

RIC NEWS

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★ **THE ROAR 1/8 GAS NATIONALS...**
Kyes & Zabriski National Champions!
★ **“Special” HOT NEW PRODUCTS Section...**
And More Hot News & Reports Than Should Be Legal! ►

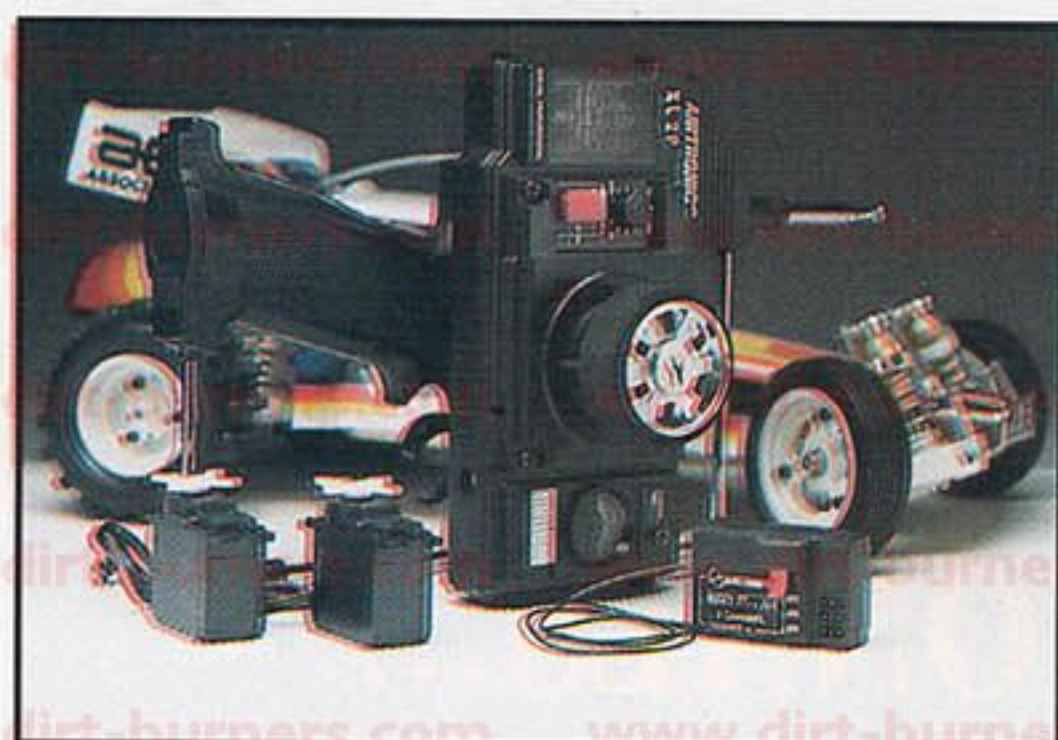
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ON THE COVER: The new 1987 ROAR 1/8th Scale Gas National Champions. Left is Gary Kyes, the 4WD National Champ, who has won the national title in the past and is among some of the best world class gas drivers. Next to Gary is Ray Zabriskie, who originally finished second in the 2WD Class but then moved up to the National spot when Ruben Serrano was disqualified for technical reasons.

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RACE CORNER

We had a great time at the recent ROAR Gas Nationals at the Ranch Pit Shop this past month (September). We met some new people in the sport and saw some old faces. I hadn't seen some of those racers for a couple of years and it was just great to see that they hadn't lost any of their enthusiasm. A few of the people who are saying that R/C gas racing is dying should attend one of these events, because I've never seen a better mixture of young and old, experienced and novice racers doing their thing. It was great!

So were the performances of Gary Kyes, the new 4WD National Champion, and Ray Zabriskie, the new 2WD National Champ. They both emerged as winners over the 120 or so competitors on hand. Congratulations to both drivers, and to all who participated. Sorry to see the fastest driver and TQ, Ralph Burch, Jr. (who also set the track record), have such bad luck during the 4WD main event. A throttle wire broke and that was that. Check out our full coverage of the event in this issue.

Speaking of ROAR, there's got to be something lacking in an organization which has a general election for its main officer, the president, but only has one candidate. Mr. Mike Reedy ran uncontested for the post. Not that he wouldn't make a good president, but the fact that he was unopposed concerns us. We often hear disgruntled people complaining about ROAR, but from the looks of things, those people just like to complain and do nothing about it. Mr. Reedy is quite experienced in the sport and I'm sure he'll do a good job. But the apathy of other people who could do just as well and give Mr. Reedy a run for his money, makes us wonder.

Glad to hear that Ron Williams of Radio Controlled Hobbies will be opening his new facility on October 6, 1986. It will be an enclosed R/C facility housing his shop, snack bar, working area, pits and the off road and oval track. The track will be open for practice starting October 6 and will be open seven days a week. There's no race schedule at this time, but it's anticipated that racing will start sometime at the end of October. The new address is 2011-B Placentia Ave., Costa Mesa, CA 92627. The phone number remains the same: (714) 631-1555. Check out our Calendar section for more details.

Speaking of October, you will notice that this month's issue of R/C NEWS has the combined October/November 1986 cover issue dates. As we explained in our last issue, we are moving up the cover dates one month to accommodate our future newsstand sales. It takes several weeks to get our issues to the

various newsstands around the country after printing, and had we not changed the dates of our covers, those issues would be arriving two weeks after the cover date. Does this make sense? I hope so. In any case, those of you who subscribe, please DO NOT WORRY! Our trusty computer has already made the necessary adjustments to reflect the changes on the covers and to make sure that YOU WILL GET YOUR 12 ISSUES!

Hal Empey, previously store manager and race director for the Ranch Pit Shop in Del Mar, CA, has joined the Hot Trick Racing Cars organization in various capacities. Hal's duties will be all-encompassing, bringing to them his vast experience in all scales of radio controlled cars. For any technical information, Hal's line at Hot Trick Racing Cars is always open. Give him a call.

Had the pleasure of meeting Mario Losi at the Ranch Pit Shop during the ROAR Nats. He is Gil, Sr.'s "older" brother and has assumed the position of publicity and advertising director, among many other things, for RPS. Mario, formerly with the Orange Unified School District, in Orange County, CA, as its assistant superintendent of schools, has now assumed total responsibility for publicity, advertisement, personnel and special projects for RPS. In fact, his first major "special project" is coordinating the IFMAR Gas World Championships in 1987 which will take place at the Ranch Pit Shop-Pomona, tentatively scheduled for July 6-12, 1987. That's getting his feet wet in a hurry! More on the Worlds as information becomes available to us.

Speaking of RPS, they are currently designing a completely new 1/10 scale off road car. Gil Losi, Sr., anticipates the car to be ready for production by the end of Spring 1987. Gil Losi, Jr., who has semi-retired from active racing, is spearheading the main thrust of the car's design and performance.

Regarding R/C SPEED WEEK, yes, 1/4 scale racers WILL have to supply their own racing insurance. However, most 1/4 racers already have their own insurance, so that should not be any problem.

More on R/C SPEED WEEK. Just like last year, we neglected to include a space on the entry form for the choice of frequencies. Those of you who have already sent in your entries, please be so kind as to send us (or call, if you wish) that information, so that we can properly seed you into your heats. The new entry form in this issue has a space designated for that information. Also, the FRONTIER HOTEL has a "toll-free" telephone number for hotel room

reservations. The number is 1-800-634-6966. Be sure to mention that you're participating in the event to receive your "special" discount.

There's no schedule of events set for the Las Vegas race yet, but we can tell you that all four scales of R/C cars (1/4, 1/8, 1/10, and 1/12) will race each day, starting Wednesday, December 17 (the first day of qualifiers), through Thursday, Friday, and of course Saturday's main events. It's anticipated that the road racing and asphalt races will run early in the morning through early afternoon, and then all the off road classes will run in the afternoon and early evening. For more details, see the R/C SPEED WEEK ad in this issue.

We just received the list from the folks at CRP for the CRP Invitational Challenge Race. Those invited to this year's "Invitational" Challenge are: Mike Christiansen, Tony Rossetti, Steve Dunn, Chris Allec, Gil Losi, Jr., Tony Neisinger, Jay Halsey, Glen Glass, Gary Kyes, Ron Dyer, Jim Dieter, Ron Rossetti, Cliff Lett, Mike Burnett, Eric Soderquist, Chris Moore, Mike Dunn, and Mike Martin. All these drivers MUST send in their entry forms (found in this issue as well as last month's), along with \$20 and mark it "Invitational." If you don't want to tear out the page with the ad, you can send a photocopy of it or just write the information on a piece of paper. Of course, the CRP Challenge also has all the other 1/10 scale off road classes that everyone may run in. So whether you've made this year's "Invitational" list or not, you can still race on November 1-2 at the Ranch in Pomona. Call for more details.

The Arizona Radio Controlled Cars club presents the 1986 ROAR Region 6 Championships for 1/8 scale gas cars on October 24-26, at S.R.S. Raceway, 1120 N. Hayden Rd., Tempe, AZ. The entry fee is \$20. There will be A, B, and C Mains for both 2WD and 4WD Can Am-bodied cars. Practice starts Friday, October 24, with qualifying all day Saturday, and the mains on Sunday. The big banquet is set for Saturday night. There's also special room rates for participants at the Scottsdale Inn nearby. Call them at (602) 941-1202 for your room reservations or call (602) 829-9117 for additional race information.

The ROAR Region 7 1/10th Scale Off Road Championships is set for October 11-12, 1986, at the W.R.E.C.K. Model Raceway, Fort Walla Walla Park, Myrad Road, Walla Walla, Washington. Classes are 2WD Stock and Modified and 4WD Stock and Modified. Entry is \$6 per car, per class, and \$8 after September 30. Call (509) 525-5497 or (503) 938-5113 for more information.

●R/C●

Radio-Controlled Racing's Newest Challenge

THE BIG BOYS...ARE HERE!

Twice the size. Ten times the Power.

1/4 Scale Off Road Racer



The Big Boys are here! Biggest innovation in the history of offroad model racing - Raco's new Jac-Rabbit. Not 1/12 scale, not 1/10 or 1/8 - this rocket opens a whole new size of excitement - 1/4 scale.

Next generation in radio controlled cars.

In 1/4-scale, you've left the realm of toys far behind. Jac-Rabbit is a true high-performance racecar. Built with the same technology as full-size racers that challenge the deserts of Baja.

The chassis is stressed aircraft aluminum. Glass-filled nylon trailing arms coupled to oil-filled shocks provide fully independent suspension at all four wheels. Under the welded tubular steel roll cage, a fan-cooled gasoline engine pumps 1 1/4 horsepower through the two-stage gearbox to the huge knobby tires. Top speed is a heart-pounding 40+ mph*.

With its extra-long wheelbase, extra-wide tread, and low center of gravity, Jac-Rabbit tackles acres of rugged terrain with amazing stability. Race through sand, dirt, gravel, and mud. Leap hills.

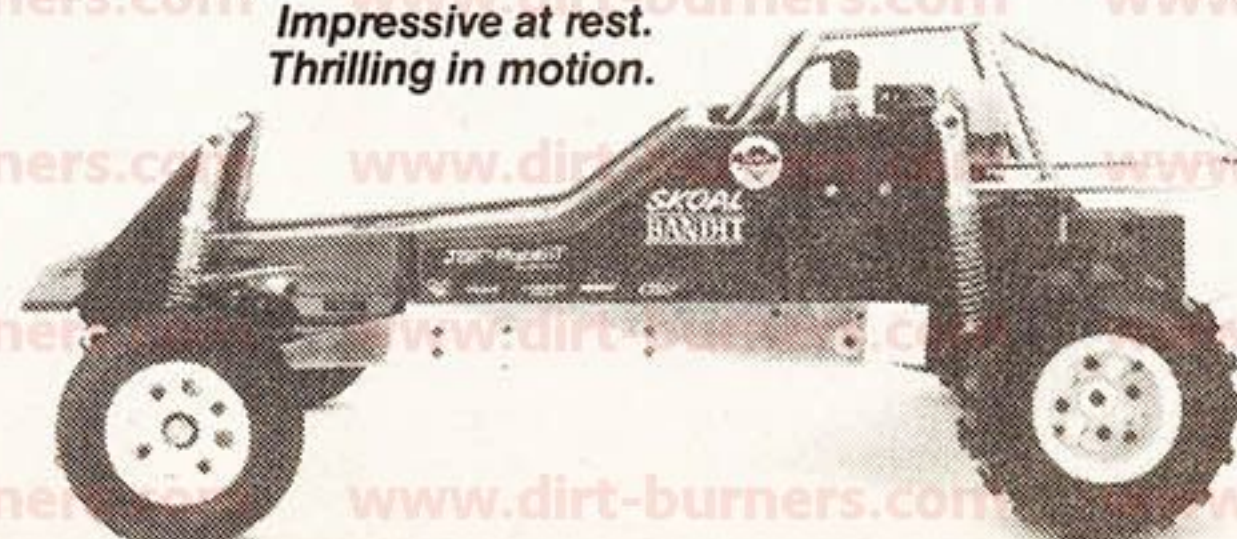
With a full tank (2 pint capacity) and fully charged batteries, Jac-Rabbit is set for one full hour of racing. Best of all, the quiet, easy starting engine runs on regular two-stroke gas mix.

Impressive at rest. Thrilling in motion.

This car is big: almost 3 feet long, more than 1 1/2 feet wide, a full one foot high. Ground clearance is 3" - the highest in model racing.

Because Jac-Rabbit has plenty of power, you can perform professional racing maneuvers like controlled skidding and full tail-out slides through turns. You can even roll over without stalling. The all-position carb and leakproof fuel system keep Jac-Rabbit running at any angle.

Impressive at rest.
Thrilling in motion.



Ground Clearance is 3" - the highest in model racing.

Four heavy-duty 5/8" racing shocks inside steel coil springs soak up road shock. You can even adjust the ground clearance, spring stiffness, and front-wheel caster to suit any track or terrain. Steering response can be tailored through a 12-point range from novice to expert.

No need to fear punctures. The molded neoprene tires are foam-filled. Tires can be reversed for longer tread wear. Three-piece nylon wheels rotate on sealed and greased industrial-grade ball bearings.

Pull the starter cord and go.

Jac-Rabbit starts in seconds without removing the body. Just give a tug on the recoil starter. The powerful 22.5 cc Zenoah 2-cycle engine is low-maintenance, long-life, and features solid-state ignition, washable foam air cleaner, quiet tone muffler, and spark arrester. Runs eight hours on a gallon of 25:1 regular gas and oil mix. No expensive model fuel required.

Fully enclosed automatic centrifugal clutch permits idling & fast acceleration. Like the clutch, the heavy-duty gearbox is fully enclosed and dirt free. Inside, hardened steel gears revolve on six ball bearings. 6:1 quick change gearing is standard. Optional gear sets available from Raco let you quickly change to 5:1 (more speed) or 7:1 (more power).

Dual disk brakes mounted to the gearbox bring Jac-Rabbit to quick, sure stops. Throttle and brakes are activated by the same oversize, radio-controlled servo. Operates on most standard two-channel radio systems.

With all major components preassembled, Jac-Rabbit goes from box to start-up in less than 2 hours. Kits available with or without radio equipment and charger.

Quality U.S. construction. Engine and heavy duty servos included.

The real thrill of the Jac-Rabbit, however is... (its) excellent jumping and overall handling abilities.

Discover Jac-Rabbit's extraordinary handling yourself.

* As with all moving vehicles, proper care and caution must be exercised when operating Jac-Rabbit, especially around children

**Dealers inquiries invited.

JAC-RABBIT
Radio Controlled Off-Road Racer



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See the JAC-RABBIT
at your local hobby dealer
or contact:
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Santa Ana, California 92705
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ON THE LINE

WE'RE JUST GETTING STARTED

We would like to inform your Calendar department of a new track and club in Selma, Alabama. The club is called The Dixie Dirt Trackers of Selma, AL. We have no (race) calendar at this time, but will be running on Wednesdays, Saturdays and Sundays. The track is the same as the IFMAR World Championship was run on in Del Mar, CA. We will be the first track in this part of Alabama. We plan to be a ROAR-sanctioned track and club by the time this goes to press.

This part of the county is just finding out about R/C cars, and we're a little behind. The first car came into Selma about seven months ago. There are about 25 to 30 around now. We now have a shop to buy cars, and parts to keep them running. It was hard to get the store started, because most wholesalers wouldn't do business with me, because I hadn't been in business for some time. There are no hobby shops in this area that have the good cars that we were looking for (RC-10 and Optima). Then, if you got a car, you couldn't get parts. We now have things set up and rolling. It has been hard to get started in this part of the county, but things look good now, thanks to Z's Radio Control Cars (the store in Selma).

We have been racing with the Fast Trackers in Meridian, MS, for the past few months and have enjoyed it. The only bad part is the 100-mile drive (one way) to the track. Thanks for your time and mag, and the info in it. Without magazines

like yours, we would be in bad shape here in Alabama.

Yours truly,
Zannie Murphy
Selma, AL

Delighted to hear that things are beginning to shape up for you guys. We'll do all we can here to help promote the sport in your area. Be sure to send us coverage and photos of your races.ED

TWO WITHIN NINE! IT'S FINE!

Here is more information on our race tracks in the Tulare and Visalia, CA, areas.

The Colson Track is located at 5818 South Pratt, Tulare, CA. It is a semi-oval, as one straightaway has a slight "S" curve in it, and the other straightaway has a large dip (with a jump coming into the dip). A special thanks to Pattie and Chris Colson for this fine track, the first in our area.

The Silver Bullet Track, located at 29075 Road 68, Visalia, CA, is an oval with off road built into the center of the oval. A special thanks to Kevin Correa for this track, as we in this area are very fortunate to have these two tracks within a nine-mile area of farming and industrial communities in the central San Joaquin Valley of California.

We race: 1/10 Scale off road electric with KISS rules; Tamiya Class — stock, any Tamiya car,

stock bushing motor, six-cell battery pack; RC-10 4WD Stock — stock bushing motor, six-cell battery pack; 4WD Open — open ball-bearing motor, six-cell battery pack, seven-cell battery pack; 2WD Open — open ball-bearing, seven cell battery pack (KISS rules? Keep It Simple, Stupid).

A special thanks should be mentioned here to Dewayne Denny of Visalia Hobbies for his support in our race endeavors in the Tulare-Visalia, CA, areas; also two special thanks to Dick deBenedictis of Cycle Art Racing in Fresno, CA, for his guidance in getting our program going. Also a special thanks to everyone who has worked on the tracks with their volunteer labor, Keith Roberts, Tony Avila, Bud Ross, Gary Ross, Mark Welter and Mr. Flynn, and if I failed to mention your name and you helped, thank you very much. And last of all, thank you, **R/C NEWS**, for your support and for the great news magazine that we look forward to each month.

Sincerely,
Jim Brownfield
Tulare, CA

Thank you, too! Does this sound like an acceptance speech at the Academy Awards? ED

DEVASTATED, BUT COMING BACK!

Give me a week and I'll take every minute of
(cont'd on page 69)

CAUTION: AVENGER® PAKS



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Panasonic and MPE Technologies team up to blow the competition away! With the toughest most powerful battery paks available, you can stop worrying about finishing the race and start wondering where you're gonna put all the trophies.

Panasonic power and MPE know-how are a dynamite pair . . . put 'em on your team, today. Get the AVENGER™ at your R/C hobby store.

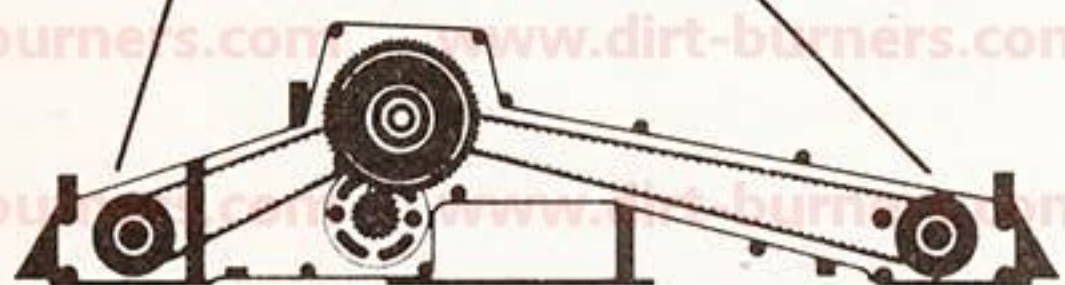
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MUGEN BULLDOG II/AWDS. IMPROVING THE BREED.

Front and rear differentials are
Factory-assembled.



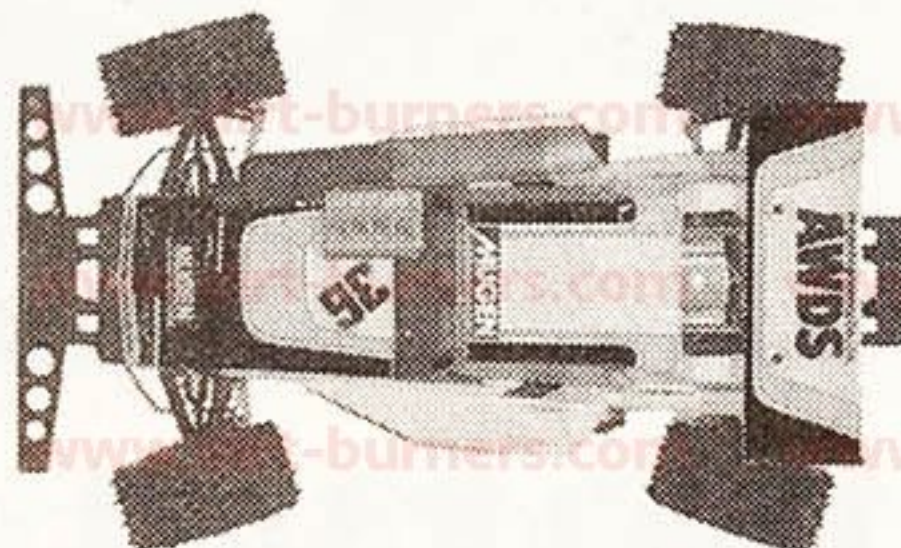
Factory-assembled center differential lets
you adjust front/rear power transfer to suit
track conditions.

Our original Mugen Bulldog surprised everyone. We shook up the offroad establishment with a different approach to radio controlled car design...advanced technology and racing engineering.

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

feature this kind of advanced design.

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



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

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

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

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

Exclusive Mugen Air Shocks are
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design uses air instead of oil to adjust
to track conditions or terrain.

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AIR SHOCK
Mugen Engineering Co., Ltd.



WILD AND CRAZY

DOING IT IN BRA

Story and photo
By Peter Gogarten

August 2-3, 1986
Sao Paulo, Brazil

During the weekend of August 2-3, 1986, ABARC (Associacao Brasileira de Auto Modelismo R/C) put on its fifth round of the Brazilian Championships, which took place at the brand-new track built in Sao Paulo.

The track, called New Tatu Drive, had an overall length of 352 meters and a width of 4.8 meters. The front straight was 50 meters long, and the back straight was 62 meters. Francisco Carillo established the track record with his best lap in 18.8 meters.

The Brazilian Championship was raced over two series of five rounds, with the four best results of each series counting. The race was held according to a qualifying system in which the qualifying took place on Saturday, and on

Sunday, the World Championship-type finals were run (Christmas Tree style). Thus, quarter finals, semi-finals and then the main event (consisting of ten cars) were raced. Both 4WD and 2WD cars raced together, although they were scored separately.

The final race was again dominated by Francisco Carillo with his Serpent/O'Donnell 4WD. He managed FTD during qualifying, and won the race, four laps ahead of his teammate Sergio Boca, who ran with a similar car. In third place,

MINOT'S 5TH ANNUAL 12-HOUR ENDURO

Story by John R. Weaver

The Northern Mini-Racers' Fifth Annual 12-Hour Enduro is now history. The race, the Mini-Racers' annual effort to aid in the fight against muscular dystrophy, busted the \$2,500 mark in total contributions for MDA.

On Saturday, August 30, the track was set up in the Minot AFB Youth Center, with a road course which was 90 feet long and 40 feet wide. With the 90-foot straight, there would be some high speeds going into turn one, a 90-degree right-hander, then on to a right 180-degree turn

and on to a quick left and the short mid-straight. Then the course takes you through a left 260-degree turn, into another short straight and onto the esses, which then leads back onto the main straight.

Open practice was held from 12:00 to 8:30 p.m., and the drivers solved most of the traction and handling problems that were encountered.

All throughout the day, drivers came in from Edmonton, Alberta; Saskatoon, Saskatchewan; Minneapolis, MN; Bismarck, ND and local areas. After practice, the drivers adjourned to John Weaver's house for a barbecue. The racers ex-

tended many thanks to all concerned. Saturday set the tone for the 12 hours of awesome racing that would take place the next day, August 31.

Final registration was held Sunday morning, with 29 drivers competing for the top ten trophies. The drivers' meeting started at 9:15 a.m., with the reminder that the race was for the total number of laps, not heats. The racers should be commended for their help in keeping the racing clean and fast for 12 long hours.

The overall goal of enduro racing is to drive consistently all day long. The more consistently a driver races, the better his standing at the end of the day. Lap counting was done by members of the Northern Mini-Racers, a Vic 20 computer, and the Delta Race Tape. There were a couple of glitches that caused one restart, and a query or two about numbers of laps, but overall it worked well.

1ST ANNUAL HOT TRICK HI-VOLTAGE SOCCER GAME

Story by Bill Steele
Oahu, Hawaii

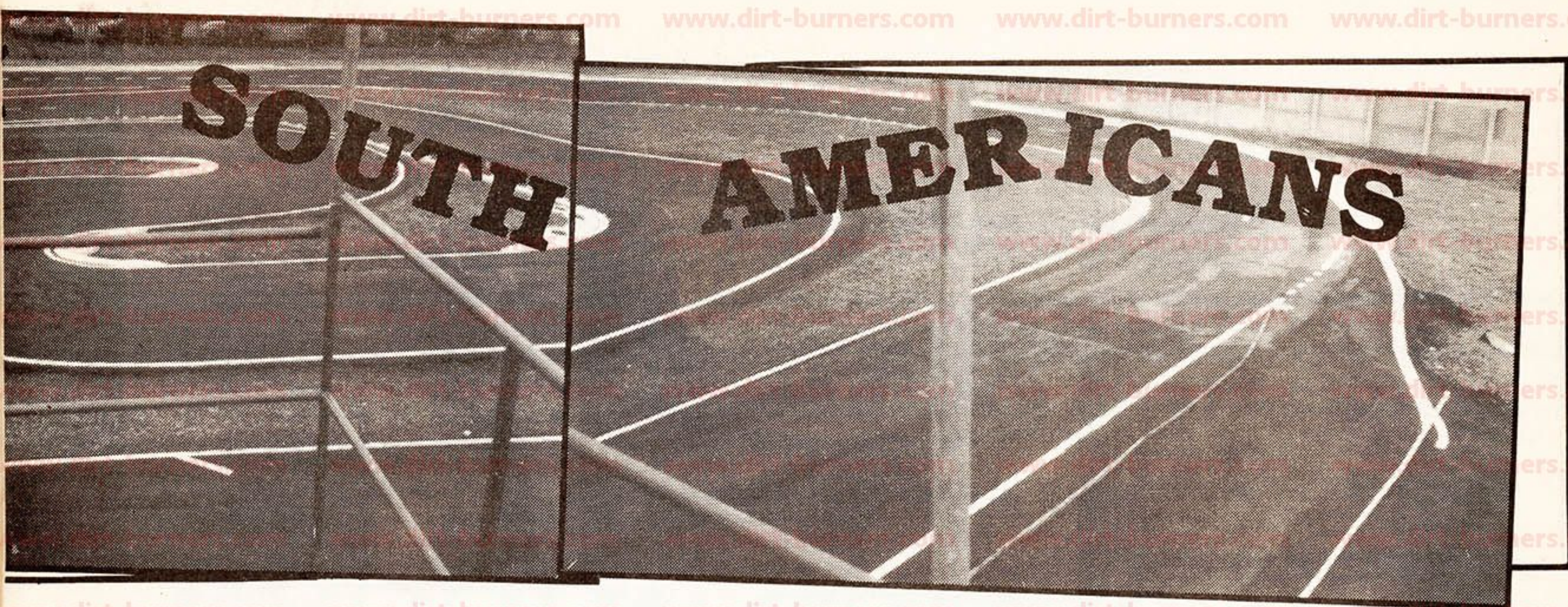
It finally happened! And what better place and time but an average day in Paradise! Eighty degrees, bright sunshine, big white clouds drifting about the sky, everything lush and green. Surely you must have guessed what "it" was by now. "It" was the First Annual Hot Trick Hi-

Voltage Soccer game between the Mainlanders and Islanders. And what better location than Waikiki Beach, Oahu?! Whatever you're doing now, stop — go out in your backyard, take your R/C car, and start practicing, so you can make the team next year.

The Mainlanders got first choice of flag color and chose white — the Islanders chose red, and the west goal to defend. The Islanders were

represented by: Team Captain Butch Farm (owner of Hobbietat), Wayne Onayama, Reynold Kam, Kimo Smith and Francis Aki; and the Mainlanders by Team Captain Mike Martin (who had just finished winning the 4WD Hawaiian Open), Toni Rosetti, Larry Grant, Steve Dunn, Kris Moore and Hal Empey (who was both the factory team announcer and the final announcer). They allowed the honor of refereeing the game to Old Captain Hot Trick himself, Bill Steele.

The excitement of the game had a rhythm: up the field, down the field, good shot, great save, out of bounds, back in play! The only reason the police were not called to quiet the crowd was that the police were already there...watching! It was also a sporting-event area so they were ac-



ZIL — ROUND #5

some 11 laps down, was Rodolfo, driving a Super Eagle/OPS. He was followed by Italo in fourth (SGMK II/OPS) with 99 laps; Newton in fifth (SGMK IV/N. Rossi) with 97 laps; Nicola (SGMK IV/OPS) in sixth with 95 laps; Alexandre (Super Eagle/Picco), seventh, 83 laps; Ivair (SGMK II/S. Tigre), eighth, 75 laps; Paulo Quen (SGMK IV/N. Rossi), ninth, 73 laps; and Leonard (SGMK IV/OPS), tenth, 68 laps.

The first series of five rounds was completed

with the main. Following are the standings of the Brazilian Championship:

RESULTS

OVERALL

- | | |
|--------------------|----------------------|
| 1. Francisco 142 | 6. Leonardo 57 |
| 2. Sergio Boca 126 | 7. Alexandre (SP) 56 |
| 3. Italo 120 | 8. Newton 51 |
| 4. Nicola 83 | 9. Quem Quem 47 |
| 5. Peter 65 | 10. Maluf 43 |

4WD

1. Francisco 151
2. Sergio Boca 132
3. Leonardo 87
4. Newton 79
5. Nicola 77
6. Murinho 63
7. Quem Quem 61
8. Gasparin 83
9. Teixeira 45
10. Badin 39

2WD

- Italo 166
- Peter 91
- Alexandre 85
- Maluf 67
- Rodolfo 58
- Ivair 57
- Nicola 55
- Armando 52
- Luis Cesar 50
- Costin 38

•R/C•

The Northern Mini-Racers extended many thanks also to the organizations and businesses that aided in a fine day of racing; and a big "thank you" goes especially to the Minot AFB Youth Center for allowing them to use their basketball court. Prizes donated by Associated, BoLink, Delta, Futaba, Leisure, Twinn-K, SR Batteries, Astro Flight, Parma, and Kountry Kiln Hobbies were greatly appreciated and made the day worthwhile for everyone. Special thanks also went to race directors Paul Eckert and John Weaver for a job well done. Last, but definitely not least, thanks go to the wives of the racers who fixed lunch, lap counted, and provided overall support.

Concours was judged before the racing started for the day. The winners announced at the end of the day were Chuck Mann in first, Gary Lanzer in second and Andrew Comrie in third. All bodies competing were excellent and

customed to crowd noise.

The rules were that if a car broke down, the driver could call a time-out for repairs. If the car wasn't fixed by the time play resumed, the play continued — one car short. In the first period, Hal Empey demonstrated the rule when his car broke down. The smell of victory was stronger than the flowers blooming around the playing field, but the Islanders made a sporting gesture well worthy of them, and allowed Larry Grant to take Empey's place (which was how Empey became the announcer). At the end of the first period, the score was 0-0.

The second period looked like a replay of the first one — up and down, shoot and save, out of bounds and back in play. The crowd never sat down once in the second period. We wouldn't

represented actual race cars.

An excellent day of racing was had, with 27 of the 29 racers completing all nine heats. There were seven major brands of chassis represented, but only five finished in the top ten. Again, the most notable was the Associated 12i run by Andrew Comrie, who set the Top Qualifier pace all day. Plaques were presented to the top ten finishers.

RESULTS

1. Andrew Comrie (Associated) 381
2. Nub Kopisca (BoLink) 347
3. Mitch Wittman (Reflex) 344
4. Kelly McMeekin (BoLink) 338
5. Norm Mead (BoLink) 338
6. Larry McKinney (Schumacher) 337
7. Mike Stewart (BoLink) 333
8. Gary Lanzer (Delta P-12) 328

want to give the impression that the crowd was excited, but at one point in the second period an official corner marshal was actually spotted moving an out of bounds marker just a little, to keep the ball in play! We said we wouldn't tell on him and we won't (much).

Great news for Bob Novak: there were more Novak speed controls used than any other brand in the Islands game.

Would you believe it? At the end of the second period it was: Mainlanders-0, Islanders-0.

We think the PA system was still working when the Sudden Death period began, but with all the noise coming from the crowd, no one was sure. Mainlander Chris Moore took a shot that started back on his half of the field and missed going through the other goal by about 1½ inches. Talk

9. Bob Cooper (Associated) 327
9. Chuck Mann (Delta P-12) 327
- 11 Paul Eckert (Delta) 325
- 12 Jeff Wertanen (BoLink) 317
- 13 Royce Talley (Delta) 306
- 14 Dave Brustad (Delta) 305
- 14 Brian R. Chun (Associated) 305
- 16 John R. Weaver (Schmacher) 304
- 17 Wayne Jedlicka (Associated) 293
- 18 Dave Newbigging (Delta) 284
- 19 Kim Adam (Delta) 284
- 20 Dean Haughn (BoLink) 280
- 21 Stan Wittman (Leisure) 256
- 22 Randy Johnson (unknown) 246
- 23 Rod Mull (Delta) 232
- 24 Bobby Sequoyah (Associated) 224
- 25 Scott Drake (Associated) 201
- 26 Roland Beaule (Kyosho) 161
- 27 Kevin Weaver (Associated) 150
- 28 Bruce Herman (Associated) 133
- 29 Peter Fitch (BoLink) 63

•R/C•

about spectacular! About 45 seconds into the period, Team Captain Butch Farm took a shot at the Mainlanders' goal. It rolled right up to the goal line and seemed to stop — it looked like one of those television golf putts that just hangs on the cup's edge for a half second and then falls in. The soccer balls weren't perfectly round and Farm was very glad about that. A dropped pin could've been heard as the crowd held its breath — and the soccer ball turned over one more time. Someone probably got a bill for about one acre of grass that was torn up by the crowds. We thought endings like that only happened in "Rocky" pictures, but it actually happened — at the First Annual Hi-Voltage Soccer Game, with the Mainlanders warning, "Just wait until next year!"

•R/C•

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

1/12 ELECTRIC:

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

1/4 GAS OVAL:

- ☐ Open Wheel Bodies (any) on asphalt

1/8 GAS ROAD RACE:

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

1/8 GAS OVAL:

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

ENTRIES OPEN AUGUST 1, 1986

(turn page for official entry)

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- ☐ **4WD OPEN:**
Open motor, 7-cell
- ☐ **HEAVY METAL:**
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1/8 GAS R.R.

- ☐ **2WD PAN OR SUSP:**
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- ☐ **4WD OPEN:**
(Can Am bodies or open)

1/12 ELECTRIC

- ☐ **MODIFIED:**
Can Am bodies, 6-cell ROAR rules

1/4 GAS OVAL

1/8 GAS OVAL

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| <input type="checkbox"/> Battery: | <input type="checkbox"/> Occupation: | |
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1/8 ROAR GAS NATIONALS...



KYES & ZABRISKIE — NATIONAL CHAMPIONS!



Ralph Burch, Jr., (right) was the fastest racer of the weekend and got his TQ trophy from the lovely trophy girl (center) and the not so lovely, but nice guy anyways, Gil Losi, Sr. (left). Gary Kyes (top, left) 4WD National Champ and Ray Zabriskie (right) 2WD National Champ.

**HEARTBREAK, CONTROVERSY AND JOY
ABOUND DURING THE 1986 1/8th SCALE
ROAR NATIONALS!**

Story and photos
By Lou Peralta

August 28-31, 1986
Pomona, CA

WHAT'S A MAJOR RACING EVENT WITHOUT HEARTBREAK, DISAPPOINTMENT, CONTROVERSY AND ABOUNDING JOY? JUST ANOTHER RACING EVENT, OF COURSE.

At this year's ROAR 1/8 Scale Gas Nationals, which took place at the Ranch Pit Shop in Pomona, CA, all the ingredients were there to assure everyone that this was not just another get-together-to-run-and-have-fun-with-your-gas-car type of race. Instead, it was an all-out war of skills and nerve for the coveted title of ROAR National Champion.

Up for grabs were two cherished titles — the 2WD National Champion and the 4WD National



They (the ROAR officials) made an announcement at the start of the Nats that they were going to watch the fuel capacity in each car very closely. They did and Ruben Serrano (right, profile showing) was disqualified after winning the 2WD National title.

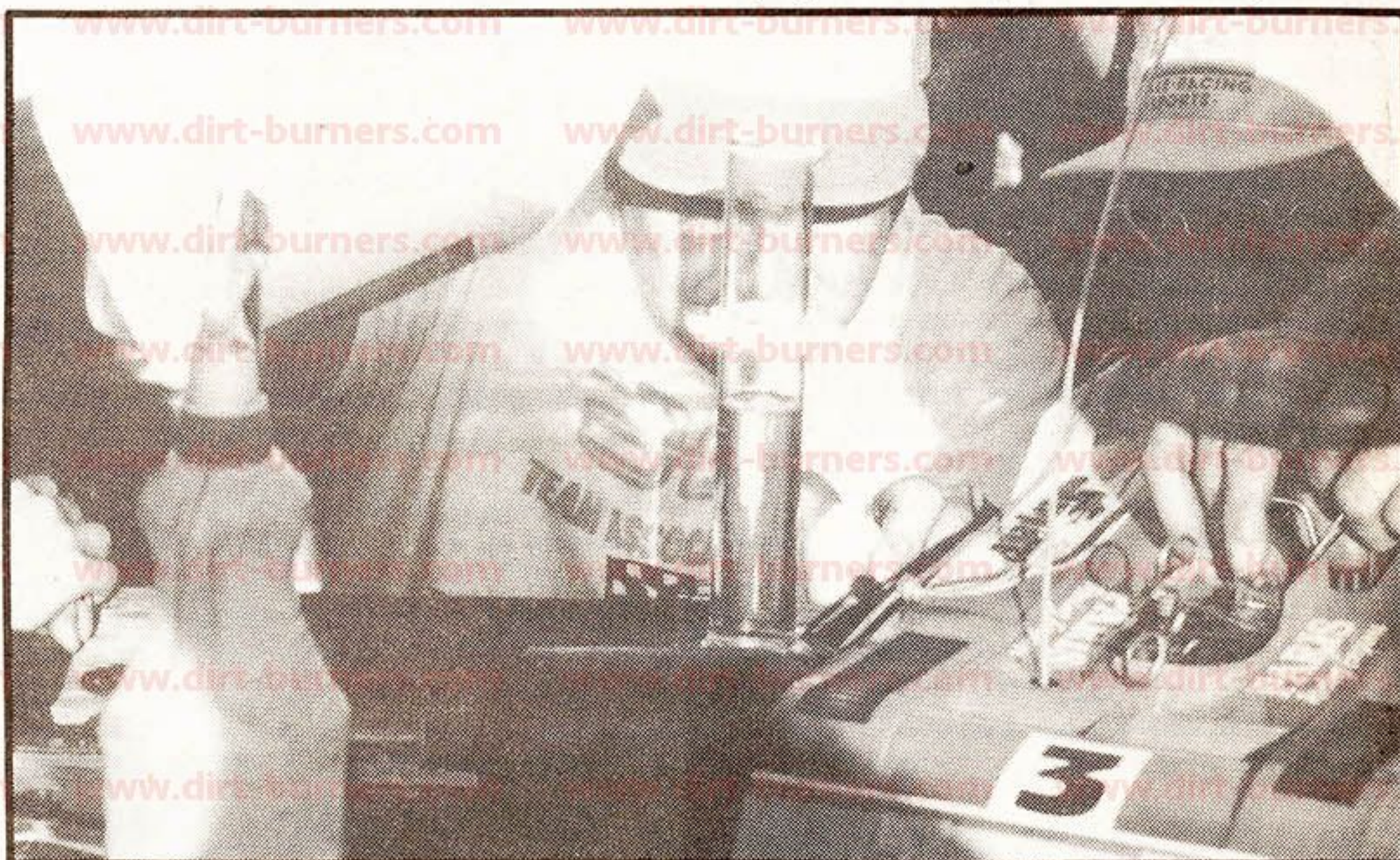
Champion. There were 120 racers on hand who were all convinced that they would be the ones who would take one of the two titles.

