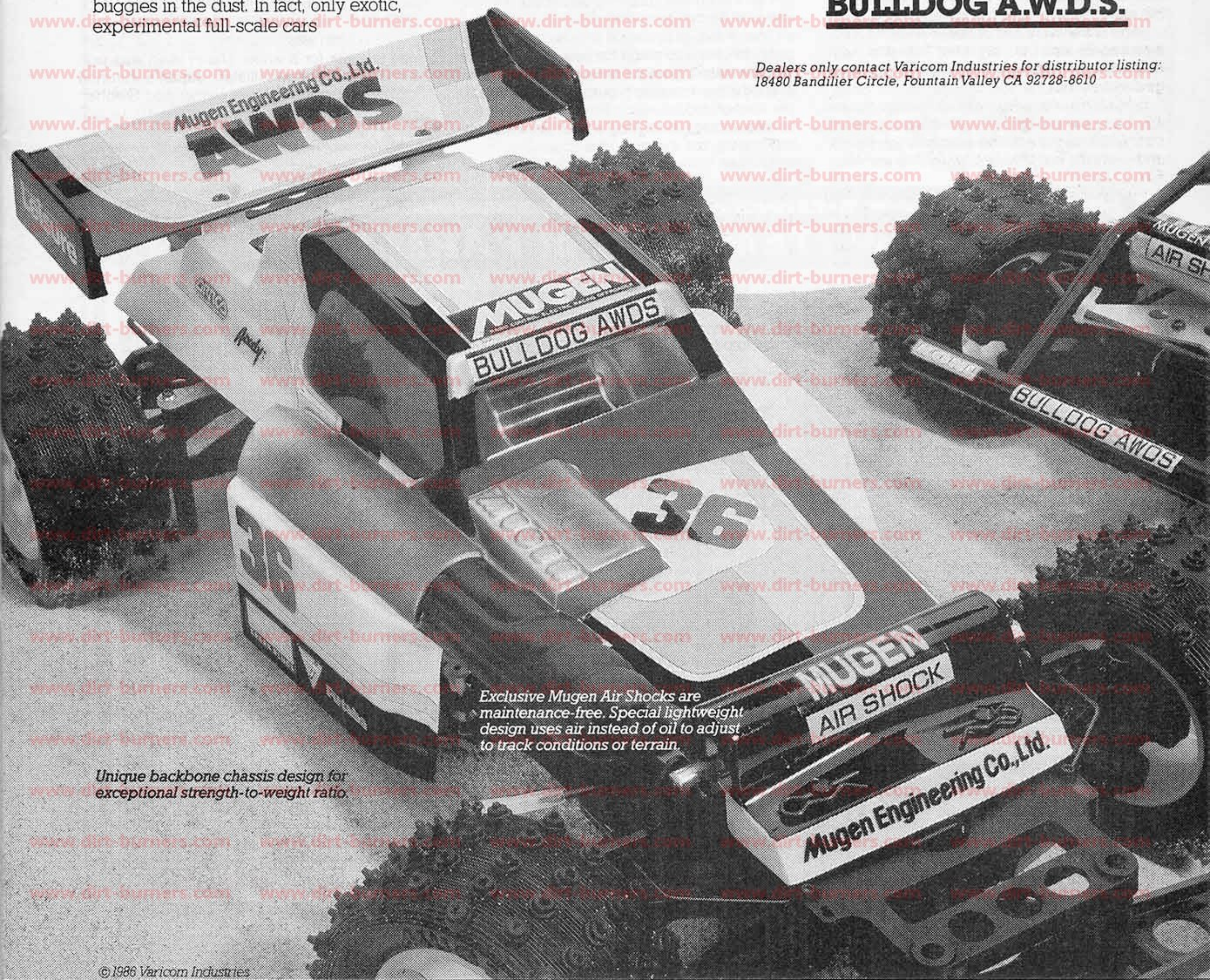
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patience and ability to pick his way through traffic that ultimately got him the main win and the overall title. Phil Davis was second and third went to Mike Lavacot, some five minutes behind.

When it was over, Neisinger had posted a 29/8:09.0, not the fastest of the three "Finals" but when added to his other times, he had indeed become the "World Champion." His aggregate time of 58 laps in 16:18.3 minutes was three seconds ahead of Joel Johnson's and eight seconds ahead of Mike Lavacot's.

Associated, Reedy, Novak, Futaba, and Sanyo had all been instrumental in Neisinger's World Championship win as he used their equipment. For the next two years, he and his sponsors will be able to boast to the world that they are the best. And well they should, because during the week of August 11-16, 1986, the world's top racers had gathered to prove otherwise...none could.

An event of such magnitude wouldn't be possible without the help of a lot of people. The chief sponsor of the 1986 "Worlds" was Sanyo Batteries, which has always seemed to be there when the sport needed them.

But there were also many of the unsung heroes and heroines who've never gotten much credit, but who deserved as much as anyone else. Mike Reedy was in charge of the whole affair, while the Barana family assisted in the coordination of the event and its public relations. During the competition, Mr. and Mrs. Toland managed the automatic lap-counting systems that were provided by BoLink and the Ranch Pit Shop. Both systems were used simultaneously to insure accurate scoring. They worked out great!

Larry Standcliff did one heck of a job handling the announcing chores, while Bob and Mrs.

Standcliff were also there to give a helping hand when needed, as was Neal McCurdy, who was in charge of the computers. There were many more people who volunteered, and they all did a great job.

Noteworthy also was the fact that there were three prototype 1/12 cars made by Tim Morton (TRC Pro 120), and all three wound up in the "A" or World Finals. Bob Light, Dave Heckler and Bud Bartos each drove one of the prototypes to qualify them in the top ten. Not bad for the first time. Somehow it doesn't seem like they will be prototypes for long.

Controversies? There were few, and they were relatively minor. A couple of racers were penalized for jumping the start, one racer left his transmitter on, and a couple of racers forgot to turn-marshall. Other than these, the 1986 IFMAR Electric World Championship was one of the best ever!

EDITOR'S NOTE: One possible criticism is that a world championship event is being presented out of the back yard, so to speak. While the setting was Las Vegas, a city with plenty of transient visitors and a great pool of active people searching for things to do and places to go inexpensively, few found their way to the "World Championships" site.

It has been said that radio-controlled racing needs to come out of the closet and be exposed to the masses. It's the only way that it can grow. In future events, bringing in new people and spectators to watch an event of this caliber, spending the money to promote it through radio, newspaper and television advertisement, should be as important as making a good track and putting on a great event for the racers.

Perhaps this will happen in 1988 in Europe,

when the next Electric Worlds will take place.

FINAL THREE MAINS (Listing is according to qualifying)

	I	II	III
Tony Neisinger	28/8:04.8	29/8:08.9	*29/8:09.0
Phil Davis	28/8:03.3	28/8:05.8	29/8:14.8
Joel Johnson	29/8:13.5	*29/8:07.9	29/8:17.3
Mike Lavacot	29/8:15.7	29/8:11.0	29/8:15.7
Bud Bartos	21/6:02.0	28/8:15.0	27/8:08.5
Andy Dobson	*29/8:08.6	29/8:18.1	28/8:01.1
Jose Rosas	28/8:03.2	08/2:25.0	28/8:13.4
Dave Heckler	28/8:16.4	29/8:13.8	26/8:00.0
Bob Light	28/8:01.4	28/8:00.2	29/8:15.9
Christian Kell	29/8:15.6	29/8:19.4	29/8:29.4

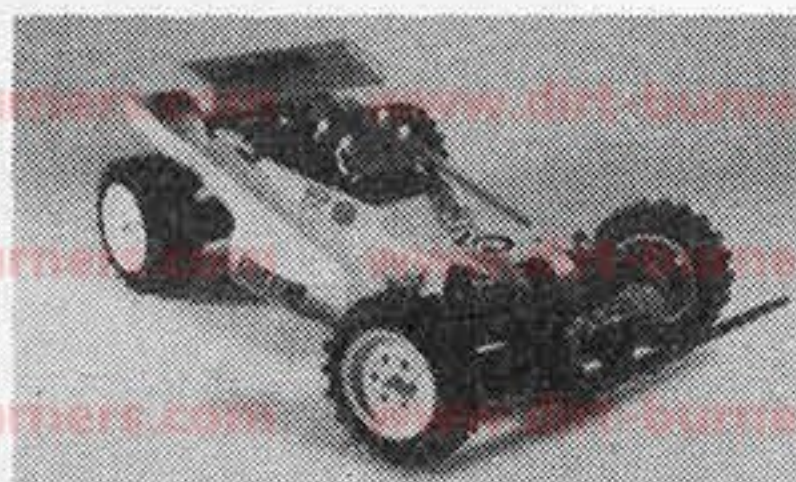
* Indicates winner of the Final.

WORLD CHAMPION OVERALL (Best two in aggregate)

1. Tony Neisinger - (USA, ASSOCIATED/REEDY/NOVAK/FUTABA/SANYO)..... 58/16:18.3
2. Joel Johnson - (USA, ASSOCIATED/TRINITY/KRAFT/NOVAK/SANYO)..... 58/16:21.4
3. Mike Lavacot - (USA, ASSOCIATED/REEDY/KRAFT, NOVAK/SANYO)..... ** 58/16:26.7
4. Andy Dobson - (ENGLAND, SCHUMACHER/REEDY/J.R., SANYO)..... 16:26.7
5. Christian Kell (W.Germany, Associated/Reedy/Futaba/Novak/Sanyo)..... 58/16:35.0
6. Bob Light - (USA, TRC PRO 120/TRINITY/SANYO)..... 57/16:16.1
7. Phil Davis - (ENGLAND, SCHUMACHER/REEDY/SANYO)..... 57/16:18.1
8. Dave Heckler - (USA, TRC PRO 120/TRINITY/KRAFT/NOVAK/SANYO)..... 57/16:30.2
9. Jose Rosas - (FRANCE, CORALLY/REEDY/SANYO)..... 56/16:16.6
10. Bud Bartos - (USA, TRC PRO 120/TRINITY/SANYO)..... 55/16:23.5

** His third run was better than Dobson's so the tie was broken.

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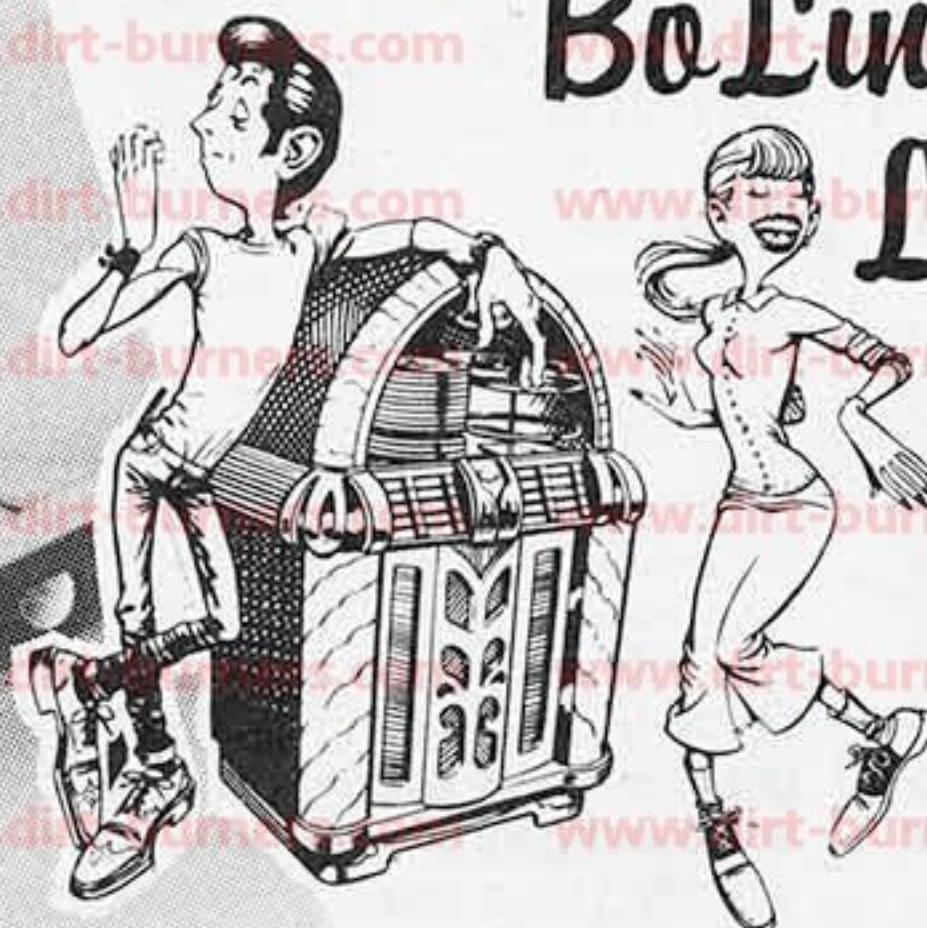
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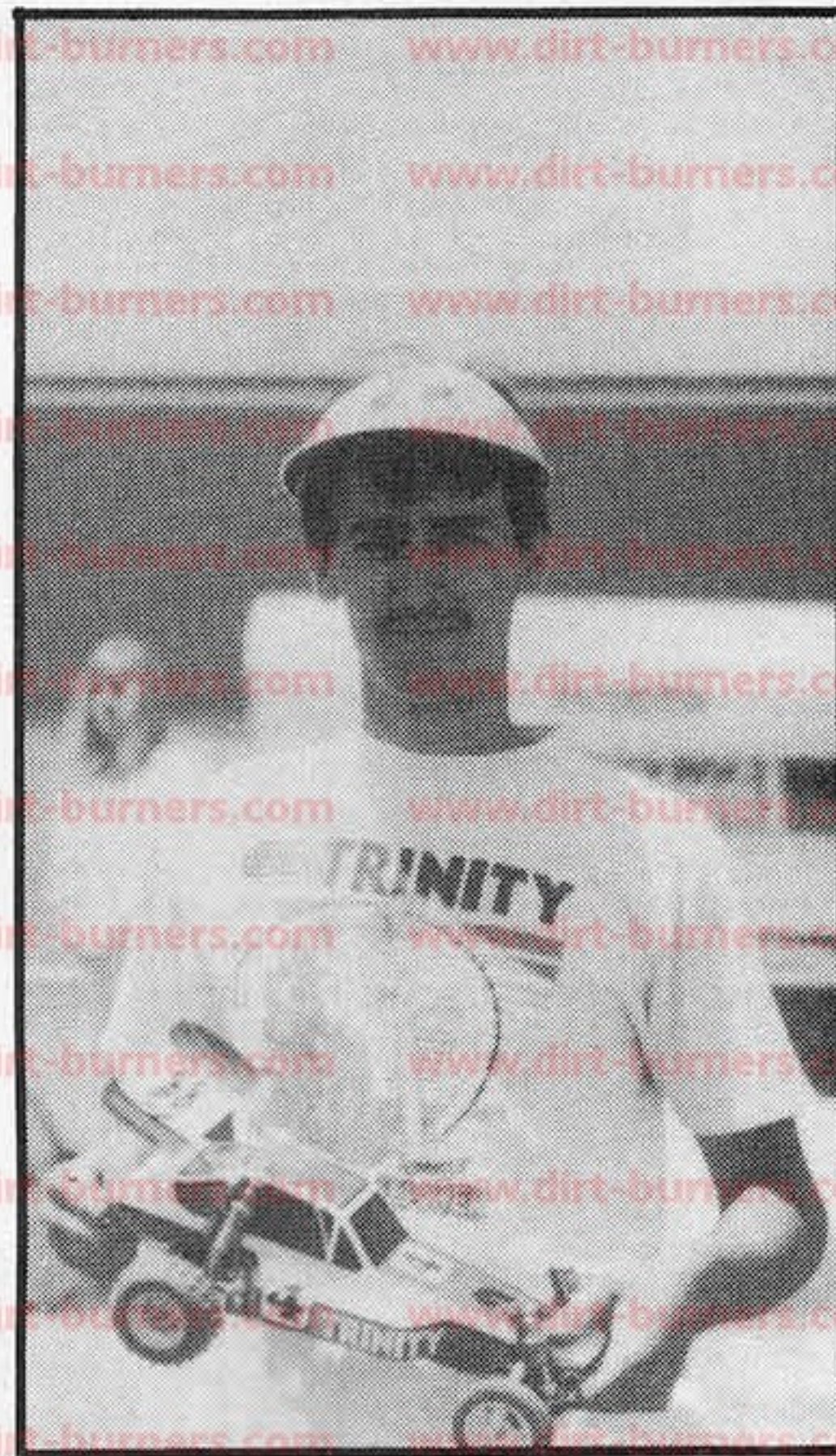
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ROAR NATS

OFF ROAD EXTRAVAGANZA AT THE RANCH!



(Left to right) Pat Takeda, representing sponsor SANYO; Ron Rossetti, winner of 4WD Modified A Main; Roland Bayly, representing sponsor CRP; and Gil Losi, Ranch Pit Shop owner and promoter of the ROAR off road nationals.



Chris Allec walked away with the 2WD Modified A Main.

Story and Photos
By Edward Godoy

July 23-26, 1986
Pomona, CA

At long last, everyone's friend, Ron Rossetti, came out on top. This weekend was his as he took the 4WD Modified Class over a very, very tough field of competitors. His win might be considered a bit of an upset, as he soundly trounced the pre-race favorite and TQ, Gil Losi, Jr.

The Stock 4WD Class was **REALLY** an upset as John Peterson took it from the very beginning. The odd thing about his win was that he wasn't even listed as an A Main qualifier! He was originally slated as #1 qualifier in the B Main; being bumped into the A Main at the last minute as number zero and tenth-fastest qualifier for the event. Although you never would have guessed it from the way he drove in the A Main!

Gil Losi, Jr., didn't have much luck in the 2WD Modified Class either, he finished as he had qualified, namely, third. Chris Allec took the victory after a very hard-fought race in which he exchanged the lead with other drivers several times during the race, never giving up, and finally clinching it.

The only class that finished exactly as had been expected was 2WD Stock. Curtis Strawn

took TQ honors and the title as well, but not without a fight that had all present on their feet during the last few laps of the race.

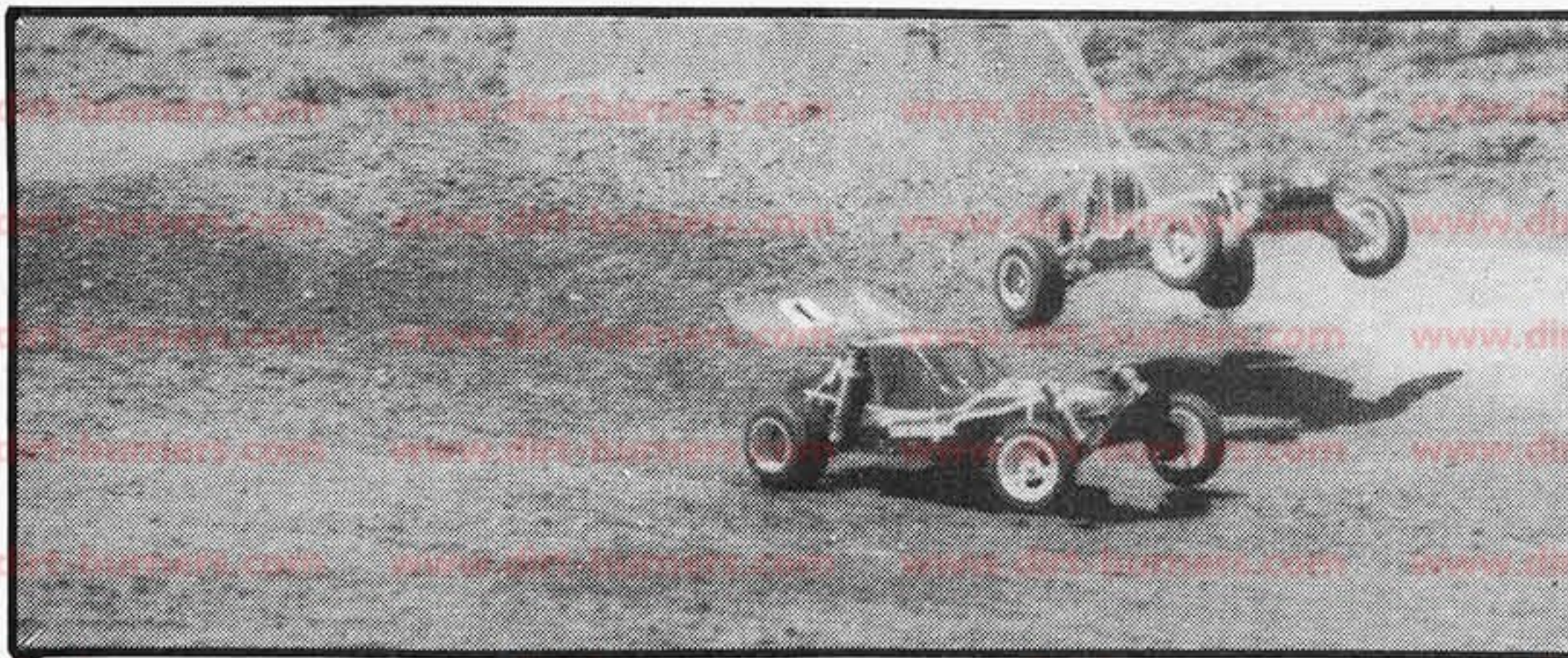
It looks as though Gil Losi, Sr., is never satisfied. Besides owning a world-class, road-racing track (there is talk of putting up an electronic scoreboard), Losi had to build a fantastic off road course as well. This is the best off road course that I have ever seen. He uses a novel combination of two levels of track with plenty of tight twisties for the real pro to test his skills on. Some drivers were caught unaware by the degree of difficulty presented by this track, but quickly gained confidence after some practice. However, this would prove to be a false sense of security for some. If they tried to push their cars too far, all hell would break loose, with cars flying off the previously timid-looking jumps and into the crowd.

The track shows an amazing amount of careful planning. It employs the latest trends in layout such as very steeply banked turns and a high "table-top" jump that leads right into a turn. This proved to be the most treacherous of the course obstacles, as it came right after the starting line and the longest straightaway on the course. Gil Losi, Sr., has also employed the novel idea of a wooden ramp which leads up to a higher level of track, with a drop-off coming back down to ground level. Although this part

of the track seemed to be taking quite a toll on the suspension systems of the cars, it proved to be quite interesting.

The weekend of the race was filled with worry. Clouds were forecasted for the weekend, with the possibility of postponement. But there was nothing to fear, as the weekend came around with nothing to obscure the summer sun, save the thick smog from nearby downtown Los Angeles. People from all over the country had spent this past week at the Ranch Pit Shop, practicing for their big chance at fame. As Thursday rolled around, all the 2WD entries seemed ready to take on the world. When given their chance to set qualifying times, they put up a terrific fight. After the dust had cleared (literally), Eric Solderquist took the title of Top Qualifier in 2WD Modified. Just one second after him came Kris Moore. Gil Losi, Jr., was also in the thick of things, coming in three seconds behind Moore. The top three exemplified the rest of the field, all having run very fast times; all qualifiers in the A Main were running 13 laps within a range of four minutes and two seconds to four minutes and fourteen seconds.

The 2WD Stock Class was not as narrowly defined, but it was still quite competitive. These same drivers improved their times substantially in the main event. Curtis Strawn took TQ honors in 2WD Stock with thirteen laps, four

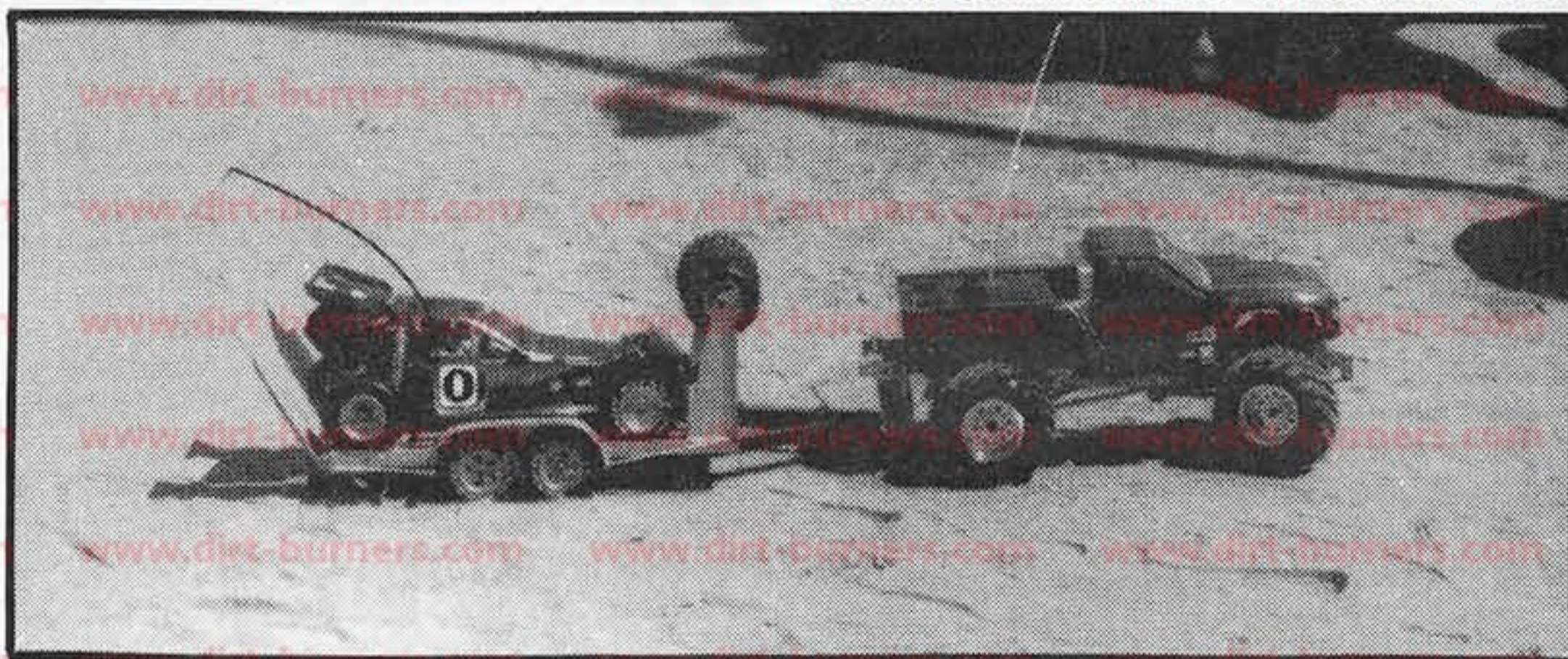


High and low racing action. There was plenty of flying in the newly-designed Ranch Pit Shop off road track in Pomona, CA.

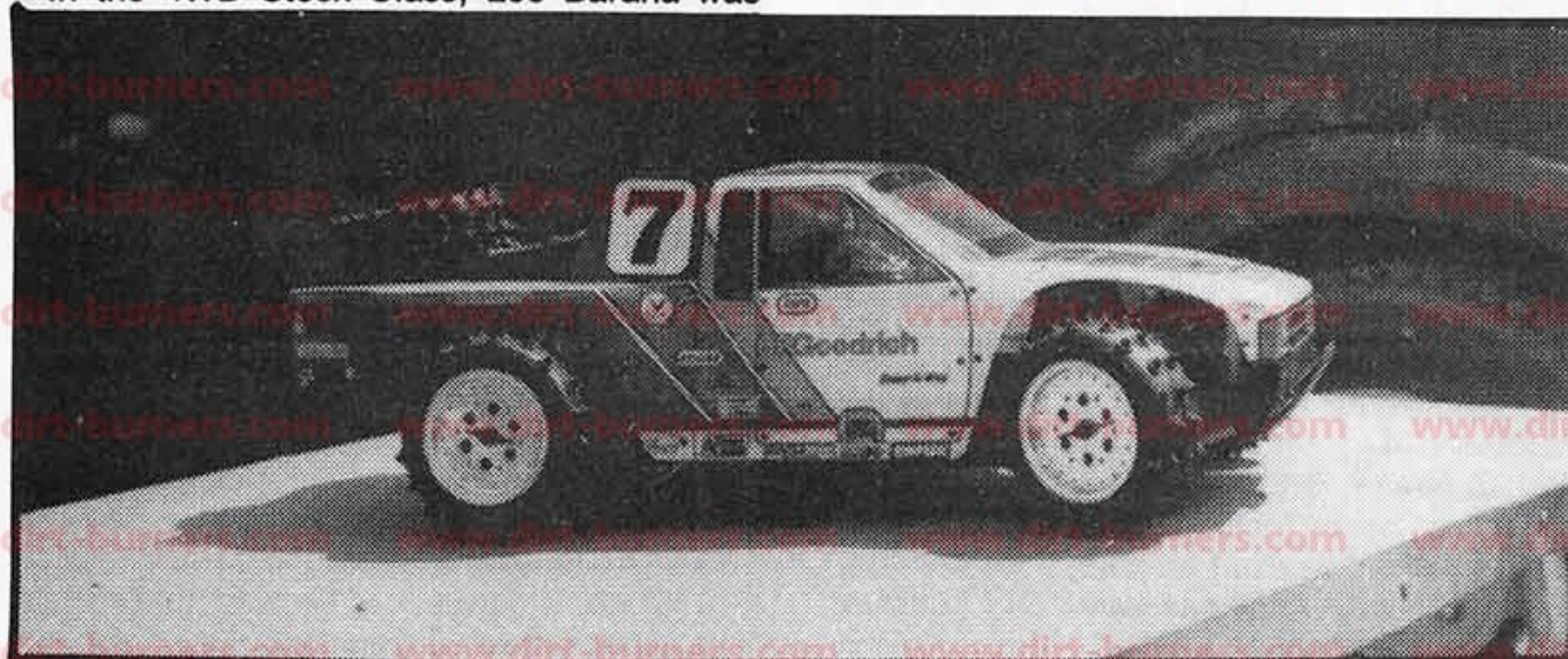
minutes and eighteen seconds. Six seconds behind him came Leo Barana, and a whole lap down was John Woods, with twelve laps in four minutes even.

As Friday dawned, the 4WD people got their chance. Qualifying started at 9:00 a.m., just as the 2WD Class had the day before. The frantic activity seemed to have toned down a bit from the day before, as all those concerned became more accustomed to the way things were being run. As many heats as possible would be run, with the best times counting towards qualifying. The best run of the day was made (as expected) by Gil Losi, Jr. He ran 14 laps in four minutes, 8.6 seconds, thus placing him in the 4WD Modified A Main as Top Qualifier. Chris Allec came in close on his tail, with his best time being only one second behind Losi, Jr. Jay Halsey was hot on his heels, three seconds behind.

In the 4WD Stock Class, Leo Barana was



Monster truck and trailer rig got a lot more points with the crowd than the race car number shows.



The Ivan Stewart Toyota replica. Faannnnnnnnntastic!

again in the top three. This time he was the Top Qualifier in this class, coming in with thirteen laps in four minutes, seven seconds. Only two seconds behind him was Roy Martens, who was followed by Amir Azadeh, one second behind.

Saturday, July 26, the day everyone had been waiting patiently for had finally arrived, but some people didn't seem to be ready for it just yet. The first event on the schedule was the Concours D'Elegance. I would never have imagined that these cars could look so good. Second-place winner of this event, Hobie Kaptain, even brought his entry out on its own trailer pulled out by a matching truck (this was my personal favorite). First place was taken by Bob Kaminiski, a member of the Las Vegas race team, with a very finely detailed buggy painted in some outlandish green and white stripes. Third place

in the Concours event was taken by the beautiful entry of Bob Kaufman.

The 2WD Stock mains finally got started, and everyone got all the excitement they were expecting, and more! In the 2WD Stock A Main, TQ Curtis Strawn took the holeshot with Leo Barana close behind after the first lap. On the next lap, Strawn flipped his car, allowing Barana to take over the lead. But Barana still had a threat to his win. Paul Pat had been waiting for his chance at the back of the pack and finally caught up to Barana. The two drivers raced side by side for many laps; this race seemed more a test of nerves than anything else. Each man waited for the other to make the slightest mistake. It finally came when Barana flipped his car, allowing Pat to take over, but not for very long! Curtis Strawn was back and he wanted his lead back as well. By now, everyone was on their feet as Strawn took over the lead. With three

seconds left in the race, Strawn flipped it, and it looked like Barana had it all wrapped up. But somehow Strawn got his act together and took the win by a hair!

This had been the first A Main of the show, and it had been easy to guess the outcome, but the race itself was still excellent. It was one of the best races of the weekend, keeping all present on their feet, cheering on their favorites.

Next came one of the most underrated classes — 2WD Modified. This class brings the really experienced drivers out, as it calls for a high degree of skill on the part of the drivers. These cars have all the dirt-throwing power of the 4WD Modifieds with only the control of 2WD. And demonstrate skill it did! The racers in this class seemed to have some of the best lines of the weekend.

The race started off with Chris Allec taking the lead early on, but going onto the hi-way, he seemed to have overestimated his car's hand-



Coming off the "carrousel" is no mean feat — depth perception is a must for the Ranch racers.



John Peterson took off and ran away with the 4WD Stock A Main National title.



Hey, who let this kid in? Racers come in all sizes, including 3 feet 8 inches.

ing capabilities and smashed into the wall. This bit of bad luck gave Gil Losi, Jr., the opportunity he had been waiting for as he took over the lead. Losi, Jr., had this event all wrapped up; he was followed by Chris Allec and Mike Dunn. Going into the penultimate lap, Losi, Jr., lost his cool and the race as well. He missed the table-top jump, causing him to go back around and take it over. This allowed Chris Allec to resume

his lead and win the race. Kris Moore was behind Allec, while Losi, Jr., had to settle for third.

The race was running very smoothly, thanks to it being such a very well-planned event. There were no complaints from those present. The track, which had a tendency to get dusty at times, was being kept under control by frequent watering and maintenance — sometimes after every other main. It was getting hot around 1:00 p.m., just as the 4WD Mains were about to start. The spectators started to look wistfully at the hoses that the Ranch Pit Stop crew was using to keep the track moist.

But as the time for the 4WD Stock A Mains rolled around, all thoughts of the heat were pushed aside — and with good reason. This race would prove to be the upset of the day. John Peterson (who had not even been included in the list of A Main qualifiers) didn't get the holeshot; he wasn't even at the front of the pack as they went into the first jump. But this is how he was able to take the lead. There was a massive pile-up on the first jump of the race, John Peterson, farther back, just drove around the mess, never looking back. Roy Martens made a valiant attempt to catch Peterson, but Peterson was driving flawlessly and Martens didn't have a chance. But wait! Here came the ninth-place qualifier, making his move on Peterson! Out of nowhere came Tatsuro Watanabe, chasing Peterson for the last few laps. Occasionally they exchanged positions, but Peterson's skill was just too much. He took the event with thirteen laps in four minutes, eleven seconds, while Watanabe brought his car into second place, barely four seconds behind. The rest of the field was completely out of touch, as no one else could make it to thirteen-lap mark.

Here it was, the final event of the day. The event that some had been waiting all week to see. This event would see the fastest, best-handling cars being driven by the best drivers — truly a competitive race! It started out pretty well, with second-best qualifier Chris Allec taking the lead early on, followed closely by Jay Halsey. As the pressure started to build (his lead over the rest of the field was not all that big), Allec lost it, flipping his car and letting Jay Halsey take over the lead. There was Gil Losi, Jr., right behind Halsey, just waiting for the mistake that

would let him take the race. The mistake came, but it didn't turn out to be to Losi, Jr.'s advantage as the pile-up that resulted involved him, too. This gave Mike Dunn the chance he was waiting for. He passed the mess with his truck (the only truck body used in the 4WD Main), but Ron Rossetti was not going to let him take it that easily. These guys were really dicing it up, passing each other and letting each other pass — each waiting it out until the end of the race. As they came around one of the last laps, the same table-top jump which had caused so many racers so much trouble earlier that day, took its toll on Dunn. It was only a minor tumble, but it gave Rossetti the time he needed. He whizzed past the crumpled form of Dunn's truck and took the win with fourteen laps in four minutes, 12.9 seconds. Poor Mike Dunn had to be satisfied with second place, also with fourteen laps and only half a second behind Rossetti. It might as well have been a private race for the two of them, as no one else was able to make it to fourteen laps.

Finally, some quiet! What had sounded like a thousand zippers opening and closing all weekend long was finally silenced. Now it was time for the trophies, and oh boy, were there trophies! All 243 of the entrants received a trophy or plaque. The presentation was the only part of the event that seemed to have a hitch in it all weekend long. At first, everything went off smoothly. The trophies were handed out with no problem, but with about half of the trophies left, there was a bit of a mix-up and the trophies from three mains got switched. Everyone had to return their trophies. Other than that, it had been a perfect weekend. No one seemed to be unhappy about the results of the race, and if they thought they should have done better, they just simply said "...just wait 'till the next race when I get my new motor, transmitter, car, etc."

RESULTS

2WD STOCK A MAIN:

1. Curtis Strawn	13 laps/4:16.5
2. Paul Pat	13/4:17.3
3. Mike Tuntakt	12/4:01.2
4. Amir Azadeh	12/4:06.6
5. Jimmy Wright	12/4:07.2
6. Leo Barana	12/4:10.7

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The race was beamed around the world via satellite...not really. But that's one heck of a motorhome antenna (above)! Put wings on those babies (below) and they'll never come down!



8. Greg Fox	11:4/00.1
9. Steve Close	11/4:19.1
10 Butch Kloeber	5/4:00.8

2WD MODIFIED E MAIN:

1. Mike Christenson	13/4:14.8
2. Bob Kaufman	12/4:17.9
3. Mark Gray	11/4:00.3
4. John Young	11/4:03.8
5. Mike Dolan	11/4:06.9
6. Steve Dunn	11/4:08.3
7. Bruce Shaffstall	11/4:03.8
8. Guy Davies	10/3:46.2
9. Joel Johnson	4/3:56.9

2WD MODIFIED F MAIN:

1. Barry Torseth	13/4:17.1
2. Peter Nielson	13/4:17.6
3. Troy Cline	12/4:10.5
4. J.G., Sr.	12/4:13.8
5. Ken Suyenaga	11/4:01.4
6. Mike McAllister	11/4:05.1
7. Larry Grant	11/4:15.9
8. Glen Higden	11/4:20.3
9. Darwin Gray	9/3:18.5
10 Jerry Case	8/2:52.4

2WD MODIFIED G MAIN:

1. Gary Demory	13/4:16.8
2. Chris Bickel	13/4:20.9
3. Cory Lees	12/4:07.3
4. Don Bosset	12/4:13.6
5. Tim Kowal	12/4:19.1
6. Gary Haskill	11/4:03.3
7. Bob Novak	11/4:04.7
8. Bill Steel	8/4:08.7
9. Mike Reedy	1/3:27.2

2WD MODIFIED H MAIN:

1. Tem Raskin	11/3:44.9
2. Don Burgess	11/4:00.9
3. Ken Brooks	10/4:03.7
4. Richey Davis	9/4:17.3
5. Dennis Lowery	4/1:45.8

7. Kelth Young	12/4:11.4
8. John Woods	12/4:18.2
9. Doug Walski	11/4:12.0
10 Steve Otto	2/2:38.2

2WD STOCK B MAIN:

1. B.J. Christenson	12/4:02.3
2. Eric Cobb	12/4:02.7
3. John Peterson	12/4:03.1
4. Michael Reynolds	12/4:07.9
5. Chris Reed	12/4:14.8
6. Bob Kaminski	12/4:20.8
7. Phil Willards	11/4:00.9
8. Noel Jourdan	11/4:04.4
9. Tom Owens	11/4:04.8
10 Al McGhee	4/1:58.2

2WD STOCK C MAIN:

1. Robert Moss, Jr.	12/4:00.2
2. Cleve Mason	12/4:01.3
3. Tim Wells	12/4:04.0
4. Greg Walski	12/4:20.5
5. Roy Martens	11/4:04.2
6. Wylder Barrows	11/4:07.9
7. Jeffrey Benmoin	11/4:16.7
8. David Sanchez	11/4:18.3
9. Jaime Navarro	9/4:06.5
10 Paul Williams	8/2:47.5

2WD STOCK D MAIN:

1. Gary Amrams	12/4:07.6
2. Michael Stubbs	12/4:17.1
3. Bill Carter	11/4:01.0
4. Roger Moore	11/4:06.1
5. Sky Jones	11/4:06.5
6. Tom Deans	11/4:10.4
7. John Berg	11/4:12.2
8. Rod Deltrich	11/4:13.9
9. Garry O'Patterson	11/4:15.1
10 John Hooks	9/3:52.9

2WD STOCK E MAIN:

1. Brian Bodine	12/4:07.5
2. Ryan Close	12/4:12.4
3. Fred Sachs	12/4:17.8
4. Tom Jones	11/4:06.9
5. Chuck Crawford	11/4:07.2
6. Richard Barret	11/4:10.2
7. Larry Smith	11/4:13.8
8. David Navarro	11/4:16.5

9. David Wilson	11/4:15.7
10 Robert Woods	DNS

2WD STOCK F MAIN:

1. Don Neudecker	11/4:04.5
2. Pete Vamer	10/4:19.8
3. Mike Principato	4/4:02.0

2WD MODIFIED A MAIN:

1. Chris Allec	13/4:05.8
2. Kris Moore	13/4:12.2
3. Gil Losi, Jr.	13/4:14.6
4. Mike Dunn	14/4:14.8
5. Jay Halsey	13/4:17.9
6. Ron Dyer	13/4:18.1
7. Cliff Lett	13/4:01.1
8. Eric Solderquist	12/4:02.6
9. Guy Miller	12/4:03.2
10 Tony Rosetti	11/4:21.1

2WD MODIFIED B MAIN:

1. Joe Schmitz	13/4:08.8
2. Jack Johnson	13/4:15.5
3. Mike Martin	13/4:20.7
4. Ed Knoles	12/4:04.5
5. Peter Liu	12/4:20.3
6. Mike Glem	12/4:23.0
7. Rick Armeteros	11/4:05.5
8. Dan Blinter	11/4:12.8
9. Ron Rosetti	10/4:21.9
10 Rick Howert	5/3:13.7

2WD MODIFIED C MAIN:

1. Ken Peterson	13/4:12.1
2. Eric Linder	13/4:12.8
3. Gary Kyes	12/4:01.6
4. Mark O'Campo	12/4:12.5
5. Mike Mayberry	8/2:45.5
6. Dan Lamey	7/2:17.5
7. Pete Candillo	7/2:21.9
8. Scott Quillen	4/4:04.6

2WD MODIFIED D MAIN:

1. Jim Dieter	13/4:09.3
2. Carl Casanova	13/4:16.2
3. Kyle Reed	12/4:04.7
4. Duane Inouye	12/4:05.4
5. Glen Miller	12/4:07.1
6. Don Meade	12/4:07.4
7. J.R. Sltman	12/4:08.3

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4WD STOCK A MAIN:

1. John Peterson	13/4:11.5
2. Tatsuro Watanabe	13/4:15.4
3. Leo Barana	12/4:03.9
4. Kelth Young	12/4:04.7
5. Amir Azadeh	12/4:07.6
6. Roy Martens	12/4:09.4
7. John Keck	12/4:12.4
8. Steve Otto	11/4:00.1
9. Larry Smith	11/4:01.7
10. Mike O'Donnel	11/4:05.8

4WD STOCK B MAIN:

1. Ross Scott	13/4:15.2
2. Jeff Benmoln	13/4:20.2
3. Chris Mann	12/4:01.9

4. Doug Walsk	12/4:10.2
5. Roger Moore	12/4:14.3
6. Bob Kaminskis	12/4:17.3
7. Bill Carter	12/4:20.4
8. John Woods	11/4:07.1
9. Mike Reynolds	10/3:28.4
10. Chad Clem	3/1:22.1

4WD STOCK C MAIN:

1. Terry Gable	12/4:04.0
2. Fred Sachs	12/4:18.0
3. Al Sandrini	11/4:06.4
4. John Hooks	11/4:07.7
5. Chuck Crawford	11/4:13.6
6. Larry Thlessen	11/4:15.3
7. Joey Tibbets	11/4:20.6

