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R/C NEWS

$2.00 — DECEMBER 1986 — Issue #64 — Vol. #7

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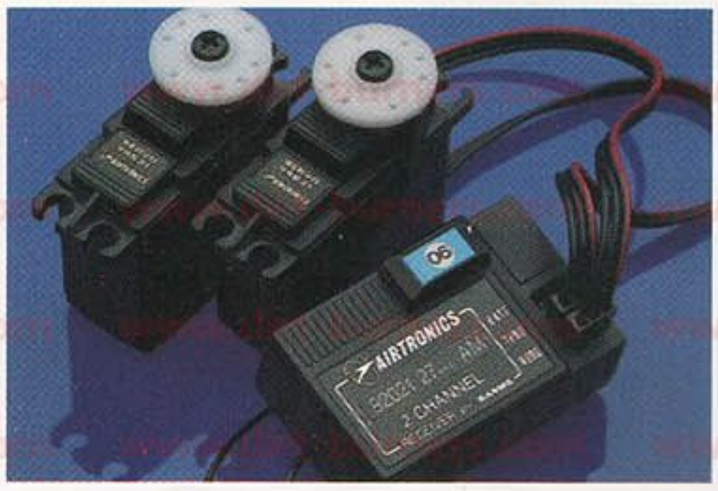
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ON THE COVER: These beauties are the newest craze in 1/4 scale R/C racing. Modeled after the NASCAR-type race cars, they are being raced at tracks across the country under the full scale Winston Cup format. The cars, which are manufactured by WCM Corp of Buffalo, Texas, are powered by a 23cc gasoline engine and can run at speeds of up to 40 mph. They are sold in kit form through dealers for about $1175, less radio. They weigh 30 lbs., are 13" high, 48" long, and 18" wide. You'll have a chance to see them at the upcoming **R/C SPEED WEEK** event with open-wheel body styles.

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AM I BEING PRACTICAL OR A HERETIC?

I'm sure this editorial is going to ruffle some feathers, and there are going to be some people who simply will not want to think about what I'm going to suggest.

Nonetheless, I'd like to offer some thoughts concerning a professional division in the sport of R/C car racing.

I can just hear some of you say, "Professional? Why do we need professional racers? They are going to ruin the sport!"

That's the way I felt a few years ago when we first started organizing ORRCA. There was no room for professionals in a sport that grew out of the hobby scene. "Look what happened to slot car racing," many of us pointed out. "The sport and hobby was ruined because of the introduction of money," others added.

While the facts were true then, "The times," as they say, "they are a'changing."

Can we really be honest with ourselves and say that the current crop of top-notch R/C racers (whether in 1/12, 1/8, 1/10 or even 1/4 scale), are amateurs and not professionals?

I've been doing quite a bit of traveling for the past six months and meeting a lot of racers. I've also met a lot of people who, at one time, were heavily involved in the sport but for one reason or another have dropped out and are no longer active in it.

Those who are no longer participating cite several reasons. One is that they simply "got burned out;" another is that they did not want to spend the kind of money that it takes to be really competitive. Still others said that the challenge was gone. "How many more trophies can I stuff into my garage?" said a fellow racer.

On the other hand, there are plenty of people out there who have found a way to keep up their interest in R/C racing. They are racing for money! They don't publicize it, nor do they really want to come out of the closet with it, but nevertheless they say that racing for a few bucks has brought a new "sparkle" to the game. "And why not?" one of the racers said to me. "I can't compete with those kids out there who are running for the factories. They get the best motors, the best chassis, the best of everything, and then I've got to try and beat them with what I've bought from the hobby store? Heck, they either doesn't carry all the latest equipment or can't get it from the factory. No way! I was just beating my head against a brick wall. And so were a lot of other guys around here. So we decided, a few of us, like 20 or 25 racers, to race among ourselves. Kick a few bucks in and maybe take home $50 or $100, and still have some fun."

I commented that things would not change at all if a professional league was introduced. The same guys who are getting all the latest equipment would still get them, and they would still be winning, except that this time it would be money instead of trophies.

"I know that's going to happen," said the racer, who wished to remain anonymous, "But you know what? I would go back to racing amateur as long as I didn't have to race against the factory guys, who have the best that money can buy. I would have a chance with my dated equipment then. I would make all the amateur events!"

And that, perhaps, is the best argument. Aren't all those factory racers truly professionals? Isn't getting free equipment and parts, getting their entries paid for, getting flights to and from racing events, tantamount to being paid for racing? Why not call them what they are: Professional Factory Racers. And if indeed they are categorized as professionals (which I think they should be), well then, isn't it time they started racing as professionals and make a few dollars out of the sport?

I spoke to a racer recently who admitted to me that he has not had to pay for a single thing while attending racing events for the past two years. We put pencil-to-paper, as it were, and figured that he has received approximately $12,000 dollars worth of equipment, travel, lodging and sundry goodies in order to represent one factory. That's a lot of loot! This is no longer (nor has it been for quite a while) an amateur sport or hobby.

So my point is, why not come clean? Why not establish a professional group in all four scales of R/C car racing? Let's put all the factory and factory-supported racers in the "PRO" category and make things more interesting for them.

Racing for money or competing for money is no great sin if it's properly sanctioned and controlled. It's done in all sports, why not in R/C?

Will it ruin the sport? I don't think so. I think many of us are aware of the pitfalls of slot-car racing of a few years ago, and can learn from their mistakes. There are also other sports that have undergone similar changes and their experience can be of great value to us. A strong organizing body, without the influence of the factories, can maintain the proper perspective in a professional sport. Besides, there are plenty of newcomers in R/C car racing who will give the sport and hobby a solid base as Amateur or Sportsman racers. Remember, these are the people who buy their race cars and pay for everything they have.

I believe that we would see the return of many racers to the sport as well.

For example: those who feel capable of winning against the younger crop of factory-racers will come back to the sport and compete as professionals. On the other hand, those who feel they could not run against factory racers will also make a comeback, because they will no longer have to compete out of their league.

R/C car racing is no longer just a hobby. Not when you can spend upwards of $1,000 on a 1/10 off road car; between $1,200 and $1,500 on a 1/8 scale car; about the same on a 1/12 car and perhaps as much as $2,000 in a 1/4 scale car, just to be competitive. And this is just for the race car! There's a greater investment in parts, tools, travel, lodging, etc.

So my point is, let's move on to the next dimension in the sport. Let's look hard at establishing a professional association, with its own rules and regulatory body, for those who want to continue competing in the sport and get something more out of it than just trophies. I believe that doing this would be a great service to the sport and hobby. It would open up the Amateur and Sportsman divisions for those who really belong there: the person who goes to the hobby shop and plunks down a few hundred dollars for a car and accessories, who wants to compete against his or her own kind — with no influence from a hobby shop, no help from a factory or distributor and no "trick" stuff to make him better than the other guy — just his or her own skill. If that person advances to be among the top drivers, then he or she will have a place to look to: the professional ranks of the sport.

What will this do to organizations such as IFMAR (and ROAR, EFRA, etc.) and their world-class events? It will help them tremendously! In fact, it will make them stronger then ever, because if indeed IFMAR wants to remain an organization for amateurs, as they say they do, then they will have all the amateurs they want. New names of importance will crop up. Amateurs will be more vigorous and enthusiastic to make the "world team" from their respective countries. Up until now, that honor has been basically reserved for the factory or factory-supported R/C racer.

And what of the pros? The "PROS" will be competing among themselves, as well they should. The factories will have their hands full trying to out-do each other in the professional ring. New ideas, new developments and new concepts will come out of the professional arena, and eventually those improvements will filter down to the sportsman or amateur racer. Everybody gains!

I think it's an idea whose time has come!

Lou Peralta
Publisher
●R/C●

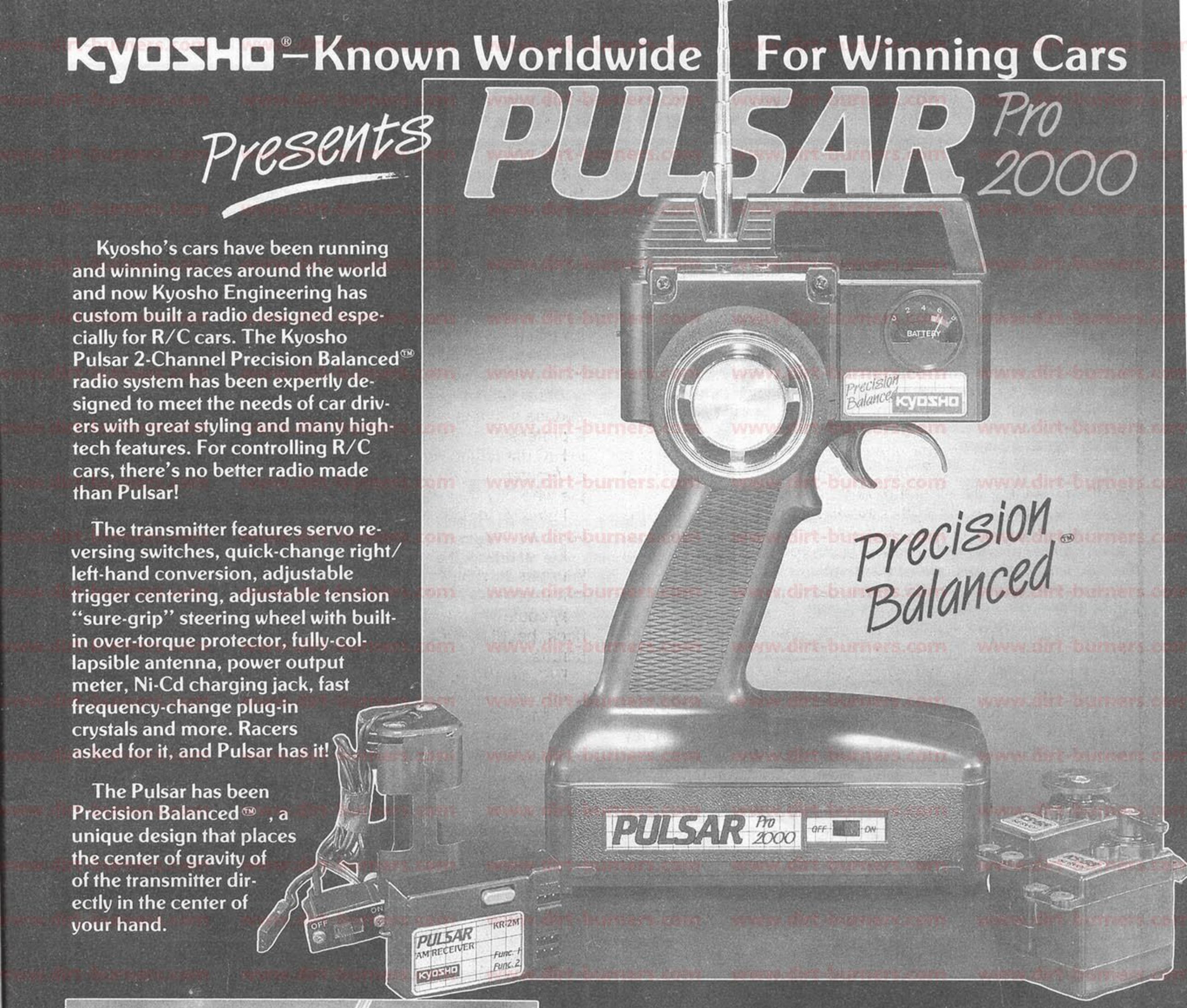
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Presents PULSAR Pro 2000

Kyosho's cars have been running and winning races around the world and now Kyosho Engineering has custom built a radio designed especially for R/C cars. The Kyosho Pulsar 2-Channel Precision Balanced™ radio system has been expertly designed to meet the needs of car drivers with great styling and many high-tech features. For controlling R/C cars, there's no better radio made than Pulsar!

The transmitter features servo reversing switches, quick-change right/left-hand conversion, adjustable trigger centering, adjustable tension "sure-grip" steering wheel with built-in over-torque protector, fully-collapsible antenna, power output meter, Ni-Cd charging jack, fast frequency-change plug-in crystals and more. Racers asked for it, and Pulsar has it!

The Pulsar has been Precision Balanced™, a unique design that places the center of gravity of of the transmitter directly in the center of your hand.





The winning duo – Kyosho Pulsar and Optima.

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Weight: 11.5 oz. w/Battery
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KS-88 Servo:
Weight: 1.6 oz.
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Torque: 34 oz.-in.

Receiver:
Weight: 1 oz.
2-1/16" x 1¼" x 3/4"
(13/32" hole spacing)

Other transmitters are top-heavy which causes wrist fatigue, but Kyosho Engineering has designed this radio to be comfortable for racers all day long.

The Pulsar's compact KS-88 servos fit in virtually any R/C car, but still have a big 34 oz.-in. of torque – power enough for almost any model. Kyosho knows weight and space are important in car installations and that's why they made the KR-2M Mini Receiver – it's one of the smallest and lightest (only 1 ounce!) in the world.

Pulsar will give you years of smooth and reliable performance plus the realism, comfort, quality, and features that racer's demand *at a super low price!* Ask for Pulsar at your local hobby retailer today!

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ON THE LINE

CAN'T WAIT FOR IT TO ARRIVE

I want to thank you for producing an excellent publication. I have been a reader of your magazine for four years now, and I can't wait for each new issue to arrive.

I would like to tell you about a new R/C facility that has opened up in the South Jersey area. The name of this shop is Atlantic Hobbies Racing World. It is located in the Elm Plaza, White Horse Pike, Elm, NJ, phone no. (609) 567-2947. This shop boasts an excellent indoor carpet race track large enough to easily accommodate 1/10 and 1/12 R/C cars. An outdoor dirt off road track is in the planning stages.

The carpet track is an oval with an infield road course. The straights are 90 feet long and the turns are (get this) banked 12 degrees! The lanes are seven feet wide in the straights and ten feet wide in the turns.

As of now, we are racing 1/10 novice oval on Monday nights, 1/10 expert oval on Wed. nights, 1/12 oval on Fri. nights and 1/12 road on Sunday. In addition, the shop also has a slot track with an active schedule of racing.

The store hours are 11 a.m. — 10 p.m., Mon. thru Sat., and 11 a.m. — 8 p.m. Sunday.

(Enclosed) is a race report from one of our Wed. night 1/10 oval races *(see coverage in this issue)*. We will be keeping you informed of our progress with race reports.

Thanks much,
Larry Bishov
Berlin, NJ

Way to go! You've got yourself a free ad! Happy to hear you enjoy our magazine and we look forward to full reports (and pictures) of your racing events. ED

THEY LOVE TO SEE THEMSELVES

Enclosed is our latest schedule for your Events Calendar. Many thanks to your fine magazine for publishing our monthly race reports for the last year and a half. Our members very much appreciate reading all the articles and race tips. (Also seeing themselves in the pictures!)

The "ON THE LINE" section is very informative and the "INSIDE LINES" section keeps us abreast of all the latest "trick" parts.

I also appreciate that you always print the reports that I write for you in their entirety. Keep up the good work and great articles and I'll keep up my end by sending in my monthly newsletter and pictures.

Thanks and happy racing,
David Swearengin
Vice-President, Magic City Car Club
Birmingham, AL

P.S. Anyone in the Alabama area who wishes to race with us, contact me at (205) 841-6988 after 5 p.m.

No sense in spoiling a good thing, right? If the reports read well, the ladies here love it 'cause they don't have to edit too much out of them. We enjoy your reports. Keep them coming. Check out the special "Christmas Goodies" in this issue. It's got more new product information than should be legal, or probably your pocketbook can afford — but I know you guys will try to get the goodies anyway! ED

•R/C•

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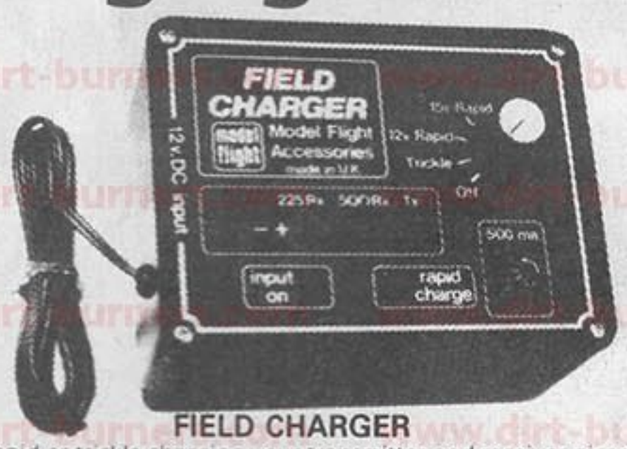




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FIELD CHARGER
For rapid or trickle charging your transmitter and receiver nicads from a 12v battery (or pt.no.631). Ideal for holidays or when mains current is not conveniently available. Selector switch for rapid or trickle. The nicads can be charged separately or both together. Input on LED and rapid charge LED and necessary leads. **Pt.no.637. £12.95 inc. VAT.**



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How does Roger Mears relax?

. . . off-road—of course!



When Roger Mears works or plays off-road he wants the most trouble free equipment available. Like his class 7 mini truck, the Jac-Rabbit is the ultimate in dependability. With its rugged construction, fully independent suspension, and easy starting gasoline powered, 1.25 horsepower engine, the Jac-Rabbit is designed for hours and hours of off-road fun. Its long wheelbase, extra-wide track, and low center of gravity make it handle like a full-size racer. Its 40 mph plus top speed covers acres of rugged desert terrain in a flash. With 3 inches of ground clearance and oil filled coil spring shocks, no obstacle is an obstacle.

A simple pull on the recoil starter, brings Roger's quarter scale radio controlled racer to life. The centrifugal clutch and fully enclosed all steel gear drive transmit the awesome power to the huge rear tires. Quick change gear ratios, 6:1 (standard), 5:1 and 7:1 (optional) let you dial the power to any track or terrain. Fully sealed and greased ball bearings are standard equipment. Specially designed dual disc brakes stop this giant on a dime.

Almost 3 feet long, more than 1½ feet wide and a full one foot high the Jac-Rabbit looks and acts like the real racer it is. The 22.5 cc Zenoah 2-stroke engine runs an hour on a tank of gas/oil mix. Engine features include fan cooling, solid state magneto ignition, pumper carburetor and quiet tone muffler with off road spark arrestor.

The Jac-Rabbit comes complete with engine and hi-load servos, operates on most two channel radios and comes pre-assembled for quick and simple assembly—2-hours from the box to start-up. (Radio/receiver, batteries and 4-cell quick charger not included).

When the work is done and Roger wants to unwind, he knows the Jac-Rabbit can take all the offroad punishment he can dish out.

Roger Mears

Roger Mears,
19 times Off-Road Champ

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PARMA/OVR CANADIAN OFF ROAD CHAMPIONSHIP



THE PREMIER INTERNATIONAL R/C RACE IN CANADA!



Chris Butcher, TQ and first in Stock Class at top. Bill MacTavish (race director) with Linda Carrubba (computer director), above. Another job well done!

Story and photos
By Linda Carrubba

July 19-20, 1986
Nepean, Canada

The first Parma/OVR Canadian Off Road Championships took place at the Ottawa race track in Nepean (just outside Ottawa), July 19-20. The races were hosted by the Ottawa Valley Racers (OVR) and sponsored by Parma International, Inc., and Hobbysport Canada Ltd. The OVR would like to thank the city of Nepean, Seven-Up, Pepsi and Pure Spring of Ottawa for all they did for the races. Thanks also to Parma International, Inc.

Parma provided each driver with a 1/10 scale body and assorted decals. Thanks to Ontario Hydro for the use of the land for the track. Without them, there wouldn't have been any race!

A Media Challenge race took place on Sunday, with local television and radio stations participating. The Media Challenge was organized to help raise the profile of the OVR. All radio and TV stations which joined in the fun donated prizes for a drawing, which took place on Sunday as well. There were participants from Ohio, New Hampshire and New York in the USA, and from Peterborough, Toronto, Barrie, and Montreal in Canada.

Saturday was hot and sunny — a beautiful day to race. Registration was the first order of the day. All racers received a coupon for free soft drinks upon registering, which was really appreciated by all. Compliments should go to the track crew, who did a super job of keeping the track in great shape. The track crew, under the direction of Jacques Dorey, put on a "chorus line" when they tamped down the dust. They could have charged an entrance fee just to watch! Just kidding, guys, you were terrific!

Two qualifying races were run on Saturday. There were ten Stock heats and four Open heats, and some drivers competed in both Stock and Open classes. Both Stock qualifiers were run, and then both Open qualifiers, in order to make it easier for the drivers who had to change motors. The day's racing was over before dark. Everyone hurried home after their second qualifier, to work on their cars for the next day.

The racers awoke Sunday to a downpour!

Nobody really thought they'd get any racing done that day. Fortunately, the weather cleared and the track crew worked even harder than on the previous day to get everything ready. They did a fast clean-up and were ready to go. The third round of qualifying had just been completed when it rained again! There was a short rain delay, with everyone getting to know one another. It finally stopped raining, and the track crew went to work again.

The Media Challenge was run just before the mains. The participants in the event were Dave Langford of CFRA (AM radio); John Larson, CFMO (FM); Mike Houston, CKCU (FM); Ron Cogan, CJSB (AM); Dave Mowbray, CBC-TV; Dennis Grignon, CHEZ (FM); and Les Casey, Alderman, City of Nepean.

First in the Media Challenge, went to Les Casey, second to Mike Houston and third went to Dennis Grignon. All the spectators and racers enjoyed watching the event.

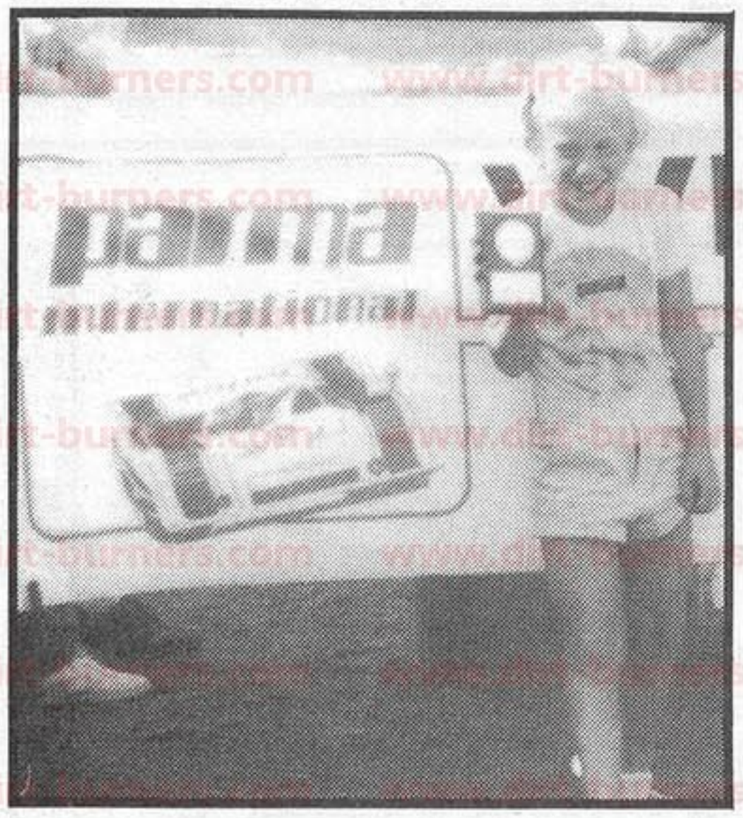
The OVR is planning more media races with the proceeds (pledges per lap) going to local charities. They also plan to have a "Mayorality" race with the mayors of the cities in the Ottawa area, also racing for pledges. We wish them well.

All mains were posted and the races started. Mother Nature decided there had been enough racing for the weekend and sent another cloudburst. Due to the threatening skies after this last rain, the officials decided to stop the race around 3 p.m. Trophies and plaques were awarded to drivers according to their qualifying positions. After the trophy presentation, there was a drawing for a Parma Euro-Panther (1/12 scale), a Futaba radio and an Associated charger. Chris Butcher of Cleveland, OH, was the lucky winner. Needless to say, he was thrilled. Names were then picked and almost everyone who entered went home with a prize.

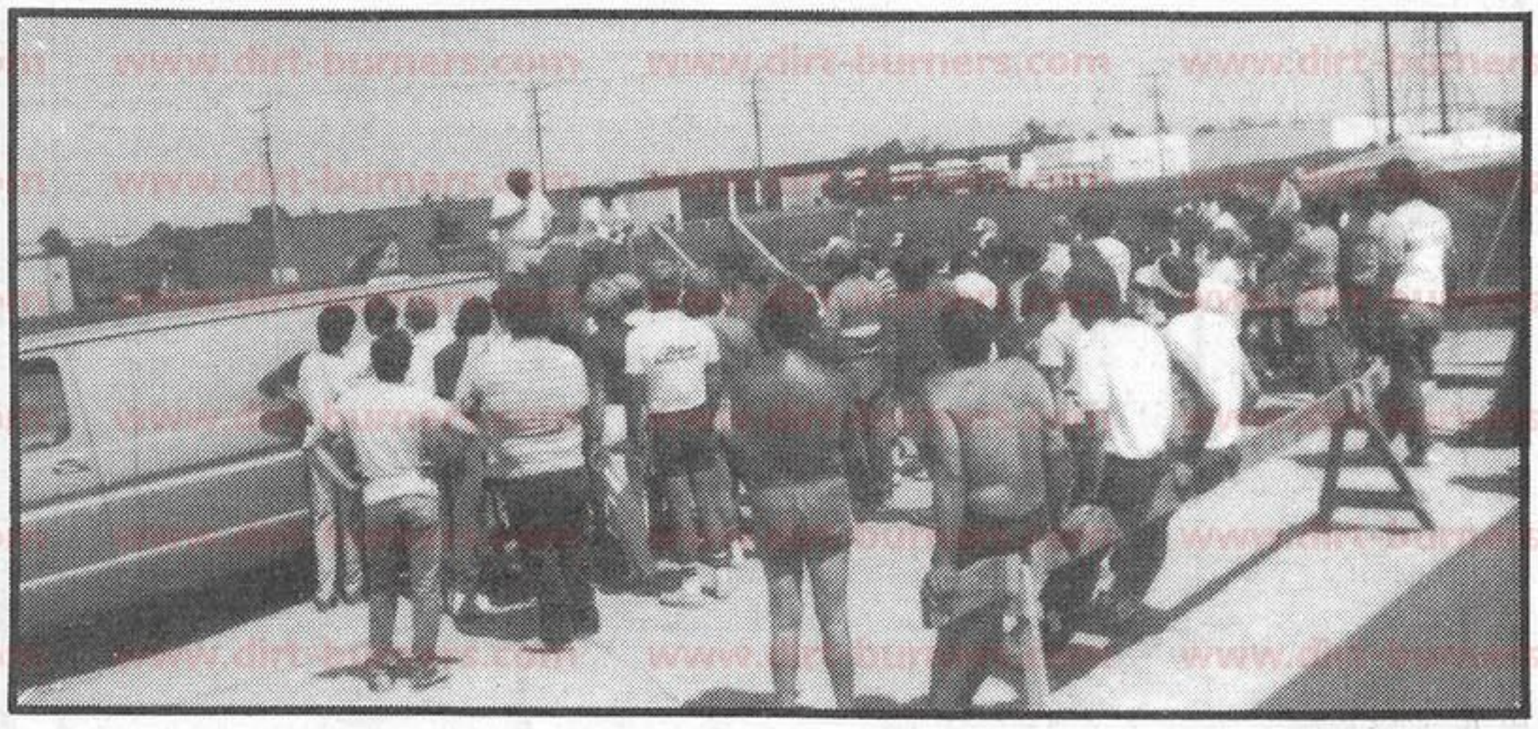
The OVR put on a very nice race, especially since it was their premier international race. There was a total of 109 entries for this race and thanks to the organization of the OVR officials, everything went very smoothly.

We must thank Mike Sargent and Bill Flowers for keeping the records of the race. And thanks also to Julian Beak for helping with the program, and tech.

The results of each race were printed almost immediately after — I still think it's magic! Co-race directors were Bill MacTavish and Jeff Nidd. They both worked very hard and did a great job. The track crew, under the great leadership of Jacques Dorey, were Roy Proctor, Julian Beak, Dave Ede and many other volunteers. Great job! Everyone involved in planning and working the race deserves thanks. We're looking forward to next year's race.



Youngest entrant, Vicky Carrubba from Cleveland, OH.



Drivers' meeting, with last minute details for this year's hopefuls!