In the end there could only be two winners, and this time two Ranch Pit Shop team racers took (or is it kept?) the two titles home.

Gary Kyes outdrove the competition in the final moments of the 4WD main event, edging out one of the sport's young lions, Butch Kloeber. "I made my move a bit too early," said a jubilant Kyes after the race. "I think I almost waited too long to charge. Fortunately, my pitting was great and the car (4WD Serpent) worked terrific to allow me to move through the pack and grab the lead. But it was close, I'll tell you."

Close because Kyes finished just two seconds ahead of Butch Kloeber. Both had a total of 129 laps after the 40-minute 4WD main event.

Ray Zabriskie, on the other hand, didn't know he had won the championship in the 2WD Class until after the race and post-race technical inspection. The apparent winner was Ruben Serrano, who had led almost from the outset and completed the 40-minute main with about three laps to spare over his nearest competitor, Zabriskie. But during tech inspection, Serrano's fuel tank was found to be over ROAR-legal size and was disqualified.



The fuel controversy continued through the 4WD A Main and after Gary Kyes had won as there was close scrutiny regarding the size of his tank. Following several measurements taken, it was deemed that Kyes' fuel tank was legal and the title was his.



Close racing such as this was evident all weekend long. The track was in perfect shape for it.

It was one of the hardest decisions ROAR officials had to make all weekend, but it had to be made if the rules were to be enforced.

Serrano, a likeable and very popular racer, had never really won a major event of this caliber. He decisively outdrove the competition and his apparent win, though short-lived, was a popular one. He later confided that although he didn't realize he was using an illegal fuel tank, he should have checked it. He commented, "I figured the tank was okay because it's the same tank I've been using all year long and it's the same one that I used at the McCoy race (last June). But they (ROAR officials) said that they were going to check all the fuel tanks, so I should have checked it more carefully."

The disappointment mentioned earlier was also never more evident than in the eyes of Ralph Burch, Jr., the fastest man at the Nationals, and the racer who had gone the fastest at the famous Ranch Pit Shop track. Ralph "The Machine," as he's fondly called, broke all previous records and looked to be on his way to another National title during the early stages of the 4WD main event. For 77 laps it was a foregone conclusion who the National title holder would be. He had been the fastest during qualifying, and the edge he held during the main

looked to be insurmountable — unless he broke.

And break he did. Holding a lead of about three or four laps, his throttle linkage broke unexpectedly. Upon further review, as his car was pulled off the track, it was found that the rod had just broken in half — inexplicably! "That's not the kind of break we can expect or anticipate in a race car," said Ralph's dad, Ralph Burch, Sr. But in racing anything can happen, and it usually does. And so the fastest man at this year's Nationals had to pull off and watch for the next 52 laps from the pits as Kyes and Kloeber diced it out for the National title.

Controversy and disappointment? You bet! But that goes with the territory. Walking through the pits, one hears all the "war" stories, the claims of good and bad luck. We're all too familiar with how that song goes. Fortunately, R/C racers, while dedicated to do well whenever they compete, are also dedicated to having fun, "even if the blasted car didn't work!"

Most everyone who participated in the 1986

ROAR Gas Nationals, felt that it had been a great week of racing, and that hosts Gil and Janet Losi had once again done a marvelous job of organizing and running the event. The track was, as always, in perfect running condition; and the hospitality was as good as it gets... "as good as being back home," said a gentleman from Texas.

The 1986 Nationals drew entries from many parts of the USA and even Japan. The Nationals were just that, an opportunity for R/C racers from all over the country to gather at least once a year and compare notes, watch each other's driving styles and equipment and meet or get reacquainted with one another.

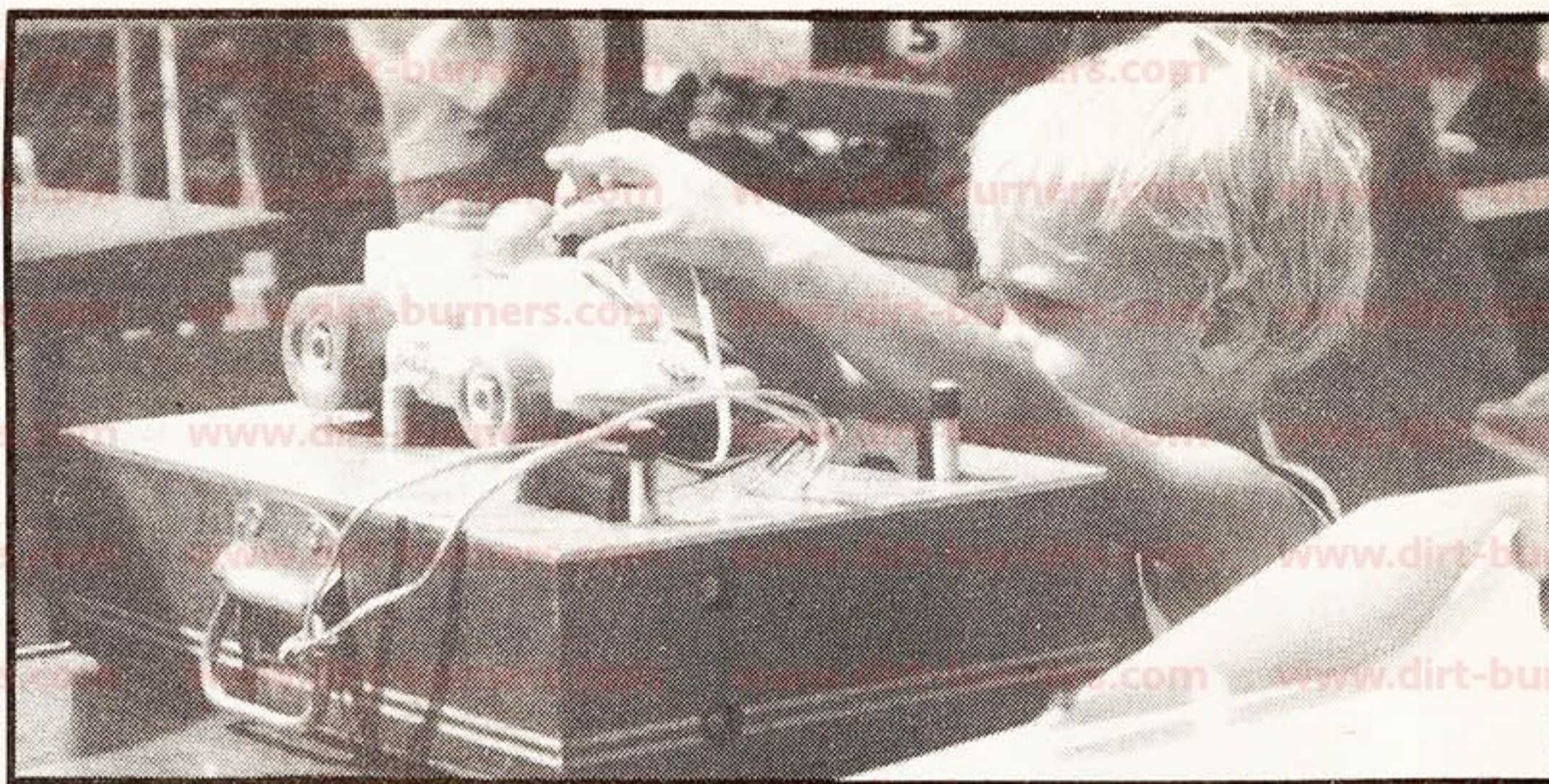
Of the 120 entries on hand, some forty percent were from other parts of the country. Many were returning to the Ranch Pit Shop for the umpteenth time, while others made the trek for the first time. It had to be a terrific sensation for a first-timer to walk onto the race track and see some of the biggest racers in the sport/hobby — the same names and faces he'd seen in print for years, the who's who of the sport — competing against each other.

THE RACING

It all started on Thursday, August 28, with controlled practice, but for many, practice began even earlier in the week. There were a number of local and out-of-town racers who arrived at the Ranch Pit Shop early, to get as much practice time as possible. When Thursday rolled around, it was pretty difficult to get a lot of practice runs unless a racer ran one of those "Radio Free Poland" frequencies. Getting the frequency pin (used to indicate the ROAR-approved radio signals) was sometimes harder than trying to pass a slower car during the main.

Friday was the first day of qualifying, where a racer's best time would be used to seed him or her into a main. By Saturday, the word around the pits was that it looked like this year's ROAR Nationals was going to be dominated by the young "new breed" of R/C racers.

In the 2WD Class, Kevin Mercadante from Orange, CA, driving a 2WD Serpent car set the



Try as he might, this young man had a tough time starting his race car. When you think about it, he was not much different than some of the other guys who were having the same problem.

fastest pace and took the pole position in that class's A Main.

Another teenager, from Denton, TX, broke all previous track records. Ralph Burch, Jr., placed his 4WD Associated car among the top and in the pole position with incredible ease.

Many call Ralph Burch "The Machine" because of his computer-like driving skills. "To watch Ralphie," commented engine builder and top racer Ron Paris (whose engines placed twice in the TQ spots and in the national titles), "is like watching an artist paint, or listening to a soloist play. His driving skills have uncanny precision. His lines are flawless, and his concentration is something to behold. No one can hug those corners like Ralph can."

On previous occasions, we've actually seen racers driving against Burch, but out of contention, pull out of the race just to see him drive.

By Sunday, the Nationals was drawing to a close and all that was left were the mains.

The 2WD Class ran first, starting with the E Main event, won by Roy Petre, Jr. The D Main was a cake-walk for Brian Rush as he finished with 53 laps over second place, Barry Schultz,

who had 48 laps.

C Main laurels went to Paul Sang, who hadn't been competing as regularly as in the past, but hadn't lost his touch. Sang edged out Gary McAllister by one lap, when he logged 53 laps to McAllister's 52 after 20 minutes.

Thirty minutes was scheduled for the B Main, and Mike Jones led the other 10 racers to the checkered flag. Jones completed the main with 84 laps, five laps ahead of second place, Dave Vandansen.

The A Main, as earlier noted, was marred by the fact that the winner, Ruben Serrano, was disqualified for technical reasons. The fuel tank controversy notwithstanding, Ray Zabriskie, who had finished in second, assumed the top spot after the disqualification. His 119-lap effort during the 40-minute 2WD A Main event was two laps faster than second place, Tim Fleenor.

Zabriskie, being a true sportsman, had terribly mixed feelings. He said, "I hate to see Ruben disqualified, I know that he was the fastest out there and he drove a hell of a race. It's unfortunate that he didn't realize his fuel tank was oversized."

Pre-main-event favorite and TQ Kevin Mercadante developed mechanical problems during his 72nd lap and had to pull out. Third place in the A Main went to local racer Gus Gustafson, while Lester Prather and Paul Nadeau filled in the top five finishing positions.

There was a short break in the action, and then the 4WD mains were on their way, starting with the G Main, which was won by Jay Kaptz.

The F Main was dominated by Butch Feco with 55 laps, four more laps than second-place, Vernon Green. E Main top gun was Allen Dove, who outdrove John Pagel by one lap.

Larry Martin was the D Main winner over Bill Bowerman, and Mike Comiski put two laps between himself and second-place, Omar Parmisano. All the mains up to that point had been 20-minute mains, which was more than enough for some.

The B Main was a 30-minute barn-burner, and it included some of the top names in the sport. World-class racer Curtis Husting was in it, as were Tom Wong, Gil Losi, Sr. (former world champion), Art Carbonell (electric national champ), Rick Hohwart (world-class competitor and engine builder), Ron Paris, Chuck Wiggins, Jim Turner, Dan Stokes and Ron Williams.

From the outset, Rick Hohwart and Curtis Husting looked to be the "rabbits." They charged through the pack and in the process put on



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The Top Four Qualifiers Used **PARIS POWER**: 1st, GIL LOSI, JR.; 2nd, BUTCH KLOEBER; 3rd, RODY ROEM; 4th, GARY KYES

2WD — 1st, MARK MIRANDA; 2nd, PAUL NADEAU; 3rd, RAY ZABRISKIE

TQ — KEVIN MERCADANTE

Seven Out Of Ten "A" Main Drivers Relied On **PARIS POWER!**

5. ROAR 1/8 NATIONALS

4WD — 1st, GARY KYES; 3rd GIL LOSI, JR.

The Top Three Qualifiers Used **PARIS POWER**

TQ & New Track Record, RALPH BURCH, JR.; 2nd, JOEL JOHNSON; 3rd, GARY KYES

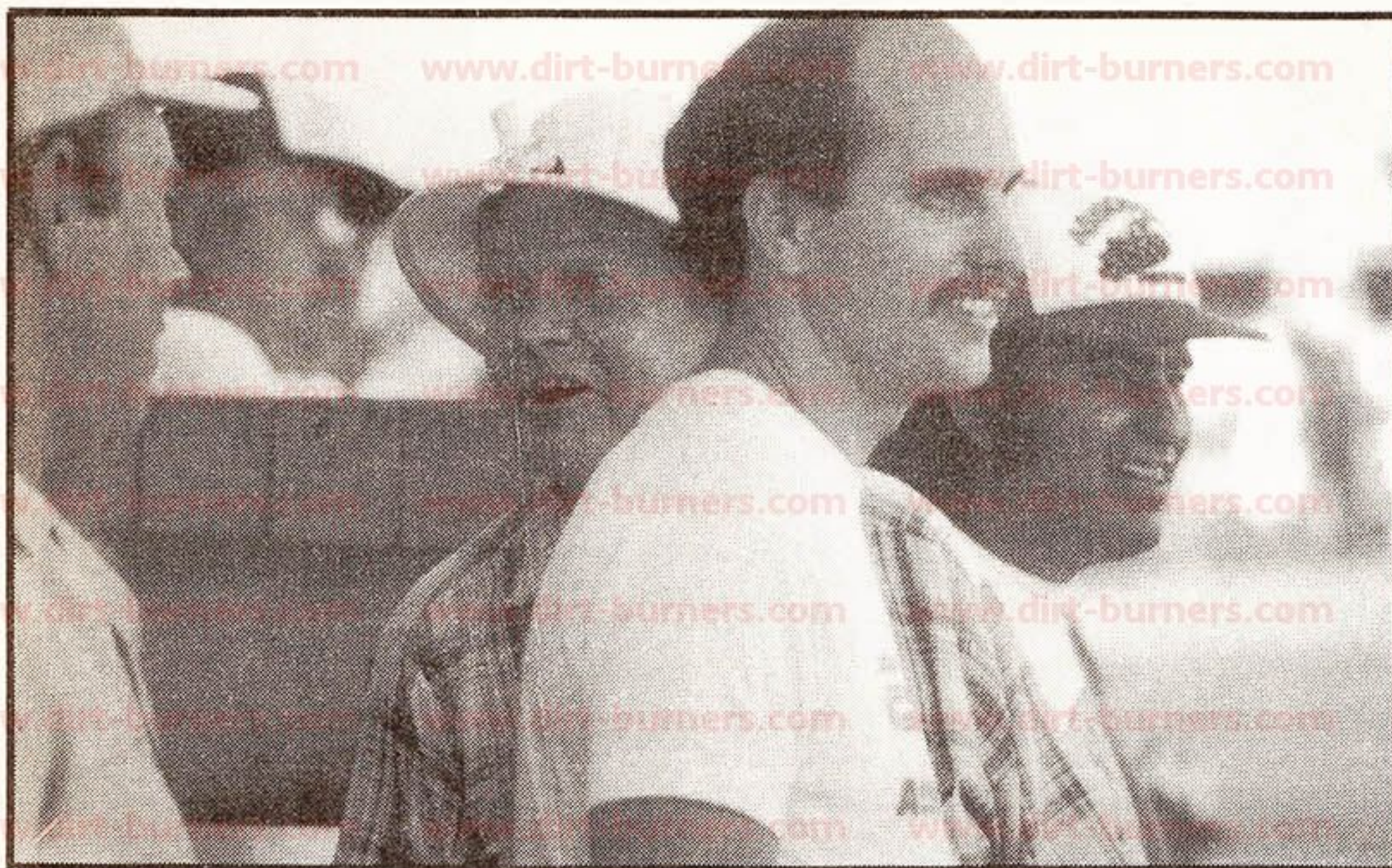
2WD — 1st, RAY ZABRISKIE; 2nd, TIM FLEENOR; 3rd, GUS GUSTAFSON

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Who's the guy with the crazy hat (in the middle)? Trying to keep cool was Gene Husting, who appears to be telling a great joke to Ray Zabriskie, while son Curtis and veteran racer Al Vega watch the action on the track.

one of the most incredible racing duels ever seen by this reporter. This was, by all accounts, the best race of the Nationals — even better than the A Mains.

To watch these two great drivers running into the corners and coming out side by side, each respecting the other's lines and never touching one another (even though at times they were only inches apart), and making incredible moves to pass each other back and forth, was like

watching a pair of synchronized swimmers, or two great ballet dancers.

This incredible duel lasted approximately 70 laps! But during a pit stop, Hohwart's car developed some problems and came out very late. Thereafter, Hohwart started pushing hard and making mistakes.

To be fair about it, his erratic driving at that point was caused by a disturbance on the drivers' stand. Hohwart complained afterwards

that one of Husting's pit crew had come up to the drivers' stand and talked to Husting during the main. Hohwart was standing next to Husting and kept hearing the crewman talking. Unable to concentrate, due to the distraction Husting's conversation was causing, Hohwart's driving became less precise. Since the rules were that no one other than the driver was allowed on the drivers' stand, Husting's crewman was asked to leave — but not before Rick Hohwart had quit out of frustration.

While Hohwart and Husting put on a great show, few noticed veteran Tom Wong slowly moving through the pack and gaining momentum. At the end, Curtis Husting had his hands full trying to keep Wong from passing him. Husting won the B Main with 94 laps, just one second ahead of Wong, who also had 94 laps — a real barn burner! Gil Losi, Sr., also hung in there and wound up in third, three laps behind.

How could the A Main equal the B Main? Easy! With drivers like McCoy champ Gil Losi, Jr.; Top Qualifier and many-time national champion Ralph Burch, Jr.; Butch Kloeber, perhaps the most-improved racer of the year; Dana Smeltzer, veteran of many national and world-title wars; national and electric world champ Joel Johnson; John Hodgson; Barry Grossenbacher; Re-Pete Fusco; electric world champion Tony Neisinger; and former national champion Gary Kyes; one could expect the best R/C racing in the world.

Again, once the green flag was waved, Ralph Burch, Jr., set a blistering pace and left the rest of the field fighting for the runner-up spot. But on lap 77 disaster struck for Burch as the throttle broke on his Associated/Paris car.

Butch Kloeber, the only one staying close to



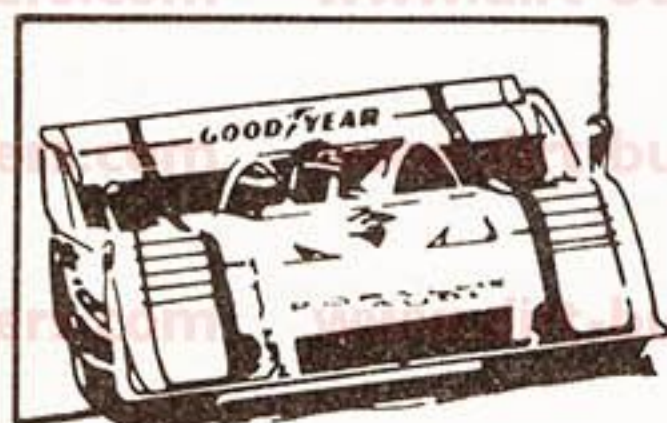
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Also placing for Parma were Bruce Shafstall 2nd place modified and Greg Fox 4th modified, both using #11250 Parma/Sanyo 6-Cell matched batteries, #12022 Rear Spiked tires, #12828 H.D. Rod Ends, #12500 Gear Dirt Cover, and #10215CP Custom Painted Chenoweth Body.

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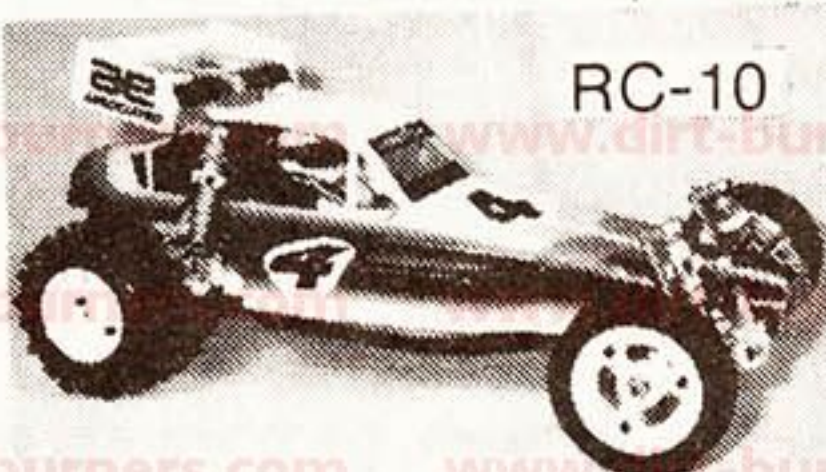
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Burch, moved into the lead. He also seemed invincible, and at the 35-minute mark it looked like he was on his way to the National Championship.

But through the pack came Gary Kyes. He was turning laps in the 18-second range and inched closer and closer to Kloeber.

With two minutes left in the 40-minute A Main, Kyes was on Kloeber's tail and waited for him to make the slightest error. This was exactly what it took, because as soon as Butch Kloeber made a turn that was a bit too wide, Kyes got by and stayed there. Both racers finished with 129 laps, but the two-second margin was enough to award Kyes the 1986 4WD National Champion title. Kloeber was second, and Gil Losi, Jr., who had suffered some problems during the early part of the race, was third. Tony Neisinger and Re-Pete Fusco rounded out the top five National spots.

It should be noted that of the ten racers in the 4WD A Main, only three were over the age of 25 — Dana Smeltzer, Gary Kyes and John Hodgson. Youth seems to be emerging as the dominant force in this scale.

In more drama after the race, there was the technical inspection and Kyes' fuel tank was measured. Talk about excitement! At first, the fuel tank reading appeared to indicate that the tank was oversize. Had it happened again? Would the National title go to someone other than the winner, as it had happened in the 2WD Class? Another measurement was taken, and once again a decision couldn't be made. So a final check was made.

Dana Smeltzer was asked to intervene and take the precise measurement of Kyes' fuel tank's capacity. After careful measurements, as all eyes were watching the proceedings, it was deemed that Kyes' fuel tank was indeed a legal one and his National title win was official. Whew! That's a dramatic ending!

And so the 1986 ROAR Gas Nationals was over. The celebration was underway, as was the bench racing. Trophies were awarded at trackside and racers went home smiling, as another highly successful racing event at the Ranch Pit Shop went into the history books.

It was announced that the Ranch Pit Shop would also be hosting the Gas World Championships in the summer of 1987. No details were given as to the track design or the type of setup, but it can be expected the Losi's and crew will do a great job!

RESULTS

4WD A MAIN (40 min):

1. Gary Kyes	129 - 40:03.5
2. Butch Kloeber	129 - 40:05.4
3. Gil Losi, Jr.	128 - 40:14.0
4. Tony Neisinger	126 - 40:02.6
5. Re-Pete Fusco	126 - 40:11.2
6. Barry Grossenbacher	122 - 40:11.2
7. John Hodgson	118 - 40:07.6
8. Joel Johnson	100 - 37:04.3
9. Dana Smeltzer	88 - 29:42.8
10. Ralph Burch, Jr. (TQ)	77 - 26:19.9

2WD A MAIN (40 min):

1. Ray Zabriskie	119 - 40:18.5
2. Tim Fleenor	117 - 40:19.2
3. Gus Gustafson	113 - 40:08.3
4. Lester Prather	110 - 40:10.1
5. Paul Nadeau	107 - 40:15.1
6. Mark Miranda	102 - 40:02.7
7. Kim Silvay	98 - 37:19.1
8. Kevin Mercadante (TQ)	72 - 31:30.4
9. Earnest Nicholson	17 - 5:34.6
10. Ruben Serrano	Technical Disqualification

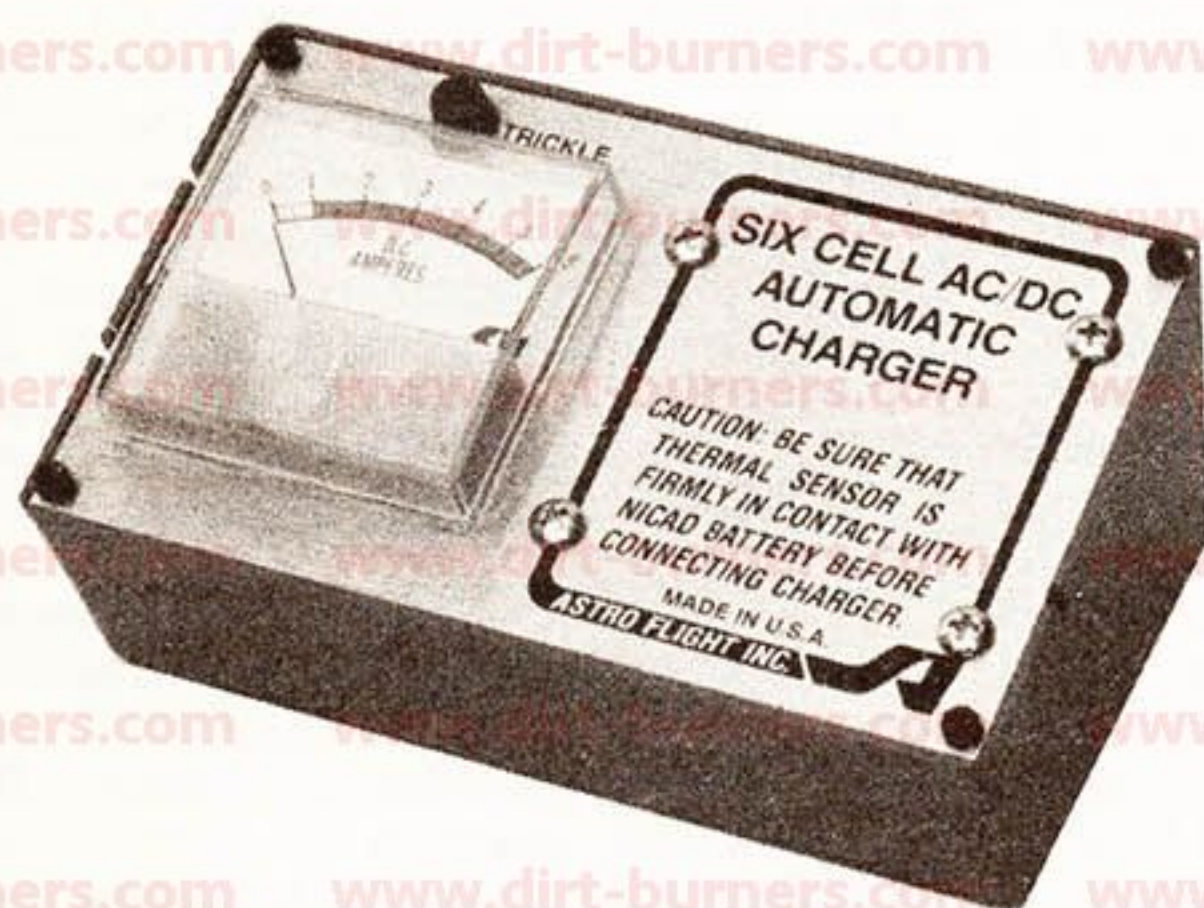
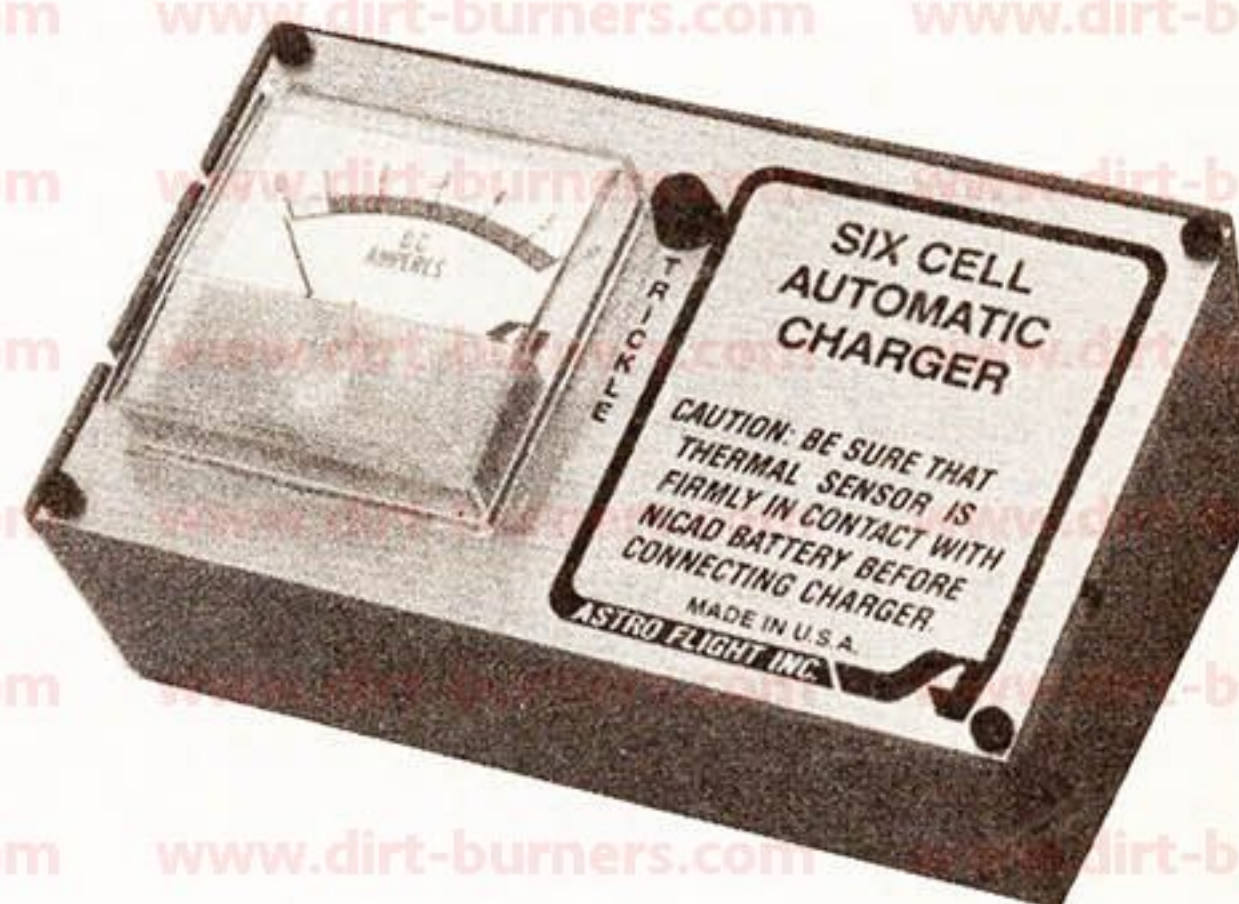
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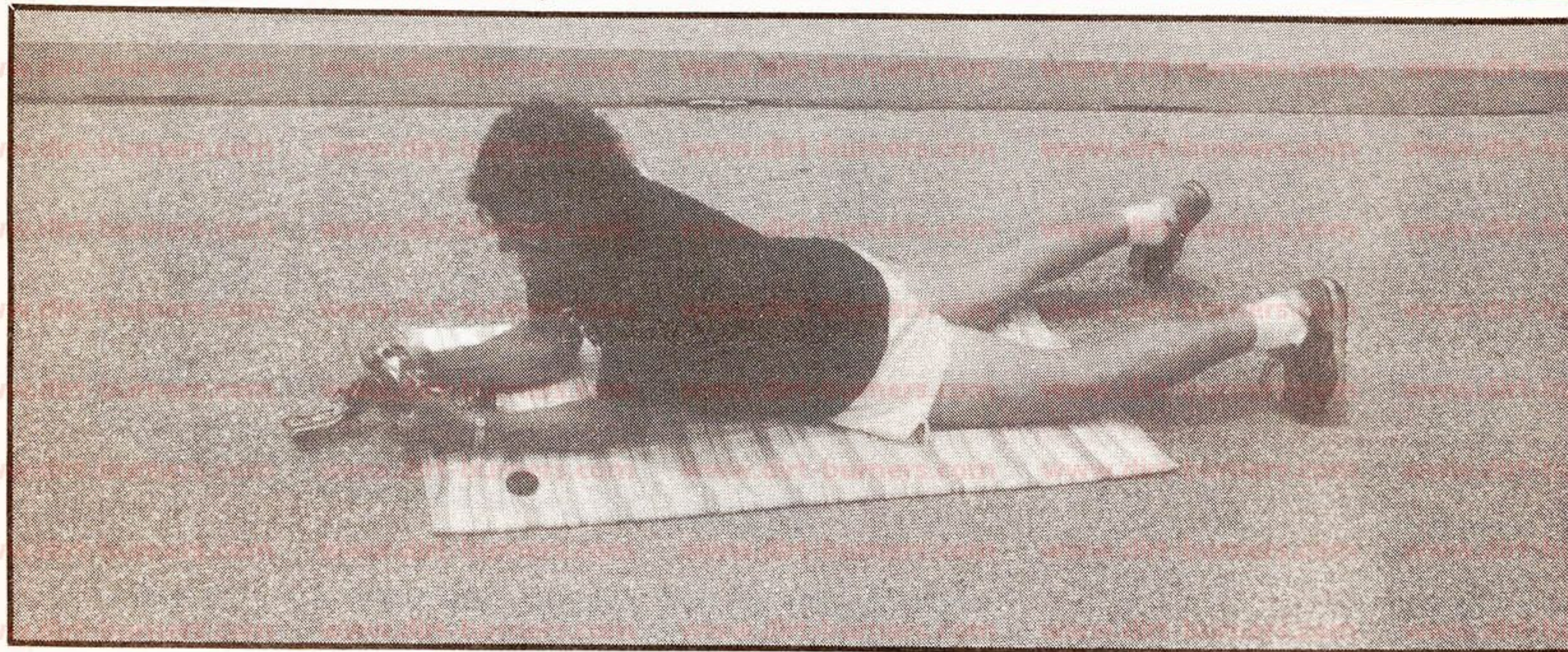
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Magic City R/C Car Club



Could Tim South have gotten tired of looking for the beach?

COCA COLA SERIES, RACE 2!

Story by David Swearengin

Summer vacations took their toll on race two of the three-race Coca Cola Oval Series, which took place at the Magic City Raceway in June of 1986, as only 12 drivers were there to brave the 95-degree heat. Race Director Tim Smith held the drivers' meeting and then the qualifiers began.

Four rounds of four-minute qualifiers were run, with David Swearengin turning in the most laps in rounds one and two. Bruce Ponder took over the number one position in round three, but when the dust cleared after round four, Jerry Evans had grabbed the TQ title.

In the six-minute consolation race, Tim Smith took the lead, with Randy Ash close behind. Greg Smith and Ann Ponder tried to keep up the pace, but gradually fell behind. Newcomer Chris Evans also put up a fine race, while Mike Clark was forced out on lap five with radio trouble.

Smith led wire-to-wire with 48 laps for the win, with Ash in second with 45.04. Greg Smith compiled 42.05 laps for third and held off Ponder, one lap back at 41.06. Chris Evans' fifth-place finish with 36.05, in his first race, earned him the plaque for "Most Outstanding Performance" by a vote of the drivers. Mike Clark, who finished sixth, earned the "Goody's Headache Award" plaque.

In the main event Bruce Ponder, Mark McWilliams and Ed McWilliams broke away from the rest of the pack, which was involved in a first-turn accident. Swearengin and Evans were running a half-lap behind the leaders, with Joe Manis experiencing heavy radio interference.

It was a whale of a race up front with the two McWilliams' running only a few feet behind Ponder. Everyone held their positions until Ed

McWilliams made a mistake and lost a lap or two. After four minutes of very close racing, Ponder and Mark McWilliams got tangled up and Swearengin slipped by into first. As Swearengin built a lap lead over Ponder, Evans closed in on the slowing Mark. Then, with 15 seconds to go, David's Earnhart/Wrangler started to slow, allowing Ponder to catch up.

Swearengin took the win with a 48.09. Ponder was less than 10 feet behind, with 48.08. Evans took third with 46.03, less than 20 feet ahead of Mark who had 46.01. Fifth went to Ed McWilliams with 43.06, while Joe Manis turned in a 37 for sixth place.

A big thanks should go to Race Director Tim Smith for a fine job!

SUMMER SERIES RACE THREE

On July 13, 1986, 16 drivers met at the Magic City Raceway to compete on the 1/12 road course. Ten drivers in the Modified Class and six Stock drivers made up the field, and modified Can-Am bodies were the order of the day.

Jimmy Simmons turned in the fastest round of the day to take the Modified TQ honors with a run of 29 laps. Ann Ponder bested all other Stock drivers with a fast run of 23 laps.

After the qualifiers, the C Main was underway. Jerry Evans got out to an early lead but developed problems and dropped out on lap four. Tim South took over and horsepower his way to the win with 23.25 laps. Shaw was second with 19.01 laps, overcoming a dragging body to hold off Garry Waters, who finished third with 18.16 laps. Kenneth Stewart took fourth with 10 laps, followed by Jerry Evans with four. Randy

Ash was qualified for the race, but was overcome by problems and couldn't start.

The B Main was a very tight race for first and second, with John "Tup" Tupkelewicz winning out in the end with 25.15 laps. Cullman's Bruce Ponder placed second with 24.19. Stock driver Mike Clark scored two accomplishments: he beat Ed McWilliams, a Modified driver, to the line and defeated arch-rival Ann Ponder. Clark took third with 22.18 laps, just ahead of McWilliams with 22.06. Ponder, the stock TQ, finished fifth with 20.17 laps.

The A Main had only been set to be run when the rains came. The rains brought the wind, and the wind brought trouble, as Manis' tarp blew over into Chuck Baader's car (hopefully, the repairs will make it as good as new).

The main was postponed until the following week, to be run prior to that day's event. As the race started, Jimmy Simmons drove his new Delta to the lead after two minutes of furious racing. Simmons was unmatched as he ran away from the field and won by over a lap, with a fine 30.04.

The real race, however, was between Mark McWilliams and Chuck Baader, who battled until the end. At the finish, it was McWilliams with 28.24 who outlasted Baader for second. Baader finished third, less than half a lap behind with 28.16. Fourth place went to Swearengin with 27.16 laps, just ahead of Joe Manis, who had 27.03. Manis had been challenging for second until his tires went away.

July 19 saw the final Coca-Cola Series NASCAR Oval come and go, which was also the fourth race in the six-race summer series. The weather was hot and partly cloudy. It was hoped that the rain, which had dogged the previous three races, would not return.