8. Jamle Navarro	4/1:35.3
9. Quin Litzenberger	4/1:36.8

4WD STOCK D MAIN:

1. Robert Woods	
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4WD MODIFIED A MAIN:

1. Ron Rosetti	14/4:12.9
2. Mike Dunn	14/4:13.4
3. Mike Christensen	13/4:00.0
4. Cliff Lett	13/4:01.1
5. Eustace Moore	13/4:04.0
6. Gil Losi, Jr.	13/4:05.9
7. Mike Martin	13/4:11.3
8. Chris Allec	12/3:39.1
9. Robert Smith	12/4:05.5
10. Jay Halsey	10/3:10.3

4WD MODIFIED B MAIN:

1. Rich Armenteros	13/4:03.2
2. Tony Neisinger	13/4:04.1
3. John Wheeler	13/4:05.1
4. Dan Blinter	13/4:10.0
5. Rob Bishop	13/4:14.9
6. Mark Gray	13/4:17.1
7. Gary Kyes	13/4:18.5
8. Jim Dieter	N/A
9. Mark Bledsoe	N/A
10. Peter Liu	N/A

4WD MODIFIED C MAIN:

1. Robin Deans	13/4:03.8
2. Steve Dunn	13/4:11.8
3. Bill Steel	12/4:01.8
4. Don Meade	12/4:04.2
5. Tyler Waddington	11/4:02.8
6. Carl Casanova	11/4:10.0
7. Ed Knoles, Jr.	8/2:26.1
8. Kris Moore	5/1:29.1
9. Troy Cline	2/54.2
10. Jerry Case	1/4:13.2

4WD MODIFIED D MAIN:

1. Rick Howart	13/4:07.7
2. Ben Tibbetts	13/4:09.4
3. Barry Torseth	13/4:13.3
4. Ray Zabriskie	12/4:02.3
5. Dennis Taylor	12/4:02.4
6. Mike Walker	12/4:05.3
7. Larry Stewart	12/4:10.1
8. Gary Haskill	9/3:40.0
9. Tom Raskin	8/4:06.8
10. Mike Mayberry	7/2:30.6

4WD MODIFIED E MAIN:

1. J.R. Sitmon	13/4:18.6
2. John Gudvangen, Jr.	12/4:01.8
3. Derek Schmitz	12/4:14.6
4. Tony Rosetti	12/4:20.5
5. Eddie Perez	12/4:25.4
6. Greg Thornburgh	9/2:53.3
7. Peter Nielson	4/1:36.6
8. Dan Lamey	3/1:10.7
9. Barry Grossenbacher	2/1:24.9
10. Ed Norris	1/20

4WD MODIFIED F MAIN:

1. Mike Propper	12/4:11.2
2. Darwin Grey	12/4:13.6
3. Steve Close	11/4:17.0
4. Eric Solderquist	10/4:03.2
5. Herb Hauss	9/3:23.3
6. Guy Davie	6/2:37.0
7. Bob Novak	2/4:18.0
8. Mike Reedy	1/3:15.6

4WD MODIFIED G MAIN:

1. Larry Grant	13/4:05.1
2. Scott Quillian	13/4:06.3
3. Kyle Reed	13/4:12.4
4. John Kaiser	12/4:07.6
5. Don Burgess	12/4:08.5
6. Butch Kloeber	11/3:40.9
7. James Walker	10/3:22.8
8. John Young	6/2:20.1

4WD MODIFIED H MAIN:

1. Dennis Lowry	
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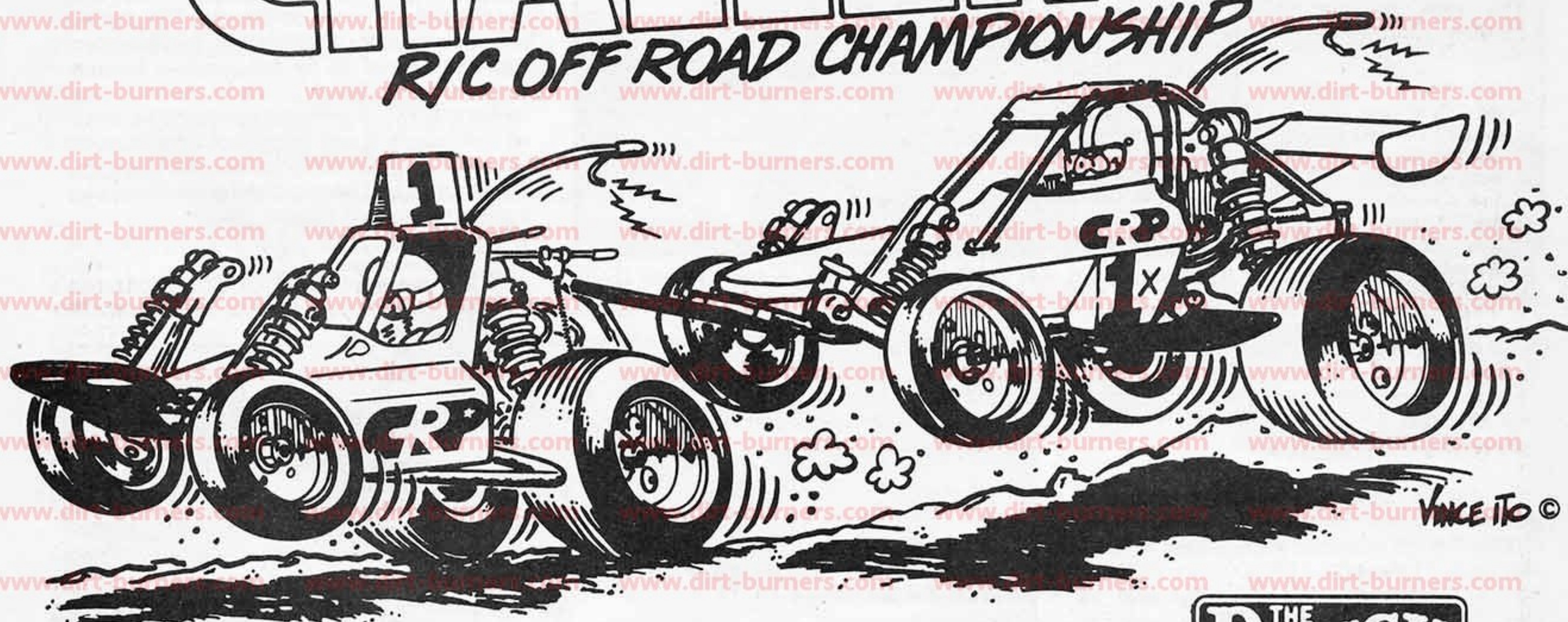
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2WD Sportsman A Main top three were; (l-r) Ray Zabriski (1st & TQ), Butch Kloeber (2nd) and Les Prather (3rd).

Story and photos
By Ron Paris

July 13, 1986
Pomona, California

As always, the Pit Shop track was well groomed and ready for fast qualifying. After three rounds, the top qualifiers were: Expert 4WD — Ron Paris, 14 laps, 417.0 (RC500/Paris OPS/Airtronics); Sportsman 4WD — Ron Rossetti, 13 laps, 413.8 (RC500/Paris OPS/Airtronics); Expert 2WD — Ruben Serrano, 13 laps, 418.9 (RC500/McCoy Rossi/Airtronics); Sports 2WD — Kevin Mercandante, 13 laps, 424.2 (Serpent/Paris OPS/Airtronics).

2WD Beginner was a very clean race in second and third spot being a battle between Ron Portz and Bob Walker (Mud Shark Racing Team). These guys went at it right to the end, with Ron coming out on top. Good race guys. First spot was picked up by Mike Jones (also the TQ).



Ranch Pit Shop's resident top gun Gary Kyes (left) was the 4WD Expert A Main winner; while Dana Smeltzer and Tom Wong had to settle for second and third, respectively.

Mike sets a fine example of the things a beginner should do. He keeps his car well maintained, and he drives only as fast as he can safely handle. At this race Mike stayed in the center of the track and drove a very smooth race. He also showed great restraint when passing slower cars, taking his time and waiting for them to go a little wide or crashing, then he would take advantage and pass clean. This is what it takes to win! Good job, Mike!

The 2WD Sportsman Class was, as always, a showcase of the Experts to be. Terry Brown ran very strong and picked up third, second was Dean Brown. I know he must be pleased to have done so well with a new car!

What can I say about first place? Young Kevin Mercandante ran just awesome. I have been writing about Kevin for a while now, and I'm amazed at how he keeps improving. Kevin was also TQ.

2WD Expert TQ man "Rocket Ruben" Serrano shot out to an early lead, but it did not last long. Mechanical problems brought him in early, costing him any chance of a victory. But Ruben is a great sport and went back out to do the best he could and have a good time, and that's what it's all about. Third spot was Les Prather, who got out and ran super consistently, staying out of trouble to pick up another top position. Second was picked up by the pre-race favorite, Butch Kloeber. Butch is one of the very best racers in the country, but this weekend he seemed to be plagued with minor problems that kept him off his edge. Nevertheless, he didn't get discouraged and went out and gave it his all for a very respectable second place!

First place went to the Pit Shop's own Ray Zabriski. Ray took a one-year break from 1/8

scale to race electrics, but he is back now and he's hot! Ray runs super smooth, and is always a gentleman on and off the track. Ray is also a very good mechanic, and his car is always prepped and ready. It was an exciting race between Butch and Ray and there were at least three or four lead changes between these guys. But after the last pit stop Ray had taken the lead, with Butch hot on his heels. Could Ray hold him off five more minutes? At the three-minute mark, Ray went in a little too tight and hit a dot, which sent him on his lid with Butch passing for the lead. Ray had only made one mistake so far, and now it could cost him the race! With Butch in the

(cont'd next page)

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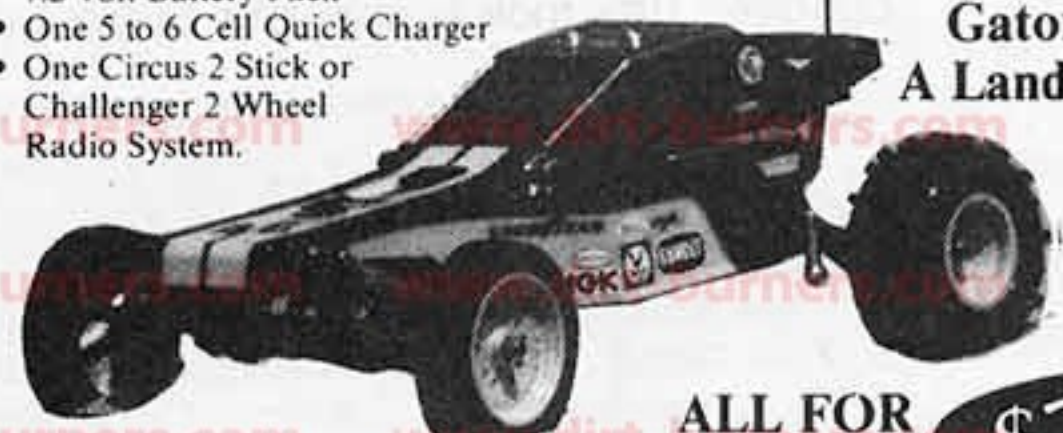
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lead it looked like a sure victory with only two minutes to go.

But then it happened, a dot just jumped out in front of Butch's car and he was sliding on his lid. Ray pulled by for the lead and the win. Congratulations, Ray (I know Butch won't mind me teasing about the dot because even the best drivers make mistakes)!

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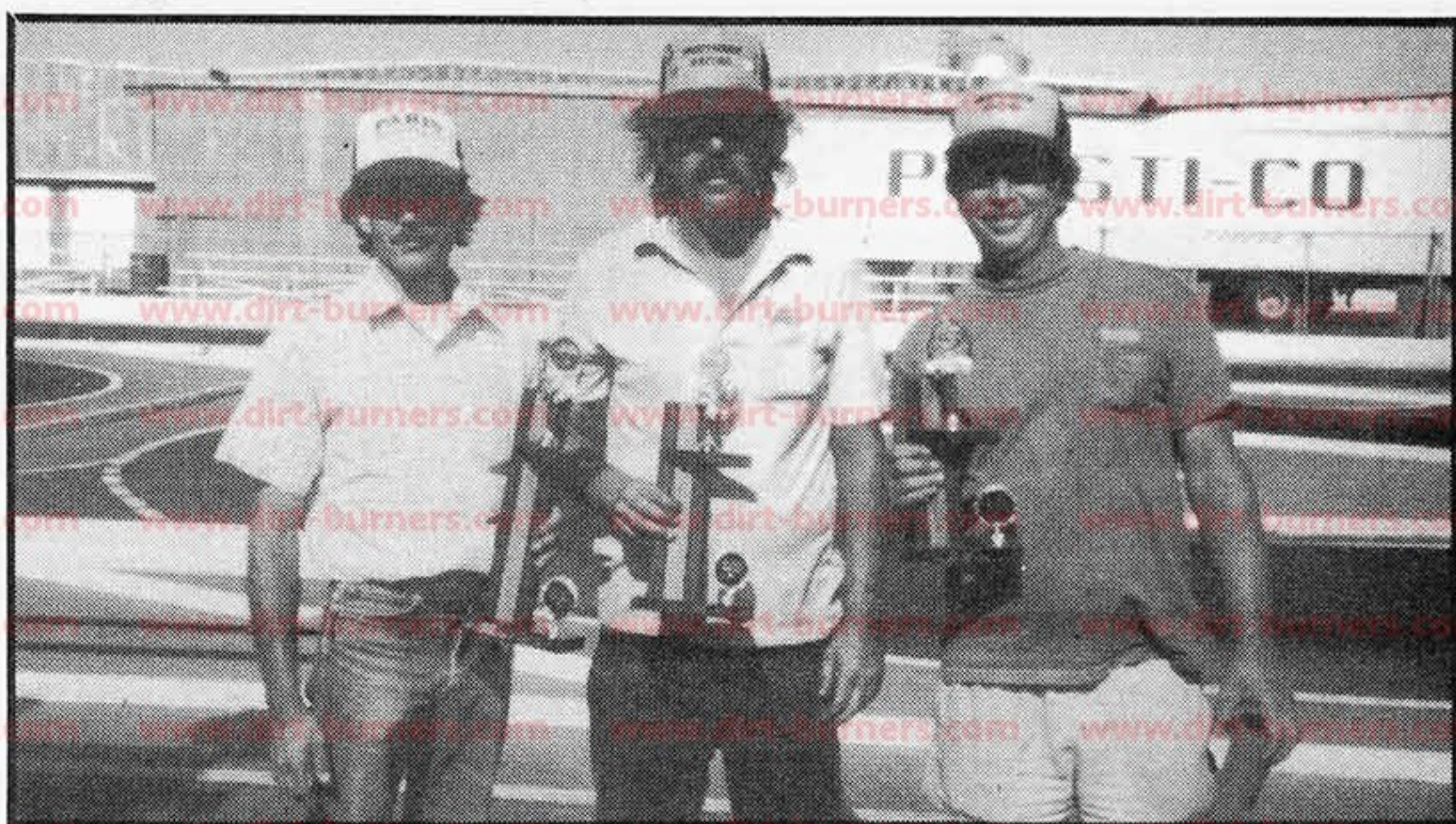
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In the 2WD A Main, Mike Jones (left) left them in the dust. Trailing were Ron Portz (center) and Bob Walker.

In 4WD Sportsman, the third spot went to Scott Quarants. Scott was challenged by Dick Camp until mechanical problems took Dick out, giving Scott a clear track ahead. Second place went to Al Vega, who's been running very strong lately. He's expected to finish high in the series this year. First place went to Ron "Mr. Consistent" Rossetti (TQ). He's also running great with another wire-to-wire win to his credit. Ron seems to be getting better with every race.

At the start of the 4WD Expert race, Ron Paris found himself in first place. Being TQ gives you the pole position on the grid and that helps immensely. Dana Smeltzer, however, was hot on his heels, with Gary Kyes right behind him going into the sweeper. Talk about pressure! Dana got underneath Ron, but there wasn't enough room and Ron ended up in the sweeper wall. During the first few laps, these things happen easily. Displaying great sportsmanship, Dana

waited until Ron's car was pulled off the boards. In the meantime, Gary was gone and cooking! Dana and Ron got going again, but Ron couldn't keep up. It seems he had broken a front dog-bone in the crash, so he decided just to try to finish and stay out of the way. As Tom Wong moved into third, Gary Kyes stretched his lead out even farther for a big win!

RESULTS

4WD EXPERT A MAIN

1. Gary Kyes Serpent/Paris OPS/Airtronics
2. Dana Smeltzer Associated/McCoy/Airtronics
3. Tom Wong Delta/Picco/Kraft
4. Barry Newman Associated/McCoy/Kraft
5. Ornan Valle Associated/?/Kraft
6. Butch Kloeber Associated/Nova/Airtronics
7. Ron Paris (TQ) Assoc./Paris OPS/Airtr.
8. Ben Bullock SG/OPS/Kraft
9. Jim Turner Delta/Picco/Kraft
10. Jim Jones SG/?/?



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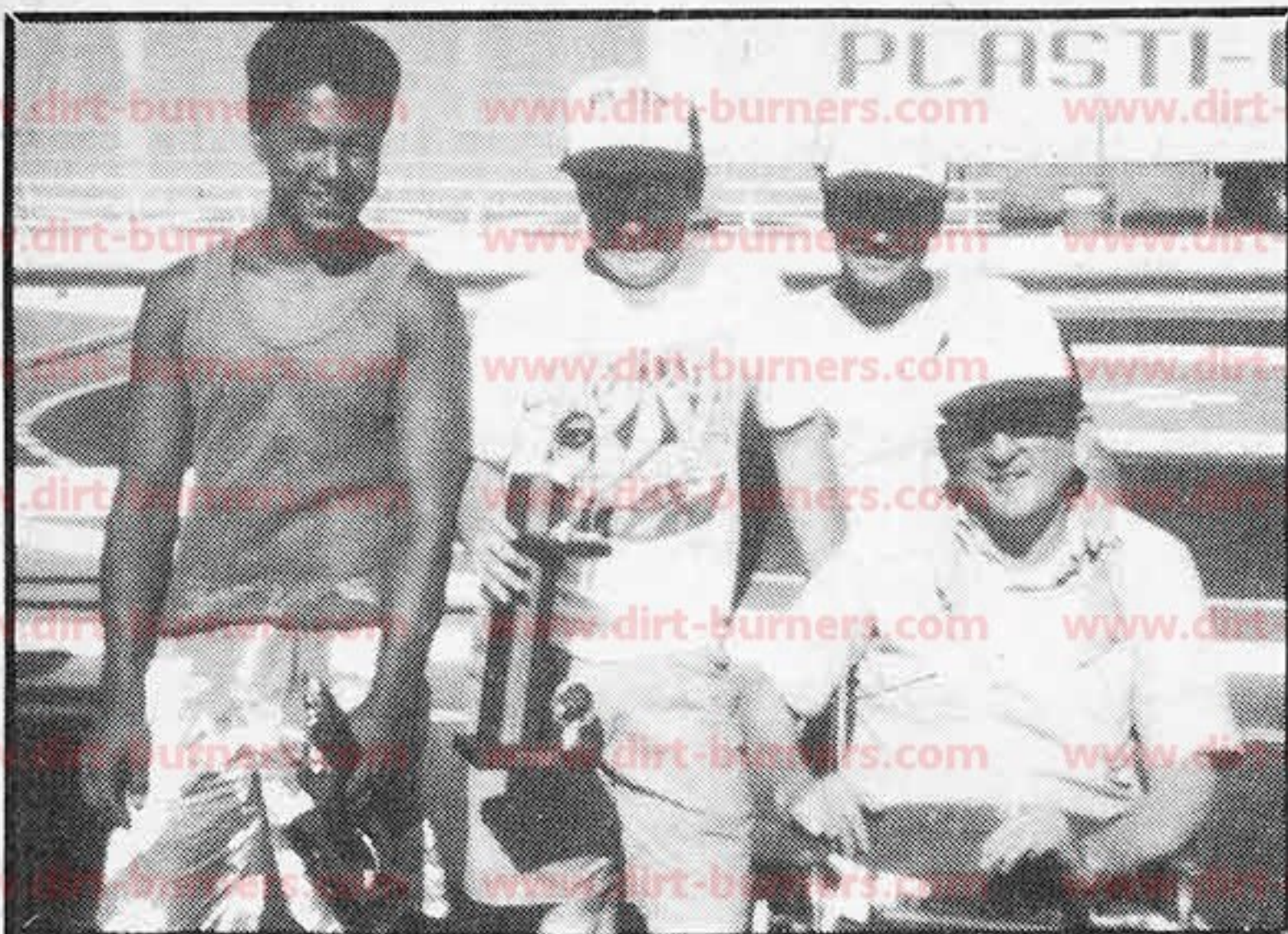
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Kevin Mercandante (left) is flanked by the guys who trailed him during the 2WD Sportsman A Main. Dean Brown (seated) was second and Terry Brown was third.



Ron Rossetti (left) heads up the 4WD Sportsman A Main top three. Next to Ron is Al Vega and Scott Quaratana. Are they having fun yet?

4WD SPORTSMAN A MAIN

1. Ron RossettiSerpent/Paris OPS/Airtronics
2. Al VegaAssociated/McCoy/Airtronics
3. Scott Quaranta?/?/?
4. Jim BakerSG/K&B/Kraft
5. Gus GustafsonDelta/Paris OPS/Airtronics
6. Terry BakerSG/K&B/Kraft
7. Dick CampSerpent/Paris OPS/Airtronics
8. Glenn WilliamsSerpent/OPS/Airtronics

2WD SPORTSMAN A MAIN

1. Ray Zabriski (TQ)Srpnt./Paris OPS/Airtr.
2. Butch KloeberAssociated/Nova/Airtronics
3. Les PratherAssociated/Paris OPS/Airtronics

4. Mark MirandaAssoc./Paris OPS/Airtronics
5. Ruben SerranoAssociated/McCoy/Airtronics
6. Bill HeyworthAssociated/McCoy/Airtronics
7. Bob DeWaldAssociated/Paris OPS/Airtronics

2WD SPORTSMAN A MAIN

1. Kevin Mercandante(TQ) Srpnt./Paris OPS/Airtr.
2. Dean BrownCook/McCoy/Airtronics
3. Terry BrownAssociated/McCoy/Airtronics
4. Ernie NicholsonAssoc./Paris OPS/Airtr.
5. Kenneth DavenportThorp/OPS/Airtronics
6. Roy Petre?/?/?
7. Dean Niebuhr?/?/?
8. George BoutrosAssociated/OPS/Airtronics

9. Maggie TurnerDelta/Plcco/Airtronics
- 10 Cecil Doyle?/?/?

2WD BEGINNER A MAIN

1. Mike Jones (TQ)Assoc./Paris OPS/Airtr.
2. Ron PortzAssociated/K&B/Airtronics
3. Bob WalkerAssociated/K&B/Airtronics
4. Brian Wilmers?/?/?
5. Steve Bomar?/?/?
6. Stever BartelAssociated/OPS/Airtronics
7. Bill MaDelta/Plcco/Kraft
8. Jana Doyle?/?/?
9. Mike Elklor?/?/?

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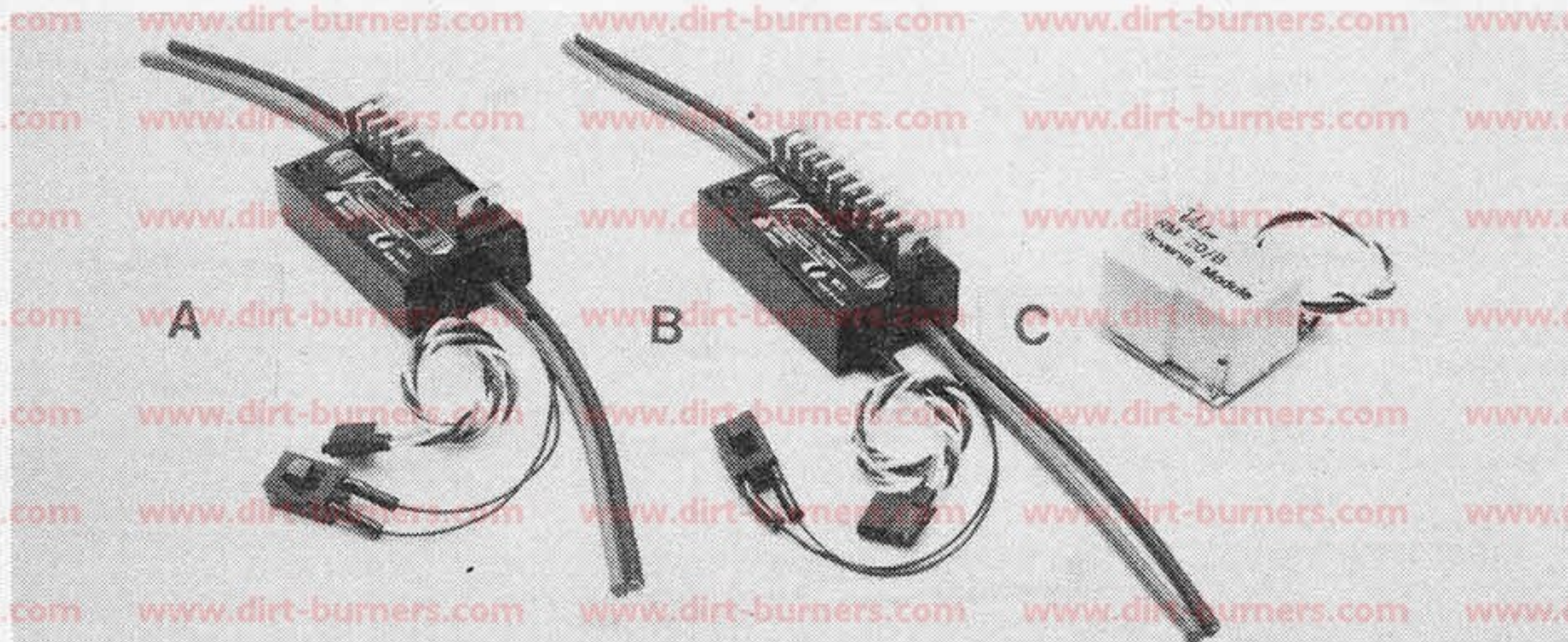
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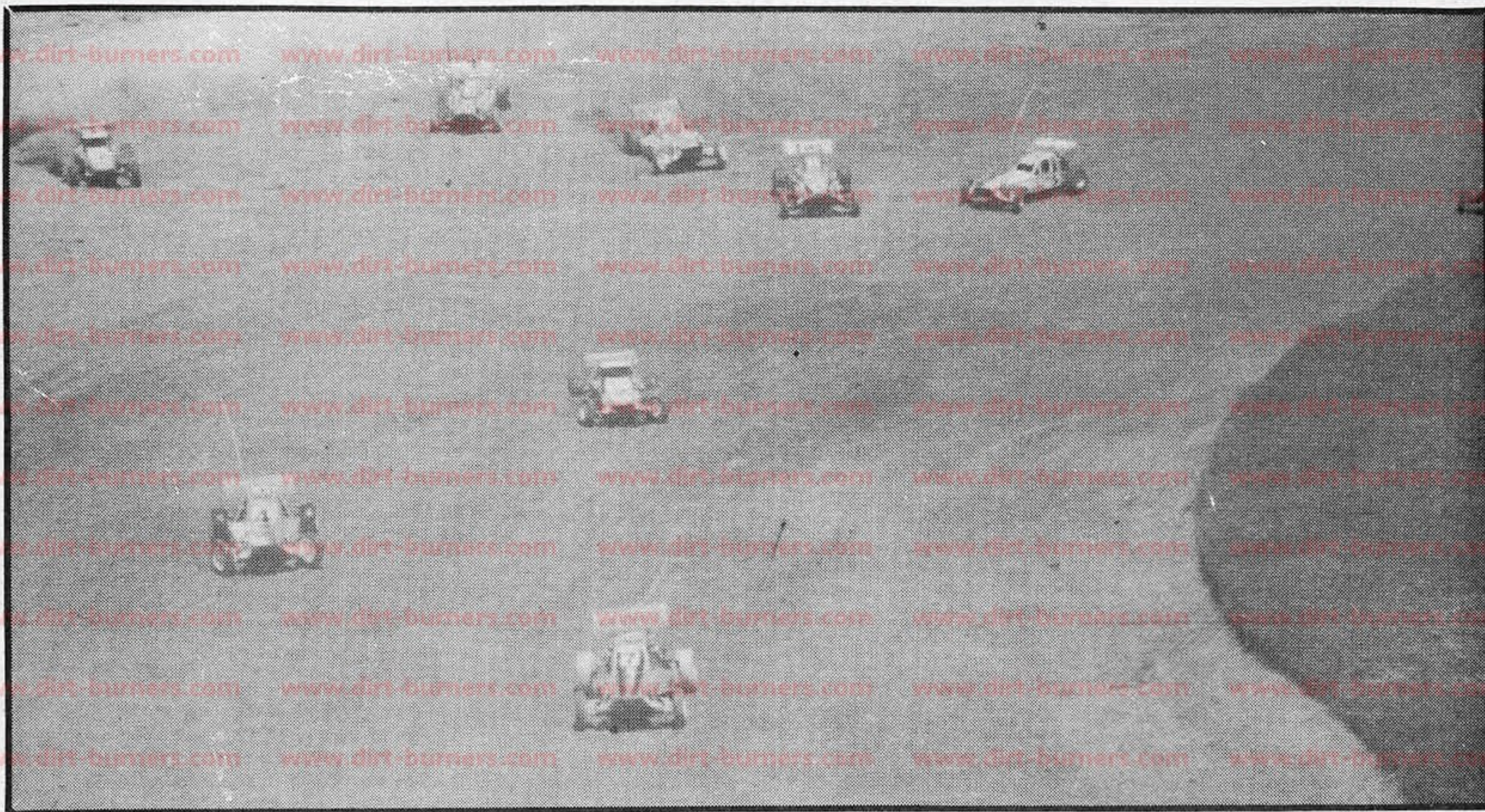
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VIC-3	A	Extremely Efficient	typ. 0.004 V/A	4 to 10	160 Amp	1.0 oz.	1 x 1.9 x .5	\$139.95
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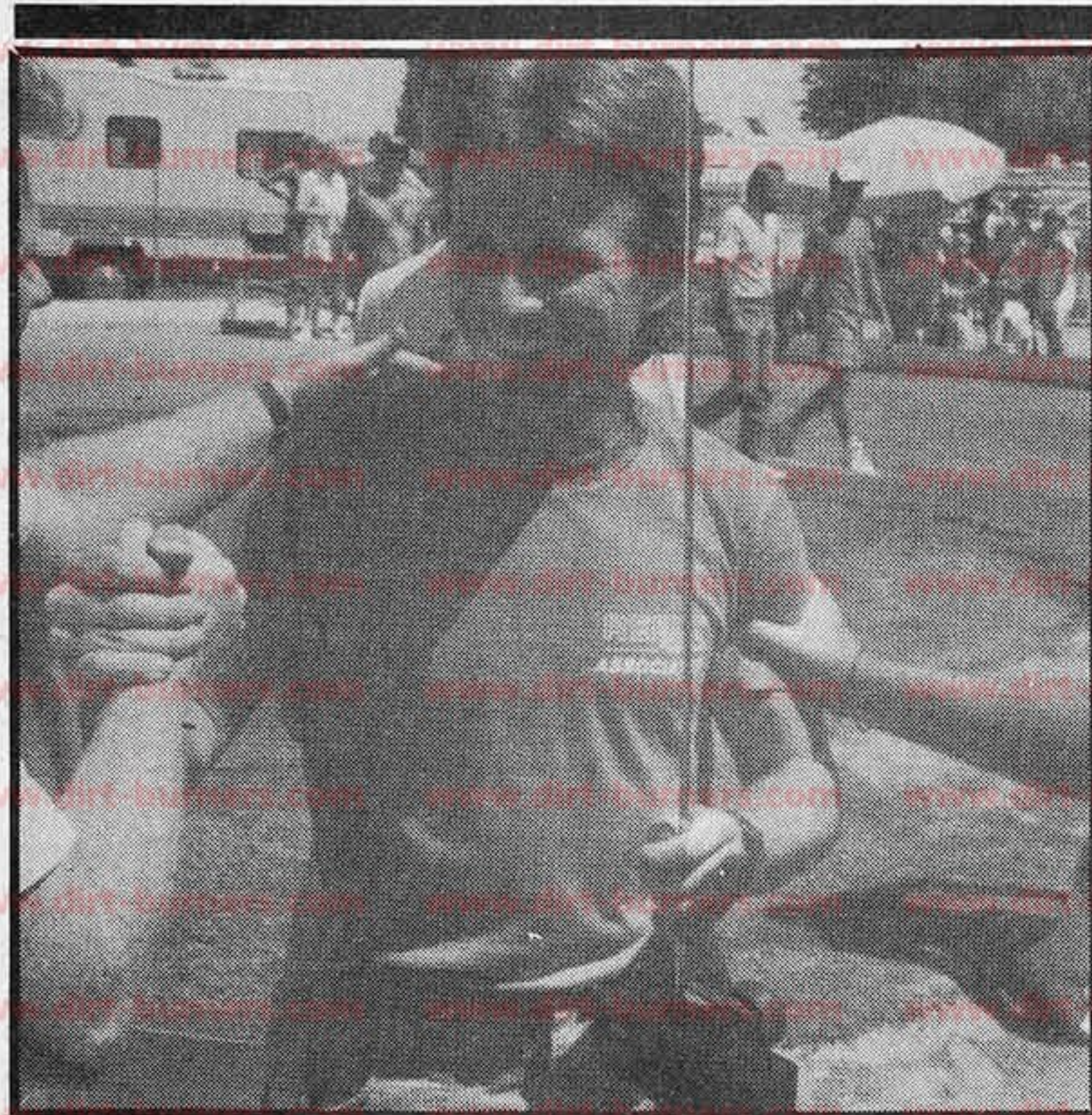
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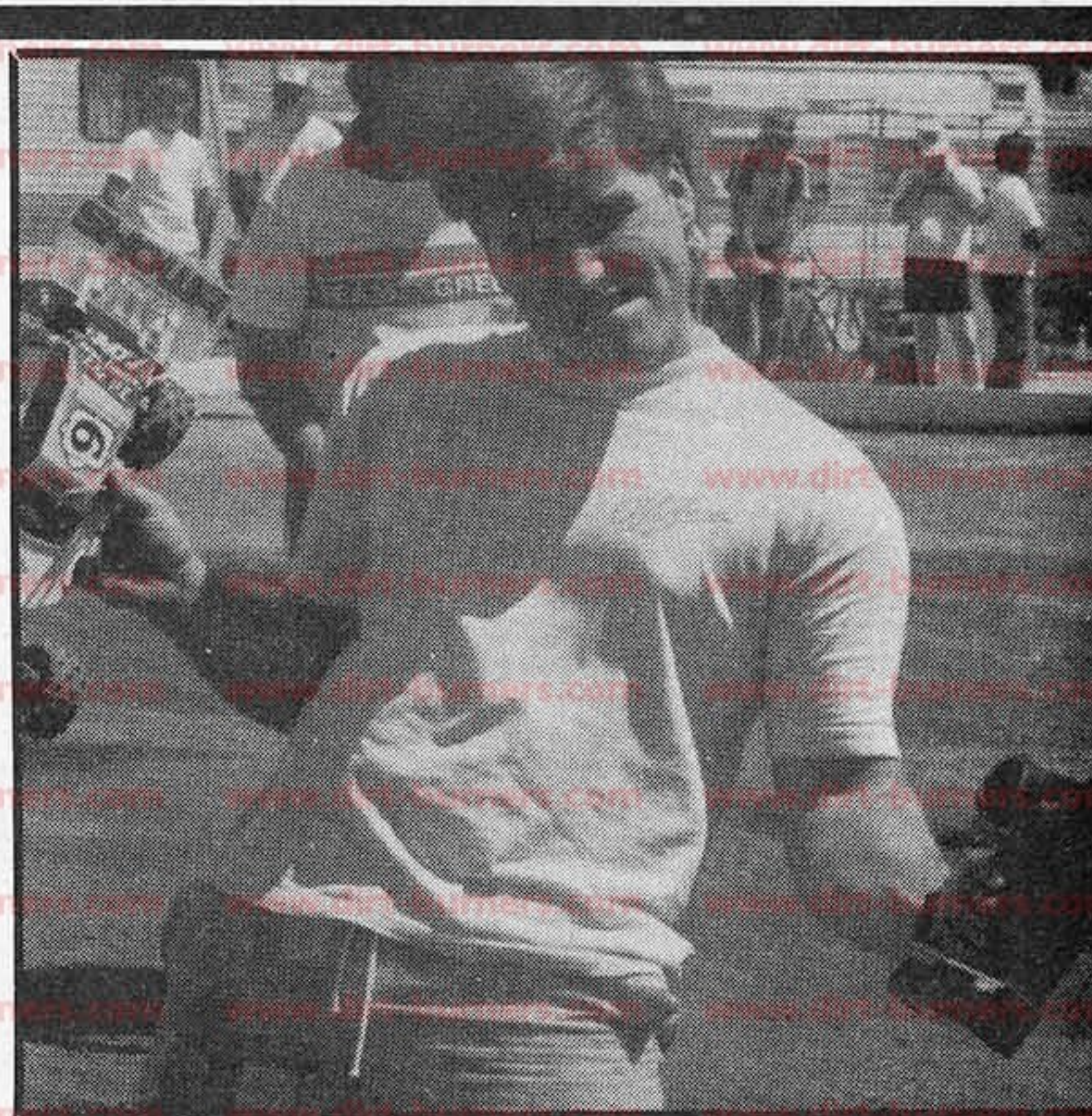
THE 1986 ORRCA NATIONALS...



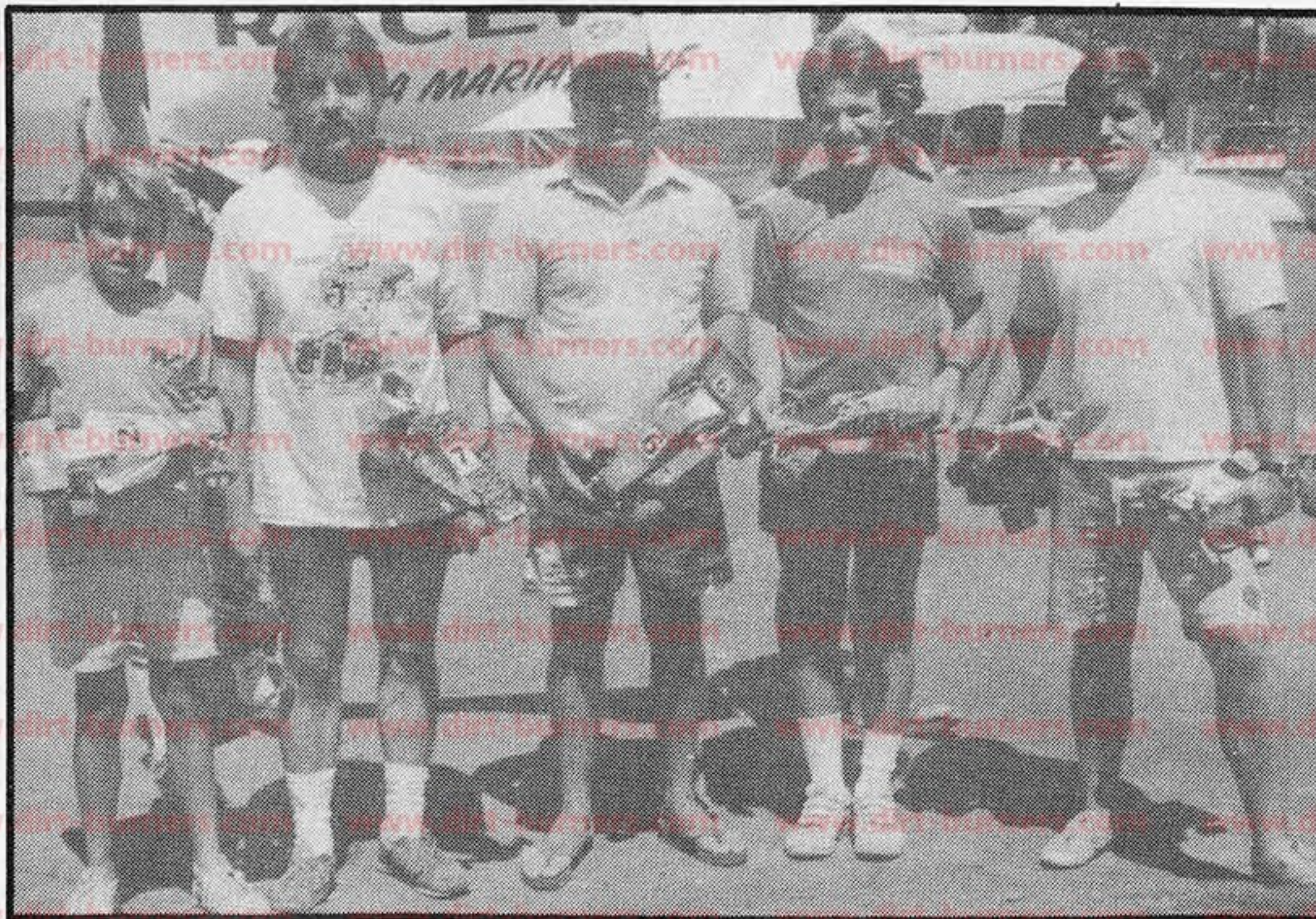
THE HEAT WAS ON! IN THE AIR AND ON THE METRO TRACK!



Cliff Lett being congratulated after sneaking into the winner's circle in the 2WD Open A Main. He's the new national champion.



Another national champ is Steve Dunn. He breezed through the 4WD Open A Main, leaving the rest of the pack in the dust. He's so coooooo!



(some off-camber), lots of substantial jumps, a tricky "carrousel" section at the far end of the course that really tested the driver's depth perception, and even a fast sweeper which allowed them to pitch their cars sideways.

It was labeled a "drivers' course" and we think that is the way it should be for a national event.

In recent years many of the tracks around the country have gone more to the smooth TT-types, which feature a few mild jumps and lots of fast running stuff, usually on part of an oval. That's okay for certain events, but that's not what radio-control off road was originally intended to be.

So it was both refreshing, and for some unnerving, to see the Metro Raceway course for the first time — ready to test the mettle of both the racer and his/her equipment.

Five young men who answered the call and who took home the "National Champion" titles with them were: Brandon Phillips in the Novice Class, Dave Krider in the 2WD Stock Class, Cliff Lett in the 2WD Open Class, Steve Dunn in the 4WD Open Class and Larry Westcott in the 4WD Stock Class.

These five racers fought off some stiff competition and were able to, as they say, "get around" the course and the other competitors to become ORRCA's 1986 National Champions!

Five national champions were crowned in Bakersfield. (l-r) Brandon Phillips (Novice), Dave Krider (2WD Stock), Larry Westcott (4WD Stock), Cliff Lett (2WD Open), and Steve Dunn (4WD Open).