RESULTS

OPEN CLASS

A MAIN
1. Paul Dionne (TQ)
2. Bruce Shaffstall
3. Dave Pulfer
4. Greg Fox
5. Rick Hunsaker
6. Chris Butcher
7. Pierre Menard
8. Wayne Gerber, Jr.
9. Tony Carrubba

B MAIN
1. Jeff Nidd
2. Marc Sevier
3. Mike Pulfer
4. Gregg Dunn
5. Robert Knasel
6. Rick Rodwell
7. John MacNamee
8. Troy Fenderson

C MAIN
1. Grant McLeod
2. Tim Holland
3. Jim Leonardo
4. Danny Robson
5. Michael Newin
6. Jacques Dorey
7. Vicky Carrubba
8. Jim Greer

D MAIN
1. Richard Lapack
2. Tony Hill
3. Roy Proctor
4. Marc Wolters
5. Christopher John
6. Don Munro
7. Mike McGuire
8. Dave Ede

STOCK CLASS

A MAIN
1. Chris Butcher (TQ)
2. Rick Hunsaker
3. Pierre Menard
4. Greg Fox
5. Wayne Gerber
6. Don Munro
7. Dave Pulfer
8. Bruce Shaffstall

B MAIN
1. Jacques Dorey
2. Jeff Nidd
3. Jean Yves Turbede
4. Paul Haydon
5. Tony Carrubba
6. Robert Knasel
7. Mike Pulfer
8. Andre Dube

C MAIN
1. Dave MacDonald
2. Bill MacTavish
3. David Bausmaster
4. Grant McLeod
5. Marc Sevier
6. Greg Dunn
7. Mike McGuire
8. Irwin Debakker

D MAIN
1. Todd Morris
2. David Williams
3. Ginette Menard
4. Tim Holland
5. Yves Pickard
6. Christopher John
7. Chuck MacTavish
8. Dave Ede

E MAIN
1. Julian Beak
2. Carl Larson
3. Vicky Carrubba
4. Steve Ziepnig
5. Will Lowes
6. Troy Fenderson
7. Rick Rodwell
8. Danny Robson

F MAIN
1. Garry Ley
2. Jamie Gourlay
3. Mark Babcock
4. Jim Greer
5. Tim Bethune
6. Morley Ouderkirk
7. Allan Walker

G MAIN
1. Lee Dilkie
2. Dave Cook
3. Michael Wright
4. Jeff Johnson
5. Gerry Bennett
6. John Rehner
7. Bob Butterworth

H MAIN
1. Shaun Tobin
2. Todd Clark
3. Richard Lepack
4. Mark Robson
5. Mike Sargent
6. Rama Ramard
7. Robert Ferguson

I MAIN
1. Judith Cox
2. Jason Flaro
3. Pat Campbell
4. Scott Loney
5. John Stuthers
6. Tan Watson
7. Trevor Bennett

J MAIN
1. Brian Andrew
2. Tristen Andrew
3. Mark Ascott
4. Pat O'Rourke
5. Nicky Powers
6. Tosh Serafini
7. David Leclair

●ODM●

DESIGNER WANTED

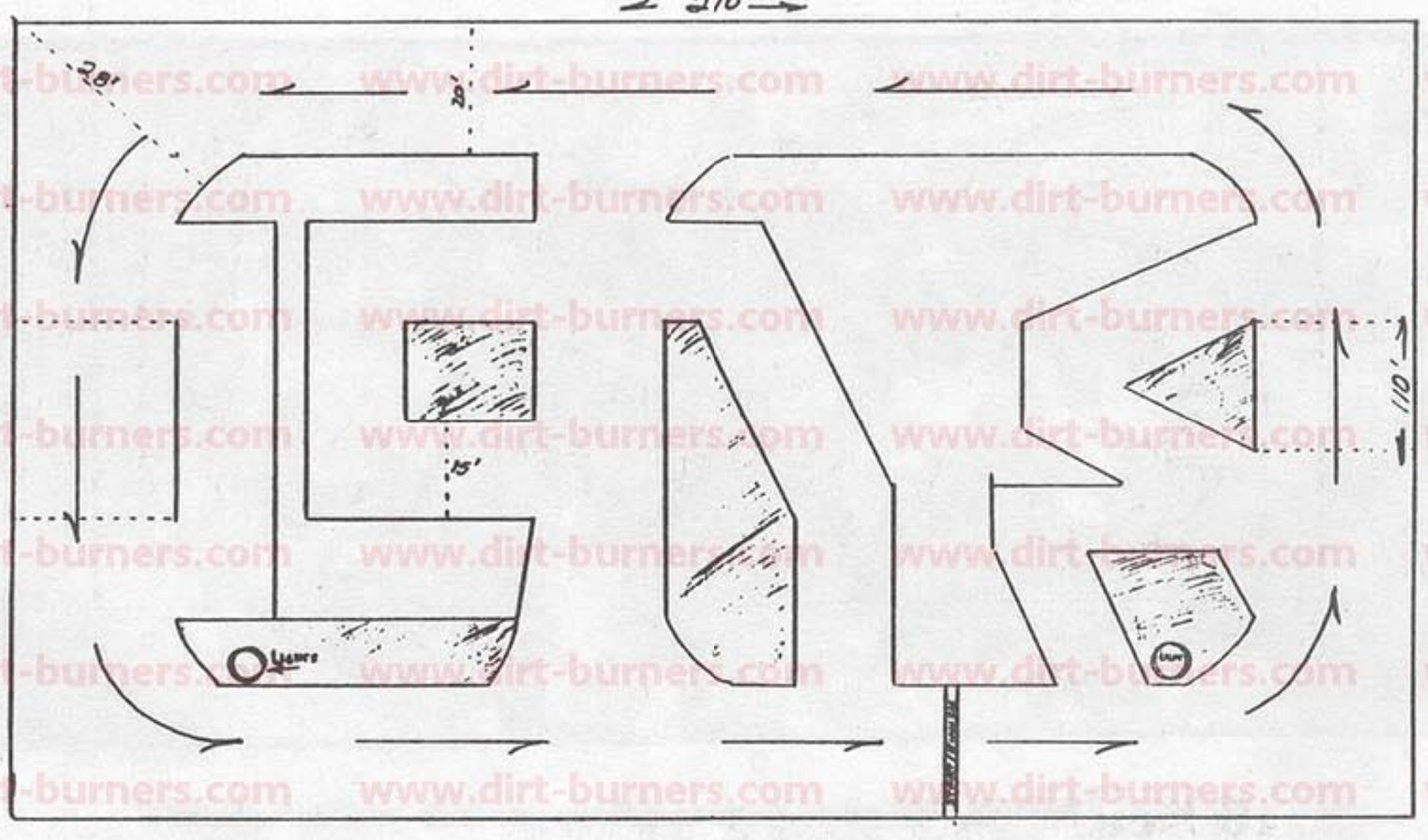
Experienced racers with good machining skills. Must have ability to develop and design R/C or Slot parts. Continual racing and traveling most weekends is required. Hobby Shop experience helpful, but not required.

SEND RESUME, LISTING SKILLS & ABILITIES TO:

PARMA INTERNATIONAL

13927 Progress Parkway
N. Royalton, OH 44131

1/4 Scale Open Oval Track



DECEMBER 17-21, 1986
THE BIGGEST WEEK IN R/C CAR RACING!

A PREVIEW, RULES and DETAILS:

We are delighted to report that this year's ***R/C SPEED WEEK*** event will be even bigger and better than last year's, and those of you who will be racing in it will have a prominent part in this history-making event.

This will be the second time ***"R/C SPEED WEEK"*** has taken place, and if it's anything like the first one, it's sure to be one of the major happenings of the year.

The main objective is to bring together all four major elements of R/C car racing (1/12, 1/8, 1/10 and 1/4 scale) and to have all four scales compete in front of large crowds, on the same day!

Since many R/C'ers participate in more than one scale, it was obvious that this format would be well received. It went well last year, with four great days of racing.

Just as importantly, we also wanted to bring together the great cross-over section of R/C racers — not from only one territorial area, but from all points across the nation. We're happy to report that the entry list, so far, is as wide-ranging as any national event.

In order to make sure the event goes off as it was intended — that is, to put on the best racing anywhere and still have a relaxed, fun and enjoyable atmosphere — there are some rules that must be followed, and a certain type of behavior that all participants should consider. Therefore, please note of the following:

1) RACING RULES - The 1/12 electric and the 1/8 gas classes will be run under existing ROAR rules, while all off road classes (1/10 scale) will run under ORRCA rules. The 1/4 scale racing will run under the combined rules from RACO and WCM. (This will be explained further in this article.)

DEFINITION OF 1/10 SCALE CLASSES:

a)2WD MODIFIED: Six-cell, Stock motor, 9 ½" wide X 18" long max. Off road bodies only.

b) 2WD OPEN: Seven-Cell, Open motor. Same dimensions as to size. No restrictions on chassis, or suspension. Off road bodies only.

c) 4WD OPEN: Whatever your pocketbook can afford. Same dimensions as above. Off road bodies only.

2nd ANNUAL

R/C SPEED WEEK

d) HEAVY METAL: Open motors, Seven-cell, TRUCK BODIES ONLY! 2WD or 4WD cars, with same dimensions as listed above.

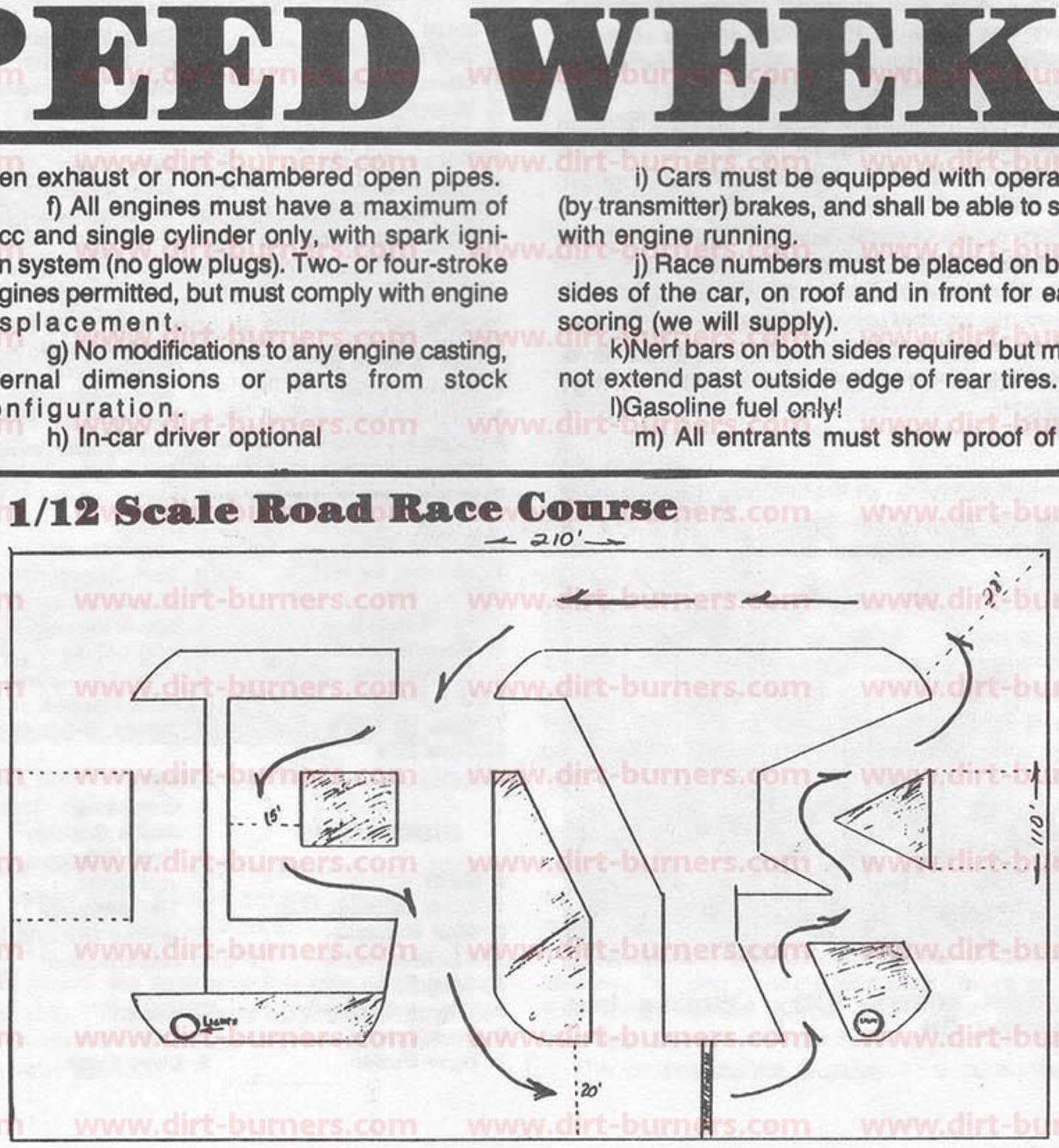
1/12 MODIFIED:
- a) Can Am Body only
- b) ROAR-approved Modified motors
- c) Other restrictions according to ROAR rules.

1/8 ROAD RACE 2WD & 4WD:
- a) 4WD - Can Am Body or any type
- b) 2WD - GT or GTP bodies ONLY!
- c) No weight restrictions
- d) Other restrictions according to ROAR rules.

1/8 OVAL SPRINT:
- a) Open-wheel sprint cars only
- b) Not allowed: Converted 1/8 road race cars!

1/4 GAS OVAL (Combined WCM & RACO rules):
- a) Open wheel cars only
- b) Wheelbase no less than 21"
- c) Weight no less than 16.5 lbs. minimum
- d) No radical offsets. All engine and drive components must be inside a scale-type chassis and body.
- e) All engines must have muffler-type chambers of tuned or untuned configuration. No open exhaust or non-chambered open pipes.
- f) All engines must have a maximum of 25cc and single cylinder only, with spark ignition system (no glow plugs). Two- or four-stroke engines permitted, but must comply with engine displacement.
- g) No modifications to any engine casting, internal dimensions or parts from stock configuration.
- h) In-car driver optional
- i) Cars must be equipped with operable (by transmitter) brakes, and shall be able to stop with engine running.
- j) Race numbers must be placed on both sides of the car, on roof and in front for easy scoring (we will supply).
- k)Nerf bars on both sides required but must not extend past outside edge of rear tires.
- l)Gasoline fuel only!
- m) All entrants must show proof of in-

1/12 Scale Road Race Course



surance for 1/4 scale racing. Contact RACO or WCM for details.

2)TECHNICAL INSPECTIONS - The intent is to run fair races in all classes. There will be "teching" of cars, but it will be done on a random basis. There will not be a formal "tech inspection," but cars will certainly be "tech'd" during the qualifying or the main events. There will also be "teching" of the top three cars in each scale and class, in all A Main events.

Any racer who thinks there's a question about the legality of his car(s) which has not been "tech'd," might find it smart to approach one of the officials and ask for a ruling. If it's left until the end, a racer may be disqualified for something that could have been corrected.

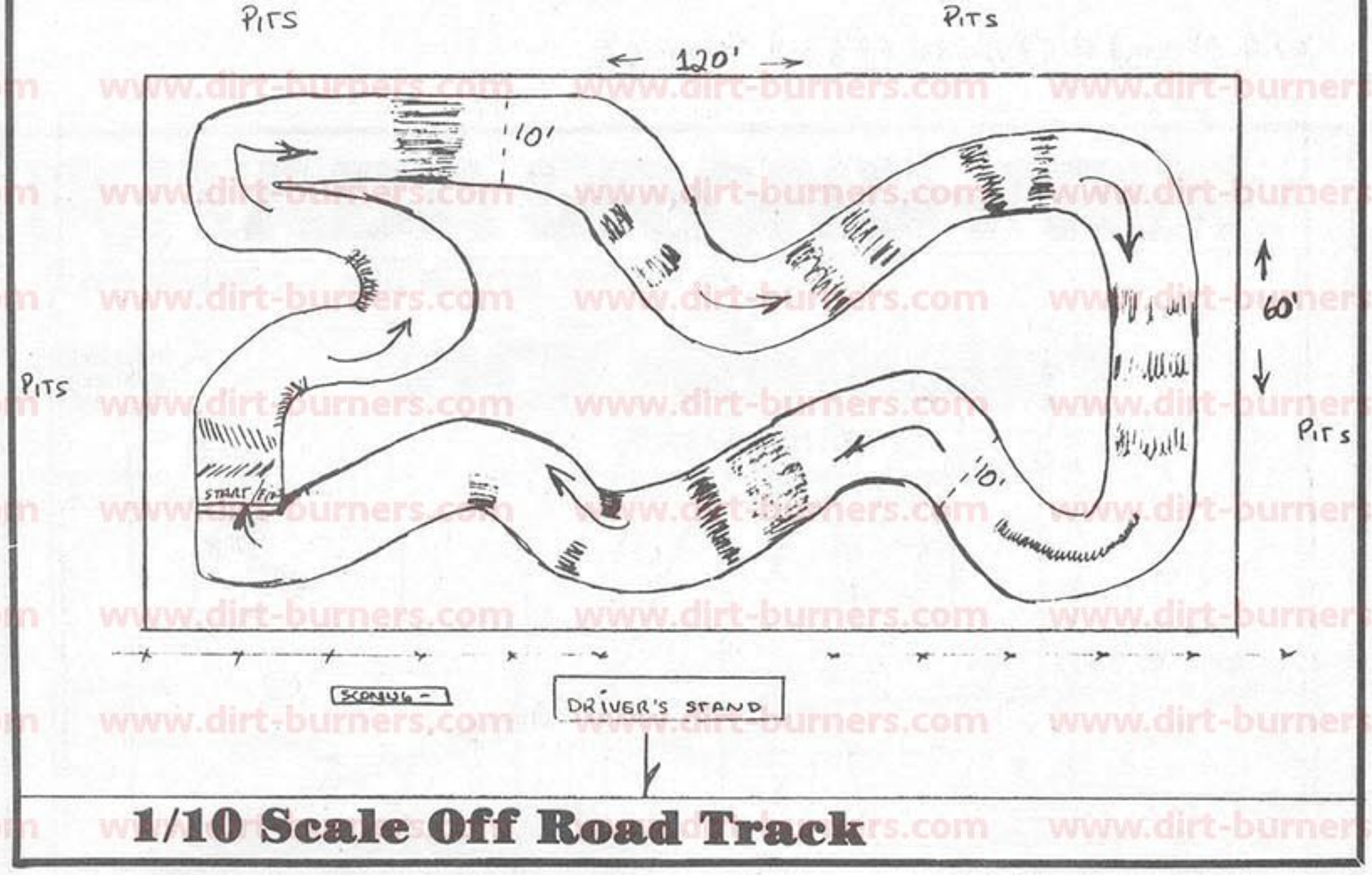
3) IMPOUND - There will be "Radio Impound" for all racers. It will be located in a tent area near the tracks or under the drivers' stand. Radios must be impounded at all times. Anyone found with a "working" radio system in his or her pit will be disqualified. Racers with an extra transmitter should remove its frequency crystal & battery pack to keep it in the pits.

4) AUTOMATIC SCORING - Since the cars will be timed with an "automatic" scoring system, racers will be required to bring their cars to the starting area ONE HEAT before their events so that the proper transponder can be installed.

If you have never participated in an event that has been scored "automatically," please note the following:

A small "transmitter" (transponder) needs to be attached to your race car's body, preferably away from the motor, and any metal or connectors. A hole will need to be provided somewhere on the car's body so that the transponder can be attached before the event. Please check with us prior to the event if you're not sure where to place the hole for the transponder. It's imperative that the transponder be placed where it will not come off or where it will not be damaged in the event that the car is crashed or rolls over. We know that most of you don't crash and roll your cars, but it's just in case you do! The hole made for the transponder should be the same size as the hole used for a body pin mount.

5) QUALIFYING & MAINS - All scales will qualify in the same manner on all three days. A racer does not need to be there all three days to qualify. The fastest qualifying run will be used to "seed" a racer into a main. The schedule for the heats and mains is still tentative at press



1/10 Scale Off Road Track

time. There are six rounds scheduled for qualifying over three days, and everyone will run in a main event (A, B, C, etc.).

6) THE ONLY EXCEPTIONS ARE - Acts of God, circumstances beyond our control or World War III.

In the event that all the qualifying rounds or all the mains cannot be run, the racers' best times will be used (even if a racer only had one) to determine the drivers' overall placement.

Hopefully it won't come to this, but you must understand that this is the only fair way of dealing with any unforeseen problems.

Therefore, the first qualifier is just as important as the last qualifier. If possible, don't let one qualifier go by because you weren't ready. Try to race in all the qualifiers. If there is inclement weather, or problems beyond our control, the only way we will be able to determine your position in the main, or even your overall final position, is by using the qualifying times.

7) WEATHER - Most of you realize that racing in Las Vegas in late December could be tenuous. But we've been in Las Vegas in December for the past four years, at racing events, and all we can say is that we've never experienced inclement weather at any one of them. Last year's weather was great, with daytime temperatures around the high 80's and perfectly clear skies — although it got very cold in the evenings. Temperatures were in the upper 70's in the previous two years. So come prepared for cold weather, but also bring your bathing suits and your suntan lotions. It will probably be very comfortable during the day, but it could get chilly in the late afternoon and evening.

If it snows, we will put our R/C cars away, pop the hubcaps off our cars, and hold hubcap races in the snow-covered parking lot and award trophies anyway.

Seriously, we really think the weather will be fine for the race, but please come prepared for extreme conditions.

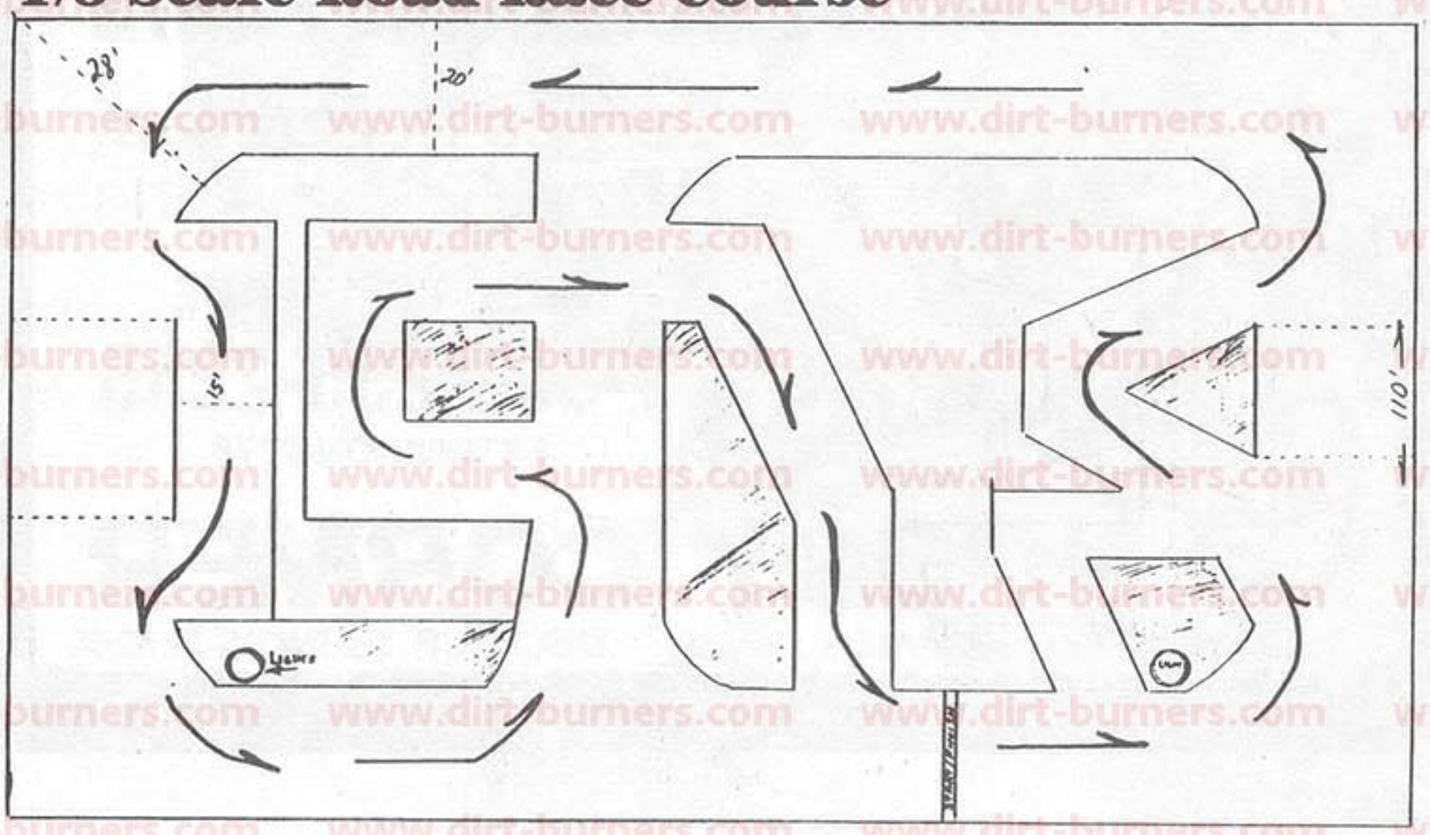
8) ELECTRICITY - There will be a limited number of electrical outlets. Most will be used for official use ONLY. So please bring your own system for charging your batteries or starting your cars.

9) RACERS' AREAS - There will be a large portion of the parking lot dedicated **FOR RACERS ONLY.** Racers will be able to park their vehicles in that area (which is separate from the spectator parking lot), and either set their pits there or charge from their cars.

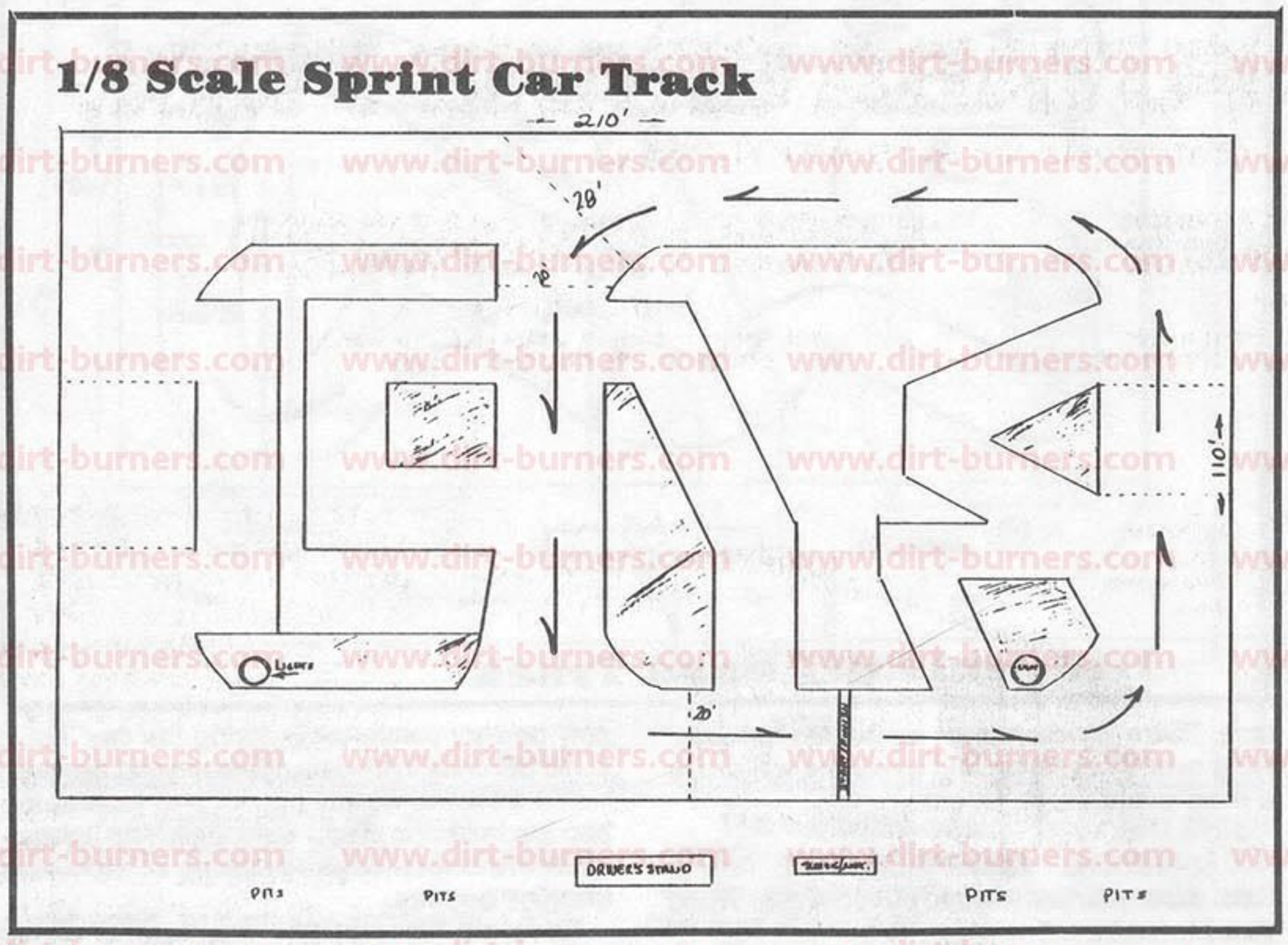
WARNING! Racers must be responsible for the security of their own equipment. While we will do our best to provide some security, we have a limited number of people we can post. Therefore, ultimately, **it is your responsibility** that your vehicle, your pits and your equipment are secure. We will try to help if there are problems.