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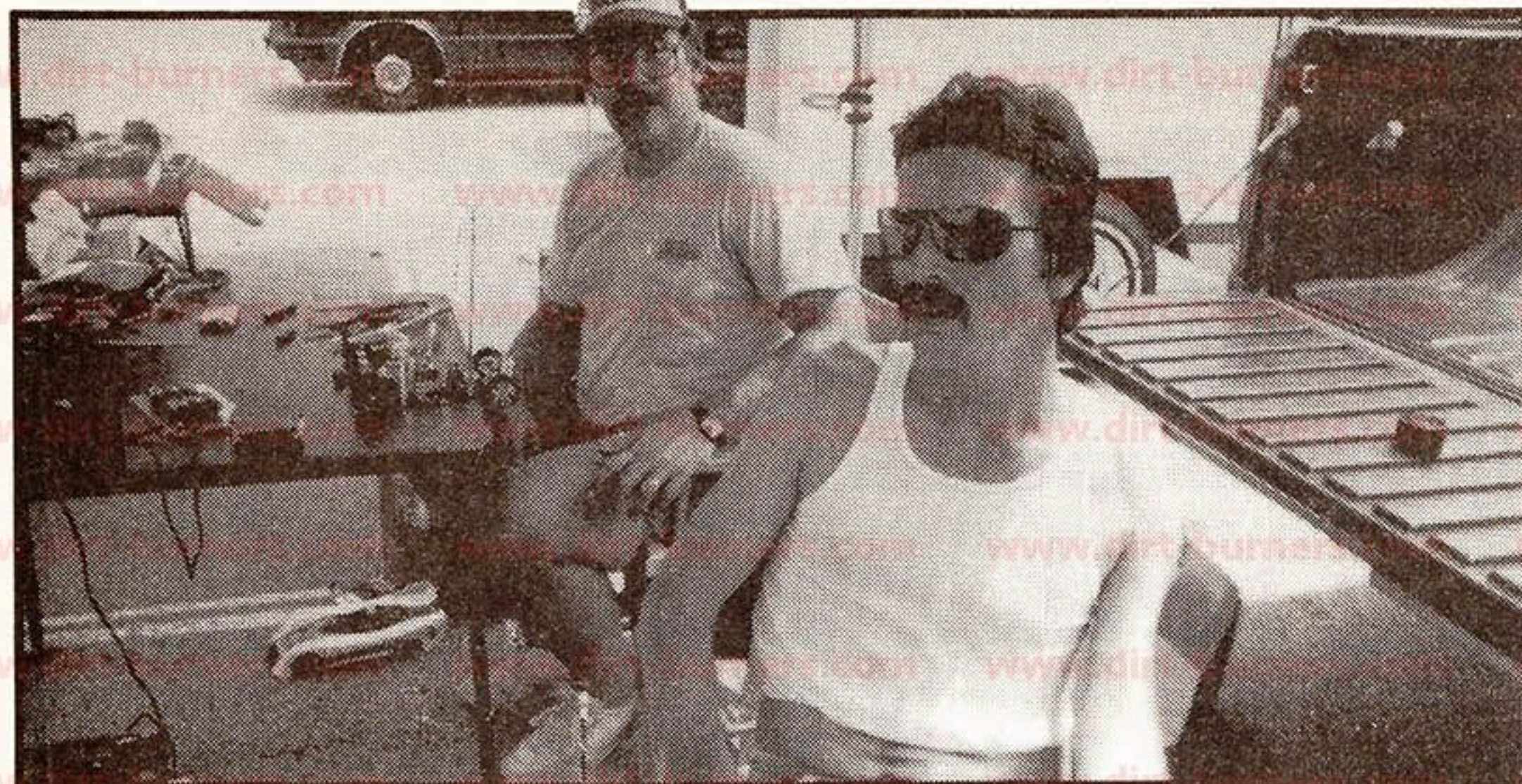
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Gary Shaw (foreground), one of the newer Magic City members, watches the racing along with Joe Manis, the club's president.

By the third round, Jimmy Simmons was back in the lead with a fast 33, despite David Swearengen's best efforts. Simmons' run held up in the fourth and final round, and he once again grabbed the TQ honors. Tim South led all Stock drivers with a run of 26 laps. With the four-minute qualifiers completed, the board was set for the consolation and main events.

TQ Tim South took an early lead in the consolation race, with Ann Ponder close behind, driving the Ricky Rudd machine. Gary Shaw was sitting in third as the other cars got strung out. South pulled away, but had radio trouble and

retired on lap 12.

Ann Ponder took over first place, leaving Gary Shaw about a half a lap back. Just then, Shaw's car's body began to drag; but with a comfortable lead over third place, Richard Blocker, he was not about to pull over for repairs.

No positions changed, and in the end Ponder won with 40.01 laps. Shaw finished with 30.06 laps for second place, while Blocker's ill-handling car turned in 18 laps for third. Tim South finished fourth. Ed McWilliams and Mike Clark were unable to start due to blown engines in the last round of qualifying.

The main event began with Simmons/Elliott on the inside pole, and Manis/Petty on the outside; Swearengen/Earnhart, second row, inside, and Tupkelewicz/Waltrip on the outside; Ponder/Allison started on the third row, inside, and McWilliams/Zebra Special was third row, outside.

The green flag fell and the cars shot into turn one. Some of the cars swapped paint as Swearengen's Delta Wrangler pulled into the lead. Simmons/Elliott settled into second with Manis/Petty in third and Tup/Waltrip in fourth. Ponder/Allison and the McWilliams' Schumacker were battling for the fourth spot.

Swearengen took a tight line as he pushed the Wrangler around the track. He was geared for speed as he built up a two-lap lead. At the midpoint of the race the question was, "Would he dump?" And if so, would the other cars have time to catch him?

Everyone still held their positions with less than a minute to go. Simmons, still in second, started to slow, yet still moved at a good pace. Swearengen's car started slowing drastically about 30 seconds from the end, as predicted. Joe Manis, in the Petty Parma car, was still flying and had his sights set on the Delta Wrangler. He passed Swearengen twice, and was then on the same lap; but time was running out. As the Wrangler reached the front stretch, it was barely moving, and Manis was gaining at a high speed. Just as they were side by side, the buzzer sounded. The race was called a dead heat, with both cars turning in 49 laps.

After a coin flip, Joe Manis was awarded the first-place trophy, while Swearengen had to settle for second. Simmons held on for third with 48.08. One lap behind him came John Tupkelewicz with 47.05 for the fourth spot. Bruce Ponder was fifth with 44.05, while Mark held down sixth place with 42.05.

The drivers voted the plaque for "Most

Outstanding Performance" to Gary Shaw of Talladega. If he hadn't had to push his body (his car's, of course) around the track for five minutes, he very well could have won the consolation. The "Goody's Headache Award" plaque went to Ed McWilliams, who passed unhurt through a major crash in which his car was literally broken in half! Congratulations to everyone else who came.

SUMMER SERIES RACE FIVE

Thirteen racers eagerly awaited the start of the fifth summer series race, which took place on August 3. The weather was hot but otherwise perfect, as the eight Modified and five Stock drivers readied their cars for the Can Am road course.

Three qualifying rounds were run, with the mains to follow. When the dust had cleared, it was once again Jimmy Simmons in Modified and Ann Ponder in Stock who were the ones to beat.

As the flag fell for the C Main, Mike Clark roared to the lead and never looked back. He had a six-lap lead on the field and took the win with 24.04 laps. Gary Shaw turned in 18.23 laps and finished a respectable second. Garry Waters managed to finish with 16.09 laps to take third, despite car problems. Garry just nosed out Tim South, who had an even 16 laps. South had many handling and radio problems throughout the race.

The B Main was really exciting and very much in doubt right to the end. Chuck Baader broke out in the early lead, with Mark McWilliams and Jerry Evans in hot pursuit. Ann Ponder was staying close in fourth. Evans and Ponder were having trouble, and it looked like a two-car race. Everytime it appeared that Baader would catch McWilliams, something would happen and McWilliams would pull away. Baader stayed within striking distance, but McWilliams wouldn't let the lead get away from him — he was 20 feet ahead of Baader at the end with 28.24 laps. Baader turned 28.22 for second. (McWilliams proved just how valuable a good cheering section can be!) Evans finished third with 24.24 laps after several stops for radio adjustments, while fourth went to Stock driver Ann Ponder with 12.23 laps.

This A Main promised to be a fast race, judging by the qualifying times, and it turned out to be just that! There was a good mix of cars — two Deltas (Simmons and Swearengen), one Parma (Manis), one BoLink (Ponder), and one Associated (Ash).

The race started with David Swearengen and Bruce Ponder breaking away from the pack as the others got tangled up in turn two. By the two-minute mark, Joe Manis took the lead in short order. He stretched his lead as Swearengen fell to second, with Jimmy Simmons in third and Ponder and Ash close behind.

At the halfway point, Simmons, riding in second, began to put pressure on Manis. Manis could feel Simmons breathing down his neck. He tightened his line and pulled away again. Swearengen, in third, couldn't shake Bruce Ponder, who was about 10 feet back. Ponder couldn't gain anything, so it looked like a stand-off. Randy Ash dropped off the pace after a few tangles with the wall.

It was Manis in the end, winning with 30.08 laps, a half a lap ahead of Simmons, who finished 10 feet ahead of Swearengen who, in turn, finished five feet ahead of Ponder. Simmons, Swearengen, and Ponder finished with 29 laps, in second, third and fourth, respectively. In fact, there was only about a half a lap difference be-

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tween the first four cars. Randy Ash finished five laps down in fifth.

Thanks to all who braved the heat.

SUMMER SERIES RACE SIX 1986 BIRMINGHAM SUMMER CHAMPIONSHIP

The Magic City R/C Car Club hosted the Third Annual Birmingham Summer Championship on August 16, 1986. The race was run along Birmingham Green in the heart of downtown, right in the city streets! Two additional classes were added to the regular 1/12 scale class — 1/10 scale Stock on road, and 1/10 Stock off road. The on road class was for cars *without* gear reduction and the off road class was for cars *with* gear reduction.

There were a total of 36 entries among the 25 racers, with many entering more than one class. The drivers came from four different states; fourteen came from Alabama, five each from Georgia and Mississippi, and one from Tennessee.

After practice, the Concours competition was held for 1/10 and 1/12 scales. The race had an interesting twist, as all judging was done by the crowd. David Wilson, from Jackson, MI, won the 1/10 honors with his red Porsche. Following the 1/12 judging Mike Clark, of Hueytown, AL, was announced the winner with his nicely-detailed blue Mustang.

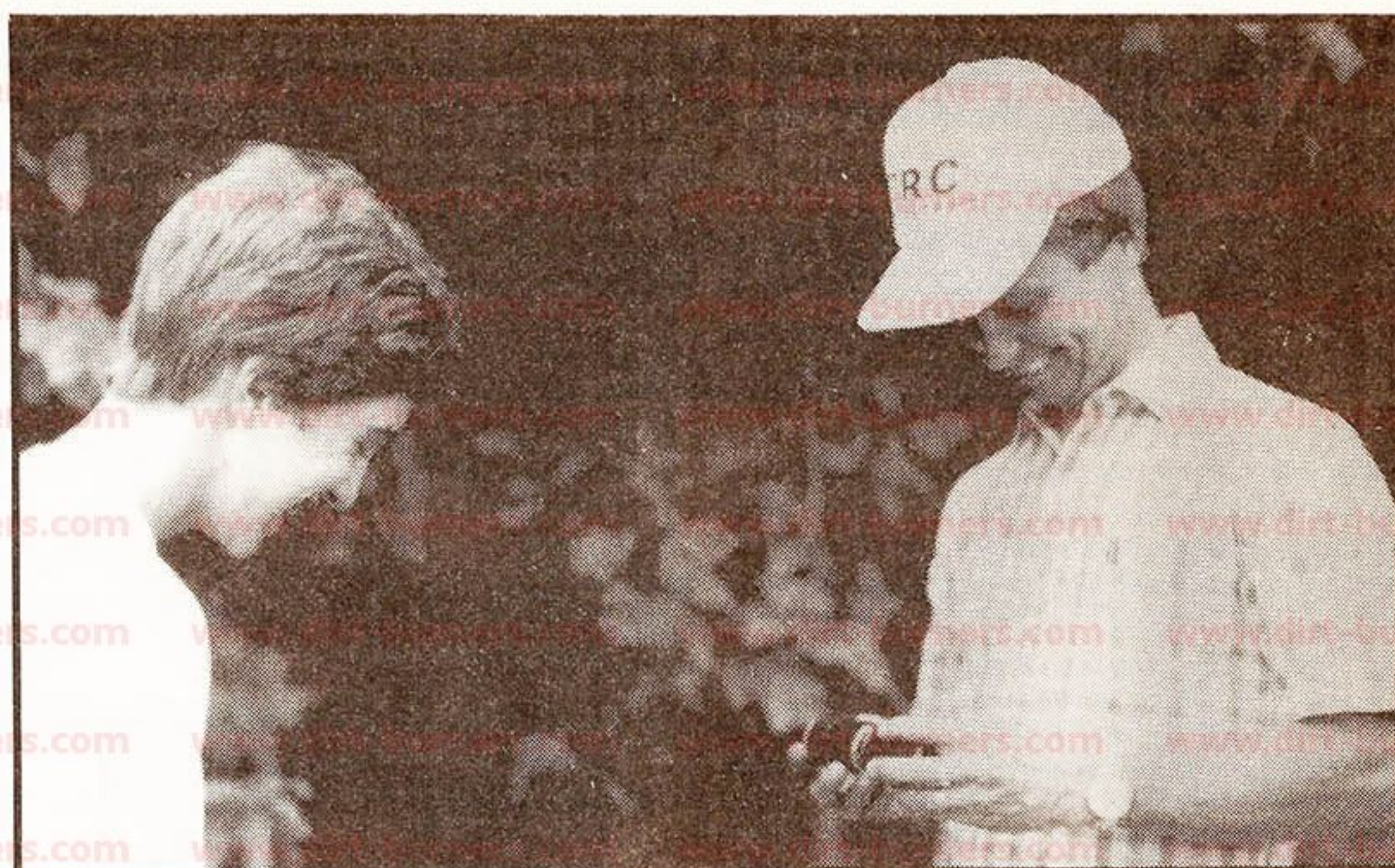
Following the drivers' meeting, the board was set and everyone prepared for their first-round run. Joe Manis, of Birmingham, AL, led the way after the first round in 1/12 with a 47/8.00.3. In 1/10 on road, Jimmy Simmons' run of 21/4.19.8 was the one to beat. Steve Bailey of Stockridge, GA, was fastest in 1/10 off road with 17/4.04.9.

In the second round, things changed as Sandy Strunk (Lenoir City, TN) took over the top spot in 1/12 with a blistering 51/8.08.3.

In 1/10 on road Jerry Evans, Hueytown, AL, grabbed the top spot with a fast 22/4.10.3. Only in 1/10 off road did Steve Bailey, the first-round TQ, hold his position.

The most exciting race so far was the first race of the third round, during the 1/10 off road run. Steve Bailey battled his way to the front, but could not shake his brother, Sonny. With 15 seconds to go, Steve finally made a mistake, allowing Sonny Bailey to move up to within a foot of his car. As the two RC10s went into the final turn, Sonny made a beautiful move to the inside and beat Steve to the line. Sonny turned in 18/4.12.8, beating his brother by 1/10th of a second.

Before the next qualifier could be run, the clouds, which had threatened rain for the past



Mark and Ed McWilliams seem to think that their tire situation is a laughing matter!

hour, let loose a flood. Everyone scrambled for cover as the rain poured down! It was obvious that the race had to be called off — the rain had really set in. Two full rounds had been run, so the trophies were handed out according to the fastest time. This meant that Sandy Strunk had won his second consecutive 1/12 Birmingham Summer Championship. Jerry Evans won the 1/10 On Road Championship and Steve Bailey won the 1/10 Off Road Championship.

The Magic City racers wish to thank all of the out-of-town visitors and local racers for participating. New friends were made, good times were had, and except for the rain, it was a successful event. The 1987 race will be a two-day affair at the Magic City Racers' permanent track. They would also like to thank their sponsor, the Birmingham Downtown Action Committee, and the manufacturers who contributed the prizes which were given away and greatly appreciated by the racers: Twinn-K, CRP, MIP and Autographics. See you all next year, around the middle of August!

RESULTS

Mike Clark 1/12 Concours Winner
David Wilson 1/10 Concours Winner

1/12 A MAIN

1. Sandy Strunk	51/8.08.3
2. Jimmy Simmons	47/7.57.3
3. Joe Manis	47/8.00.2
4. Chuck Baader	46/8.03.9
5. David Swearengin	44/8.05.1
6. Bruce Ponder	44/8.08.0

1/12 B MAIN

1. John Corkern	42/8.02.5
2. Marcus Davis	42/8.09.3
3. Richie Edwards	40/8.11.2
4. Mike Clark	38/8.01.6
5. Ann Ponder	38/8.04.3
6. Steve Bailey	37/8.02.3

1/12 C MAIN

1. Randy Ash	35/8.05.6
2. Sonny Bailey	34/8.01.3
3. David Wilson	34/8.01.7
4. Eddie Hill	34/8.10.6
5. Chet Ellis	32/7.14.6

1/12 D MAIN

1. Gary Shaw	32/8.15.2
2. Jim Moyer	31/6.51.5
3. Garry Waters	30/7.48.1
4. David Zarnowski	30/8.06.0
5. E.T. Davis	7/8.06.8

1/10 ON ROAD A MAIN

1. Jerry Evans	22/4.10.3
2. Jimmy Simmons	21/4.19.8
3. David Swearengin	20/4.03.8
4. Bruce Ponder	20/4.04.1

1/10 ON ROAD B MAIN

1. Joe Manis	19/4.03.0
2. Chet Ellis	19/4.13.2
3. Ann Ponder	17/4.02.5
4. Anthony White	10/2.17.1

1/10 OFF ROAD A MAIN

1. Steve Bailey	17/4.04.9
2. Sonny Bailey	17/4.21.6
3. David Wilson	16/4.02.8
4. Eddie Hill	16/4.13.3
5. Jim Moyer	13/4.26.8
6. Jeff Ryder	6/4.30.5

SUMMER SERIES FINAL RESULTS

MODIFIED

1. Jimmy Simmons	252.41
2. Joe Manis	244.30
3. David Swearengin	242.44
4. Bruce Ponder	236.36
5. Randy Ash	221.30
6. Mark McWilliams	186.54
7. Jerry Evans	178.27
8. Chuck Baader	140.38
9. John Tupkelewicz	138.20
10. Ed McWilliams	133.12

STOCK

1. Ann Ponder	253.56
2. Mike Clark	248.36
3. Gary Shaw	240.44
4. Tim South	142.25
5. Garry Waters	140.25
6. Kenneth Stewart	92.00
7. Richard Blocker	48.00

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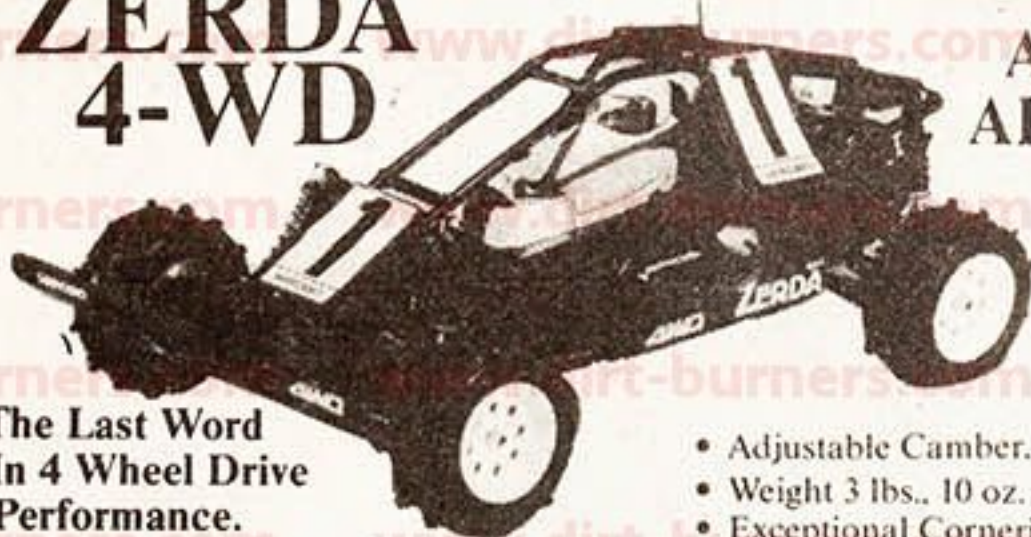
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- 3-Sp. Speed Control.
- Front & Rear Differential.

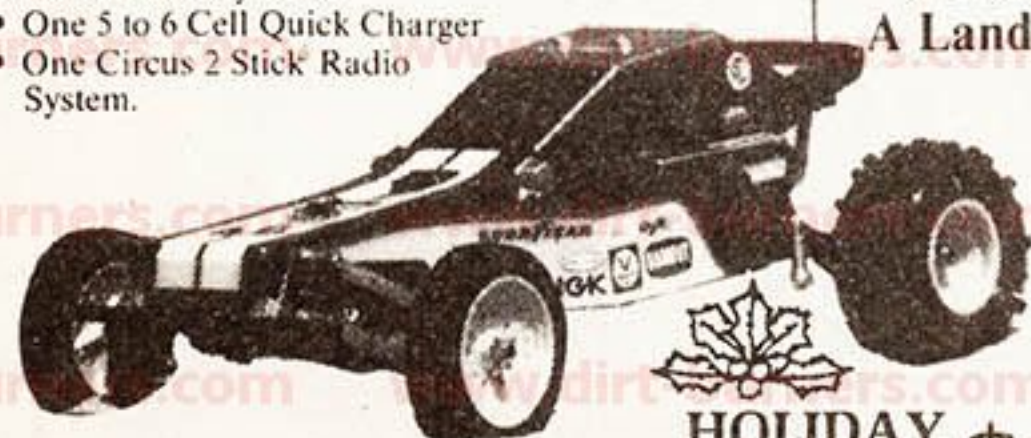
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- 1-5 to 6 Cell Battery Charger
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ALPINA 2
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RADIO

BEAT 2
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- Adjustable Spring Tension.
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Circus 2 Stick Radio	89.95	59.95
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Conqueror
Of 1/12
Scale 4WD.

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Price \$199.95

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Circus 2 Stick Radio	89.95	59.95
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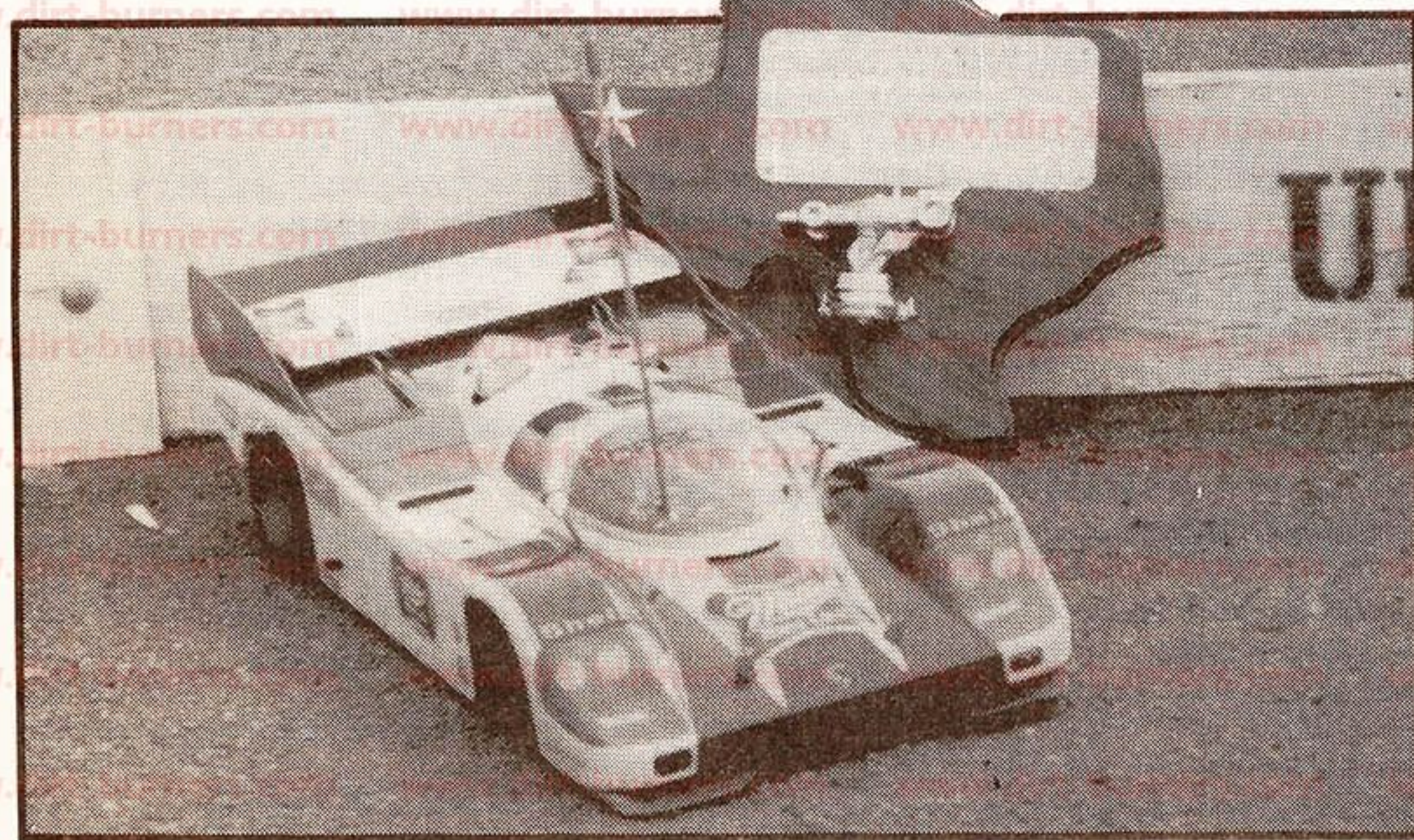
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THE SIXTH ANNUAL EL PASO CAN AM



Trophy winners for the Sixth Annual El Paso Can Am (top), and Frank Barron's winning Porsche in the Concours d'Elegance (above).

Story and photos
By Lee Chapin

August 23-24, 1986
El Paso, TX

For five years, the El Paso Can Am has taken place on Labor Day weekend. But this year, ROAR dropped the Nationals onto our date and we realized that it would be foolish to try to compete. Our choices seemed to be: cancel, move to a near date, or to a far date. No one would win if we held our race on someone else's date, so we chose the weekend before Labor Day. Our thinking was perhaps we could talk some of those people going to the Nationals into stopping in El Paso on their way. Chuck Wiggins made a point to come race with us, but otherwise the "East Coast" move wasn't too successful.

Still, we can always count on Albuquerque and the NMRCRC to send a good entry. The weather was the best possible; the temperature was in the mid-eighties with high cloud-cover most of the time. This was a perfect start for the heavy Fall season in the Southwest.

First thing Saturday morning included sign-

in, tech and the Concours d'Elegance judging. Frank Barron has returned to the R/C car wars and his highly detailed Porsche easily won.

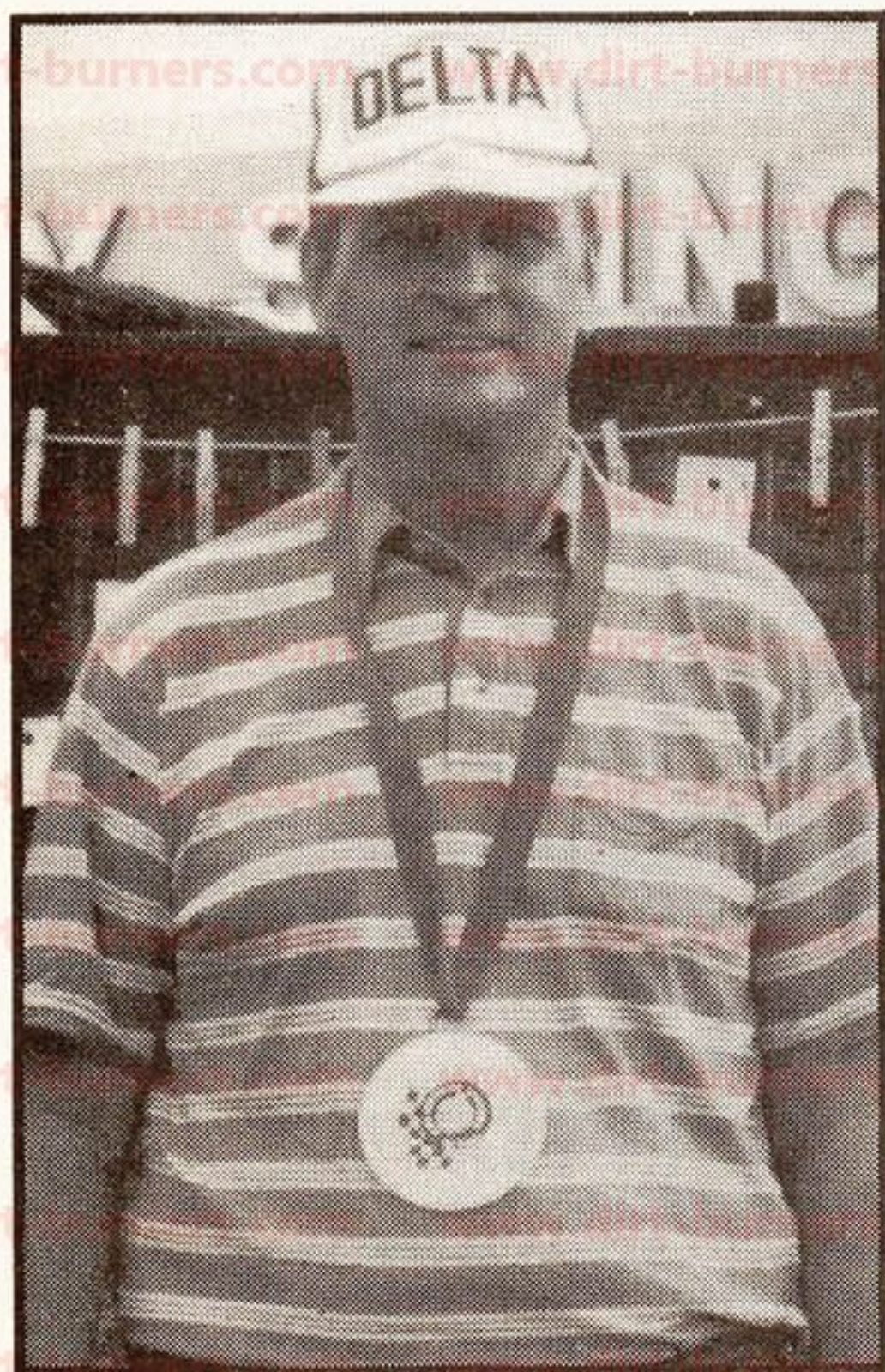
Next came a couple of practice rounds for everyone and then it was on to qualifying. Nearly everyone had raced the track before, so the times came up quickly. Well, except for Paul Franchini. He remembered his body was still in Albuquerque. Okay, borrow one. Whoops! Where's the radio? Paul did finally get on the track after an encounter of the seventh kind with the local hobby shop.

As qualifying progressed, Li'l Phil Shew seemed to have the best combination in 4WD. His times were consistent and mostly in the middle 13s. He ended up 4WD Top Qualifier, nearly nine seconds ahead of Jerry Roberts.

Many of the 2WD best times were made on Sunday morning when drivers had two more chances. When the smoke and tire dust cleared, Jerry Roberts had almost equaled his 4WD time to capture 2WD TQ honors. His was the only 2WD car to make 13 laps.

All scoring was done with NMRCRCC's AMB computer. Gary Smith, Jerry Weaver, Les Pardue and Rich Cunningham all had their hands in helping and advising on its operation. Gretchen Blum, of the Rio Grande Racers, who has operated the computer before, did the actual working of the computer, and Bill Everett got his first taste of automatic scoring. Bill Everett? Sounds familiar. Yes, Bill has decided to end his retirement and try his Super J against some of the newer cars. No matter how automatic the machinery becomes, you still need people. Thanks to all who helped.

And while we're mentioning those who helped, the local sponsors should be thanked. The Rio Grande Racers try not to "bug" manufacturers more than once a year for prizes. So, for the El Paso Can Am, local merchants take up the slack. Two important sponsors this time were D&J Transportation and Urban Express from El Paso.



Bill Everett and his four-inch diameter racing medallion. Yes, it's solid magnesium! Seriously, Bill has done so much for the Rio Grande Racers that it's long past time to show the club's appreciation.



A family portrait. Jerry Roberts was the winner for the weekend in terms of pounds of trophies. He had to be — the kids insisted! Left to right: Steve, Mike, Jerry, Susan and Brandi.

Urban Express is aptly named since that's what they do, plus they're owned by the Urban family. Others sponsors included were Yogurt Plus, the refreshment stop next to the track; Roberts and Son, outdoor facilities; Pecos West Supply Co., and R/C parts manufacturer; Snap-On Tools (mainly Bob Blum); MSD Ignition for many graphic and mechanical services; and, of course, **R/C NEWS** for helping promote the Rio Grande Racers in many ways. These sponsors were recognized with a decal that was placed on each car.

I doubt if the Rio Grande racers have ever made money on one of their "big" races (13 or 14 so far). Their policy is to put the income into the best trophies and prizes possible. (This year I've raced from coast to coast and only the Winternationals came close to the Rio Grande Racers in trophy quality. And very few have had any kind of a prize drawing.) But tires, fuel and bodies come in handy and that's what the prizes were this time. For this race, the RGR about broke even again, but it was good for all the drivers attending.

So, enough of the background and promotion. Let's get on to racing! Race Director Bob Blum elected to schedule the 4WD race first so that there would be less conflict for the drivers and pit men with a buffer between the "A's."

Li'l Phil Shew, because of his TQ mark, was the favorite, but he knew Jerry Roberts wouldn't be far behind. And then there was the racer from the East, Chuck Wiggins. Chuck is a top driver anywhere he goes. He came to El Paso with his Cobra, loaded with tests for evaluation. He was really taking advantage of our pre-nationals shakedown offer. On Saturday, one by one, the projects came off the car — and the car still wasn't running its best. He finally pinpointed a radio/battery problem. Anyway, Chuck never did run all the way to the end of a qualifier. No one knew if his car was ready or how fast he would go.

Li'l Phil got a good start, but there was Chuck chasing pretty closely. This went on for about five minutes while everyone else slowly dropped back. Then Chuck was out. The belt he had been running all summer and "was going to change

before the Nats" finally broke. Too bad, it ended a good race. From there on, Li'l Phil seemed to have his own way with the track. But he didn't appear to slow his pace, nor lose his remarkable consistency. Even when lapping traffic, his times were generally within one second.

Looking at the qualifying times for the B Main, Jerry Weaver and Rich Cunningham had to be the favorites — especially Rich. Even though he couldn't seem to get his car hooked up in El Paso, he was still fresh from a third-place finish in the A Main at the Enchantment 100 just a few weeks earlier. Les Pardue couldn't be counted out and Chad Weaver has shown tremendous improvement.

It turned out to be a long, hard race — one for survivors. Several racers had their chance to win, but then would drop out for a while. Every car was running at the finish, though. Finally Les Pardue worked his way through the field and took the checkered with a four-lap cushion. Chad Weaver proved that he deserves notice with a second-place finish. Rich Cunningham persevered to place third.

In the 2WD A Main, Bob Blum withdrew so he could pit for his son, Rob. Bob, the current Rio Grande Champion, most recently placed second

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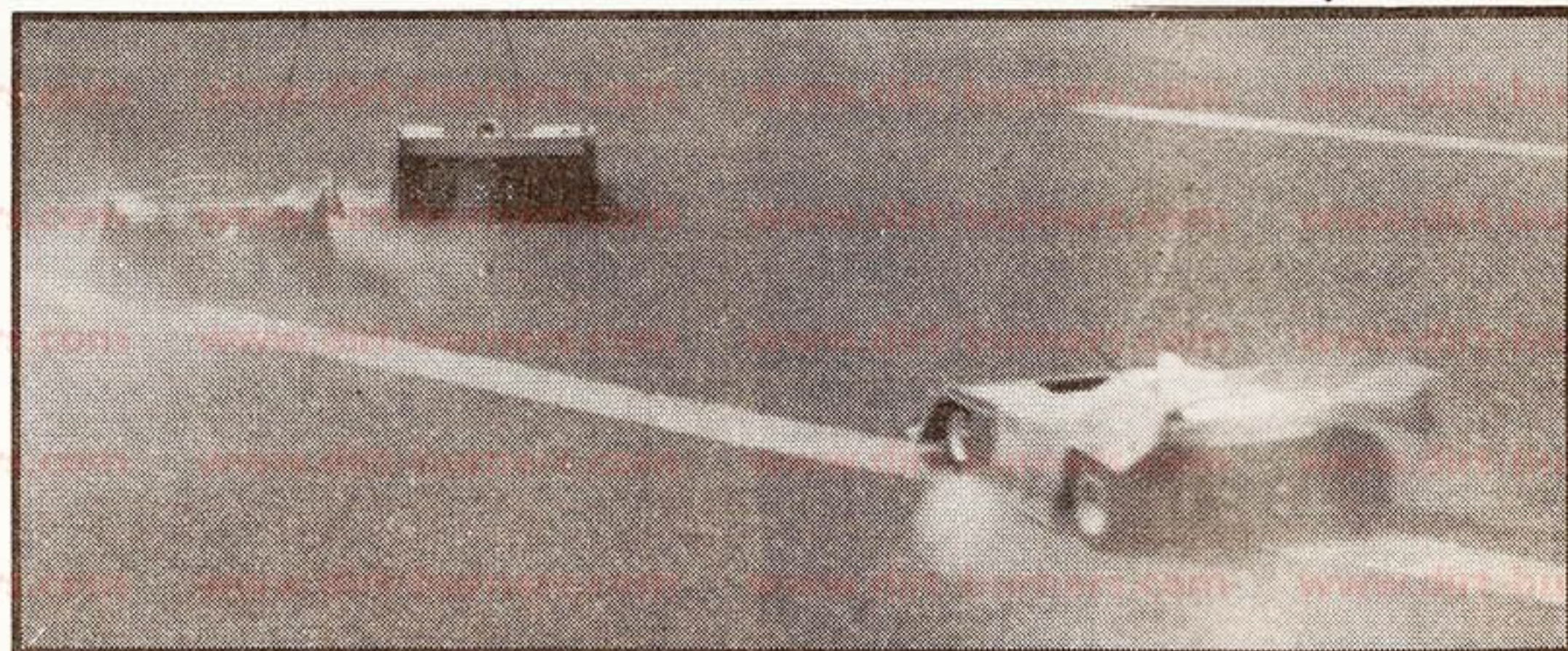
RCM



Keep 'em cleaned out! Less than 15 seconds.

in the A Main at the Enchantment 100.

So who would challenge Jerry Roberts, the TQ? Well, everyone expected Brad Toffelmire (also out of retirement) to be near the front after his second highest time. Pat Herrera, the winner of the Enchantment 100, was a good possibility, but he seemed to be struggling during qualifying. Danny Alvarado, Sr., only made one good run on Sunday because he was peak-



A good qualifier holeshot (above), and Rich Cunningham (below) of Duke City Hobbies, alert as a corner marshal.

ing Jr.'s car, so his speed was uncertain.