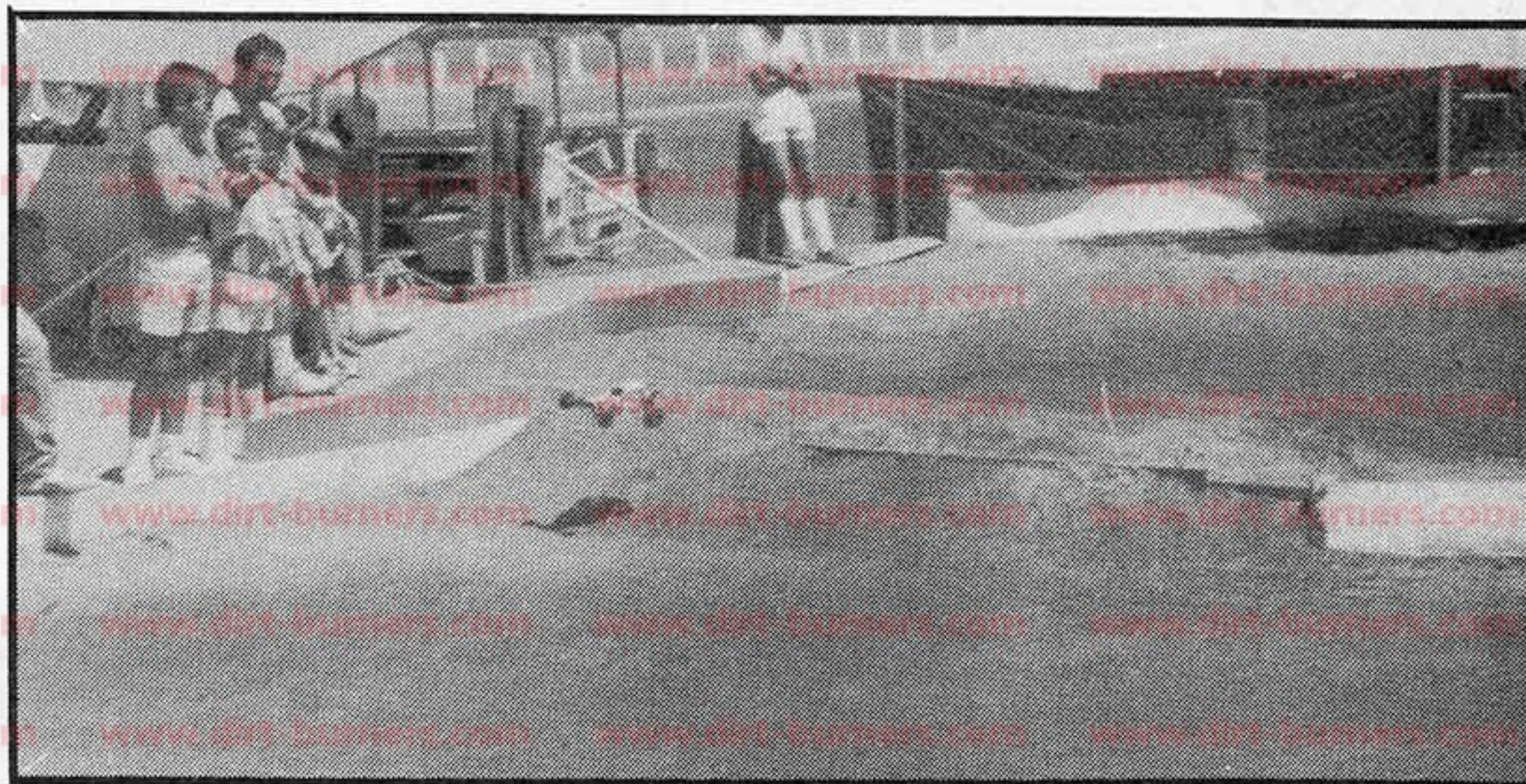
August 22-24, 1986
Bakersfield, CA

When you talk about "hot" competition, you talk about close racing, wheel-to-wheel dicing and no-holds-barred action. That's what you had at the Metro Raceway in Bakersfield, site of the 4th Annual ORRCA Nationals. You also had heat, the 100-degree-plus-type, to contend with.

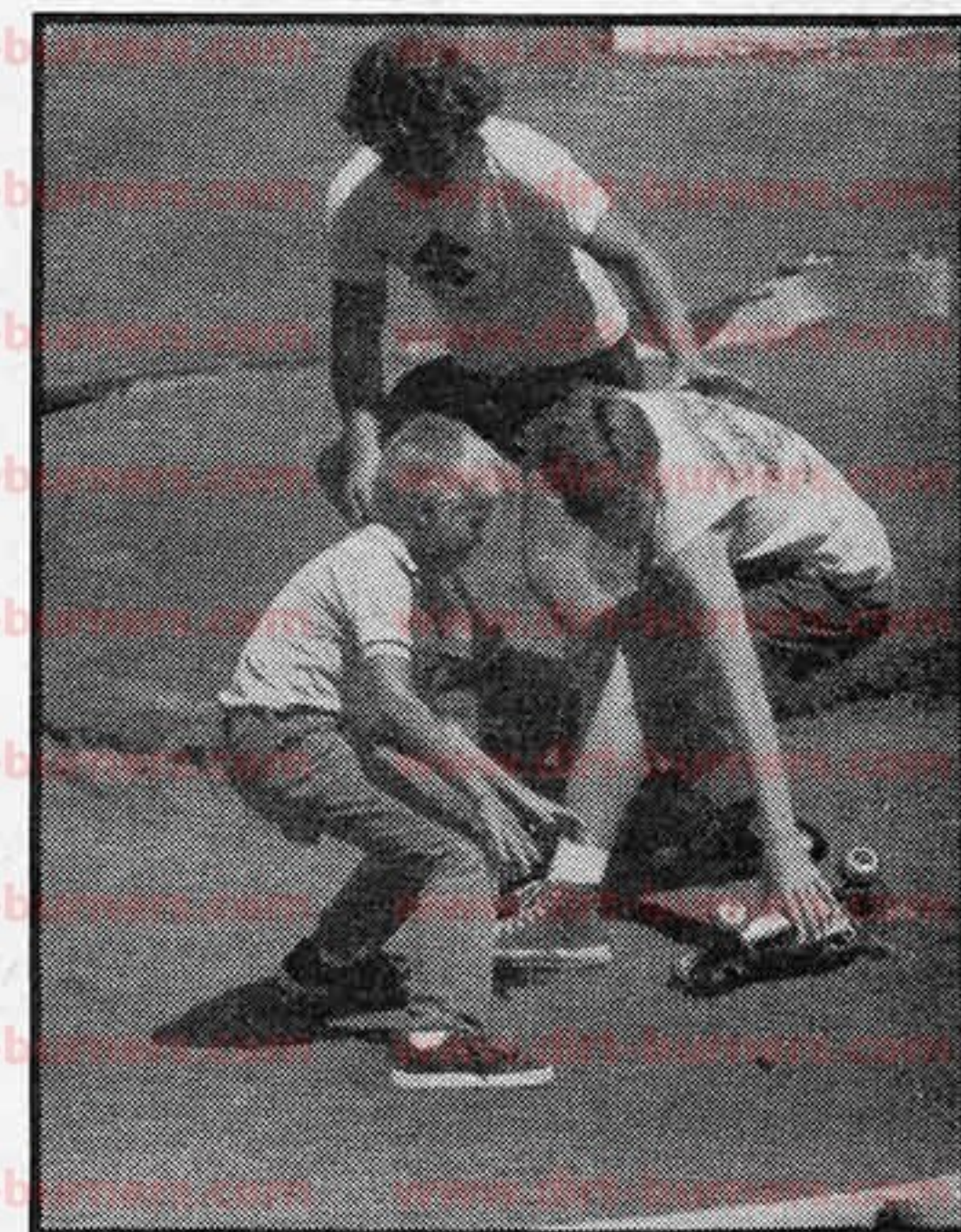
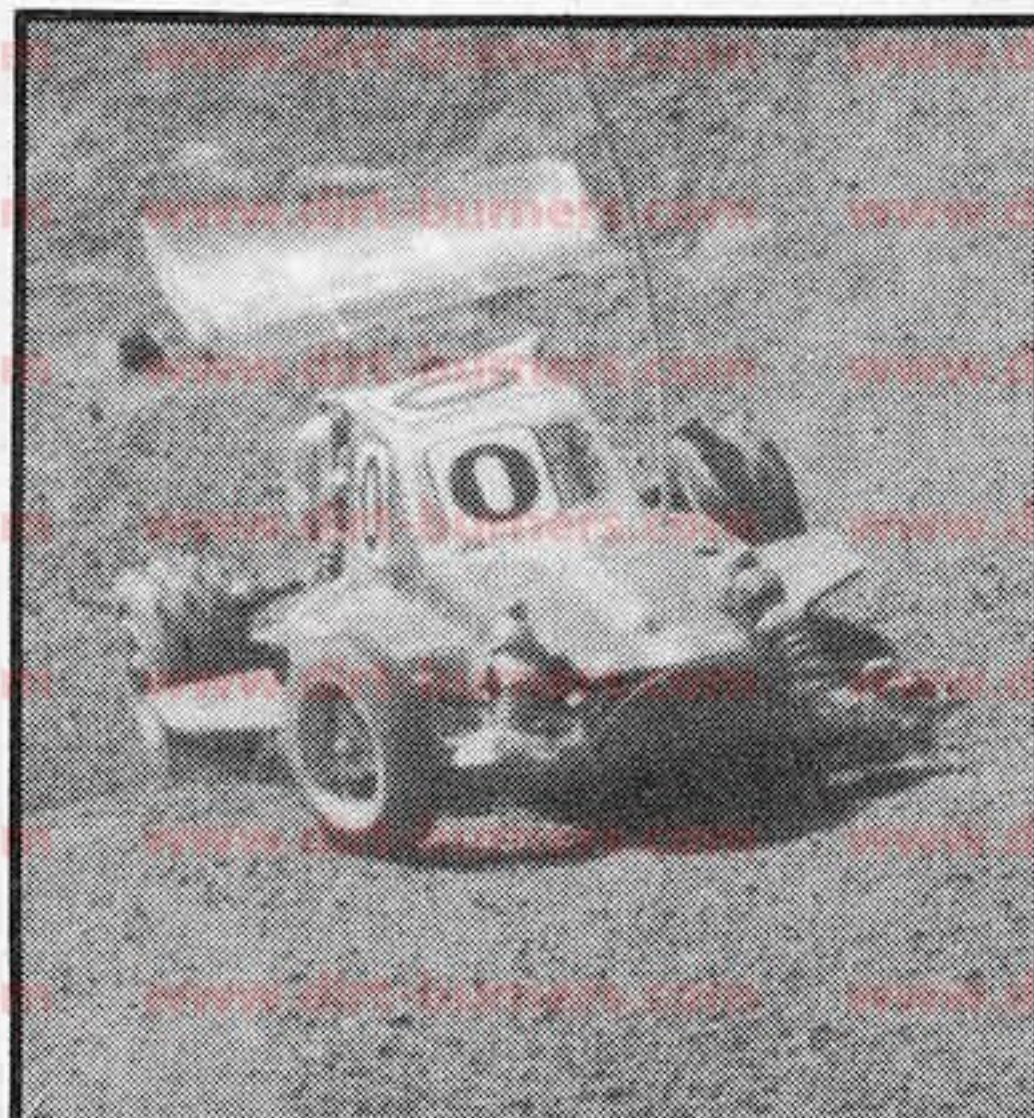
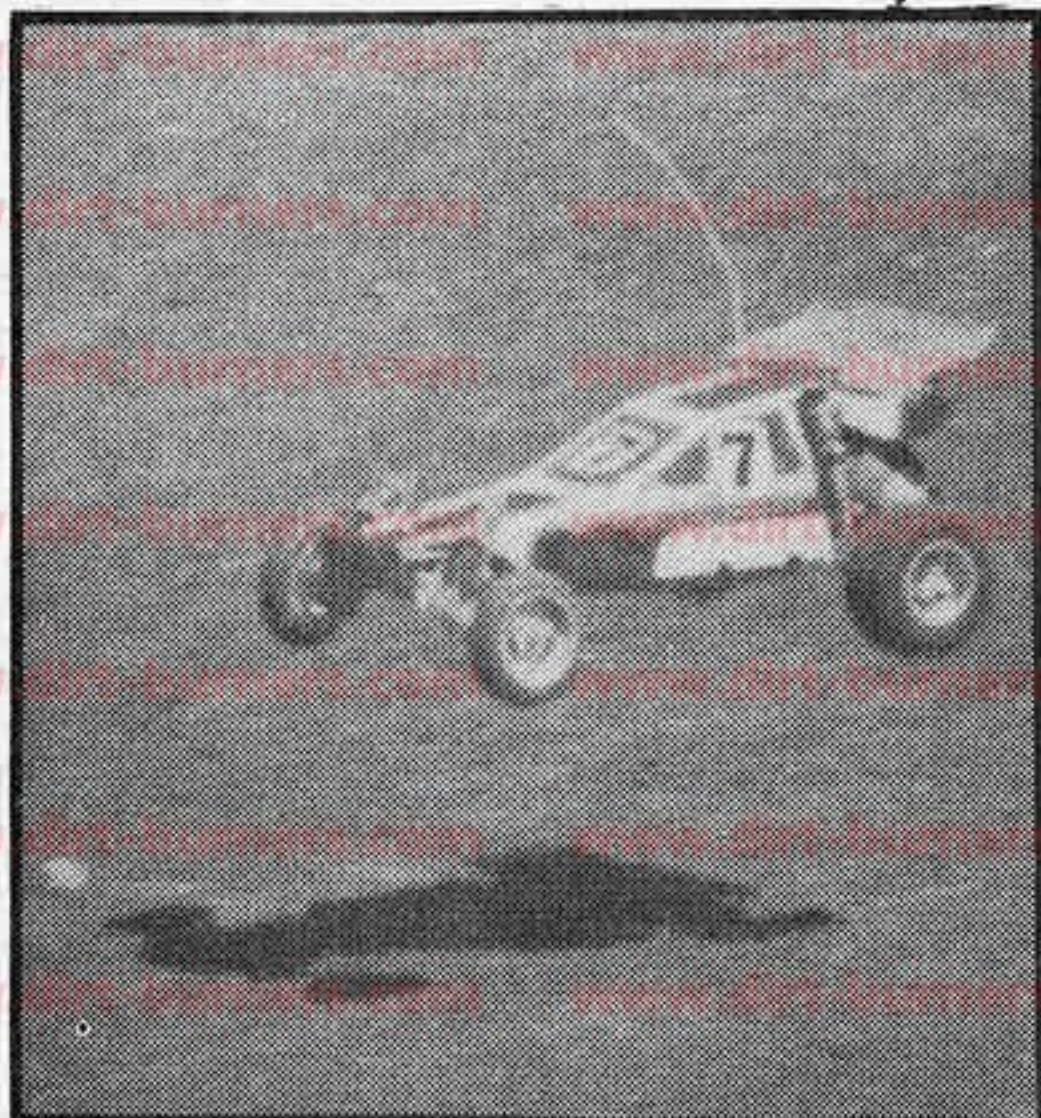
This made it interesting for some of the 150-plus competitors who attended the 4th Annual affair, as they not only had to try to set up the race car with the right combination of tires, gears and motor, but to run it fast while keeping it cool.

Even shock absorbers had to be dialed in. The lightweight (grade 5 to 10) oil that most people use in the shocks was quickly pitched in favor of the heavy-duty type (ranging from 20 to 50 weight).

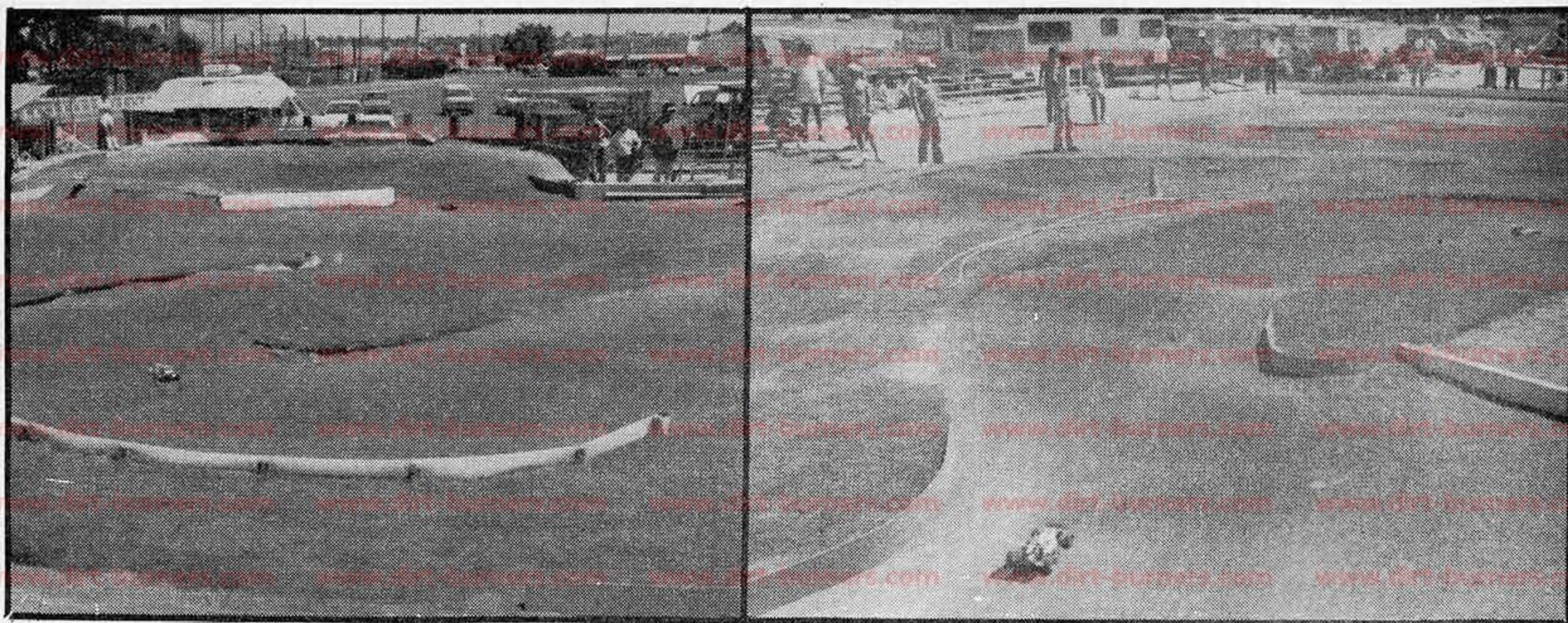
But the biggest challenge was the race course itself. By all standards it was a national-caliber track which featured a number of tricky turns



Coming off the "carrousel" was a real jolt for some. But it sure was fun to watch!



The more shadow you see below, the slower you go (above left)! Steve Dunn was on his way to his second national title, while leading the 2WD Open Class, then on the last lap the left front arm came off car 0 (above, right) and that was it. Plenty of help (right) to get you out of trouble.



The Metro Raceway track in Bakersfield was one of the most challenging tracks ever used for an ORRCA National event. As they say, "It was a driver's track." We thought it was great; and the better drivers, not the ones with the fastest motors, won.

Al Sandrini, owner of B & F Hobbies and the Metro Raceway track, promised that he would build a "newly-designed" track specifically for the nationals. And so he did.

The track featured many more jumps and ruts and a change of direction from the previous one, thus allowing those who would be racing for the first time at the Bakersfield track — or who had not raced there in a long time — an equal chance against the local racers, who would be more familiar with the track.

Thursday was open practice day and a few of the 150-plus entries took advantage of the time to try and set up their race cars accordingly.

By Friday, August 22, the first of two qualifying days (six qualifiers total, three each day) got underway, but some of the racers who were already signed up were not there, since many of them still have to work or could not get time off.

But by Saturday, August 23, the action was in full swing.

The biggest problem we saw, aside from the heat, was getting the right tire and motor-gear combination. In the Stock classes this was really not a major problem, as all the motors handed out seemed equal, thanks to Trinity and Revtech who supplied the motors for 2WD and 4WD.

But tire combination was a problem. The reason? The track was well-groomed and after every heat, the surface was lightly watered for better traction. Yet at times the winds would pick up, and when combined with the heat, they would quickly dry the track. So the tire combination could either be right-on if the course remained tacky or way off if it dried up! Choosing the right combination was a real challenge.

In the Open Classes, those who came with super "hot" motors quickly found out that this was not a track for horsepower (or is it pony

power?). Too much power generally got you in trouble and it was difficult to handle through the tight and twisting turns.

So, as in most cases, qualifying was a time of sorting things out, finding the right set ups and hoping that Lady Luck would take care of the rest.

According to the time sheets provided us by Metro the top qualifiers were Daniel Bedinger in the Novice Class; John Peterson in the 2WD Stock Class; Scott Quillen in 2WD Open; John Peterson in 4WD Stock; and Tony Rossetti in the 4WD Open Class.

By the end of the day, on Saturday, all the mains were set up with the "bump" system being used. Winners of the lower mains would have the option of moving up to the next higher main, in the hope of working their way up to the National A Main. Racers who won the lower mains did not have to forfeit their trophies so this allowed almost everyone to choose the "bump-up" option.

Sunday, August 24, was the hottest day yet, and with few winds, the heat became suffocating. But ah! The will of the competitor! Most were hidden under tents and tarps, shaded away from the burning heat, while others were inside comfortably air-conditioned motorhomes, trailers and campers. But there were also the brave ones who, with no shelter or air-conditioning, faced the heat from the back of their pickup tailgates. Our hats are off to them!

The early part of Sunday morning was spent on that one last practice round, hoping to have the right combination on the race car set and ready for the mains.

Before too long, though, the call for the first of 18 mains came over the loud speakers.

The **NOVICE A MAIN** featured six racers who, perhaps for the first time, were in a "major" R/C off road competition. Most of the entries were local.

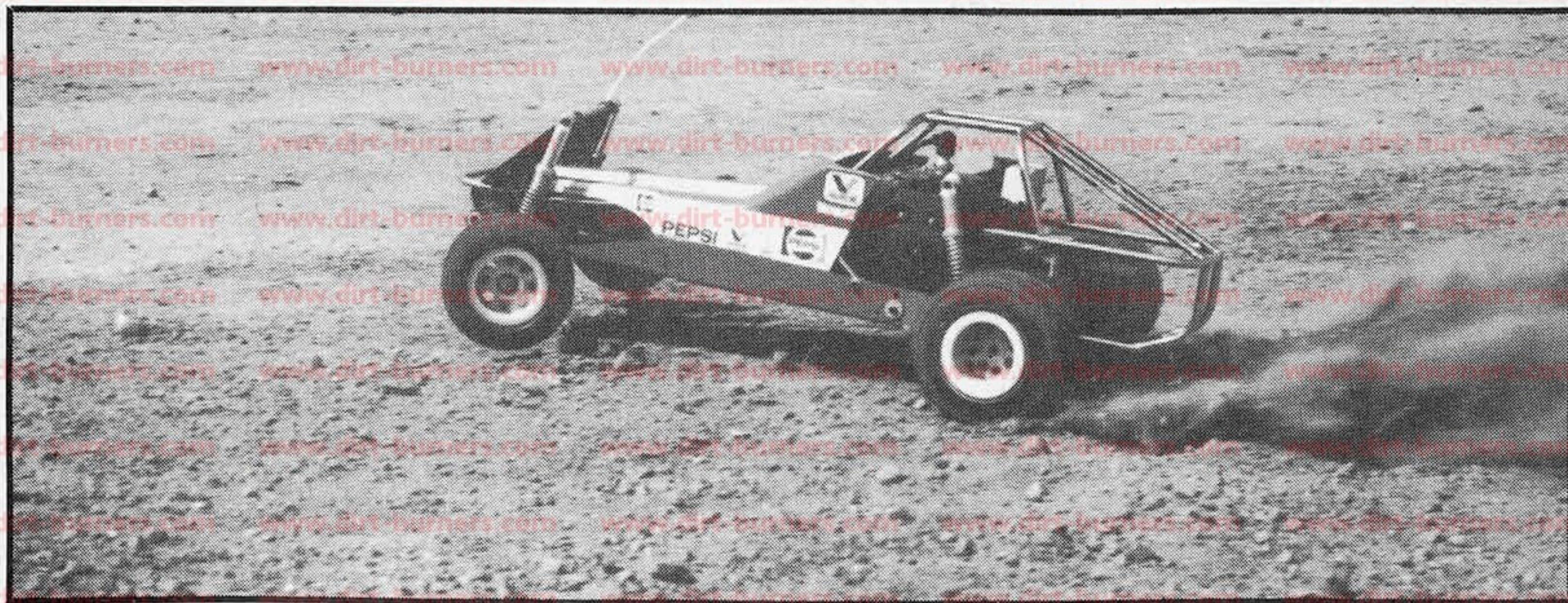
Emerging winner of this class was Brandon Phillips, as mentioned before, but he had to contend with Mary Ann Sitman (wife of J.R.-long time off road racer) and Jimmy Brownfield, another up-and-comer. Mary Ann put up a great fight but had to settle for the runner-up spot, while Jimmy was clocked into third place. Still, it was an excellent race.

In order to set up the schedule so that all A Mains would be run one after another at the end



Tech inspection went smoothly, with no problems. But who would argue with the tech director?

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of the program, the lower mains in each class were run first. For the sake of continuity, we'll report it by class.

The PRO-LINE 2WD STOCK CLASS —

There were only two racers in the E Main and of the two, Dave Asmus was the winner with Christy Varner placing second. Nevertheless, both got trophies.

In the D Main Pete Varner got revenge and fought off the charges of Don Rogers and Tomotsu Yamamoto, to win the main. Out of the hardware (trophy) position was Bill Franks.

C Main 2WD Stock saw a great battle between Dana Risely and Chad Plavin. This was an especially close main, although at times it was more like a bumper-car affair. But in the end Risely prevailed, while Plavin settled for second and Curley Hoaglan was third.

Every person who's ever wound up in the B Main would tell you that he or she would have been in the "A" had it not been for that guy who bumped their car at the start of the qualifying heat or with just a couple of laps to go.

All B Main drivers have something to prove. Eric Cubb did, and so he was able to bump up to the A Main by virtue of winning the B Main. He fought hard, and at the end of the four minutes he was ahead of Doug Erickson and Jim DeOrio. Cubb thus gave himself one more chance to prove that he could run with the "A" boys!

In the 2WD Pro-Line National A Main Final, the winner had to have a near-perfect run to win. Dave Krider did just that. He had a good start and waited for the mayhem to subside after the first couple of turns and then proceeded to drive a near-perfect race. He never once faltered,



Newly appointed ORRCA "Head Honcho" Jiggs Garcia (center, looking into camera), got among the troops to find out what they want out of ORRCA. He's ready to make some changes.

although the traffic around and in front of him tempted him all the way.

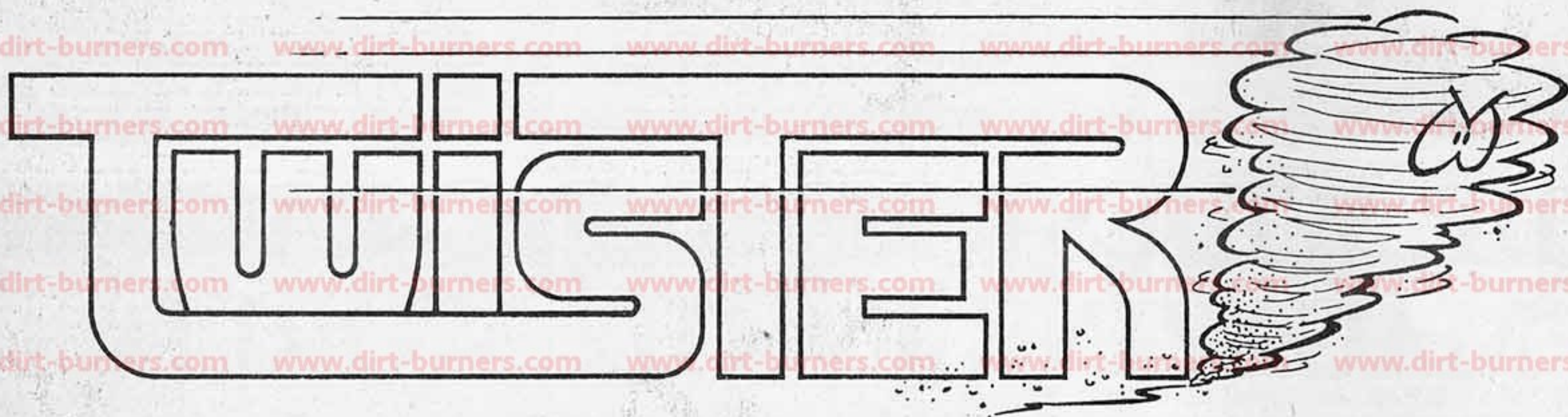
We've always said that passing the slower cars can be more difficult than racing for the win. And so it was as Krider wove his way past the back-markers on his way to the national title. Bruce Calamaris gave him a good run for the money and at times he was right behind Krider, putting on the pressure. Still, he had to settle for second, while John Peterson, who appeared to be the fastest of all, had a tough time getting through traffic. Although several times he moved right up with the leaders (on one occasion

passing them), he ran into or was rammed by others, dropping him to third.

Fourth place went to Kyle Reed and fifth to Steve Baker. Making up the balance of the national A Main were, Noel Jordan, Mike McAllister, Russ Owen, Eric Cobb (who won the B Main) and Jiggs Garcia for sixth through tenth spots, respectively.

The C.R.P. 2WD OPEN CLASS — The E Main had two racers and of the two, Steve Baker took the main and transferred to the next one, the D Main. Bill Franks was second.

The D Main belonged to Tim Copp, while Dana



RACE RESULTS:

MIKE CHRISTIANSON MADE A CLEAN SWEEP OF THE "FIRECRACKER 400" IN SANTA MARIA, SETTING NEW TRACK RECORDS IN 2WD & 4WD OPEN, THEN GOING ON TO WIN BOTH "A" MAINS. MIKE USED A TWISTER 202 & 402 TO DOMINATE THE COMPETITION.

GARY MIYAKAWA WON THE OUTLAW CLASS AT THE BOLINK SUMMER OVAL SERIES IN GEORGIA, USING TWISTER 402 & 501 MOTORS.

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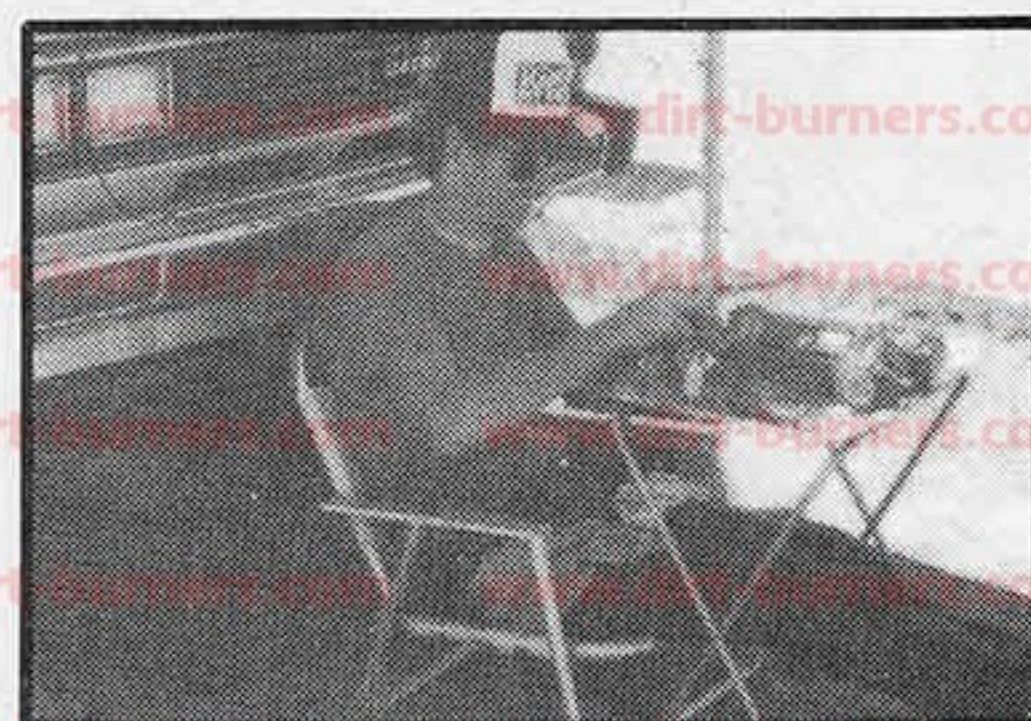
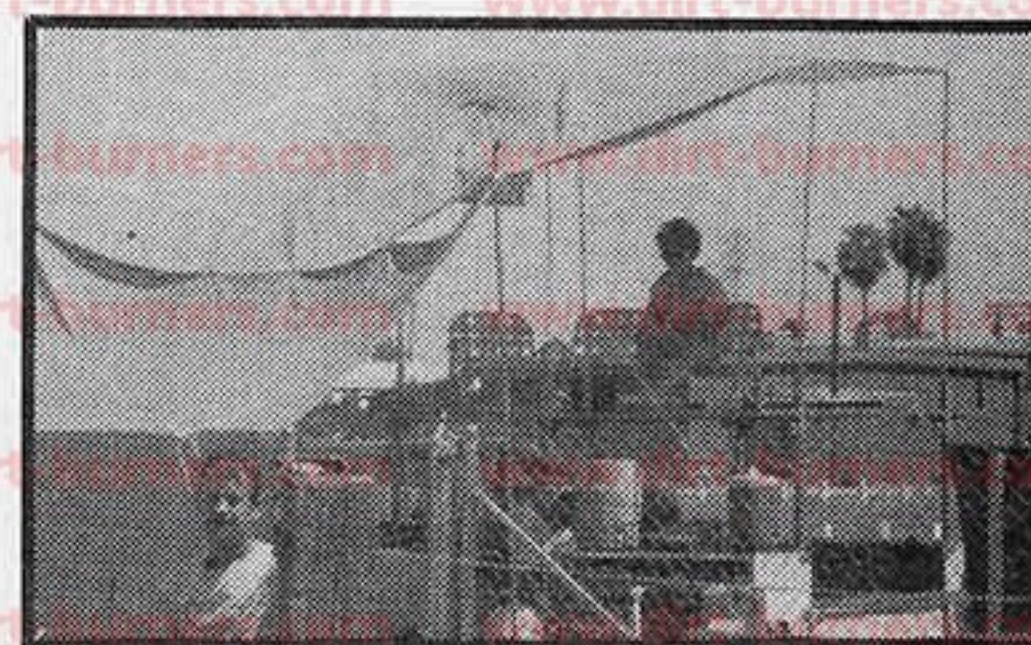
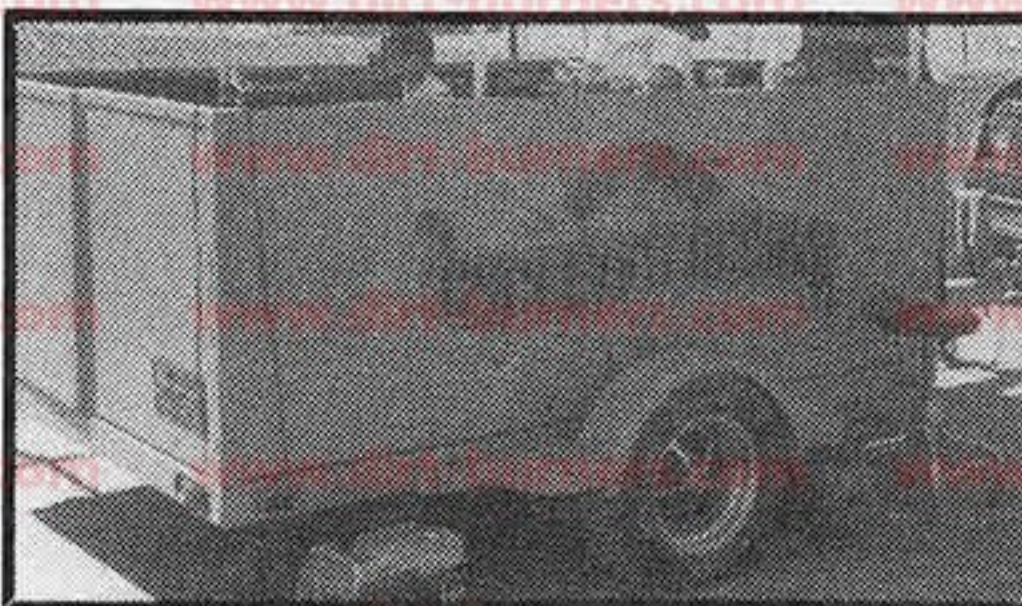
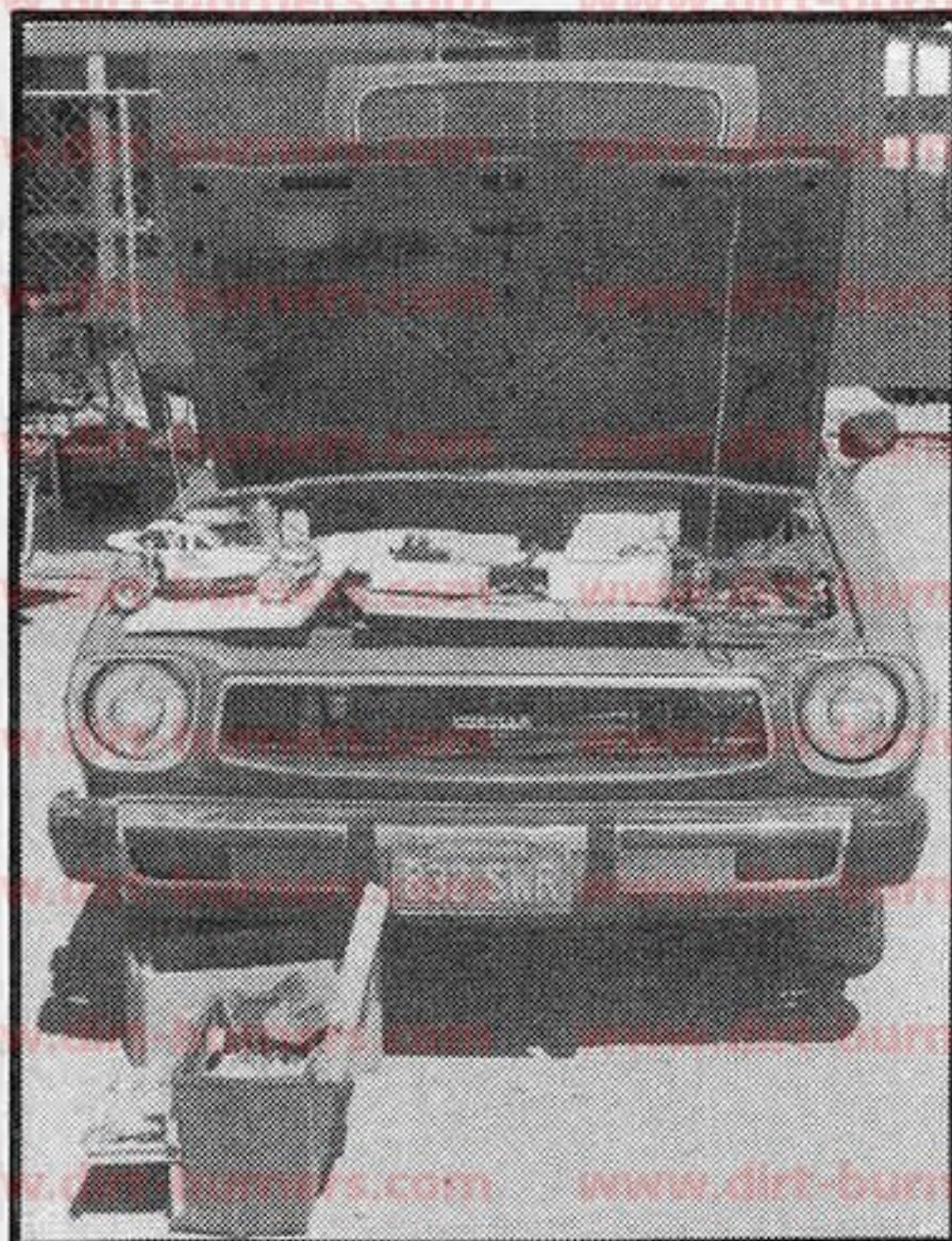


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Track owner and race promoter, Al Sandrini, trying to keep the dust down and the grass growing.

Risely and Curley Hoagland fought it out for the runner-up spot. Risely prevailed.

In the C Main we saw a great battle between Bruce Calimiris, Tim Copp and Mark Grey. The more experienced Calimiris prevailed but it was not easy, not with names like Dennis Taylor, Bill Steele, Gary Haskill, Joe Warren and Larry Grant in the line-up. There was a lot of talent in this main, who apparently had some very bad luck during qualifying.

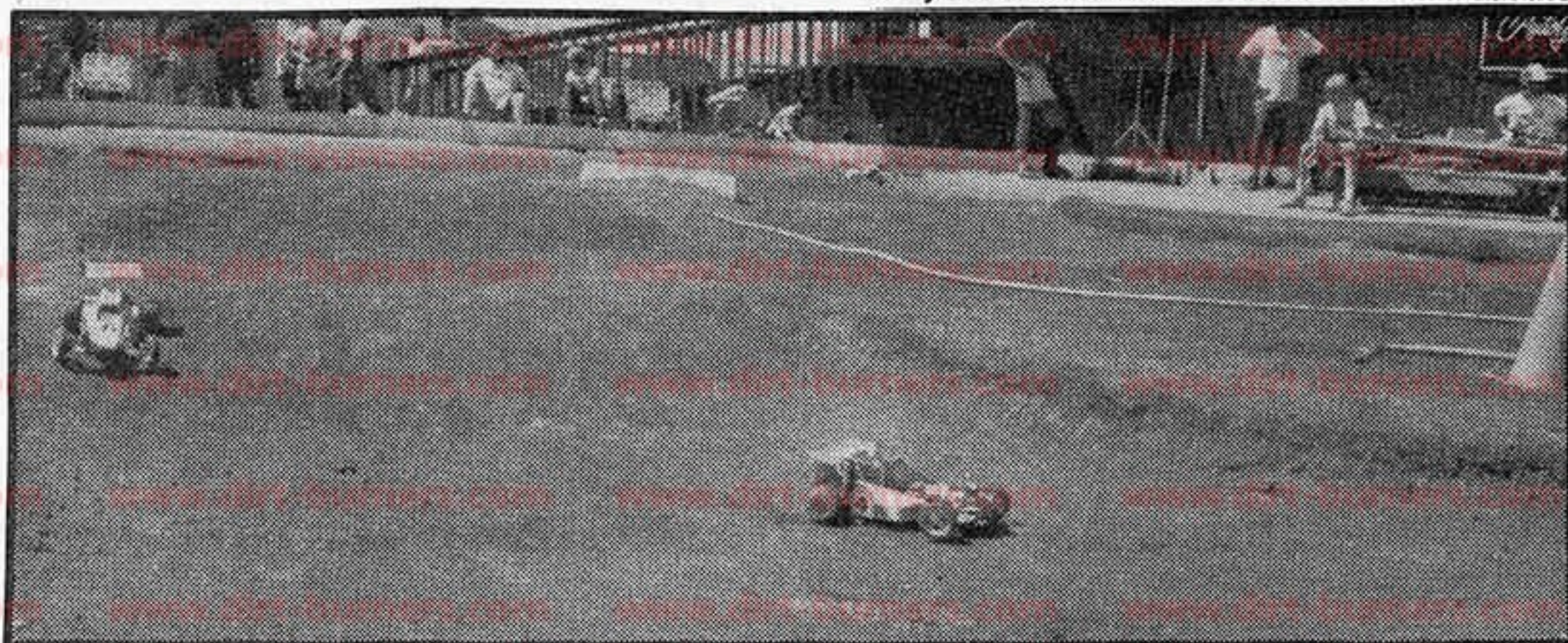
Calimiris bumped up to the B Main and got fifth place. But all eyes were focused on Mark Ocampo, Mike McAllister and Roger Wagner, as those three went at it tooth-and-nail. Wagner was late in starting, but managed to get loose from the pack and move right behind McAllister and Ocampo's tails. Midway through the main, Wagner passed McAllister and was ready to pounce on Ocampo, as Wagner's car appeared to be the fastest. With just a few laps, Wagner got by but then stuffed it on the wall and dropped back to second. This allowed Ocampo to take the B Main and a last chance at glory in the National.

Ocampo did well in the National A Main, placing sixth, but on this day Lady Luck smiled on Cliff Lett. He drove a steady, controlled and calculated race. He was fast but not fast enough to catch race leader Steve Dunn. Steve appeared to be headed for the 2WD Open National title, until just one-and-a-half laps from the finish a screw came loose off his right front wishbone and squashed all hopes for the national title. He suffered the indignity of having led all the way and then on the last lap seeing six cars pass him with just a few turns to go.