10) TURN MARSHALLING - Racers will be responsible for turn marshalling immediately **AFTER** completing qualifying runs or mains. Failing to do so may cause a time penalty or disqualification. ALL racers are required to turn

1/8 Scale Road Race Course



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SPECIAL NOTE: Those racers in 1/4 scale will turn marshall, but will only do so when directed by the race director and/or when track conditions are safe. We do not want people running inside the 1/4 scale oval among the race cars. Racers who flip, roll or get their race cars stuck on the course will have to wait for their car to be righted when track conditions are safe, and not before! To be sure, this will affect your qualifying times or your finishing position in the main, but safety comes first! So don't crash or roll over!

11)PROTESTS - A written protest, no later than 15 minutes after the event in question has concluded, must be submitted to the race director or his assistant, accompanied by $25 in cash or a $25 poker chip.

If you are correct and your protest is upheld, the person being protested will be penalized and/or disqualified, and the $25 will be returned to you.

If you are wrong and your protest is denied, the person you protested will have a nice dinner on you, or whatever he or she wants to do with the extra $25 you just donated to him.

If you protest an official's call or a scoring result, and you are wrong — he'll have a drink, on you!

12) SCORING - As noted, scoring of all the scales will be done with an "automatic" system. There will also be a semi-automatic system as a back-up.

The 1/4 scale cars will also be scored on a timed basis and seeded accordingly.

If problems develop in scoring which are beyond our control, alternative methods will be used.

13) TIMELY REPORTING TO THE START LINE - You will be responsible for getting to the line on time before your heat and/or main gets underway. WE WILL NOT WAIT FOR YOU. All our heats and mains follow a specific schedule, and although we will try to provide ample time to reach the heats and mains, it will ultimately be up to you to get to the starting line on time.

Announcements will be made during the day which will let everyone know when each event is coming up. It may also be necessary for changes to be made in the schedule, so always check with us if you're not sure.

Although a schedule will be available to all racers, please note that the times on the schedule are used strictly for reference. We will ALWAYS try to stay ahead of schedule in the event that problems develop along the way. Be aware at all times what class, heat and main is being run.

14) LENGTH OF HEATS AND MAINS: The following are the lengths for each scale:

OFF ROAD 1/10TH Qualifying Heats = four minutes
OFF ROAD 1/10th Main Events = four minutes

ELECTRIC 1/12TH Qualifying Heats = eight minutes
ELECTRIC 1/12th Main Events = eight minutes

GAS 1/8TH Qualifying Heats = four minutes
GAS 1/8TH Main Events - A Main = 30 minutes, B Main = 20 minutes, C Main and all others = 15 minutes

GAS 1/8 SPRINT OVAl Heats = three minutes
GAS 1/8 SPRINT OVAL Mains = five minutes

GAS 1/4 OPEN WHEEL OVAL Heats = four minutes
GAS 1/4 OPEN WHEEL OVAL Mains = eight minutes
(Note: There will be time trials on Saturday morning for the Trophy Dash with the top four cars.)

If a Main Event is stopped because of an Act of God or unforseen circumstances, and the event cannot be restarted, the positions held by each racer on the lap before the event was stopped will be the official finishing position for that main.

15) SPORTSMANSHIP - We want everyone to have a fun time — a great time! If there is a problem, we want to settle it in a calm and orderly fashion. Sportsmanship **MUST PREVAIL!** Anyone doing anything to the contrary will be politely asked to leave — the first time. If you persist, "Vito the Enforcer" will escort you out the second time! We want to show off the best side of our sport and hobby. Please help to achieve this goal.

There will be a lot of people watching who

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

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



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

Transmitter Frequency Module (back panel).

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

Exponential controls.

Servo reverse switches (back panel).

ATV controls.

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

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

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Steering dual rate control.

Futaba

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have probably never seen R/C racing. If they ask questions, it would be nice if you could share your knowledge with them. Who knows, you may be racing with some of those people next year

But because we expect large crowds, we also want you to be careful with your equipment. Anything you can lock, do so! We'll have some security, but please be careful.

16) REFUND OF ENTRY - Just because you didn't make the A Main, or because your car broke on the first turn of your first practice session, that's no reason to ask for your money back. **THERE ARE NO REFUNDS OF YOUR ENTRY FEE.**

17) HOTEL GUESTS - Many of you have booked your room with the Frontier Hotel. Thank you for that. We think they have given the event a great package, and that you'll really like your rooms. But the hotel has asked for a "special" favor.

Those rooms are newly decorated. The hotel management asks that you **DO NOT** work on your cars in your room. If you absolutely have to, use your own rags (not the hotel towels) and be **EXTREMELY** careful not to damage any of the furniture, carpeting or curtains. Since you booked your own room **YOU WILL BE RESPONSIBLE FOR ANY DAMAGE TO YOUR ROOM. YOU WILL BE BILLED ACCORDINGLY FOR ANY EXTRA COSTS!**

But it goes beyond that. We would like to return next year, and the year after that. What we do during December 17-21, 1986, will reflect on the possibility of returning to the Frontier Hotel next year.

We are planning to have two major races during 1987, one during the early summer and one in December. So your cooperation in this matter will be GREATLY APPRECIATED. Treat your hotel room as you would treat your own house.

The folks at the Frontier Hotel are very excited about this event and as you'll see, they have a few special things planned for all the racers.

18) RACING SCHEDULE - There will be a racing schedule posted in the "tech" tent and also in the scoring trailer. You will also be provided with a copy when you sign in. There will be a "sign-in" suite near the track starting Tuesday, December 16, from 2 p.m. to 6 p.m. and then on subsequent days from 8 a.m. to noon. Even if you don't race until 4 p.m., please check in at those times. You may ask the bell captain of the Frontier Hotel for directions.

19) RACE TRACKS - Shown are the various track configurations for each scale. It may be necessary to make minor changes during the event, but for the most part, the tracks' layouts are expected to remain as shown. The off road and asphalt tracks are located next to each other for convenience in the rear parking lot of the Frontier Hotel, within walking distance of the hotel.

20)AWARDS - Awards will be held at the Frontier Hotel on Sunday, December 21, between 11 a.m. and 1 p.m. You will probably want to check out of your room(s) before attending the awards. Try to book your return flights after 4 p.m. if at all possible, in case the ceremonies run late or in the event Sunday is used as a "rain date."

21) IRONMAN AWARD - Ron Paris, of PARIS RACING ENGINES will once again present the "Ironman" award to the racer who has entered four classes in at least two scales and whose combined finishing points total is the highest among all "Ironman" entries. If you want to take part in this category, let us know when you sign in.

20) FREQUENCIES - We realized too late that some of our earlier entry forms did not have a slot for you to list your "frequency" choices. If you did not include that information on your entry, please send it to us right away, or give us a call at (818) 340-5750. We will ONLY use frequencies allowed for R/C cars. No airplane frequencies will be allowed.

21) LATE CHANGES - If there are any changes in your entry, you must make these no later than **DECEMBER 1, 1986.** Any changes will be charged an additional $10.

22) RULE CHANGES - If there are any changes in the racing rules or any additions or deletions, you will be given these changes when you sign in.

We reserve the right to make any changes in the racing program which we might deem necessary for the benefit of all.

23) LATE ENTRIES - All late or "post" entries after **NOVEMBER 24, 1985, will be $40 per class.** We cannot guarantee a "late" or "post" entry. **NO REFUNDS ON ENTRY FEES!**

24) EXTRA HELP - We won't turn anyone down who offers to lend a hand during the event.

We thank you for being part of this great event. We truly want you, your family and friends to have a great time and enjoy yourselves. Help us by following these simple rules and we can assure you that you'll be glad that you took part in the **R/C NEWS-Frontier Hotel "R/C SPEED WEEK."** See you there! **●R/C●**

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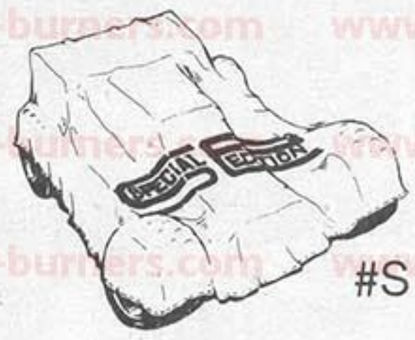
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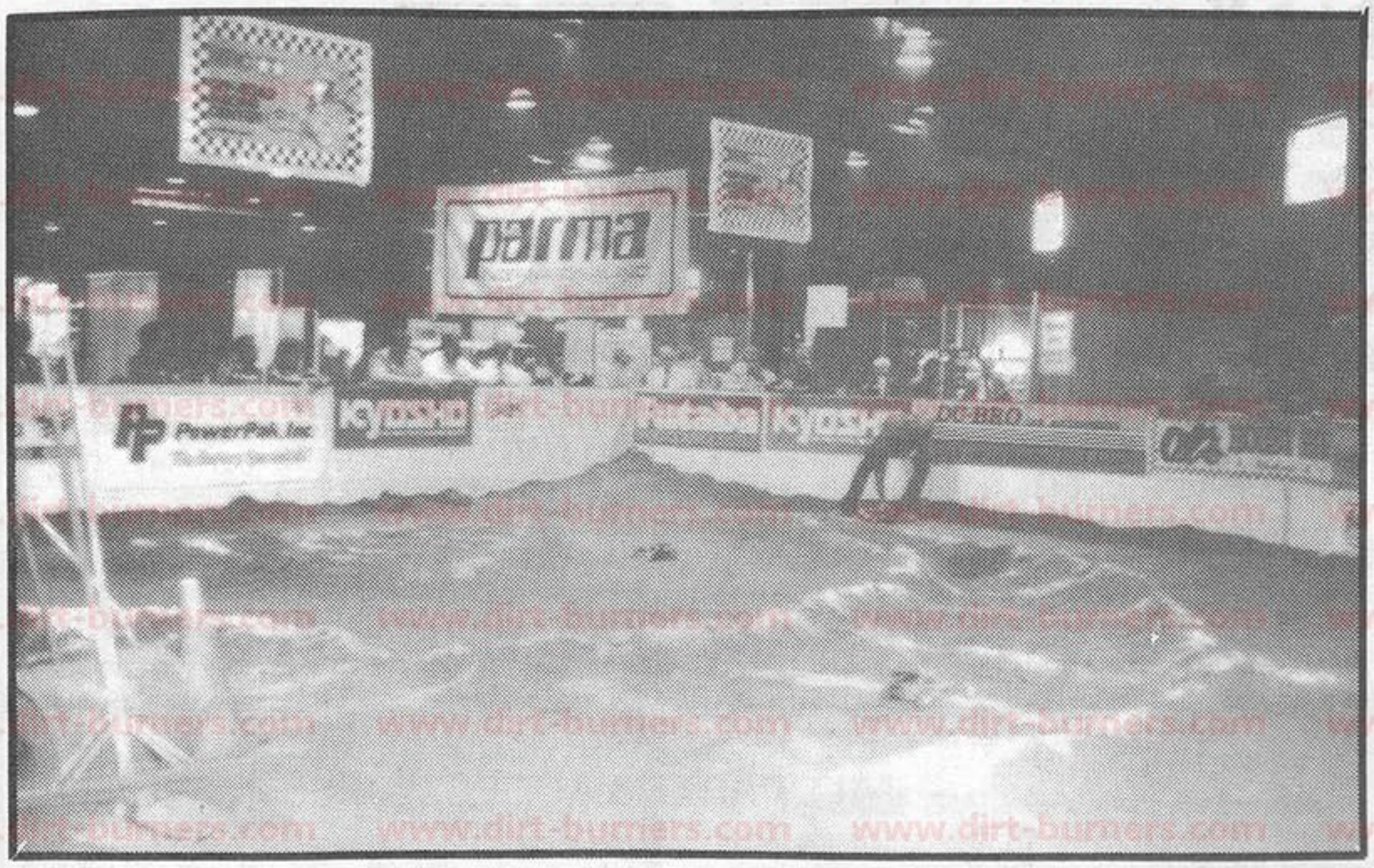
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R/C Race Prep's Butch Dunn attending to business.



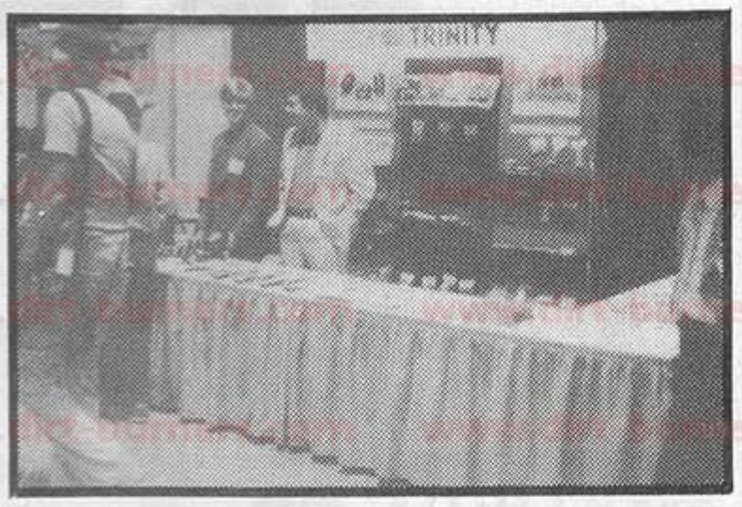
Joe Sullivan, of Ja-Lea Co., writing down orders.



The RACO booth had lots of people eyeing the 1/4 racers.



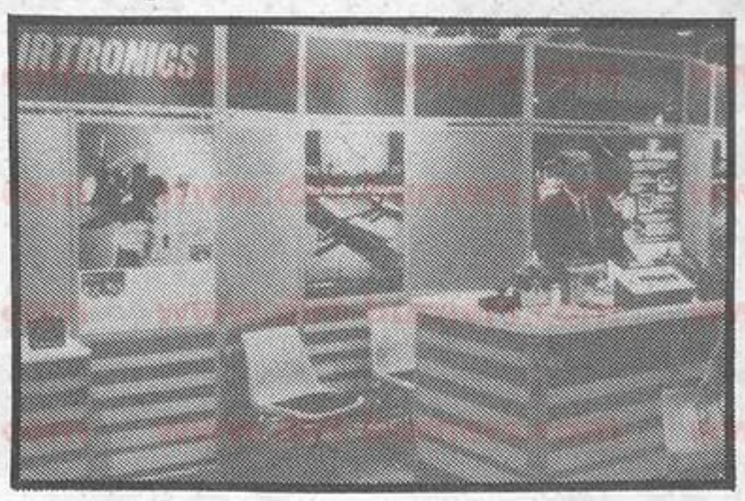
Ranch Pit Shop's massive display booth full of goodies.



Trinity's Ernie Provetti showed off all his hot motors and accessories.



The huge MRC/Tamiya display had wall-to-wall people all weekend long.



Airtronics displaying some of their finest radio systems.



Futaba's booth had plenty of space for customers to sit and make their orders.

The second annual Chicago Model & Hobby Show took place — where else — in Rosemond, IL, a Chicago suburb. Many top R/C manufacturers and distributors were present, showing their new products and some of the very exciting things they had in store for 1987.

The first day and a half of the show was dedicated to the trade and industry side of the event. A large contingent of dealers and distributors made their way through the packed aisles of the show, buying products and setting up major orders.

The next two days of the show was open to the general public, where the aisles were filled once again with glazed eyes and drooling mouths. Since it was not a selling show, prospective customers could only gape at the sight of some of the exciting new products and rush to their local shops afterward hoping to be able to buy the products there, or at least place orders for them.

Many of the exhibitors who participated in the show a few days later were informally polled, and the results indicate that the balance of 1986 and 1987 should be banner years for the R/C industry. Many of the exhibitors mentioned having written up major orders and felt that the industry's "peak" has yet to be reached.

The result for the consumer and enthusiast is that there will be more products at the hobby stores than ever before — high-quality, high performance products that should help the sport and hobby reach all-time heights in sales.

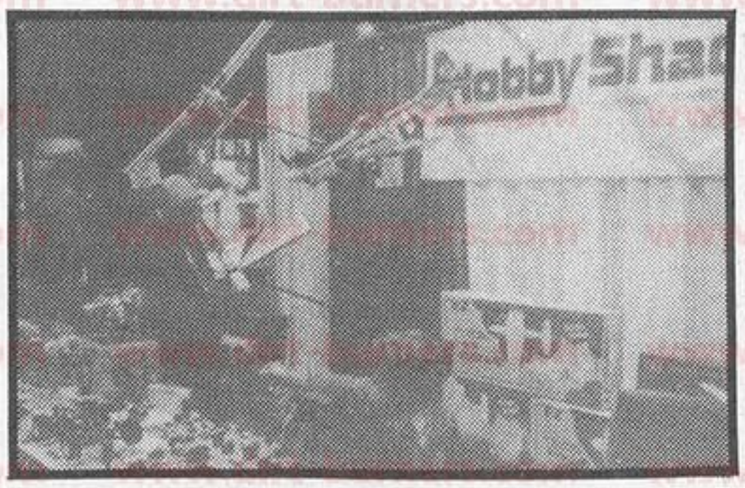
The 1/10 scale electric off road (and maybe on road) market should once again lead the way. But keep an eye out for 1/8 scale gas off road

OW

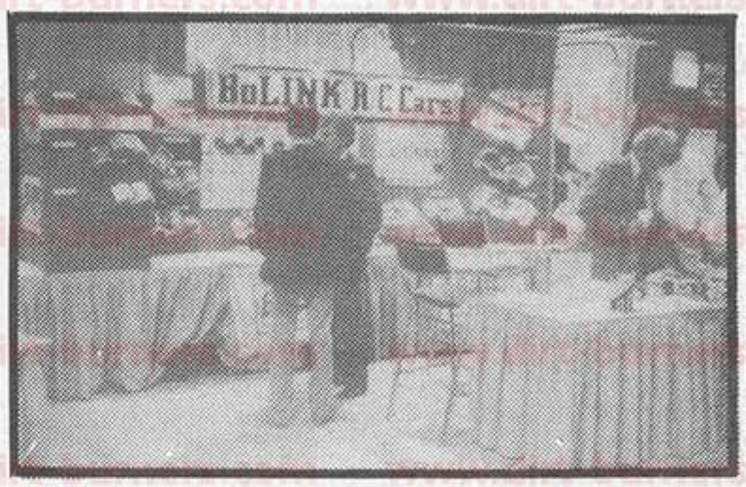
NOT JUST ANOTHER GATHERING



C.R.P. entertained new and old customers with exciting videos.



Hobby Shack had displays of cars and airplanes to attract lots of people.



Bob Rule showed them how they do it down South.



Associated's new display was the hit of the show, as was its product.



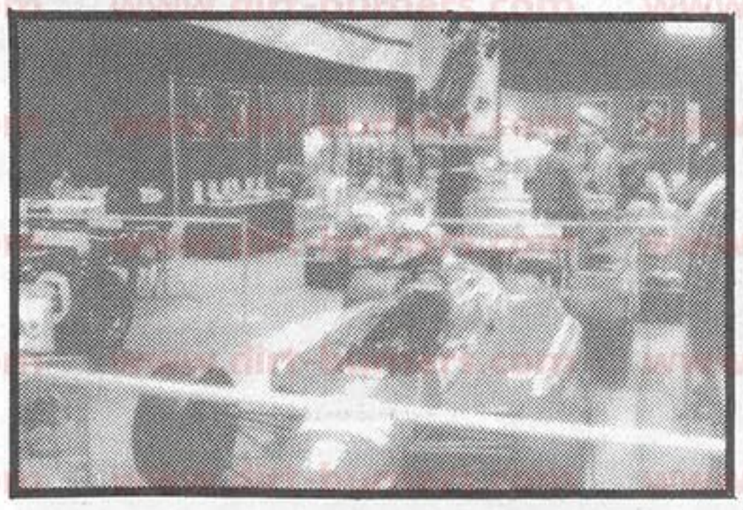
Cox Hobbies appeared to be writing a lot of orders for Christmas.



There were plenty of battery producers and distrubutors on hand as was MPE.



MRP's booth also had a pond in front of it to show off their R/C electric boats.



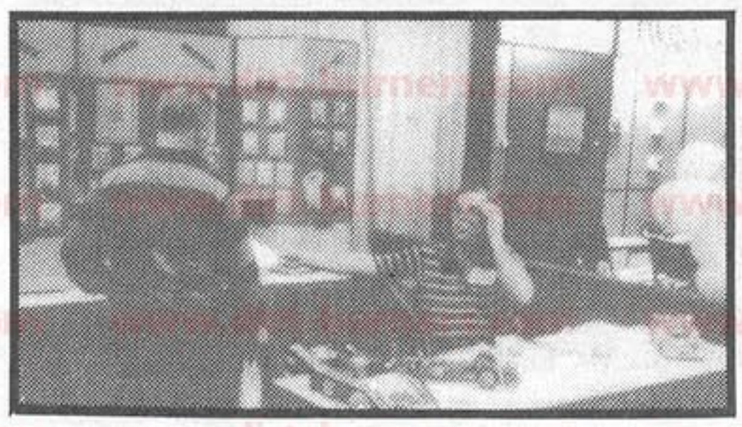
Parma's display, one of the largest, also had two full-size race cars on hand.

and certainly the 1/4 scale gas-powered cars. Those two scales could be the real sleepers for 1987, as more and more products become available for them.

In fact, crowds were five-deep at several of the 1/4 scale display booths, where everything from off road, sprint, outlaw, supermodified and NASCAR-type cars were on display. This scale looked to be headed for bigger and better things in the next few years.

The other area of high visibility was 1/10 scale oval, with many companies showing specially-designed and constructed chassis. One particular oval chassis was shown with a suggested price tag of over $1000 per car!

The electric motor and battery business looks like it will be very competitive in 1987. No less than twenty companies are now involved in either the production or exclusive distribution of electric 1/10 and 1/12 scale motors, batteries/ battery packs and accessories as well. The plethora of those two major products in the 1/10 and 1/12 scales should give the consumer plenty of options to satisfy all types of racing.



Neal McCurdy of Revtech spent much of his time writing motor orders.

The model airplane and helicopter displays were there, but not in great quantities. Perhaps the show leaned more towards cars, but nevertheless, it still looked like plenty of new and exciting products were in store for the model hobbyist.

So hang on to your transmitters, folks, the rest of 1986 and all of 1987 will be some of the most exciting times ever for the radio control hobby and sport, with more products available than ever before! •ODM•

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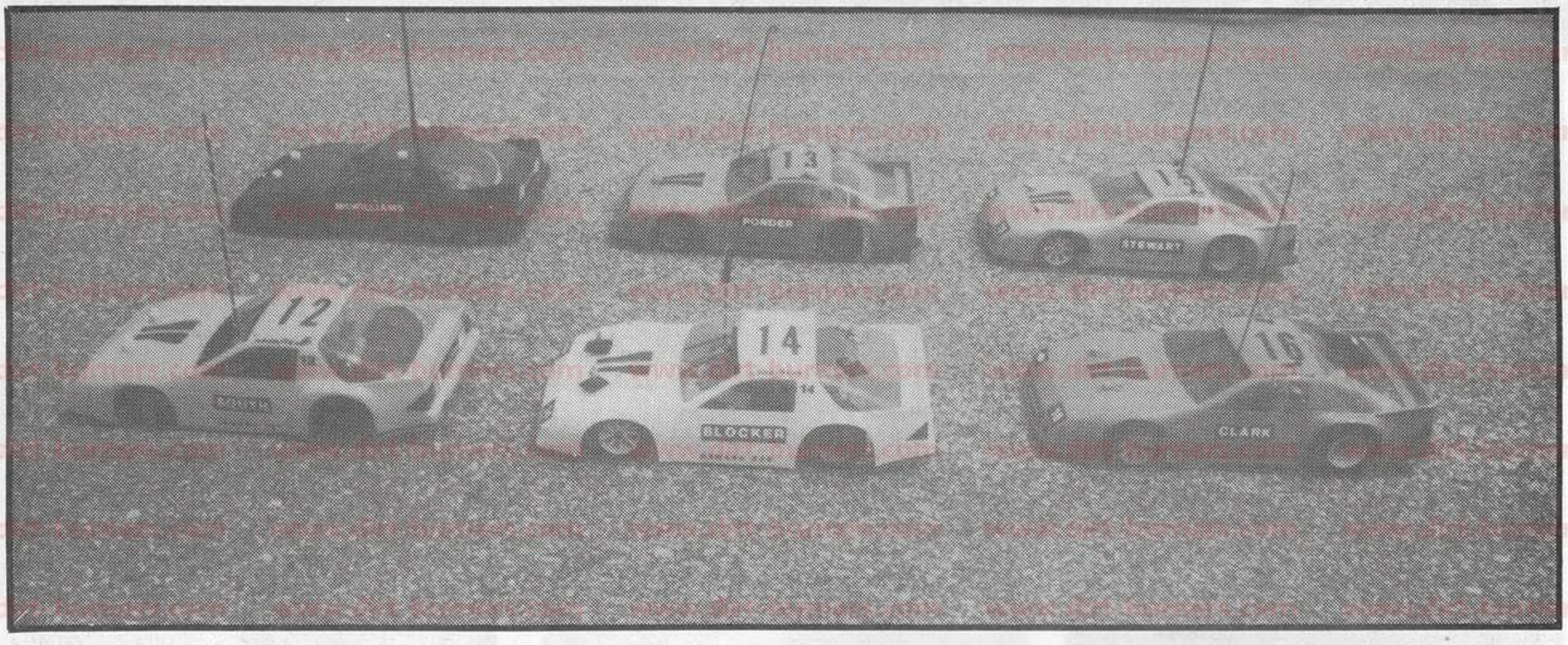
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Magic City R/C Car Club



THE IROC SERIES



Stock IROC race #1 ready for the start of the road course (top); the stock IROC drivers (above), all showing confidence before the start: (l to r) Ann Ponder, Ed McWilliams, Richard Blocker, Tim South, Kenneth Stewart and Mike Clark.

Story and photos
By David Swearengin

Birmingham, AL

Well, the first ever IROC Series is now history. This unique idea was the brainchild of Jerry Evans, chief steward. To qualify for the series, you had to finish in the top six in the eight-race indoor carpet series in the Modified and Stock classes.

The IROC Series consisted of three races for each class — a small oval, a large banked oval and a road course. The drivers used their own cars but were required to use identical Camaro IROC bodies, blue endbell motors without bearings, 12/48 gearing, and were required to weigh exactly the same. Motors and starting positions were reversed for each race according to previous finishing positions. This meant that there were only three variables — tire size, driving skill, and Lady Luck!

We would like to acknowledge the sponsors for this unique event: Modified bodies and motors were donated by BoLink R/C Cars, Inc., while the stock bodies and motors were donated by Homewood Toy and Hobby Shop. Also a big thanks should go to Jimmy Simmons, who painted all the bodies and provided the special decals and stickers that made these cars look so real.

The qualifying drivers in the Modified Class were Jimmy Simmons, who qualified first; John Tupkelewicz, second; David Swearengin, third; Bruce Ponder, fourth; Joe Manis, fifth; and Jerry Evans, sixth.

In Stock it was Ed McWilliams qualifying first; with Tim South in second; Ann Ponder, third; Richard Blocker, fourth; Kenneth Stewart, fifth; and Mike Clark, sixth.