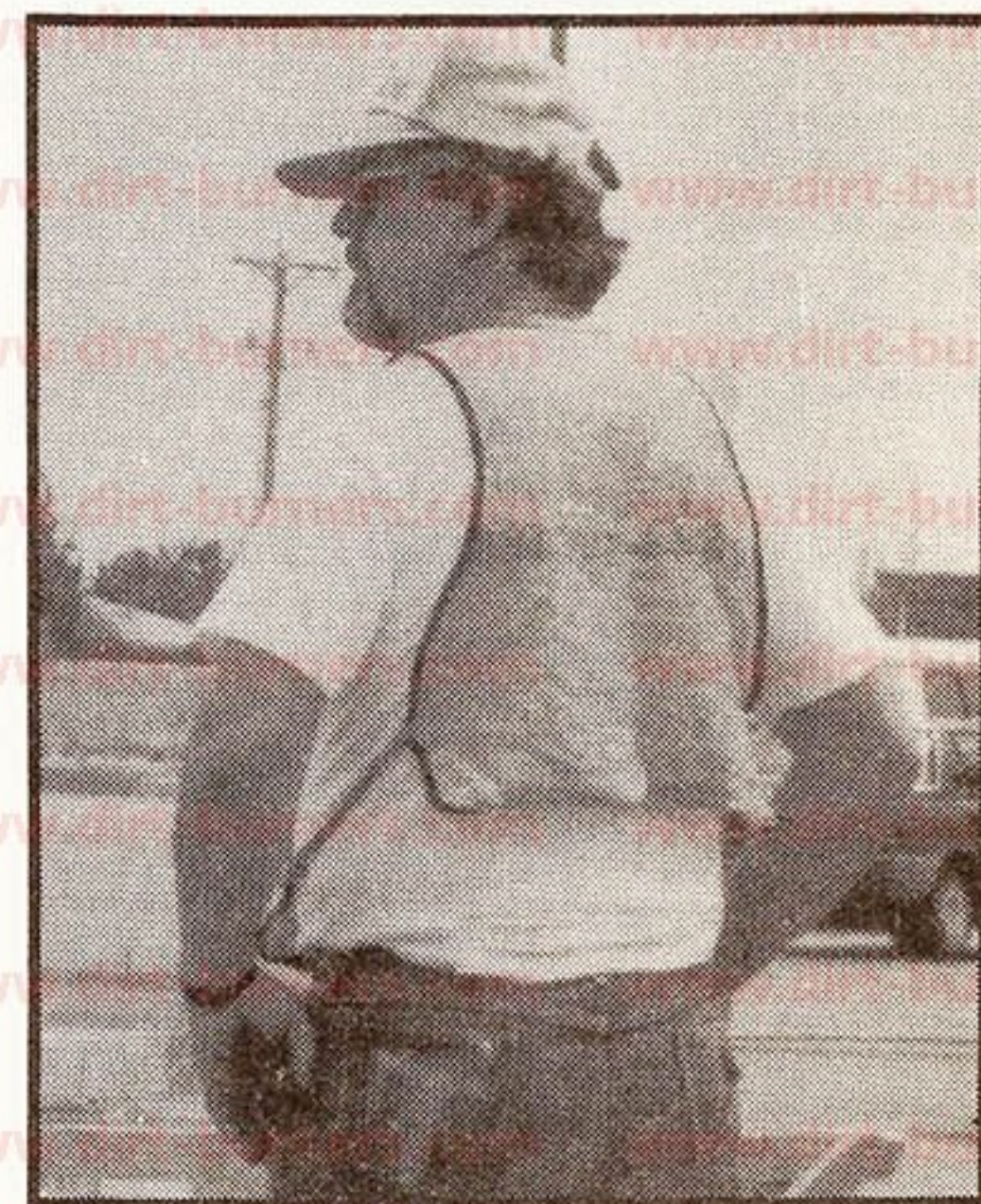
From there on, I'm going to have to describe the race from what I heard on the drivers' stand and the little bit that I could watch.

Rob Blum was off to a good start, but I had him in sight. I'm not sure when Brad and Jerry got by, but they did, and the race seemed to settle down to a good pace. It must have been exciting because you could hear it in Jerry's voice. "Don't step on my car! Oh, no! Put the body

back!" and other polite requests. Then there was a loud noise; Rob's muffler was off. Pit time. New leader. Jerry? Brad? Not sure. Rob got back on the track, but a second muffler loss just about took him out of contention.

Chuck Wiggins was pitting for me and making fast fuel stops. Just before the last stop, Chuck said, "Brad's tires are going." And then, with about five minutes to go, it was announced over the P.A., "The top three cars are on the same lap!" I guess Jerry and Brad were racing each other and not paying attention, because I got by one, then the other. Chuck started saying "Keep it smooth." This is not easy, when you don't have that much A Main time. Finally Chuck said, "One lap to go," and there was Bill Everett with the white flag. Good. Bang! Into the boards. Straighten up and finish this lap. Whoops! The engine died. Out of fuel? Nope, plug blown. Must have been that hit into the boards.

Anyway, give thanks for timed races and a two-lap cushion. I must also say thanks to Chuck for his fine pitting — that makes two times he has helped me win — Florida (only the C Main) and now El Paso. And thanks to the Cook Eagle. It's my opinion and observation that this car will run the wheels off of any other R/C car.



It was time to calm down and go on to the trophy presentation. An important medallion was presented to Bill Everett as he had been the mainstay of the Rio Grande Racers for years. He did everything — president, secretary, race director — all of the above, all at once, not to mention hauling the trailer and he still had time

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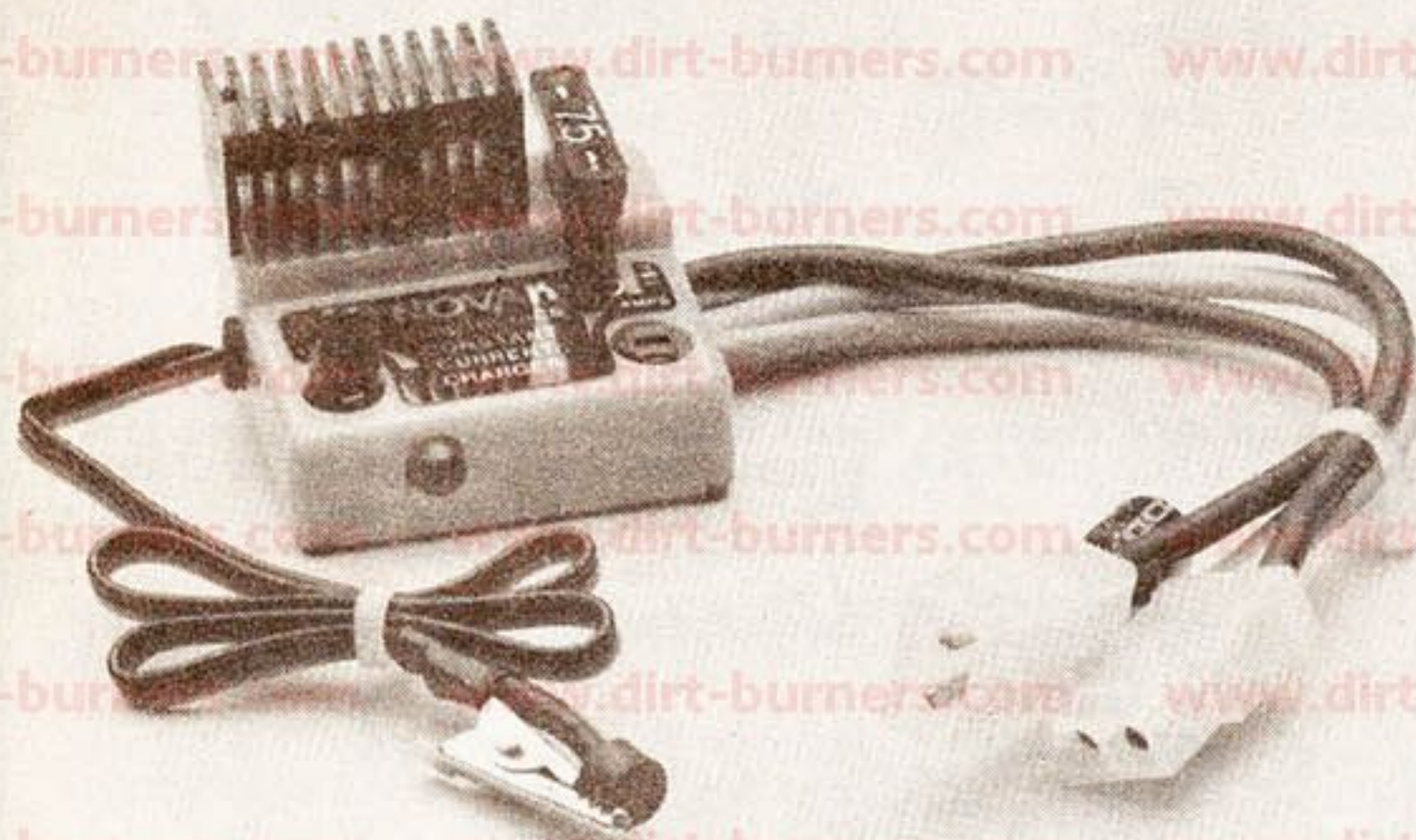
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to become club champion and Region Four Champion. Up until now, Bill is the only El Pasoan to ever win the El Paso Can Am. Anyway, about a year ago, he decided he wanted to concentrate on his golf. This El Paso Can Am was the first opportunity for the Rio Grande Racers to show their appreciation publicly. I think Bill was surprised and pleased.

Trophies for the winners: Jerry Roberts made the big haul — a TQ and two seconds. These didn't do him that much good as each one of his kids — Brandi, Steve and Mike — grabbed a trophy and Jerry says he hasn't seen them since.

Quite often through the summer, Vista Hills Center, our race site, draws an "extra" crowd for us. "Dallas," a popular nite spot, has free daytime concerts (and Coors beer) several times each summer. This Sunday, it was Johnny Lee and the crowd was big. We were barely able to dodge the traffic to tear down our track.

So ended another very successful and satisfying El Paso race. Thanks to all who came and you know you'll be welcome at the next one!

What's happening next in the Southwest? Albuquerque's Gas Blast in October. They say it will be a real big-name shoot out. Rumor has it that there might be jackets for trophies, although how they will work the sizes, I don't know. Then there's the **R/C NEWS Speed Week** in December. See you at one of them!

And to start 1987 off right, mark your calendar for the middle of March. That'll be the Fifth Annual Rio Grande Can Am — the biggest and the best yet!

•R/C•

SIXTH EL PASO CAN AM AUGUST 23 & 24, 1986 OFFICIAL RESULTS



CONCOURS d'ELEGANCE WINNER: FRANK BARRON
TOP QUALIFIERS: FOUR WHEEL DRIVE - LIL PHIL SHEW;
TWO WHEEL DRIVE - JERRY ROBERTS.

RACE/POS.	NAME	CAR	ENGINE	QUAL.	LAPS	TIME

4WD A MAIN						
1	LIL PHIL SHEW	SERPENT	NOVA ROSSI	13/4:06*	75	25 : 20.0
2	JERRY ROBERTS	RC 500 (4)		13/4:16	67	25 : 11.6
3	DANNY ALVARADO, JR.	RC 500 (4)		11/4:13	58	25 : 15.6
4	LEE CHAPIN	COOK COBRA	NOVA ROSSI	11/4:08	38	20 : 25.1
5	CHUCK WIGGINS	COOK COBRA	GILLOTT OPS	10/4:00	7	5 : 45.1
6	PAUL FRANCHINI	SERPENT	OPS	1/0:46	DNS	

2WD A MAIN						
1	LEE CHAPIN	COOK EAGLE	NOVA ROSSI	12/4:18	79	29 : 50.7
2	JERRY ROBERTS	RC 500		13/4:16*	77	30 : 17.0
3	BRAD TOFFELMIRE	RC 500	OPS	12/4:04	76	30 : 06.3
4	ROB BLUM	DELTA EAGLE	PICCO	12/4:10	69	30 : 05.6
5	DANNY ALVARADO, SR.	RC 500	NOVA ROSSI	12/4:19	68	30 : 12.8
6	FRANK BARRON	RC 500	RICH LEE K&B	11/4:01	67	30 : 13.2
7	PAT HERRERA	DELTA S. EAGLE	OPS	12/4:13	60	30 : 08.4
	BOB BLUM	COOK EAGLE	PICCO	12/4:11		

2WD B MAIN						
1	LES PARQUE	COOK EAGLE	OPS	10/4:03	63	25 : 20.8
2	CHAD WEAVER	SUPER EAGLE	OPS	10/4:00	59	25 : 19.6
3	RICH CUNNINGHAM	S.G. MK II	NOVA ROSSI	11/4:04	57	25 : 18.0
4	ED BAYNES	S.G.	OPS	10/4:21	49	25 : 07.8
5	JERRY WEAVER	SUPER EAGLE	OPS	11/4:03	45	25 : 10.0
6	JIM ROBERTS	RC 500	OPS	9/4:03	45	25 : 33.0
7	GARY SMITH	S.G.	OPS	9/4:11	40	25 : 01.4

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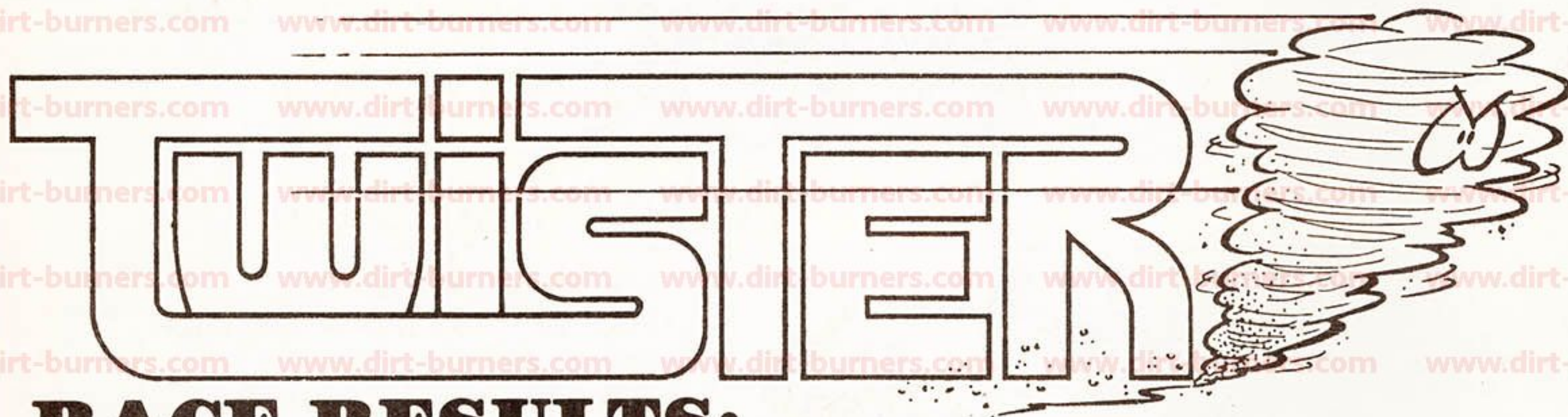
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RACE RESULTS:

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1st PLACE OPEN SPRINT CARS (North) - KEVIN PASCHKE - TWISTER "202"

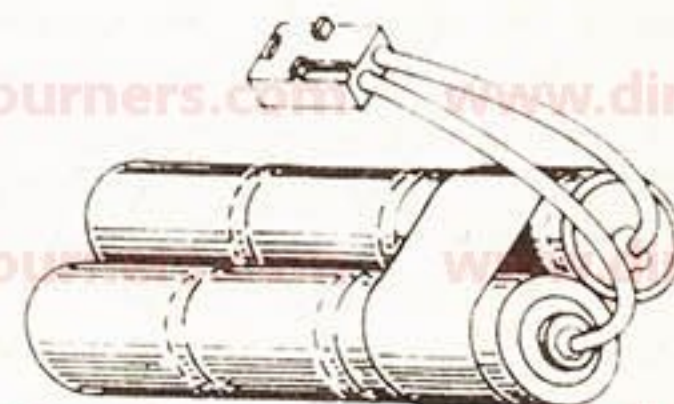
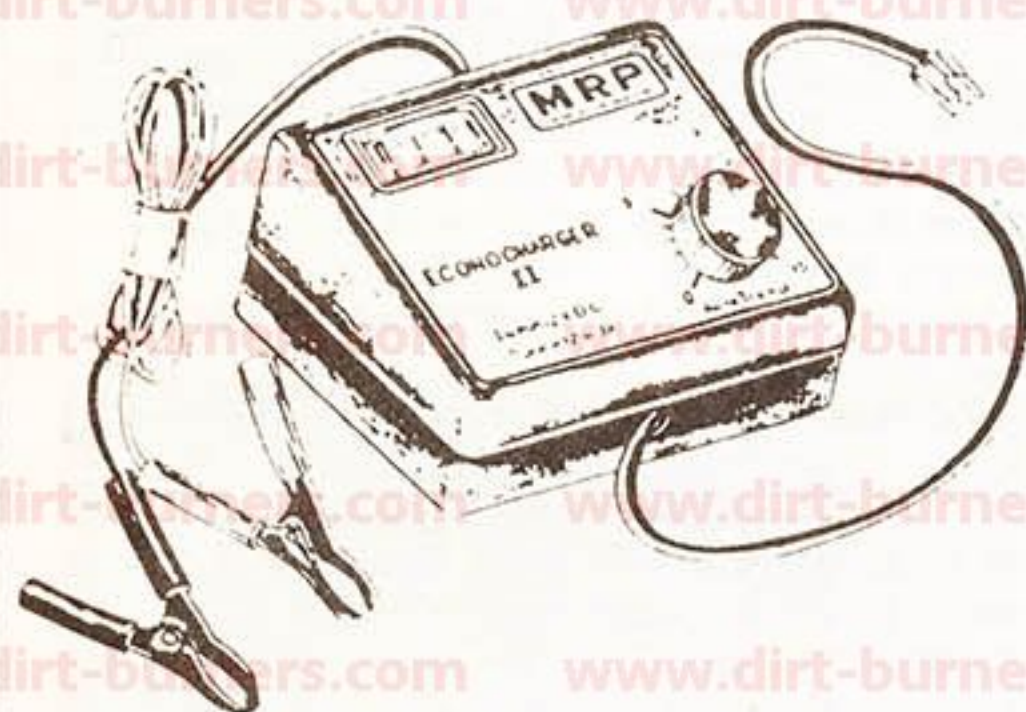
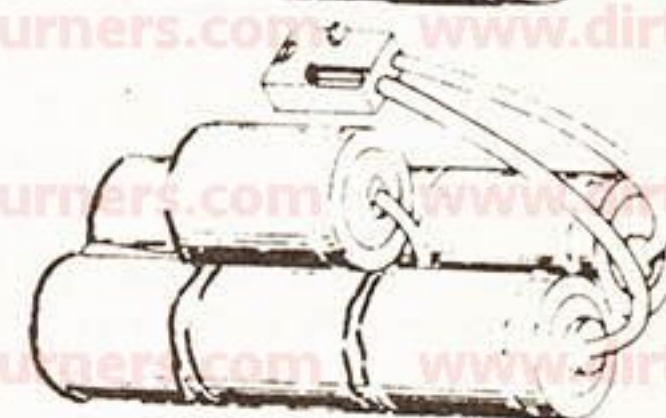
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ROADRUNNERS



September 1986

AUTHOR'S NOTE: We'd like to take this opportunity to thank Les Ammann for all his personal time and effort in issuing the Roadrunners' newsletter. We don't mind helping him out with the letter, but that doesn't excuse him from showing up at the races. We miss you at the track, Les!

1/10 SCALE

Bill Wishon worked out a deal with the Pleasant Valley Parks and Recreations Dept. to set up a permanent track site at Freedom Park, near the Camarillo Airport. This is great news for local off roaders who've had no place to race! Bill will be keeping tabs on the status of the new track, and if you'd like more information, please contact him.

GAS

There will be no series race for 1986 at the new track. It was decided that the surface was too rough. This was a disappointment, because a lot of hard work and time was put into the track and it was in much better shape. Total track preparation has proceeded, with hopes of putting down slurry to make it smooth enough for 1/12 scale.

The only thing the track needed for a successful gas race was a good driver turn out! Racers are invited to come and race on the third weekend of every month. Saturday is open practice, and sign-ups are on Sunday at 9:30 a.m., with races starting at 10:00 a.m. There are three rounds of qualifying run, with 15-minute mains. Take the 101 Freeway, north, turn off on Highway 33 toward Ojai. The track will be to your right.

1/12 SCALE

The August Fun Race at Camarillo was just that, FUN! A good time was had by all. Danny

Meeks set up a nice, high-speed track that was to everybody's liking. Rick Klement dominated the qualifying and was TQ. It should have been Klement's day, but he fell victim to a first-lap accident in the A Main. He never could catch up to Roger Vorba, who had it hooked up for the final go. Jim Giordano took the B Main with a good strong run, and Dean McCarty showed his usual increases in speed with his C Main win.

Since it was a fun race, the directors decided to go with the three-main format to give everyone a chance at a pin.

It was probably the last race ever at the Las Posas site, since new construction and remodeling of the shopping center had begun to encroach on the parking lot.

1/12 FUN RACE RESULTS

A MAIN	B MAIN	C MAIN
1. Roger Vorba	Jim Giordano	Dean McCarty
2. Rick Klement	Dave Slinker	Gerry Rulz
3. Lee Criger	Wayne Breault	Mary Cochran
4. Danny Meeks	Dave Cochran	Gary
5. Kirby Criger	Rick Kutin	

AUGUST 1/12 POINT SERIES

There was a little larger turnout for the August point race. There were some old faces that hadn't been seen for a while, and some new ones as well. Racers who missed the event missed Marty Desbrow in the B Main Modified. He must be human after all! All this is said in good fun, as Marty is having a great year, with only Dave Hironaka having even a chance to keep him from taking both classes, and humbling Mace Horowitz a little. Speaking of Horowitz, he brought his new prototype BoLink car, with some new and interesting features, and it was running quite well.

1/12 POINT SERIES RESULTS

STOCK	A MAIN	B MAIN	C MAIN
1. M. Desbrow		Lee Criger	Dave Cochran

2. D. Hironaka	Jim Trueman	Jim Giordano
3. K. Koch (TQ)	Larry Siela	Dean McCarty
4. Danny Meeks	Dave Slinker	Mark Lanza
5. Roger Vorba	Jeremy Breton	Gerry Rulz
6. Rick Klement	Barbi Smith	Rick Kutin
7. M. Horowitz	Wayne Breault	Mike Tuchten

MODIFIED

A MAIN	B MAIN	C MAIN
1. M. Horowitz	Marty Desbrow	Dave Slinker
2. Jim Trueman	Wayne Breault	Dave Cochran
3. Ken Koch	Lee Criger	Dean McCarty
4. Rick Klement	Barbi Smith	Mark Lanza
5. Danny Meeks	John Rushing	Jim Giordano
6. Roger Vorba	Dave Hironaka	Rick Kutin

1/12 SERIES STANDINGS (excludes one throw-out)

STOCK	MODIFIED
1. Marty Desbrow 594	Marty Desbrow 600
2. Mace Horowitz 581	Dave Hironaka 593
3. Rick Klement 581	Mace Horowitz 584
4. Dave Hironaka 579	Danny Meeks 579
5. Danny Meeks 572	Rick Klement
6. Roger Vorba 572	Roger Vorba 569
7. Lee Criger 553	Lee Criger 560
8. John Rushing 546	Kirby Criger 551
9. Kirby Criger 541	Wayne Breault 543
10. Wayne Breault 538	Barbi Smith 543
11. R. Carrington 535	Dave Slinker 523
12. Dave Cochran 533	Dave Cochran 522
13. Barbi Smith 532	Jim Giordano 515
14. Dave Slinker 501	Dean McCarty 496
15. Jim Giordano 498	John Rushing 457
16. Dean McCarty 498	Randy Carrington 453
17. Dean Niebuhr 426	Lori Desbrow 415
18. Ken Koch 382	Dean Niebuhr 376
19. Lori Desbrow 324	Larry Siela 365
20. Les Ammann 294	Lance 313
21. Rick Kutin 270	Joe Bosman 270
22. Joe Bosman 258	Denis Bosman 247
23. Denis Bosman 238	Gerry Rulz 240
24. Jim Trueman 197	Karen Hurkey 237
25. Mark Lanza 168	Ray Quintanilla 236
26. Terry Baker 167	Don Grubb 228
27. Sharon Eads 167	Rick Kutin 167
28. Ray Quintanilla 157	Mark Lanza 165
29. Lance 151	Ken Koch 99
30. Steve Pritchett 100	Bev Pritchett 99

•R/C•

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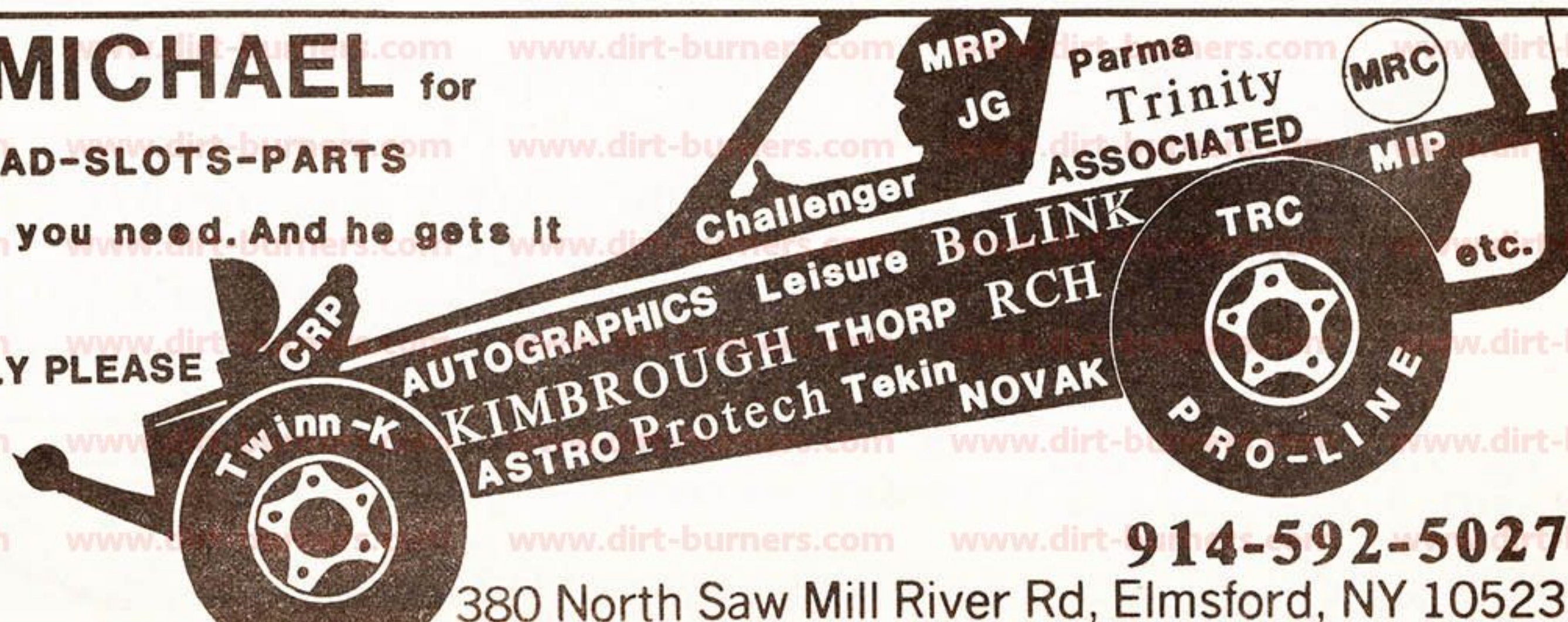
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OFF ROAD RACING IS BACK!



10:30 a.m.: Saturday — is there a track in there somewhere?



5:30 p.m.: the work crew (above). The track is still a little rough (below)!

Story and photos
By Bill Wishon

It had been a long time since our last race, and I must admit, I didn't expect as good a turnout as we received. Before I report the race's results, I'll give some background on what it took and where all the time went.

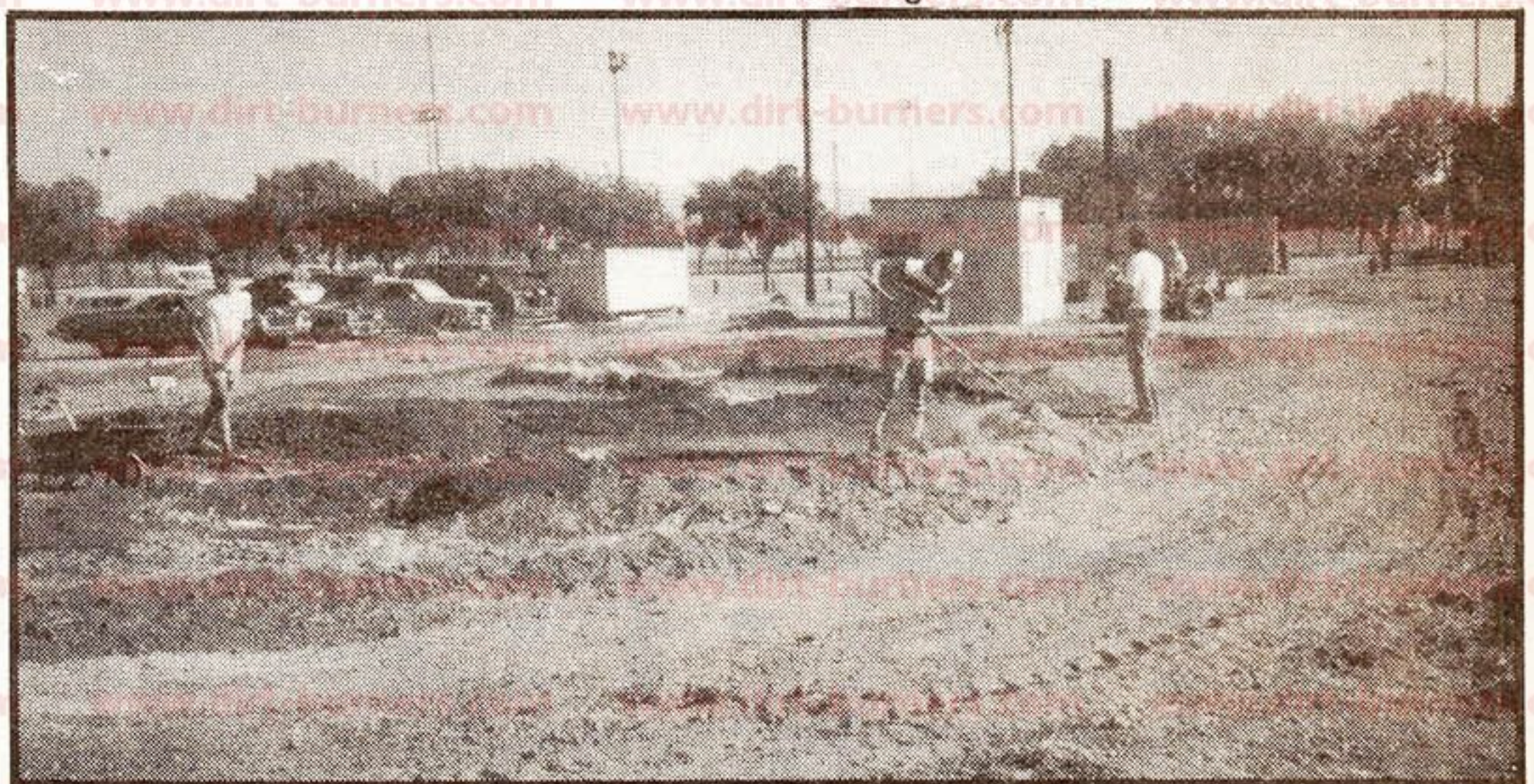
In early 1986, we knew the track we'd been using in the Camarillo Las Posas Plaza was going to be flattened. We had about three months to look for a new site, but no idea as to how much trouble it would be to acquire. By the time the track was gone, we hadn't looked very hard for a new one.

I started looking at every empty lot and open field as a possible race site. Finding a large dirt area with a parking area wasn't hard, but most didn't have water nearby (and I had only located them, I hadn't asked if we could use them). The

areas that had enough space and water were usually located near another plaza and my requests were either unanswered, or put off while they checked with the "owner," etc. It became obvious that the task wasn't going to be easy.

In late May, Rich Ohnmeiss, who had only been racing a short while before we lost the track, called with a lead on a possible site. About a week later, we went to the site to check it out. It looked great, it had everything. The property belonged to the Pleasant Valley Recreation and Park District in Camarillo. Rich had already talked to the district manager, and when I did the same, he seemed very supportive. Approval had to be from the board of directors. I drafted a letter to the board and was slated for their June 9 meeting.

The board members had seen us racing before and were also supportive. The manager needed more information in terms of track layout, drivers' stand design, and insurance coverage so the board could review them before





One of the Open mains on Sunday. Even the author got into the picture!

approving the track. At the next board meeting (on July 9) we received tentative approval of the board, pending their lawyers' review of the in-

surance coverage. I requested a copy of the policy, then had to wait for the August meeting to receive approval.

On August 13 we received approval and could build a track as soon as ROAR returned our insurance form. It arrived on August 26, and a work party was formed for the following Saturday. (Who wants to waste time?) After calling everyone I had numbers for, I got a lot of positive response. It looked like we'd have a tremendous turnout for the work party.

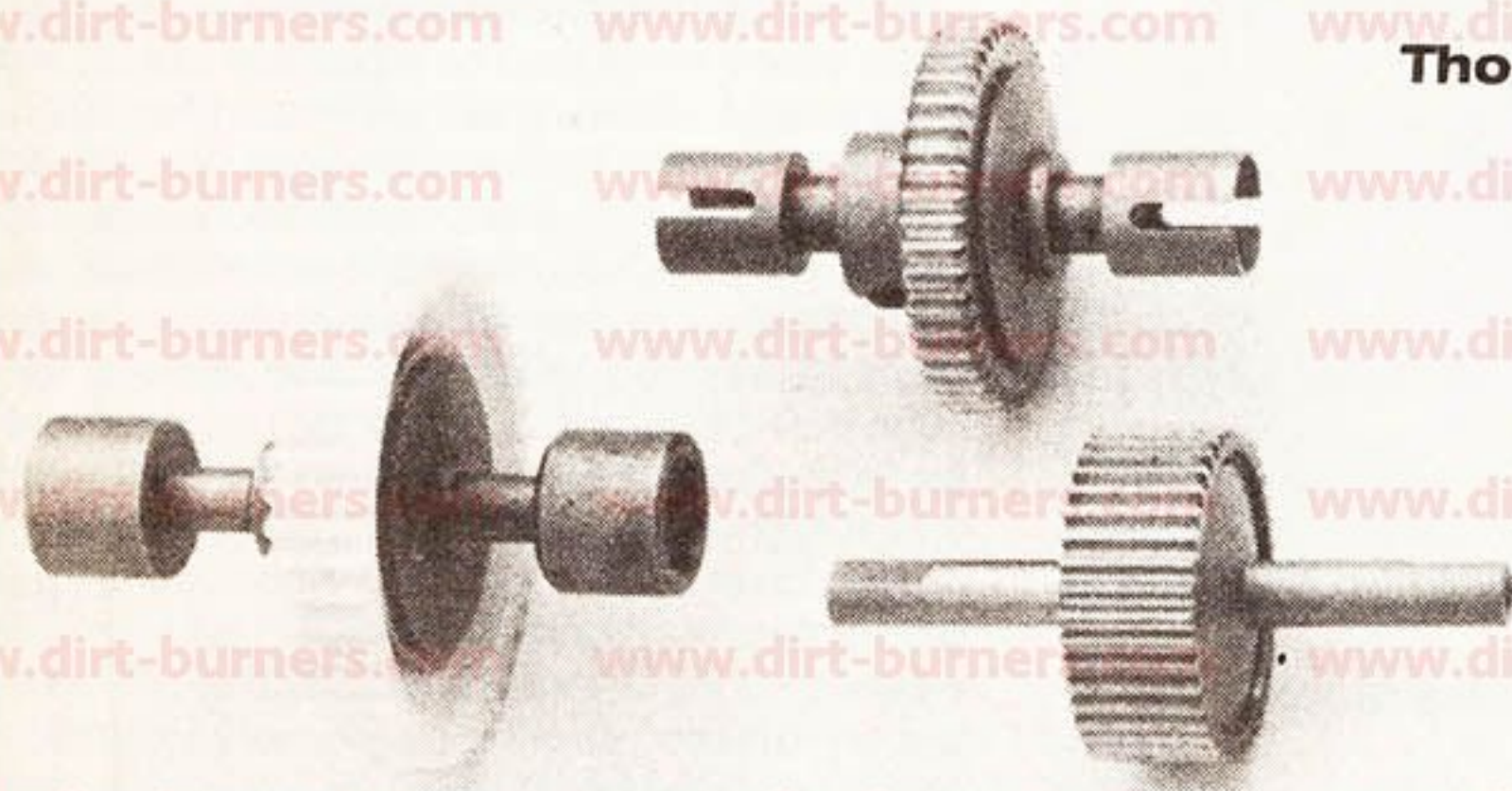
Saturday morning, at 10 a.m., Roger Vorba, my sons and I were the only people there. I still had hope, though. The recreation district had sent us their maintenance man to scrape the area with a tractor. He worked for about an hour and a half while we watched and directed (my younger sons had fun playing in a nearby sand pile). By the time he was done, the track looked much better, but there was still a lot to do. More people had shown up: Les Abramson, Les Littlefield, Rich Ohnmeiss, Rich, Jr., and his friend Phil, and Ron Basralian. Ron came to supervise, since he was recovering from a back operation.

We'd worked with rakes and shovels for another hour when Roger and Ron decided a small tractor was really the way to go. It took them over an hour to find what they wanted. Things picked up with the help of the tractor, and soon we were ready to build the jumps. There was a general layout for the track, but the jumps and banks were designed by the "how-about-a-jump-here" method. Alan Johnston arrived late, but he got plenty of work. We worked until about 5:30, and felt good about our accomplishments.

The drivers' stand still had to be built before the next Sunday race. On Monday, several of

(cont'd page 39)

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us met to get some lumber.

On Tuesday, Roger single-handedly put up most of the stand. Les dug some of the holes that the auger couldn't, and when Rich and I arrived, all we could help with was mixing and pouring the concrete. I came by in a couple of days and finished the ramp, with only a short break to race my car.

Roger, Alan and I met Saturday at the track to work on it some more. We worked all day to ready the track for Sunday's race.

We'd hoped for enough racers on Sunday to form at least a one-heat race, and by 10:00 a.m. we had 18 cars entered. The races started at about 10:20 a.m. and went smoothly. Although, there was a delay due to several drivers who were racing in two classes changing from Stock to Open. I can't give much detail about the races as I was running the computer, but I'll give you details about a few events.

I'd taken my motor apart to clean it the night before, and hadn't had a chance to test it before racing. So I wasn't prepared when I hit the throttle at the starting line — and went backwards! By the two-minute mark I had the car going in the correct direction, and was back in the race. Bill had a problem with one of his wheels that wanted to go its own way. He replaced the "E" clip before the main, but it came off again, and he finished the race on three wheels.

My middle son, Joe, hadn't raced very often, but decided to compete anyway. His car had all sorts of problems: a sticking throttle, both rear wheels not driving (no diff), and part of the front suspension fell off. We repaired all of them, and he finished third out of four in the main. I was

so excited for him that I forgot to mark down the times and laps for his race!

I hope everyone had a good time, I know we did. Thanks to the Pleasant Valley Recreation and Park District, and all the people connected with building the park.