Lett took the opportunity and went on to win the 2WD Open National while early leader Mike Christensen was second and Ron Dyer finished third. Fourth place went to Jay Halsey, who had lots of handling problems that day and just couldn't get his car dialed in. Fifth went to Eddie Knolles, Jr. Sixth through tenth spots went to Mark Ocampo, Steve Dunn, Grant Johnson, Dave Krider and Scott Quillen, in that order.

The NOVAK 4WD STOCK CLASS — The C Main featured the fine driving of Tim Proett, who finished ahead of Norman Hong and Craig Hammlton.

Jim Schauer pulled a come-from-behind effort to win the B Main, driving a very smooth and trouble-free race. Nearest Jim was Bob Hall, and he was followed by track owner and promoter of the ORRCA Nationals, Al Sandrini.



Racing action during one of the qualifying rounds. As smooth as the track looks, it was anything but!

Many thought John Peterson would walk away with the 4WD Stock A Main and the national title, and well they should have, since he was the TQ and one of the better racers in the circuit. But in a national anything can happen, and although Peterson was there at the finish, the nod went to Larry Wescott, who fought off every attempt from Peterson to get by. Wescott drove a masterful race, smooth yet hard-charging. As cars were flying and rolling past him he weaved in and out past the back-markers, never losing his cool. Most racers would have, knowing that Peterson was on their tail, but Wescott didn't and won the National Champion title.

Peterson was second and a close third spot went to Tom Welding. Jim Schaur, who had bumped from the B Main finished in a very creditable fourth spot. Art Carbonell (former world champion in both 1/12th and 1/8th scales) was still sorting out his off road techniques and finished in fifth place. The balance of the ten-car field was made up by Gary Haskill, Carl Caracol, Hobie Kaptan, Doug Morton, and Brian Rush, in that order.

The RANCH PIT SHOP 4WD OPEN — Dave May went from the winners' circle in the D Main to a fifth place in the C Main. Don Burgess had to settle for second in the "D" and just a trophy, while Scoot DeBenedictis, was the third-place finisher and the last to collect the gold in this main.

C Main had Ron Dyer trying a brand new RPS Yokomo "Special Edition" for the first time. In fact, he had just finished putting it together as the fifth round of qualifying was underway. He

must have done things right, because he went on to win the C Main and transferred to the B Main. In second place in the "C" was Darwin Grey, while Bill Steele (of Hot Trick fame) was third.

The B Main was a hum-dinger between Curtis Strawn, Gary Hamilton and Mark Grey. It was as close a race as we had seen. But in the end, Curtis prevailed and took the transfer into the A Main. In second was Hamilton, while Grey finished third.

The most one-sided win of any National "A" Main was in the 4WD Open final. A first-turn and second-turn crash among some of the leaders in the first lap left Steve Dunn far ahead of anyone else. From there he went on to stretch his lead to almost a lap over the second-place car of Cliff Lett. Steve Dunn made it look like a practice run on his way to the 4WD Open National Champion title, while Cliff Lett took second. Tony Rossetti was third, and found getting through the pack as tough as picking the right batteries.

Larry Grant and Mark Bledsoe rounded out the

top five, while Bruce Calimiris, Roger Wagner, Rob Bishop, Curtis Strom and Eddie Knolls, Jr., round out the rest of the field in that order.

At the end, the 1986 ORRCA Nationals had seen one of the more challenging weekends in its four-year history. Many racers felt that the track was excellent, although it took some getting used to. Others would have liked it to be a little easier, but recognized that it was a national event and it should have been tough.

Trophies were awarded immediately after the last main was run, and along with the trophies there were quite a few prizes, donated by companies such as CRP, Novak, Pro-Line, RPS, Airtronics, Trinity, Revtech and many others.

The official sponsors were CRP in the 2WD Open Class, Pro-Line in the 2WD Stock, Ranch Pit Shop in the 4WD Open, and Novak in the 4WD Stock. Their support is always appreciated.

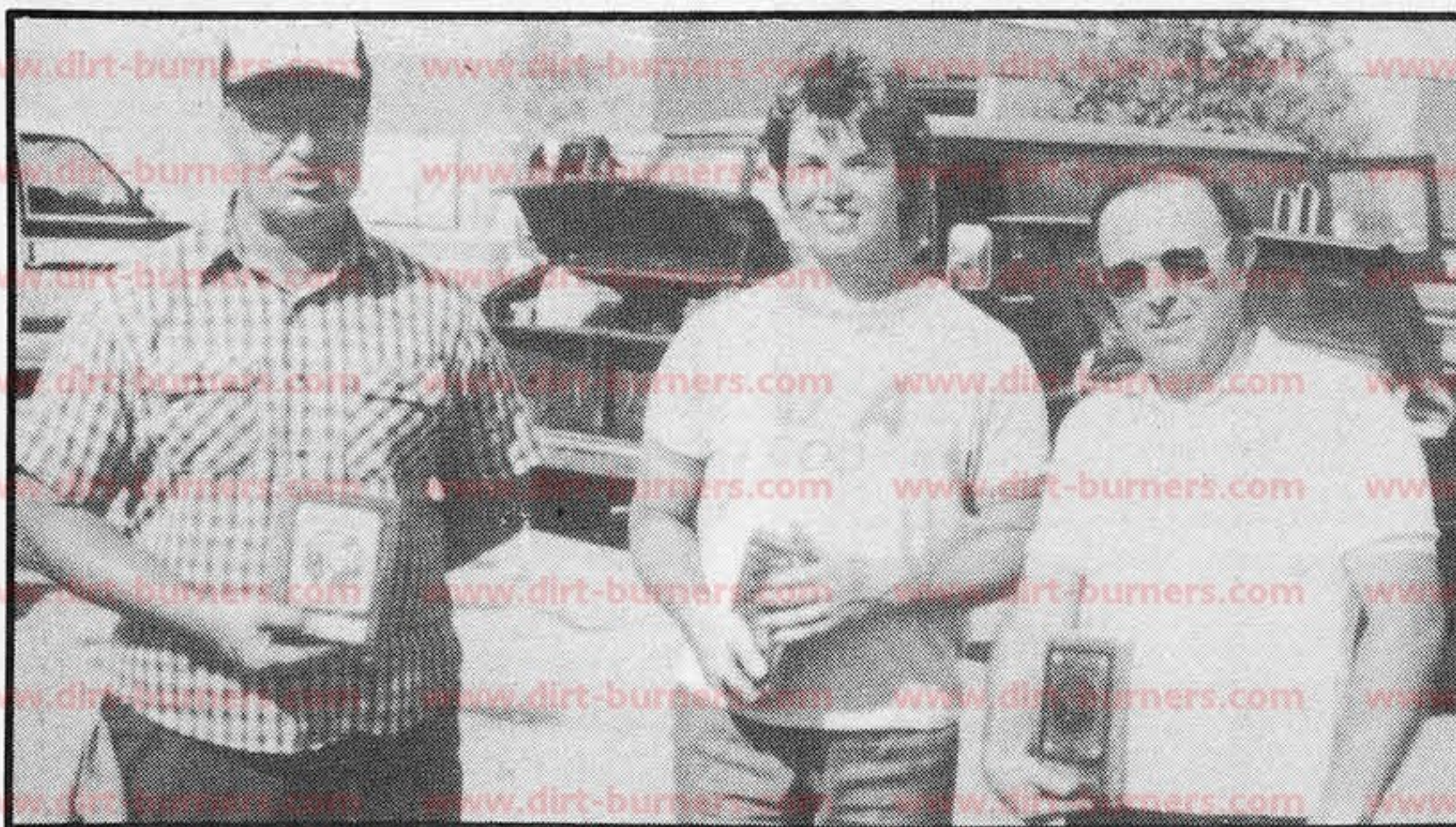
Elsewhere in this issue, you will find additional information about the remainder of the 1986-1987 ORRCA season, but we can say that the reigns of the day-to-day ORRCA activities have been given to Jiggs Garcia, one of the original racers in the sport. Jiggs was on hand, not only to race in the nationals but also to talk and discuss his ideas for the future of ORRCA, ideas we think are quite innovative and original.

The 4th Annual ORRCA Nationals are now in the history books, and they saw some great racing. See you next year, about the same time. The site is not yet known, but we'll let you know when it's chosen.

•R/C•

RACING IN THE HEARTLAND...

THE MIDWEST SERIES 1986



Top Qualifiers (l-r); Lou Przybyla (4WD Open), Jim Przybyla (2WD Open), and Bob Paradis (Pan-Class).

Story and photos by
Steve Lazarus

The third Midwest Series race took place under virtually ideal conditions at the Winchester Mall in Troy, MI. This race was put on by the Detroit Radio Control Car Club and was an excellently run show. Special thanks must go to Race Director Ken Francisco and all of the club members for their efforts. A personal thanks to Lloyd Mellon for helping me with the race result tabulations. Detroit's AMB computer summarized the race results with great speed and accuracy.

The course included seven turns at fairly high speeds. A sweeper onto the main straight proved challenging, as did the tight "S" curve at the end of the back stretch. Traction was good although tire wear was high — a factor which would affect the outcome for some participants

during the mains.

Qualifying proved tight, as always, in the Pan Class. The first five qualifiers were within four seconds of each other. Bob Paradis pulled off his first TQ of the year with 15 laps in 429.1 seconds. Jeff Leckron was only 1/2-second behind him. Local Mark Parus came in third with a 431.7-second run for 25 laps.

In the 2WD Open Class qualifying was a shoot-out between Jim Przybyla and Marty Runge. Although not in the same heats, each battered one another's times and TQ went down to the last qualifier as Jim beat Marty by less than two seconds with a 402.4-second run in 25 laps. Gerry Argalas won out over Mike Mantia and Jon Brannon for Chicago honors and third place with a run of 414.2 seconds in 25 laps.

Open Class qualifying was again close as local Lou Przybyla (Jim's dad) beat one of the quickest runners in the nation, Rick Davis, by two-tenths of a second with a 342.2-second run in 25 laps.

Rich Potempa won out over local John Druskinis for third with a 352.3 to John's 353.5 — a fine effort for John as this was his first 1/8 gas race of the year. With three manufacturers' cars (Delta, Associated and Serpent) in the first four places, it was all pretty equal — at least at the car level!

With six qualifiers and two practice rounds, none of the 34 participants had any complaints about not having enough time or about what mains they were competing in.

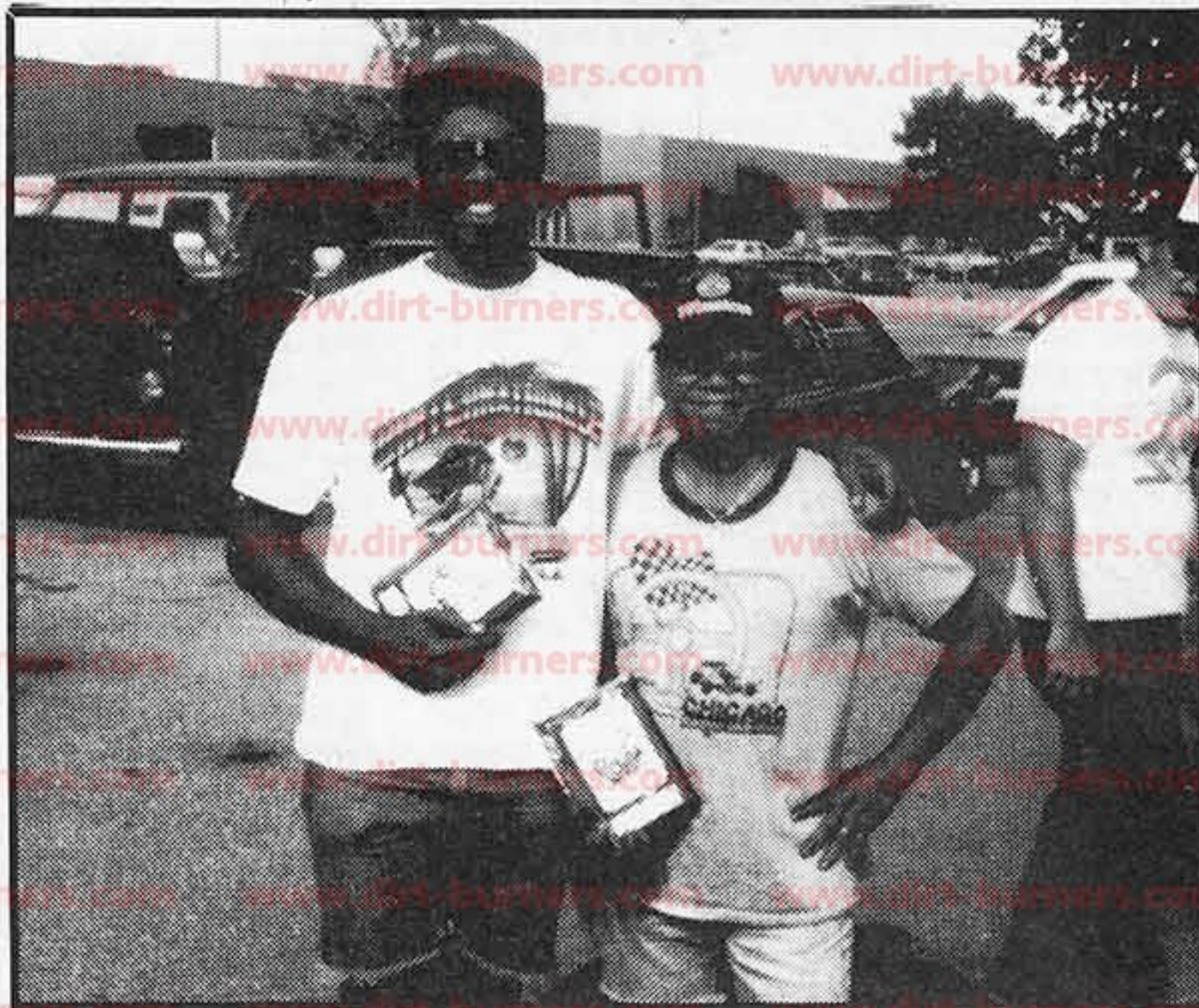
The mains were all 75 laps long, beginning with the B Main in the Pan Class. Barb Pipchok from Bolingbrook, IL, led the first lap, ahead of Mike Ross and Don Deutsch, while Rich Stuchel missed the start. Barb and Mike battled for the lead until the ten-minute, 29-lap mark when Barb ran out of fuel. Mike led the rest of the way while Barb and Don both left and rejoined the race several times. Mike eventually won the race by over three minutes. Unfortunately, after tech inspection, his carb restrictor was found to be oversized and he was disqualified. This was an oversight on Mike's part, taking the edge off his best performance to date. Second-place finisher Barb was nice enough to give her trophy to Mike anyway! Rich Stuchel finished second in his first ever 1/8 scale on-road race. Don Deutsch hung on for third.

The Pan Class A Main was also a hard fought race, although not as close as some others this year. TQ Bob Paradis flamed out at the start of the race and never really recovered. Tony Gagliardo, from Glendale Heights, IL, and Mark Parus battled for the lead until approximately 18 minutes into the race when Mark stopped to change his rear tires. It was a long stop and Mark fell eight laps off the pace. This allowed Jeff Leckron to slip by into second after an early pit stop for a broken wing incurred at the start of the race. Tony held on to win by approximately one minute over Jeff. Mark held off Al Rovel from Chicago for third. A flame-out, with eight laps to go, kept Al from giving Mark a closer finish.

The 2WD Open B Main saw Dennis Harris lead Bob Appelle and Vic Valderrama for the first lap. By lap five, however, Vic had passed Dennis and Bob for the lead. Vic held his lead until



2WD Open A Main (l-r, above) top three; Marty Runge (2nd), Jim Przybyla (1st), and Murray Pipchok (3rd). (Right) Dennis Harris (1st) and Vic Valderrama (3rd) in the 2WD Open B Main.



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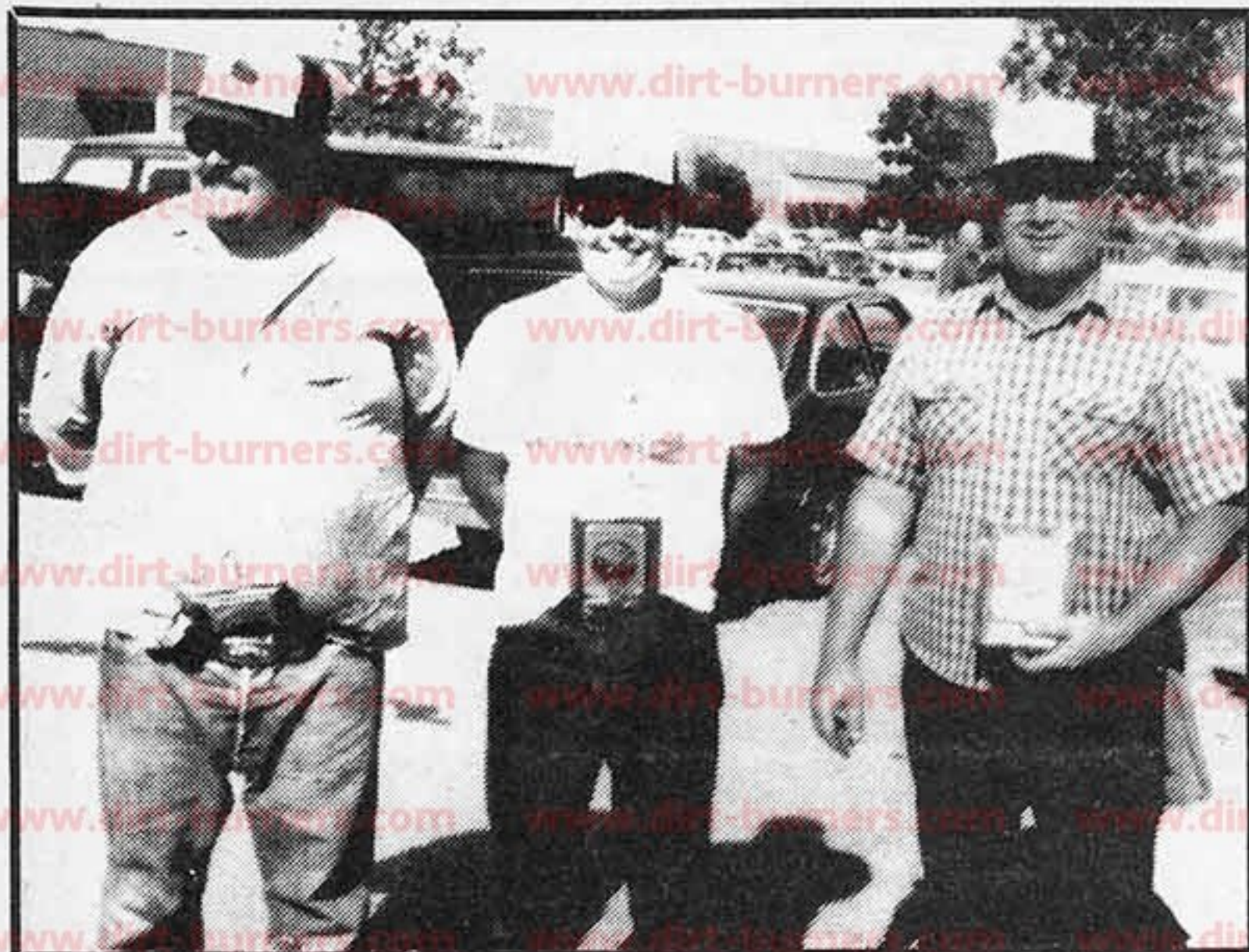
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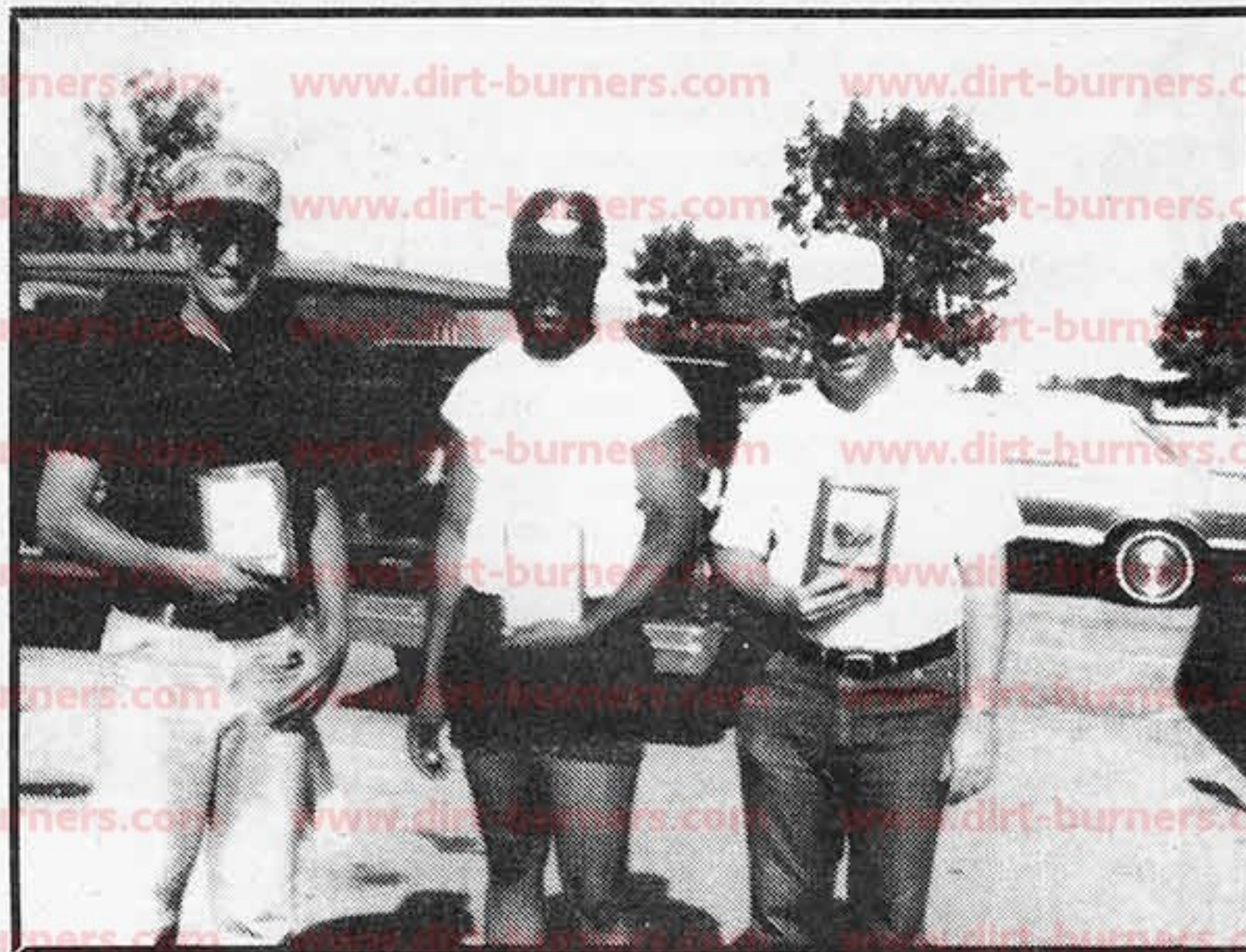
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Camera-shy Rick Davis (left) was the 4WD Open A Main winner, while Rick Potempa (with unique belt-buckle) was 2nd, and Lou Przybyla finished third.



4WD B Main top three (l-r); Steve Lazarus (3rd), Marvin Davis (2nd), and Bob Leckron (1st).

lap 33 when problems with his flywheel dropped him back to fourth behind Dennis, Bob and Greg Mason. Dennis and Bob showed that Pan cars can still be competitive by leading the rest of the race. Vic, after several more attempts to tighten his flywheel, finished third, while Greg Mason held on for fourth.

The 2WD A Open race was one of attrition, although there was one tremendous drive through the field by TQ Jim Przybyla. Marty Runge led Scott Terry and Gerry Argalas on the first lap, while Jim Przybyla was in the pits for the first six laps before even entering the race. During the first five minutes, almost every car in the race was in the pits, either because of a crash or flame-out. At the 15-minute mark the race had settled down and Murray Pipchok had taken over the lead, closely followed by the Pan cars of Steve Terry and Ken Francisco.

It was at this point in the race that Jim Przybyla started running laps consistently faster than his TQ effort and was closing in rapidly. By 20 minutes into the race, Jim had assumed the lead and held on until the end. A long stop for rear tires took Ken Francisco out of the top three, while Murray Pipchok held off Marty Runge for second.

The 4WD B Main saw Bob Leckron edge out into the lead and hold it until the end of the race. Steve Lazarus was on the same lap as the leader when a blown engine took him out of the race on lap 61. Marvin Davis assumed second place

near the end of the race, but was five minutes off Bob's winning time. Lazarus' time held up for third and Jim Blaha finished fourth after a long stop for repairs. Congratulations to Marvin on his first trophy this year with his new Serpent car.

The 4WD A Main was our last race of the day and naturally it was the fastest. Rick Davis took an early lead over Rich Potempa and Lou Przybyla. Rick proved why he is a threat in any race as he had lapped the last-place man, Dale Smith, by lap 10 and then the entire field by lap 32. With lap times consistently in the high 13s, Davis' only delay was a pit stop on lap 60 for new rear tires. He maintained a one-lap lead over Rich Potempa, who had stopped at lap 56 for rear tires also. Lou Przybyla remained in third place, despite a flame-out on lap 21, while John Druskinis' charge for third fell short after a long stop on lap 49.

In all, it was an exciting competition and a good show for the spectators as well. This was race number three in our six-race schedule, and is perhaps a good time to discuss the point totals so far.

In the Pan Class, Jeff Leckron leads the way with 290 points, followed by Tony Gagliardo with 279 and Bob Paradis with 274. In 2WD Open, Marty Runge is in the lead with 271, followed by Mike Mantia with 259 and Murray Pipchok with 254. The 4WD Open Class finds consistent Dale Smith leading the pack with 276 points; Bob

Leckron has second with 254, just one point ahead of Lou Przybyla, who is third with 253. With only the best four races counting for each participant, however, the standings could change very quickly.

Lord willing, I hope to see all of you at the Indianapolis race on September 13-14. For our finale we will return to Detroit for race #6. This race will be run in conjunction with the ROAR Region III Race on October 11-12, 1986. This will be the big finish to the Midwest gas season!

RESULTS

4WD OPEN A MAIN

1. Lou Przybyla (TQ) 25/342.2
2. Rick Davis 25/342.4
3. Rich Potempa 25/352.3
4. John Druskinis 25/353.5
5. Dale Smith 25/359.9

4WD OPEN B MAIN

1. Bob Leckron 25/411.6
2. Steve Lazarus 25/425.8
3. Jim Blaha 25/429.2
4. Marvin Davis 25/432.0
5. Tony Savage 3/114.8

PAN CLASS A MAIN

1. Tony Gagliardo 75/23:08
2. Jeff Leckron 75/24:14
3. Mark Parus 75/27:29
4. Al Rovel 75/28:14
5. Bob Paradis 68/29:48

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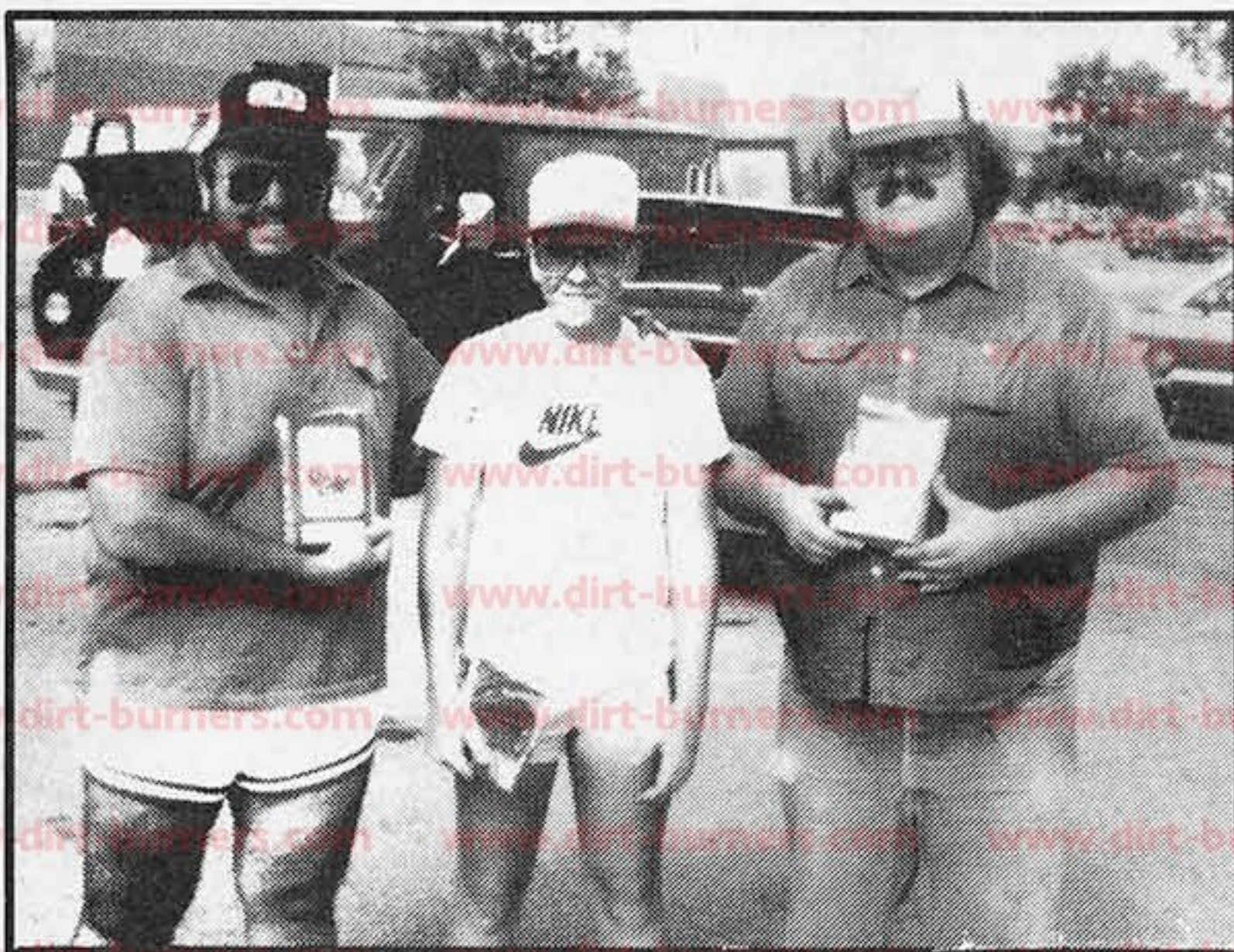
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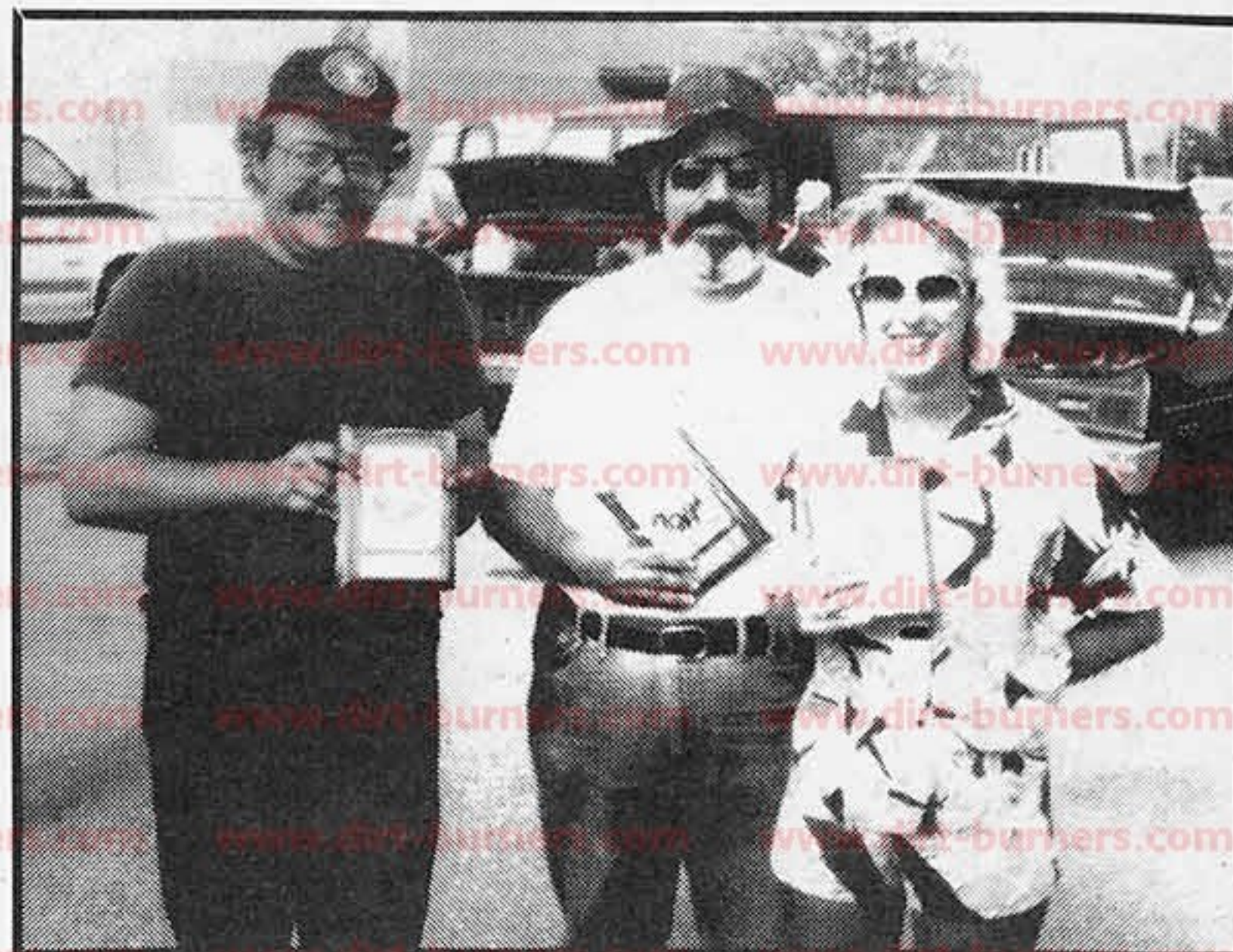
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The Pan Class A Main top-guns (l-r); Tony Gagliardo (1st), Jeff Leckron (2nd), and Mark Parus (3rd).



The smiling faces of the Pan Class B Main top three; Rich Stuchel (2nd), Don Deutsch (3rd) and winner (we knew that), Barb Pipchok.

PAN CLASS B MAIN

1. Mike Ross (DQ-carb restrictor) 75/26:22
2. Barb Pipchok 75/29:59
3. Rich Stuchel 51/29:44
4. Don Deutsch 50/29:57

2WD OPEN A MAIN

1. Jim Przybyla 75/23:30
2. Murray Pipchok 75/24:33
3. Marty Runge 75/24:47
4. Ken Francisco 75/25:45
5. Gerry Argalas 70/29:53
6. Scott Terry 49/15:20

7. Mike Mantla 24/09:06
8. Jon Brannon 10/03:01

2WD OPEN B MAIN

1. Dennis Harris 75/23:29
2. Bob Appelle 75/24:05
3. Vic Valderrama 75/26:12
4. Greg Mason 75/28:26
5. Jerry Holloway 75/29:26
6. Stuart Kay 65/29:46
7. Jerry Stocking 24/09:48

4WD OPEN A MAIN

1. Rick Davis 75/19:05
2. Rich Potempa 75/19:43
3. Lou Przybyla 75/20:20
4. John Druskis 75/21:05
5. Dale Smith 18/04:28

4WD OPEN B MAIN

1. Bob Leckron 75/21:04
2. Marvin Davis 75/26:48
3. Steve Lazarus 61/18:17
4. Jim Blaha 44/25:25
5. Tony Savage DNS

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ROB BISHOP - 1st place, ROAR oval series race Bakersfield. 4wd open class.

SCOTT QUILLEN - TQ and 1st place. ROAR oval series race at Hobby Bench in Glendora. Scott out qualified the 4wd open class with his 2wd Open RC-10.

MIKE DUNN - 2nd place. At the 1986 ROAR Nationals in Pomona. Mikes Optima car finished only seconds back of 1st & was powered by & 4180 Enduro.

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- ☐ 4WD (Can Am)

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- ☐ Sprint cars only (open-wheel) on asphalt

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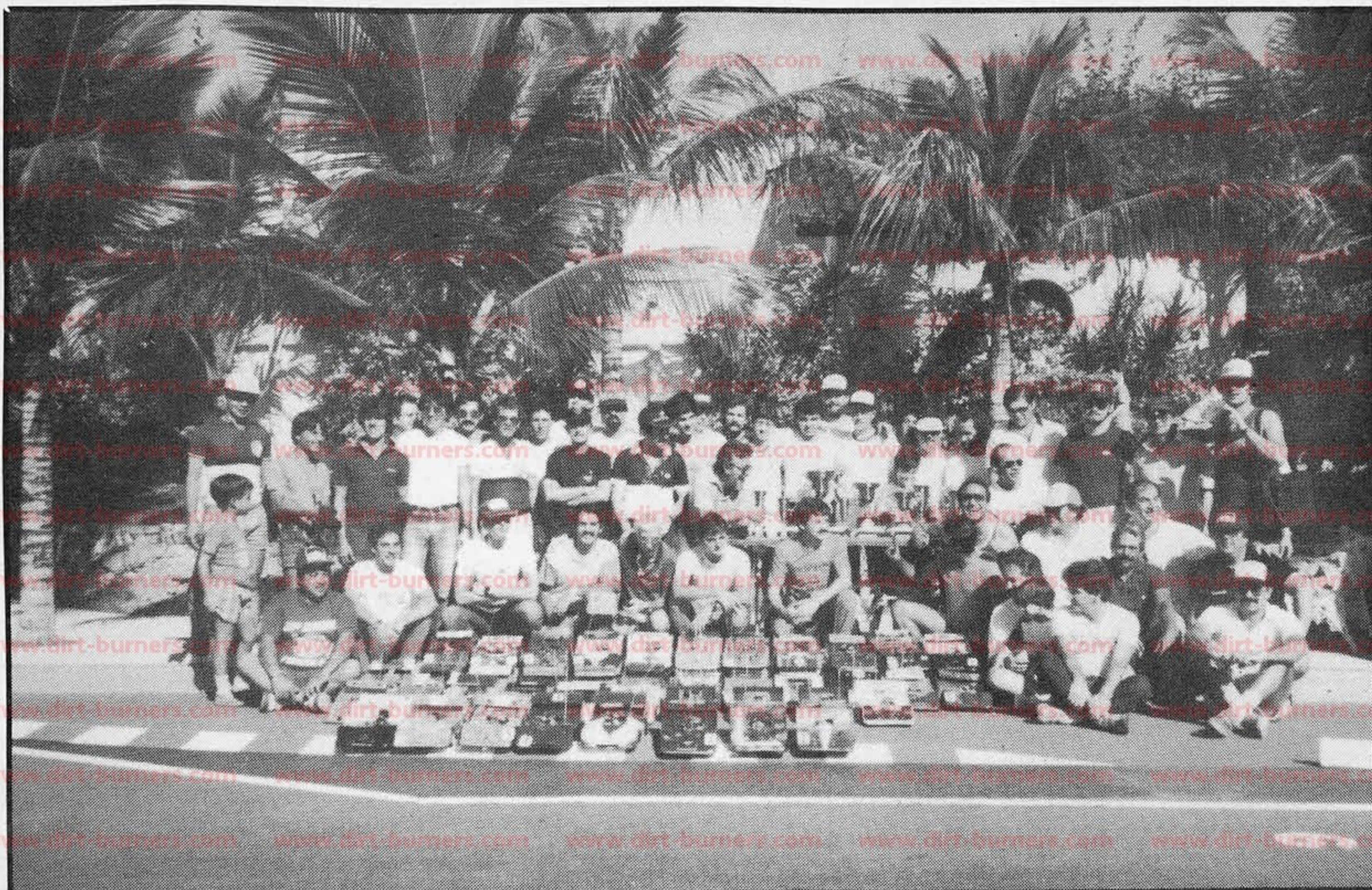
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SOUTH AMERICAN CHAMPS

VIVA THE R/C REVOLUTION!



A gathering of the palm-bunch (top). Racers from several South American countries after the event. Young lion (and champ) Herman Matticoli, three-time 1/12 scale national champ and 1985 1/8 gas national champion.

Story and photos
By Peter Gorharten

What a week! Think of putting together the first South American 1/8 Scale Championship and having it run as perfectly as possible. Those of you who have ever organized a big event know what it's all about. But in the end it was all more than worthwhile, as we had an incredible race at one of the most fantastic tracks that any driver would just love to race on.

For the first time the South American forces have measured their strengths and it was really a very gratifying experience. The foreigners started arriving one week ahead with the Venezuelan star Mauricio Busnardo being the first one on the track as early as Friday.

On Monday most of the Argentinian teams arrived and serious practice was under way. Lap times of under 18 seconds were achieved (to our surprise) with quite some ease.

The race was all set for a serious battle between Busnardo, young Argentinian Matticoli and local champion Francisco Carillo. But strong showings from Venezuelan racer Marcos, Argentinians Pelatia and Caldarella, and Brazilians Leonardo and Quadrelli were also expected.