MODIFIED IROC

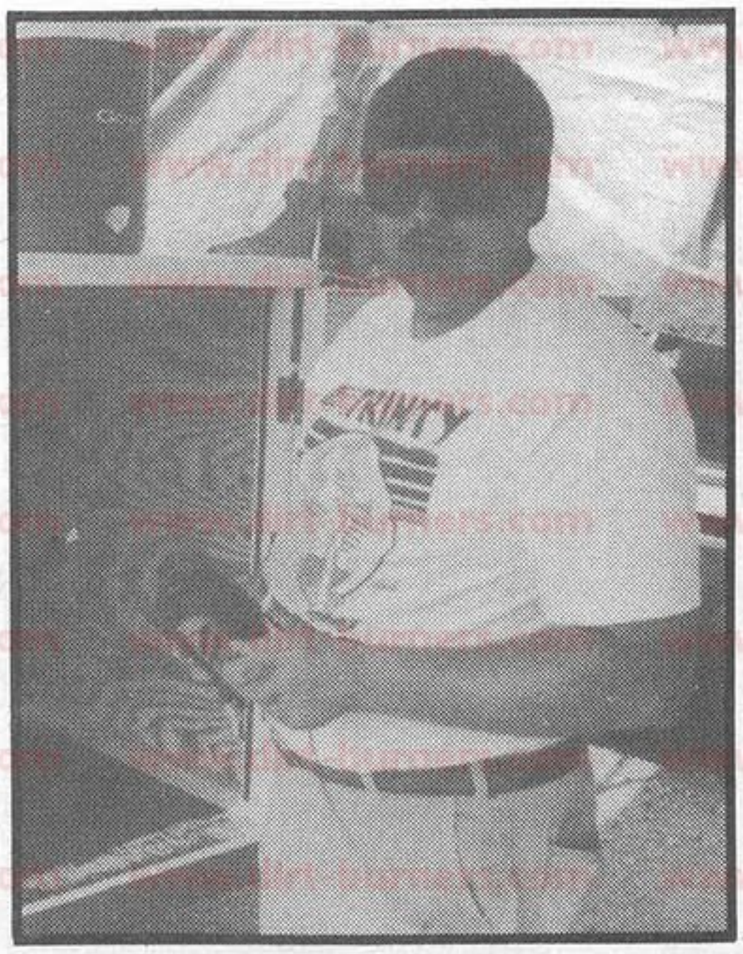
The first race was the small oval, which took place on April 27. Jimmy Simmons took the early lead, followed closely by John Tupkelewicz, with the rest of the pack close behind. The cars were turning six-second laps on the tiny track as the lap counters pulled their hair. With the numerous crashes, it was hard to tell who was in the lead. When the drivers had finished swapping paint, Simmons was declared the winner with 71 laps even. Tupkelewicz, three laps back, took second with 68.09. Evans finished third with 66.08 laps, just ahead of Ponder who had 66.04. Swearengin came in fifth with 64.06, while Manis turned in 56.02. However, at the post-race inspection, it was determined that Evans and Manis had run the wrong gear ratio and were given last-place points. This bumped Ponder and Swearengin to third and fourth, respectively. Simmons' road to victory was paved primarily by his ability to drive well in heavy traffic.

The second race was the large banked oval, run at Spring Cove Raceway in Florence, AL, on May 3. Motors and starting positions were

reversed according to the first race finish. Manis started on the inside pole with Evans on the outside. Evans used this advantage to get out early, with everyone else trying to catch up. The drivers, unaccustomed to the track, were all having varying degrees of handling problems, caused partly by the Camaro bodies catching air. Simmons, in second, appeared to be the only one capable of catching Evans, but he started slowing down at the seven-minute mark. Swearengin, riding half a lap back in third, was gaining on Simmons but could not make up the difference before the end. Tupkelewicz finished in fourth a lap behind Swearengin, with Ponder holding down fifth and Manis taking sixth.

The third race was the road course race, which took place at Magic City Raceway on July 19. As the cars hit the first turn, they also hit each other, except for Swearengin's, whose car somehow survived and slipped through the pile-up. As Swearengin sped away, the rest got straightened out and headed for turn two where, once again, they all piled up. When everything calmed down and the cars got straightened out, Swearengin was half a lap ahead and running all alone. With the motors being fairly equal, it took a flawless piece of driving for Simmons to catch Swearengin, but by the halfway point, he had done just that! Manis and Tupkelewicz were slugging it out for third and fourth, just a half lap back, with Bruce close behind.

Meanwhile, Simmons was all over Swearengin like a cheap suit. Simmons tried to pass at every opportunity, but neither the handling nor the horsepower was there, and Swearengin was able to hold him off by keeping to the inside. For



Jimmy Simmons, modified IROC series champion, proved why he qualified #1 for the series, as he bested David Swearengin by over two points to take the title.

the next four minutes, the two lead cars were never more than three or four feet apart. At the finish, it was David Swearengin who took the win, with Jimmy Simmons just inches behind in second. Joe Manis finished third, a half lap back. Another half lap behind him was John Tupkelewicz, who took fourth, with Bruce Ponder in fifth. Jerry Evans was out of town and did not race.

MODIFIED FINAL STANDINGS

1. Jimmy Simmons	**148.07**
2. David Swearengin	**145.17**
3. John Tupkelewicz	**143.36**
4. Bruce Ponder	**140.29**
5. Joe Manis	**138.26**
6. Jerry Evans	**95.02**

Well, there you have it — three races, three different faces! Everyone finished the IROC Series just as they had qualified, except for Swearengin and Tupkelewicz, who simply swapped places.

STOCK IROC

The Stock IROC Series was the reverse of the Modified, with the road course on July 19 as the first race. When the flag dropped, McWilliams took off like a rocket and really flew! South eased into second with Ponder and Clark dicing back and forth for third. Stewart was also moving up to battle for third as Blocker experienced handling problems. At the two-minute mark, McWilliams had extreme tire wear which caused his body to drag and the car to push. Soon, South took over the top spot and McWilliams dropped out altogether by the halfway point.

There was very little traffic, as the cars were really spread out. The cars continued to roll up the laps, with South still leading the way. Ponder finally asserted herself and took over second with Clark hounding her in third. Blocker had found the handle and had moved into fourth, with

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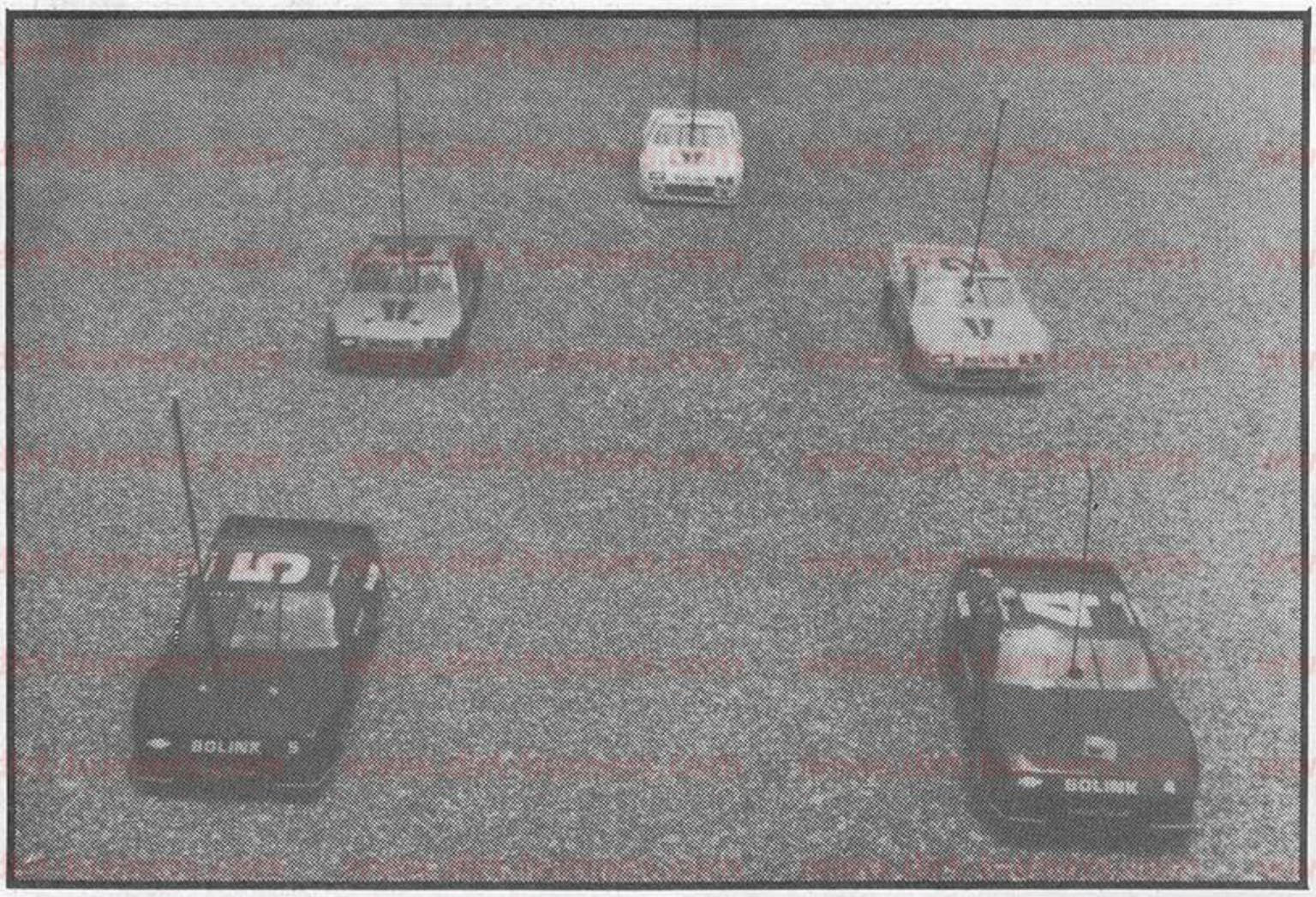
CONGRATULATIONS & THANKS TO:

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

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

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

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The modified IROC road course start. Car #5 Joe Manis, #6 Bruce Ponder, #3 David Swearengin (winner), #2 John Tupkelewicz, #1 Jimmy Simmons.

Stewart in fifth. And that's the way it finished, with South winning by almost two laps over the rest of the field!

The second race, the large oval, also took place on July 19. South pulled into the lead in this one with Clark in second and Ponder in third. But headed into the third turn, once again, it was McWilliams in the lead with South close behind. South started to have radio difficulties and McWilliams pulled away. With South fighting his car, first Ponder, and then Clark passed him. Blocker and Stewart did do the same a short time later. Next, it was McWilliams' turn to have problems, and he was out again by the halfway point! Ponder took over the lead, with Clark in second and Blocker in third a few laps back. Stewart took over fourth from the ailing South, but it was about then that South regained control and came roaring back. Ponder stretched out her lead to take the win, with Clark holding onto second. Blocker finished third, and South came back to edge Stewart out for fourth. Stewart was then relegated to fifth, while McWilliams had to settle for sixth.

The third race was the small oval, which took place on August 3, with Ann Ponder, Mike Clark, Ed McWilliams and Richard Blocker all in town. Just as with the Modified cars, this race was constantly changing. The lead was being swapped back and forth and any contact with the wall was very costly. And all the cars spent their share of time on the boards! When the dust had cleared, Ann Ponder had notched another victory, and with it, the Stock IROC Series championship. Blocker just nosed out Clark at the flag for second, while South finished fourth and McWilliams was fifth. Stewart was not on hand for the last race and received no points.

STOCK FINAL STANDINGS

1. Ann Ponder	148.25
2. Mike Clark	146.34
3. Richard Blocker	144.20
4. Tim South	144.11
5. Ed McWilliams	136.02
6. Kenneth Stewart	92.15

We'd like to congratulate Jerry Evans, who won the Spring Cove Stock Series for 1/10 scale cars (Invader Class) in Florence, AL, this summer. Good going! •R/C•

TWISTER

RACE RESULTS:

5TH ANNUAL HAWAIIAN OPEN — CONGRATULATIONS TO MIKE MARTIN FOR HIS GREAT WIN IN 4WD OPEN. MIKE COMBINED HIS FINE DRIVING TALENTS WITH A **TWISTER 201 MOTOR** AND HIS R.P.S. YOKOMO-SE TO DOMINATE THIS FIELD OF WORLD CLASS DRIVERS. THANKS, MIKE.

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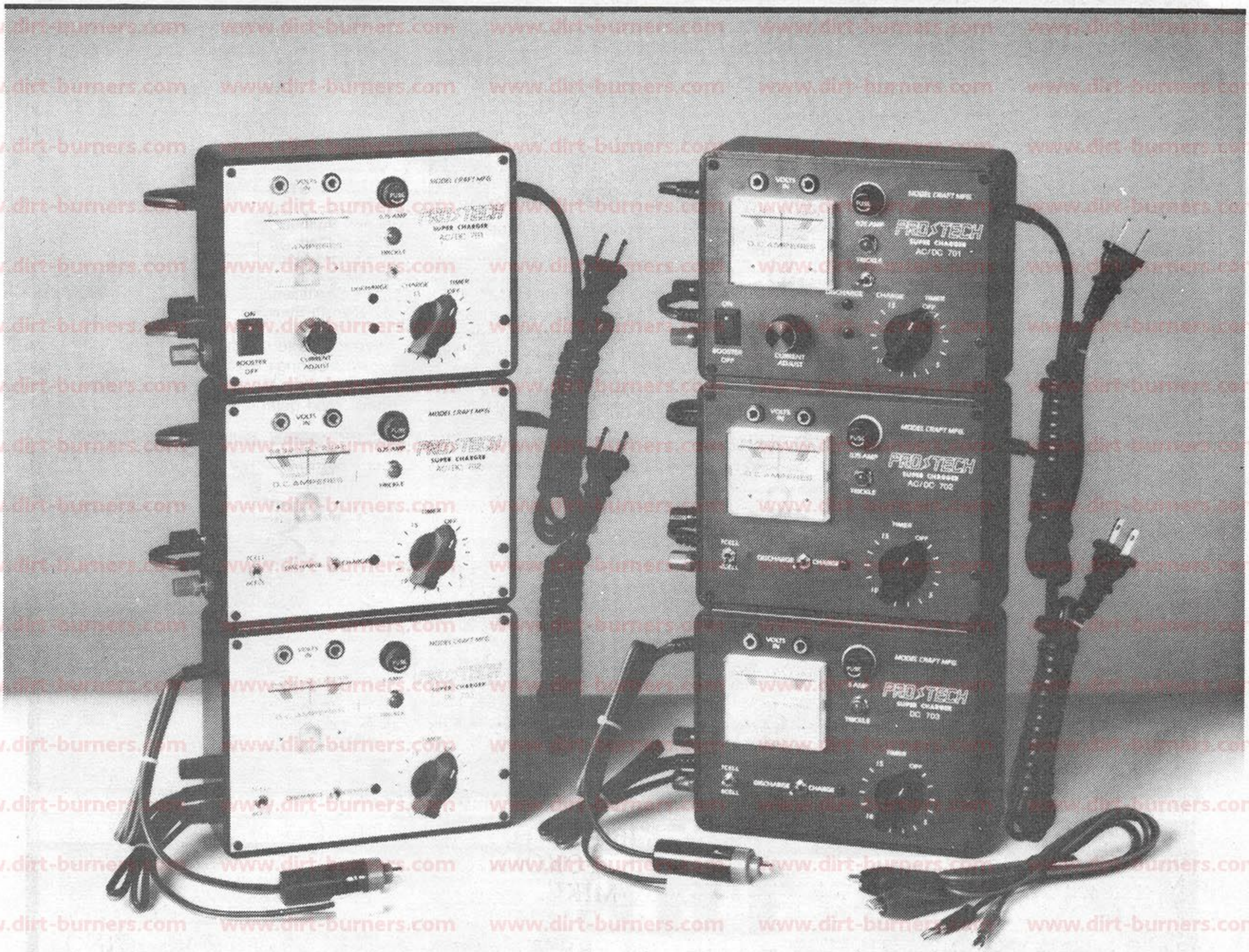
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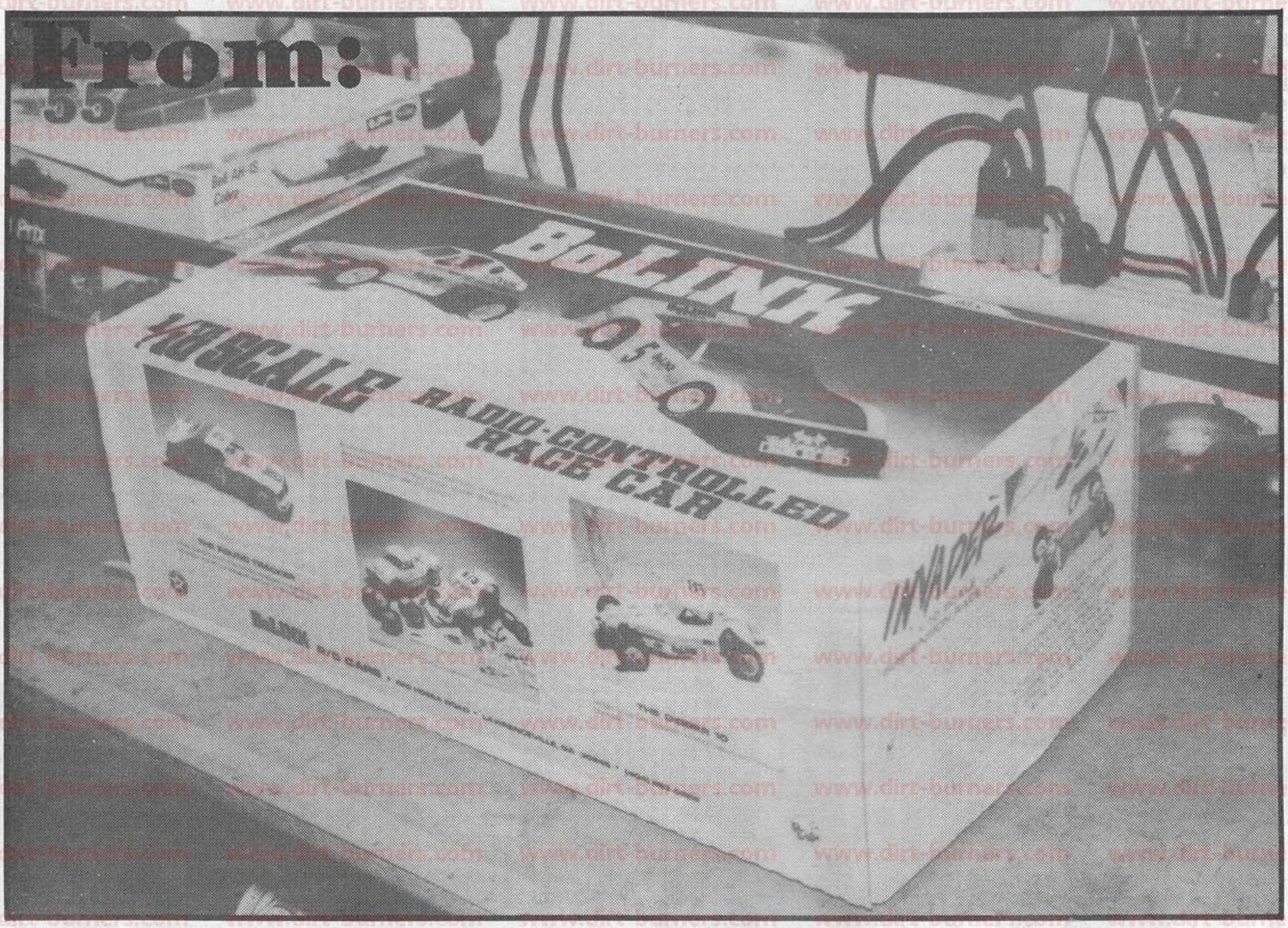
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TECH 'N' SPEC

THE INVADER



The Invader as you first see it — the box.

BoLink

THE "ELECTRIC SPORTSMAN"

This group of sparks is a review of the new BoLink 1/10 scale Invader. The Invader comes in two forms; both are kits. The first, # BL-1361, is just a chassis kit, and the second is #BL-1360, which is a complete kit containing everything except the six-cell battery pack, a charge cord and a radio. Don't let the "kit" part scare you. By the time you tighten all the screws, take the shocks apart and fill them (as almost-built cars instruct you to do), you can practically have the

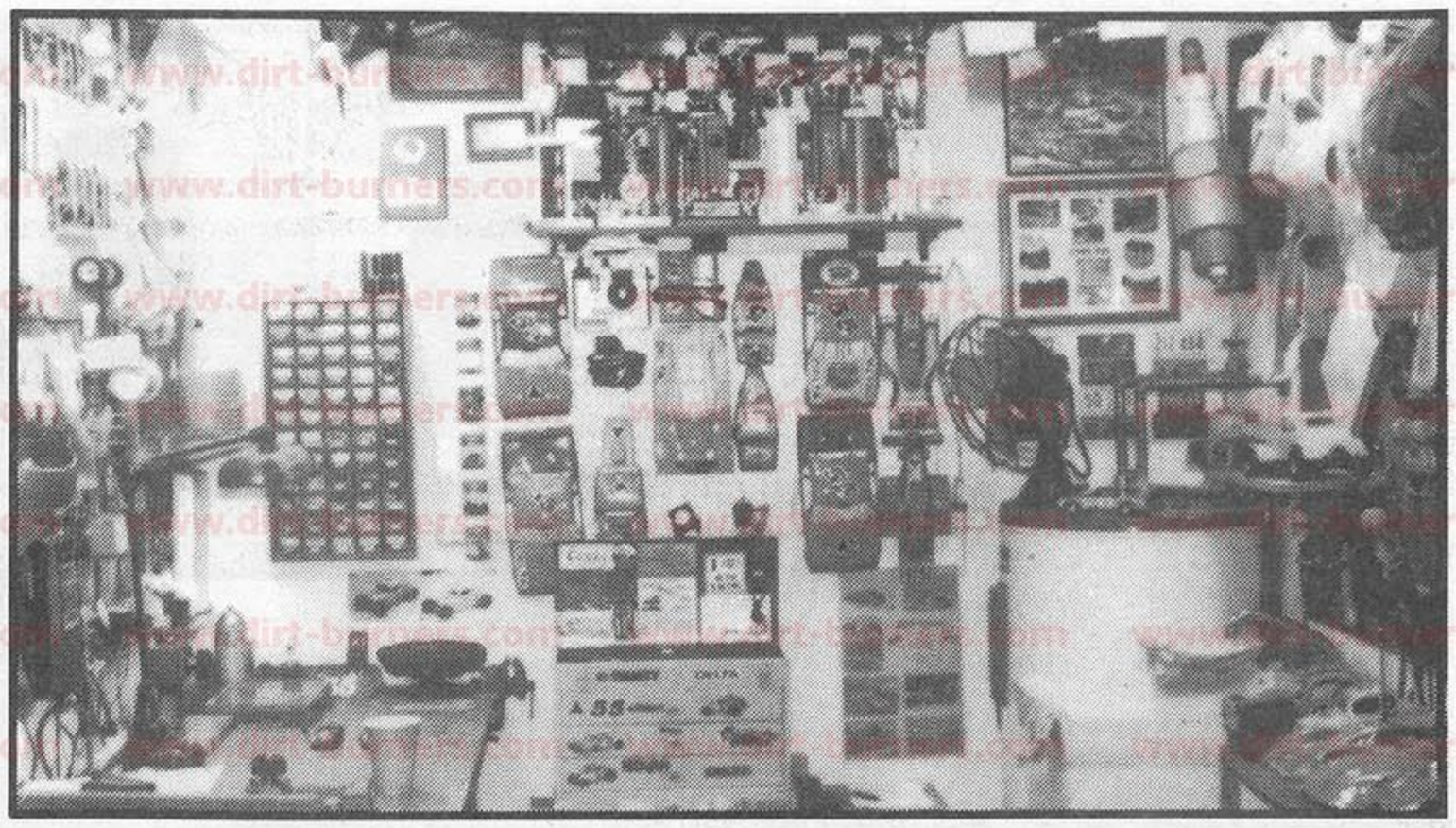
Invader put together.

Since this is a new endeavor for me, this is my first review of a radio control car kit. I've tried to make this review a true examination of the BoLink Invader, not something that sounds as if it was written before the car was unpacked.

But first, just a brief idea of my experience, so you won't think I'm some off-the-wall guy putting a car together for the first time. I started building R/C cars with the original Jerobee 1/12 scale gas-powered cars. Considering those cars, it's amazing that the hobby/sport of R/C racing has endured this long! After the Jerobee, I raced a Leisure electric, then a Parma, then hooked up with Delta/Trinity/TRC. Along the way I have built Associated and BoLink cars for various club members. Thus, in the 1/12 scale area, I have built and/or repaired many different cars of different makes. In the 1/10 scale area, I have built Tamiya Rough Riders, an Associated RC10, and the Yokomo Dog Fighter — and now the BoLink Invader.

I have arranged this review in three sections: the instructions, the assembly, and how to run the car. The basic reasoning for these three sections is that if the instructions are no good, then it's likely the car will be put together badly, will run badly, and will wind up on the shelf gathering dust rather than kicking up dust at the local race track. Essentially, the same reasoning holds for the assembly. If the car is hard to assemble, it may never get to the track in the first place. The running is the final test. If the car doesn't run well, then it will probably wind up on the shelf anyway.

The first thing that captures your attention when you see the 1/10 scale Invader is the multicolored pictures on the box. The box is of a pretty good size, as compared to a 1/12 scale car box. When you open the box, you will find 11 bags of parts. Ten of the bags are numbered and one is not. The un-numbered bag contains the speed control, while the ten numbered bags refer to the ten steps of assembly. Yes, that's right! Only ten steps to put the Invader together. There is a section before the first step which tells you what tools you will need: a pair of needle-nose pliers, a small adjustable wrench, a 1/4-inch nutdriver, and a 7/16-inch nutdriver. The various (five) small hex wrenches are located in bag number six. Besides the written instructions, there is an exploded diagram of the complete car, the differential, and the wiring. They have also included three pictures of the car as it should look after it's assembled. The three pictures are of the the front end assembly, the rear end assembly and the bottom of the front shock



The home of the Electric Sportsman.

mounts. The exploded drawing is a great help with the assembly, as are the pictures.

One of the best things about the instructions is the lack of overkill ("open bag and take out screw..."). The instructions read almost as if someone was standing behind you, telling you how to assemble the car. I think you will find these instructions to be sufficient without being overwhelming. Thus, you should be able to complete the assembly of the car in almost no time, since you don't have to waste a lot of time reading though a bunch of meaningless words.

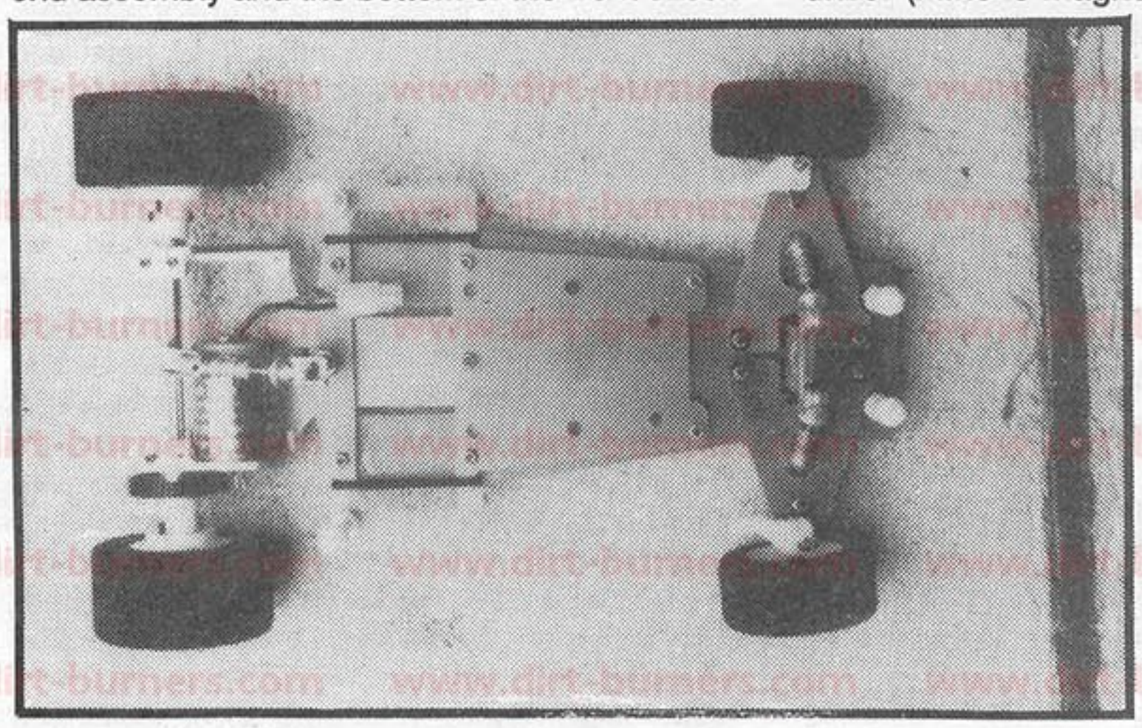
The assembly of the car starts with bag one, which is the chassis. As always, the chassis is made of green fiberglass. (I think that everything I have seen for BoLink has been made out of green fiberglass.) The instructions indicate that there will be one screw, one spacer, and one lock nut left over; however, I had more than that.