RESULTS

2WD OPEN

1. Marty Desbrow ... 13 ... 4:17.1 (Track Record)
2. Chris Bolce ... 13 ... 4:20.2
3. Bill Wishon, Sr. ... 13 ... 4:26.9
4. Roger Vorba ... 12 ... 4:23.7
5. Les Abramson ... 7 ... 4:24.0
6. John (no last name given) ... 5 ... 2:09.3

2WD STOCK A

1. Chris Bolce ... 13 ... 4:24.7 (Track Record)
2. Marty Desbrow ... 13 ... 4:28.3
3. Roger Vorba ... 11 ... 4:16.3
4. Brian Prince ... 11 ... 4:26.8
5. Ray Quintanilla ... 10 ... 4:17.4
6. Bill Wishon, Jr. ... 10 ... 4:39.0

2WD STOCK B

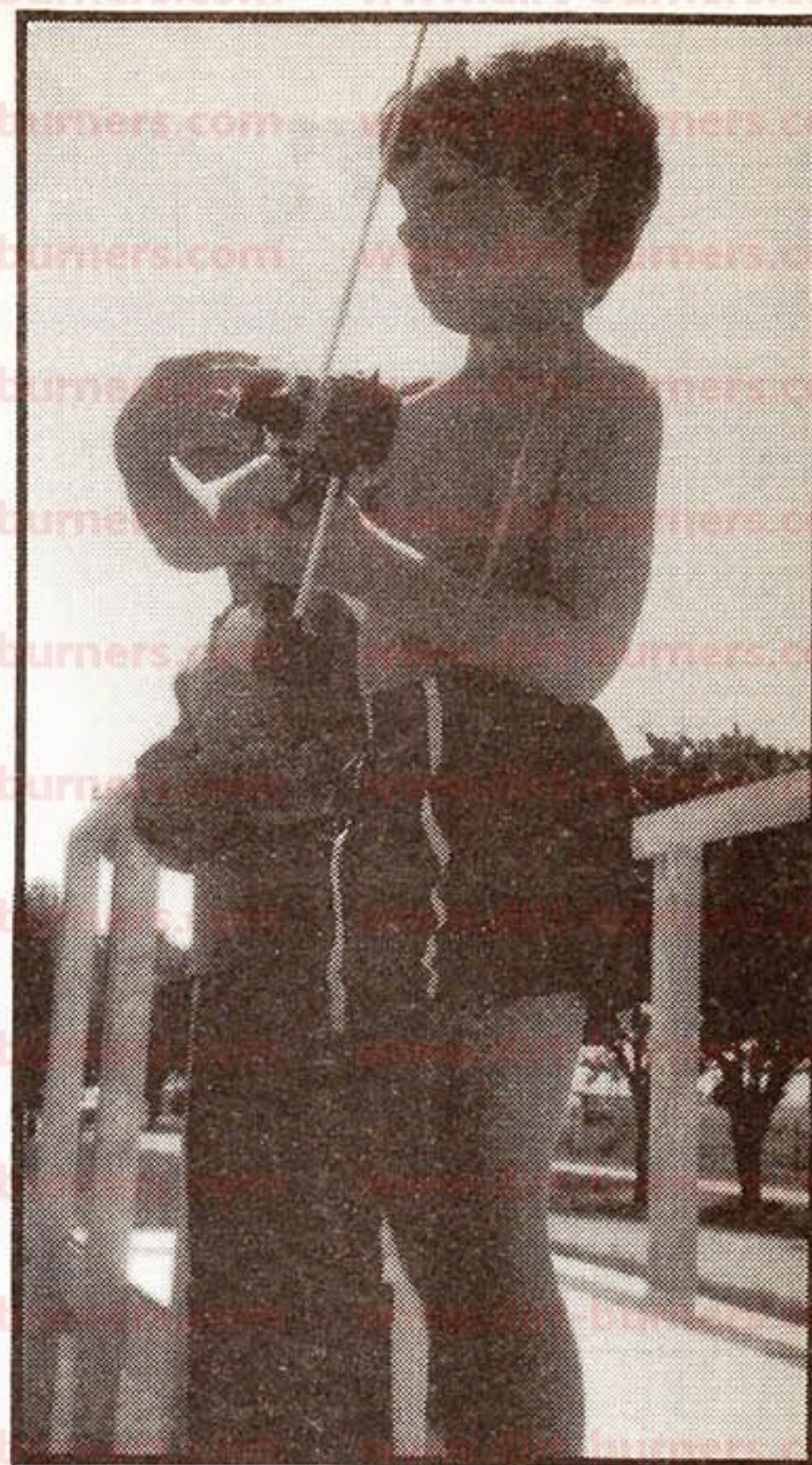
1. Rob (no last name given)
2. Chad Barnes
3. Joe Wishon
4. Bart (no last name given)

Ernie Prince and Steve Rosen had car problems, and didn't make their Stock mains.

Don't forget that we are racing on the first and third Sundays.

Final note: Don't jeopardize your track by your conduct, parking in the wrong area or leaving a mess behind. This will hurt everyone — good tracks are hard to find!

•R/C•



Joe Wishon's driving form. I guess it's easier to turn if you hold it this way.

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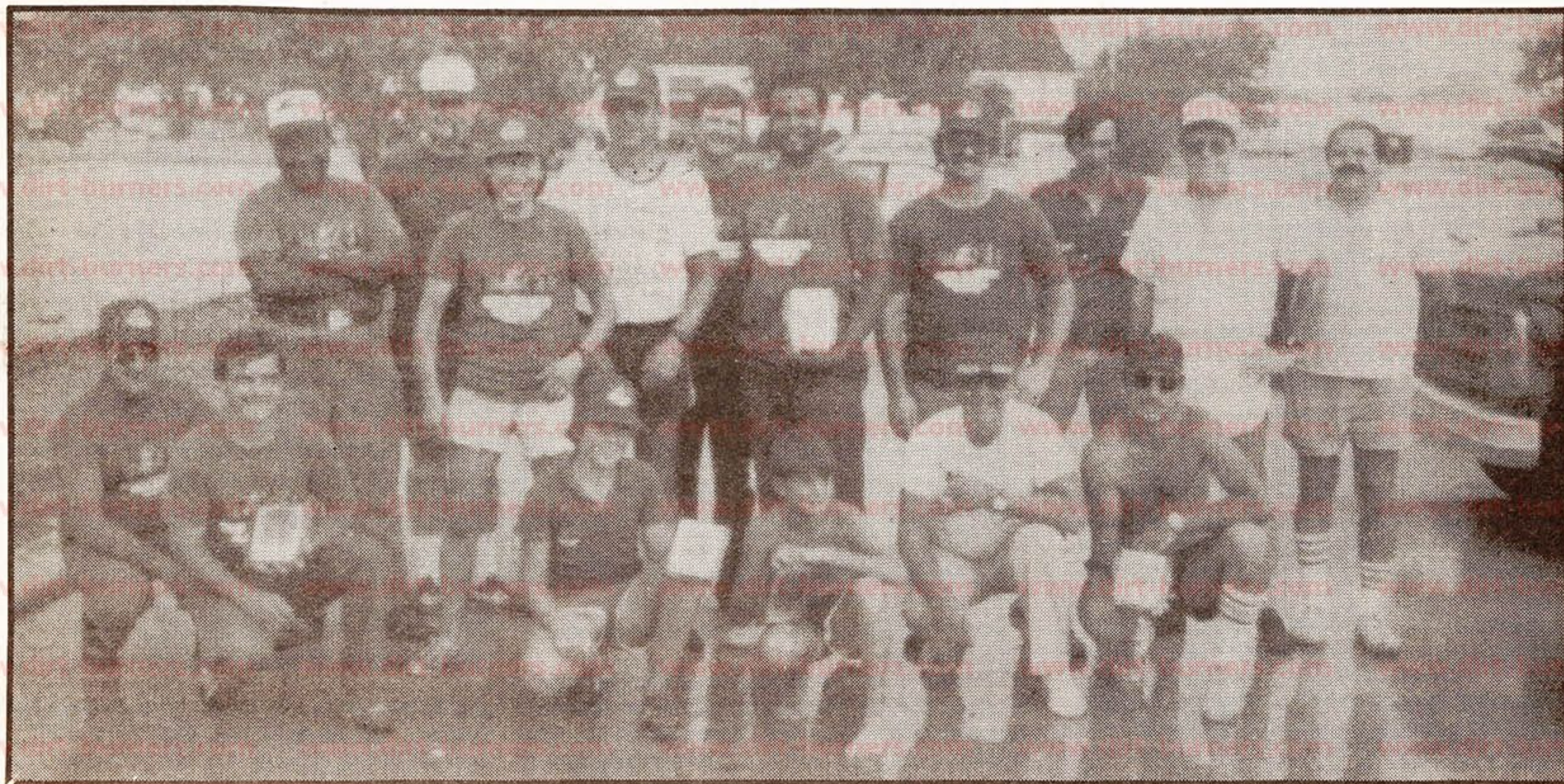
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MIDWEST SERIES RACE 4...



The 1/8 Gas Racers of Toledo.

Story by Steve Lazarus

August 16-17, 1986
Toledo, OH

Thirty-five racers rolled into Cook's Westchester Mall in Toledo, OH, for the fourth Midwest Series race. The 1/8 scale racers of Toledo, OH, put on a fine race. It was a track the Midwest Series had raced at many times. Ac-

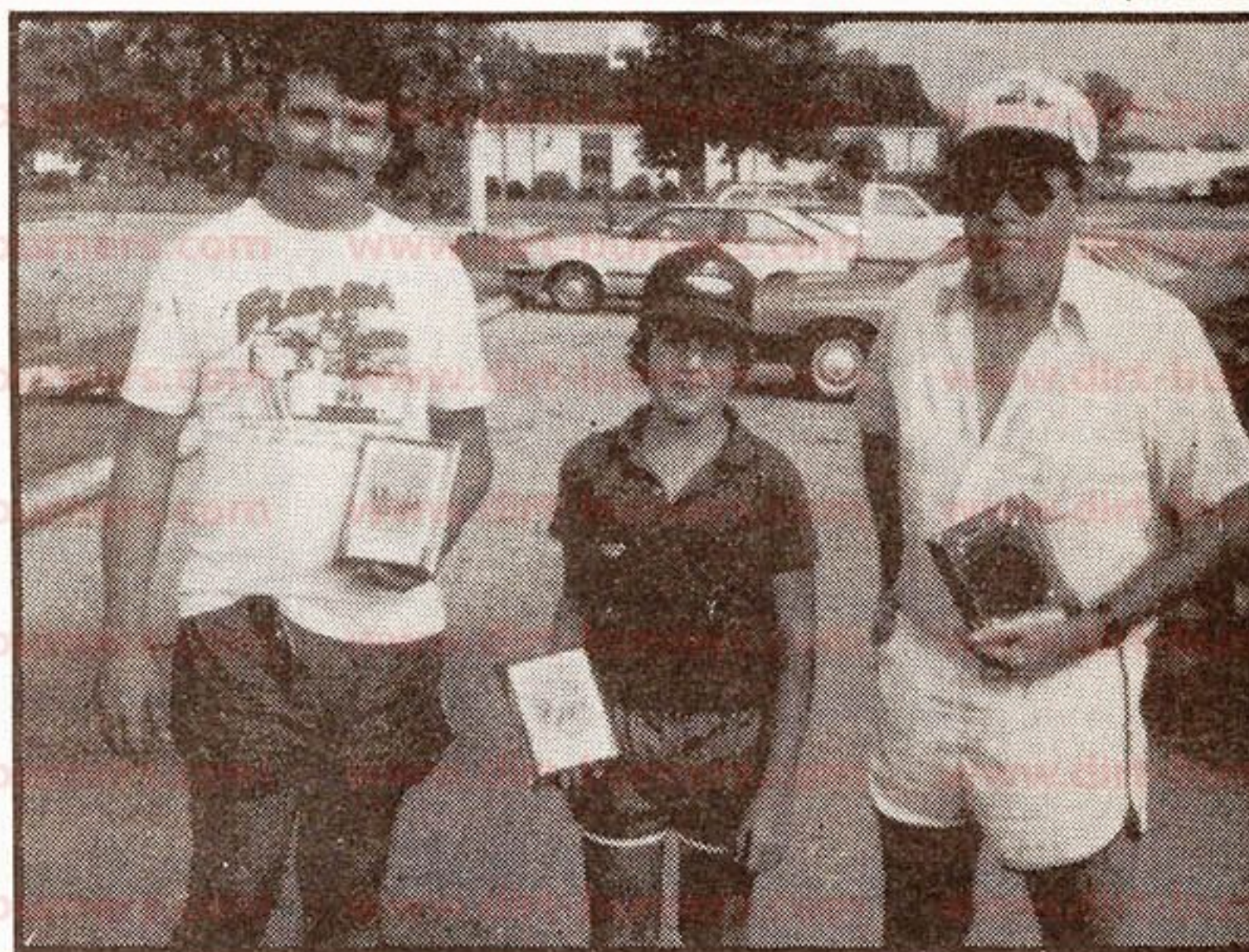
celeration off the turns was the key to success at the ten-corner track, which was the shortest and tightest track of the Midwest series. Handling was at a premium and Rich Potempa's 4WD Associated car displayed that advantage, as he was Top Qualifier in the 4WD Open Class. A 20-lap time of 259 seconds gave Potempa his second TQ of the year, and he's the man to beat in 4WD.

Jim Przybyla was TQ for the second race in

a row, with his 2WD Delta Super Eagle. He led the field by approximately one lap with a 20-lap/257-second effort. Al Rovel took his first TQ in the Pan Class in a very close qualifier with Jeff Leckron. They both timed in at 20 laps in 304 seconds, but Rovel had the lead on the track. Perseverance paid off for Rovel, as he had been slightly short on points earlier in the year. As points are awarded for both qualifying and main events in the Midwest Series, qualifica-

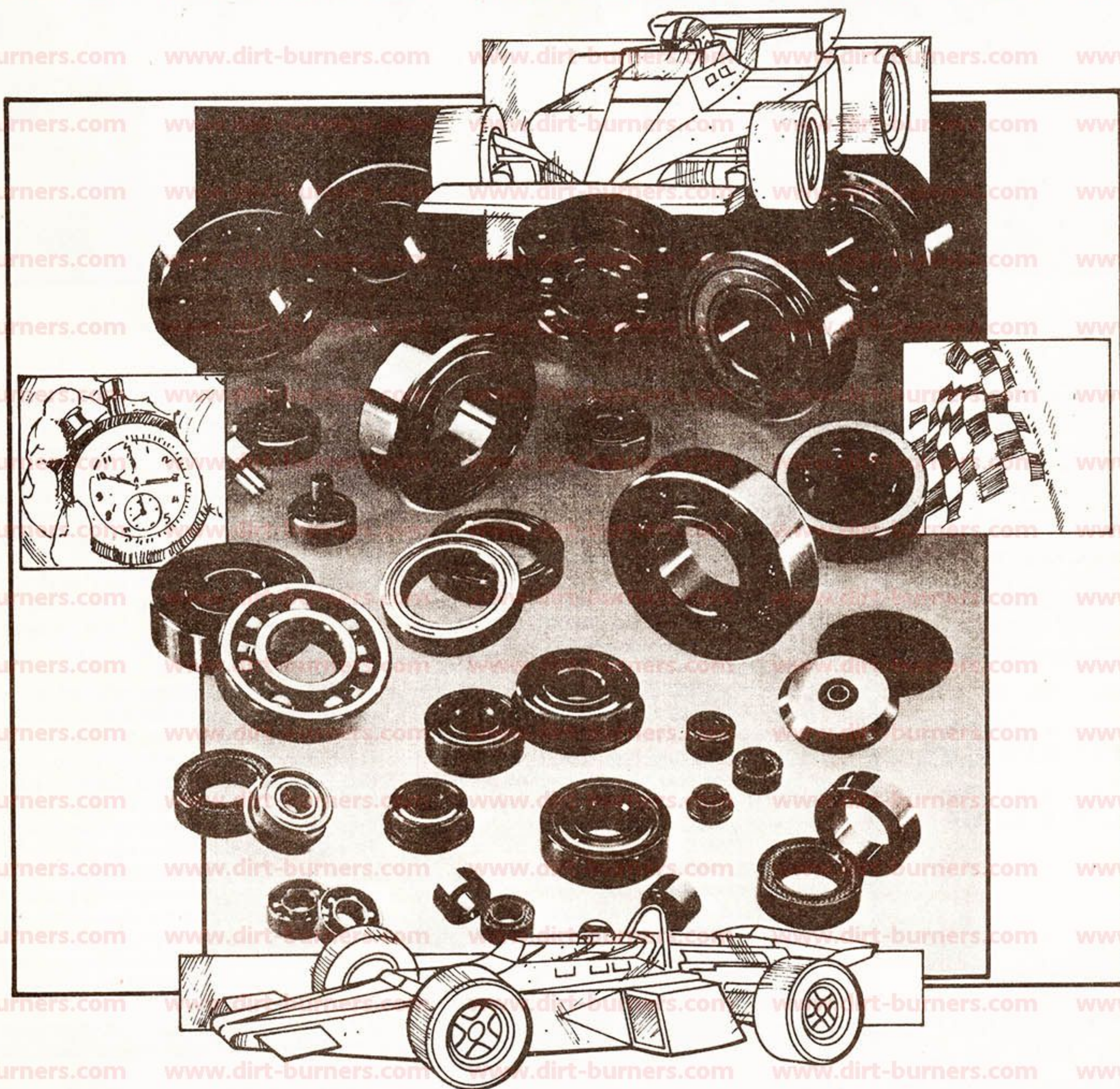


A Main 2WD Open (l to r): Mike Melendy, Jim Boehmer and Murray Pipchok.



B Main 2WD Open (l to r): Marty Runge, Lou Burling II and Herb Zieman.

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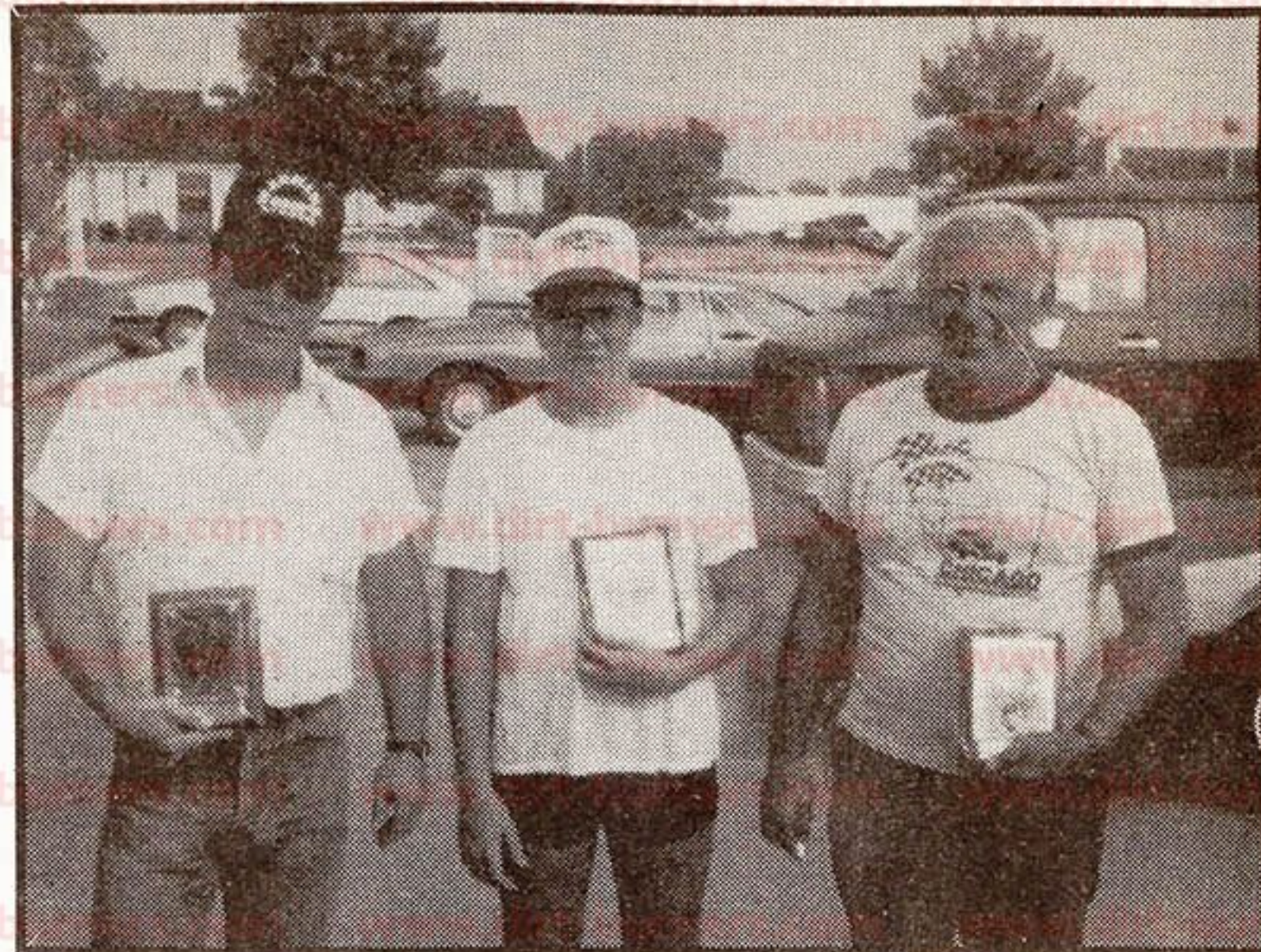
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4WD A Main winner Rich Potempa.



A Main Pan Class (l to r): Bob Paradis, Jeff Leckron and Al Rovel.

tion takes on an important emphasis in these races. Those able to dial it in for the sprint action realize valuable points toward year-end totals.

The weather was warm and sunny all weekend, but rain played a part at the end of the race day on Sunday. The final event, the 4WD Open A Main, was cancelled. Points for that main were awarded based on qualification efforts. Rich Potempa had another perfect weekend; and Lou Przybyla's Delta P4 worked well enough for another second, followed by

John Druskinis' Serpent in third. Druskinis' qualifier had an identical time to Bob Leckron, but a better back-up time clinched it for John.

The 4WD B Main was dominated by John Fong in his Serpent car. Steve Lazarus led the early laps, but Fong closed in and a flamed glow plug took Lazarus out of the hunt for the lead. Marvin Davis' Serpent came in second for the second event in a row, followed by Lazarus' Delta P4 in third.

The 2WD A Main was the closest and most exciting event of the day. Jim Przybyla took an early lead, but several contacts with the boards soon took him out of contention. Mike Melendy's Associated RC500 assumed the lead on lap 20, followed closely by Jim Boehmer's Super Eagle. Melendy held the lead until lap 60 when he pitted for fuel and new rear tires. Boehmer went all the way on one set, and held off a closing Melendy by four seconds for the win. Murray Pipchok was the only other driver to finish 75 laps with his RC500.

The 2WD B Main was again a race of wild action, as it has been for every series event in the year. Stuart Kay took an early lead with his

RC500, but heavy contact with a chicane barrier at the beginning of the main straight ended Stuart's day. Vic Valderrama's Super Eagle then assumed the lead, closely followed by the RC500s of Marty Runge and Herb Zieman. Two flame-outs by Valderrama put Runge into the lead, followed by Zieman. But then a flame-out for Runge put steady Herb Zieman into the lead for the balance of the race. Lon Burling II then closed in, moving past Marty and Vic for second, and they finished in that order. With Herb Zieman and Lon Burling II, from the older and younger generations of racers, all ages were represented in the main.

The A Main in Pan Class included five racers closely fighting it out for the lead in series points. Barb Pipchok was the only female driver in the main, and she led from the first lap, ahead of Bob Paradis and Al Rovel. Series leader Jeff Leckron had a rough start, but had closed in to third by lap 25, following Al Rovel and Bob Paradis. A couple of flame-outs took Pipchok out of the race and Al Rovel cruised to his first series victory of the year, backing up his earlier TQ effort. Bob Paradis drove his usual steady race for second, followed by the young Leckron in third.

In the B Main in Pan Class the youngest competitor, Tim Schmaltz, assumed the lead on lap one, followed by a steadily-improving Mike Ross and first-time competitor Tim DeSelms. By lap 19, DeSelms had assumed the lead, followed closely by Tim Schmaltz and Bubba Murawski. The two Tims then battled closely until a flame-out slowed DeSelms on lap 34. Bubba Murawski then followed Tim Schmaltz in for second until the end. Tim Schmaltz had a scare on lap 60 with a flame-out, but 4WD A Main competitor (and father!) Ned Schmaltz's quick pit work allowed him to maintain his lead and finish first in his first series competition. Murawski's fine effort fell one lap short and he took second. Tim DeSelm finished a fine third in his first 1/8 scale gas race ever. He also got this reporter's award for best paint job with his Porsche 956.

A big thanks to John Fong, Chet Wieteki, Ned Schmaltz and all the 1/8 racers of Toledo for a fine show. Thanks also to Bob Leckron on the trophies, and Jim Blaha for computing points totals. On to Indianapolis for race number five!

RESULTS

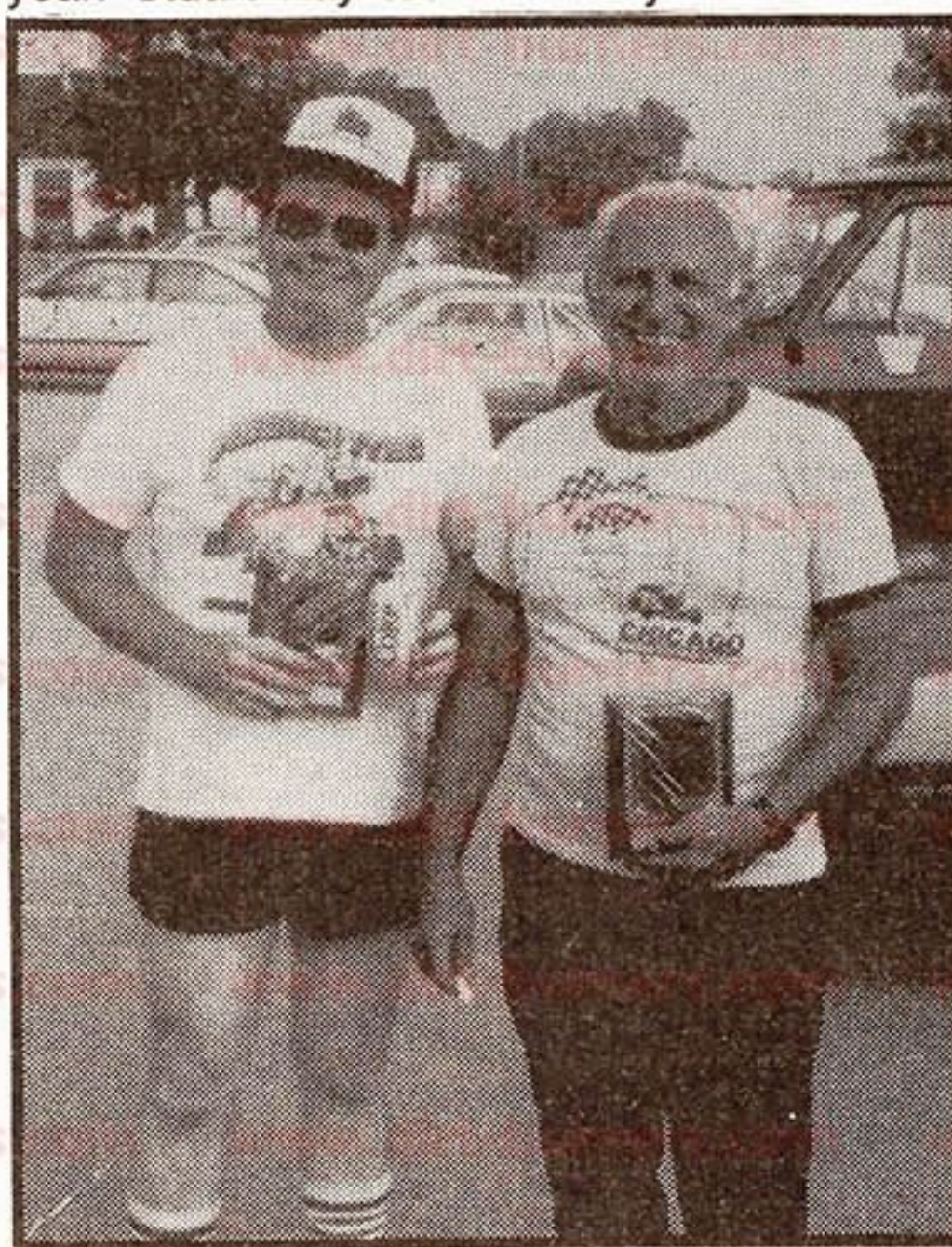
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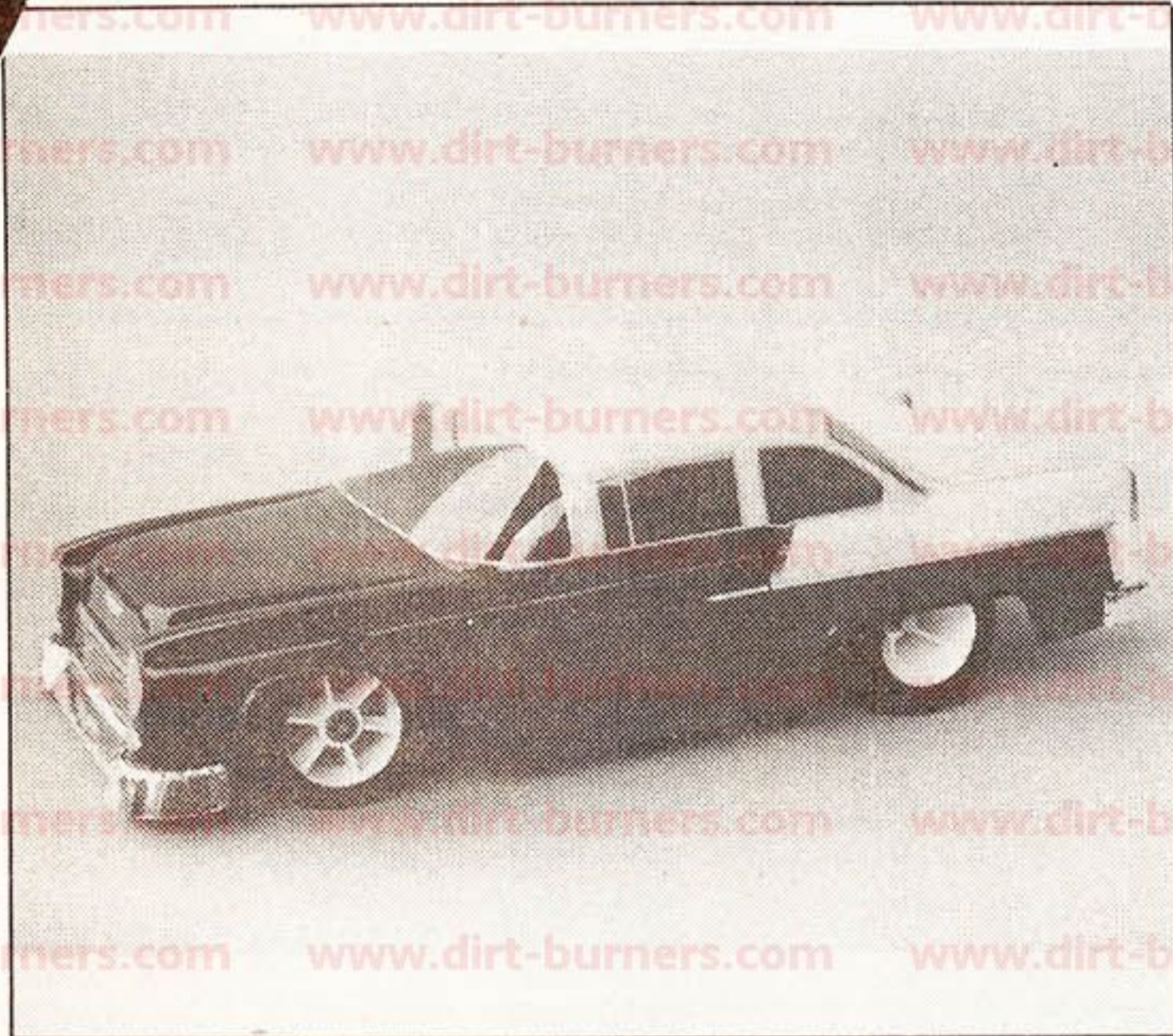
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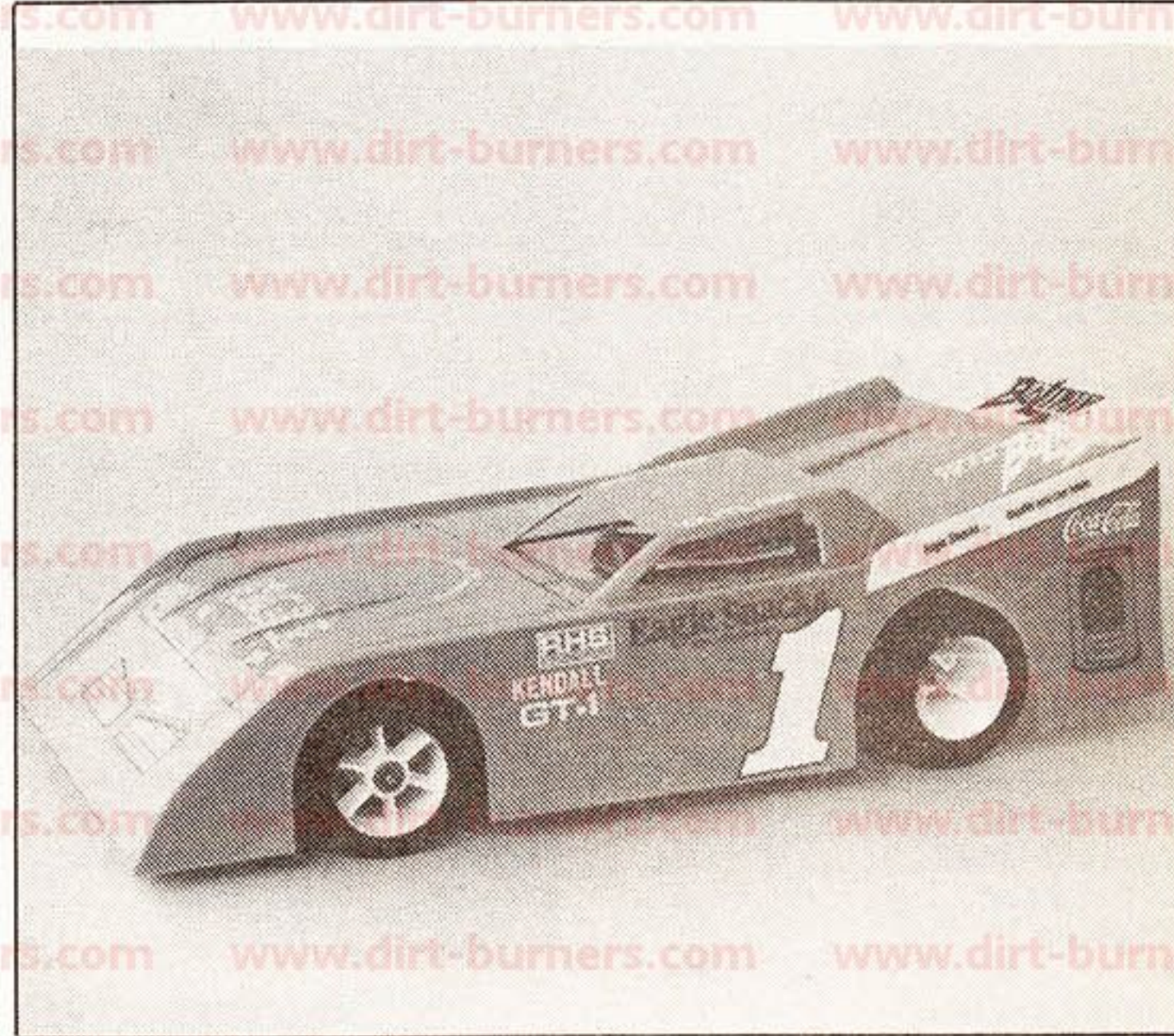
Top Qualifiers (l to r): 4WD — Rich Potempa, Pan — Al Rovel.

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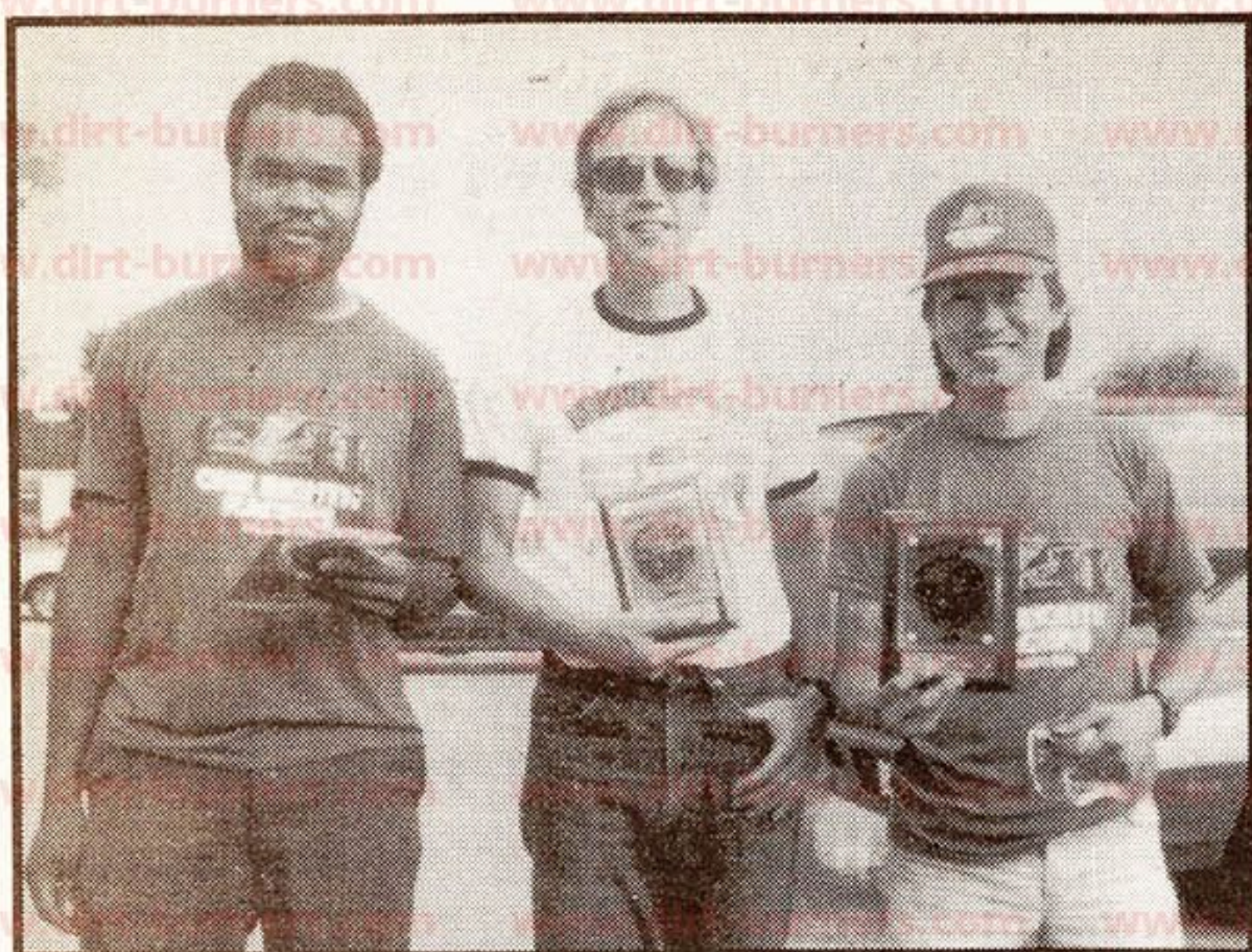


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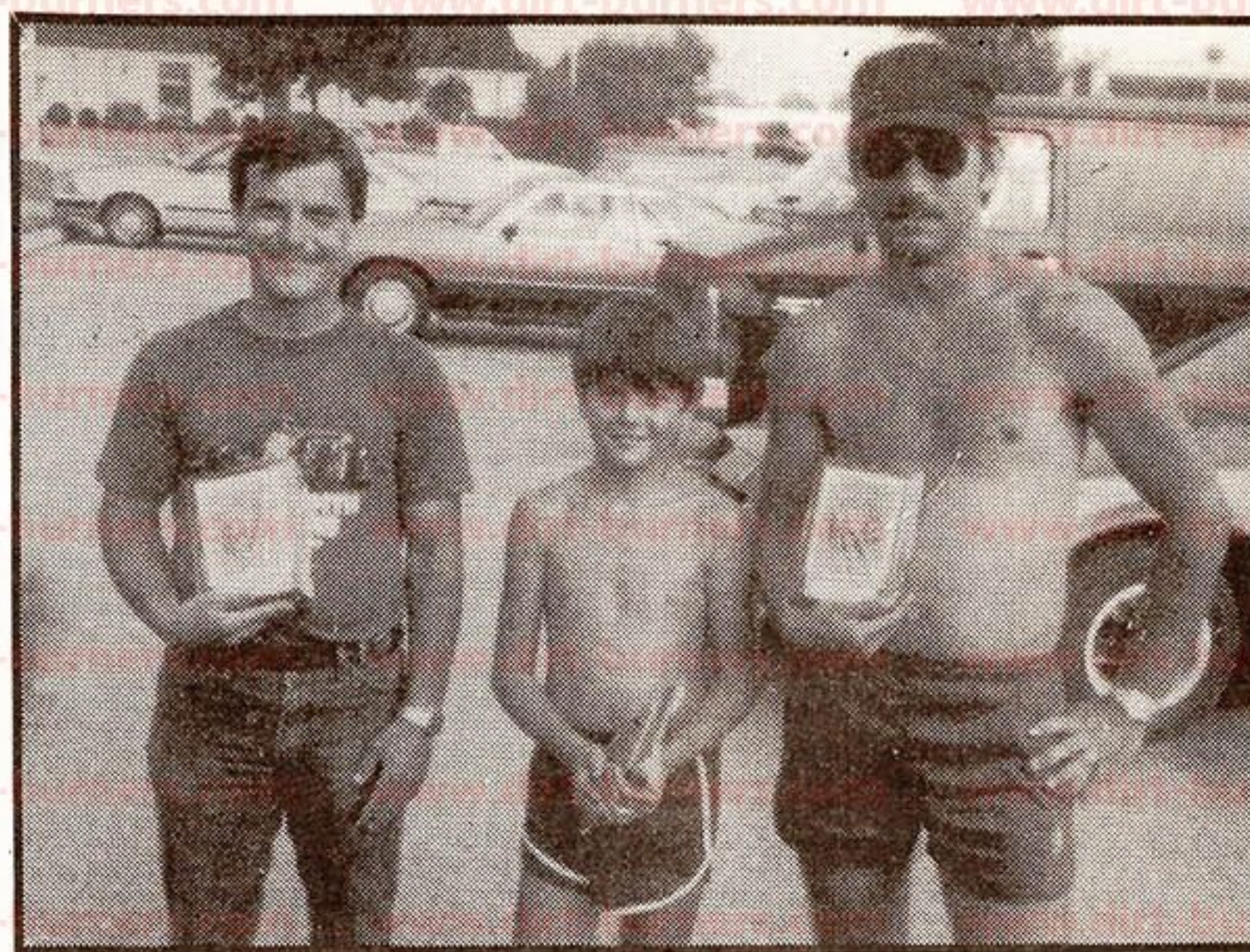


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B Main 4WD Open (l to r): Marvin Davis, Steve Lazarus and John Fong.