During Thursday's control practice, lap times came down to 17.1 and it looked as if the track

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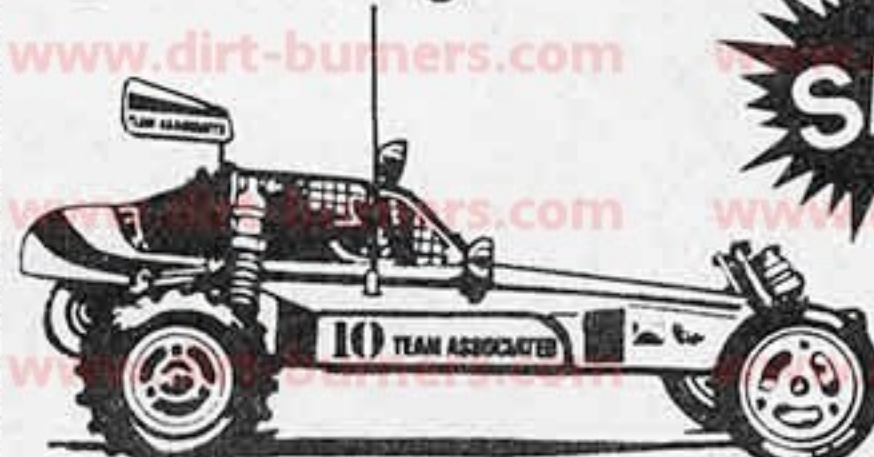
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Front Bumper.....	\$ 5.00
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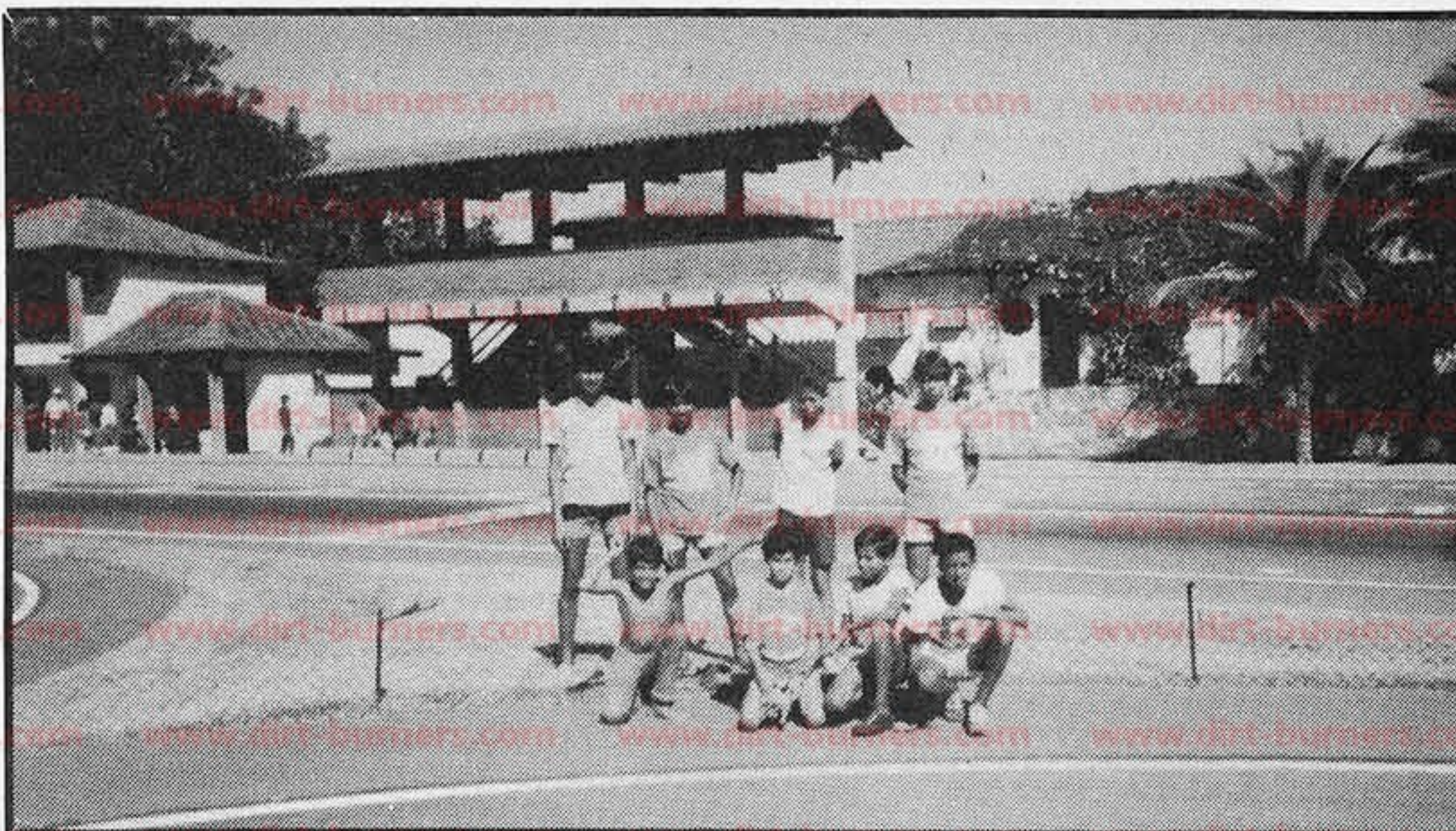
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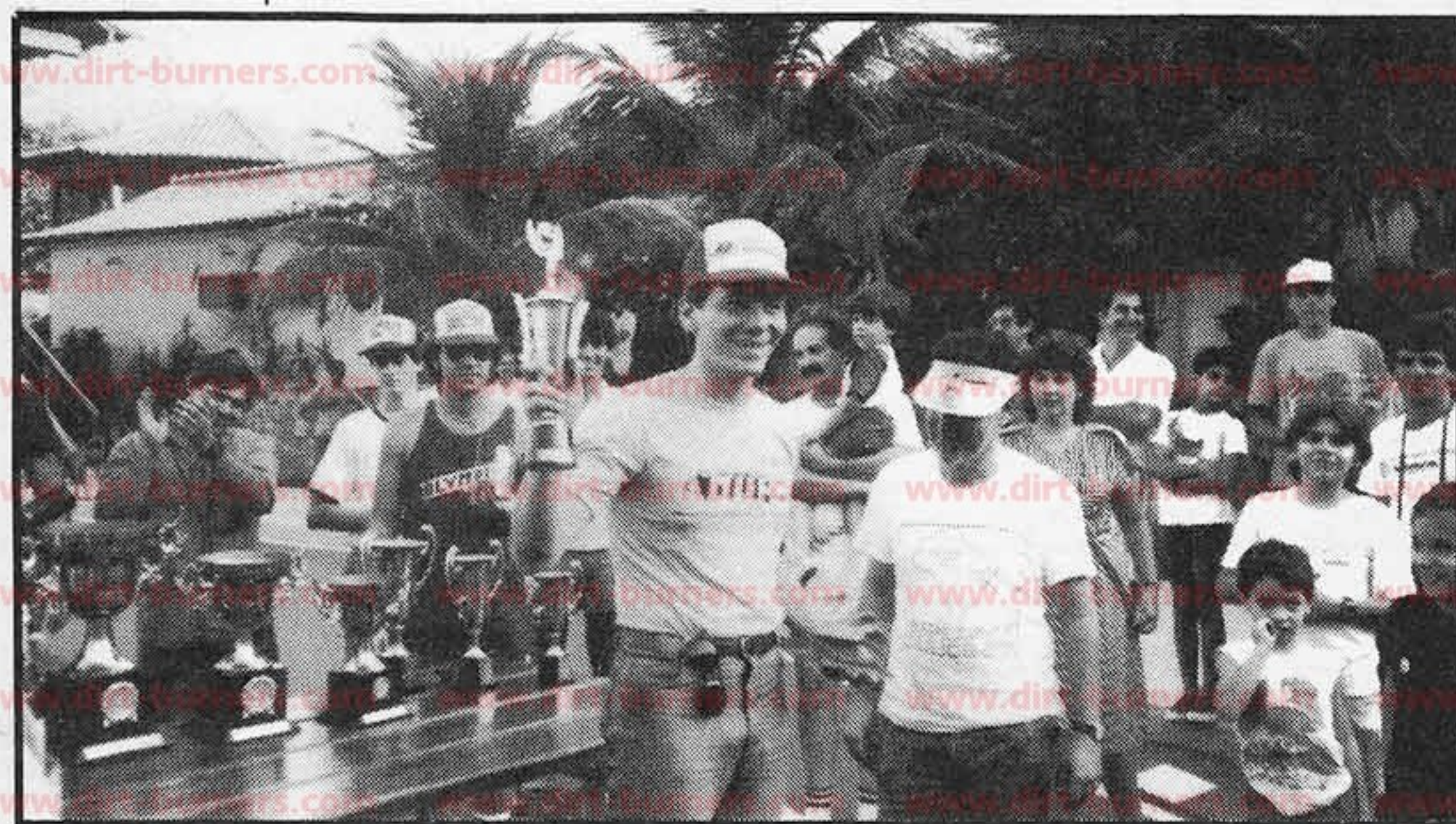
record could easily have been beaten during qualifying.

The first two rounds were run on Friday and that afternoon the best time went to Francisco Carillo with a thrilling 18 laps in 5:18.3. His best lap established a new track record with 16.9. Busnardo was close behind with 17 laps in 4:58.7, running out of fuel just a few meters from the line. If it weren't for this unfortunate mishap, he would have turned in an 18 lapper for sure. Nobody else made it as high as 17 laps, except for the Venezuelan, Marcos, who did it in 5:13.3.

Off we were, with a long night's work ahead of us, searching for a better set-up for Saturday's last two rounds. We were blessed with temperatures in the upper 80s and the sun was shining brightly when the proceedings started for the next rounds. This time the order of the groups was inverted, with group G making the first run and group A going last. During this run the tough race for top qualifier started with Francisco and Busnardo racing in what we probably would consider the most thrilling five-minute race we have ever seen. In the end Busnardo turned in 18 laps in 5:12.7. Francisco followed close behind with 18 laps in 5:14.2. Next in was Mat-



Would-be R/Cers, these young men were responsible for turnmarshalling during the meet. They were fast dudes!



Pole-sitter Bernardo, receiving his TQ trophy and his prize for placing sixth.

ticoli with 17 laps in 5:03.18. The only one to improve during the final round was Matticoli, who also joined the 18-lap club with a very strong run in 5:16.9. These three were followed by Pelatia in fourth and all four qualified for the final.

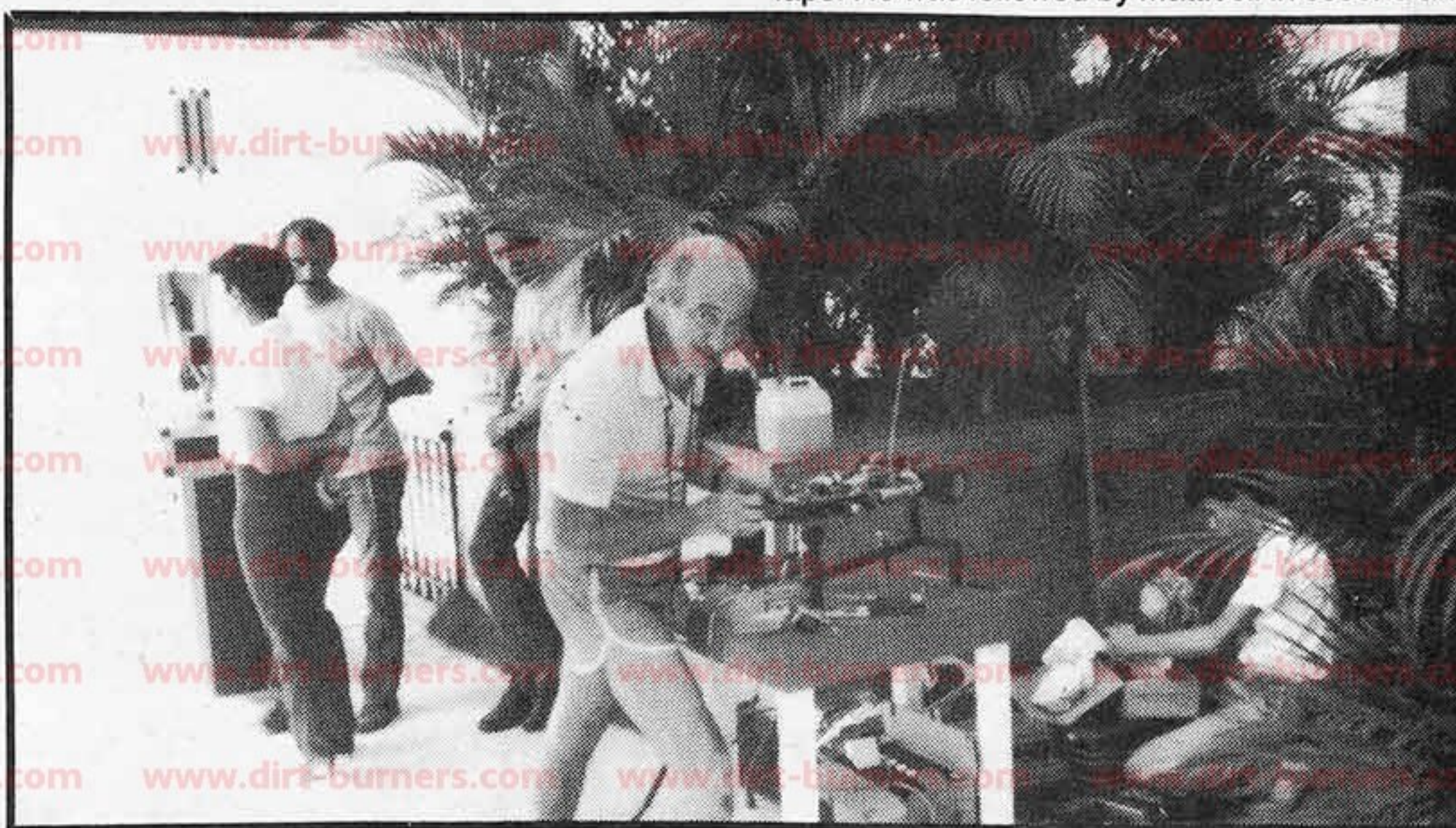
The rest was divided into two semi-finals, two

1/4 finals and two 1/8 finals, all scheduled to be run on Sunday. The next morning was one of those bright Brazilian winter days. Everybody was anxious to get things started. The 1/8 finals and 1/4 finals were run over a period of 15 minutes. These were followed by two semi-finals, which were run over a period of 30 minutes. Argentinian Caldarella qualified in the second semi-final with 86 laps in 30:25.3.

From the first semi-final came the other four to complete the ten-car grid. These were: Leonardo with 89 laps in 30:12.7; Sergio with 85 laps in 30:13.5; Italo with 81 laps in 30:03.6; and Peter with 78 laps in 30:10.2. All were from Brazil.

After a quick presentation of all the drivers and cars, everything was set for the start. Running right on schedule, everything was ready for the 45-minute final. Francisco took the lead, but was followed closely by Matticoli and Busnardo.

These three turned in consistent laps of 18 to 18.2 secs. per lap. Busnardo, however, started to lose ground, while Francisco increased his pace after about three minutes. At the five-minute mark, Francisco was leading with 22 laps. He was followed by Matticoli in second and



The Matticoli team...hard work paid off!

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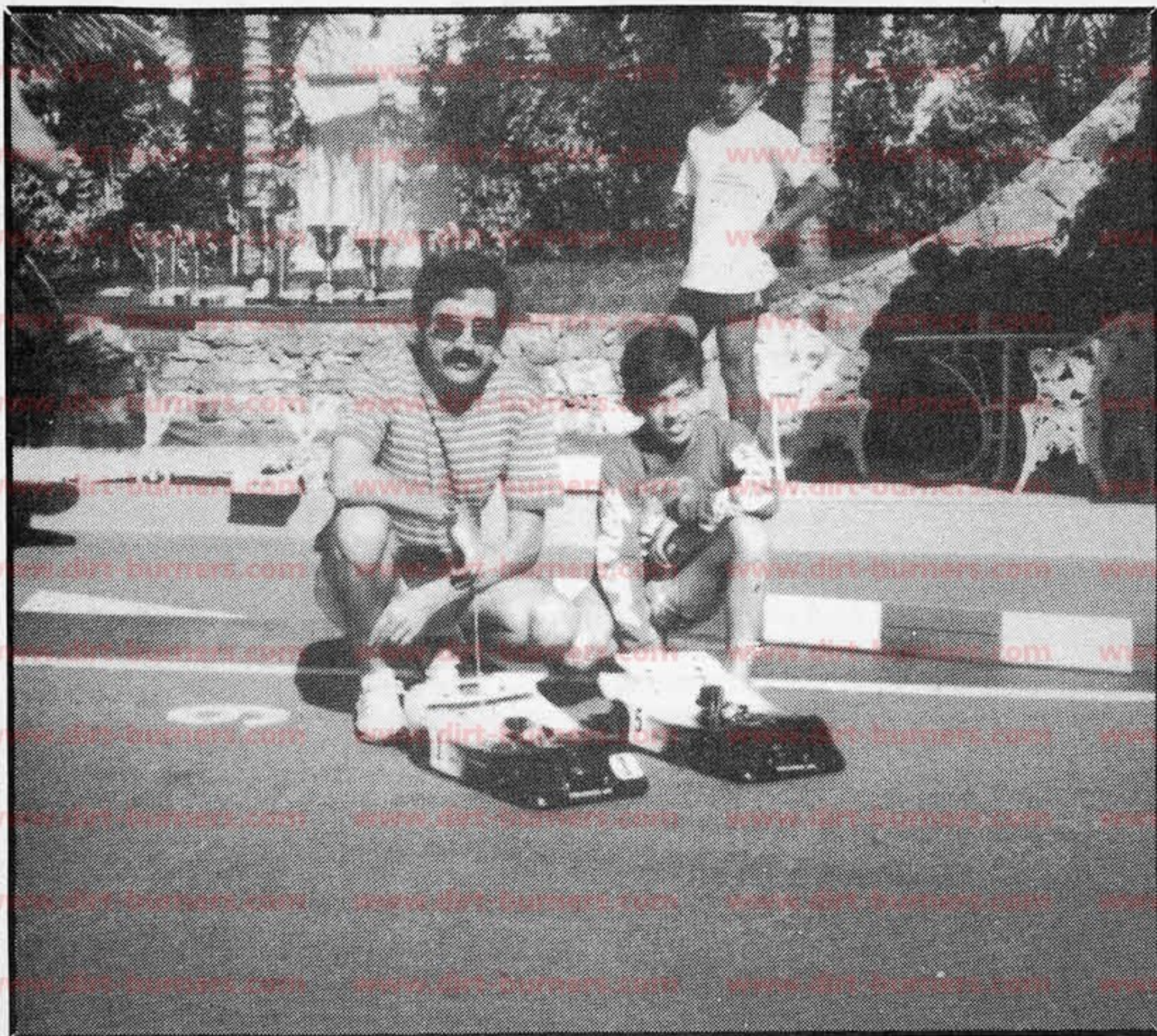


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Newton and young Leonardo, a tough team.

Italo (two-wheel-drive), both with 21 laps. Italo was able to pass Matticoli two minutes later.

Then, at the ten-minute mark, Francisco was still ahead with 31 laps, Italo was second with 28 and Caldarella, now in third, had 27 laps. Francisco continued on his pace, still leading with 45 laps. Italo remained in second with 41 laps and third place was taken by Nicola with at total of 38 laps completed at this point. On that same lap, however, his engine went and Matticoli re-gained the third position.

Shortly after this, Italo's piston clip broke. But a very good job done by his mechanics sent him back on the track in seventh position. The final standings showed Chico in first, followed by Matticoli, Pelatia and Italo in second through fourth.

After the prizes were distributed, a delicious barbecue was offered at pool side. The Argentinians were overjoyed, since their national soccer team had just beaten the English at the World Cup in Mexico.

A nice and friendly atmosphere prevailed during the whole race and we sincerely hope to run the next South American Championship in either Venezuela, Argentina or Brazil. At that time we hope to have some European and North American drivers as well.

RESULTS

1. Chico (Brazil) Serpent/O'Donnell
2. Matticoli (Argentina) Serpent/Rossi
3. Pelatia (Argentina) SG/OPS
4. Italo (Brazil) SG/Picco
5. Peter (Brazil) Delta/Picco P5
6. Busnardo (Venezuela) SG/Rossi
7. Caldarella (Argentina) Serpent/Rossi
8. Leonardo (Brazil) SG/OPS
9. Nicola (Brazil) SG/OPS
- 10 Sergio Boca (Brazil) Serpent/OPS

•R/C•

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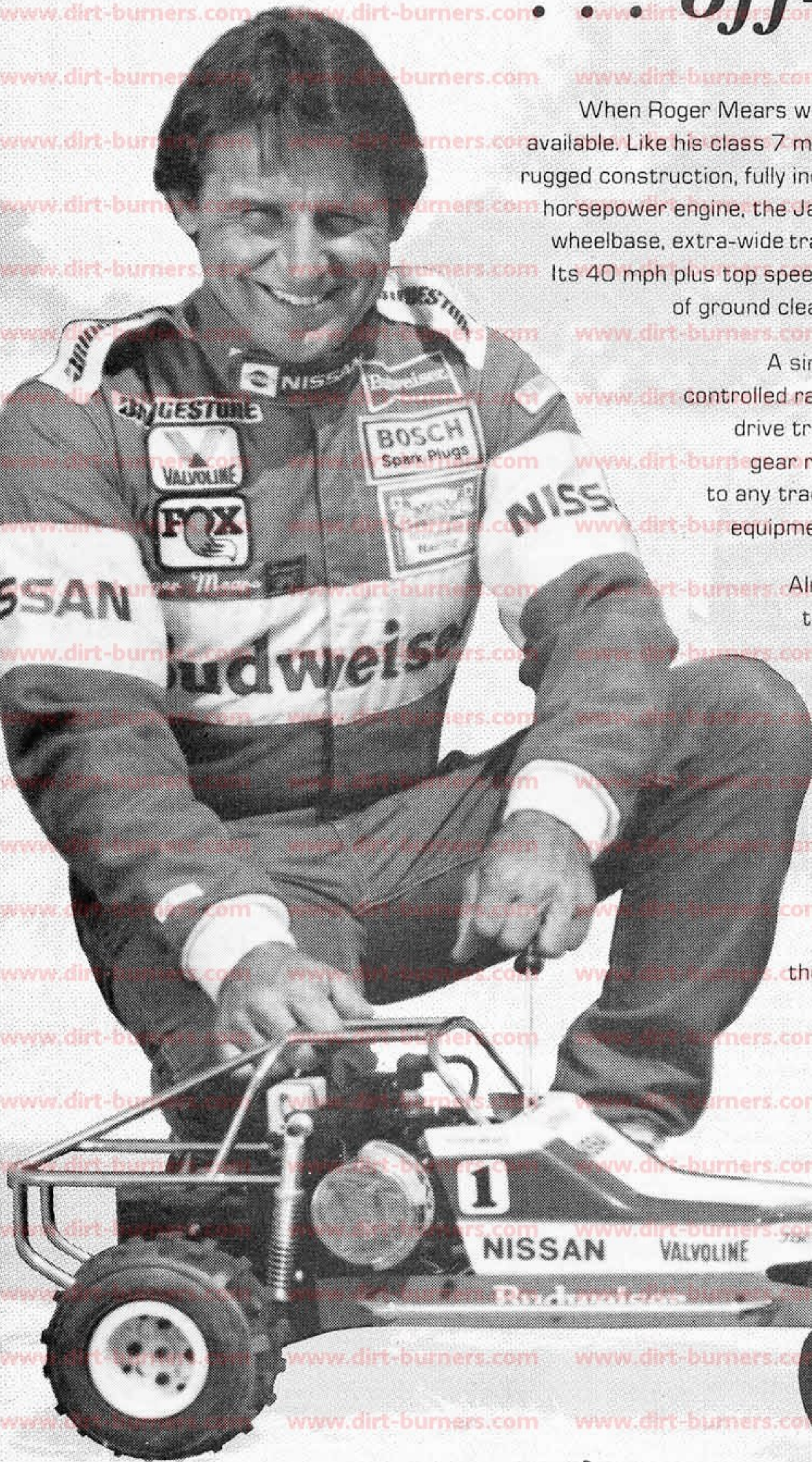
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Roger Mears,
19 times Off-Road Champ



Jac-Rabbit

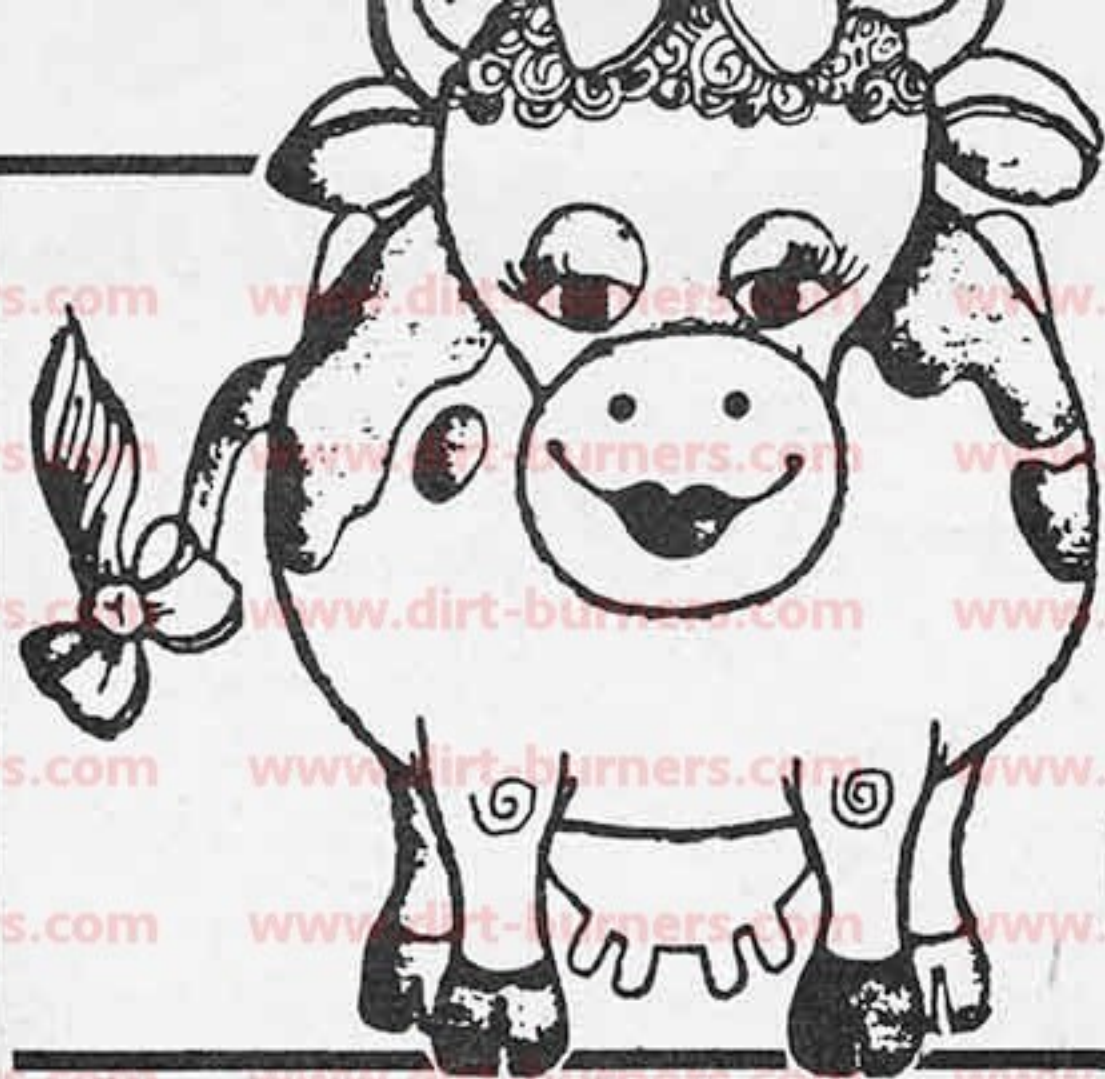
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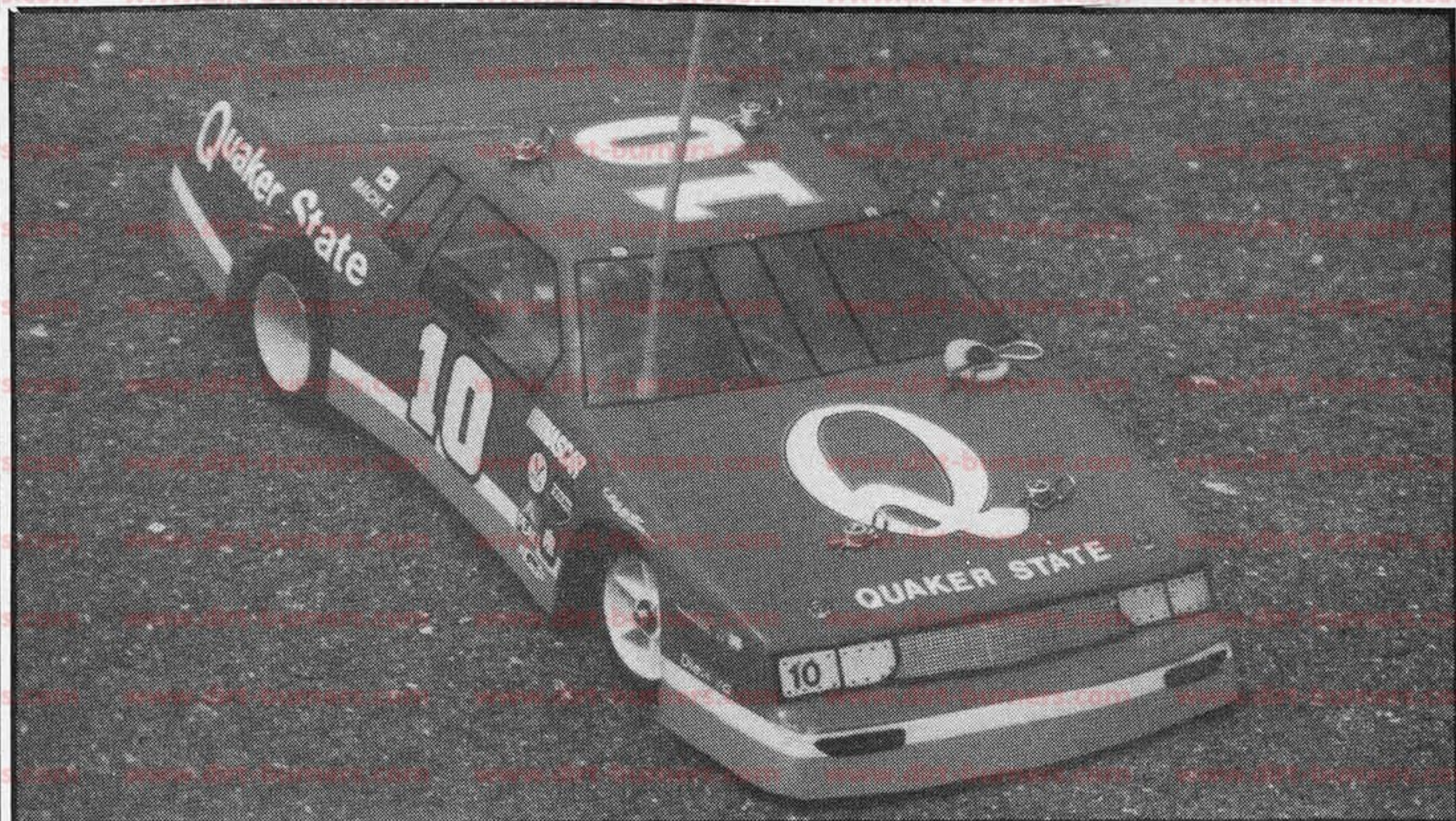


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Bill McDonald's Joe Ruttman Quaker State look-alike! Beautiful!

season was the performance turned in by Chris Wisner. Fourteen-year-old Chris is a tenth grader at Manchester High School. In addition to R/C racing, Chris enjoys hunting deer and deers.

Chris was introduced to R/C racing when his father and crew chief, Rick, bought him a dirt car for Christmas several years ago. Last year, Chris easily won the Can Am points championship and earned a position on the Trinity factory team. He also competed in the Region 1 Championships for both asphalt and dirt cars. Chris is now such an R/C fanatic that Rick had to marry rich to support his son's addiction.

Store the charged batteries in the refrigerator until race day. Cold batteries seem to take a better charge.

Bring the batteries to the track in a cooler. Charge the batteries again until they peak. This will probably take less than a minute.

Trickle charge the batteries for approximately an hour.

Following a race, discharge the batteries down to about six volts.

Every couple of months, completely discharge the batteries to erase the memory.

SHOP TALK

Listen up! There's going to be a new R/C hobby shop in town. R/C 500 Race Trax, located at 6714 Janway Road, near the intersection of Parham Road and Staples Mill Road, opened its doors for the first time at 11:00 a.m. on Saturday, August 23.

R/C 500 will have the finest 1/12 and 1/10 scale indoor racing facility in Region 1. The facility includes 2400 square feet of carpet (66'x 36') for oval and road course racing, computerized scoring, 23 pit areas with 12-volt DC power, a drivers' stand, parts galore for the 1/12 and 1/10 scale cars, and even a deli! (cont'd)

ACADEMY AWARDS

Top Gun — The story of Ray McMurray's domination of the Sportsman Class.

TECHNICAL TIP

One of the biggest controversies in 1/12 scale R/C racing is battery charging. Everyone seems to use a slightly different technique. Here is the step-by-step procedure that I use:

Several days before race day, or whenever it's convenient, charge the batteries until they peak.

Can Am winner, Troy Blanton.

July 1986

THE SPOTLIGHT

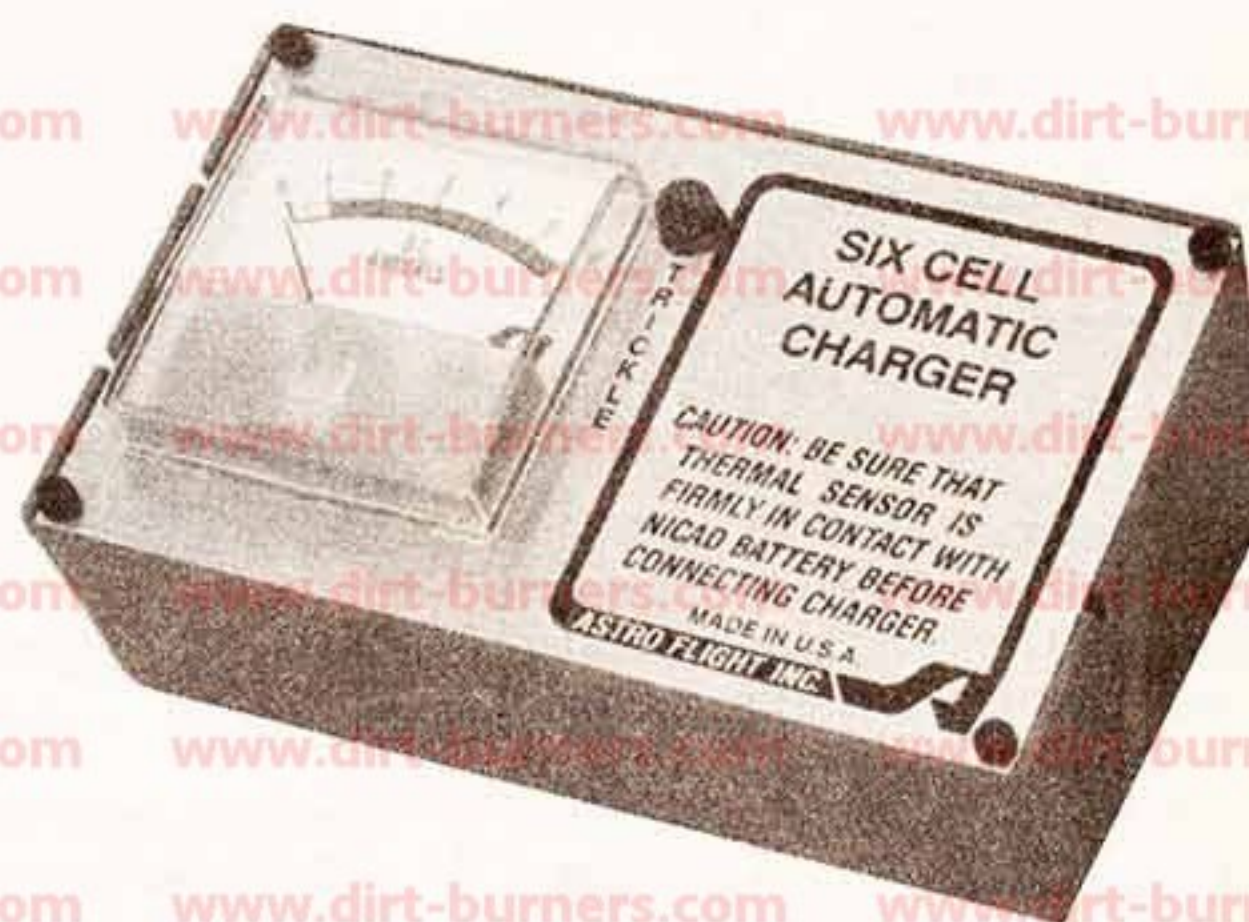
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No, it's mine! No, I've got it! You're crazy, I've got it! "Mad Dog" Ray McMurray getting yet another Sportsman trophy.

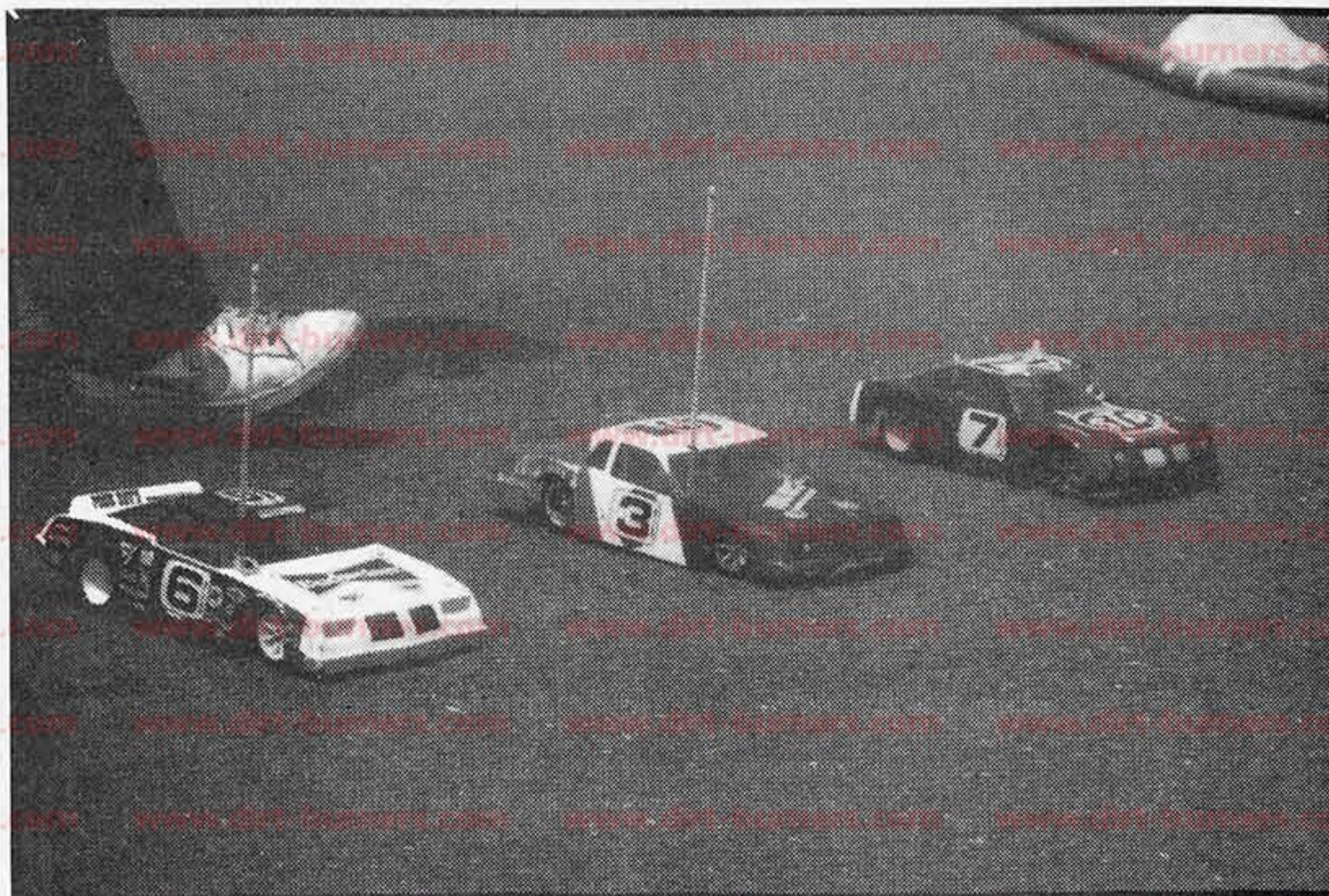
R/C 500 will introduce some unusual features. There will be a Junior Class for youngsters 14 years old and younger. Every Friday night will feature a Top Gun Tournament. Two racers will compete at a time for a good old-fashioned grudge match for two minutes. Following a minimum of six rounds, the two racers with the best won-loss record in each class will do battle for a \$10 and a \$7 gift certificate.

Series races for 1/12 (road), 1/10 (oval) and Juniors will take place every Saturday and Sunday. The first race for 1/12 and 1/10 sedans with stock motors took place on Saturday, August 23. For more information, call (804) 264-4778.

MOTHER NATURE WINS AGAIN

As the NASCAR season reached its halfway mark, rivals Jerry Pond and Bill McDonald were ready to continue their season-long battle for the points championship. Both machines were immaculately prepared for this Modified event. Each fearing that he might tip his hand to the other, the two combatants took precious few practice laps.

At the end of the first round of qualifying, McDonald held down the number three spot behind consistent Bill Johnson and the always powerful Troy Blanton. Pond suffered mechanical problems and was back in the pack. The roles were reversed in the second round of



The mysterious "Big Foot," ready to pounce on whoever jumps the start.

qualifying as Pond turned in a good performance and McDonald went to the pits early. To nobody's surprise, Pat Arrington, racing his first race of the season, emerged as Top Qualifier. Just seconds before the start of the mains, the sky opened up, and it quickly became apparent that there would be no more racing on this day. Little was proven as Pond qualified fourth and McDonald was fifth.

The Goody's Headache Award goes to Track Director Bruce Cole for having to pack away a wet track for the second consecutive NASCAR event. "Maybe we would have better luck if we switched from NASCAR to Formula bodies," muttered Cole as he sloshed in the rain.

RESULTS

A MAIN
1. Pat Arrington
2. Troy Blanton
3. Bill Johnson
4. Jerry Pond

B MAIN
1. Ron Birkhead
2. Richard McDonald
3. Larry Broughman
4. Roy McMurray

5. Bill McDonald
6. Charles Smith
7. Bruce Cole

5. Glen Brewer
6. Doug Arrington
7. Nelson Lane

CAN AM SHOOTOUT

They came from Maryland, Roanoke, Hampton, Alexandria, Williamsburg, and yes, Richmond for the fourth Can Am race of the season.

The A Main featured some of the best drivers in Region 1, including current Region 1 champion, Tom Adams. At the drop of the green flag, Top Qualifier Kevin Arrington zoomed away from the rest of the field. Troy Blanton and Tom Adams hooked up in a torrid battle for the number two spot. While Blanton and Adams pounded on each other, Arrington was masterfully lapping the field. In less than four minutes, he had at least one lap on every car in the race. At the seven minute mark, however, he slowed dramatically as his batteries started to fade. Within seconds, Arrington had to retire from the race. By this time Blanton had put a lap on Adams. Although Adams made a charge at the end, Blanton was able to hold on and take the victory. Arrington had piled up enough laps

before his departure to nail down the third position.

In the B main, Ron Birkhead grabbed the early lead. Shilo Goracoff, displaying superior speed, quickly ran down Birkhead and took over the top spot. About five minutes into the race, Shilo Goracoff had to make a pit stop, allowing Birkhead to move into the front position. However, Birkhead's batteries dumped and Shilo Goracoff claimed the victory as he was the only car running at the end.