Bag two contains small parts. I took the time to arrange them into separate piles so I would know what I had, which also makes them easier to find when the instructions call for them. Just a word of caution: after you use the silicone lube, be careful picking up those small parts, as your fingers will be super-slippery. The instructions warn not to over-tighten the lock nuts, so I just tightened mine until I saw the rubber washer start to turn. Another thing I learned is that when you can't pick up one of those pesky little "E" clips with your fingers, use a jeweler's screwdriver (mine is magnetized) and you'll be able to pick them up easily.

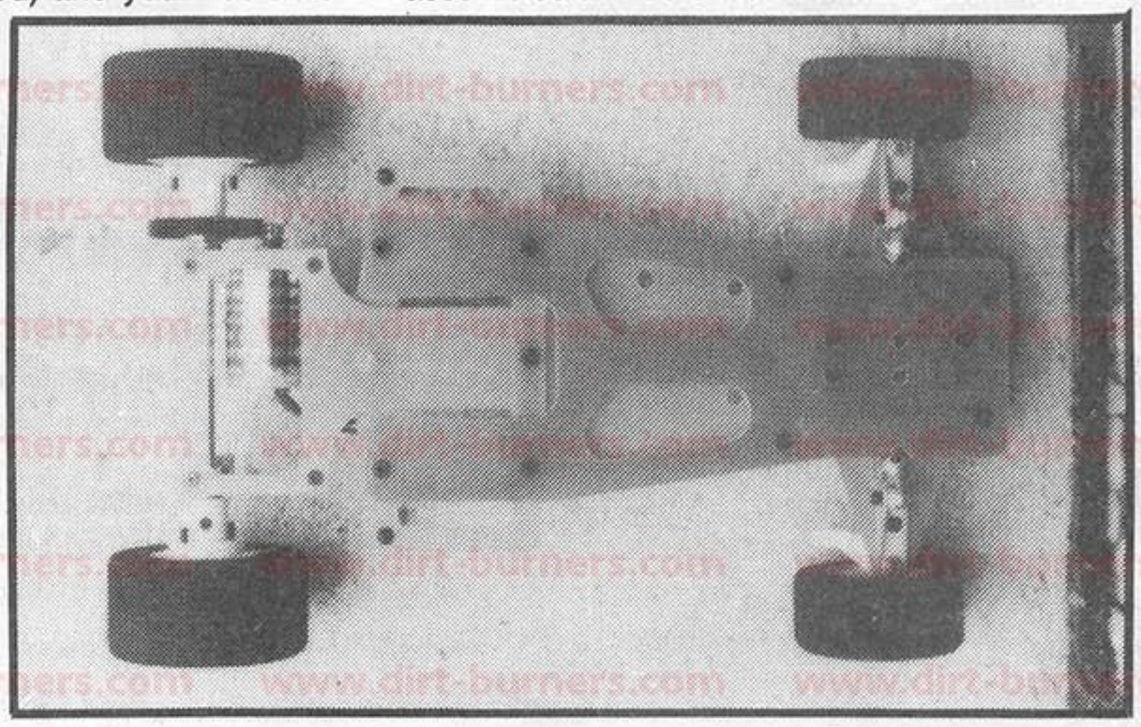
I put the axles in backwards at first. Neither the instructions nor the drawing helped very much here, but the photographs saved the day. For this part of the assembly, you'll need to refer to the picture of the front shock mount from the bottom. Again, the instructions stated there would be a couple of parts left over. Again I had many parts left — three shock brackets, a whole bunch of rubber washers, and some more jam nuts.

Bag three contains the wheel bearings, which were extremely hard to push into place. In fact, I suggest putting the bushings in the motor mount before attaching the motor mounts to the chassis. The spacer that was left over from step one, which goes between the T-brace and the radio tray, made the radio tray bow in the middle so I put in another one I had which made a perfect fit.

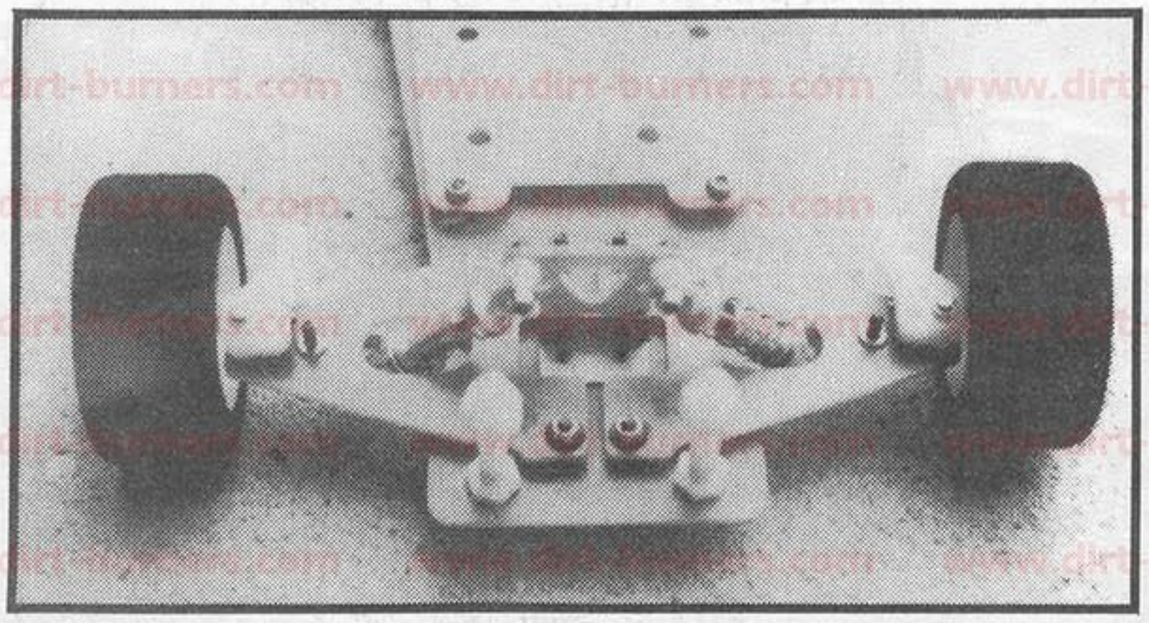
Step four is the shock assembly. The instructions state that all parts be left on the shaft, however, mine was completely disassembled. But these are the easiest shocks to put together I have ever seen. The kit includes a diagram of how the shock goes together, and their method of filling them was perfect: Pour the oil into the shock, then screw the brass cap on while the shaft is pushed all the way into the shock. If the shaft comes out of the shock, then there's too much oil. I think this was the first time I have ever assembled an R/C shock and had it work the first



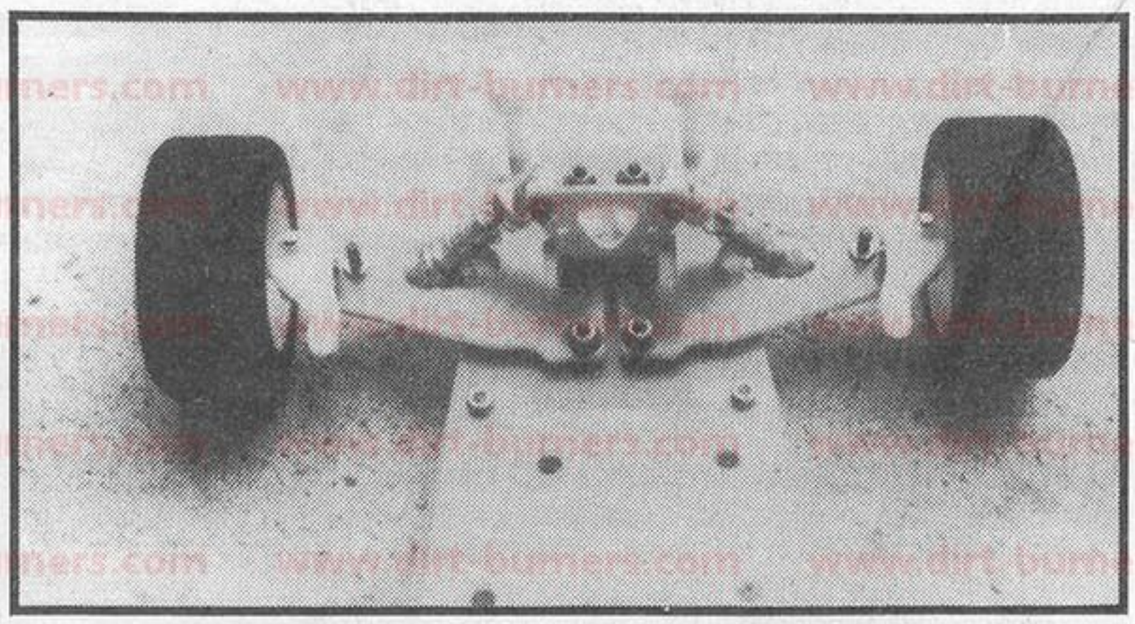
Top view of the Invader.



Bottom view of the Invader.



Front view of the front suspension.



Back view of the front suspension.

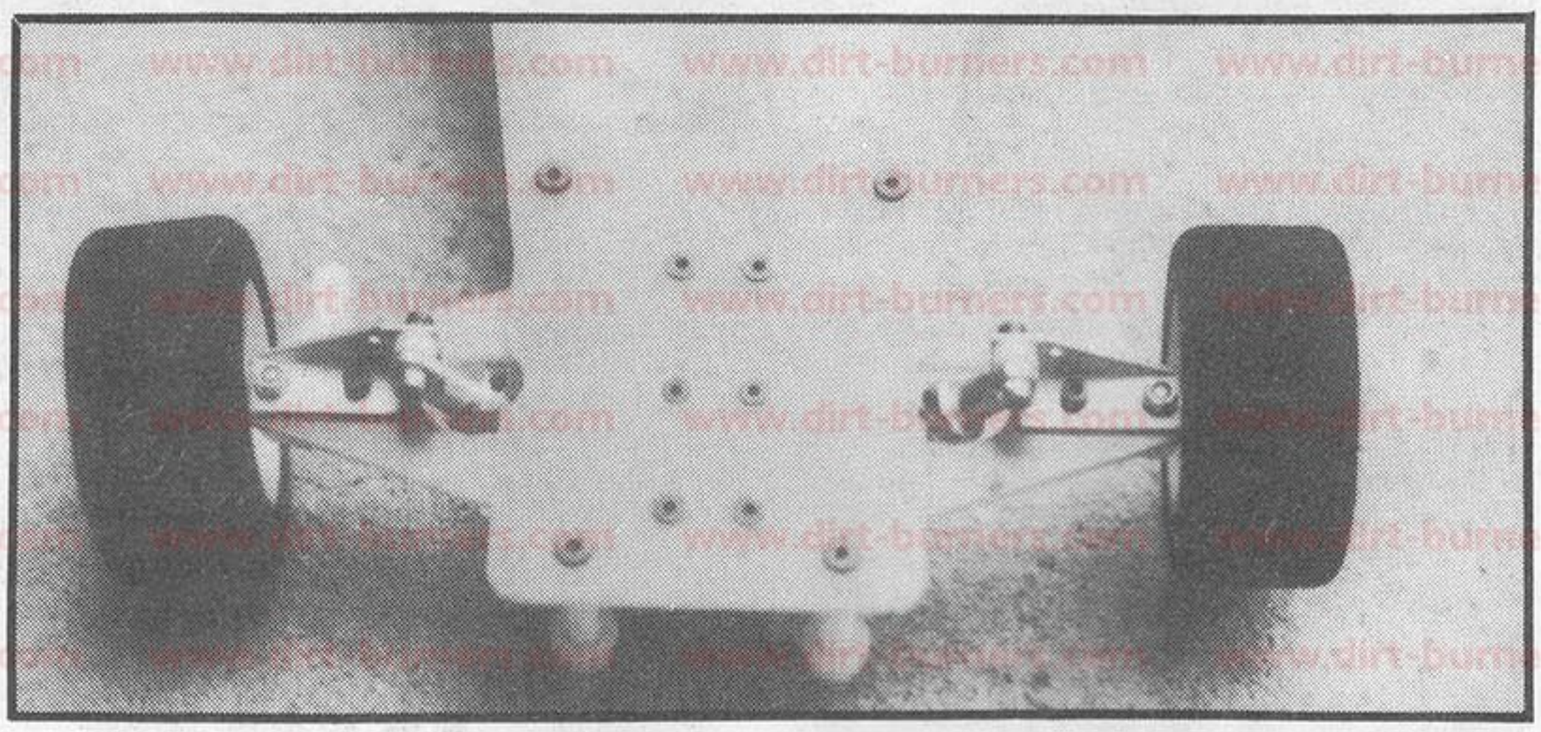
time! There are two "O" rings — one black and one white. The black one goes on the brass shock cap, and the white one goes on the piston shaft. Be careful with the "E" clips that go on the shock piston, as they are smaller than the others used in the kit and there are no spares for these.

When you get to bag five, this is the step where you put the shock mount on the "T-nut" and the rear brace. One hole on the shock mount is threaded. So don't do as I did and try to put the bolt through from the wrong side, because it won't tighten up!

The differential is a breeze to put together, but be careful since there are no spare balls for the diff, so don't lose any! Refer to the exploded drawing of the car for the assembly of the differential.

The tire assembly was easy enough, as they have already been assembled at BoLink. However, the bushings were extremely hard to get in place. I had to cut just a little out of the wheel to get the bushing started, and then hammer them in. Be careful here, as those bushings will break or bend or both.

I would also suggest that you switch steps ten and eight. It was easier for me to put the motor in without the tire in the way. Also, my hex wrench would not allow me to set the gear mesh with the rear wheel on. And I'd personally like to see the rear tires approximately 1/4-inch wider than they are now, as they are the same width as the 1/12 scale rear tires. The front tires, however, are wider than the 1/12 scale fronts by about an eighth of an inch.



Bottom view of the front suspension.

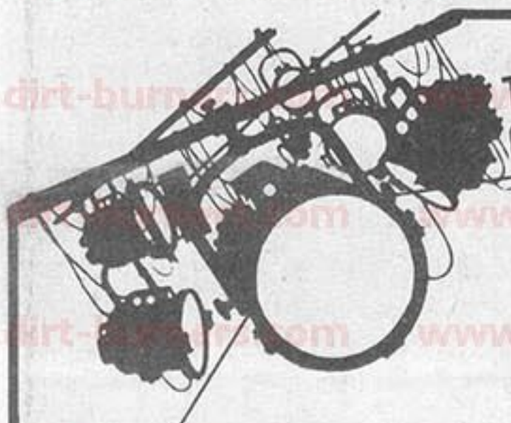
Bag nine contains the body posts. These posts are a great help to those of us who continually look for easier ways in which to work on R/C cars. These body posts are threaded and you use a nut to raise or lower the height of the body. No more changing the body posts or adjusting the set screw when you change bodies. These posts will fit and work on the 1/12 cars just as well as the 1/10 cars. There are two sizes of posts in the kit. The instructions don't indicate which one goes in front and which goes in the rear, so I put the shorter ones in the front since you don't need a lot of height there.

The motor looks like one of BoLink's $15 modifieds. Our club used these a year ago for club races and they kept the competition close and fast. The motor, by the way, comes prewired with a connector and noise capacitor.

The speed control is also prewired. You are provided a set of wires with a connector installed to solder to your battery pack. They have also included a dropping diode for wiring your radio straight off the main battery pack.

I built the car as per the instructions, for the sake of this review, and used the wiper and resistor. I much prefer the electronic speed controls. They don't make me any faster on the track, but they get me to the track quicker with a lot less trouble. They used to have electronic speed controls that only cost approximately $60 (Jomac made them). People said they weren't efficient. Maybe not, but I never noticed I was losing any top speed in my circle of racing.

The installation of the radio gear was easy enough. One thing the instructions are not really clear about (in my mind) is the position of the steering-servo servo-saver. The instructions state that it should be hanging down. I took this to mean that the top of the servo-saver should point to the bottom of the car. This will help eliminate some bum steers. One little side note:



Trinity Fall Warm-Up,
Quincy, IL at R & R Hobbies

We don't mean to brag, but . . .



Invaders Sweep Region 3 1/10th scale on-road Championships!!

(L—R): Don Duetsch, John Huron & Jeff Rotruck



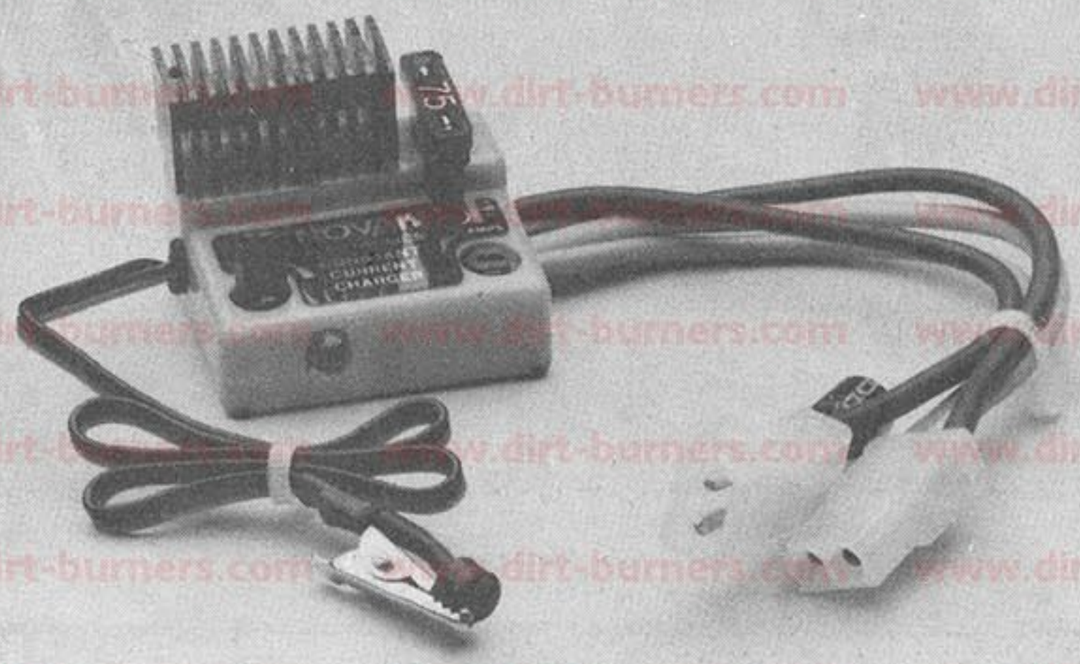
Jim Hoffman, driving Bandito, T/Q's Region 3 1/12th scale Championships (establishing a new track record).

In the main, Jim finished 3rd, followed closely by BoLINK teammate, Carl Christy. BoLINK driver, Carl Christy won the Region 3 Dirt Championships, using a variety of BoLINK products on his off-road racer.

(L-R): Carl Christy, Jim Hoffman

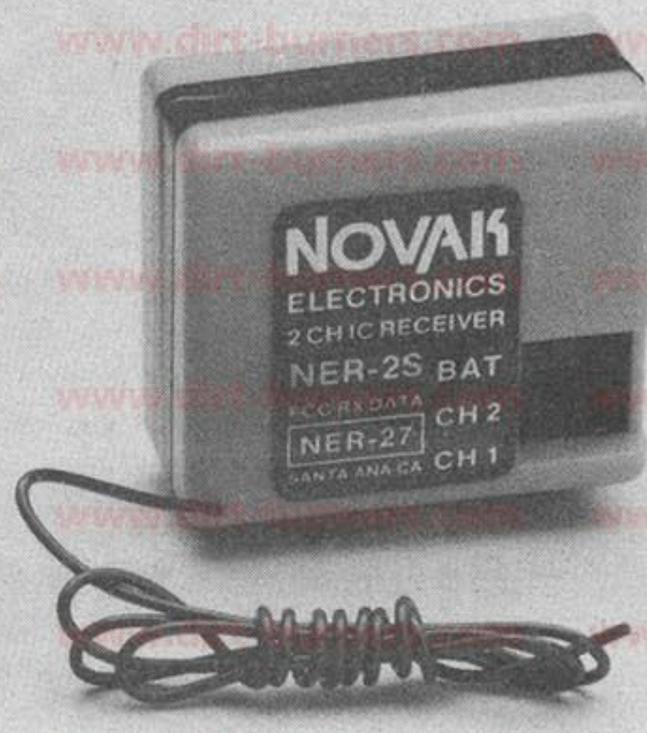
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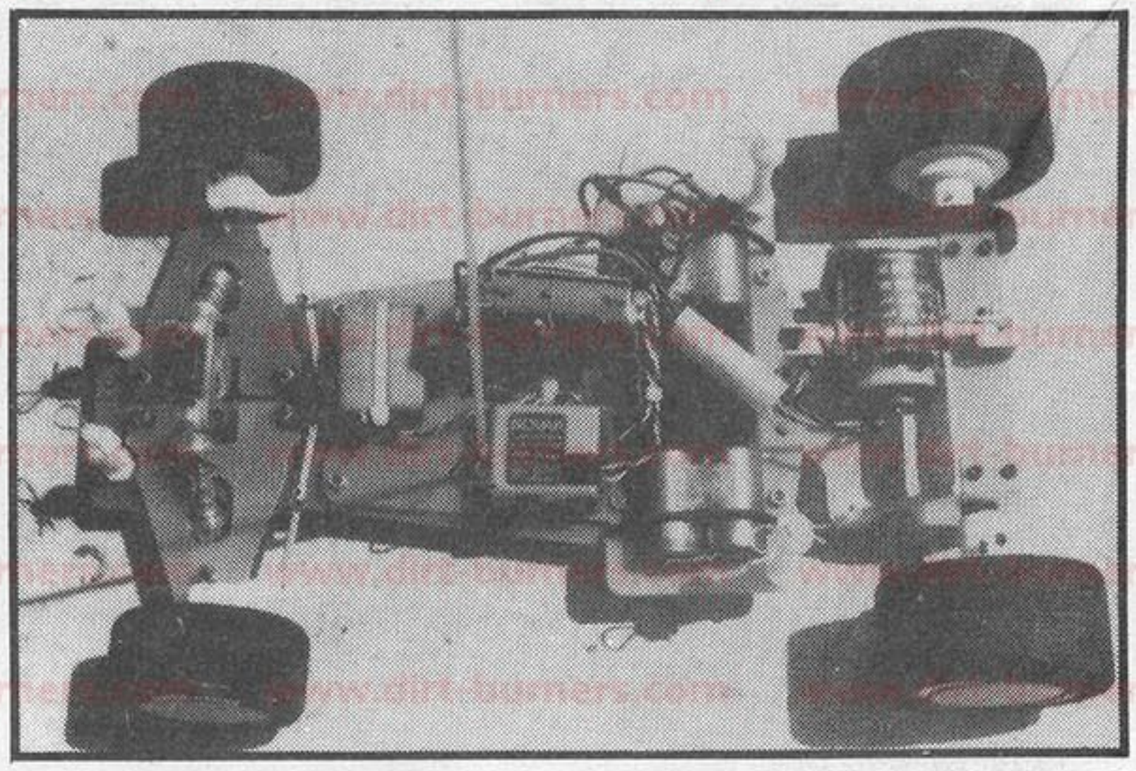
NES - 1A

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Completed BoLink Invader.



Invader with rapid gear installed.

If you run a piece of music wire through the antenna tube before you run the antenna wire, it's a lot easier.

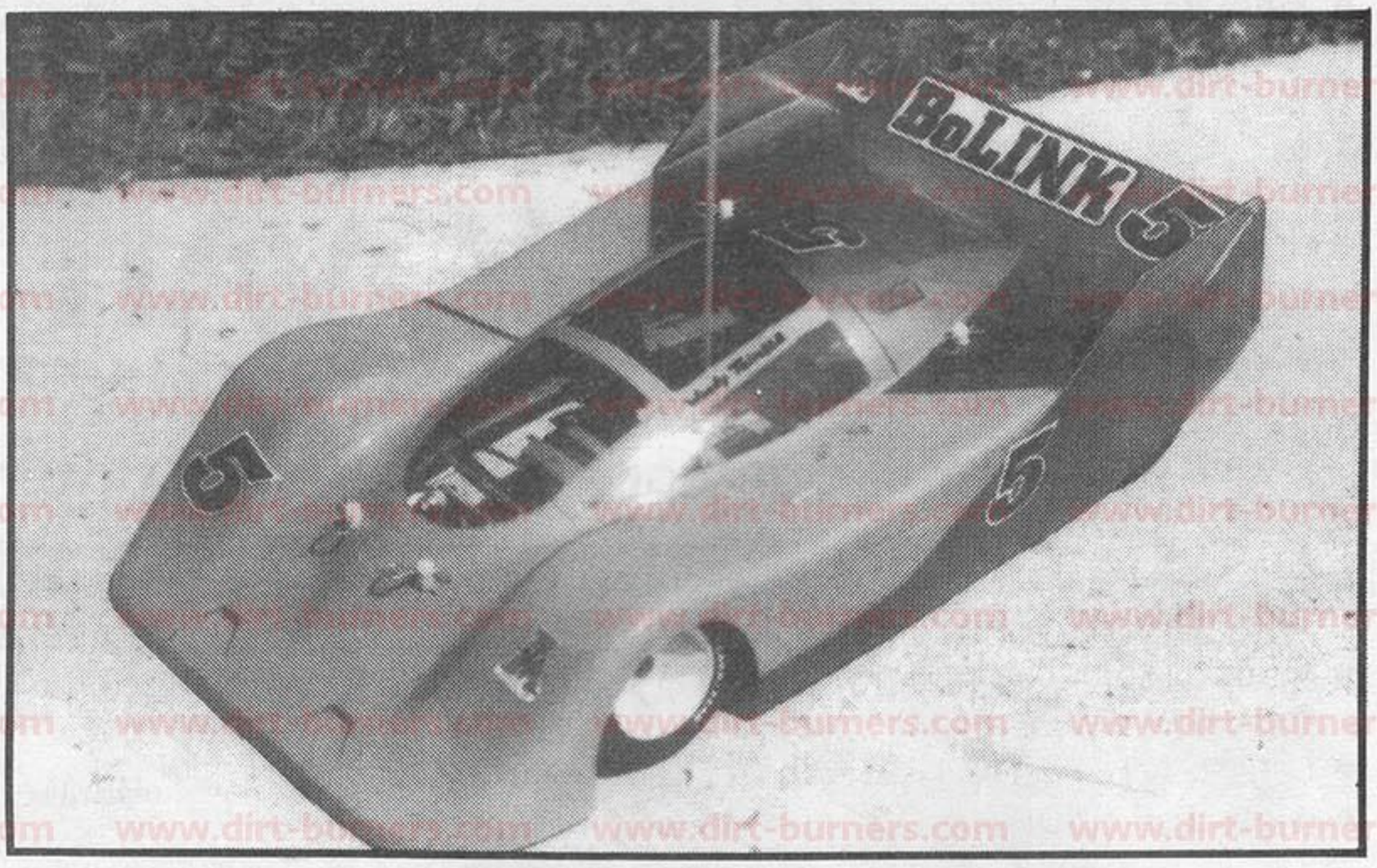
The performance of the car was a surprise of sorts. I really expected the car to be a lot slower and not very responsive, since it was bigger than my 1/12 scale car. I was wrong! While testing the car, I raced it against a 1/12 scale car which was equipped with a ball-bearing, modified motor and an electronic speed control.

The 1/10 scale Invader was equipped with a stock resistor and a $15 modified motor. Before I ran the Invader, I ran my 1/12 car to see how my test competition and I would compare. We found we were basically even with the 1/12 scale cars. Now for the Invader...

On the start and through the esses we were pretty much even, but down the straight the 1/12 car pulled out by about 20-30 feet. I made up the distance when we got to the esses, though, as all that extra power didn't help the 1/12 car.

The 1/10 scale Invader was able to stay within 20-30 feet of the 1/12 scale car. Thus, the 1/10 scale Invader is equal to the 1/12 scale cars in speed, acceleration, steering, handling and braking. I believe that if I had a modified motor in the Invader, I would have outrun the 1/12 scale car. The Invader allowed me to power-slide the car through the turns, which I cannot do with my 1/12 car. If you're like me and sometimes get a little out of shape going around a corner every now and then, the Invader is more forgiving than a 1/12 car. Both the other driver and I could start to slide and then steer into the skid, and the car would correct and continue down the straight without spinning out. The car was very smooth in its steering, acceleration, braking and handling. In fact, it was so smooth that I found myself driving better than I did with my 1/12 scale car!

I would have to say in overall conclusion of this kit that it has been one of the easiest I have ever put together. I don't mean to imply that since it is easy to put together, it isn't a competitive race car — because it is. Its performance is comparable with 1/12 scale cars while not being so touchy that it's hard to control. However, some people think that to be competitive, you must be complicated — the BoLink Invader has proved that theory wrong! ●R/C●



Invader with Schkee body in place.