Pan Class B Main (l to r): Tim DeSelms, Tim Schwartz and Bubba Murawski.

PAN CLASS A MAIN

1. Al Rovel (scratch-built/Rossi/Kraft) 75 laps/1206 seconds
2. Bob Paradis (Delta Super J/OS/Kraft) . 75/1220
3. Jeff Leckron (Delta Super J/Picco/Kraft) 75/1280
4. Barb Pipchok 75/1441

PAN CLASS B MAIN

1. Tim Schmaltz 74/1496
2. Bubba Murawski 73/1487
3. Tim DeSelms 66/1468
4. Mike Ross 44/1500

2WD OPEN A MAIN

1. Jim Boehmer (Super Eagle/Picco/Kraft 75/1102
2. Mike Melendy (RC500/OPS/Kraft) 75/1106

3. Murray Pipchok (RC500/OPS/Kraft) . . . 75/1359
4. Gerry Argalas 54/837
5. Mike Mantla 54/1150
6. Jim Przybyla 49/917

2WD OPEN B MAIN

1. Herb Zleman 75/1321
2. Lon Burling II 75 1413
3. Marty Runge 75/1426
4. Vic Valderrama 72/1498
5. Ed Rippey 63/1486
6. Stuart Kay 14/228

4WD OPEN A MAIN*

1. Rich Potempa 20/259
2. Lou Przybyla 20/265

3. John Druskinis 20/280
3. Bob Leckron 20/280
5. Dale Smith 20/286
6. Ned Schmaltz 20/290

*4WD Open A Main — rained out; results based on qualifying times.

4WD OPEN B MAIN

1. John Fong (Serpent/Rossi/Kraft) 75/1244
2. Marvin Davis (Serpent) 75/1275
3. Steve Lazarus (Delta P4/OPS/Kraft) . . . 75/1417
4. Jim Blaha 26/791
5. Rick Frazier 22/1418
6. Eddle Byrd 6/112

•R/C•

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◀ R/C PERF. SPEC. HIGH PERFORMANCE PARTS FOR RC10 ▶

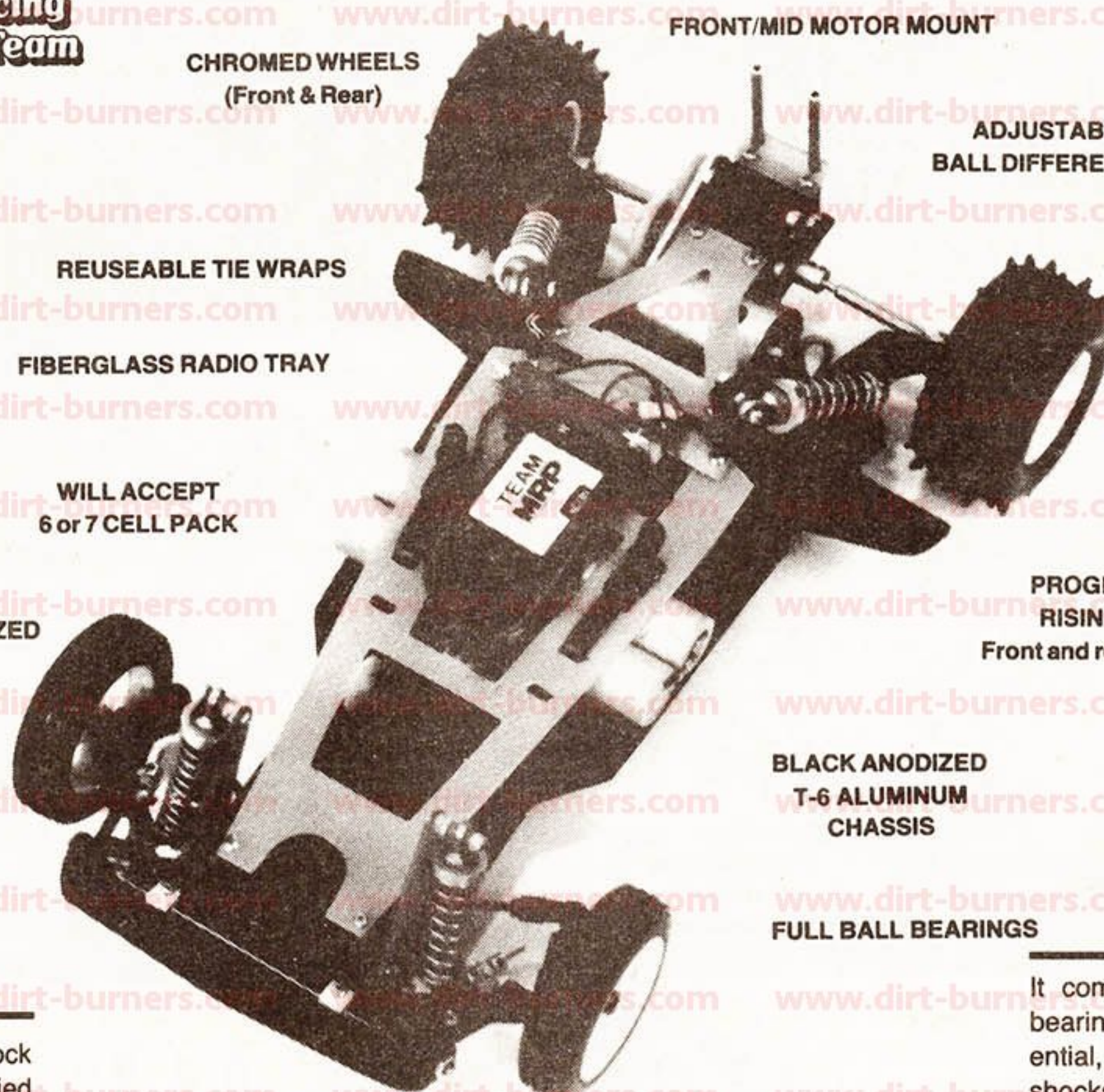


PRO-110

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.

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ADJUSTABLE
BALL DIFFERENTIAL

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OIL SHOCKS

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KNOBBY TIRES
Styled after what
9 out of 10 Racers run

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RISING-RATE
Front and rear coil overs

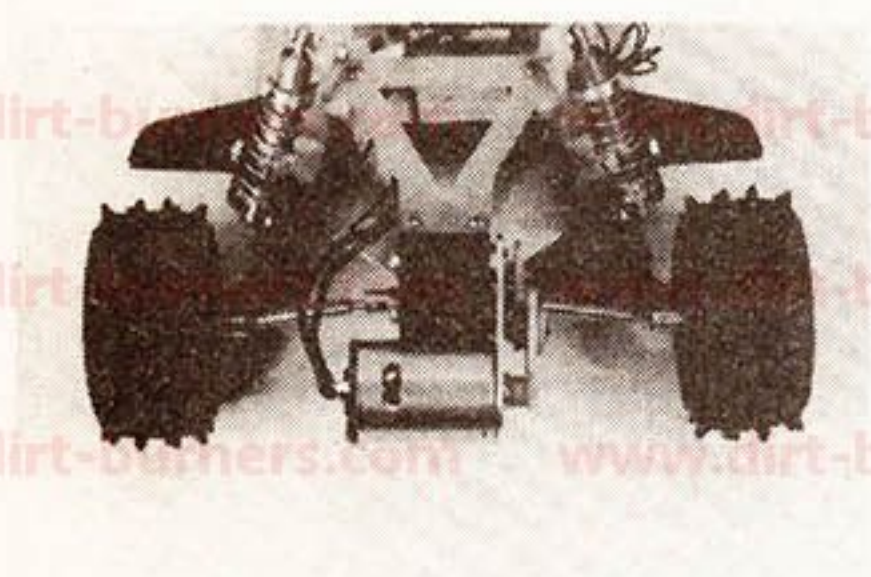
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Fully adjustable, pressurized shock absorbers! These aluminum bodied shocks give full travel with the best damping action possible to keep your wheels where they belong — *on the ground!* Compact design allows greater throw and larger oil capacity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

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



REGION 3

1/10 CHAMPS

Story by Don Meade
Photos by Harry Grindles

September 12-14, 1986
Plainfield, IL

The 1986 Region 3 1/10 Championship took place at J.O.R.O.C.C.'s home track in Plainfield, IL. The weather for all three days was just perfect, maybe a bit cloudy on Saturday. The majority of the 189 entries showed up on Friday for open practice on the track. The balance of the field showed up by 8 a.m. Saturday. With all the entries signed in, and the "monster" stock motors all passed out, we got our first of four qualifying rounds started at 9:15 a.m.

We had a program printed, showing each driver's name, car number, home city and state for the P.A. announcer to use to add some color to the calling of the races. The announcer's copy of the program also had the frequency numbers of the drivers alongside their name. I have been to a lot of races where drivers' frequencies are openly displayed for all to see, and the accompanying "glitches" somehow always seem to sneak in there. After the fourth qualifier, on Sunday morning, the frequencies were marked on the score cards for the re-setting of the boards for the mains.

After the sorting out was completed, the boards were once again hung on the wall of the



drivers' stand, however, all the frequency numbers were blotted out with a magic marker! And can you believe we ran 23 mains with NO radio problems!

I may be bragging a little about the success of this system, but unlike some areas of the country, our racers use legal frequencies. Enough said on that, let's get to some race-related copy.

Qualifying went pretty well with everybody getting at least one decent race surface to run on. As usual, we got the "too wet" and "too dry" complaints, but with 69 heats being run during nine hours of daylight, time wouldn't allow us to water the track between every heat. It seemed the second, third and fourth heats between wet-downs were the best.

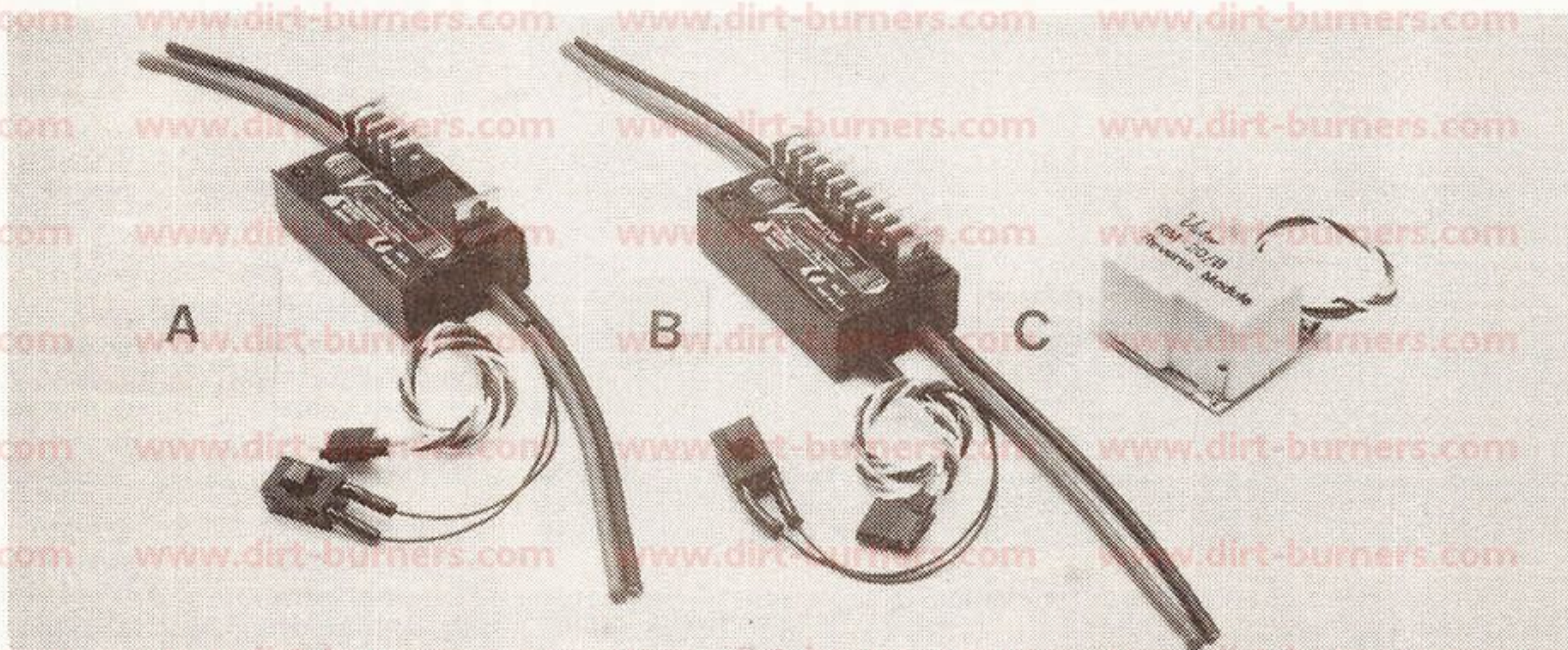
The Stock 2WD, with 75 entries, naturally had the best battle for TQ. At the end, the top time was a tie between Parma's Bernie Hoogstra of Joliet, IL, and Ralph Duncan of Swartz Creek, MI. Both ran 11 laps in 4:07.7. Ralph's back-up time of 11 laps in 4:17.2 gave him TQ honors.

In 4WD Stock, the TQ was Al DeYoung with

Top Qualifier for the whole show and 4WD Modified winner James Dieter won both Modified A Mains.

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and REVERSE OPTION for 1/10th and 1/12 scale R/C race cars.*



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MODEL	FIG.	FEATURES	VOLT. LOSS (Less Wires)	NO. OF CELLS	PEAK CURR.	WEIGHT (Less Wires)	CASE SIZE	SUG. RET. PRICE
VIC-1	B	Very Efficient	typ. 0.009 V/A	4 to 10	140 Amp.	1.3 oz.	1 x 1.9 x .5	\$ 89.95
VIC-2	B	Super Efficient	typ. 0.006 V/A	4 to 10	160 Amp	1.3 oz.	1 x 1.9 x .5	\$119.95
VIC-3	A	Extremely Efficient	typ. 0.004 V/A	4 to 10	160 Amp	1.0 oz.	1 x 1.9 x .5	\$139.95
VIC-4	B	Ultra Efficient	typ. 0.002 V/A	4 to 10	300 Amp	1.3 oz.	1 x 1.9 x .5	\$179.95
RM-20/B	C	Optional Reverse Module	0	4 to 10	80 Amp	0.9 oz.	1 x 1 x 1	\$ 29.95

WARRANTY: Unconditional 30 days (labor N/C, parts 1/2 price)

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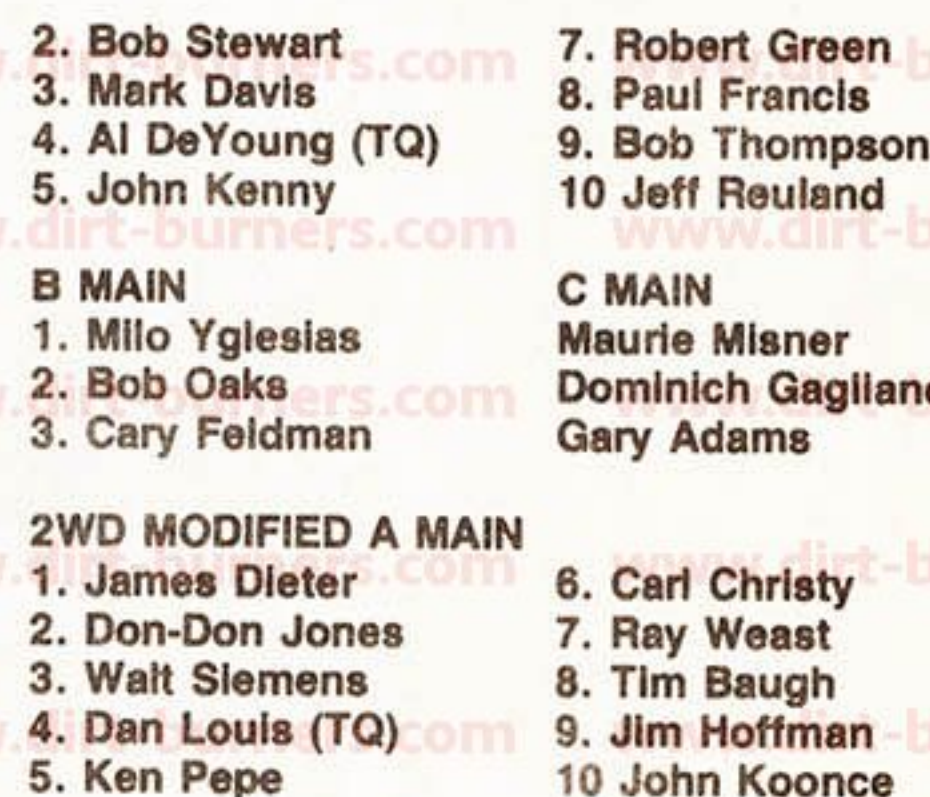
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4WD Modified A Main (l to r): Lee Morrison (second), James Dieter (first) and Don-Don Jones (third).



B MAIN	C MAIN
1. Don Meade	Mike Weast
2. Louis Quintaro	Bernie Hoogstra
3. Greg Brown	Lee Ashby
D MAIN	E MAIN
1. Chris Bell	Jim Redler
2. Mike Lyday	Kevin Yott
3. Greg Malewski	Bob Marske

F MAIN	G MAIN
1. Mike Turner	Jud Nichols
2. Mark Redler	Mike Smith
3. Pat McNulty	Bryan Klammer

4WD MODIFIED A MAIN

1. James Dieler (TQ)	6. Don Meade
2. Lee Morrison	7. Jeff Carter
3. Don-Don Jones	8. Bob Stewart
4. John Koonce	9. Louis Quintaro
5. Dan Louls	10. Brian Fields

B MAIN	C MAIN
1. Al DeYoung	Pat McNulty
2. Lance Majewski	Bob Oaks
3. John Kenny	Lee Boulden

D MAIN
1. Bob Davis
2. Tom Hoff
3. Brett Bennett

So as the sun set in the West, Region 3 had all new champions. Due to late entries and lack of interest, the defending champs took a pass on this year's race.

For the most part, the J.O.R.O.C.C. staff was congratulated for the fine job they did. We know of a few things we'll do differently for our next big race, but all in all, it was a good show.

A special thanks to Al's Hobby Shop for sponsoring the race, and all the companies that donated prizes. Thanks also to Autographics for the car numbers and of course the J.O.R.O.C.C. track crew and to all the entrants for making this race such a huge success. Hope to see you all again next season at our track or yours.

2WD A MAIN

1. Carl Christy
2. Walt Siemens
3. Ken Pepe
4. Ralph Duncan (TQ)
5. Mike Weast
6. Jim Baugh
7. Bernle Hoogstra
8. Ray Weast
9. Louis Quintaro
10. Jim Hoffman

B MAIN

1. Karl Staehlin
2. Kevin Yott
3. Doug DuBois

D MAIN

1. Bob Thompson
2. J.J.
3. Greg Majewski

F MAIN

1. Chuck King
2. Steve Lochner
3. Gary Olivo

H MAIN

1. Brian Carnithan
2. Tim Travnicek
3. Cindy Fuchs

C MAIN

Moose
Phil Sroka
Ron Ewald

E MAIN

Randy Stanham
Gary Adams
Ken Brooks

G MAIN

Dennis Webster
Tim Hinko
J.C. Oaks

I MAIN

Robert Shuchman
Mike Bethe
Ron Mueller

4WD A MAIN

1. Lee Morrison
6. Ron Ewald

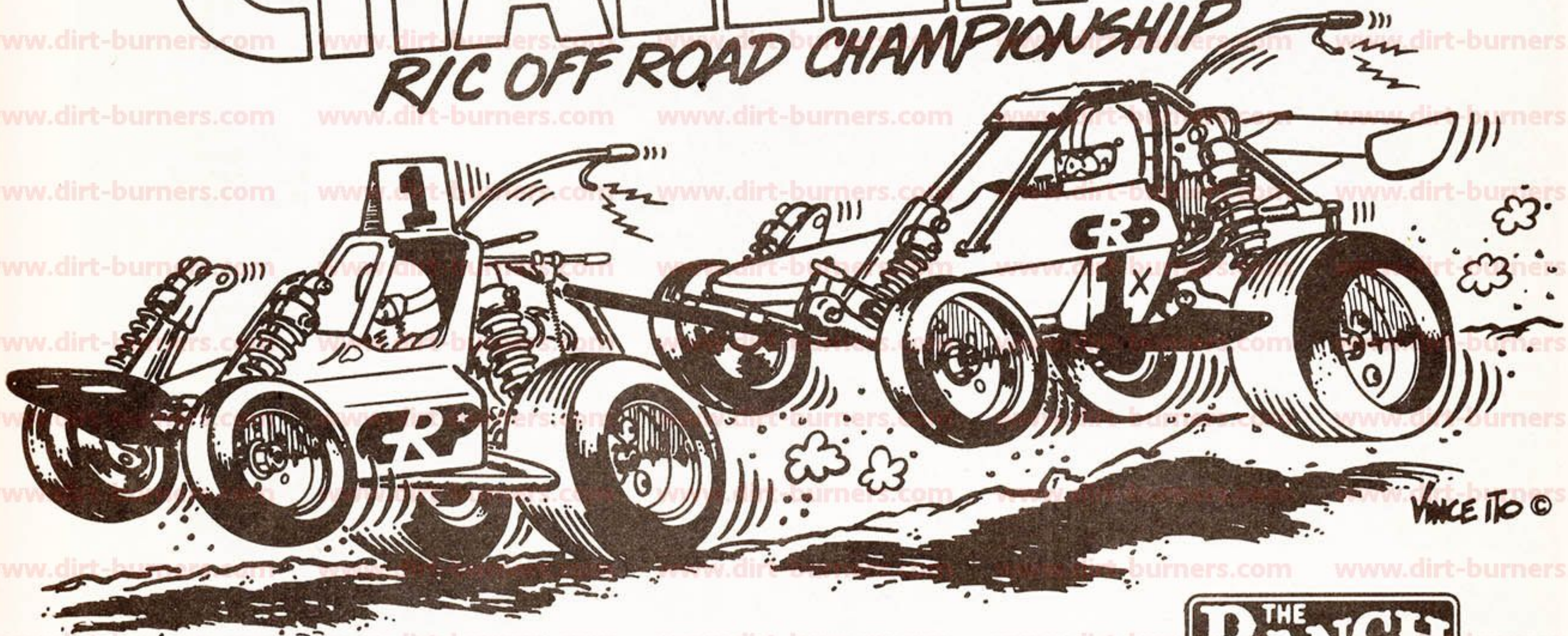
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— 4WD-STOCK RULES — 4WD-MODIFIED RULES

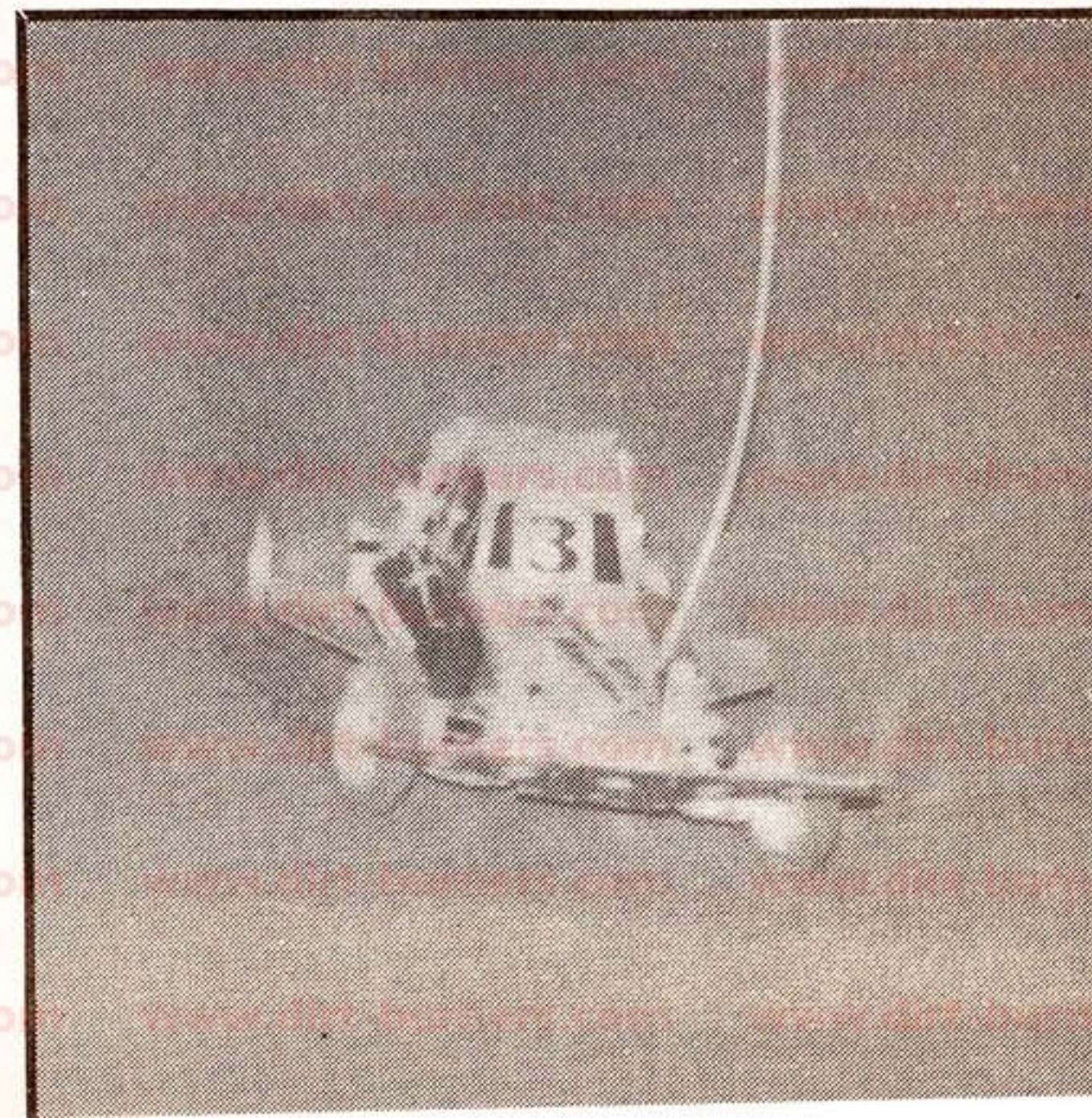
Frequencies: (color) 1. _____ 2. _____ 3. _____ Radio: _____

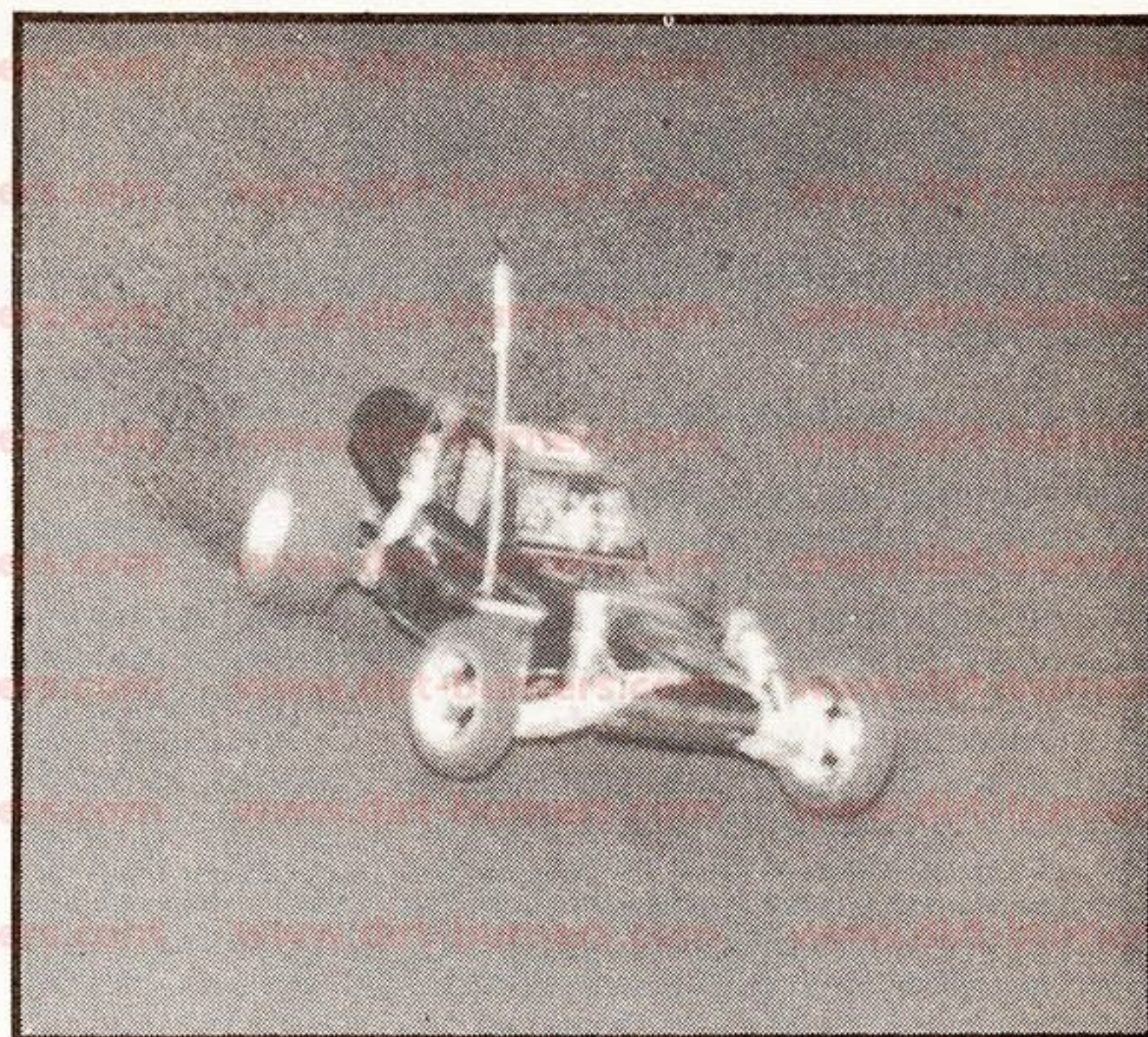
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Opposite top: The first place team, the National Pro R/C Racing Team (l to r) — Kyle Popejoy, Gary Kendrick and friend, Ken Russell and Rocky Russell. Opposite bottom: At left, second-place Queen City Raceway Team (l to r) — Greg McDaniel, Glen Purcell, Gary Marques and Dave Sommer. Right: Queen City's second-place car. Above, left: Third-place SST Racing Team (l to r) — Steve Tesnear, Gary Gordon, Mike Swift, Dick Spaulding, Chris Spaulding and Tim Spaulding. Above right: The SST Team's third-place car.

Story and photos
By Richard Sommer

July 21, 1986
Colorado Springs, CO

On Sunday, July 21, the First Annual Pikes Peak 500 benefit for Muscular Dystrophy took place at Pikes Peak R/C Raceway in Colorado Springs, CO. Eight teams of four drivers each participated in the 500-lap enduro for 1/10 scale off road cars. Approximately \$2300 was raised for the local Muscular Dystrophy Association.

The basic rules for the race were simple. Each team was allowed a total of two complete cars and 12 battery packs with which to compete. All parts on the two cars could be repaired or replaced, except the basic chassis. The race itself had a time limit of three hours and 15 minutes, or 500 laps, whichever occurred first.

After a clean start at 2:30 p.m., the Queen City Raceway Team of Dave Sommer, Greg Purcell, Greg McDaniel, Gary Marques, and Glen Purcell

(pit crew) jumped to an immediate lead. They had stretched this to a three-lap lead by the 30-minute mark. During the next half hour, mechanical problems beset the Queen City Team and they dropped back to third place. The National R/C Pro Racing Circuit Team of Ken Russell, Gary Kendrick, Kyle Popejoy, and Rocky Russell then assumed the lead. The SST Racing Team of Steve Tesnear, Mike Swift, Chris Spaulding, Tim Spaulding and Dick Spaulding (pit crew) had moved solidly into second place.

As time went on, it was apparent that the National Pro Racing Circuit Team had it together as they stretched their lead to 24 laps after two hours of racing. But the battle for second was still close with only ten laps separating the Queen City and SST teams.

At the three-hour mark, the second-place Queen City Team had opened up a sizeable 37-lap lead over the third-place SST Team. The first-place National R/C Pro Racing Team had completed 455 laps and still maintained a 24-lap

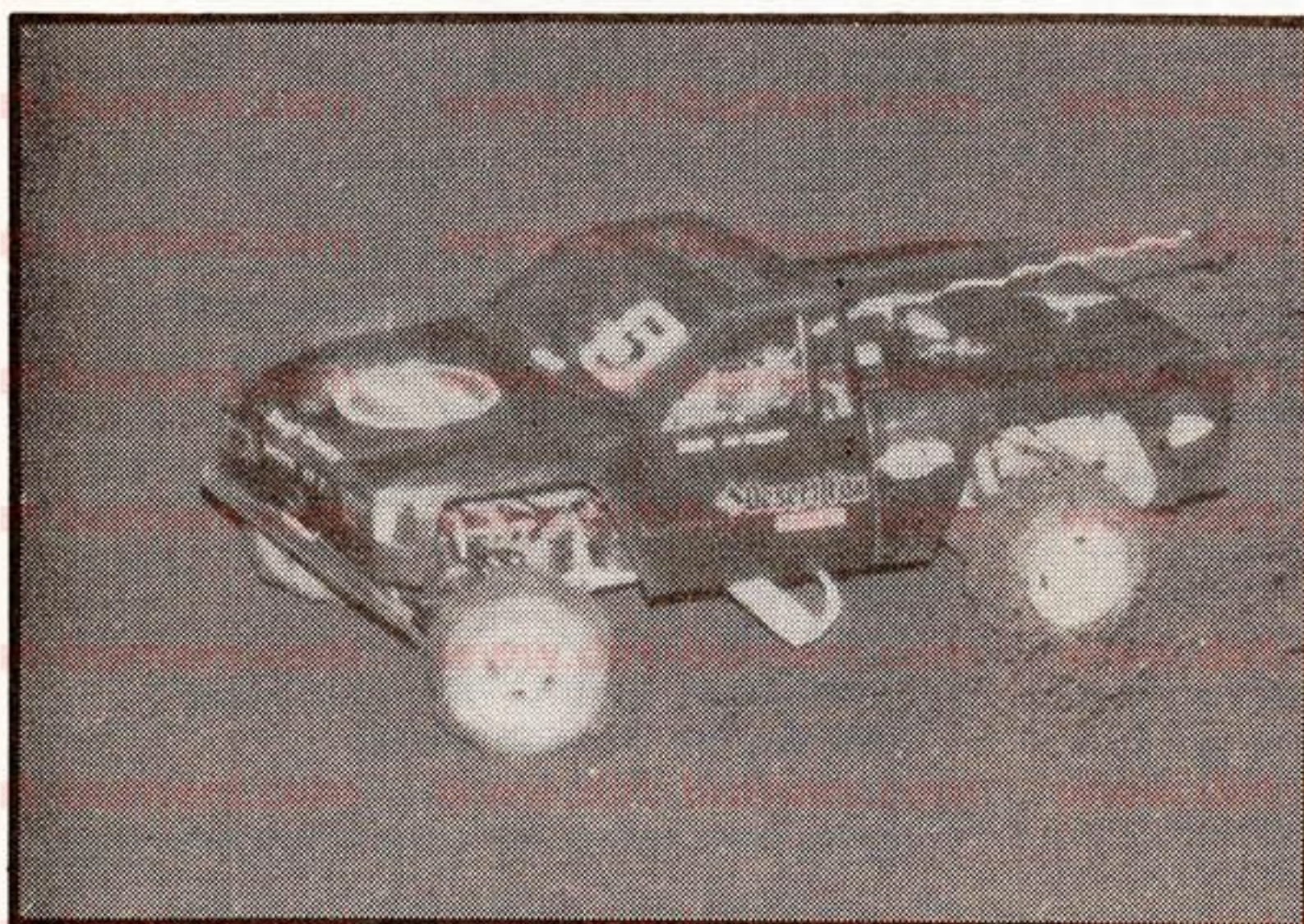
lead. With only fifteen minutes left to race, the overriding question became whether or not the lead team would finish the 500 laps before the time expired. The National R/C Pro Racing Team put the hammer down and completed its 500th lap with only 43 seconds remaining to race! Now that's what you'd call "cutting it close!"

Although somewhat exhausted, all in attendance enjoyed the competition, and were proud of the fact that they had raised so much money for such a worthy cause. What a great credit to the sport of R/C racing.