RESULTS

A MAIN
1. Troy Blanton
2. Tom Adams
3. Kevin Arrington
4. Bennie Walkerson
5. Wayne Warman
6. Bill Johnson
7. Bruce Cole

B MAIN
1. Shilo Goracoff
2. Ron Birkhead
3. Bob Dunlop
4. Roy McMurray
5. Doug Arrington
6. Warren Darby

•R/C•

**the
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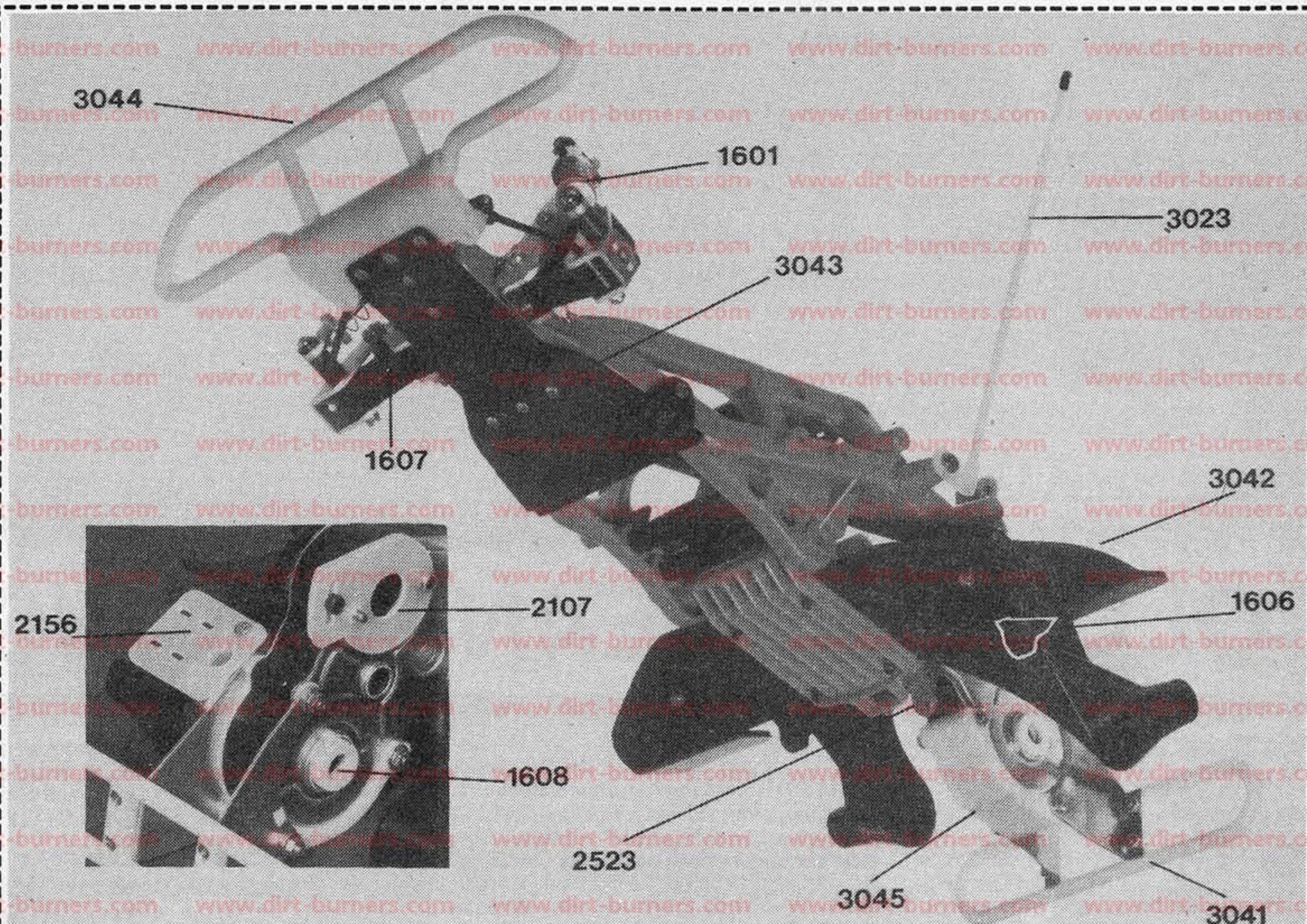
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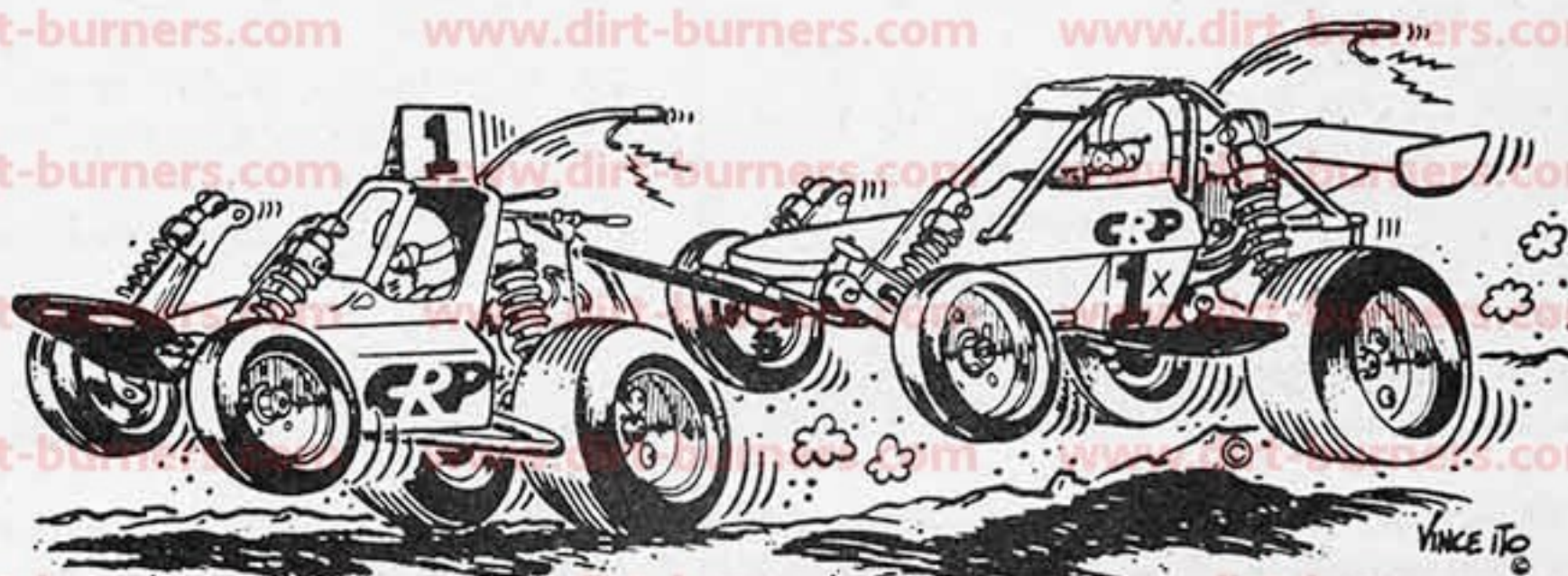
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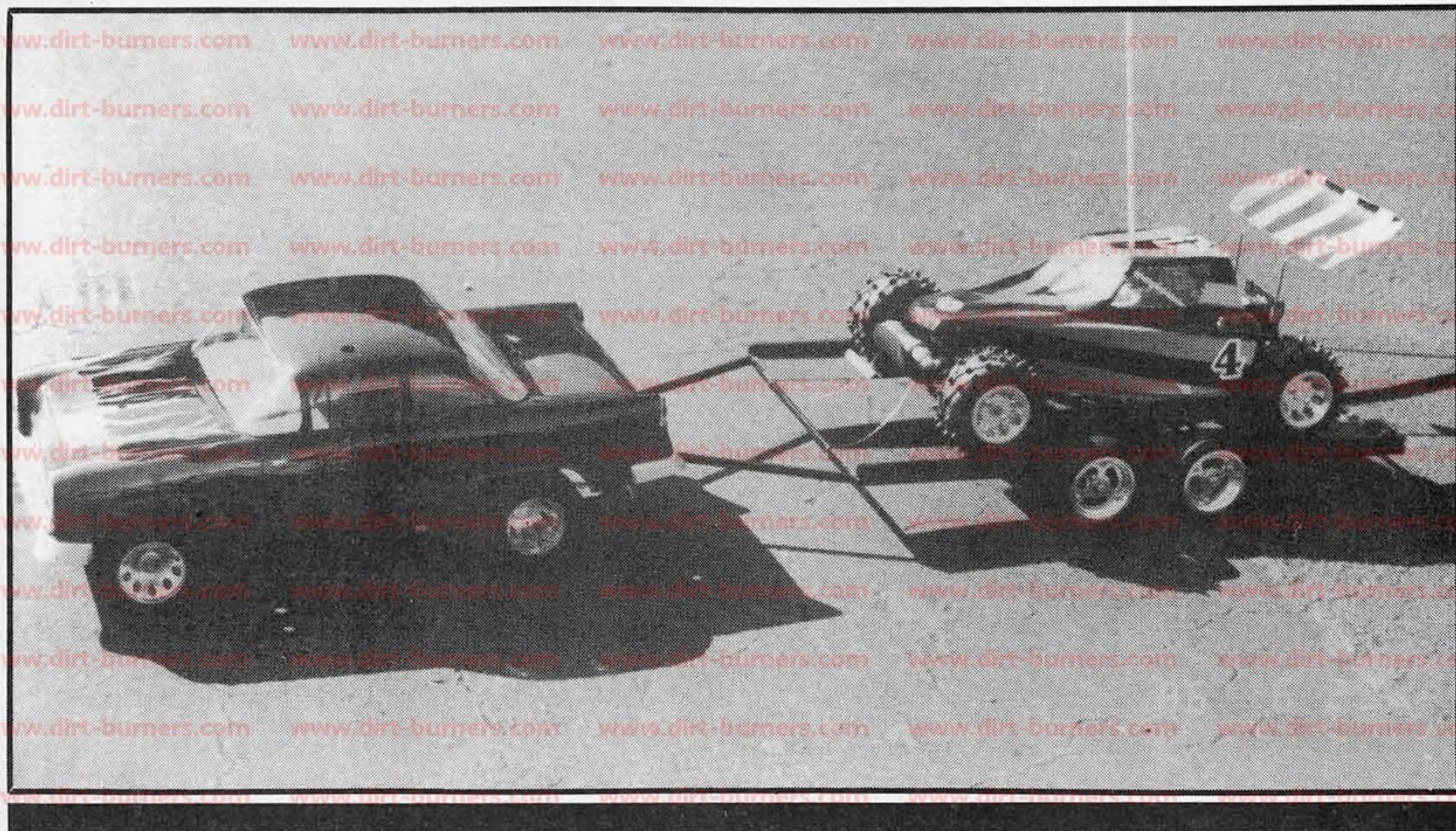
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COLUMBUS MEANS RACING

Story and photos
By Kevin Gray

The Columbus Ohio area is alive with racing! We have three clubs that have joined forces to honor each others membership toward race fees, and to prevent bad blood and animosity between themselves. This, along with the backing of the two major R/C hobby shops, has increased our race turn-outs and built a continual non-conflicting racing schedule.

C.A.M.E.R.A.

The summer schedule for C.A.M.E.R.A. consists of asphalt and more asphalt racing. C.A.M.E.R.A is the newest of our clubs and has not as yet gotten the "off road bug." Their 1/12 and 1/10 road racing interest moved out doors after the winter carpet season for '85-'86 was over. The use of one of the high school parking lots was procured and every other Saturday racers arrive to pit their skill and high-tec "electro racers" against each other. The oval track is set up with the boards, and sugar water is liberally sprayed. As the odor of tire preps permeates the air, the atmosphere is set. All ages from 10 to 60 compete with no body restrictions, so the kids

with an off roader in the neighborhood can come and run. More fun is had with the video taping of races so you can see your faults and poke fun at your buddy. Ribbons are given for first thru third and to TQ at each race.

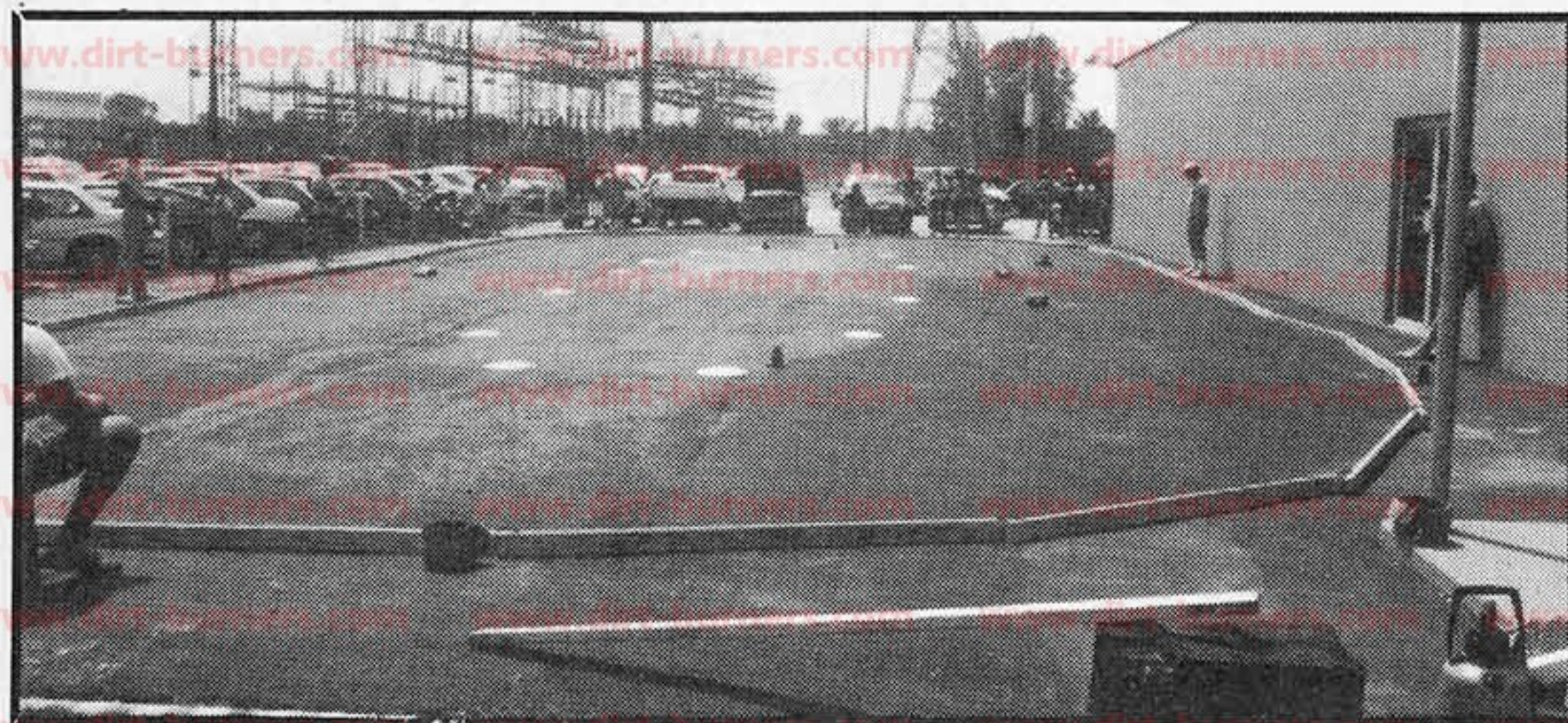
C.O.R.C.A.R. NEWS

The beautiful C.O.R.C.A.R. off road track just seems to get better. The track is biting, the sun is shining and the air screams with the whine of .05 motors. The attendance has been unbelievable, as our members are promoting other to join and the sales of R/C equipment has sky-rocketed (to the glee of our hobby shop owners). We've been running A and B classes for the Novice Class each week, and a class that has literally exploded is the 4WD Stock Class. It has gone from two cars to 10 or 12 in just two months. We run three classes in 2WD Stock, with our Modified drivers rounding out the day. Lots of racing and fun is packed into one Sunday, and this happens every other Sunday.

C.O.R.C.A.R. ran its first off road trophy race of the season in July and it was a great success. To be eligible for a trophy, each racer entered must have attended at least three of the last four ribbon races. All classes were run with a larger attendance than ever before, but due to the restriction of the ribbon races, some of the winners received ribbons. The trophy winners were as follows:

2WD STOCK A
1. Tom Miller
2. Ray Williams
3. Eric Schmid

2WD STOCK B
1. Kevin Gray
2. Scott White (TQ)
3. Charley White



CORCAR Concoors-winning Yokomo, sedan and trailer setup belongs to Kevin Gray (top). The oval layout (above) ready for Heat 2 in the Stock B Class.

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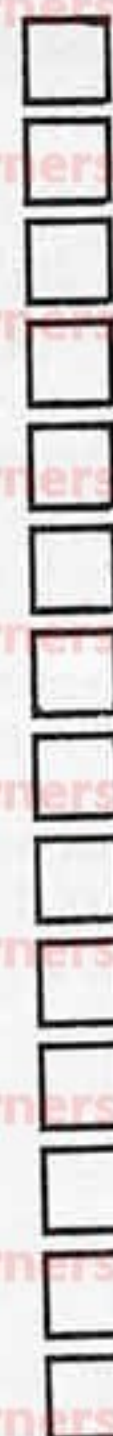
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A portion of the racers in attendance. The rest are at the picnic tables behind the tree line.

2WD STOCK C

1. John White
2. Jim Castle
3. Harold Holt

MODIFIED CLASS

1. Richard Love
2. Tom Miller
3. Ron Runyon

NOVICE CLASS

1. Roger Hill

CONCOURSE WINNER

- Kevin Gray

4WD STOCK

1. Kevin Gray

The racing was extremely competitive throughout all classes and all first- and second-place standings were within a few feet from one another. Thirty-five racers or more has been the norm since this race and the fun is just getting better and better.

By the way, C.O.R.C.A.R. is going to celebrate its first birthday on September 5th. A lot can be done in one year by dedicated people to help others besides themselves enjoy R/C racing. Let us all make this the largest sport to hit the world yet with our efforts!

M.O.R.C.A.R.

M.O.R.C.A.R. has been a tough club in 1/12 and 1/10 racing throughout its existence, but this year their outdoor track has given them trouble. The lack of available water and the deterioration of the track cost them some racer attendance. Through the joint efforts of the three clubs, M.O.R.C.A.R. has been running its races



Richard Love chasing cars during practice. Check out all that grass around the very smooth-looking track. Where did the bumps go?

on alternating Sundays with C.O.R.C.A.R. and C.A.M.R.A. members coming out to race with them. As a result of the staggered Sunday schedule, everyone shows up every Sunday and they don't care who the club sponsor is. Club treasures are also benefitting greatly.

MACS TROPHY RACE

Mac's Tom Thumb Hobby Center is racing some serious asphalt! This hobby shop has been a driving force behind R/C racing and assisting beginners. Now they have gone one better and are now sponsoring asphalt racing in their parking lot outside their spacious store. "Mom" and "Dad" Mac, as we call them, and their son, Mike, set up the schedule to alternate with the C.A.M.R.A. Saturday races and offer some blistering competition. On Saturday, July 26, they threw their oval trophy race, and what a race it was! The 26 racers represented Stock and Novice 1/10, Modified 1/10, and 1/12 Stock classes. Ages ranged from 10 to 35 and the body style for the day was closed-wheel, round tracker.

The Stock Class was filled with surprises, as well as problems, for the more experienced drivers. The A and B Mains were both won by first race drivers! Stock A qualifying was fast and furious but no one could better the consistency

of Tom Abram. The main was proved to be different as the always-tough Craig Bernard showed what a little experience can do. Both men finishing on the same lap and just feet apart proves that Tom will definitely be a racer to be reckoned with in the future.

Stock B qualifying was pretty much the same as the new drivers gave the seasoned drivers something to think about. First-time racer Ken Glass was tough and ready to race. The main was to be no different as he ate yours truly alive and skated to the win. Terribly exasperating!

The Modified 1/10 was setting the pace as usual with killer motors and excellent driving skills. In qualifying, Tom Runyon was bodacious with the speed and handling of his car, but he was plagued with numerous problems which set him back in the standings. This main had to be seen to be believed! Mike McMasters shot out in front with the rest of the pack chewing on his spoiler, while the goonies attacked Ron Runyon's car which set him back quite a bit. Now Jim "Spin-out" Nolen started to do his tricks, kissing or just jumping each board around

the track and still making a good showing. A true crowd pleaser he is! With never a dull moment, and Jim keeping the turn marshalls busy, Mike was amassing some more laps. He had so many laps over the rest of the field that even after his batteries dumped, he still won by two laps. Amazing!

The 1/12 Class looked so diminutive after the 1/10 Class, but they go so fast. Again, Ron Runyon was showing his stuff with a brutal 51-lap TQ. ALL RIGHT, RON! His bad luck followed him from the last race (1/10 scale) and he experienced insurmountable odds, not even placing in the top three. Had his luck stayed with him, he would have given winner Craig Bernard a tougher course to run. As it was, Darren Toman and Ray Williams kept him honest and consistent to the last lap. The results are as follows:

STOCK A

1. Craig Bernard — 33
2. Tom Abram (TQ) — 33
3. Jerry Bensen — 31

STOCK B

1. Ken Glass — 28
2. Kevin Gray — 26
3. Lynn Smith — 25

MODIFIED

1. Mike McMasters — 3
2. Jim Nolen — 28
3. Ron Runyon — 26

1/12 SCALE

1. Craig Bernard — 46
2. Darren Toman — 44
3. Ray Williams — 41

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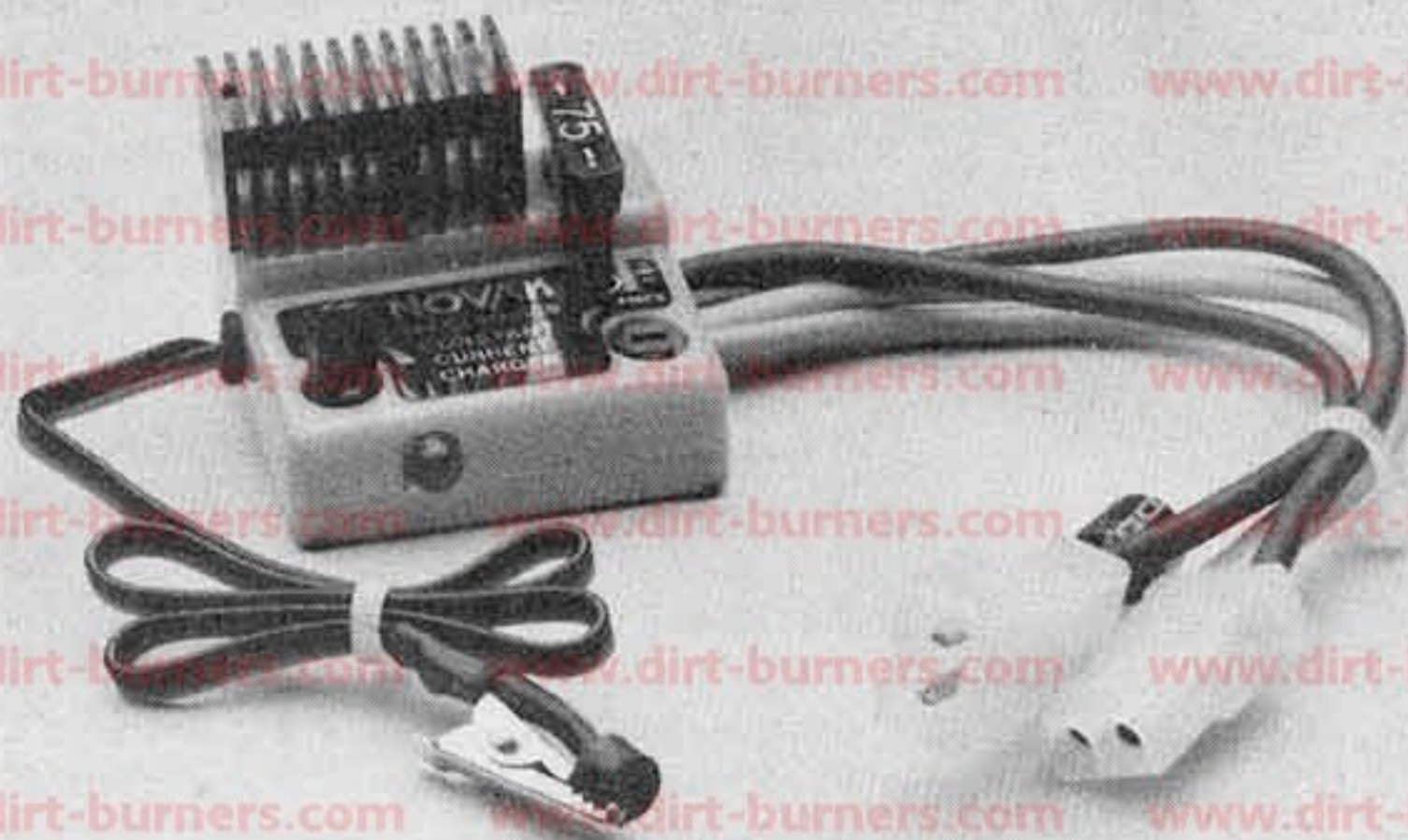
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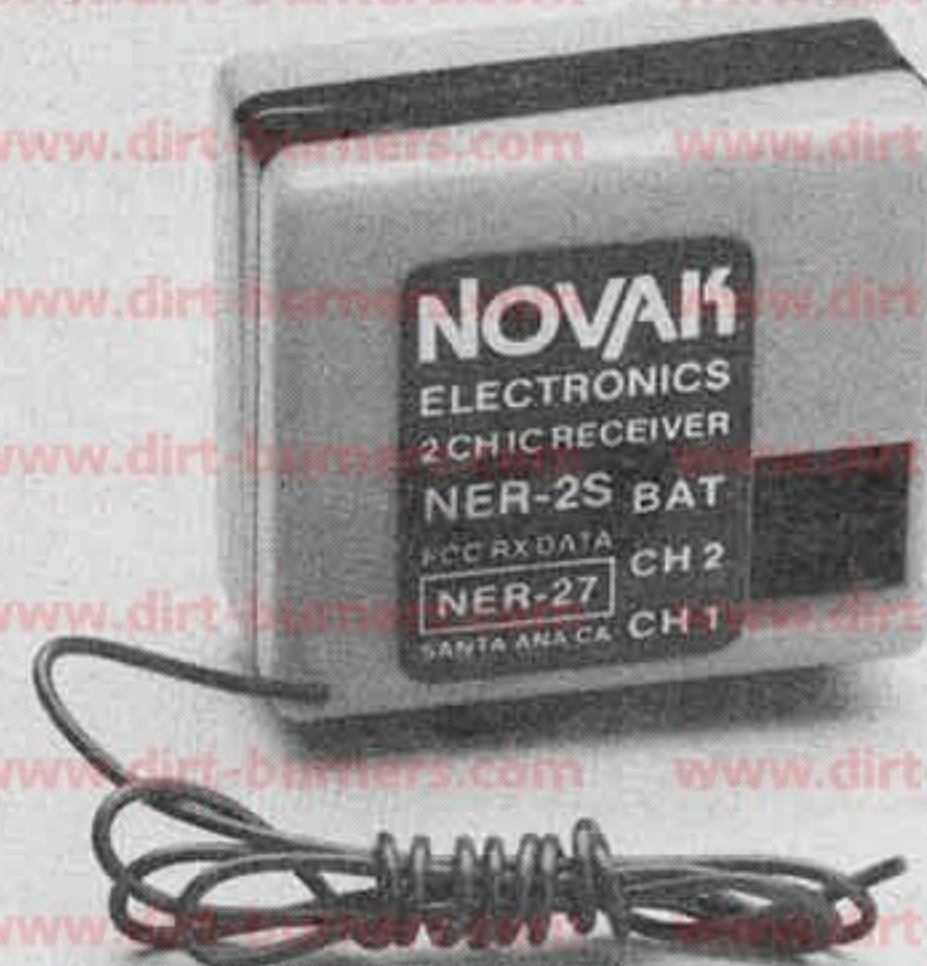
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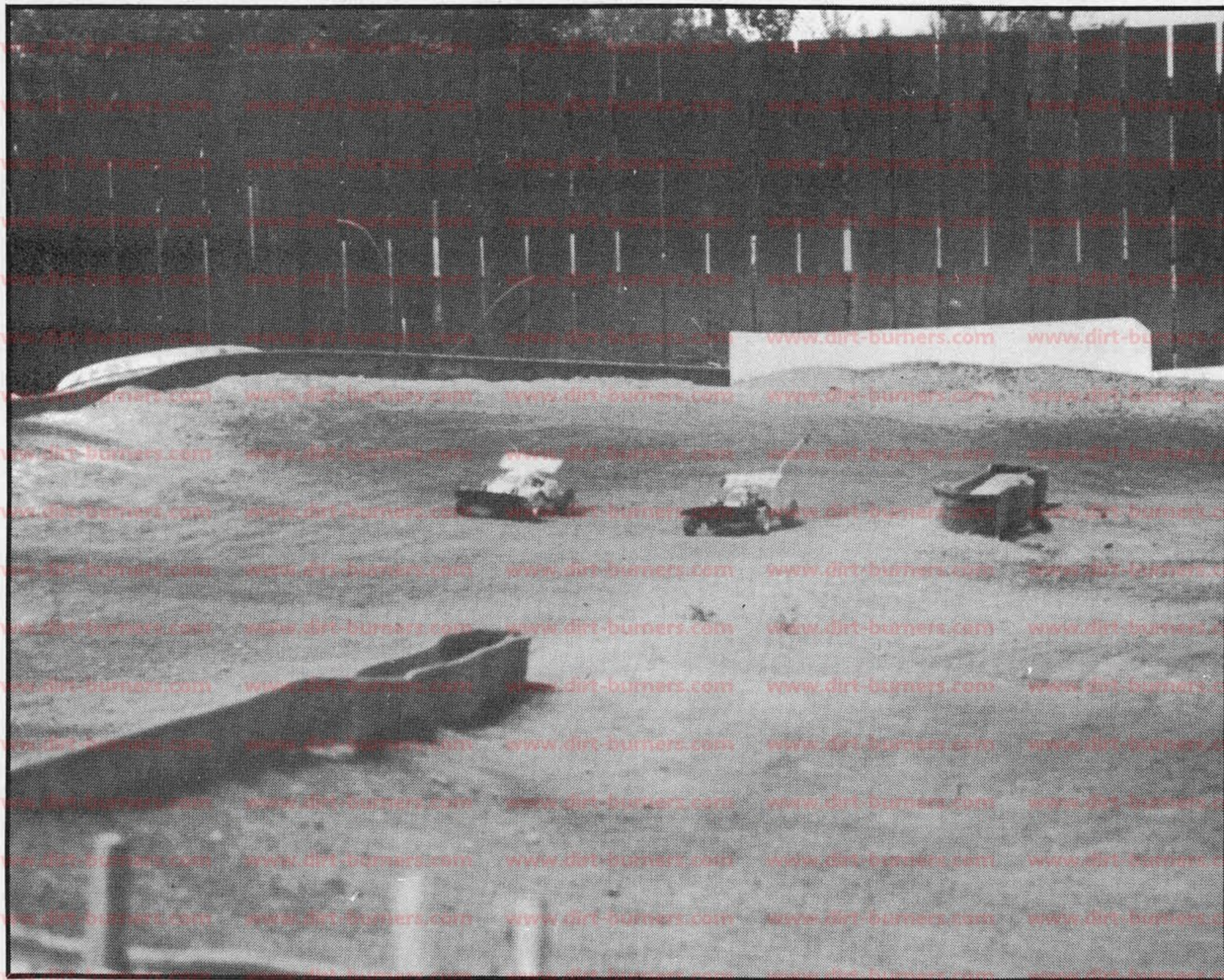
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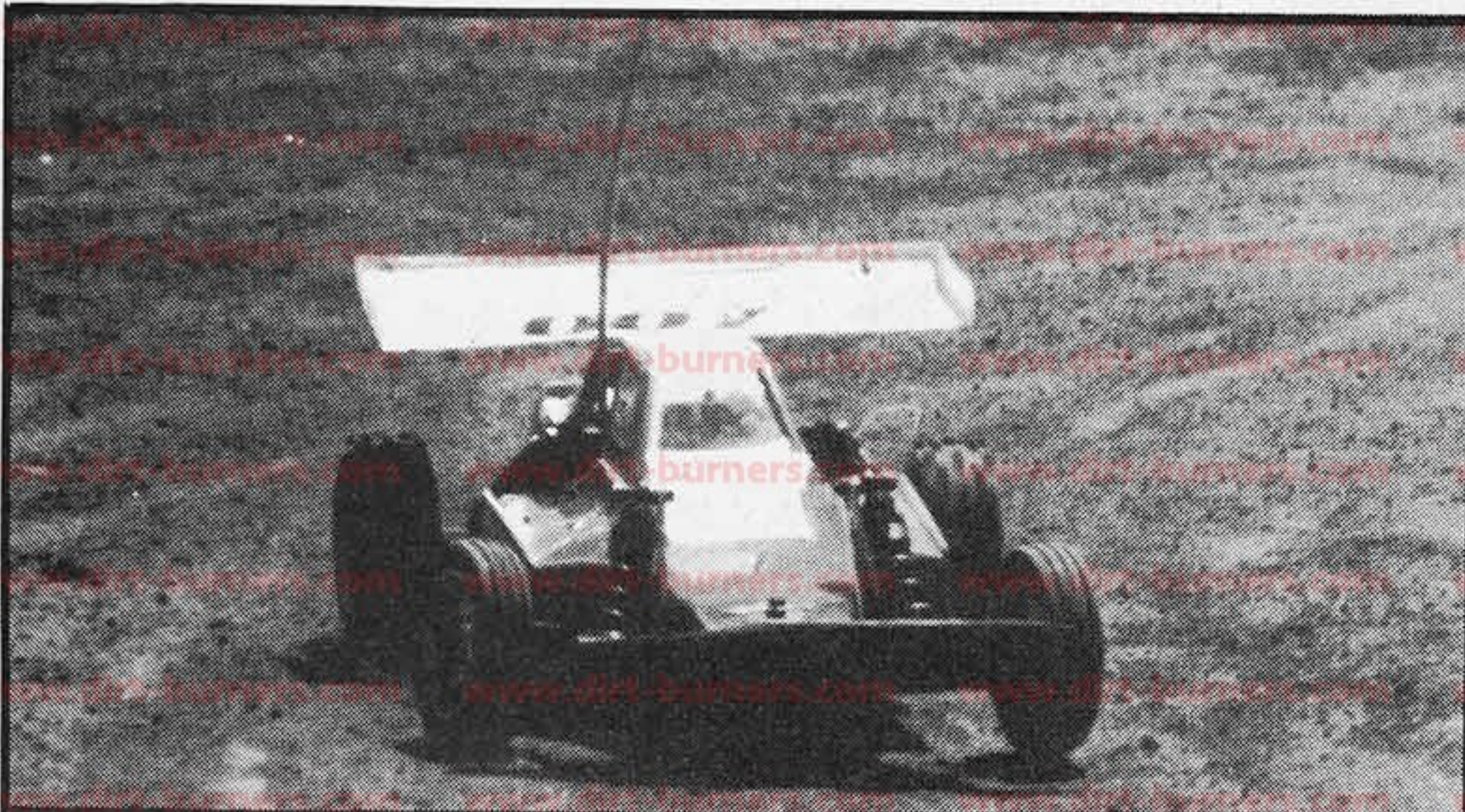
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YAKIMA BUMP-JUMPERS



Story and photos
By Danny Schepis

A bunch of us from Seattle, WA, heard they had a nice track over at Yakima, so we loaded up two cars and a truck on Saturday and took off over the Snoqualmie Pass. The forecast for Seattle was the usual — rain. We were hoping for better weather and less mud. Saturday morning dawned clear and beautiful, so the drive had paid off.

The track in Yakima has been there for two years and is very well appointed. It's located behind a small shopping center near the local hobby shop, Unicorn Castle. We found a small but well-informed group of racers, the Yakima Bump Jumpers. They have about 40 members and are growing, as are most 1/10 clubs in the country.



(Previous page) Guy Davies (top) takes the inside line. With a name like Roger Moore (bottom), what other number would he use? Driving from the third floor (above) feels like you're in the clouds.

The club races a little differently than the Seattle area racers because of its smaller number of people. While an effort is made to keep it one class per heat — the heats being four minutes long — sometimes it is necessary for more than one class to race at the same time (i.e.; the 2WD and 2WD Modified Class). Four heats are run with the first two being basically practice heats and the second two comprising the main event. You run two four-minute heats and then stop your car. The laps and sections of the lap are recorded and added together. These determine the positions. Any ties are carried back to other heats. After explaining our normal method of qualifying into mains, the Yakima guys agreed this sounded like a little more fun. I think when the current series is over and a few more racers start turning out, they will be adopting a "qualifying" and "main event" format, like most tracks use.

While the format was different and maybe not in line with other tracks, the track itself was one of the finest I have ever raced on. It was well designed and well maintained. It had a good mix of high-speed straights and sweepers and a challenging infield with some well-placed bumps and jumps. The drivers' stand was well elevated (I was looking for an oxygen mask) and the races were kept to four cars per heat, thus preventing traffic problems. Although, the track can easily accommodate a ten-car heat. I almost felt lonesome motoring around the track, but I didn't miss that first turn crush one bit!

Guy Davies was the big winner of the day, to no one's surprise. He set new track records in 2WD Stock and 2WD Open Class with his Pro-110 car. Roger Moore, running a proto-type Pro-110, set a new track record in the Open 4WD Class, while Luke Hagar, in a Samauri, beat Jack Cannon's Optima for the win in 4WD Stock.

In Novice Class it was Steve Erickson taking the TQ and the win. His 19.8-lap run would have put him into fifth in 2WD Stock. If Steve keeps driving like this, he won't be a Novice for much longer.

All in all, the trip was a lot of fun. We were well recieved by the local racers and were invited back. So if you're located in some big city and have raced the tracks in your area so many times that your car could find its way around the track with the transmitter turned off, look around! You can probably find another track, not many hours away, with friendly racers and some new bumps and turns.

If you are up near Yakima, contact Bob Burton, Rt. 1, Box 1632, Selah, WA 98942, (509) 697-3483. They race every other Saturday and visiting racers are made to feel right at home. There is also a great pizza joint right next to the track!

RESULTS

STOCK 2WD

1. Guy Davies (Pro 110).....	23.4
2. Brian Bodine (Pro 110).....	22.9
3. Danny Schepis (Pro 110).....	21.9
4. Roger Moore (Pro 110).....	21.5
5. Tony Bellizzi (Pro 110).....	21.1
6. Bob Kolesar (RC10).....	18.6
7. Shane Friez (Fox).....	18.0
8. Doug Vetter (Big Bear).....	16.0
9. Gary Clark (Hornet).....	15.4
10. Dino Bellizzi (Pro 110).....	11.7
11. Bob Burton (RC10).....	10.6

STOCK 4WD

1. Luke Hagar (Samauri).....	21.2
2. Jack Cannon (Optima).....	14.7

MODIFIED 2WD

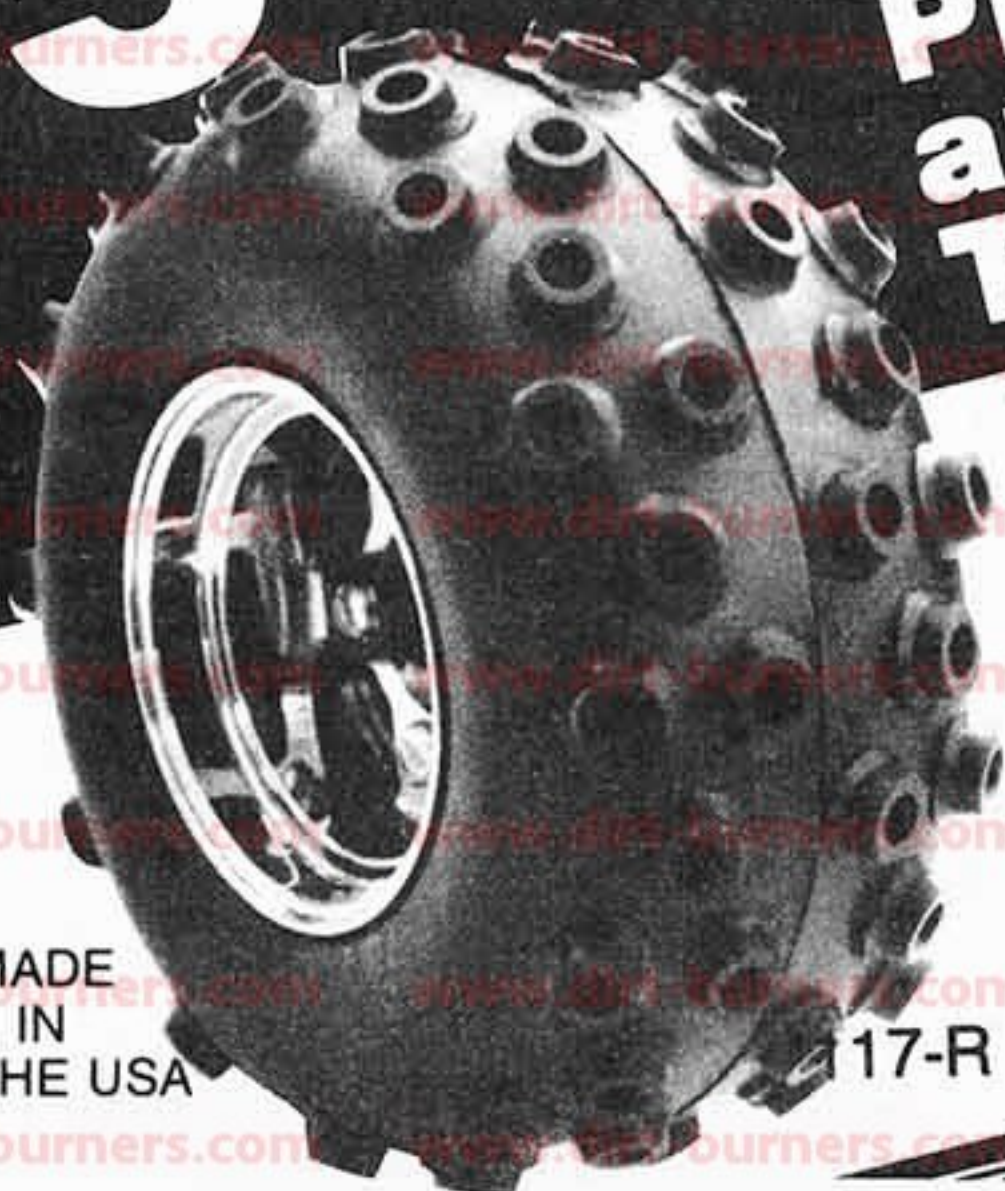
1. Guy Davies (Pro 110).....	21.8
2. Steve Ogura (RC10).....	21.2
3. Tony Bellizzi (Pro 110).....	21.2
4. Danny Schepis (Pro 110).....	20.8
5. Todd Lochrie (RC10).....	18.5
6. George Radford (SuperChamp).....	16.5
7. Roger Moore (Pro 110).....	12.1
8. Brian Bodine (Pro 110).....	9.4
9. Gino Bellizzi (Pro 110).....	8.8

MODIFIED 4WD

1. Roger Moore (MRP proto-type).....	25.2
2. Dusty "Flyman" Rhodes (HotShot).....	20.4
3. John Jacoby (HotShot).....	17.7

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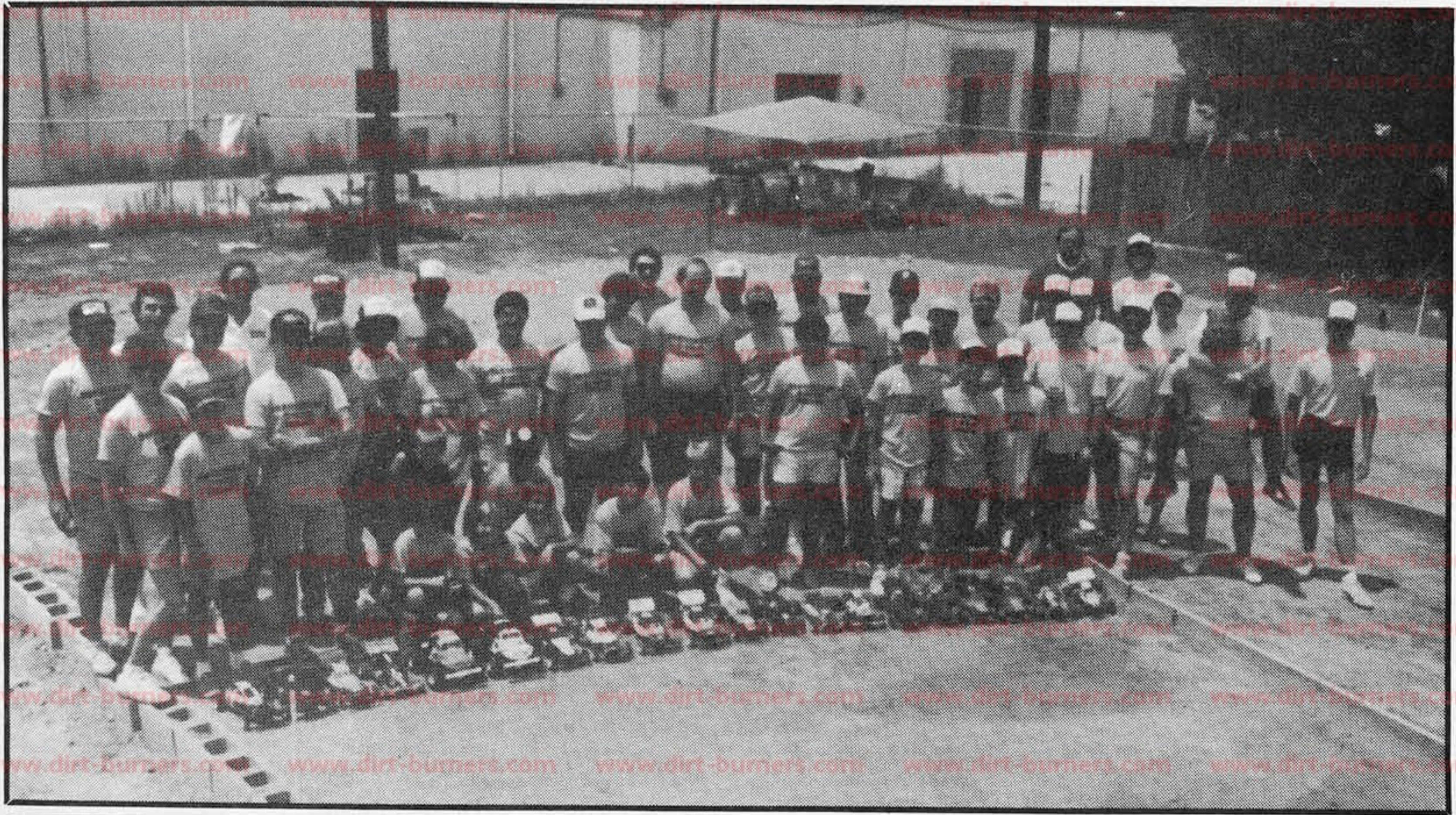
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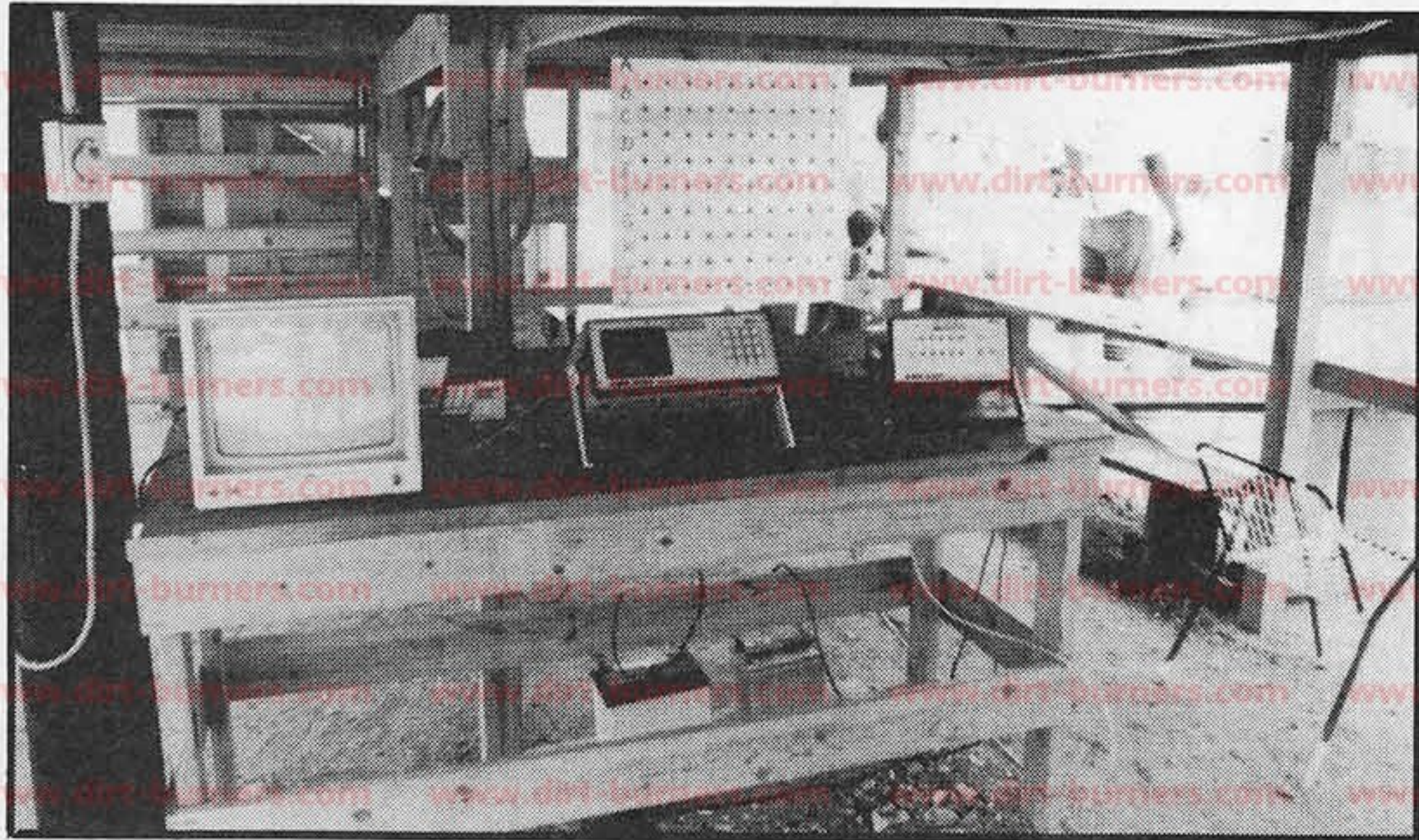
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CHECKERED FLAG RACEWAY'S TWO-HOUR ENDURO...SURVIVAL OF THE FITTEST!