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MIDWEST SERIES RACE #5

Story and photos
By Steve Lazarus

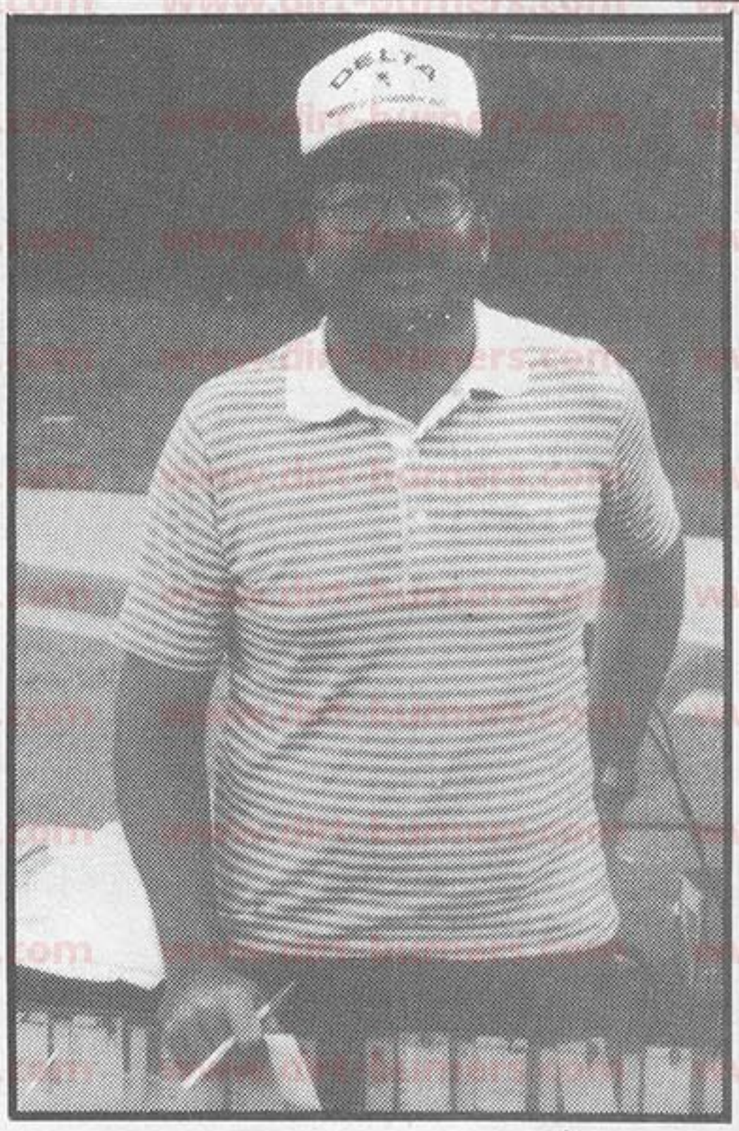
Sept. 13-14, 1986
Indianapolis, IN

Race five of the six-race Midwest Series took place in Indianapolis, IN, on Sept. 13-14, at the Major Taylor Velodrome. The course was a nine-turn affair which challenged drivers to keep their cars between the double 2x4 boards that marked the layout. Many drivers did not, and parts breakage was fairly high for the weekend. Bob Leckron (the previous Midwest Series Race Director) was once again the race director. He didn't race his car in the event so he could devote his time to directing the race. A big thanks for his efforts and brother Jeff's, as well as the efforts of Bob and Ralph Spencer and Ed Roberts. They all worked hard to put on a good show.

The pressure was on as tight points races in all three classes resulted in less than the usual racing sportsmanship. Despite this, it seemed that (hopefully!) everyone had a good time. The usual close qualifying continued, particularly in the 4WD Class. A span of 13 seconds (or approximately two-thirds of a lap) separated the first seven racers, with Rich Potempa and his Associated RC500 edging out Dale Smith and Brad Hoehn for TQ with a 15-lap, 220.3-second effort. Smith's Delta P4 was three seconds back, while Hoehn's RC500 was five seconds off the pace.

The 2WD Class was a shootout, with every qualifier finding a different car/driver combo on top. Jim Boehmer finally settled the issue with his Super Eagle, turning 15 laps in 232.2 seconds. Mike Melendy and Marty Runge followed with their RC500s at 234.1 and 234.6 seconds, respectively. The cream will rise to the top, as they say, because all these racers are within a couple of points of each other in the standings for the year.

The Pan Class was dominated by hometown boy Jeff Leckron as he TQ'd with a 15-lap effort of 248.2 seconds. Roy Moody showed what experience can do as his first (and only) qualifier



Indy race director and club president Bob Leckron.

resulted in the second fastest time of 254.5. Consistent Tony Gagliardo was just three seconds back with 257.8.

Sunny weather and temperatures in the mid-70's greeted the racers both days, and Sunday's main events were led off by the Pan Class. Diane Moody was nice enough to forego racing and handle the button-pushing on the computer. Thanks, Diane!

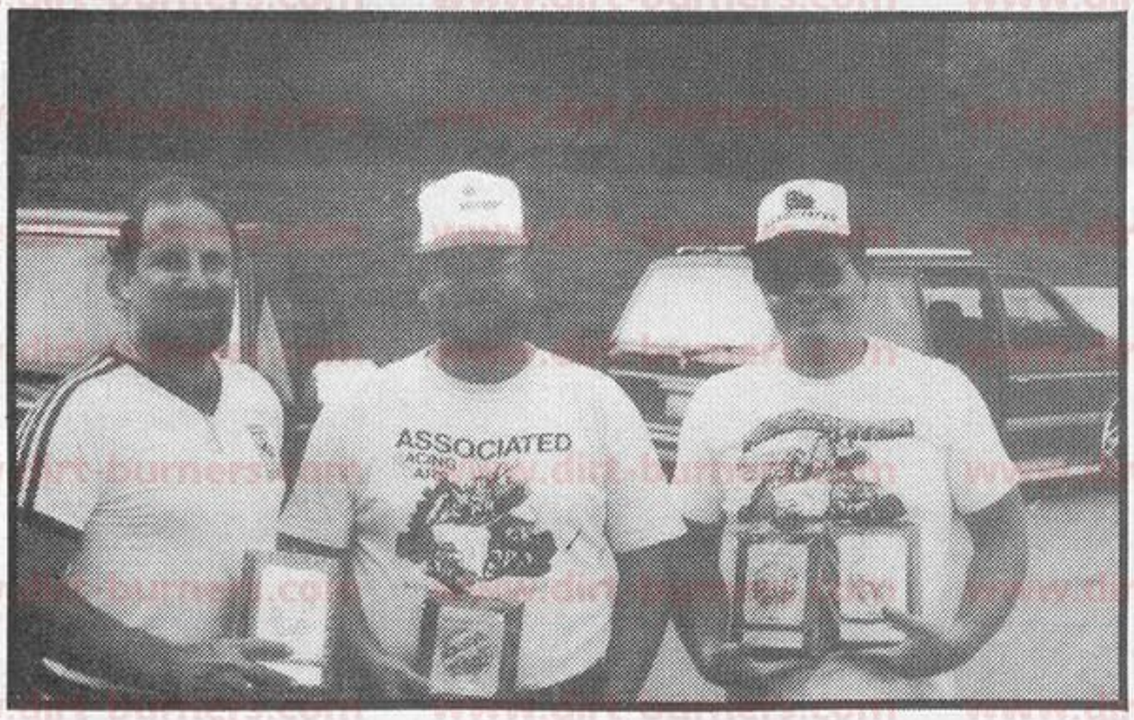
At the start Jeff Leckron led the first lap over Bob Paradis and Roy Moody, both sharing second place; Moody won out over Paradis, who finally finished third. It was a clean race and was well run by the three drivers. Barb Pipchok gets the "perseverance award" for finishing the race, despite a number of problems.

The 2WD Open Class had its biggest group of competitors for the year to date, and possibly the best Series competition was in this class. Mike Mantia normally drives in the A Main, but a number of problems in qualifying held him back this time. He led the C Main race from start to finish, but it wasn't easy earlier in the race. Teammate Vic Valderrama stayed with Mantia until a long stop on lap 26 delayed him. Ed Frizzell was lurking three laps back at that point and stayed even with Mantia for the rest of the race, and took a well-deserved second place. Youngster Ryan Smith (Dale Smith's son) ran his first gas race in 2WD Open and held off a charging Vic Valderrama, who was closing the gap from being three laps laps behind, and fell just short at the end. Youth was served in the Midwest Series as Smith was the third eight-or-nine-year-old to finish with a trophy. All were first-time or first-year competitors.

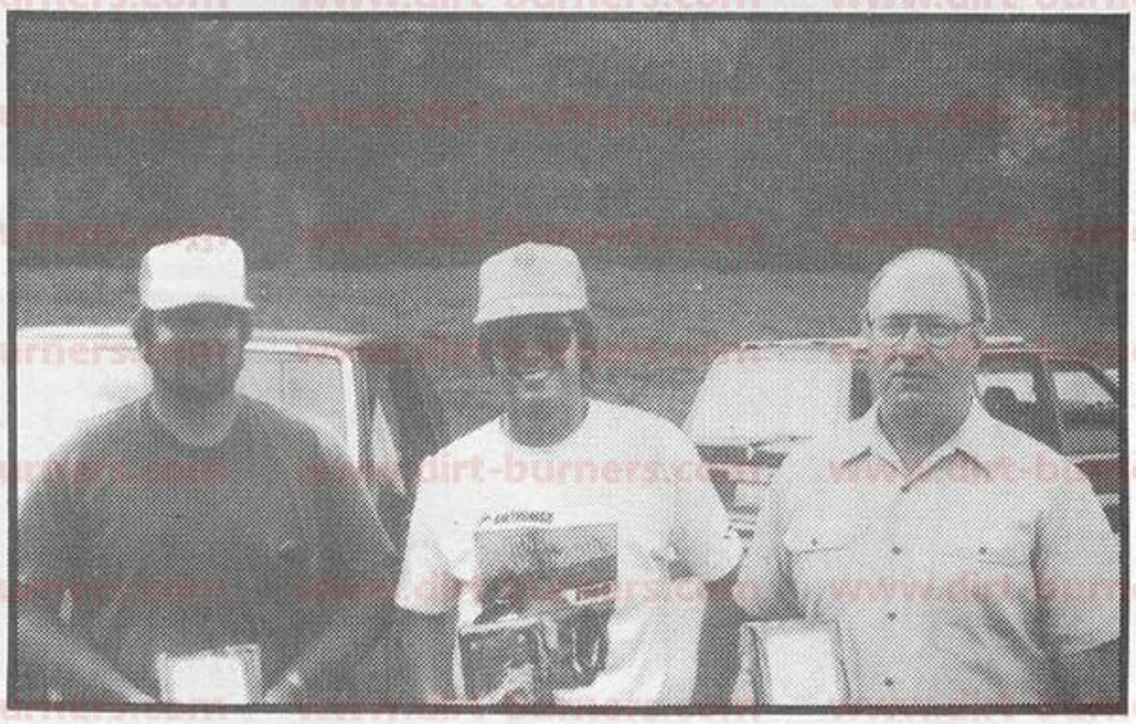
The 2WD B Main was a three-man show between local Ed Roberts, Kevin Van Pelt and Stuart Kay. Gerry Argalas had a car capable of running in this class but mechanical problems kept him out. Ed Roberts led lap one ahead of Van Pelt and Kay, but Van Pelt took the lead on lap two and held it to the end. Kay and Roberts swapped second and third places several times, and both were within a straightaway of catching Van Pelt, but neither could close the gap.

Van Pelt ran his Delta P4 in 2WD configuration and showed that the car has promise in this form. Kay's RC500 had a little more than Roberts' Super Eagle. This was only the second race of the year for Van Pelt, as well as being Roberts' and Kay's best finishes of the year. Nice race, guys!

The 2WD A Main saw Marty Runge lead lap one, followed by Jim Boehmer and Jim Przybyla. Mike Melendy closed in on Jim Przybyla and then Jim Boehmer, but a mechanical failure ended his effort on lap nine. Runge's strong early pace was matched and equalled by Jim Boehmer, who moved into the lead on lap 16. Boehmer was pulling away until lap 50, when contact with the boards on the back stretch caused damage to his car's steering gear. He rejoined the race, but could only hold even for



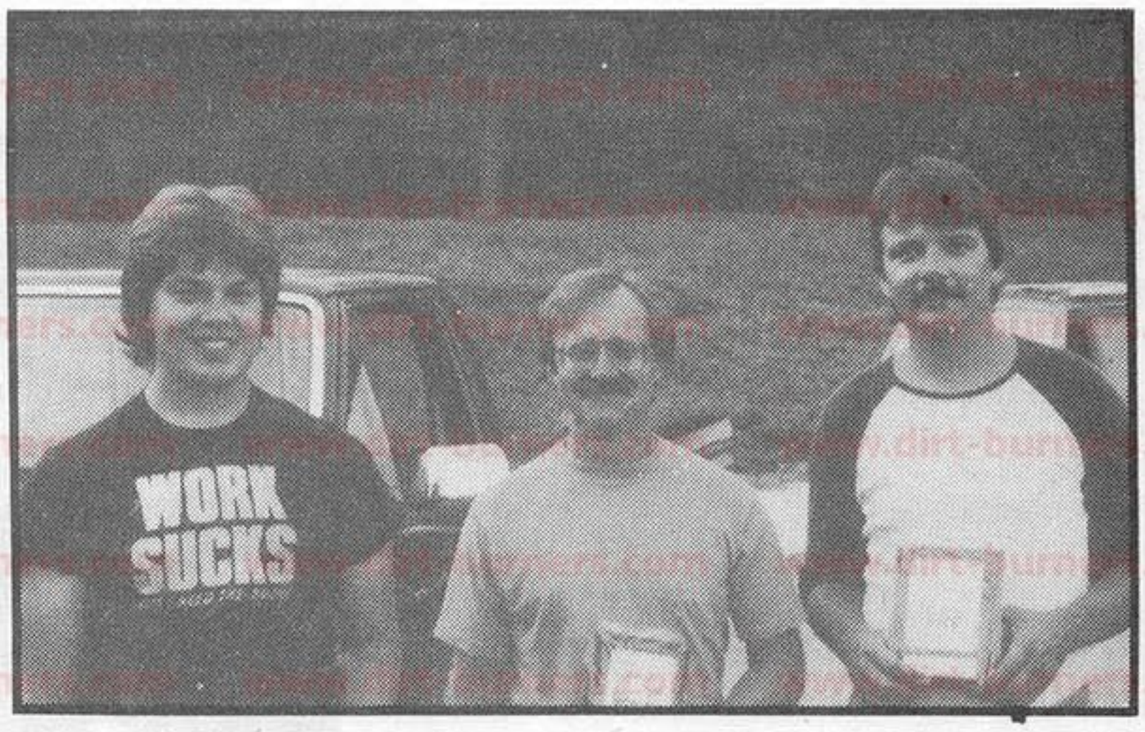
4WD A Main winners (l to r): Mike Saputo, Larry Martin and Rich Potempa (also TQ).



4WD B Main winners (l to r): Paul Craword, Randy Ramsey and Lou Przybyla.



Pan Class winners (l to r): Tony Gagliardo, Jeff Leckron, Bob Paradis (also TQ).



2WD A Main winners (l to r): Jim Przybyla, Jim Boehmer, Marty Runge (also TQ).

fourth place. Jim Przybyla had passed Marty Runge on lap 24 and assumed the lead after Jim Boehmer's problems. He held off Runge, and a consistent Jon Brannon, for his second win of the year.

The B Main in 4WD belonged to Randy Ramsey. He charged away from lap one to eventually finish six laps ahead and 10 seconds faster than the 4WD A Main winner! Qualifying gremlins hurt all five of the racers in the B Main, eventually causing Jim Blaha a DNS. Steve Lazarus and Jim Przybyla traded second place early, but Lou Przybyla (usually an A Main winner) pulled away.

A scoring error developed early in the race for third place and a computer glitch prevented a post-race review of the results. Paul Crawford was awarded third for a fine effort with his new Serpent. But the race belonged to Randy Ramsey and his Cook Cobra — he was in a class by himself.

The A Main in 4WD saw the (not unexpectedly) highest attrition, as these high-tech gizmos go very fast and hit things very hard. Dale Smith's Delta P4 had held off Rich Potempa's RC500 through three rounds of qualifying only to lose his TQ on round four. Smith was determined not to allow that to happen again in the main, and he took the lead and held it until lap 30, when a blown motor ended his race. Mike Saputo, who had been driving a clean, quick race in second from the first lap, inherited first when Smith fell out. He never looked back, and took his first A Main win of the year. A flameout had slowed Larry Martin on lap three, but a consistent drive thereafter took him into second place. Rich Potempa battled problems all weekend, but was unable to find the combination in the main. Potempa toughed out several problems, including losing a dogbone, and finished third in the 2WD mode! Brad Hoehn had looked quick in qualifying but missed the first lap of the race and departed for good on lap nine with gear problems. Too much horsepower, Brad!

With one race to go, Jeff Leckron has locked up first in points for the Pan Class. The battle in 2WD between Mike Melendy, Jim Przybyla, Jim Boehmer and Marty Runge may go down to the Series' final race in Detroit, MI. In 4WD, Dale Smith continues to look good but Rich Potempa still has a shot. Lou Przybyla would needs a perfect finish in Detroit to edge out those two.

A long racing season will end with the final

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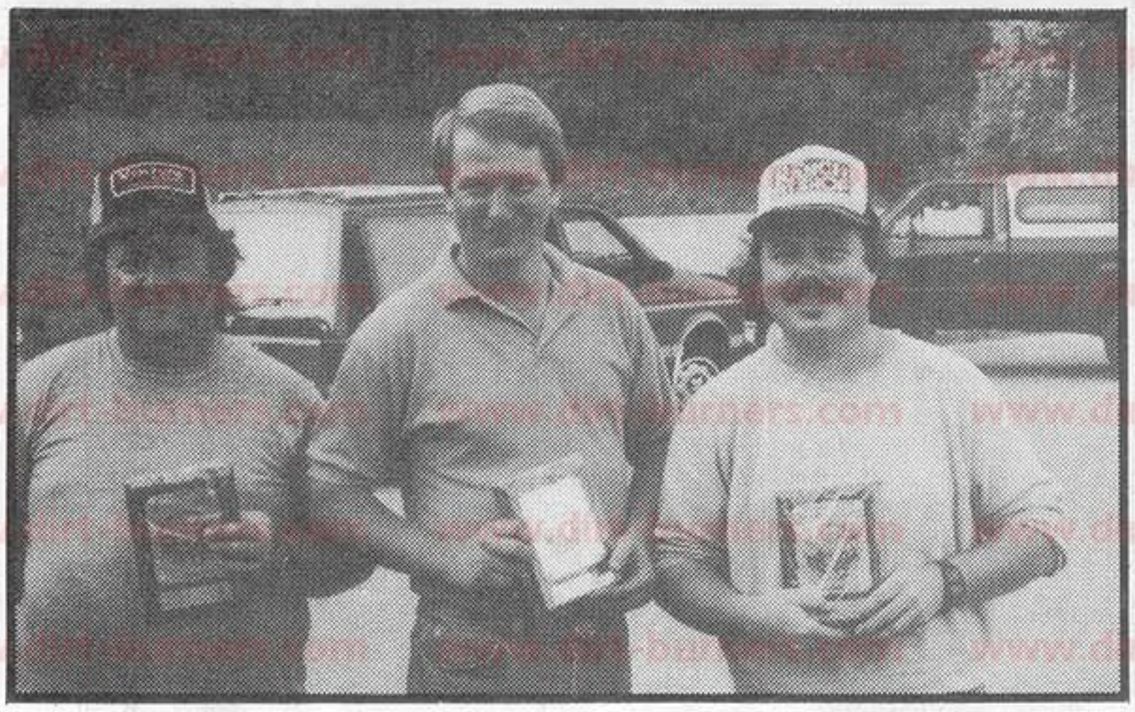
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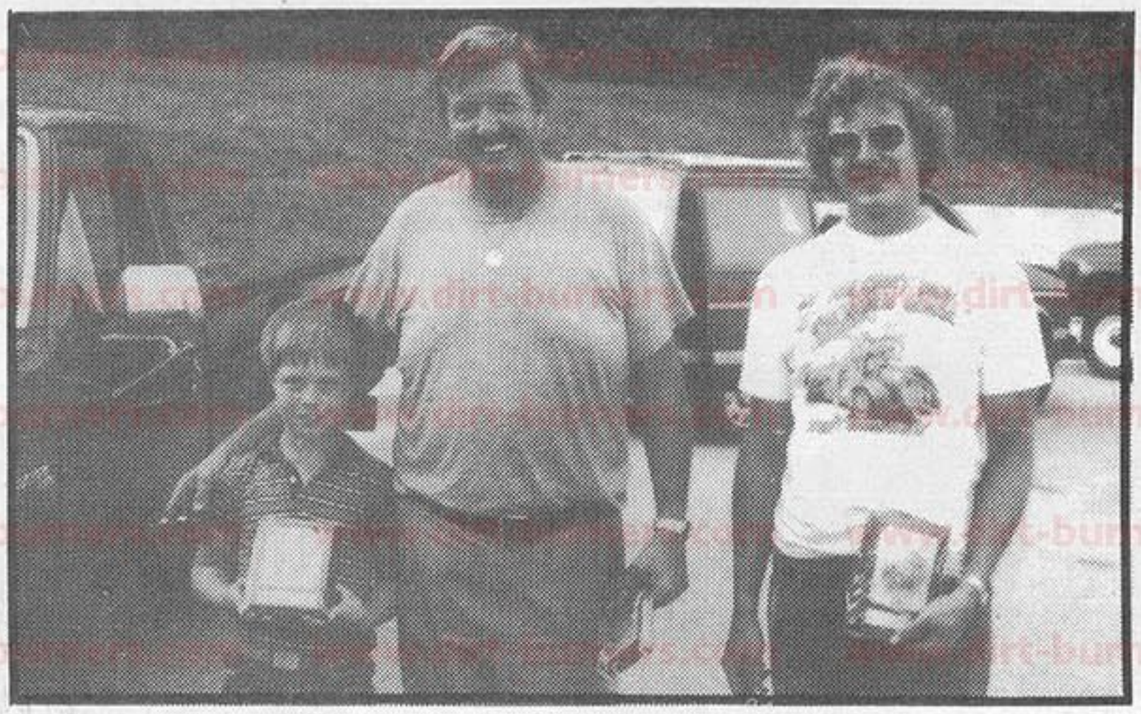
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2WD B Main winners (l to r): Stuart Kay, Kevin Van Pelt, Ed Roberts.



2WD C Main winners (l to r): Ryan Smith, Mike Mantia, Ed Frizzel.

race in Detroit. Hope to see you all there for Midwest Series Race #6 and the Region III Championship!

RESULTS

PAN CLASS
1. Jeff Leckron ..... 75 laps/1292.2 seconds
2. Tony Gagliardo 75/1378.2
3. Bob Paradis 75/1447.9
4. Barb Pipchok 64/1510.8
5. Mike Ross 45/1513.6
6. Al Rovel 43/855.6
7. Roy Moody 41/795.3
8. Diane Moody ..... DNS

2WD OPEN C MAIN
1. Mike Mantia 75/1442.6
2. Ed Frizzel 75/1489.2
3. Ryan Smith 64/1500.1
4. Vic Valderrama 64/1504.6

2WD OPEN B MAIN
1. Kevin Van Pelt 75/1275.5
2. Stuart Kay 75/1308.2
3. Ed Roberts 75/1322.9
4. Matt Dinelli 67/1506.1
5. Gerry Argalas 45/1102.6
6. Murray Pipchok ..... DNS

2WD OPEN A MAIN
1. Jim Przybyla 75/1190.3
2. Marty Runge 75/1264.3
3. Jon Brannon 75/1306.4
4. Jim Boehmer 75/1334.7
5. Buddy Davis 40/718.2
6. Mike Melendy 9/146.3

4WD OPEN B MAIN
1. Randy Ramsey 75/1167.6
2. Lou Przybyla 75/1283.0
3. Paul Crawford 75/1415.1
4. Steve Lazarus ..... unknown
5. Jim Blaha ..... DNS

4WD OPEN A MAIN
1. Mike Saputo 75/1176.8
2. Larry Martin 75/1201.1
3. Rich Potempa 75/1436.6
4. Dale Smith 30/451.6
5. Brad Hoehn 9/188.2

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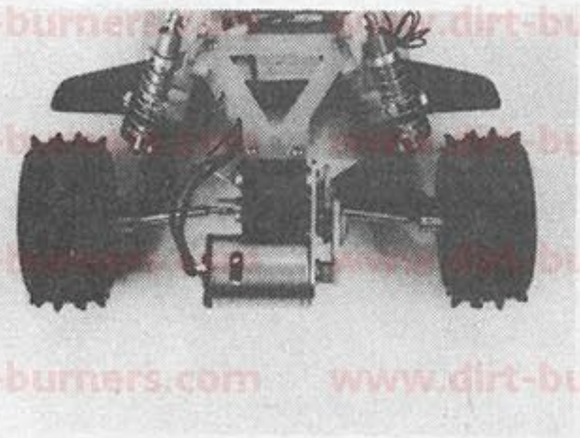
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Now we have developed our first 1/10 scale off-road car using all our 17 years of design and race experience and thousands of hours of testing, and designing. Over two years of track and computer redesigns have resulted in the ***PRO-110.***



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

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



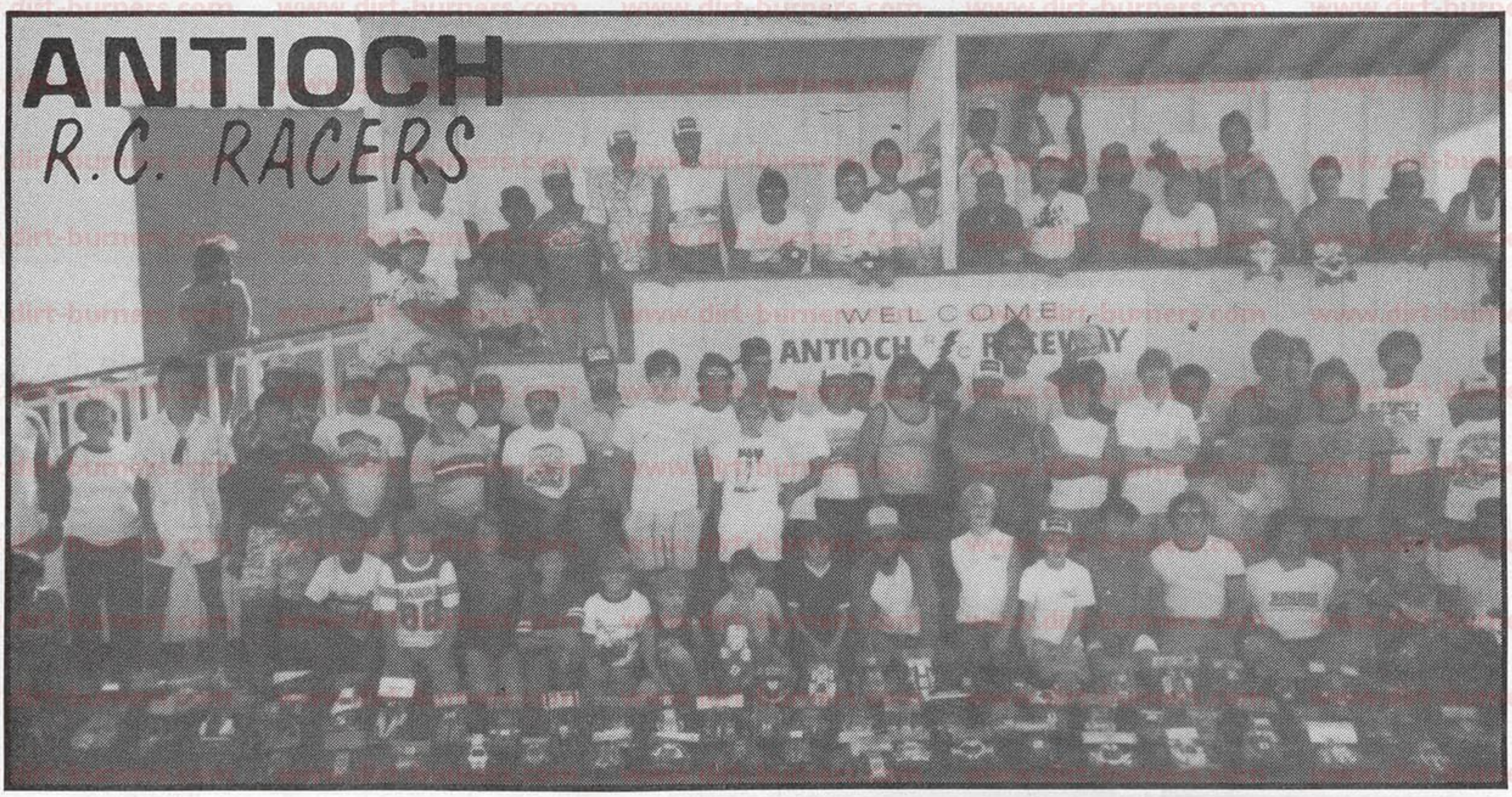


Unique design allows the motor to be mounted in rear or front/mid motor position. This allows front to rear weight bias to be altered depending on track conditions and driver's preference. This coupled with the range of battery positions, adjustable camber and caster, ride height, toe-in, etc., makes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

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

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

ROAR's NOR-CAL CHAMPIONSHIPS



1986 Antioch R/C Raceway ROAR Nor-Cal Championships.

Story and photos
By Jack Hanson

August 16-17, 1986
Antioch, CA

When the Antioch Raceway in Antioch, CA, opened in April 1986, no one guessed they would be hosting the ROAR Nor-Cal Division Championships in August. But two months of operation and 32 well-run races later, ROAR sanctioned the track for the event — and they were on their way.