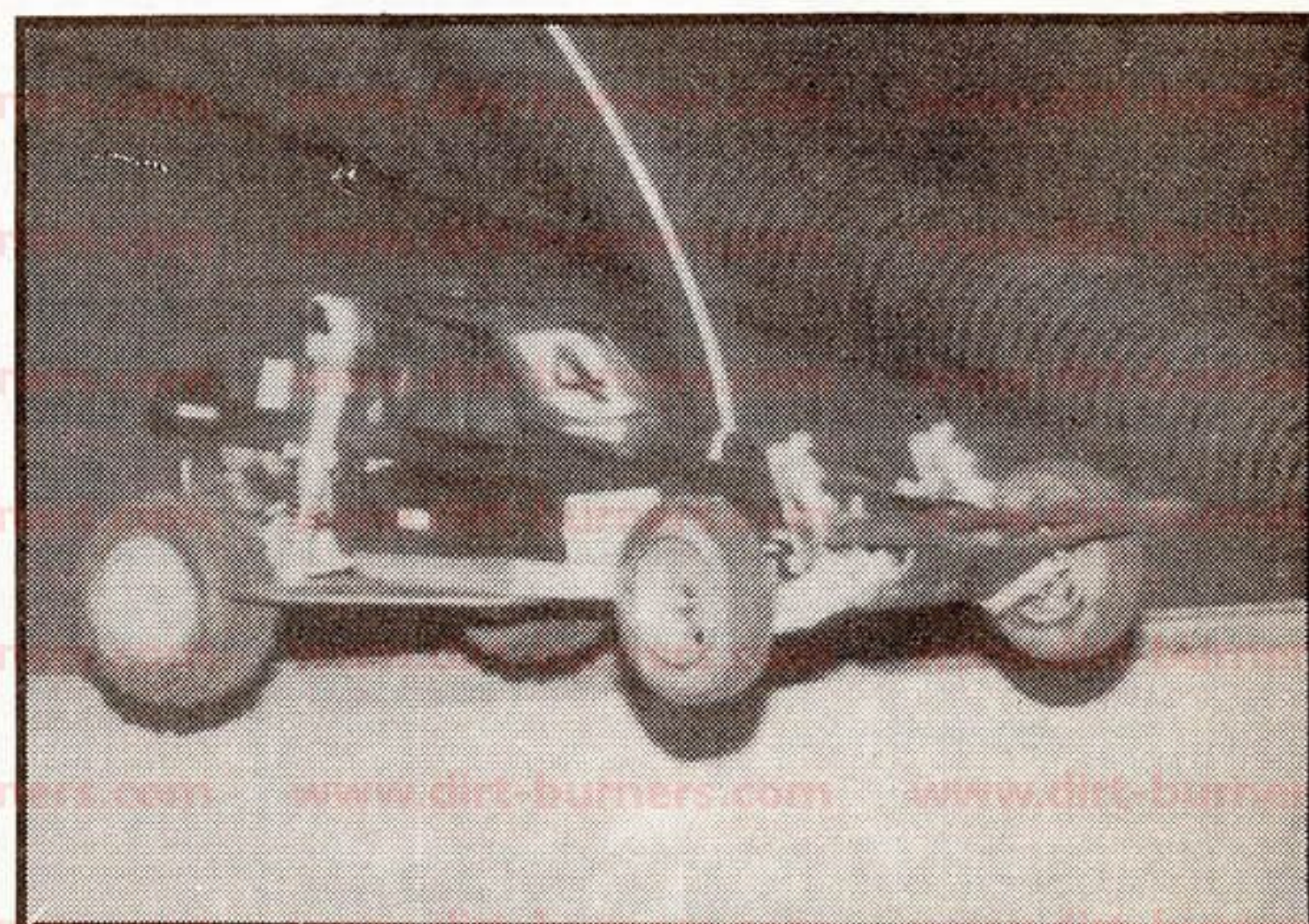
RESULTS

1. National R/C Pro Racing Team	500 laps
2. Queen City Raceway Team	466
3. SST Racing Team	428
4. S&H Racing Team #1	416
5. U.S. Army Racing Team	398
6. S&H Racing Team #2	313
7. The Team	223
8. Sand Blasters	164

• R/C •



The Team's seventh-place Optima.



S&H Racing Team #1's fourth-place RC10.

RICHMOND R/C RACE NEWS...

August 1986

THE SPOTLIGHT

Thirty-two-year-old Charlie Rutherford resides in Montpelier, VA, with his wife and four children. Everybody who finished behind Rutherford in the July and August races was cordially invited to take a refreshing swim in his pool. He supports his racing and skiing habits by working as a computer technician at C&P Telephone.

He got into R/C racing three years ago, in order to fulfill a childhood desire to do some big-time racing. He crammed a lifetime of experience into those three short years. Both the MRP and Parma factory teams employed him at various times. In addition to the MRP and Parma machines, he owns an Associated car and a British-made Devil. Rutherford enjoys the dubious distinction of finishing next to last in the 1984 Nationals, which took place in New Jersey. Speaking of losing, he was also third in the balloting for the Richmond R/C Race Club presidency in 1985.

Rutherford is probably best remembered for being race director for the 1984 Region I Championships hosted by the club.

ACADEMY AWARDS

The Bridesmaid — The story of Ron Birkhead finishing second in both of the club races in August, and the first race at R/C 500 Race Trax.

TECHNICAL TIP

Those racers with electronic speed controls, can skip to the next article. Those running with resistors should know that it's crucial that the bands be kept clean. An ordinary pencil eraser

can be used for this purpose. Take the eraser and gently rub the bands until they look clean. Be sure to rub the bands in the same direction that they run on the resistor.

EVERYBODY IS A WINNER

With the Region I Dirt Championships taking place just down the road, only six racers showed up for the fourth NASCAR race of the season. Those present really got to show their driving abilities, as traffic was seldom a factor.

In the A Main, Larry Broughman from Roanoke, VA, quickly put a lap on the rest of the field. However, Ron Birkhead battled back and caught Broughman with about one minute to go. Birkhead tried an inside pass in the second turn. The two cars touched, with Birkhead receiving the worst of the contact. Birkhead again battled back and pulled up on Broughman's rear bumper on the next to last lap of the race. Broughman's machine nicked the outside wall coming out of the fourth turn, allowing Birkhead to take over the lead. But Birkhead returned the favor and hit the wall hard going into the third turn. Broughman easily made the pass to claim the victory in one of the most exciting races of the season.

"My right rear tire started losing air. That's why I hit the wall," stated Birkhead in the post race interview.

In the B Main, Charles Smith easily outdistanced Bill Johnson and Ray McMurray.

RESULTS

A MAIN

1. L. Broughman 65
2. Ron Birkhead 65
3. Bruce Cole 62

B MAIN

- Charles Smith 63
- Bill Johnson 61
- Ray McMurray 13

BLANTON COASTS TO VICTORY

The highlight of the fifth Can Am race of the season was the presence of a photographer from the *Richmond News Leader*.

In the A Main, Top Qualifier Troy Blanton easily outclassed the field. Blanton so dominated the event that he pulled his car off the track, packed up his gear, and was on the road back to *Newport News* before the eight minutes were up! Charlie Rutherford and Ron Birkhead battled for the number two spot. During the first three minutes of the race, Rutherford put Birkhead down a lap. However, Rutherford's car suffered body damage when it hit the wall in the sixth turn. The damage affected the handling and allowed Birkhead to move into second on the next to last lap.

Coke-drinking Bill Johnson drove his Big Coke Machine Elf to victory in the B Main. Wayne Warman of B&W Racing held off the mysterious Nelson Lane to capture second.

Ray McMurray was finally challenged in the Sportsman Class by young Jeremy Rutherford, who trailed McMurray by only two laps. Eric Coppedge came in third.

RESULTS

A MAIN

1. Blanton 49
2. Birkhead 43
3. Rutherford 43

B MAIN

- Johnson 43
- Warman 41
- Lane 40

SPORTSMAN

- McMurray 36
- Rutherford 34
- Coppedge 29

FINAL NOTES

Congratulations to Mike Coffey and Charles Smith for winning the first 1/12 and 1/10 scale races at R/C 500 Race Trax. And remember, it's better to have a bad day at the track than a good day at work!

•R/C•



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"Symbol of Perfection"



(L-R) - Ron Travis and Tom Irvin, showing the New Power Group 1.2V/1.2AH SubC HPRC Nickel Cadmium High Power Competition Cell 7.50 Retail. Tom & Ron tested and approved cell performance at the 4th Annual Raspberry 100 GT/GTP R/C Road Race, July 19 & 20, 1986 in Hopkins, Minnesota, featuring 1/8 & 1/12 Scale ROAR cars. The batteries tested were random cells and performed as good, if not better, than the "Team" matched cells.

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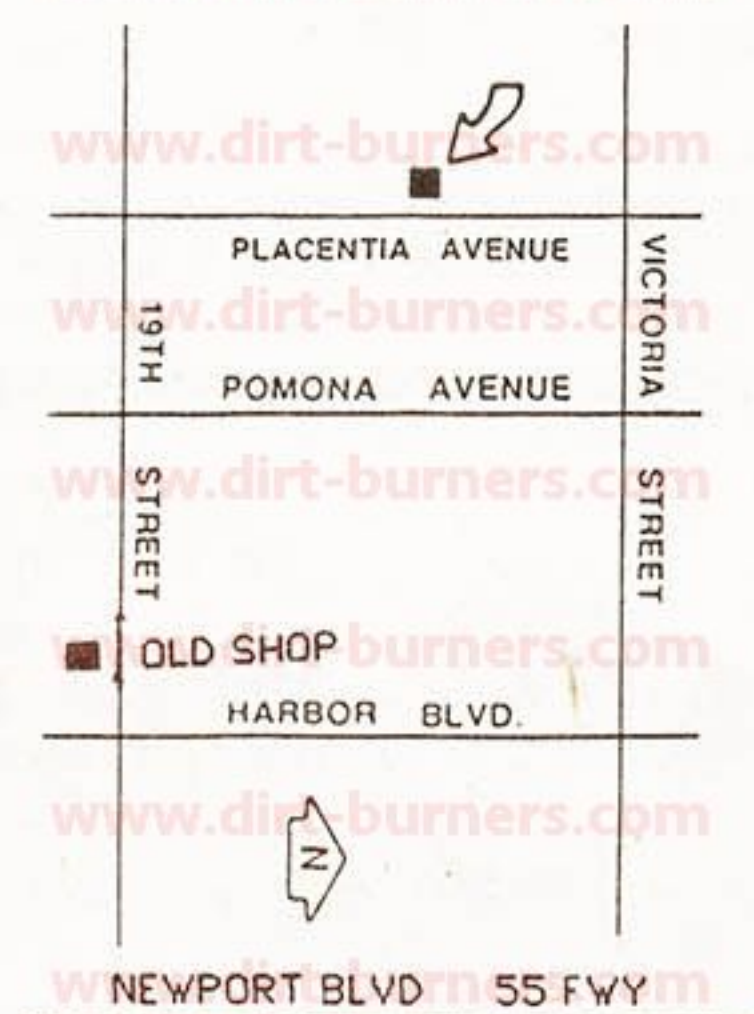
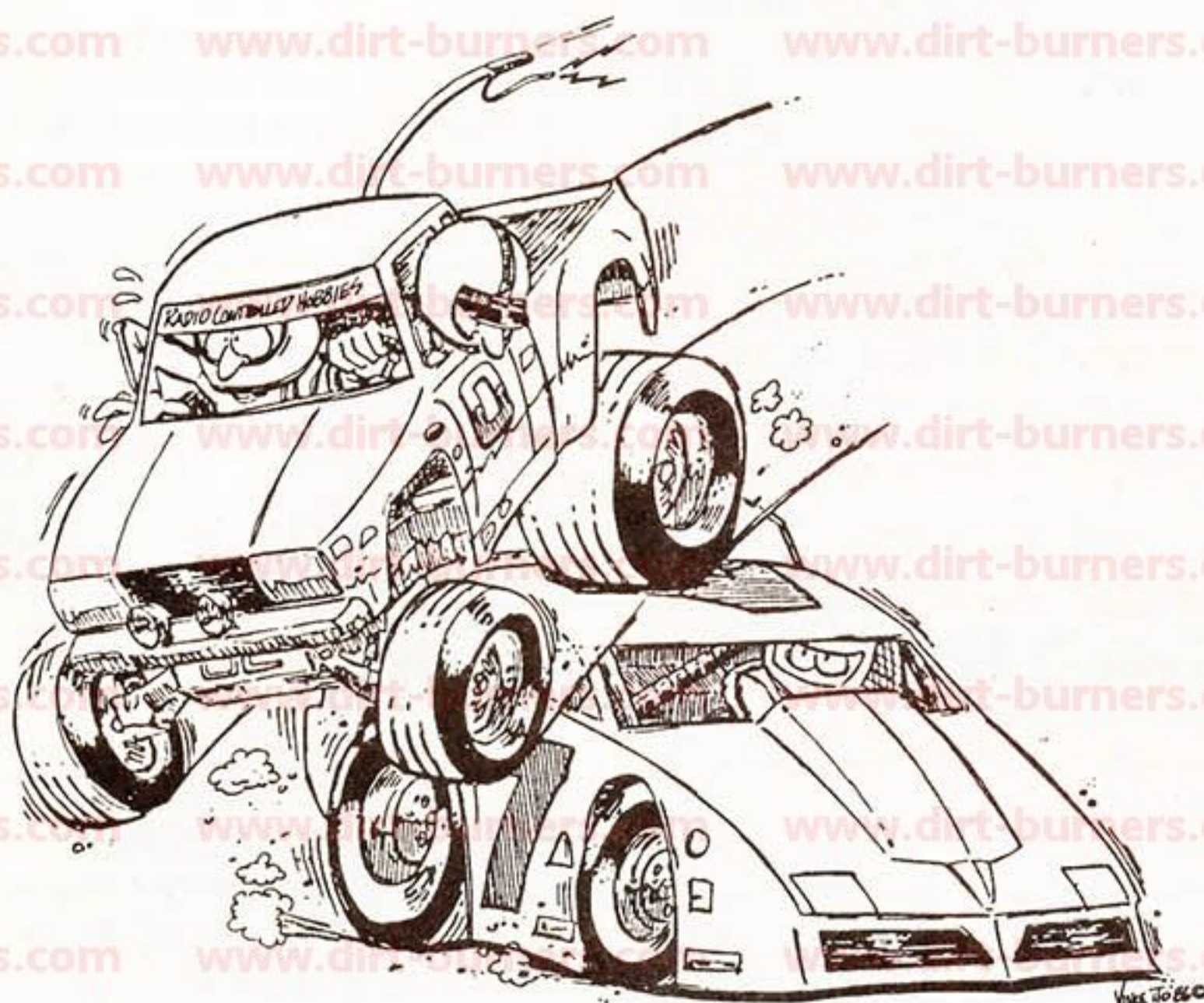
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FAST TRACKERS' SUMMER SERIES...

Story by Darrell May

The Fast-Trackers kicked off their 1986 Summer Series on June 15, 1986, by selling 465 tickets in their raffle drawing. The prizes being given away were a Hornet car and a Futaba radio donated by the club's sponsor, Pet Fair/Hobby Fair of Meridian, MS. Mr. William Shaffer, from Hyattsville, MD, won the drawing. The money was

used to construct a scale half-mile banked oval track that was finished July 27, 1986.

The series consisted of six races, with each driver dropping his lowest race. Three classes were run: Rookie (for beginners), Stock and Modified Class. First-, second- and third-place ribbons were given out at all six races for each class. Points were given in each main race for

position finished to the club members competing for the series trophies.

Three trophies were given out for each class. Charles Crane was first in Rookie Class with 497 points, Brian Wade was second with 493 points and David Hilley came in third with 388 points. Jerome Talbert took first place in Stock Class for the second series in a row with 496 points. Keith Pearson was second with 493 points, and John Budgins was third with 491 points. Pearson couldn't be satisfied with second place in Modified; he finished in first place with near-perfect points — 499 out of a possible 500. Jackie Crane took second in Modified with 495 points and Darrel May was third with 490 points.

The Fast-Trackers started their Fall series September 14, 1986, with an oval race, and ran Stock and Modified Classes with Sprint Car bodies. Open-wheel buggy bodies were also allowed to race. Race dates set for the oval series are October 19 and November 9. Rain dates are set for November 16 for oval and November 23 for off road. Rookie, Stock and Modified classes will be run in the off road series.

Rookie Class Wrap-Up

Michael Outler, driving his Hornet, TQ'd in the Rookie Class for the series with 12.7 laps. Michael is also responsible for the Rookie track record of 13.9 laps, which he set by winning the main in race six.

Stock Class Wrap-Up

Keith Pearson's top qualifying round of 15.2 laps, set in the second half of race five, was the track record for the Stock Class.

Modified Class Wrap-Up

Keith Pearson also set the overall track record of 17.4 laps. His Twister-powered Optima took TQ honors in the Modified Class with his new record.

For more information about the club or its racing, write Darrell May, 809 Hull St. NAS, Meridian, MS 39305; or call him at (601) 679-7877.

1986 SUMMER SERIES STANDINGS

ROOKIE CLASS

1. Charles Crane	Hornet	497
2. Brian Wade	Hornet	493
3. David Hilley	Frog	388
4. Ira Monroe	Hornet	294
5. Michael Outler	Hornet	200
6. Wendell Peninger	Frog	195
7. Jeremy Warren	Hornet	98

STOCK CLASS

1. Jerome Talbert	Hornet	496
2. Keith Pearson	Frog	493
3. John Budgins	Fox	491
4. Bob Talbert	Fox	490
5. Billy Heard	Scorpion	387
6. Steve Rasmussen	Frog	194
7. Dennis Bracken	Pegasus	192
8. Jenny Budgins	Hornet	191

MODIFIED CLASS

1. Keith Pearson	Optima	499
2. Jackie Crane	RC10	495
3. Darrel May	MIP RC10	490
4. Zannie Murphy	Optima	487
5. Tommy Curtis	Hot Shot	482
6. Buddy Hampshire	Optima	481
7. Ron Clemmer	RC10	192
8. Brian Kloss	RC10	190
9. Bill Manderson	Optima	93

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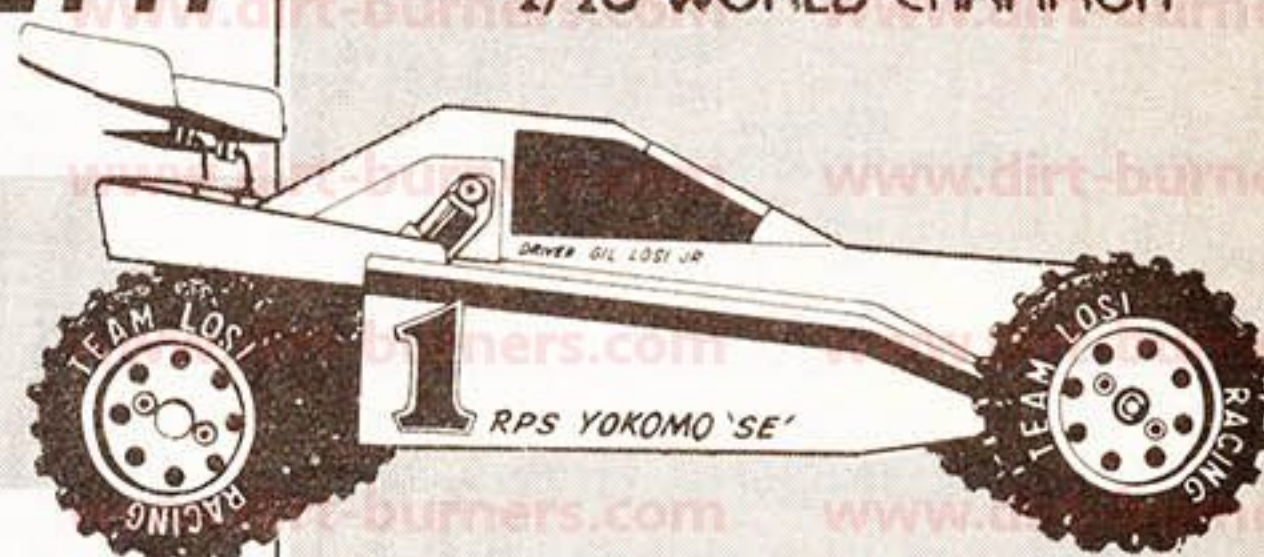
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SANDY STRUCK BREAKS RECORD AT SPRING COVE SPEEDWAY

Story by Chuck Sypolt

Sandy Struck, from Lenoir City, TN, set a new track record in the annual Labor Day Classic, which was run at the Spring Cove Speedway in Florence, AL.

Sandy, driving a 1/12 scale modified car, raced his 12i Associated around this beautiful concrete, high-bank, tri-oval track with 49.15 laps in six minutes to take the record of 49.11, previously held by Jimmy Simmons of Birmingham, AL.

Sandy also won the A Main, while Jerry Evans, of Hueytown, AL, came in second and Randy Ash, from Birmingham, took third.

In the B Main, a little boy from Jackson, MS, Eddie Hill, won the title, while second place went to Mike Kingery, who had heard about this track and drove all the way from Dallas, TX, to see what he could do. Third place went to another fine driver, David Wilson, from Jackson, MS.

In the 1/10 scale BoLink Stock Class, Jerry Evans came in first in the A Main. Jerry always runs well on this track. One of our most improved local drivers, Anthony White, from Muscle Shoals, AL, came in second. Another local driver, Mike League, from Florence, AL, came in third.

In the 1/10 B Main, another well-improved driver from Florence, Gerald Rhodes, captured

first place. Shane League, who has only been racing a short time, came in second place. Randy Hearn, a newcomer from Huntsville, AL, took third.

In the RC10 Class, the 12-year-old from Jackson, MS, Eddie Hill, took top honors. Mike Kingery, from Dallas, TX, came in second, and a driver from Jay, MS, Craig Jones, ended up in third place.

In the RC10 B Main, Jim Moyer from Jackson, MS, came in first place with Dale Hawkins from Florence, AL, taking second. Another well-improved driver is Dale's girlfriend, Retha Creasy, who came in third. Watch out, Dale!

Jimmy Simmons, from Birmingham, holds the record at this track in the 1/10 BoLink Class with 30.17 laps in four minutes. Jimmy is a regular visitor at the track, but could not make this race due to earlier commitments. Jimmy, we missed you.

Eddie Hill, from Jackson, MS, holds the record in the RC10 Class with 26.22 laps in four minutes.

It was a fine day for racing — overcast with a little breeze. Very nice! Chuck and Lyda had the track fixed up with new work benches on either sides of the drivers' stand. They also put some shells down so everyone could stay out of the mud in case it rained (ask Bob Rule) and installed a new flag pole and sign. They said all

they had to do now was to stripe the track with lanes. The drivers from Mississippi, being their first time at the track, said it was a super track to run on and that they would be back.

The main events were started when Chuck introduced Mr. Ed Hill, the president of Team Race R/C Car Club from Jackson, MS, who, by the way, is that 12-year-old boy's father and pit crew. He does a fine job keeping his cars running in top notch condition. We would like to also thank Mrs. Hill for doing such a fine job in helping with the race.

Ed gave a brief talk and introduced his drivers, who then stepped out into the middle of the track.

David Swearingen from the Magic City R/C Club of Birmingham, AL, was introduced and he reported on the Region 2 1/12 Scale Championships to take place in Birmingham, AL, on Oct. 10-12.

•R/C•

GOLDEN TRIANGLE R/C 1/12 ACTION!

Report by Don Lyons

Wayne Boswell picked up where he left off in the last season, and TQ'ed with 34.2 laps. He then went on to win the A Main with 35.1 laps. He was followed by Louis LeBlanc in second with 32.6; Carey Fracht in third with 32.4; and Don Lyons was fourth with 31.1.

Charles LeBlanc took the B Main win with 34.4. Ed Billheimer followed him in second with 30.3; Wayne Moncla came in third with 28.1 and Randi Harris followed him for fourth place with 8.0.

Golden Triangle welcomed back their friends from the East (Lafayette, LA), Charles and Louis LeBlanc. Some Golden Triangle racers have also been racing in Houston with the Quick Chargers at Rebel R/C Raceway (Billheimer, the LeBlancs, Moncla and Lyons) on a very fast carpet track!

On August 24, the Golden Triangle R/C Road Racers got their stock motors out and raced at Central Mall. Wayne Boswell still led the field, though; he TQ'd with 33.9 laps. He was followed by Charles LeBlanc with 31.8 and Don Lyons with 28.0, rounding out the top three in the A Main.

The B Main was won by Louis LeBlanc with 33.6, with second going to Ed Billheimer with 30.6. Wayne Moncla, with 24.9, and Randi Harris, with 15.0, followed in that order.

The club was well represented at the Region 4 Championship race in Houston, TX, with Louis and Charles LeBlanc, Wayne Boswell, Ed Billheimer, Randi Harris and Don Lyons all making the trip.

Racers are reminded to vote for their Region 4 Director (AUTHOR: That's me, I hope!).

•R/C•

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RCAR OF TULSA - A RUSH

Story by Dave Cole
Tulsa, OK

Asphalt 1/10 racing has been tested off and on in Tulsa, OK, since the on-carpet racing of winter 1985. The first attempt was a road course race run in conjunction with a 1/8 scale race. It wasn't bad, but it was certainly dwarfed by the fire-breathing, fuel-burning, 60-mph-plus "big brothers" running that day.

The 1/12 boys in RCAR of Tulsa had a break in their schedule, and a few wanted to break the monotony of road-course racing. And so, an oval fun race was born. It also gave them an opportunity to invite the 1/10 racers, who roll on sponge, to trade dirt dust for tire dust and "eat asphalt."

The scales would run separately, and the 1/10 mains would be five minutes long as opposed to the eight-minute mains for 1/12 scale. Other than that, anything went, or at least that seemed to be the intention. But it really wasn't that radical. No stealth guidance systems, dual motors or bruiser battery packs. Apparently, no 4x4s or even a seven-cell pack were run. The most outrageous thing seen was a wedge body with some side dams. This indicated one of two things: either nobody had any of the above, or everybody was confident in what they'd brought.

With a short drivers' meeting explaining that there were no rules, and a sign-up of 31 "punch-it-and-turn-left" kind of guys, practice was under way. Nothing to report there — just the usual mayhem at this type of event.

Qualifying saw some interesting racing with this reporter scorching a 61-lapper in 1/12 that would hold out the rest of the night as TQ. In 1/10, two of the old junkyard dogs from indoor racing, "The Road Warrior" Jack Nicholson and Dean Cooper were battling for TQ, with less than a lap separating them all night long. Just at sunset, the infamous Oklahoma weather started moving in. The weatherman's forecast of "no rain" should have warned us. Would the race be finished on rain tires? The racers hoped the weather would hold out.

With the usual board-bashing, fender-hooking and some beautiful end-of-straightaway endos, the mains were posted. The 1/10 racers had less than two laps separating the A Main drivers. This was definitely the main to watch! The 1/12 competition, on the other hand, might have been a cake walk for TQ Dave Cole. Only time (and the weather) would tell.

Then, a change of format: the A Mains ran first, a decision that would later prove smart. This caught some of the drivers off guard. How would it affect the strategies? Would the drivers' batteries peak in time? The 1/10 A Main was called to the line. The flag dropped and they were off! The wind had picked up, making the cars a little touchy between turns two and three, but not enough to ease up the battle between TQ Dean Cooper and Jack Nicholson. But then, near the two-minute mark, Nicholson's car slowed down! Was he taking the "Big D" (dumping)? And then...from out of nowhere, Tom Roberts from Colcord was challenging the leader! Roberts shifted into high gear and went for the checkered!

The 1/12 A Main hurried to the line as the weather looked grim. The flag dropped and they were off. Dave Cole fired a rebuilt Trinity Yokomo/Delta down the back straight, with Terry Dannar and Randy Lee in hot pursuit. The lead changed back and forth during the first few minutes of the race. Dannar and Lee were wheel-to-wheel until a crash in turns two and three. The leader spun out, but recovered without loss. At the halfway mark, it looked like Cole had a lap or two on the rest of the field — but would his batteries hold out? Five, four, three, two, one...the checkered flag dropped and the laps were recorded. Dave Cole won it with 64 laps, smashing his TQ record by three laps!

The 1/10 B Main was quickly called to the line next. A rain drop was felt, and they were off! Jay Andrews and Joe Benedict went at it as if their lives depended on it. Wheel-to-wheel, fender-to-fender. Andrews' car slowed on the back straight suddenly. In the pits it was discovered that the pinion had come loose, giving Steve Schoelen a chance to catch up. Would Andrews be able to make up the laps lost? Would Benedict be able to hold off Schoelen? The top-five finisher of the indoor Stock and Modified season, Joe Benedict, was victorious, with Schoelen finishing second.

The weather was getting worse. The 1/12 B Main was rushed to its start. Tom Roberts, just back from a victory lap in the 1/10 A Main, was looking for number two. Brian James, Brian McClellan and John Skaggs were also looking. Back and forth, back and forth — nobody was quitting, nobody was backing off. James passed McClellan, then McClellan passed him back. Roberts wanted the win so badly he could taste it! Skaggs had to win — his wife was watching! It looked like Roberts had won, but it was Skaggs who had just barely won. He squeaked past Brian McClellan by a scant half lap, followed ever so closely by Roberts in third, and Brian James in fourth.

Lightning could be seen just a few miles away, and nobody wanted to be a lightning rod, so the 1/10 C Main hit the bricks. Darrell "Hoss" Lee pulled out with his BoLink Round Tracker with Wayne Maxwell and Bill Whitehurst close behind. It was a battle, with Lee having run almost identical qualifying times, and Maxwell and Whitehurst having the oval experience. It was a seesaw battle until the last sixty seconds when Lee pulled away to leave the others to battle for second. Who would it be? Wayne Maxwell by a tie strap! Darrell Lee finished first by a four-lap margin over his nearest competitor, while Maxwell took second by just one tenth of a lap!

The 1/12 C Main went to the line next. More raindrops fell, but they couldn't stop because Brian Bloxham was only two laps ahead of the rest of the racers (who were all on the same lap). Roy Maxwell was trying to hold off Roy Lee, Darrell Lee's father. Would he do it or would Jim McClellan, father of the second place B Main finisher, take the checkered? Bloxham said, "See ya," as the struggle was for second place. Maxwell had never raced 1/12 before. Who would Lady Luck smile upon? Would Lee and his Parma Euro Panther, be the one? When they

hit the finish line, Bloxham had won with more laps completed than the second-place car in the A Main. Wayne Maxwell showed that 1/12 agreed with him by edging out Roy Lee who finished third.

Trouble started as the 1/12 D Main got ready to roll. The raindrops became larger and more frequent.

Jay Andrews, whose luck had run out in the 1/10 B Main, was tied for best lap with Randy Gregory, who made a comeback after a three-year leave of absence. It was Walter Lowe's day, or his running buddy Ronnie Morgan's, as they were just yards apart. The results were known in less than eight minutes. Suddenly, the rain began to fall harder. It looked like the weather clock had just wound down, but with seconds to go, the race continued. The wheel-to-wheel action in the rain left it so close, they had to look twice. But Lowe hung in there yelling, "Don't stop the race!" — taking the rather damp checkered flag. Morgan and Andrews weren't willing to stop either, with only a scant lap-and-a-half margin separating them.

The 1/12 E Main was canceled because of the rain, therefore finishing positions were determined by qualifying times. Jim Nance was awarded first, with a 36.6. He was followed by Darrell Lee and Debbie Bloxham, finishing with 35.1 and 30.3, respectively.

Concours judging took place qualifying with about twenty cars entered. First and second were awarded in both 1/10 and 1/12 scales. Terry Dannar took first with his Budweiser wedge, while Dave Cole won second with his Coca-Cola wedge in the 1/12 division. In 1/10 it was Roy Maxwell taking first place honors, with Scott Dickason in second.

I'd like to thank Bobby Brummett for volunteering to pick up the trailer and replace its lights (it was being given an overhaul). And also for taking the track down to the race site, setting it up and sweeping it, putting down the sugar-water, and being race director. Whew!

RESULTS

1/10 A Main

1. Tom Roberts . . 36.6
2. Dean Cooper . . 30.2
3. Jack Nicholson 25.9

1/10 B Main

1. Joe Benedict . . 33.9
2. Steve Schoelen 25.5
3. Jay Andrews . . 14.6

1/10 C Main

1. Darrell Lee . . . 25.6
2. Wayne Maxwell 21.4
3. Bill Whitehurst .21.3

1/12 A Main

1. Dave Cole 64.1
2. Randy Lee 56.1
3. Terry Dannar . . 53.6

1/12 B Main

1. John Skaggs . . 60.3
2. Brian McClellan 59.6
3. Tom Roberts . . 57.4

1/12 C Main

1. Brian Bloxham .57.2
2. Wayne Maxwell 42.6
3. Roy Lee 39.2

1/12 D Main

1. Walter Lowe . . .45.9
2. Ronnie Morgan 45.1
3. Jay Andrews . . 44.5

1/12 E Main

1. Jim Nance . . . 36.6
2. Darrell Lee . . . 35.1

Concours de Elegance

1/10 Class

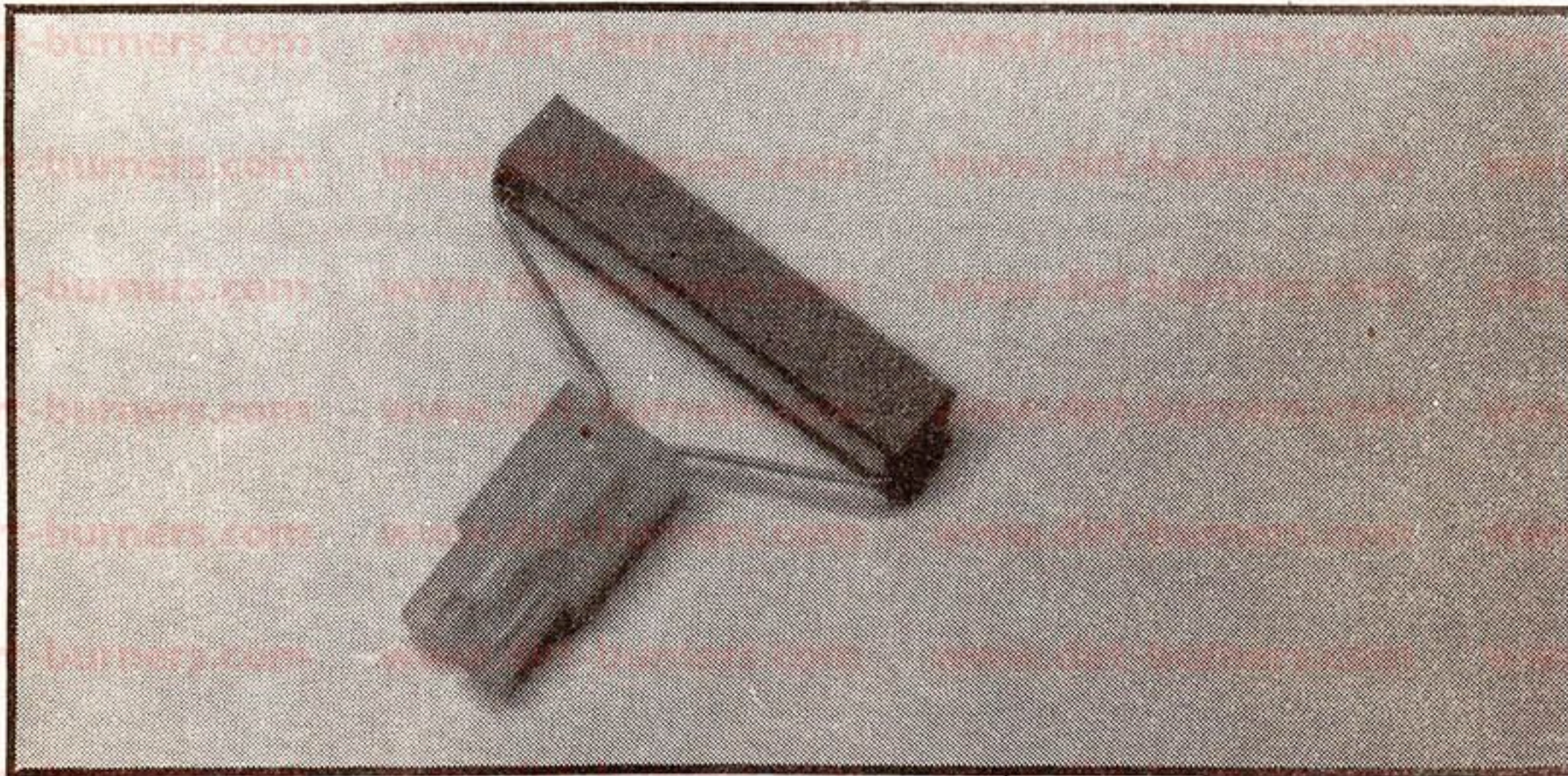
1. Roy Maxwell
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1/12 Class