The hearty group that participated in the two-hour enduro (top). Obviously pre-race...they're too fresh looking. The "brains" of the race (above), the BoLink Autocount. How did we ever race before it was available?

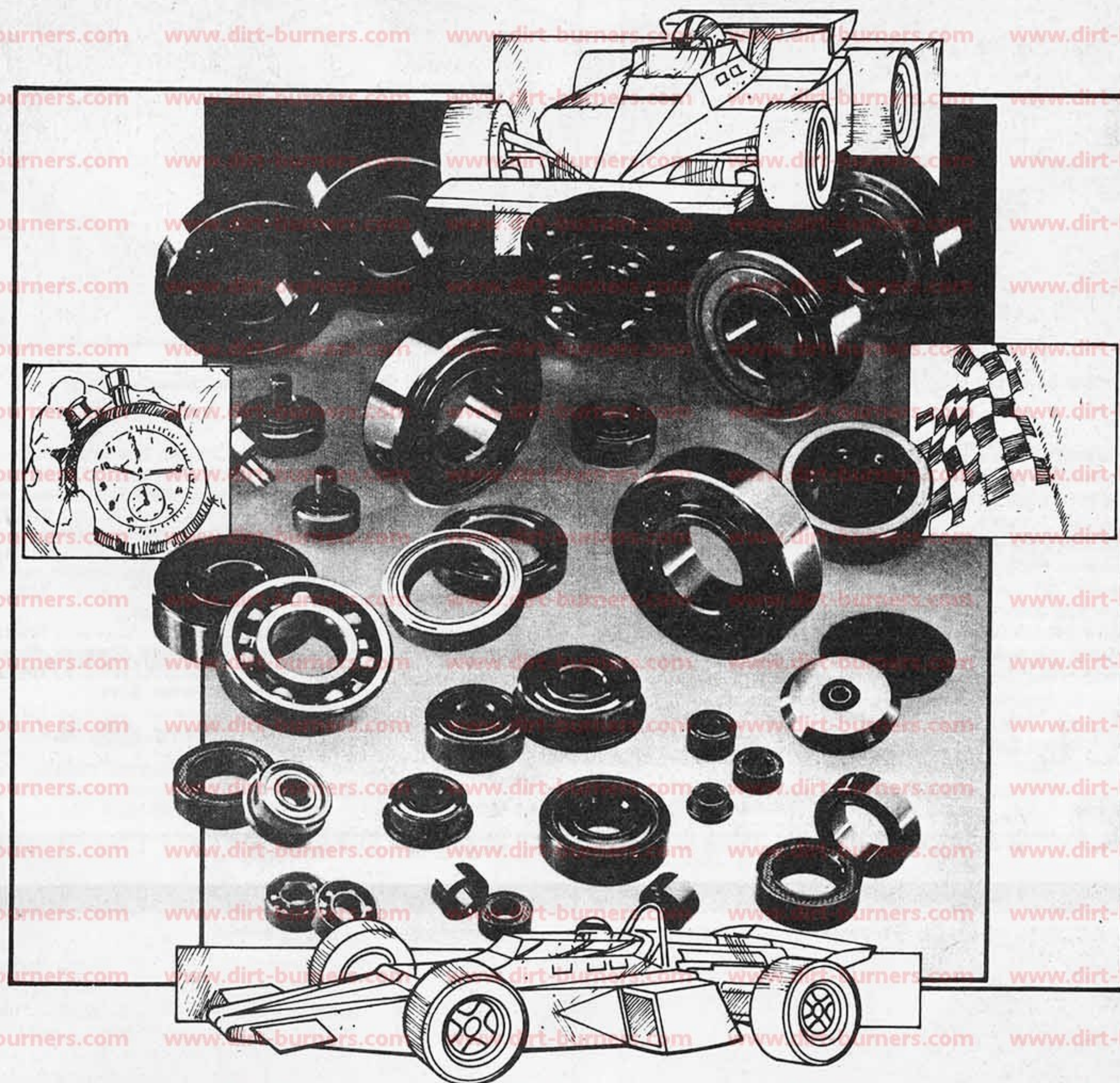
Sunday, July 20, the Checkered Flag R/C Raceway ran its first ever Two-Hour Enduro race in the state of Texas for 1/10 scale buggies. The gates opened at 11:00 a.m., teams checked in at noon, and the drivers' meeting and technical inspection were concluded by 12:45 p.m.

The rules were simple: two cars per team; minimum of three members and a maximum of six members per team; any ROAR legal 1/10 scale motor; six-cell battery packs; and any type car chassis. Teams had to run for two hours, non-stop, provide a corner marshall at the assigned positions and enter or exit the track from the designated area. Any infractions would result in a two-lap penalty.

The weather was hot and dry with the temperatures above 97 degrees. The race started at 1 p.m. sharp with the scoring being handled by the BoLink Auto Count Computer. At the start, two teams had car trouble. Car #1 had a speed control short-out and Car #2 had a mechanical failure of some sort.

You should have seen the team members faces as it finally dawned on them just exactly what they were in for during the next two hours! Some teams came well prepared with plenty of battery packs, motors, motor spray, ice coolers

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A view from the top of the driver's stand.

with dry ice, a definite driver's schedule and plenty of extra parts. As for the others, well, let's just say that they know what they need for our next Enduro race.

The track conditions were good, considering that we ran our regular Friday night oval races and our Saturday night dirt road races. The track maintenance crew had groomed and watered the track, however, it dried out within a half hour. During the next hour, pot holes started to appear and by the end of the two hours, the track looked like some of our Houston highways, with pot holes that you could lose a car in! The fast lines around the track kept changing along with the changes in the surface condition.

First place was a runaway. Team #1, after repairing a speed control, took over the lead during

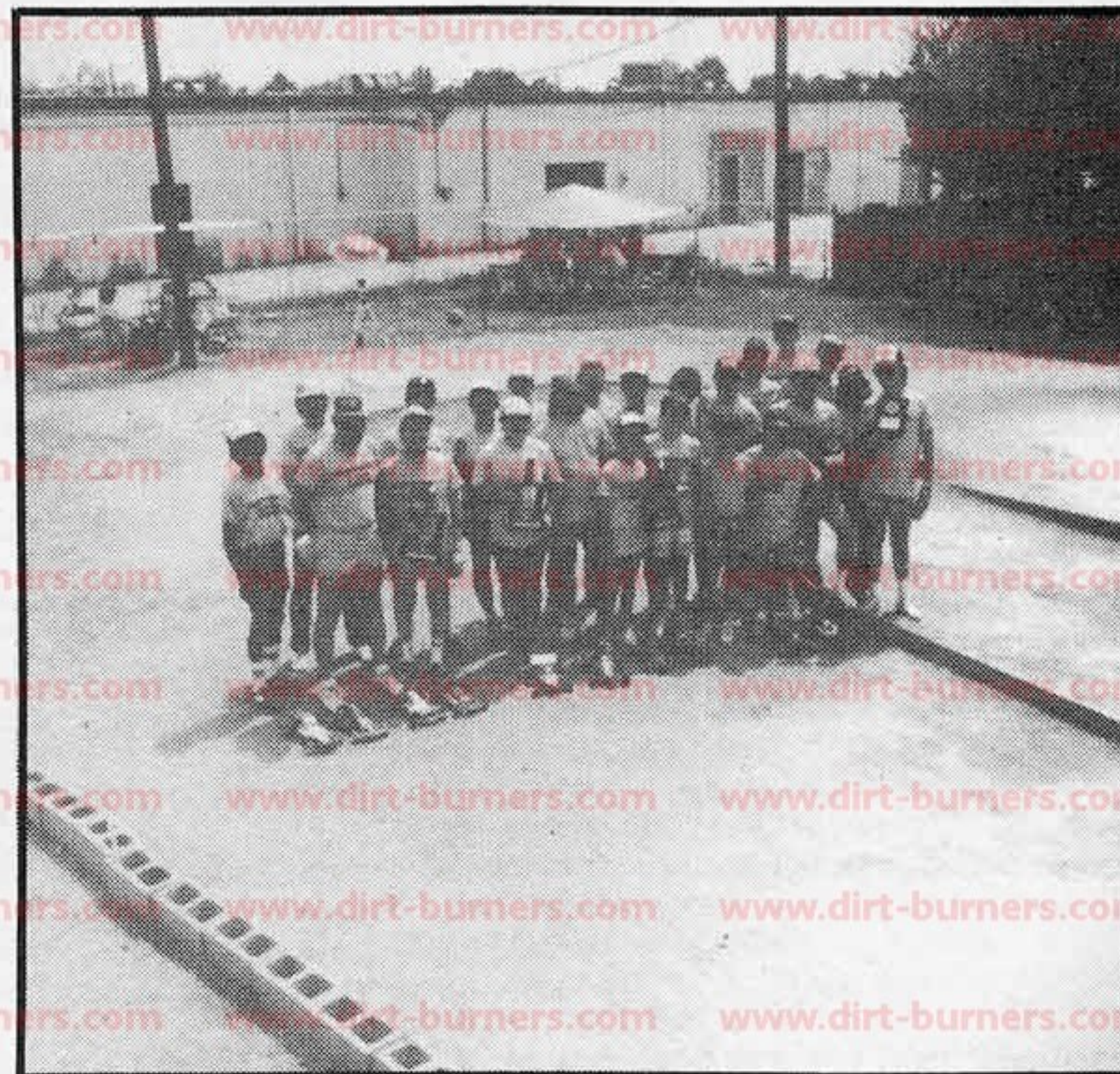
the first half hour and never looked back. At the end of the race, Team #1 had more than a 56-lap lead on the next team! They averaged 24.75 seconds per lap for the two hours. The next four positions, however, were much closer. At the end of two hours, the difference between second and third place was only five laps! But what was really amazing was the difference between fourth and fifth place. Six seconds separated these after two hours of racing! But due to penalty laps, in the end the difference ended up being two laps.

RESULTS

1. Schmltdt, Fichuk, Bost, Winn
(Optima/SuperShot - Trinity) . . 291 laps/2:00:21.5

2. Broussard, Chesser, Furman, Clinton
(RC10/RC10) 235/2:00:19.0
3. Darnell, Coleman, Darnell, Coleman, Jackson
(RC10/RC10) 230/2:00:15.6
4. Eubank, Belcher, Trevino, Follmer
(RC10/RC10) 215/2:00:14.2
5. Jenkins, Jones, Jenkins, Jenkins and Jenkins
(RC10/RC10) 213/2:00:21.2
6. Wolf, Thomas, Thomas
(RC10/RC10) 174/1:57:12.0
7. Lambracht, Lambracht, Crammer, Rudolph
(RC10/RC10) 151/2:00:01.7
8. Carpenter, Carpenter, Silva
(Hornet/Hornet) 137/1:55:54.6
9. McGarvey, McGarvey, McGarvey, Lee
(RC10/RC10) 116/1:30:53.2
10. DeHaan, DeHaan, Castillo, DeHaan, Sargent
(Big Bear/Big Bear) 63/1:41:21.0

● R/C ●



Lights, camera, action. The whole event was video taped for posterity, and for some after-race enjoyment.

Ladies and gentlemen...presenting the winners!

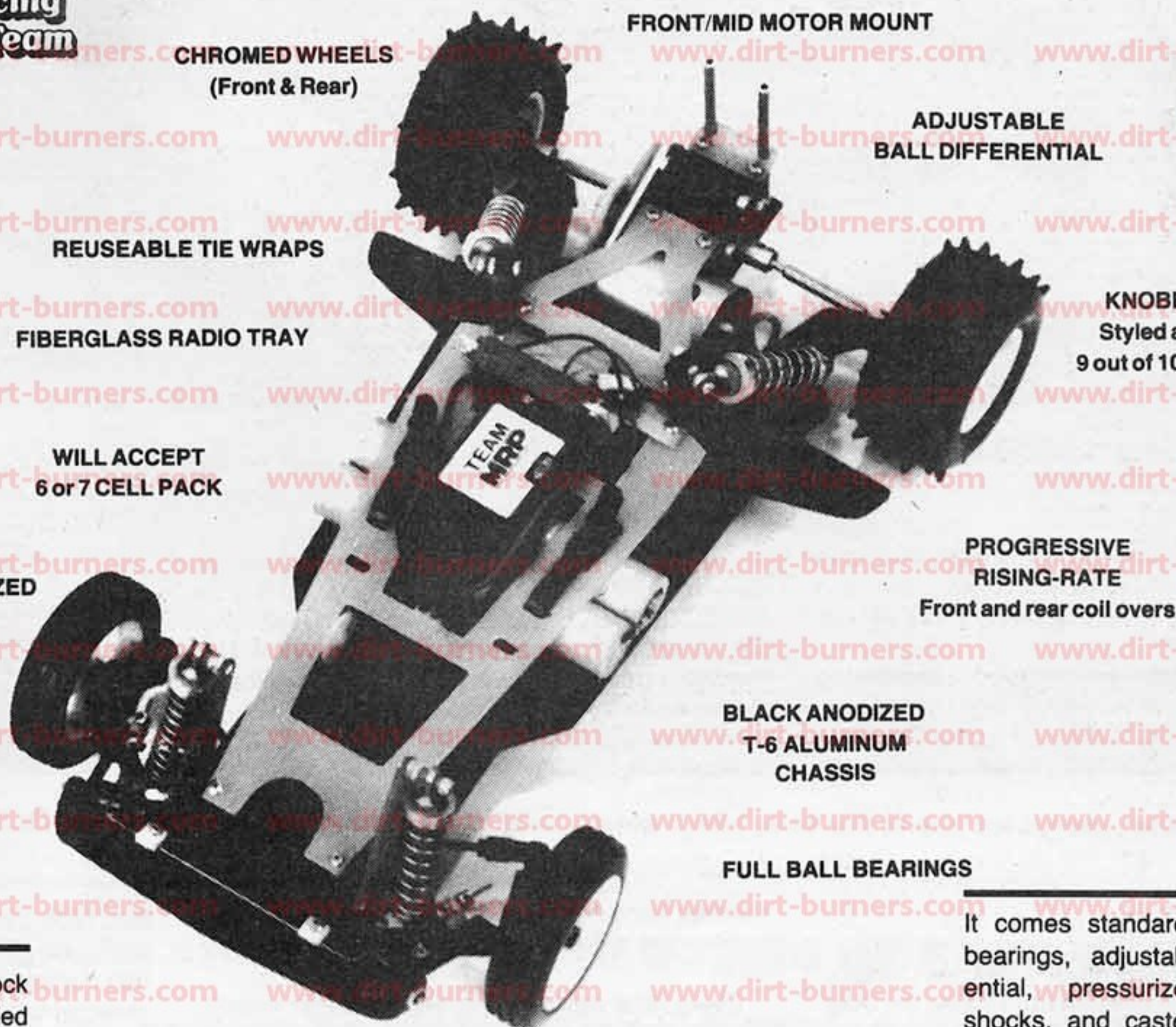


PRO-110

Racing Team

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

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



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REUSEABLE TIE WRAPS

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KNOBBY TIRES
Styled after what
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6 or 7 CELL PACK

ADJUSTABLE PRESSURIZED
OIL SHOCKS

PROGRESSIVE
RISING-RATE
Front and rear coil overs

RISE HEIGHT ADJUSTER

BLACK ANODIZED
T-6 ALUMINUM
CHASSIS

FRONT ANTI-SWAY BAR

FULL BALL BEARINGS

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

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CASTER & CAMBER AND TRACK
FRONT AND REAR

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

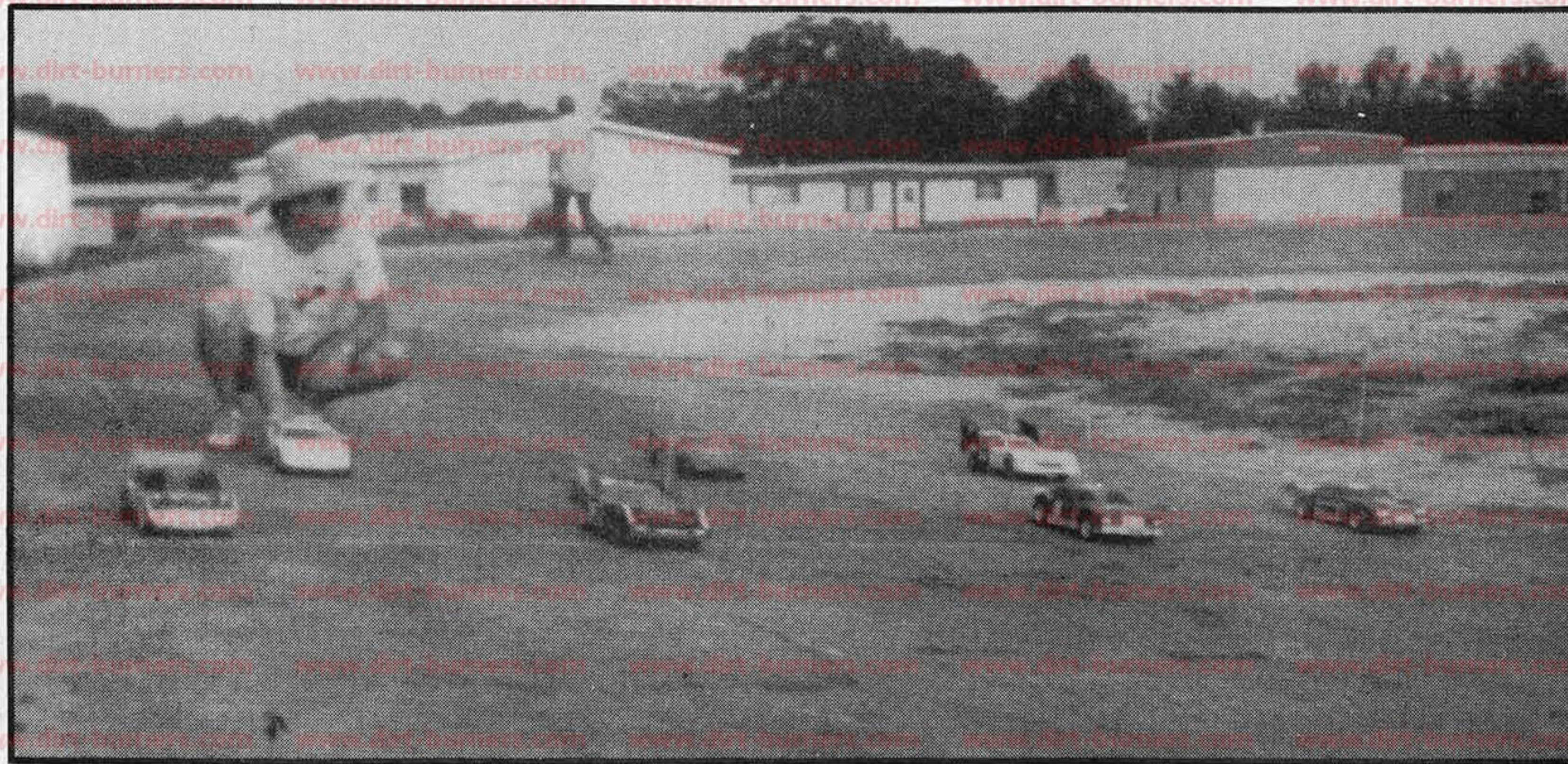


Unique design allows the motor to be mounted in rear or front/mid motor position. This allows front to rear weight bias to be altered depending on track conditions and driver's preference. This coupled with the range of battery positions, adjustable camber and caster, ride height, toe-in, etc., makes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

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

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

CLINTON IS COOKIN'... WITH TEAM R/C CAR CLUB



Everyone is set except for one of the cars, which seems to be experiencing "glitch" problems. Or is the driver a bit excited?

By Brenda D. Bullock

R/C racing has really been cookin' in Clinton, MS. We've completed an off road series (ROAR-sanctioned) and a "trial" oval series, and we have just started another series for both. It won't be very long until we start a 1/12 scale carpet series, as well.

STOCK CLASS OVAL SERIES

The Oval Series was just a trial, but there was no need for worry, because Oval racing is very popular here. Some of our R/C racers used to run the big cars. However, most of them have only run off road, and it was an adjustment to set up an off road car for Oval racing. But they

learned fast and the racing was very close. The series was a four-week series with *full bodies* only.

Every race was exciting, but the stage wasn't really set until the third race of the series. David Cox was leading the series with his RC10 in Stock 2WD with 1000 points. (He was a cinch to win.) However, second place proved to be a real battle. At the end of the day there were three drivers tied for second — Greg Whittier, Tim Hendricks and Jim Moyer. It was a seven-car main, and it turned out to be one of the prettiest races I have ever seen. It was really awesome watching seven cars coming around the number three turn all bunched up. It looked like full-scale racing.

I heard a lot of bull during the week before the

final race, but when it got down to the nitty gritty, everyone got serious. The leader, David Cox, had some problems throughout the day, and instead of winning as was expected, he dropped to seventh place in the main. The winner of the day was not determined until the horn sounded. G. Whittier crossed the line first with 27 laps in five minutes. T. Hendricks, J. Moyer and Craig Jones took second, third and fourth, respectively.

MODIFIED OVAL SERIES

There seemed to be some secret rivalry between Jimmy Dale Blanton and Greg Whittier in this class. They were tied in points until the final race. Thomas Bullock led this class in points, but was unable to attend the last race, thus dropping him down to third place. G. Whittier won the final race with his RC10 crossing the finish line with 23 laps in four minutes. J.D. Blanton was just about a second behind, with the same number of laps. (A very close race!) Robert Haynes was third for the day with 19 laps.

It's really hard to describe oval racing on paper and give really good details. You just have to be there.

OFF ROAD 2WD SERIES

It took us a very long time to complete this series, but it's finally over and another has started. There were eight races in this series, with two throw-outs. Jim Moyer led the series in points with Thomas Bullock and Eddie Hill bearing down on him. Eddie had one of the fastest

(cont'd next page)

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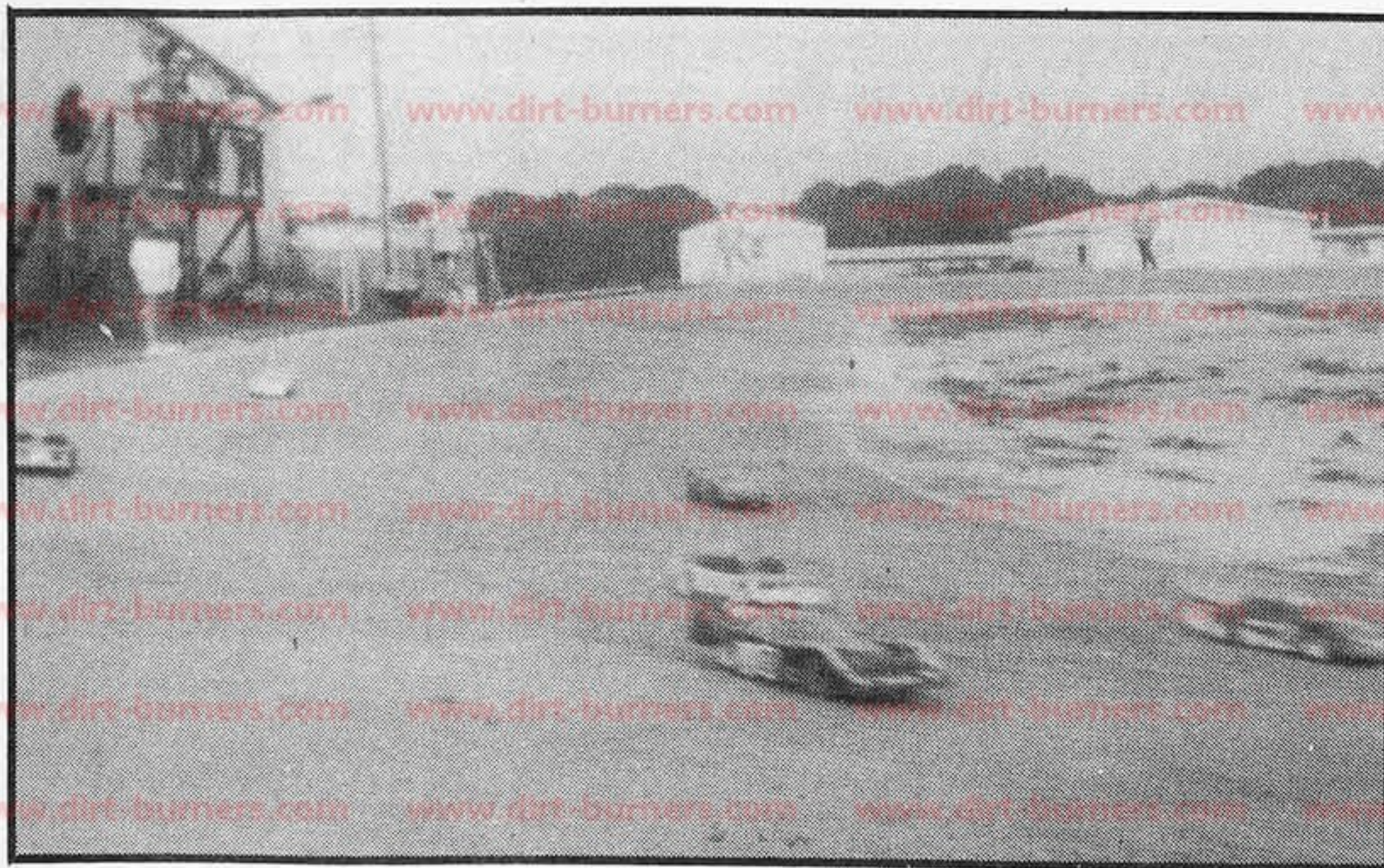
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Coming off the straightaway the cars were just a bluuurrrr!

Frogs I have ever seen, and it drove very well. His dad pits for him, which helps Eddie maintain a clear head for driving. Later in the series, Eddie acquired an RC10 and then he really started pushing J. Moyer and T. Bullock. After all the points were tallied, Eddie Hill came out on top with J. Moyer just two points behind him.

OFF ROAD 4WD SERIES

Thomas Bullock dominated the 4WD Class throughout the series, but dropped out due to business obligations. David Wilson and Dan McDaniel started out the series in the 2WD Class, but switched to 4WD. D. Wilson decided that the new Yokomo "SE" would win it all for him and V. McDaniel had the same idea about the Optima winning the series. Chris Luckey also felt strong about the Optima winning the series,

however, later in the series Luckey switched to a Yokomo. Wilson had to learn how to drive a four-wheel-drive, but it didn't take long, and his driving really improved. He stayed right up there with the leader throughout the entire race. In the end it was Chris Luckey who won the series, with Van McDaniel, D. Wilson and K. McIntire finishing behind him in that order.

That is all for now from Team Race R/C Car Club, but stay tuned for more exciting news on R/C racing from Clinton, MS.

RESULTS

	11 F. Stodghill ... 798
	12 Chris Jones ... 794
	13 C. Whittington ... 399
2WD STOCK	
1. D. Cox ... 1994	
2. G. Whittier ... 1992	
3. J. Hendricks ... 1991	
4. J. Mayer ... 1990	
5. D. Wilson ... 1887	
6. G. Stodghill ... 1494	
7. A. Talusnik ... 1295	
8. V. McDaniel ... 1096	
9. Craig Jones ... 995	
10 C. Hendricks ... 994	
4WD STOCK	
1. C. Luckey ... 1897	
2. I. Bullock ... 1500	
2WD MODIFIED	
1. G. Whittier ... 1997	
2. J.D. Blanton ... 1996	
3. J. Bullock ... 1495	
4. R. Haynes ... 997	

OVERALL POINTS FINAL

2WD STOCK

1. Eddie Hill (Frog/RC10) ...	352
2. Jim Mayer (RC10) ...	350
3. Flint Stodghill (RC10) ...	240.5
4. Gerald Stodghill (RC10) ...	202.4
5. W. Neely (RC10) ...	190.5

4WD STOCK

1. C. Luckey (Optima/Yokomo) ...	264.5
2. D. Wilson (Yokomo) ...	235.5
3. V. McDaniel (Optima) ...	233
4. K. McIntire (Optima) ...	199.5

•R/C•

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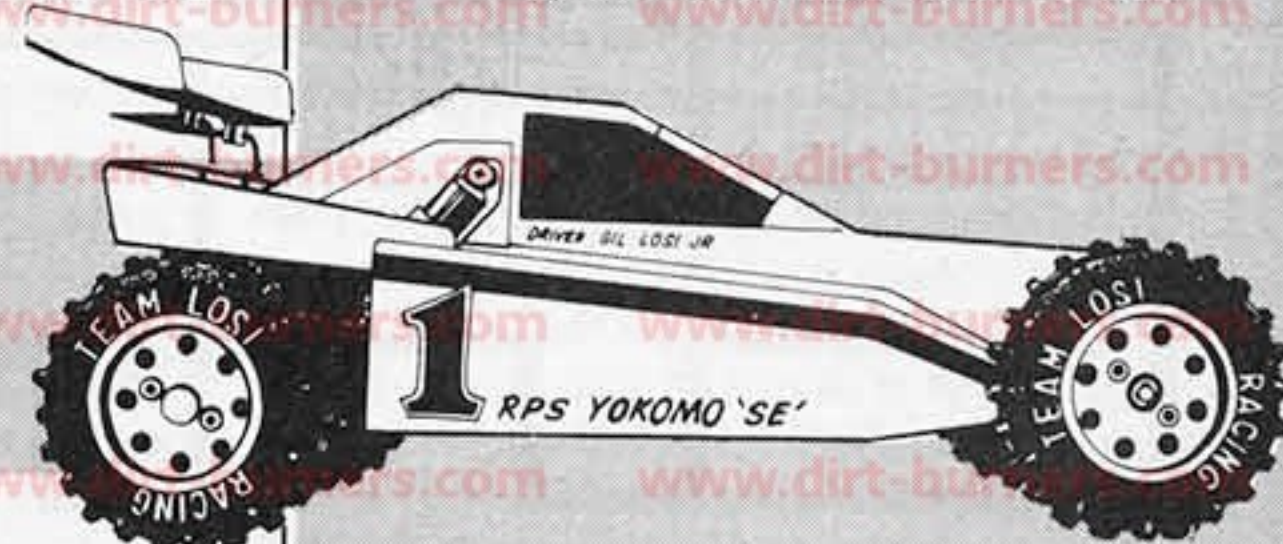
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1/10 WORLD CHAMPION

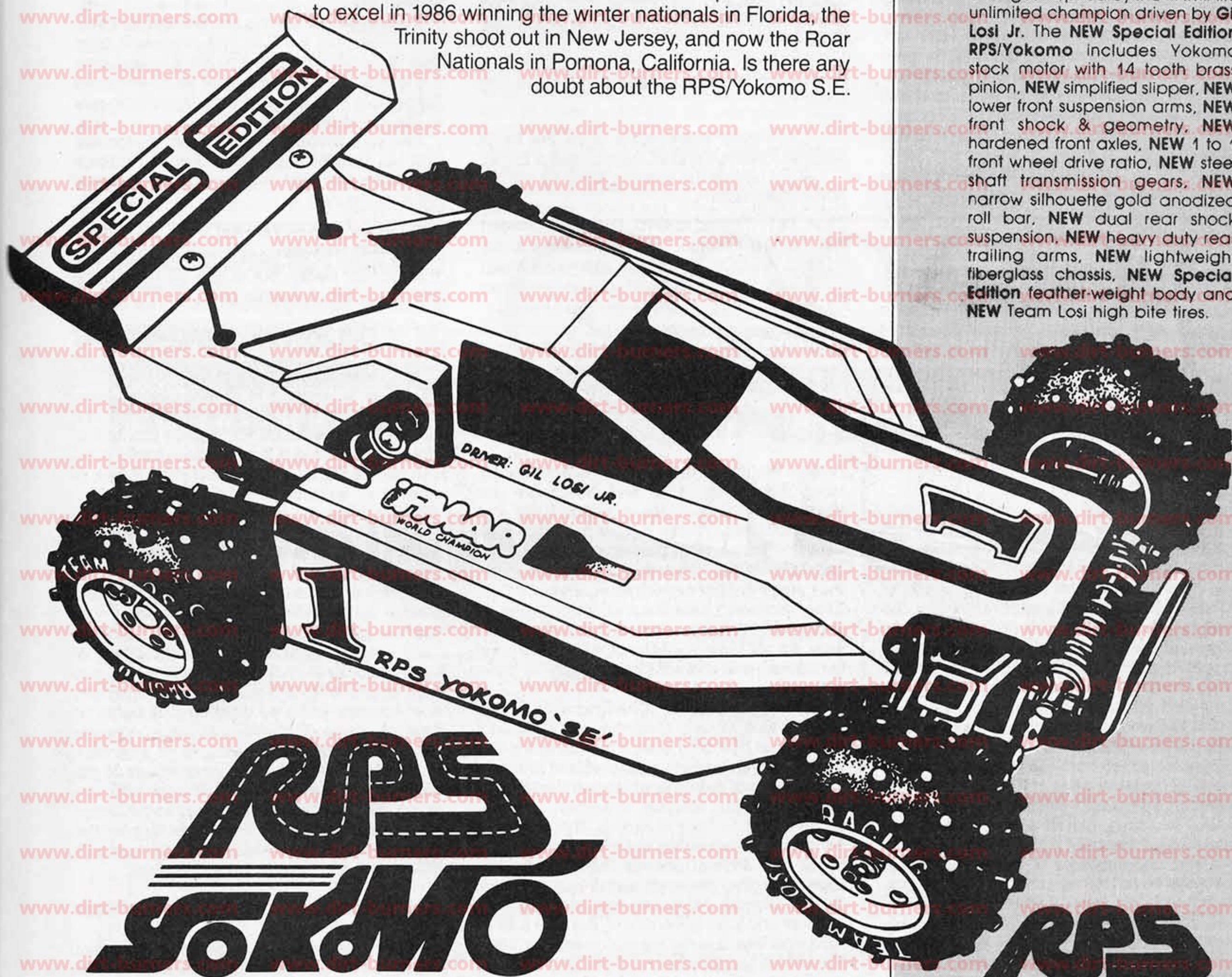
...IT'S RPS/YOKOMO AGAIN



The RPS Yokomo S.E. with Gil Losi Jr. driving, takes top qualifier and sets new track record. Ron Rossetti takes home the champions trophy with a great "A"—main drive.

RPS Yokomo, the current IFMAR world champion continues to excel in 1986 winning the winter nationals in Florida, the Trinity shoot out in New Jersey, and now the Roar Nationals in Pomona, California. Is there any doubt about the RPS/Yokomo S.E.

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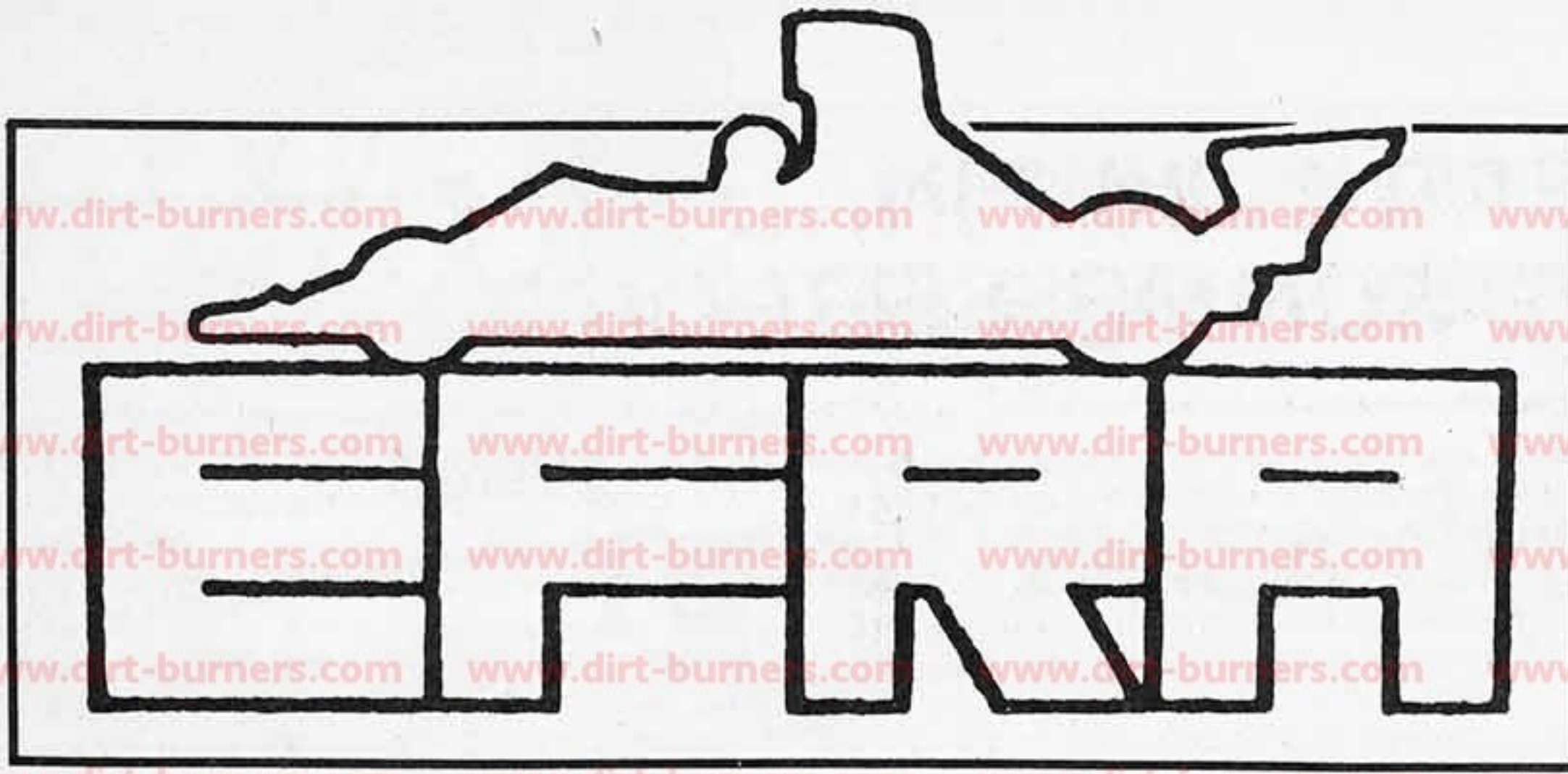
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Report by Andre Vander Linden
August 1986

The next AGM is scheduled for November 8-9, 1986, at Geroldswill. First of all, a reminder of our constitutional rules:

Point 4 — "Notice of every GM shall be given at least one month beforehand with general particulars of the business to be conducted and details of any proposed alteration to this constitution or to the racing or constructions rules and regulations."

Point 4A — "The election of officers whose terms of office have expired, or proposals for of-

ficial posts, must be logged with the Secretary/President at least 45 days before the General Meeting."

As we have to elect a new President, and new Section Presidents, the proposals for these posts should reach me before the 26th of September, 1986.