After a 95-driver, two-day race was run in July to prepare the track (and it ran like clockwork), and with a new track layout, it was felt that the course was ready for the big one — the ROAR Nor-Cal Division Championships.

The event started Saturday, August 16, with the Concours. Then the 167 race entries ran, in-three different rounds of 19 heats each. By the end of the day, with much wheel-to-wheel racing and many track records broken, the racers knew just about where they stood in the mains.

Repairs and dialing-in went on most of the night. Antioch Raceway's two acres of area were full of campers, RVs and cars. The track lights stayed on until 3 a.m., and even the hobby shop was open until 3:30 a.m. on Sunday morning!

There was a fourth heat to run on Sunday, with more track records to surpass, and a chance to possibly move from the C Main to the A. All 16 mains were set to run after that heat, with $1800 in trophies set out! Antioch Raceway was ready for the racers to run for the gold!

The fourth heat was like an A Main, because



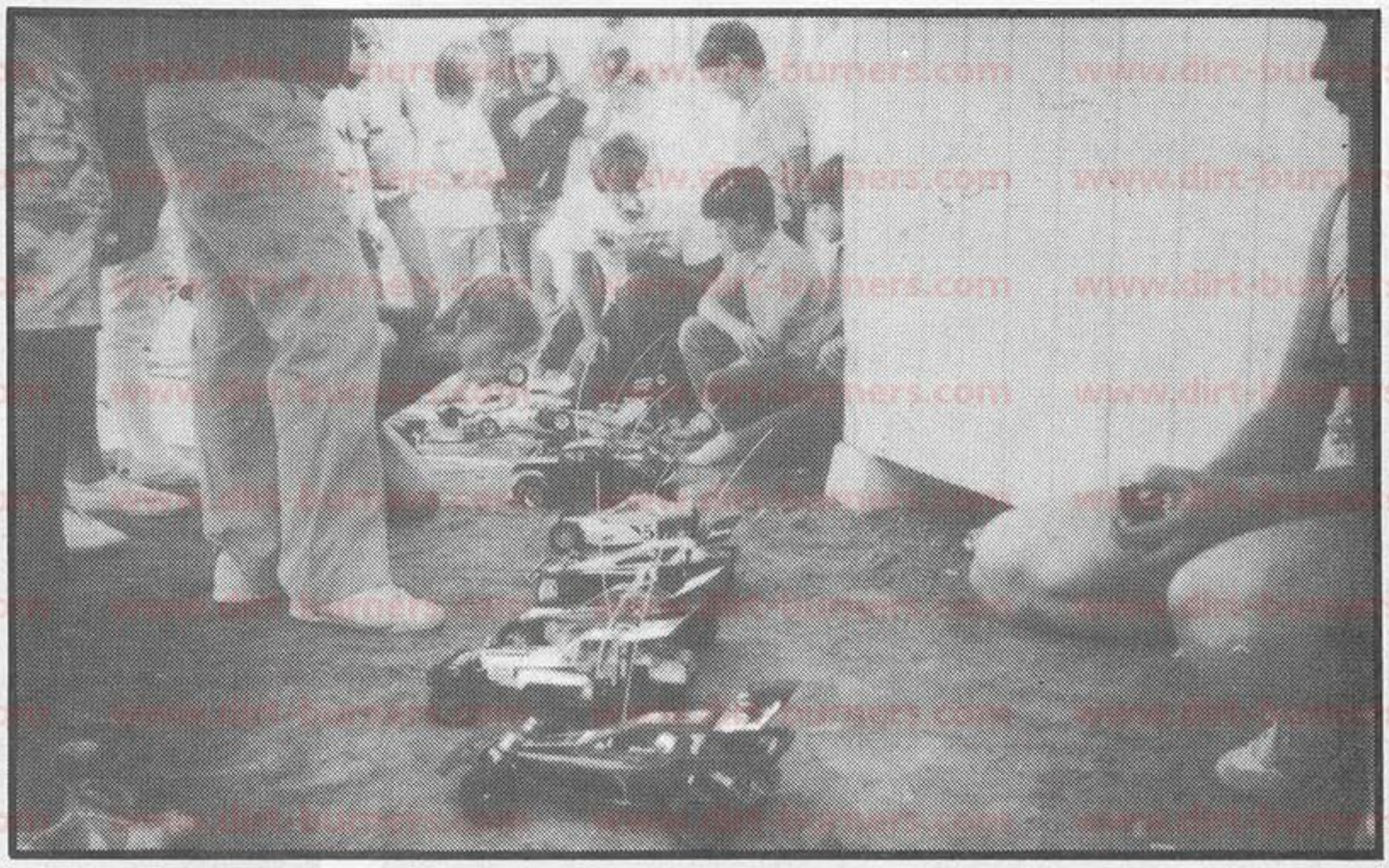
The A Main. One minute drivers, turn them on ... Just kidding!

for most of the drivers, the pressure was on to move up in the standings — and the races reflected it. Over 200 spectators cheered them on.

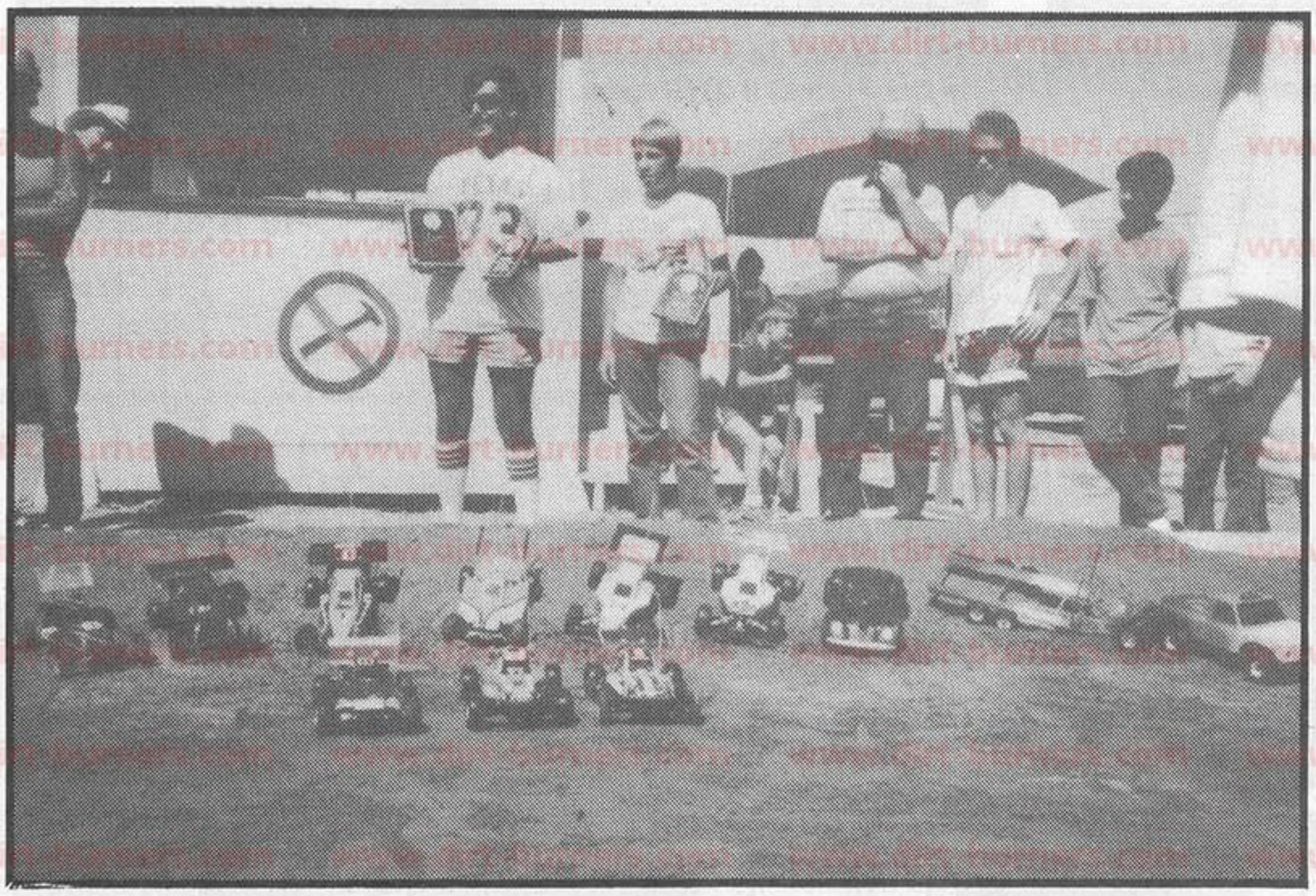
When the heats were over, and the TQ trophy had found a home, there were two big trophies waiting for the fastest 2WD and the fastest 4WD drivers. This race was called the "Fastest 8," for two- and four-wheel-drive vehicles. To make it a real crowd-pleaser, the staggered start had the fastest cars in the rear. The race was run in four minutes, with one trophy for each class. The crowd went wild!

The 16 mains were next, and at the day's end each main had four winners, and all the trophies had been awarded.

The 1986 ROAR Nor-Cal Division Championship was a good race for Antioch R/C Raceway and all the racers, win or lose. The Raceway's operators would like to thank the local sponsors in the Bay Area (CA), without whose help (in sponsoring some of the mains' trophies) the race might not have been possible. They included American Trophy in Antioch; Bee Gee Hobby in Concord; Sheldon's Hobby, San Jose; Concord Hobby, also in Concord; Lamarinda Hobby in Lafayette; and ADI Raceco in Belmont. Thanks also to everyone else who helped make 1986 the biggest and best Nor-Cal Division Championships ever! Next year's race is expected to be even bigger, and there may even be support from the big R/C manufacturers, now that they know R/C racing is alive and well at Antioch Raceway.



Dan Stokes and Sandy Shrode judging Concours cars.



The top three Concours-winning cars (above), and the 2WD Modified A Main champ, Mr. Stokes (below).

RESULTS

Top Qualifier:
Jay Kanemoto

"Fastest 8" 2WD:
Dan Stokes

"Fastest 8" 4WD:
Jay Kanemoto

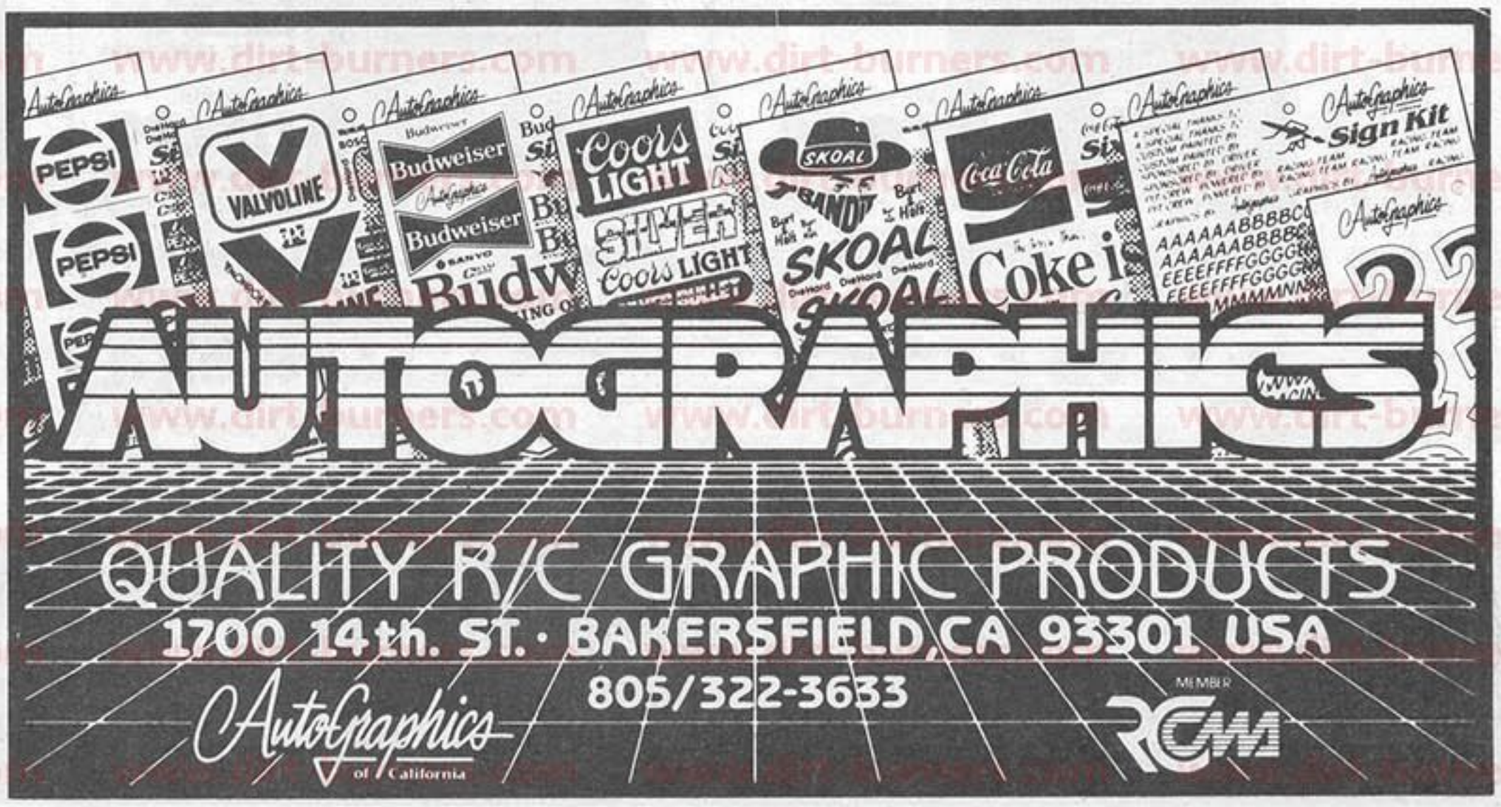
PRODUCTION
A MAIN
1. Ron Brumfield
2. Ro Galindo
3. Mickey
4. Jeremy Krosnick

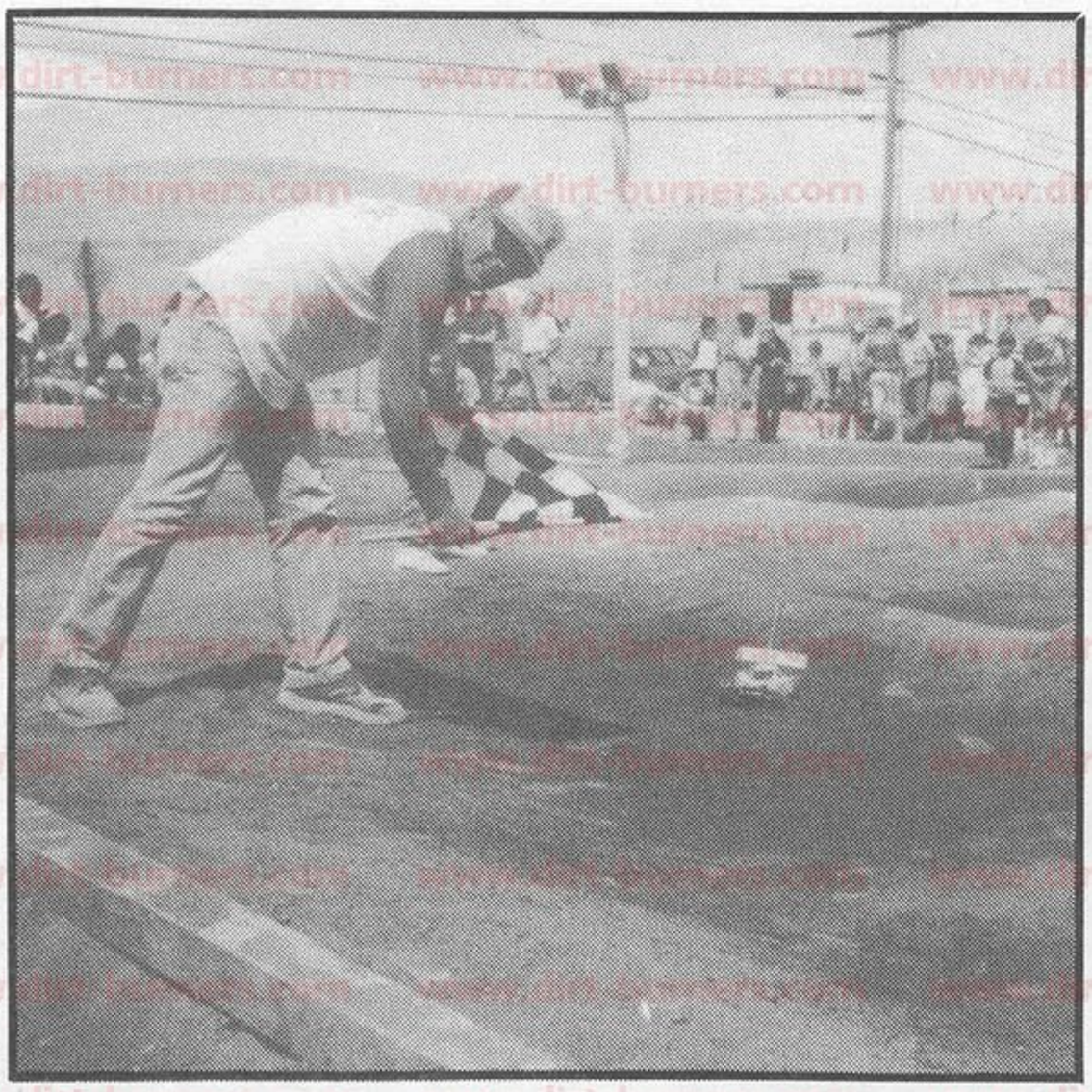
2WD STOCK A MAIN
1. Peter Liu
2. Dan Stokes
3. Ron Williams
4. Chris Bickel
5. Dave Krider
6. Mike McAllister
7. Tony O'Reilly
8. Steve Small
9. Amir

2WD STOCK B MAIN
1. Dana Risley
2. Keith Kanawayer
3. Tony White
4. Jim Gogoen
5. Randy Crain
6. Gil Archibeaver
7. Ryan Stiles
8. Nathan Levardi
9. Lloyd Greig

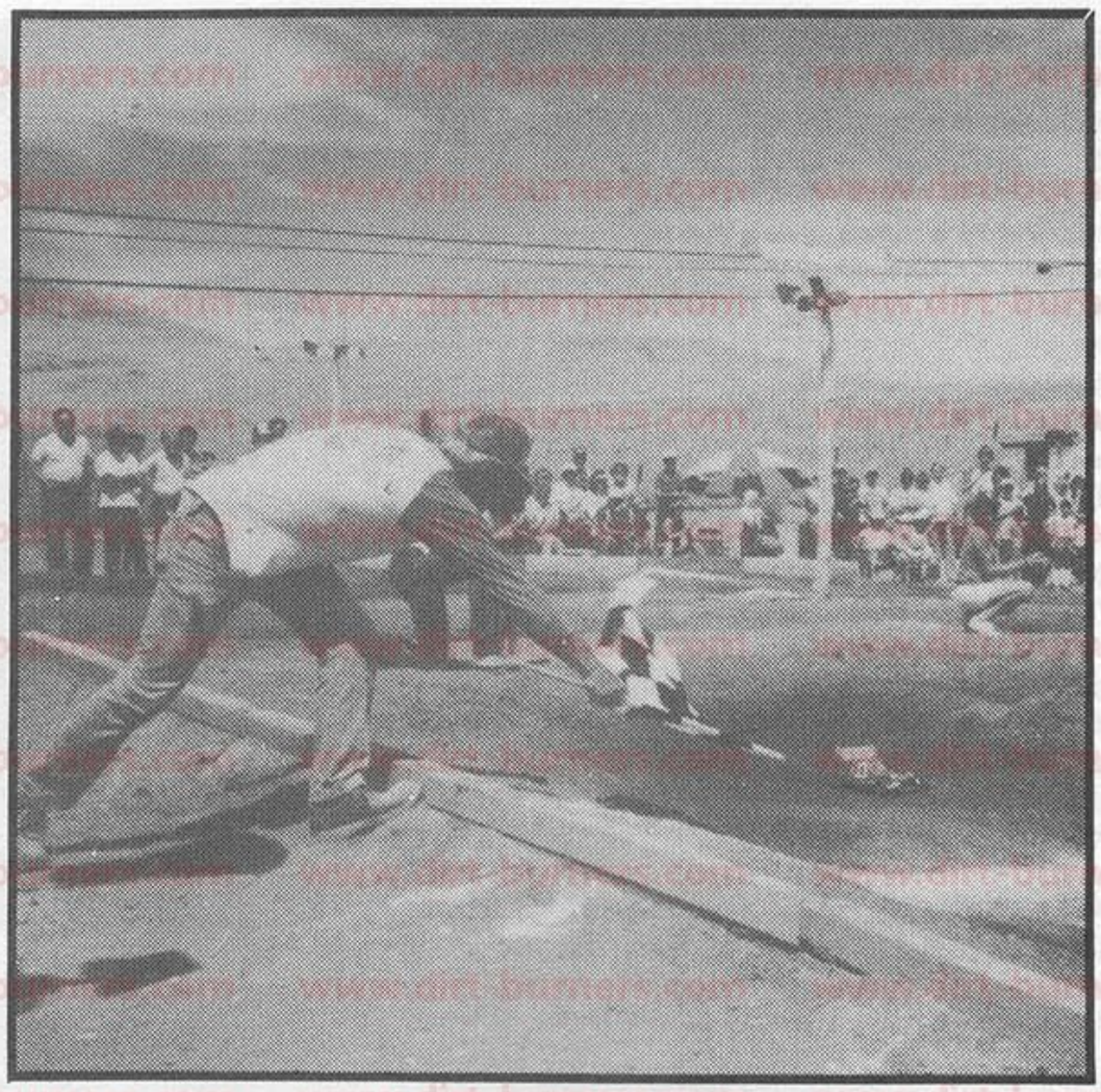
(cont'd)







Jay Kanemoto of San Jose, winning the Fastest 8 4WD class (new track record). Track owner Jack Hanson is in foreground.



Track owner Jack Hanson giving the checkered flag to Dan Stokes in the Fastest 8 2WD class.

2WD STOCK C MAIN
1. Mike Legate
2. Bryan Patterson
3. Doug Erickson
4. Carlos Garcia
5. Tom Keheler
6. Keith Gordon
7. Mike Schleuter
8. Matt Harger
9. Phil Gordon

2WD STOCK D MAIN
1. Keith Murata
2. Bill Coulter
3. Mark Velho
4. Tony Aubright
5. Thor Skonnard
6. Doug Hembroff
7. Jim Harger
8. John Cannada
9. Tim Reano
10 Jerry Batchelor

(cont'd)

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DECEMBER 17-21, 1986

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- 1/8 R R
- 1/12 Electric
- 1/8 Sprint Oval
- 1/4 Open Oval

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1/10 OFF ROAD:
- ☐ 2WD Modified (stk motor, 6-cell)
- ☐ 2WD Open (open mtr., 7-cell)
- ☐ 4WD Open (open mtr., 7-cell)
- ☐ Heavy Metal (truck bodies only, 2WD or 4WD, open)

1/12 ELECTRIC:
- ☐ Modified Can Am Road Race (modified motors, 6-cell)

1/4 GAS OVAL:
- ☐ Open 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

REMEMBER!!! ENTRIES CLOSE NOV. 25, 1986!
LATE ENTRY CHARGE AFTER, IF AVAILABLE!

(turn page for official entry)

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Stk. motor & 6-cell

☐ **2WD OPEN:**
Open motor, 7-cell

☐ **4WD OPEN:**
Open motor, 7-cell

☐ **HEAVY METAL:**
Truck bodies only, 2WD & 4WD, open

1/8 GAS R.R.

☐ **2WD PAN OR SUSP:**
GT or GTP bodies only, road race

☐ **4WD OPEN:**
(Can Am bodies or open)

1/8 GAS OVAL

☐ **SPRINT CARS ONLY:**
Open wheel bodies on asphalt

1/12 ELECTRIC

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

1/4 GAS OVAL

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NOTE! ENTRIES ARE NON-REFUNDABLE!!! BE SURE YOU ARE PLANNING TO ATTEND. CORRECTIONS ON ENTRIES BEFORE "NOV. 1, 1986" ARE FREE. THEREAFTER; $10 FOR EACH CHANGE. NO EXCEPTIONS!!!

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Add $20 for each class AFTER four classes entered. ALL ENTRIES RECEIVE AN "R/C SPEED WEEK" HAT!

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☐ Motor: . . . . . ☐ Club: . . . . .



Sandy Shrode fires up the barbecue. Hobby shop and ROAR Nor-Cal championship trophies in background.