1. Terry Dannar
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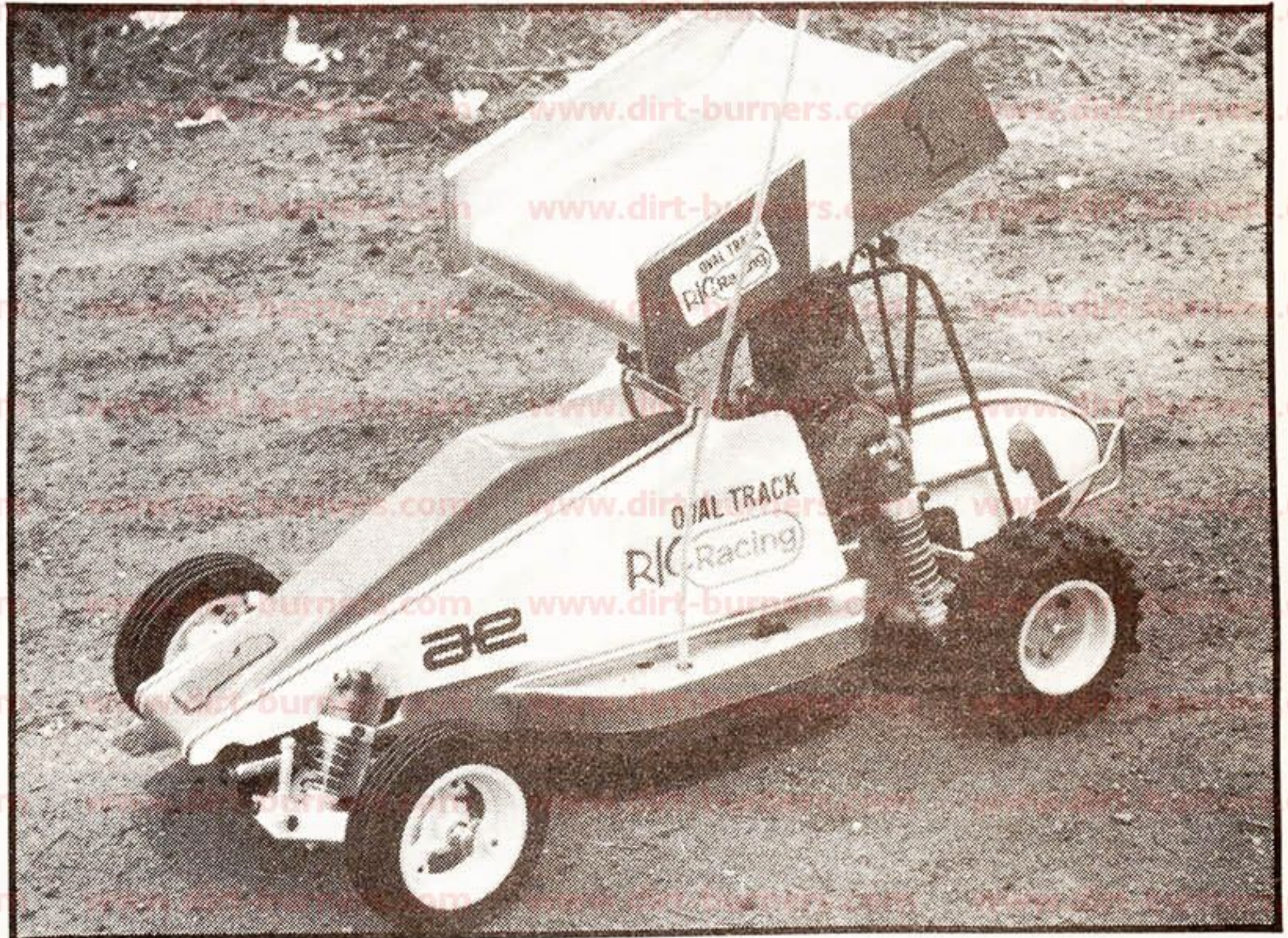
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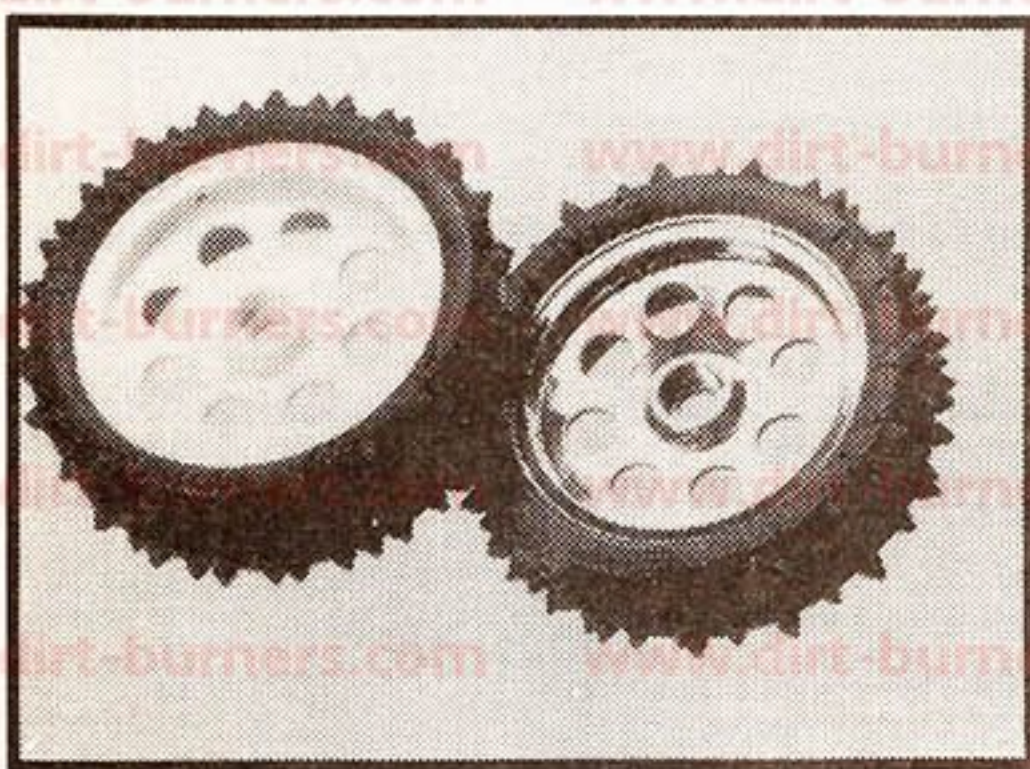
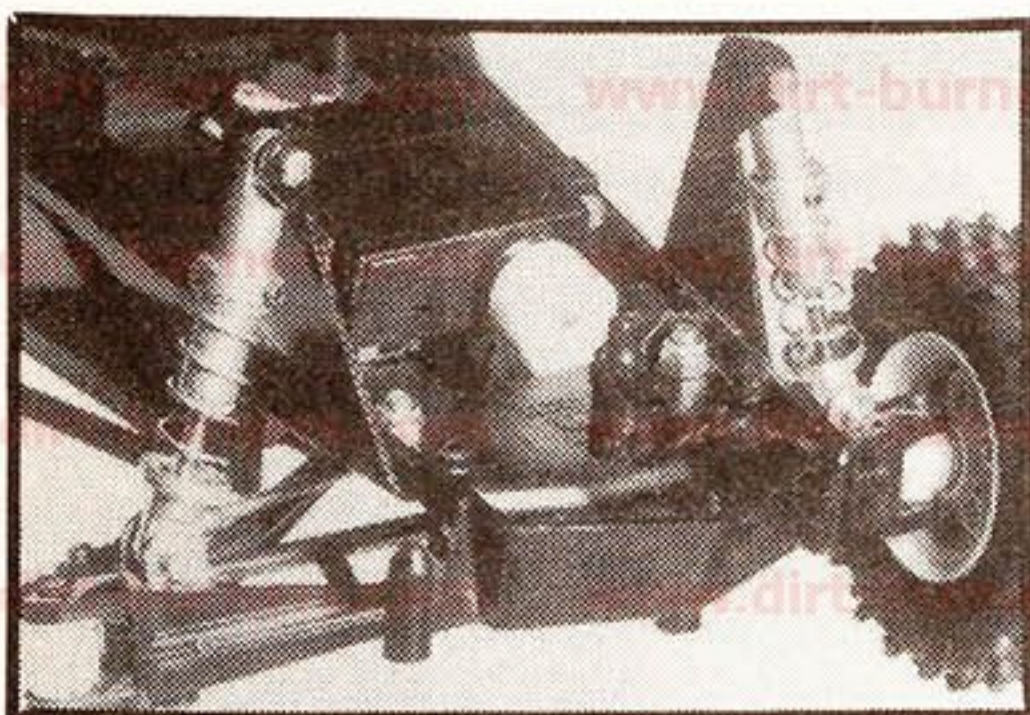
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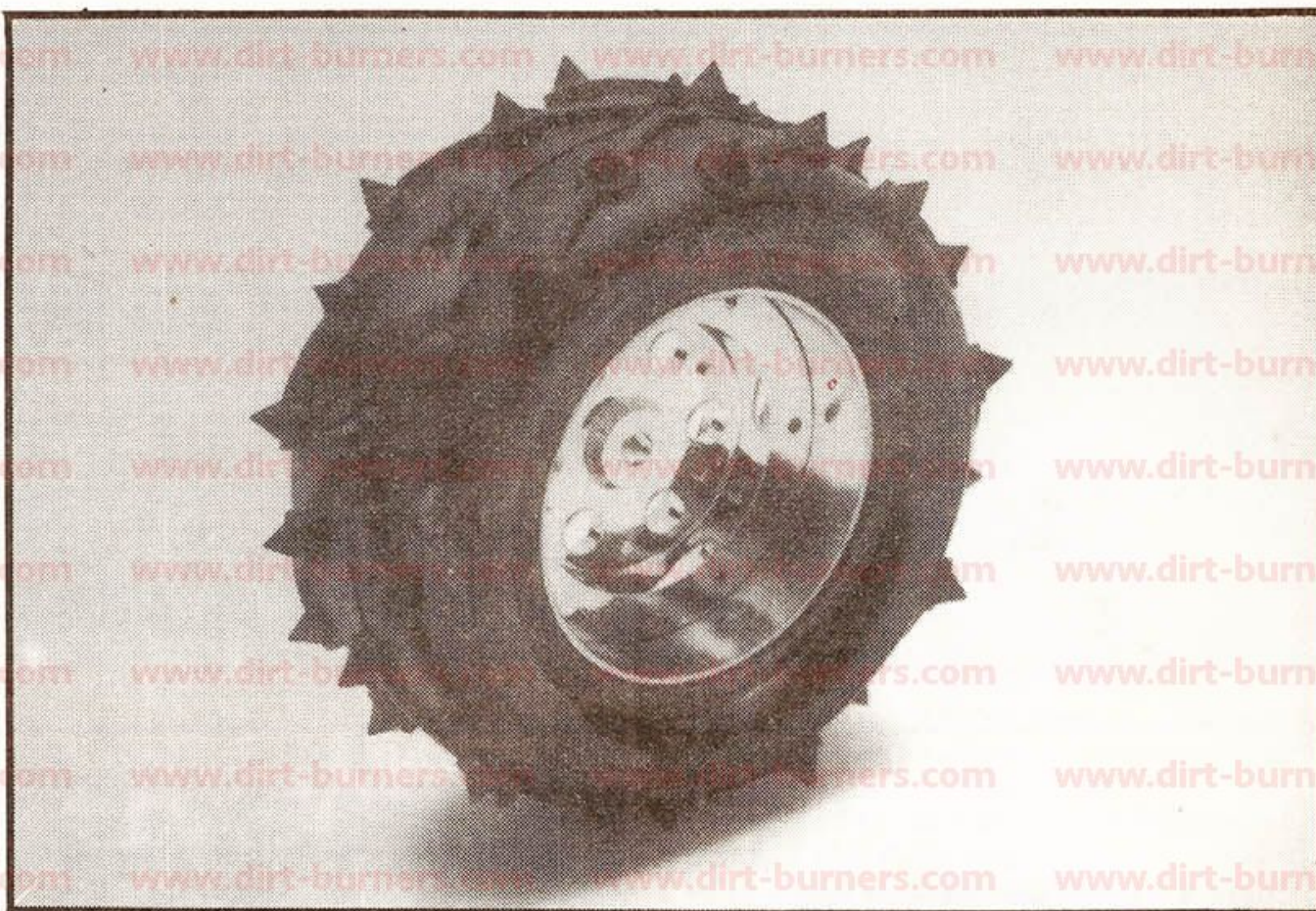
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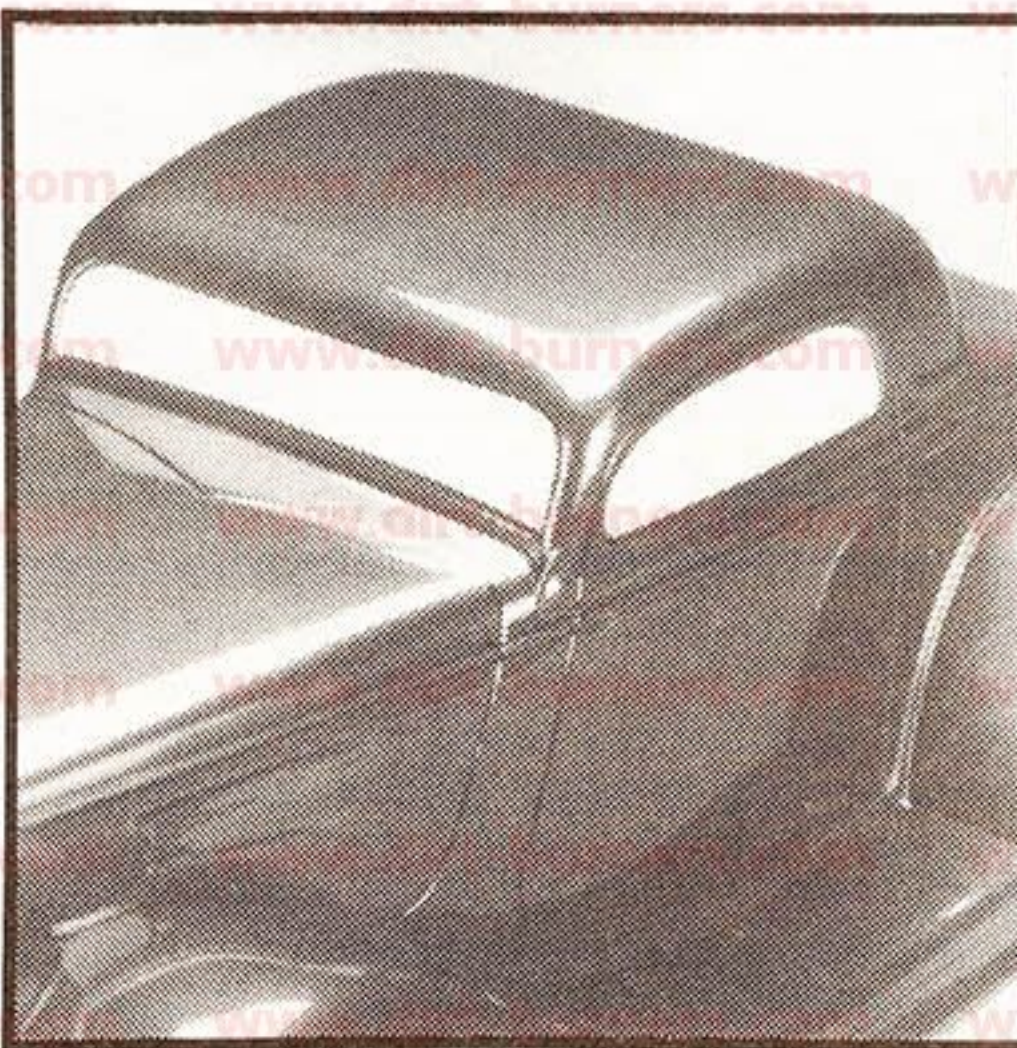
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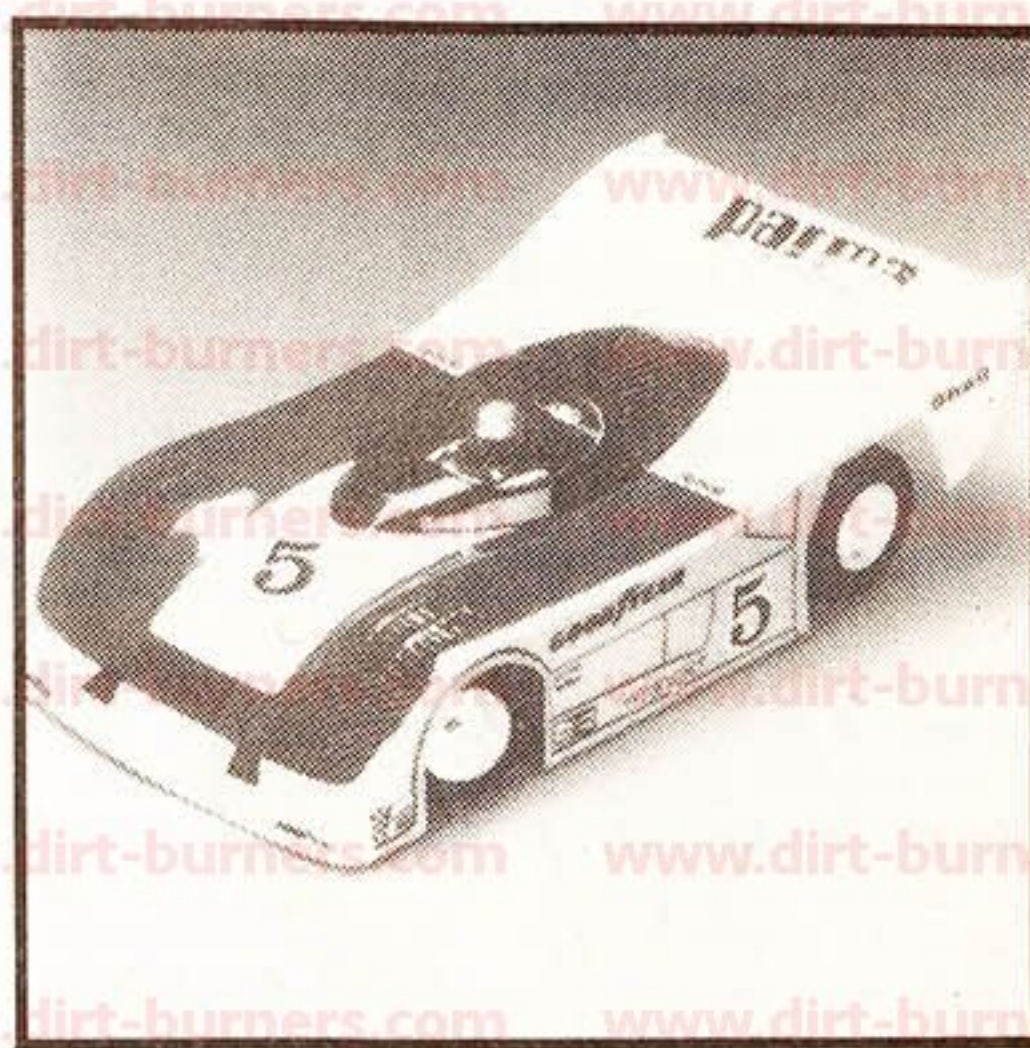
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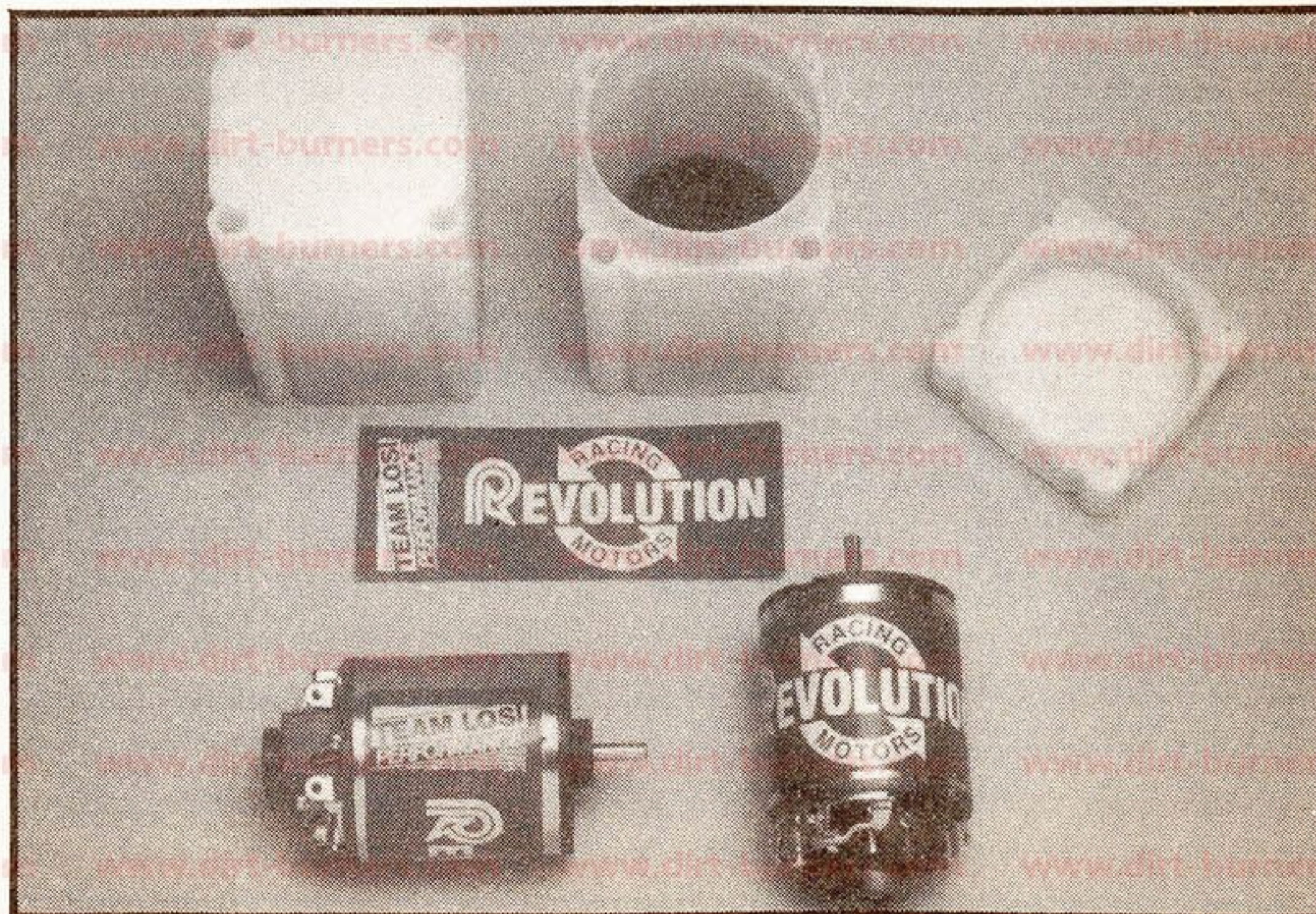
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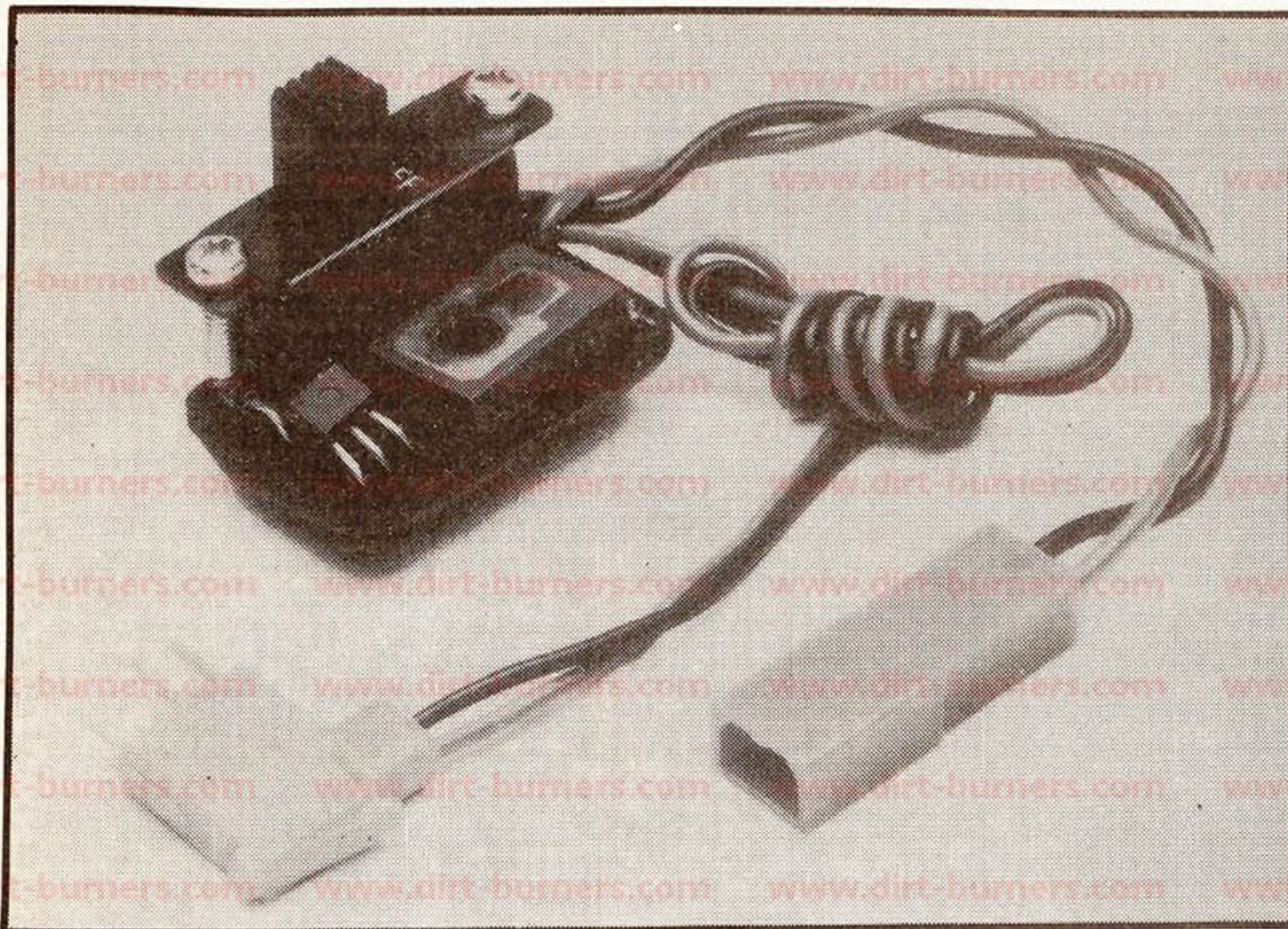
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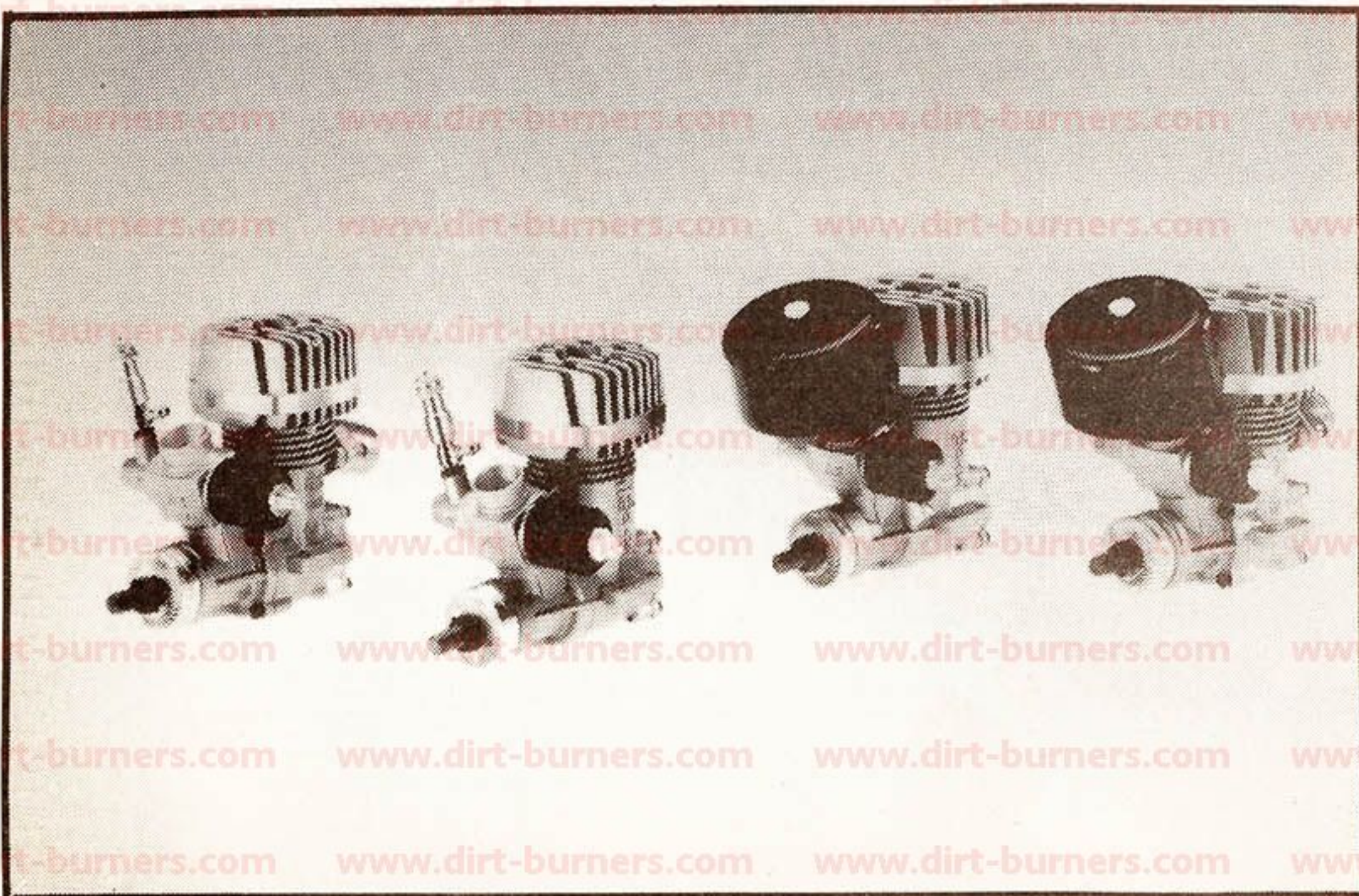
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Joan Porter, Sec/Treas. 344-6734

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

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

Race Site: 4970 Fairbanks St.
Anchorage, AK

Entry Fee: \$4 per class — ROAR members only!
Sign Ups: Start at 6 p.m. race night and close at 6:30 p.m.

Qualifying: 4-minute heats

Mains: 4-minute heats

Classes: 2WD Stock & Modified, 4WD Modified

AROARA

(Alaska Radio Operated Auto Racing Association)

1/10 Scale Racing Series

4970 Fairbanks St.

Anchorage, AK

Contact: Bob Peters 345-3269

Joe Mikus 338-2103

Ernie Nidiffer 272-9053

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

Entry Fee: \$4 per class

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

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

Qualifying: 3 four-minute heats

Mains: Four-minute mains

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

Off-road course: Must use off roadtype body only.

Oval course: Must use oval type body only.
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

Kim 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 opens at 6 p.m., racing at 7:30 p.m. (Ovals), 1/8 gas sprint cars (Moody type) race every other Friday (Oct. 3, 17, 31), and Sundays (Oct. 5-19, Nov. 2, 16, 30) Oval racing. Off road runs Oct. 12-26, Nov. 9-23, and Dec. 7-21. Track opens 12 p.m., race starts 1:30 p.m. 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.

1ST ANNUAL BILL CAMPBELL MEMORIAL RACE

S.R.S. Raceway

1120 N. Hayden Rd.

Tempe, AZ

NOV 14-15: 10-hour endurance race for 1/8 gas cars w/ Can-Am bodies. Presented by ARCC and Scale Racing Sports. Open practice Nov. 14, race 10 a.m.-8 p.m. on Sat. 15. 14 car maximum, number and starting position assigned in order of entries received. \$75 entry fee per team, net proceeds sent to American Cancer Society. ROAR members only. For more information, call Scale Racing Sports (602) 829-9117.

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.

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:

OCT 12: Sports, off road, points awarded

EVENT CALENDAR

OCT 18: 4-hour Enduro, off road, special award
NOV 9: Sports, off road, points awarded
DEC 6: Sports, off road, points awarded
DEC 7: Year-End Trophy Award Luncheon

CHECKERED FLAG R/C RACEWAYS

8100 South Kirkwood Rd.
 Houston, TX 77072
 (713) 879-7619

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

Race schedule:

Friday Nights: 1/10 Dirt Oval Racing
Saturday Nights: 1/10 Dirt Road Racing
Every Sunday: 1/8, 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)

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

OCT 5: Silver Bullet track
OCT 11: Colson track
OCT 19: Silver Bullet track
OCT 25: Colson track
NOV 2: Silver Bullet Track
NOV 8: Colson Track
NOV 16: Silver Bullet Track
NOV 22: Colson Track
NOV 30: Silver Bullet Tracks

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

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

1775 Bairsford 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.

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.

EVENT CALENDAR

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

FAST TRACKERS R/C CLUB
1412 - 24th Avenue
Meridian, MS 39301

FLORIDA STATE 1/12 SERIES SCHEDULE
11850 Nortrall 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.

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.

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:
Alternating off road (second and fourth Fri. and Sun.) and oval course (first and third Fri. and Sun.). Fridays at 7 p.m. and Sundays at 10 a.m. 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

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
McHenry, 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.

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.

OCT 11: Gas sprints
OCT 12: Oval — oval-type bodies

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

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

Electric 1/12: Racing at the East Town Mall, 5280 Gull Rd. 6-cell Stock & Modified. 7 a.m., registration. 10 a.m., qualifying. Contact: Tim Miller at (616) 323-9590 or Judd Nichols at (616) 344-3104 for more information.

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

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

KING'S R/C CARS
219 East Washington St.
Hagerstown, MD 21740
(301) 739-0080

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

EVENT CALENDAR

**LAKE WHIPPOORWILL
INTERNATIONAL SPEEDWAY**
12345 Narcoossee Rd.
Orlando, FL 32812
Trackside: (305) 277-9586
Campground: (305) 277-5075

Race on Florida's first and only cement track. It's located directly on a campground, so camp out for the weekend on beautiful Lake Whippoorwill (a sand-bottom lake) and race! If you rent a lot at the campground, practice on the track is free. A BoLink Computer is used to count your times and laps. Trophies given at every race in all A Mains, ribbons in all others.

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

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

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

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

EVENTS:

SUMMER SERIES RACES: 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. Perma-

nent 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:
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 Miltchem 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.)
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:
OCT 12: Road Race Series East.

MODSTOCK MOTOR RACEWAY
3748 Latta Rd.
Rochester, NY 14612
(716) 392-8208

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 Orca 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.

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.

NORODS
(Northwest Ohio Radio Operated Dirt Sprints)
Herb Ziemann
906 Eton Rd.
Toledo, OH 43615
(419) 531-0070

1/8 Gas Sprints on DIRT! AUG 2: Sprint series 4, Fostoria, OH.
OCT 11: Sprint series 7, Joliet, IL.

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

NORTHERN MINI-RACERS
OF MINOT, NORTH DAKOTA
Contact: John Weaver (701) 727-5120
108-2 Sunset Loop
Minot AFB, North Dakota 58704

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

NYROC (New York Radio Operated Cars)
Contacts: Joe Fiero (718) 272-1917
Larry LaBounty

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

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

ORRCA CENTRAL DIVISION
Cycle Arts Racing
3188 N. Marks, #121
Fresno, CA 93711
(209) 233-3665 or (209) 229-9366

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

OUTBACK OFF ROAD
Market St. at Akron
Jacinto City, TX
(713) 673-5911 or
(713) 675-7938/455-2893 after 5 p.m.

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).

OCT 4: (PR) 2 p.m. time trials, races follow.
OCT 18: (I-30) 1 p.m. time trials, races follow.
NOV 1: 2ND ANNUAL MID-SOUTH REGIONAL CHAMPIONSHIP — (PR) Tentative, in Little Rock, AK. 11 a.m. time trials, races follow.

PARMA AMERICAN OFF ROAD CHAMPIONSHIPS
13927 Progress Parkway
N. Royalton, OH 44133
(216) 237-8650

Off Road:
AUG 22-24: Presented by NORCAR at its track, which is located five miles from the Hopkins Int'l Airport. Send S.A.S.E. for entry information.

THE 2ND ANNUAL PEPSI CHALLENGE
OFF ROAD RACE
1933 S. Plaza
Springfield, MO 65804
Contact: Mike Bayless
(417) 883-2373

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.
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.

PRO-TRACK CORP.
9320 Bechtel Rd.
P.O. Box 441
Elyria, OH 44036-0441

New R/C aftermarket retrofit product company formed. Initial products are performance and convenience items for MRC's Fox. Pro-Track will soon be announcing their first product availabilities.

RADIO CONTROLLED HOBBIES RACEWAY
2011-B Placentia Ave.
Costa Mesa, CA 92627
Contact: Ron Williams (714) 631-1555

NEW TRACK: Track open Oct. 6, won't race until end of October, 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 meantime, for more information, contact Ron at the address and telephone 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

EVENT CALENDAR

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

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.

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 entry 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
(303) 431-8868

At the Frontier Hotel and Casino. Open to all three classes of R/C cars: 1/10, 1/8 and 1/12. Special room rates for racers at the hotel. More information later on. Special events and surprises. Limit on entries. Entry form to be available in July 1986. Entries open August 1, 1986! Close November 10, 1986!

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REGION 6 MIDWEST SERIES
P.O. Box 69
Wauconda, IL 60084
Steve Lazarus (312) 526-1493

1/8 Scale Gas:
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.

REGION 6 CHAMPIONSHIPS
S.R.S. Raceway
1120 N.Hayden Rd.
Tempe, AZ

Contact Scale Racing Sports at (602) 829-9117, or Mark Miranda (619) 477-2622.

OCT 24, 25 & 26: A-B-C system run (everyone runs a main) with AMB automatic scoring and lighted track for open practice. Numbers assigned at track, entry fee \$20. Practice Fri., Oct. 24; qualifying and banquet Sat., Oct. 25; and all mains run Sun., Oct. 26. Prize drawing and Concours will be featured. ROAR rules enforced. Special room rates available at Scottsdale Inn, call (602) 941-1202 (ask for "The Racers' Special").

REGION 7 CHAMPIONSHIPS
WRECK Model Raceway
Fort Walla Walla Park
Myra Road, Walla Walla, WA

OCT 11-12: Practice Oct. 11, race day Oct. 12. 8 a.m. late registration, 9 a.m. qualifying, 11:30 a.m. race starts. 2WD Stock & Modified, and 4WD Stock & Modified, will be classes run. Entry fee: \$8 per car, per class. Trophies & prizes awarded. ROAR members only, ROAR rules. For more info, call Merle Young at (509) 525-5497.

RIO GRANDE RACERS
El Paso, TX

Contact: Jerry McGinnie (915) 591-9271

All races at Vista Hills Center. For more information contact: Bob Blum, president, at (915) 593-8015 or Bob Akins, race director, at (915) 821-7563.

RIVER CITY R/C OFF ROAD RACERS
10502 Nacogdoches Rd.
Northeast San Antonio, TX

Robert Cubberly, president
(512) 656-5724

1/10 Off Road:
Racing every Saturday with registration closing at 3 p.m. Racing starts at 3:30 p.m. Spectator bleachers, concession stand, fenced pit area and lights.

ROAR NATIONALS
Ranch Pit Shop
1655 Mission Blvd
Pomona, CA
(714) 623-1555

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.

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 Claypits Rd.
East Northport, NY 11731
Contact: Jim Crego (516) 368-1954

Races every Sunday at Depot Rd. Park, East 20th Street, Huntington Station, Long Island, NY 11746. 11 a.m. practice and registration. Noon qualifying, 2 p.m. mains. ROAR membership required.

**SOUTHEAST ALABAMA R/C
AUTO RACERS**
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 parking lot in Dothan, AL.

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

1986 Major Races:

OCT 12: So. Cal. #9, Pit Shop wrap up
OCT 24-26: Region 6 SRS, Temple, AZ.
OCT 31-NOV 2: CRP Challenge, PitShop
NOV 9: So. Cal. Rain Date
NOV 15: SRS Enduro, Bill Cambell Memorial, Temple, AZ.
NOV 29-30: SRS Turkey Shoot, Temple, AZ.
DEC 14: Toys for Tots, Pit Shop
DEC 17-20: Speed Week, Las Vegas

SSRCCC
(South Suburban Radio Control Car Club)
510 Ingraham
Calumet City, IL 60409
(312) 891-0089/474-7802

1/12 electric: Four-cell racing takes place at Glenwood School For Boys, Glenwood, IL. Racing on 50' X 36' carpet track. A different track design is used each race.

STEEL TOWN AUTO RADIO CONTROL
93 Wellington Street
Cambridge, Ontario
Canada N1R 3Y8
Sam Burke (519) 621-5442

1/10 Off Road: At Rattlesnake Speedway. Off road racing every Sunday afternoon. Scale half-mile oval with off road infield. 2WD, 4WD and Oval classes. Sign-up by noon. Call Otto Bandmann at (519) 623-2560. RR 1, Dundas, Ontario.

1/12 Electric:
Race at Rockton Fairgrounds, HWY 8, between Dundas and Cambridge, Ontario. Indoor carpet — race every Wednesday evening. 24' 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.

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.

ON THE LINE

(cont'd from page 6)

it. Anyway, here's the "Labor Day" story. As you'll see, our turnout wasn't that big. But in many ways it was probably more fun than a hurry-up-and-wait kind of race. Notice that the Kloebers didn't come to add to their list of El Paso victories. A good race and my main comment would be that Lil' Phil Shew might be a driver to watch. He has shown excellent and steady improvement over the last year. And since he has gone four-wheeling, he has been near the top every time I've seen him.

The Rio Grande Racers are slowly building back up. In 1985, we were devastated when at least 10 racers moved out of town and three more "moved up?" to motorcycle-engined midget racing. We're building back up nicely, now and, as you know, have put on two successful "big" races with the crew we have.

And we're ready for the next one! Lots of advance warning this time — the Fifth Rio Grande Can Am will be held in the middle of March — the weekend of the 14th and 15th, I think. We already have a strong nibble on a major sponsor and as usual will add more to have the best trophies and prizes ever offered in the Southwest. I'll keep you posted on progress.

Again, thanks for your help at **R/C NEWS**.
Lee Chapin
El Paso, TX
P.S. Looking forward to Las Vegas.

You can count on us for support of the Rio Grande Racers, and I, too, look forward to seeing you in Lost Wages...uhm! Las Vegas. ED

TO ALL PARTICIPANTS IN THE 1986 1/8 SCALE GAS POWERED ROAR NATIONAL CHAMPIONSHIP

I would like to express congratulations and appreciation to all the drivers, crew members family and friends who helped make our 1986 ROAR 1/8 Nationals so successful.

Our Ranch Pit Shop staff was delighted to join me in hosting this wonderful weekend of competition and I'd also like to send along their thanks for your cooperation and sportsmanship.

We're pleased to forward a complete set of the main results as well as a press release that may be used in any newspaper, R/C magazine, club newsletter, etc.

A special thanks to Airtronics, Inc., for their support and sponsorship. Also, thanks to Merle Gardner and his lovely daughter Cheri for making the trip from New Jersey to be here with us.

In closing, I extend my warmest regards to you all and best wishes for great racing!

Sincerely,
Gil Losi, Sr.
President Ranch Pit Shop and Raceway

•R/C•

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Ralph Burch Jr.
1/8 GAS

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