On the other hand, I wish to propose the nomination of a General Secretary whose task it will be:

1. To keep the minutes of all the EFRA General Meetings and all the archives of EFRA.
2. To update the address list of all the National Associations.

3. To update the address list of all licensed drivers.

4. To update the rule books.

5. To circulate all the EFRA documents to the National Associations.

6. To work close together with the President and the Section Presidents.

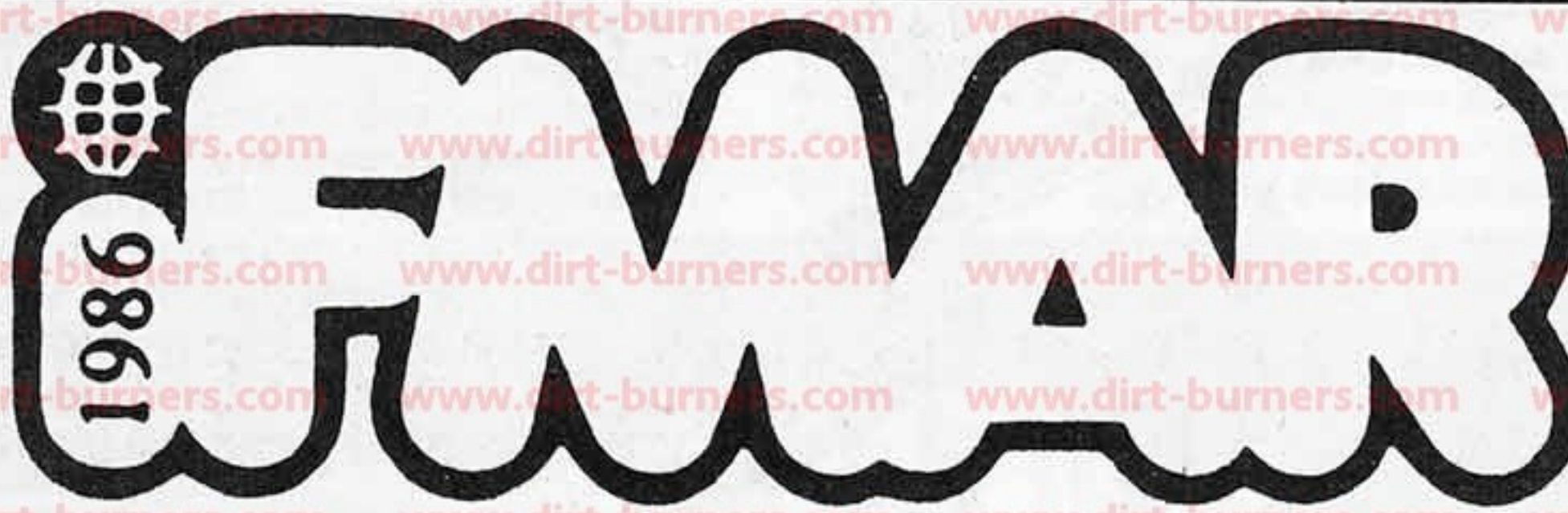
The Austrian National Association cancelled the Austrian EFRA GP planned for September 6-7, 1986. Germany agreed to organize an EFRA GP at the track of Wiebaden in September 1986. The exact date of the event will be communicated at the EC at Clermont Ferrand.

The EFRA GP of Monaco will be organized on October 17-19, 1986.

Being very isolated in the South of France, and contacts by telephone being almost impossible, I did not get much information about the W.C. 1/8 Buggy. Mr. Dognon phoned me that all was OK, so congratulations to the winner, to the organizers and to all the EFRA officials who did a great job.

Next week I am going to Clermont Ferrand. Remember that the E.C. Flat Chassis is open only for non-licensed drivers. So, if for instance, the former champion acquired an international license this year, he could not compete this year in the European "Flat Chassis."

I eagerly anticipate meeting Mr. Grossman and Mr. Guette in Clermont Ferrand to hear what they achieved concerning exhausts and noise measuring.



Report by Ted Longshaw
July 1986

At last the ideas of IFMAR seem to be approaching full reality, as the fourth section, 1/8 off road, holds its first official World Championship. Now the four most recognized scales of R/C car racing are established and manufacturers have a very good idea of the regulations throughout the world to enable international racing to take place. Very seldom now is an R/C car kit produced that does not conform to the recognized IFMAR standards. The days when electric kits were produced to any size without scale are now past.

Representatives from Europe and Japan attended a special meeting of IFMAR to see if we could start a separate section for 1/8 off road as decided in Tokyo, but all agreed that as participation was very small at this time from ROAR, the affairs and decisions of this section would continue to be run through the 1/8 circuit section.

It has already been agreed at the IFMAR General Meeting that a World Championship should take place every two years for each scale, and Japanese representatives were asked if FEMCA would like to arrange this in 1988 for 1/8 off road. While they were unable to be definite on this point, they indicated that it was very possible that the JMRCA would like to host the event. It was left to them to inquire on their return to Japan and to let IFMAR know. EFRA declared that they had many bids for this should there not be any from ROAR or FEMCA, so it will definitely take place. While speaking of FEMCA, a chat with their treasurer, Mr. Shiu, from Hong Kong,

reveals that only the associations from Japan, Hong Kong, Australia, and Singapore are members at this moment. It seems a pity that this automatically bans drivers from the other Asian countries from participating in international events, but if they do not join and support their own Far East organization, it must be so. Everyone must share the cost, if not the work, in providing the rules, competitions, etc. Otherwise, we will have no hobby of R/C cars left and numerous world championships which will mean nothing.

The off road World Championship which recently took place in Grenoble, is a wonderful example of how enjoyable it can be at the top level of racing. It was five days without protests, or a dispute of any kind which culminated in a one-second gap between champion and runnerup after one hour of racing. This was truly a memorable experience made possible not only by all the drivers, and all the officials, but especially the referees and Race Director Gilbert Dognon. More help was received from national and local government, but also a lot of hard work was done by the club members. Mention should also be made of the efforts made by Bernard Poupaert and Saul Manashe to get this R/C car race recognized by the French authorities.

I feel mention should also be made of Pedro Martinez here. After leading the final race from the start, and until 51 minutes into the race, he had a comfortable 30-second lead over second place. It must be said that but for an error in the timing of his pit stops, which caused him to run out of fuel and effectively lose 45 seconds, he

looked to be the new world champion all the way. Bad luck for Pedro, but at age 16, he's young enough to win it another time.

1/8 CIRCUIT WORLD CHAMPIONSHIP 1987

As I write this, I still have no definite news from ROAR as to where it is to take place. I have definite news that it will not be in Brazil, and it will not be at the Ranch Pit Shop (in California). Not Brazil because of organizational difficulties, and not the Ranch Pit Shop because of lack of room and facilities. I am contacting ROAR urgently because now there's less than 12 months remaining, and whoever the organizer is will need at least that much time to arrange everything.

I think it is true to say that one of the most successful world championships there has ever been, as far as the public is concerned, was the 1970 event in Geneva. It was in the center of town and drew thousands of people to the final. After talking to several drivers and constructors, one wonders seriously whether it is better to have the new world championship at a purposely made circuit out in the country, or on a car park in the center of a city. The disadvantage of not having purpose-built pits, etc., is counterbalanced by having a completely neutral circuit that no one knows, and is easy access for the public. Of course, the choice this time lays with ROAR, but think about it for the future.

1/12 WORLD CHAMPIONSHIP IN LAS VEGAS

By the time most of you read this, this event will be either taking place or be history. The IFMAR Vice-President, Mike Reedy, will make sure all goes well out West in the desert and I am only sorry I can't be there, too. The event will naturally be indoors and air conditioned, which is very necessary in Vegas at this time of the year, with mid-day temperatures around 100° Fahrenheit.

Be sure to write and tell me if you think there is something IFMAR should be doing and isn't. Good Racing!

HEAR 1986 FINAL SPRING-SUMMER REPORT

Story by Wayne Labenda

The racing was over and the dust had cleared. Jeff Olsen led the pack and was the overall points champion. He had repeated his number one finish in the Winter Indoor Series. He had the winning combination by being a consistent driver and attending races regularly. Since we count 60% of the total races toward the points standings, Jeff's attendance gave him more races to eliminate and therefore gave him a better overall finish.

Attendance for any member at all races has always been a problem at the school-run races since there are so many other activities that conflict at times. The use of only 60% of the total races helped, but "good" attendance does benefit the drivers.

Jeff did especially well on the asphalt track with a modified Reedy-powered Grasshopper. He did get some very tough competition from Brett Diaz, a newcomer with a modified HotShot. Although Brett beat Jeff in four of the six races, where they met head to head in A Mains, he had missed too many early races and finished third overall. Brett had been racing 1/10 off road with his father for awhile and has a great deal of experience already.

One thing that was evident though was that less expensive cars can compete against much more elaborate machinery if the race format and

track equalize them. By running short sprint races, the faster cars must reduce their speed to avoid an accident, thus allowing the other cars to now match their speed. This narrow course without long straightaways keeps the traffic heavy and the pack bunched up. The better drivers and cars still usually prevail, but there isn't that tremendous difference now when running \$500 cars vs. the \$70 ones.

This is important, especially at our club, since there are very few members who own expensive cars. Also, the short race format not only reduces speed, but excess daring as well, therefore reducing accidents. In turn, the costs stay down and the students (and their parents) don't get upset by the constant repairing of broken parts.

Ed Slater drove a Reedy modified BoLink with custom fitted CRP parts to a fine second-place finish. He just had too much power in the first turn at times and could not win many races. Larry Silver, driving a Frog, was fourth and Rob Petri, in another Grasshopper, with a LeMans motor, finished fifth.

Rounding out the top ten were George Almo, Collis Scott, Joe Sergi, John Ingallinieri and Adam Halsband. The three seniors — Joe, John and Adam — were hurt by their attendance and really should have been fighting for the top spots with their modified SuperChamps and RC10s.

I spent most most of the spring and summer with the new members, demonstrating the cars and teaching driving techniques. We also final-

ly had some female students come down and race the cars along with an occasional teacher or two. Hopefully, our fall season will be even better now that we have three tracks.

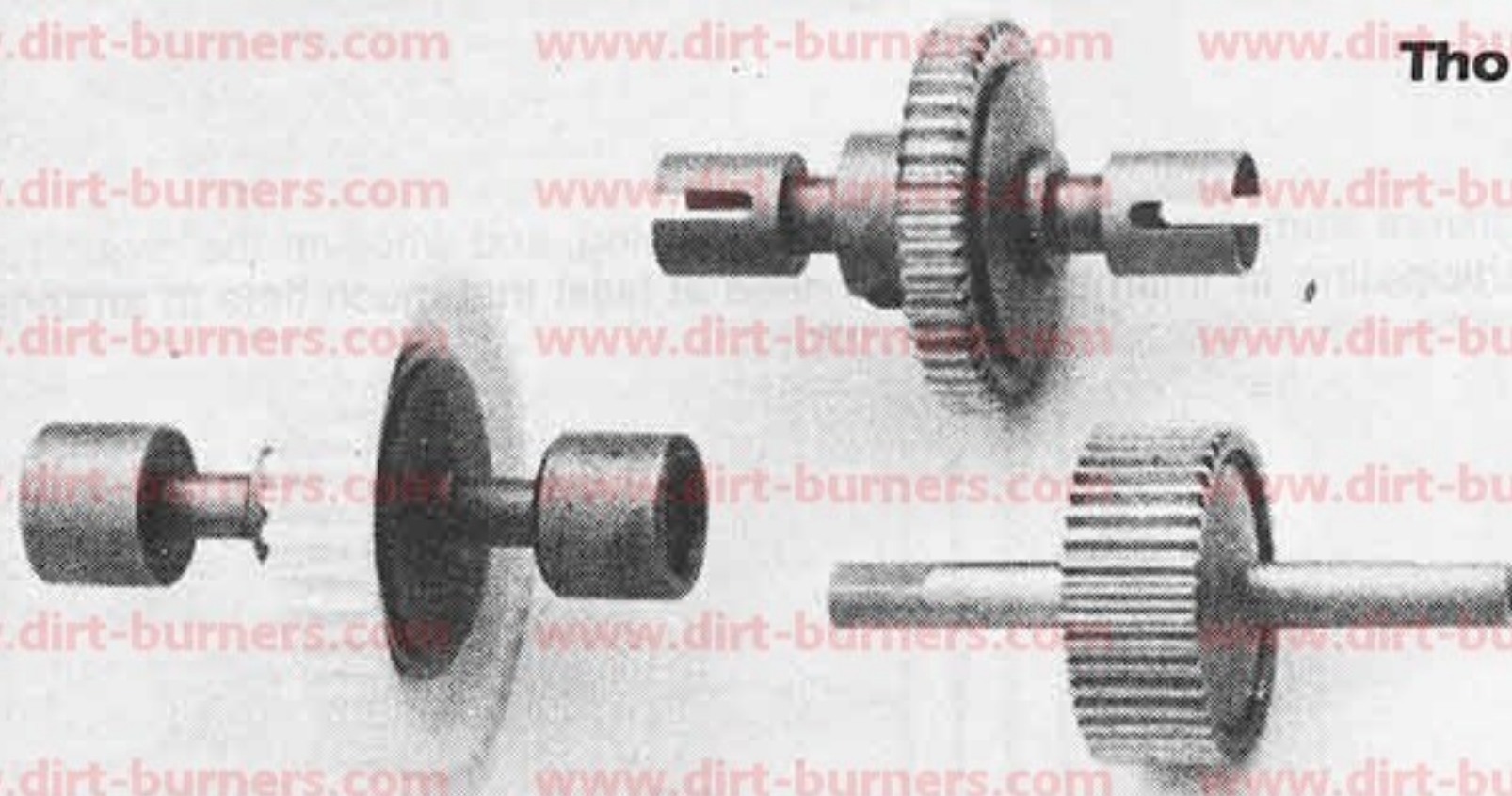
We would like to thank a few people who helped during the year. The school administration was responsible for obtaining indoor and outdoor space for our tracks and allowed the outside ones to be there on a regular basis. Bruce Diaz (Brett's father) is an experienced 1/10 racer who not only contributed his time and knowledge, but constructed our new 1/10 tri-oval dirt track.

Bob Rule (Bolin), Dan Schepis (MRP), Mike Tobey (CRP), Eustace Moore (MIP) and Jim Parode (Tech Toys) also contributed advice and were helpful in many other ways to our youngsters. These men are really appreciated because their efforts were made to help youngsters and R/C racing in general and not just for their own personal gain. It is great to see that there are many people out there willing to give their time and knowledge to help others.

Finally, we would like to thank Lou Peralta and **R/C NEWS**; without their help we would be not have gotten the publicity necessary to make this all possible.

We want to wish all R/C'ers a good summer and we will see you again in the fall. Don't forget to have fun and if you can, help another R/C'er in distress. Helping others learn is the best way to support the sport/hobby! **R/C**

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THE ROAD WARRIOR

Track racers, take note! MRC-Tamiya is about to work real magic with this new 1/10 scale R/C car kit, the Road Wizard! Tamiya has taken some race-proven ideas from the highly successful Porsche 956 and Toyota Tom's 84C kits and fitted them to a new chassis and body, emulating a Formula 1 racing machine. Take a look at these features and see how much fun you'll have building and running this sleek beast!

First, the chassis is a two-piece, 1.5mm thick FRP frame for flexibility and lighter weight. The servos are mounted lengthwise and the nicad battery and motor are located near the rear axle for the best possible weight balance. The front suspension uses coil springs on each front axle, while the rear frame is coupled to an adjustable oil-filled coil-over shock absorber so track conditions can be perfectly matched. Just like a real racing car, the front spoiler can be adjusted for the proper amount of understeer.

The speed control is comprised of a heavy-duty sliding wiper resistor with one-speed reverse and back EMF-type braking for maximum controllability. The speed control is recommended for use with the Tamiya Battery Eliminator (not included) to relieve the chassis

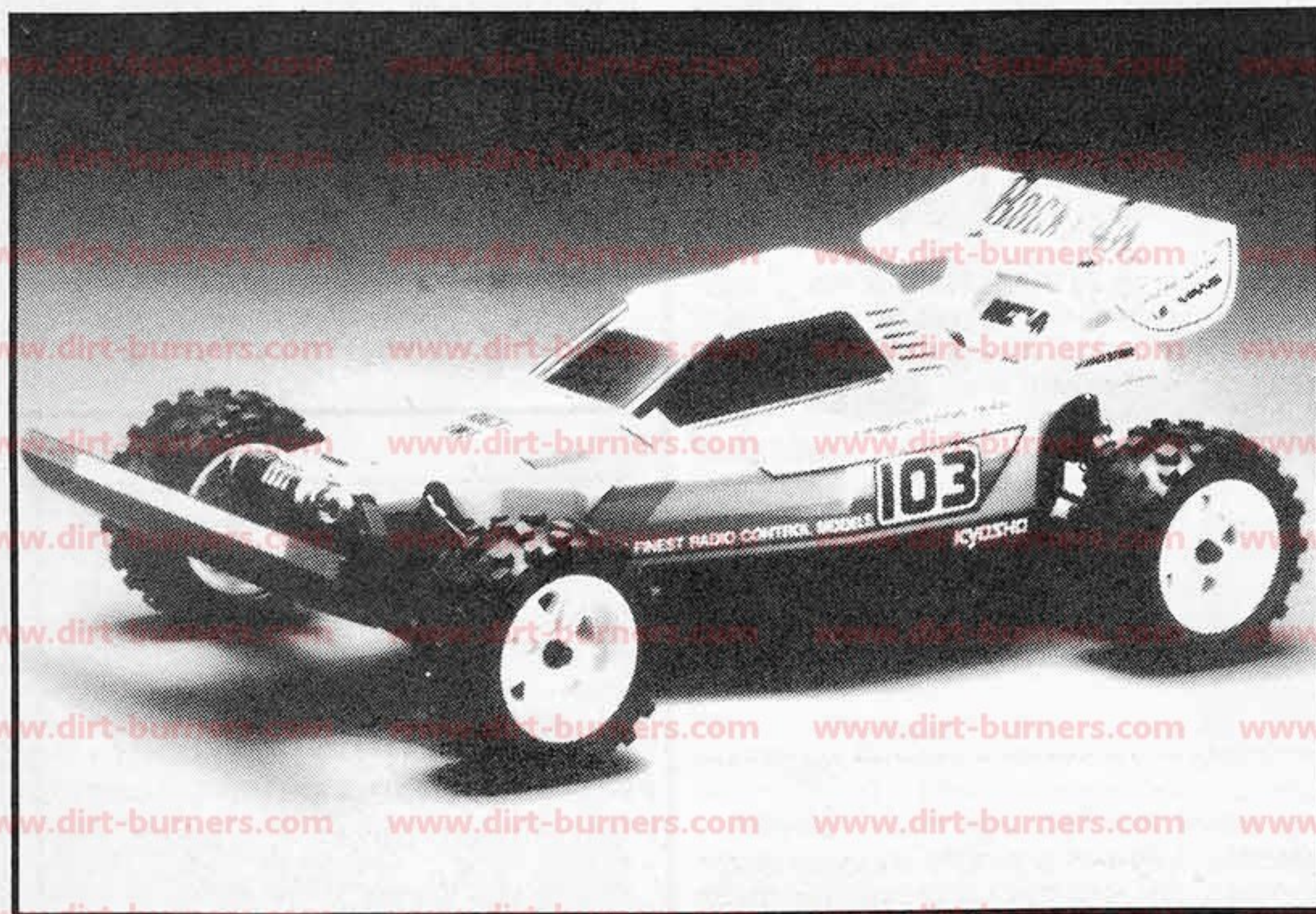
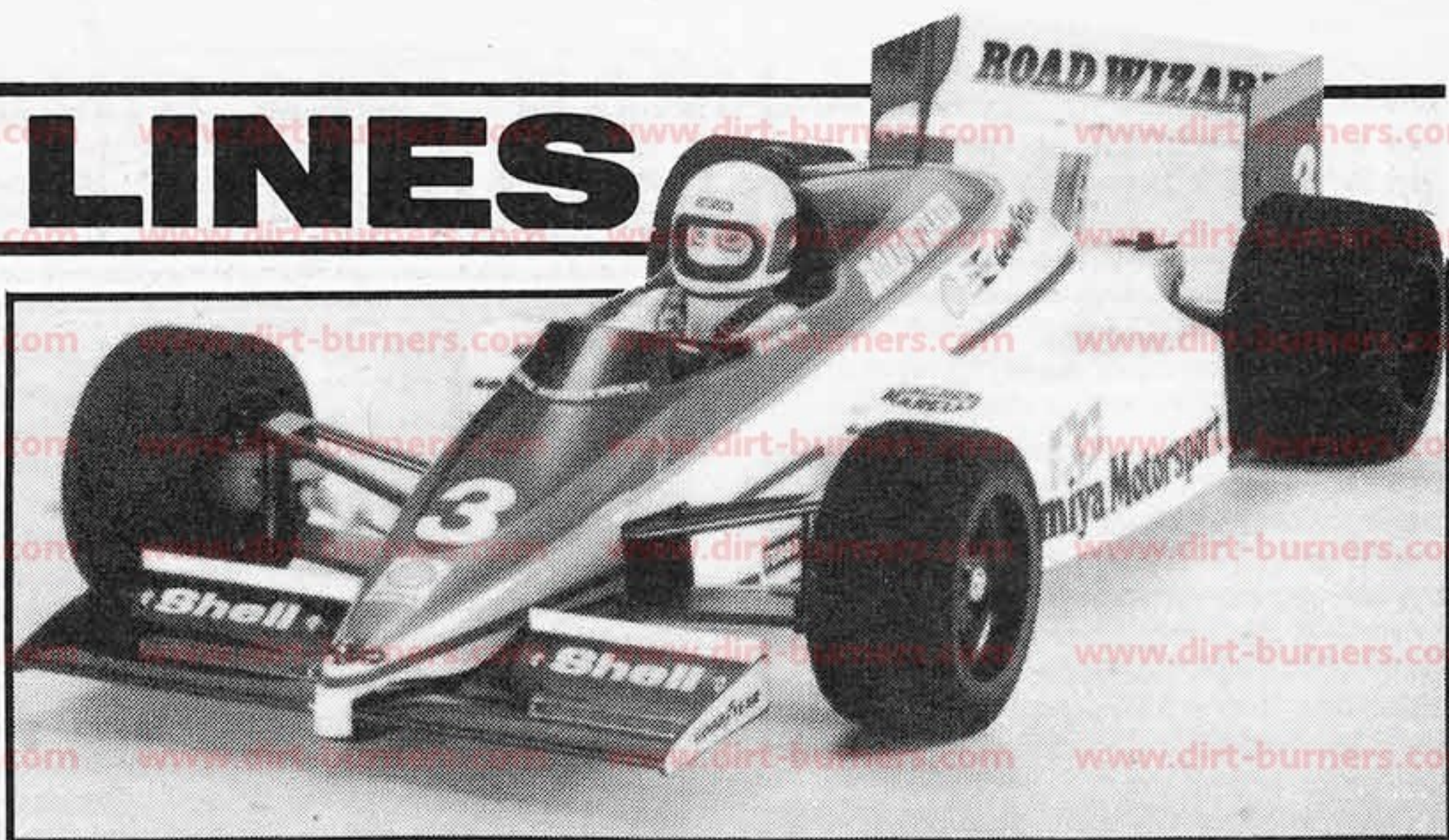
of unnecessary weight. The motor is the well-known Mabuchi RS-540s for all the excitement you can handle. Two ball bearings on the rear axle and bronze bushings on the front wheels keep your Road Wizard running fast. A lightweight underguard protects the rear differential gear set. All of these features spell "magic"!

Here's some real trickery that's an extra treat for you! We've put in two Polycarbonate body sets and three decal sets. Decals for a Tamiya original style, John Player Special Lotus or a Williams Honda car are included for maximum

looks. The sponge tires and lightweight wheels look sharp and run sharp, too. We recommend the Tamiya 5515 7.2-volt Racing Pack battery for the proper fit and for the highest quality in nicad battery power you can find anywhere. The MRC-Tamiya Road Wizard makes R/C track racing an enchanting experience.

For more information on the MRC-Tamiya Road Wizard F-1 R/C car, kit No. 5853, see your local hobby shop or contact:

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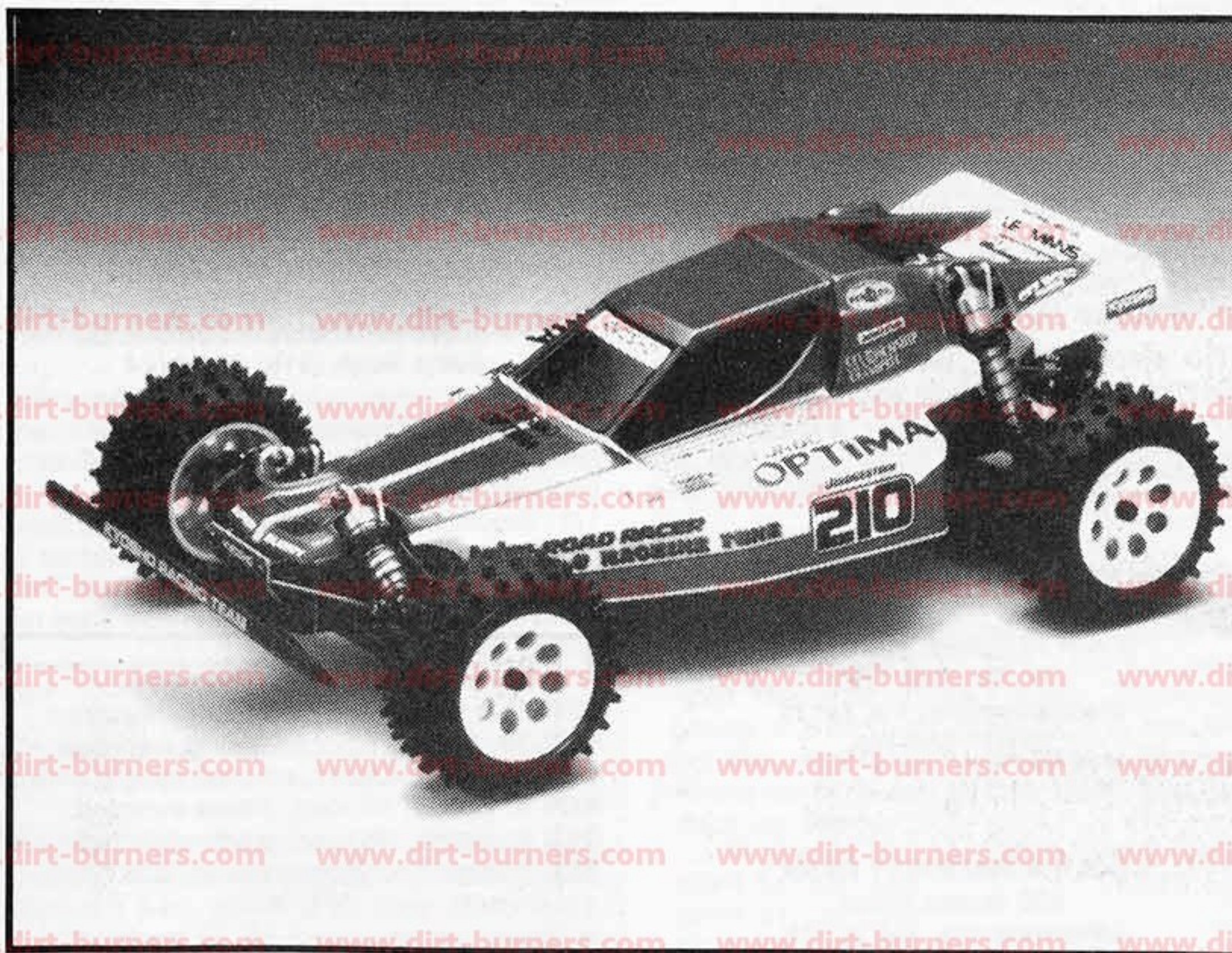
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KYOSHO TURBO OPTIMA

First there was the winning design of the Optima. Now Kyosho has gone one step beyond the already championship-caliber of the Optima with their new Turbo Optima.

Designed with tough racing competition in mind, many improvements were added to increase the Optima's already competitive edge. Standard equipment on the new Turbo Optima are 16 ball bearings which insure minimal friction loss and four sophisticated Kyosho adjustable pressure oil shocks. Along with the front and rear stabilizers for maximum stability, these shock absorbers will give the racer smooth handling in jumps, corners and rough riding.

The Turbo Optima is equipped with a high rpm LeMans 240S electric motor for excellent

speeds. A new torque limiter was designed especially for this racer to protect the strong 1.0mm chain sprockets and gears from sudden power load during quick starts and landing after a jump.

Other features include an aluminum guard installed under the chassis rail, newly molded, glass-reinforced nylon suspension arms, low-profile tires and nylon wheels for added traction and an extra-strong polycarbonate body.

Judging by the great popularity of the Optima, the new Turbo version should be a worthy successor.

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P.O. Box 4021
Champaign, IL 61821



FOX NERF GUARD AND BATTERY HOLDER

The Fox Nerf Guard and Battery Holder (#13278) protects the rear suspension during those close wheel-to-wheel encounters.

Available from:

Parma Int'l.
13927 Progress Parkway
North Royalton, OH 44133



PARMA'S KYOSHO MOTORS

Parma's Kyosho Motors (#10860) will be very popular with both on- and off road racers. It features an aluminum endbell and a "skewed" armature for smoother power application. \$75 from:

Parma Int'l.
13927 Progress Parkway
North Royalton, OH 44133

EVENT CALENDAR

AA R/C RACEWAY & HOBBIES

Sandhill Ranch
Brentwood, CA
(415) 757-6594

ROAR-sanctioned track with drinking water, restroom facilities, overnight camping and more than two acres of parking.
Weekend sign-up begins at 8:30 a.m.
Weekday sign-up begins at 5:00 p.m.

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 Nidliffer 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 roadtype body only.

Oval course: Must use oval type body only.

SEP 12, 26

OCT 10

AROARA

1/8 & 1/12 Scale Racing Schedule
4000 Credit Union Drive
Anchorage, AK
Contact: Bob Peters 345-3269
Tony Glenn 278-9132
Klm Fleetwood 248-6682

GT, NASCAR or Trans-AM bodies allowed.

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 Sunnyside City Park, located at extreme southeast corner, east of Frog Mountain. Practice anytime but membership 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.

SEP 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:

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

\$FL ●

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, 1/10, 1/12, on the asphalt road race course.

CHICAGO MODEL & HOBBY SHOW

O'Hare Expo Center
Chicago, IL.

(800) 323-5155 (312) 299-3131 (In Chicago or Canada)

EVENT CALENDAR

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 from 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, PA 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:
SEPT 14, 28
OCT 5, 19

COLSON AND SILVER BULLET TRACKS
Sponsor: Visalia Hobbies
2139 W. Whitendale
Visalia, CA 93277
(209) 734-8072

SEP 7: Silver Bullet track points race
SEP 13: Colson track points race
SEP 21: Silver Bullet track, fun day and awards for points series and BBQ
SEP 27: Colson track
OCT 5: Silver Bullet track
OCT 11: Colson track
OCT 19: Silver Bullet track
OCT 25: Colson track

For more information contact Visalia Hobbies or Jim Brownfield at (209) 686-5966.

C.O.R.C.A.R.
1775 Balford Circle West
Columbus, OH 43232
Contact: John White, president

Newly built off road track, 120'x 165', made of sand and clay and graded to smooth grabbing surface. Facilities also include restrooms picnic tables, play area for kids and water for track. All classes run, i.e.: Novice, 2WD Stock, 4WD Stock, 2WD Modified and 4WD Modified run each Sunday at noon. Ribbons given for TQ and first, second and third in each class.

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 Count. 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 three entries — one car per class. All Oval races must have stock car bodies.

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

CUDAHY NEWS & HOBBY CENTER
4758 S. Packard Ave.
Cudahy, WI 53110
(414) 769-1500

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. 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.

EL PASO CAN AM
3109 Jarvis
El Paso, TX 79935
Contact: Bob Blum
(915) 593-8015

ENDURO V
T.B.A.
Minot, ND

Contact: John R. Weaver (701) 727-5120
Or Paul C. Eckert
(701) 727-5984

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

Monday nights - practice and/or race. Sat. mor-

EVENT CALENDAR

ning 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

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.

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. Qualifying starts promptly at 11:00 a.m. Computer scoring, watered track, drivers' stand and food nearby!

GOSHEN R/C OFF ROAD RACING CLUB
Tim's 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. \$FL

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. The club also runs races on Wed. eves., and Sundays, too. Call for more info.

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

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

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

HOBBY VILLAGE AND RACEWAY
112 N.W. Business Park Lane
Riverside, MO 64150
(816) 587-6435

The shop is open Monday through Friday from 2:00 to 10:00 p.m., and Saturday from 9:00 a.m. to 10:00 p.m., and Sunday, noon to 6:00 p.m.

SEP 17, 24: Off road starts at 6:30 p.m.
SEP 18, 25: Oval and carpet races start at 6:30
SEP 13, 20: 16 & Under races start at 10:00 a.m.
SEP 14, 21: Off road starts at 1:00 p.m.
SEP 27: Oval trophies at 1:00 p.m.
SEP 28: Off road trophies at 1:00 p.m.
SEP 29: Carpet trophy Dash at 6:30 p.m.

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

Contact John Miller at (515) 232-2381 for additional information or send letters to P.O. Box 1912, Ames, IA 50010.

JOROCC
(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.

SEP 12-14: REGION 3 CHAMPIONSHIPS
SEP 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 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.

EVENT CALENDAR

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: 6 race series with 1 throwout. NASCAR races are ovals. Can-Am races are road courses, 3 Sat. and 3 Sun. races with Sat. races starting at 10 a.m. and Sun. races starting at noon.

ALABAMA STATE SERIES: In the works, either 3 or 4 races with 1 throwout. More on this series later. Contact David Swearingin 841-6988 for further info.

FRIDAY NIGHT RACING: 1st and 3rd Friday night of every month. Oval track, any body style, 1/10 & 1/12. Contact Jerry Evans 491-8601.

MAGIC CITY ENDURO: 1 hour, 4-man teams. Date to be announced.

SUMMER CHAMPIONSHIP: Will be a 1 day race in the streets of B'ham if possible. If not, it will be a 2 day race at Magic City Raceway.

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 Skate 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:

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.)

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-degree banking.

NAVAL TRAINING CENTER

San Diego, CA

(619) 225-5160 Contact: Linda Jones

Grand opening for new track, Sat. Aug. 9. Only military track in Southern California. Tri-oval (274 ft.) and multi-turn Off Road course with six jumps with left and right turns (350 ft.) Open to all military and dependants. Call Linda Jones for more info.

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:

SEPT 21: Oval race.

OCT 12: Road Race Series East.

MODSTOCK MOTOR RACEWAY

3748 Latta Rd.

Rochester, NY 14612

(716) 392-8208

SEP 28: Track opens at noon, sign up by 1:30. Twenty-lap heats for starting positions. Late Model Stock only. ORRCA- and ROAR-legal

motors only, six-cell 7.2-1200 MAH max. Nicads. Full body ASA-Grand National type bodies. American cars - twin 100 laps, one battery change required. Japanese cars - twin 75 laps. 540 motors only, not ext. brush motors, one battery change required. \$5 entry fee per class, may enter both classes.

OCT 26: Modified Country USA presents the NY State Championship Modified 500. The track opens at 11:00 a.m. and heats start at 2:00 p.m. Featured are two races. "The American 300" is a twin 150-lap race for American cars. Stock Orrca or Roar motors - \$25. Six-cell battery packs and AMC Spirit (Parma) 10210 bodies only. "The Jap 200" is a twin 100-lap feature for Japanese cars. 540 motors max. - \$15. Six-cell battery packs. AMC Spirit Body 10210 only. All cars must appear as look-a-like after real Modifieds. Drivers inside cars appreciated. \$5 entry fee for each car, team event, two cars, two drivers, two-battery minimum per driver required.

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

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.

NORODS

(Northwest Ohio Radio Operated Dirt Sprints)

Herb Zleman

906 Eton Rd.

Toledo, OH 43615

(419) 531-0070

1/8 Gas Sprints on DIRT:

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.

EVENT CALENDAR

NORCAR

848 Wilder Ave.
Elyria, OH 44035
Chuck Mackin (216) 365-6562

1/12 Scale racing. Best-of-seven-races 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.

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 Flero (718) 272-1917
Larry LaBounty

SERIES EAST 1/8 Scale Gas: run at two track sites - Brooklyn, NY, and Enfield CN.\$FL

ORRCA

PO BOX 8938
Calabasas, CA 91302
(818) 340-5750 Lou Peralta

New 1986-87 scheduled being readied. Will be published in the October issue. New series, new classes, lots of fun. For more information about ORRCA sanctioning, rules, etc., call us!

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.

\$FL

OUTBACK OFF ROAD

Market St. at Akron
Jacinto City, TX
(713) 673-5911 or

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

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 will be in the 1986 Points Championship. As last year, each point will also be redeemable for WCM, Inc., parts (\$ per point).

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.

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.

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 PITSTOP

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 Starting starting OCTOBER 1, 1986. New location for shop as well. 10,000 sq. ft. indoor off road and dirt oval. Pit area, repair shop, snack bar, plenty of room for spectators. Will race Tuesday and Saturday nights. In the mean time, for more information, contact Ron at the address and tel. number above!

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 off-road 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

SEP 14: The Southern California 1/8 Scale Series Race. Call Ron Paris at the Ranch Pit Shop for more information.

There are plenty of racing events all year long, call shop for more details!

R/C DIRT WORLD/AA HOBBIES

1801 South College
Fort Collins, CO 80521
(303) 493-7199

1/10 Scale Off Road racing every Saturday at 2:00 pm. Course is completely changed every 2 months.

EVENT CALENDAR

R/C HOBBY 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 en-
try fee — one hour maximum prior to race time.

R/C RACERS, INC.

Gerry Gilbert
3385 Medicine Bow Dr.
Lake Havasu City, AZ 86403

1/10 Off Road:

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
(818) 340-5750

DECEMBER 17-21:

At the Frontier Hotel and Casino. Open to all four
classes of R/C cars: 1/10, 1/8, 1/4 and 1/12.
Special room rates for racers at the hotel. More
information later on. Special events and sur-
prises. Limit on entries. Entry form in this issue.
Entries open **August 1, 1986! Close November
24, 1986!** Check out ad in this issue for more
details. It's the "biggie" R/C event of the year.
Everyone runs all four days, every body makes
a main, every body **MUST HAVE FUN OR BE
READY TO HAVE FUN**, otherwise, stay home!

REGION 6 MIDWEST SERIES

P.O. Box 69
Wauconda, IL 60084
Steve Lazarus (312) 526-1493

1/8 Scale Gas:

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

OCT. 4-5: Metro Raceway, Bakersfield, CA. Al
Sandrini (805) 322-7955.

RIO GRANDE RACERS

El Paso, TX
Contact: Jerry McGinnle (915) 591-9271

All races at Vista Hills Center. For more in-
formation 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.

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. SCC Tempe, AZ 85281
(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.

SEP 28: SRS Indian Summer Can Am race for
Modified cars only will feature Novice, Amateur,
and Expert classes. First through third places
will be awarded in each, as well as Concours.
9:00 a.m. - Concours judging; 9:30 a.m. - quali-
fying, three rounds minimum, followed by mains.
Entry fee - \$10. ROAR rules apply, tire height
waived, open cockpit bodies *must* have driver.
This is a one day race!

NOV 15: Gas cars. "First annual Bill Campbell
Memorial Eight Hour Enduro." 14 teams only!
\$75 per team.

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 Clayplts 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

111 Foxfire Dr.
Dothan, 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 park-
ing lot in Dothan, AL.

SO. CAL. ORRCA SERIES (818) 340-5750

ORRCA Membership required. You can buy
"day membership" at the track or full member-
ship 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.

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. Rac-
ing on 50' X 36' carpet track. A different track
design is used each race.

EVENT CALENDAR

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' X 72' 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. \$FL.

Off Road: Every other Sunday. ROAR sanctioned series — ROAR rules apply. Stock class only. 4WD and 2WD.

TEAROR OFF ROAD RACEWAY

8012 S. Tacoma Way
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 NE 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.

RACE CORNER

(Cont'd from page 4)

make and the same amount of the other make, would we consider running them separately? We said that if the majority wanted that and if there were at least that many cars of each make, we would certainly consider doing so. But right now there's only one class for 1/4 scale cars, it's an OPEN Class, and just bring what you want to race and have fun with the rest of the other scales and classes and forget all the politics! So there! Check out the R/C SPEED WEEK ad in this issue for more details. Get your entries in soon as there will be a limit per scale and class.

We would like to acknowledge the following companies who have so far signed up as "contingency" sponsors, donating some of their great products: Associated, Hot Trick Racing, C.R.P., Twinn-K, Trinity, BoLink R/C Cars, Pro-Line, and RACO, so far. There are several companies considering taking the sponsorship and co-sponsorship of the event. We should be able to announce the names of the confirmed sponsors in our next issue.

SHORT EDITORIAL — Can we talk? Things are happening pretty fast in R/C nowadays, especially in off road. Tracks are opening faster than you can say, "turnmarshall, turnmarshall!" There are also a lot of fledgling hobby shops on the rise. So everybody's having a tough time grasping all that's going on! We would like all

of you who are in the sport/hobby to consider the following: Nothing worthwhile is obtained out of the back of somebody's van or pickup. Parking lot sales are dubious at best, and they don't do any good to the hobby shop or the track that owns the parking lot. We've recently heard from a number of sources around the country that you can pick up everything from car kits to aftermarket products, at a much lower price, outside the hobby shop or the race track environment. This may be true and at first it seems like a good deal. But if the items aren't stolen, then they're being sold by someone who's out for a fast buck and cares nothing about the sport and hobby.

The point is that we should all support those who have a vested interest in our sport and hobby. A guy vending out of his car doesn't care whether you get a working kit or not, or if all the parts are there, and he certainly doesn't care whether the aftermarket product he just sold you works for any length of time. On the other hand, hobby shops and race tracks are there for the duration. As long as you support them, they will support you. So even if it means you've got to spend a few extra bucks for a part or a kit, support those who will ultimately stand behind the products they sell — the legitimate tracks and hobby shops.

Didn't mean to get too serious about this, but we've seen many of the things happening now that happened when we were involved in the skateboard and skateboard park business. We owned several skateboard parks and shops and our biggest problem (like so many other people) was restricting parking lot sales. It drove many skateboard shops and parks out of business. Let's not let it happen in R/C!

Next month's issue will have the cover date of NOVEMBER 1986, instead of being the October issue. No, we're not skipping a month or shorting you an issue out of your one-year subscription. We are just accelerating our cover date to accommodate future newsstand sales. It takes several weeks after press day to get the magazines distributed to newsstands across the country, and by the time it gets there, the month would already be over. So by accelerating the cover date by one month, we are sure to have the magazines on the newsstand with a timely date on the cover. Does that make any sense?

Even if it doesn't, don't worry! Those of you who have subscribed for twelve months will still get your twelve issues, according to those who take care of our computer. The program has been changed to reflect the additional month for each subscriber.

•R/C•

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

TEAM ASSOCIATED

1928 E. Edinger Santa Ana, Calif. USA 92705

The Fox has arrived... from starting line to 80 feet in 3.5 seconds

We challenge any off-road R/C buggy to make that statement. The Fox has arrived and is ready to take on any off-road buggy at any track in the country.

Built right out of the box, with no modification at all, MRC-Tamiya's Fox bolted from the starting line as timers recorded the action . . . 80 feet in 3.5 blazing seconds.

Incorporating such advances as Battery Eliminator Circuitry (BEC), competition suspension, a tough fiberglass shock tower, lightweight race engineered chassis and wheels, it combines the necessary off-road racing speed, handling and performance to put you in the winner's circle. Lap times never before possible are now achievable by you and the Fox.

From Tamiya, the innovators in off-road, comes the Fox . . . and off-road racing will never be the same again.

The Fox



MRC™



MODEL RECTIFIER CORPORATION
2500 Woodbridge Ave., Edison, NJ 08817

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