2WD STOCK E MAIN

1. Ruben Garcia
2. Rich Freeman
3. Bryan Kipp
4. Randy Scott
5. Ken Clarke
6. Sean Kersten
7. Jergen Martins
8. Jim Trainer
9. Sue Krosnick
10. Ed Galvez

2WD STOCK F MAIN

1. Santos Amador
2. F. Gregory
3. Henry Perez
4. Bill Rickard
5. Gene Ebert
6. Mike Ellworth
7. Joe Buccellato
8. Don Baker
9. Phil Fluty
10 Chris Cristobal

4WD STOCK A MAIN

1. Marty Guidi
2. Richard Sales
3. Samuel Smith II
4. Ken De Pont
5. Robert Geffert
6. Joe Babinau
7. Carl Caracol
8. Roy Martens

4WD STOCK B MAIN

1. Craig Williamson
2. Gil Archibeaver
3. Mike Shrode
4. Michael O'Donnell
5. Stan Nelson
6. Rich Brumfield
7. Tony Aubright
8. George Ty
9. Randy Scott

2WD MODIFIED

A MAIN

1. Dan Stokes
2. Ron Williams
3. Dave Krider
4. Ryan Stiles
5. Steve Small
6. Jay Kanemoto
7. Mike Schlueter
8. Tony O'Reilly
9. Chris Bickel
10 Peter Liu

B MAIN

1. Steve Otto
2. Craig Williamson
3. Mike McAllister
4. David Arends
5. Carlos Garcia
6. Dana Risley
7. Keith Murata
8. Amir

C MAIN

1. Randy Craine
2. Troy White
3. Doug Erickson
4. Lloyd Greig
5. Ruben Garcia
6. Gary Misbach
7. Tom Keleher
8. Mark Velho
9. Alan Krosnick

D MAIN

1. Jerry Batchelor
2. Phil Gordon
3. Doug Hembroff
4. Richard Albright
5. Bryan Kipp
6. Jack Hanson
7. Jeff Del'Chiaro
8. Stan Nelson
9. Sue Krosnick

E MAIN

1. Jim Gogoen
2. Rick Freeman
3. John Cannada
4. Richard Rodrigues
5. Santos Amado
6. Rusty Reece

4WD MODIFIED

A MAIN

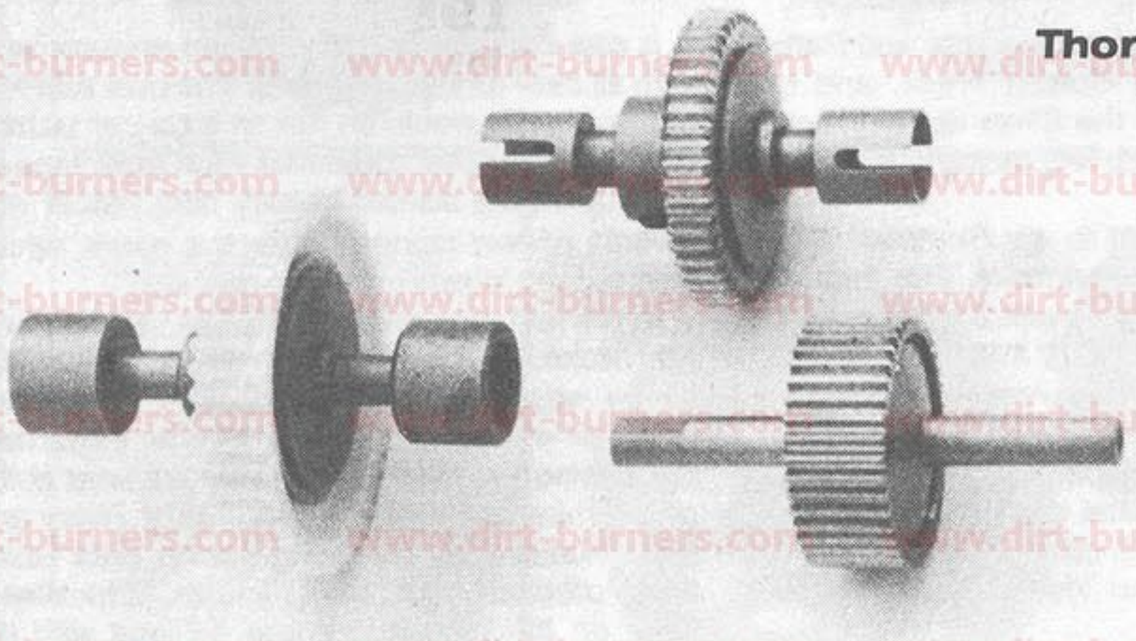
1. John Wheeler
2. Jay Kanemoto
3. Robert Geffert
4. Peter Liu
5. Mike Shrode
6. Roger Hills
7. Steve Otto
8. Marty Guidi
9. Ken DePont

B MAIN

1. Samuel Smith II
2. Richard Sales
3. Carl Caracol
4. David Gehringer
5. Jeff Rathjen
6. Bill Rickard
7. Randy Scott
8. Rich White
9. Tony Aubright
10 Alan Krosnick

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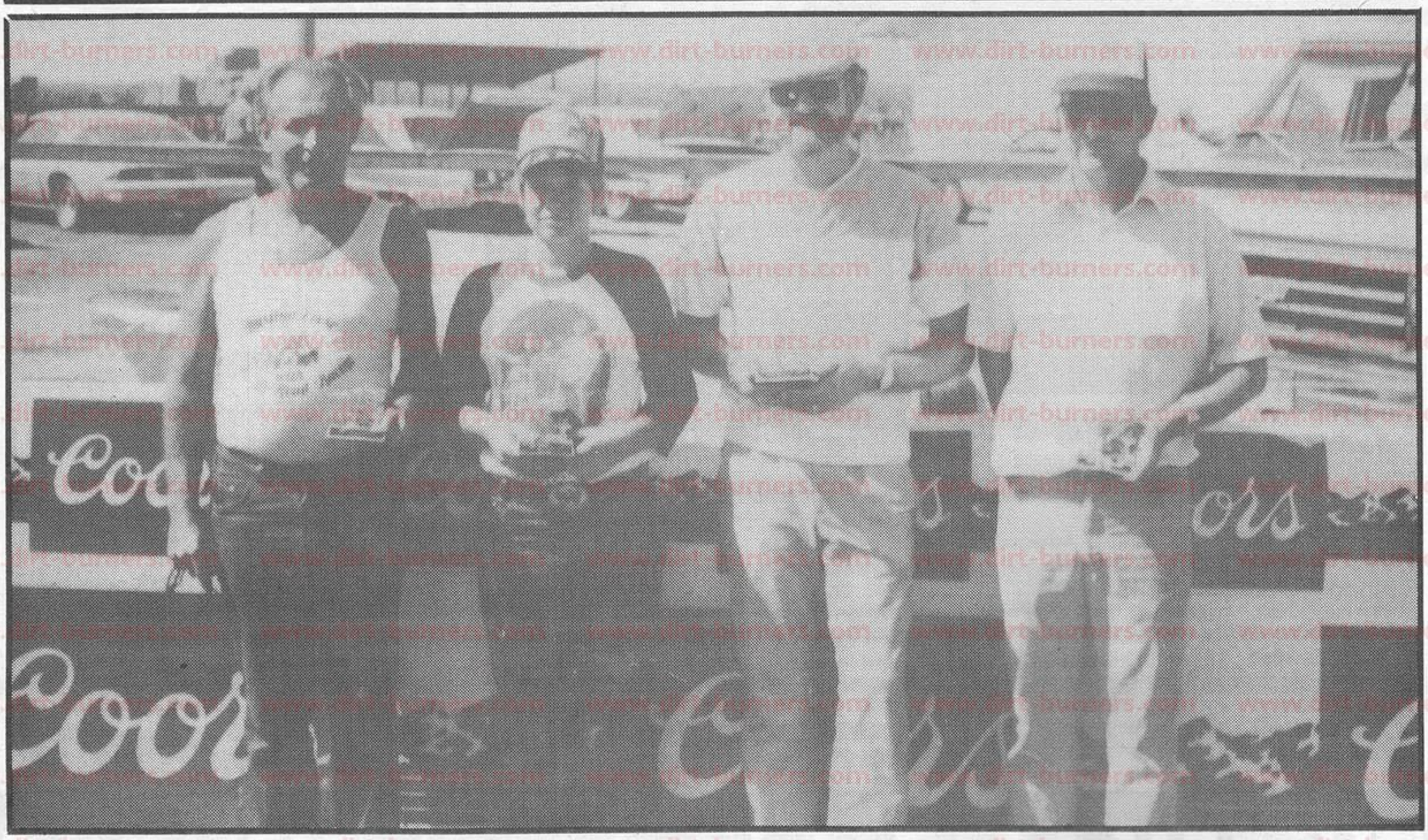
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BROWNFIELD R/C RACE TEAM



Colson Track and Silver Bullet Track Summer 1986 eight race points winners (l to r): Jim Brownfield, RC10 4WD stock; Shaen Charest, Tamiya stock; Larry Talley, 2WD open; Mark Welter, 4WD open.

Story by Jim Brownfield
Photos by Jimmy and Pat Brownfield

September 21, 1986
Tulare-Visalia, CA

Race day, Sunday September 21, opened with a potluck-style barbecue. After everyone had their fill, the awards were given for the Summer 1986 Eight Race Points race, which took place between the Colson Track in Tulare, CA, and the Silver Bullet Track in Visalia, CA.

The first award went to Dewayne Denny, owner of Visalia Hobbies, for his sponsorship and time spent working on and at the tracks. The next two awards were given to Chris and Patty Colson, owners of the Colson Track, and to Kevin Correa, owner of the Silver Bullet Track. Without these fine people, R/C racing in this area would not be possible.

The next awards went to the Summer 1986 Eight Race Points series winners. The Tamiya Stock Class had 17 positions with 21 drivers (four positions were tied). The RC10 4WD Stock Class had 11 positions with 12 drivers (one position was tied), 4WD Open had seven positions with seven drivers and 2WD Open had two positions with two drivers, for a total of 42 drivers. All of this shows how well 1/10 off road racing is taking off in the Tulare and Visalia areas.

It was decided to just have an enduro race, with all cars running together. The only rule was that every car would be run on a six-cell battery pack. The car that could make the most laps on one run with a six-cell battery pack would win. Twenty drivers signed up for this event, which was broken down into four races.

In the first race, Shaen Charest had bad luck and broke his car's steering rod on the first lap, so he was moved to the second race. Josh Samuels was second to drop out after a little over three minutes. Allen Walton was third out at the seven-minute mark; however, Larry Talley and Mark Welter were still going strong, until Talley finally dropped out after 13 minutes. Mark Welter went on for 18 minutes and 43 laps with his RC10. At first it was taken for granted that a Tamiya car would win, but that was not the case. Since this was the first race of its kind run, no one knew for sure how long the cars could run, so everyone assumed Mark Welter would be hard to beat. Little did they know then what Ron Westmoreland had in store with his Optima car!

First out in race two was Gary Howard at the five-minute mark, then Don Gomez went out after six minutes, Shaen Charest was out after eight minutes, Gary Ross at 12 minutes, and on and on went Ron Westmoreland, to 53 laps in 21 minutes. What in the world did he do to that Optima?!

In race three, Mike Flynn dropped out at seven minutes, Buddy Ross at eight minutes, Daniel Souzz at 12 minutes, Chris Stevens at 13 minutes and Jack Baldwin (with his Bulldog) finally quit with 45 laps in 18 minutes.



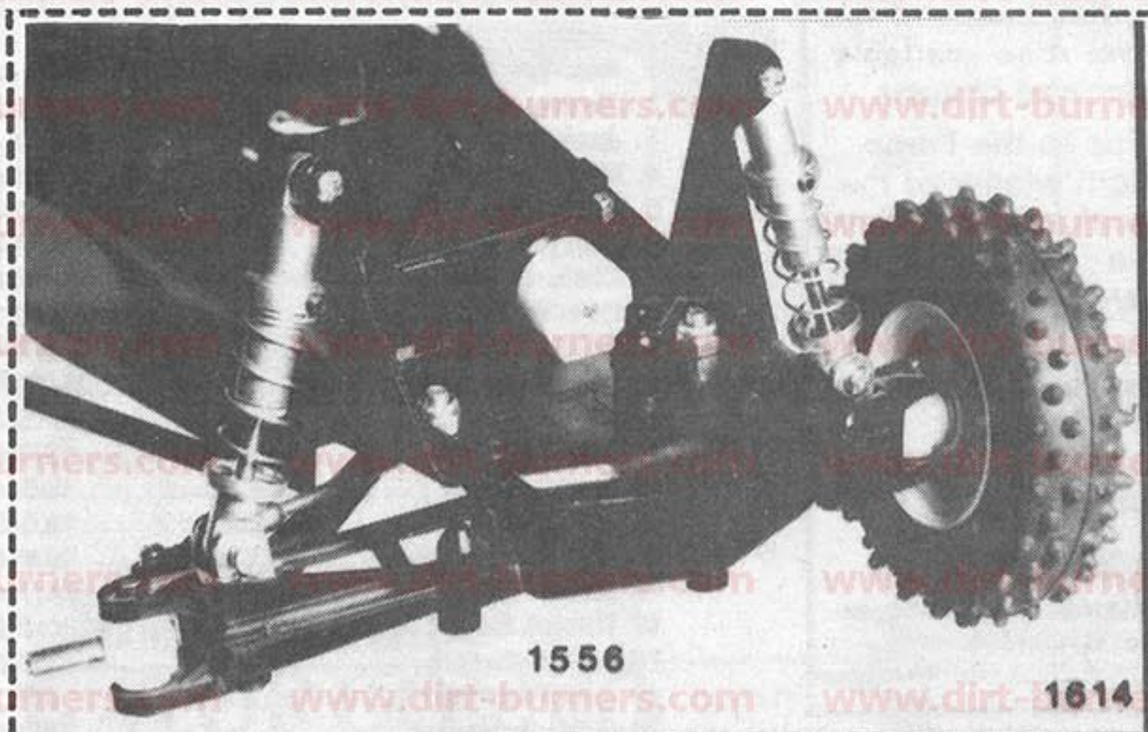
Drivers in front of drivers' stand, getting ready for Sept. 21 Enduro race at Silver Bullet track, Visalia, CA.

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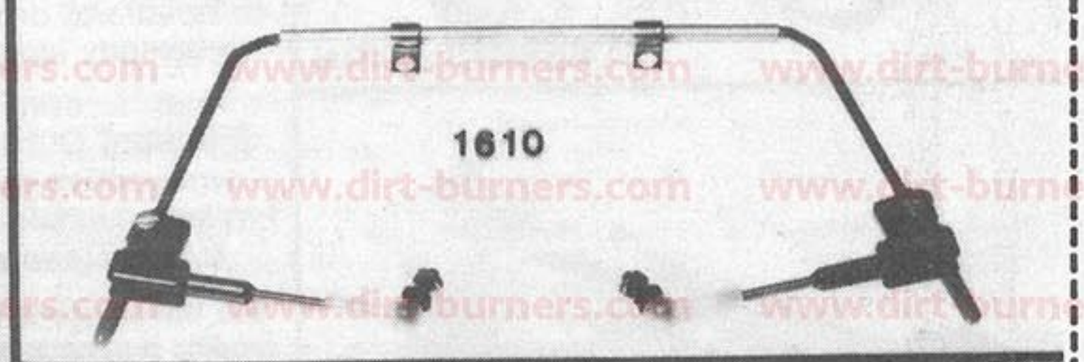
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1614



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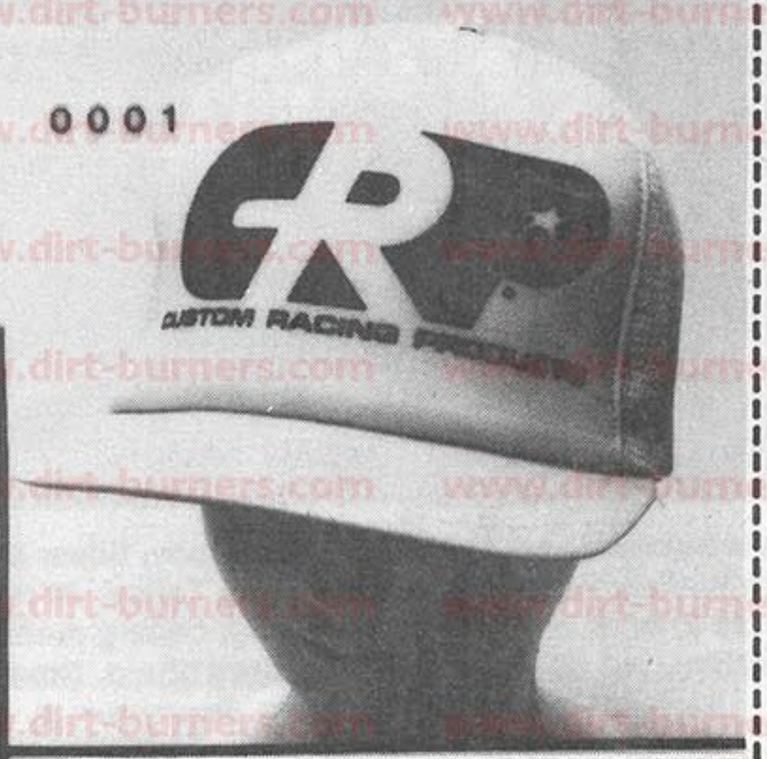


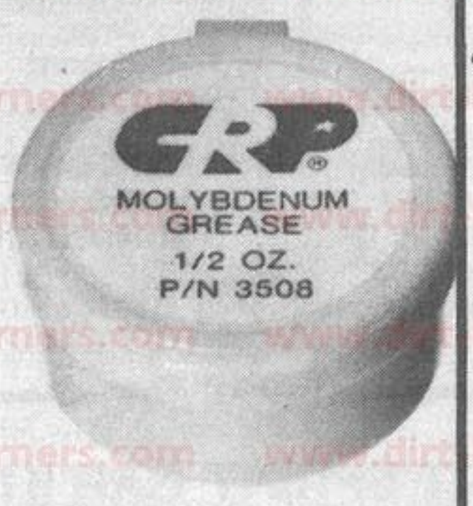
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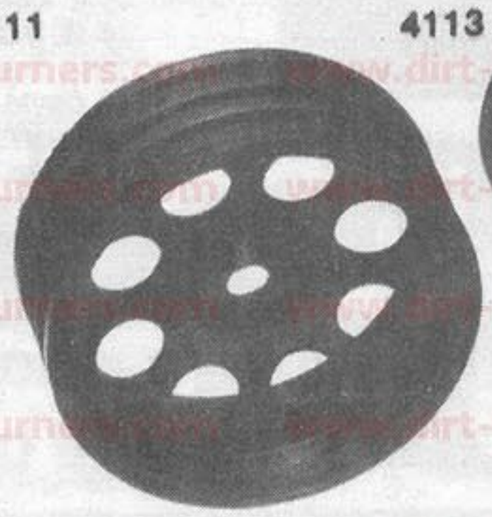
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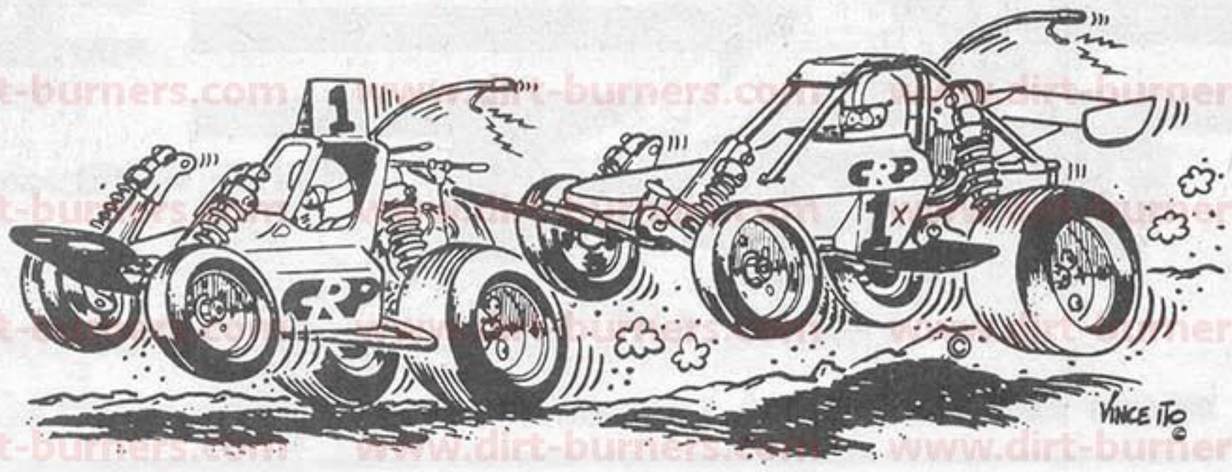


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Drivers in race one, Sept. 21 Enduro race, Silver Bullet track. Left to right: Josh Samuels, Mark Welter, Allen Walton and Larry Talley. At left in the shade is the computer; Kevin Correa (owner of Silver Bullet track), calling numbers; Dewayne Denny (owner of Visalia Hobbies), lap counter; and Jim Brownfield, time keeper.

Race four found Julius Garcia out in six minutes, Jeff Weinhart at seven minutes, Charlie Ross and Jeff Baerg at 10 minutes, and on and on went Jimmy Brownfield with his RC10. At the 21-minute mark, Brownfield was only on his 42nd lap, but was still going strong; Westmoreland was starting to sweat. At 50 laps, Brownfield was getting slower and slower, and finally stopped at 51 and 3/4 laps, leaving Ron Westmoreland the winner, with 53 laps.

TULARE COUNTY FIRST ENDURO RESULTS

1. Ron Westmoreland . . . . . 53 laps/21.5103 mins.
2. Jimmy Brownfield 50/24.2116
3. Jack Baldwin 45/18.1569
4. Mark Welter 43/18.0604
5. Larry Talley 37/13.8079
6. Garry Ross 31/12.0249
7. Chris Stevens 29/13.8079
8. Charlie Ross 27/10.3750
9. Shaen Charest 25/8.4256
10 Keith Baerg 24/12.3596
11 Jeff Baerg 23/10.3065
12 Allen Walton 19/7.0657
13 Buddy Ross 16/8.4943
14 Gary Howard 16/5.3868
15 Don Gomez 15/6.0029
16 Mike Flynn 14/7.0361
17 Daniel Souzz 13/12.0824
18 Julius Garcia 11/6.3715
19 Jeff Weinhart 8/7.1900
20 Josh Samuels 7/3.4579

SUMMER 1986 EIGHT RACE POINTS RESULTS

TAMIYA STOCK

1. Shaen Charest . . . 91
2. Nathan Roberts . . 82
2. Jimmy Brownfield 82
3. Buster Hunt 72
4. Mike Flynn 70
5. Jeff Moring 64
6. Buddy Ross 50
7. Josh Samuels . . . 27
8. Daniel Souzz 17
9. Jared Brown 13
9. Jimmy Avila 13
10 Travis Bergman . 12
11 Israel Rossiter . . . 11
12 Leroy Lagasey . . . 9
12 B. Loyd 9
13 J. Glaze 8
14 R. Park 6
15 J. Humbarger 4
16 David Souzz 3
16 Ryan Jergensen . . 3
17 Brian Benton 1

RC10 4WD STOCK
1. Jim Brownfield . . 103
2. Jack Baldwin 91
3. Gary Howard 85
4. Keith Roberts 82
4. Gary Ross 82
5. Jimmy Brownfield 81
6. Kevin Correa 51
7. Charles Ross 22
8. Andrew Ide 17
9. Tony Avila 14
10 John Card 10
11 Allen Walton 6

RC10 4WD OPEN
1. Mark Welter 117
2. Ron Westmoreland64
3. Larry Talley 52
4. Jim Brownfield . . . 48
5. Tony Avila 37
6. Keith Roberts 28
7. Mike Smith 11

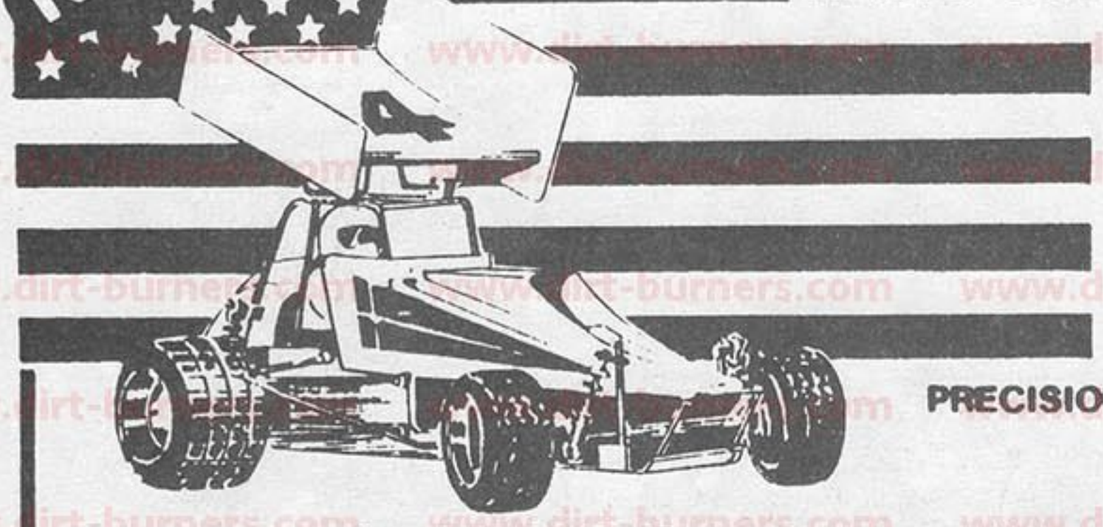
RC10 2WD OPEN
1. Larry Talley 14
2. Mike Smith 11

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- 3-Sp. Speed Control.
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5-6 Cell Quick Charger	34.95	19.95
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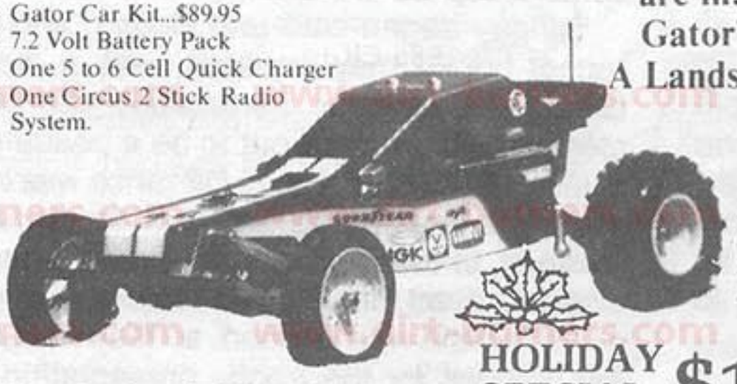
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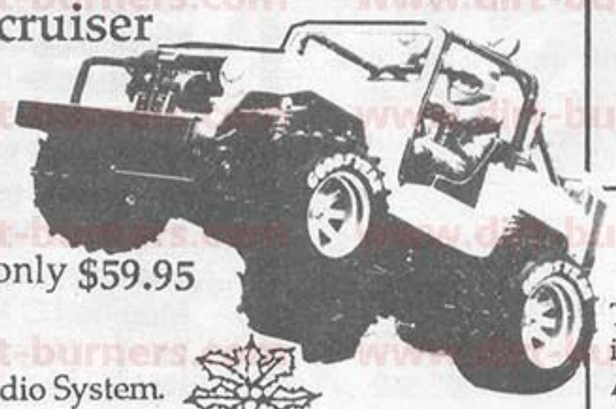
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1986 PARMA/NORCAR AMERICAN CHAMPS

OFF ROAD RACING AT ITS BEST

Story by Linda Carrubba

Thursday night, August 21, a work crew raked, shovelled, and fixed up the track for the 1986 Parma/NORCAR American Off Road Championships. Thanks to Wayne Gerber, Sr., and the city of Strongsville, OH, for the track's snow fence, and many thanks to the crew — they all worked hard.

On Friday, registration started around 7:30 a.m. and continued late into the night. Practice ran about as long, with a few shutdowns for track maintenance. While the Stock drivers signed up for Saturday's big event, each entrant was given a motor of their choice (compliments of Ken McDowell and Parma International), one body per class entered, stickers and a Parma catalog.

After more registration and practice on Saturday, the 2WD and 4WD Stock qualifiers began. Three qualifiers were scheduled, but the weather definitely did not cooperate. The hardest, heaviest storm of the year struck. It looked like there were six-inch-deep puddles in places on the track. Many, many thanks to all the NORCAR people who helped get the race back on track. While it rained, there was a hot dog party, compliments (again) of Ken McDowell and Parma International, Inc. The local American Legion Hall donated a keg of beer and Parma added corn. So even though the race had to be stopped, it was still an enjoyable delay.

During the panic when the rain hit, the radio impound was moved indoors. Bob and Bonnie Greer deserve a big pat on the back for all the work they did with radio impound; they got it organized after the flood and kept it going all day.

Thanks should also go to all the people who took off their shoes and socks and "played in the mud" so the race could be finished. NORCAR officials decided to hold the Concours event before the second qualifier, to let the track dry longer. The judges, who had to select from over 25 beautiful entries, were Gerry Goldberg from London, England, and Bill MacTavish and Dave Williams of Ottawa, Ontario, Canada.

First place in the Stock Concours was won by Jeffrey Benmoin of Los Angeles, CA, with a multicolored, striped body (it only slightly clashed with his shorts!). Second place was won by Kevin Gray of Columbus, OH, also with a striped body job. Third place was taken by Wayne Penfold of St. Catherines, Ontario, Canada, with a "Miller" paint job.

Next there were four 4WD Stock mains and twelve 2WD mains run. Due to the rain delay, some of the 2WD mains had to be run under the lights, which caused some problems for those drivers who had never driven at night before. After the 2WD Stock A Main, everyone went inside for a trophy presentation, where Denny Butcher and Dan Smolik gave out all the trophies and plaques for the winners of Saturday's events. Also because of the rain delay, everyone left immediately after the awards to try to catch some sleep before the Modified races.

Sunday began cold and cloudy, and all the racers hoped they wouldn't have a repeat of Saturday's weather. Fortunately, the weather cleared and it turned out to be a beautiful day. During registration, Steve DiFranco was indoors all day engraving nameplates for Saturday's plaques, to make sure they were all ready. He also engraved the Modified nameplates as soon as each main was finished, so they would be on the plaques for the trophy presentation at the end of the day. He did a super job. Thanks, Steve!

On Sunday there were three rounds of qualifying, the Modified Concours and the mains. Qualifying went much more quickly since there were fewer entrants and free motors were not supplied. Modified Concours judges were the same as for the other Concours. They decided Vicky Carrubba's 7-11 car deserved first place. Steve Smith came in second with multicolored stripes and Dennis Calkins took third with a Miller body. Oddly enough, both third-place Concours cars had Miller paint jobs!

The Modified mains began late in the afternoon, with four 4WD and six 2WD mains. After the mains, the Modified trophy presentation was run. Ken MacDowell assisted Denny Butcher and Dan Smolik with trophies. During the 4WD Modified C Main trophy presentation, everyone sang "Happy Birthday" to third-place winner Patrick Mendenhall, who looked embarassed but pleased. NORCAR's members then "tidied everything up" and said their goodbyes. The Parma/NORCAR American Off Road Championships were over for the year, and a round of applause is due for everyone who helped make it happen.

Now the NORCAR racers could begin to think about 1/12th scale racing and their first race, which was October 12. Their racing schedule will be out soon, and the US Indoor Champs will be run over Thanksgiving Weekend. Denny Butcher will be taking the names of anyone interested in helping at the Champs. Areas needing volunteers will be in registration, radio impound, tech, track maintenance (no rakes or shovels needed). Last year's race was dynamite. This year's event should be even better! ●R/C●

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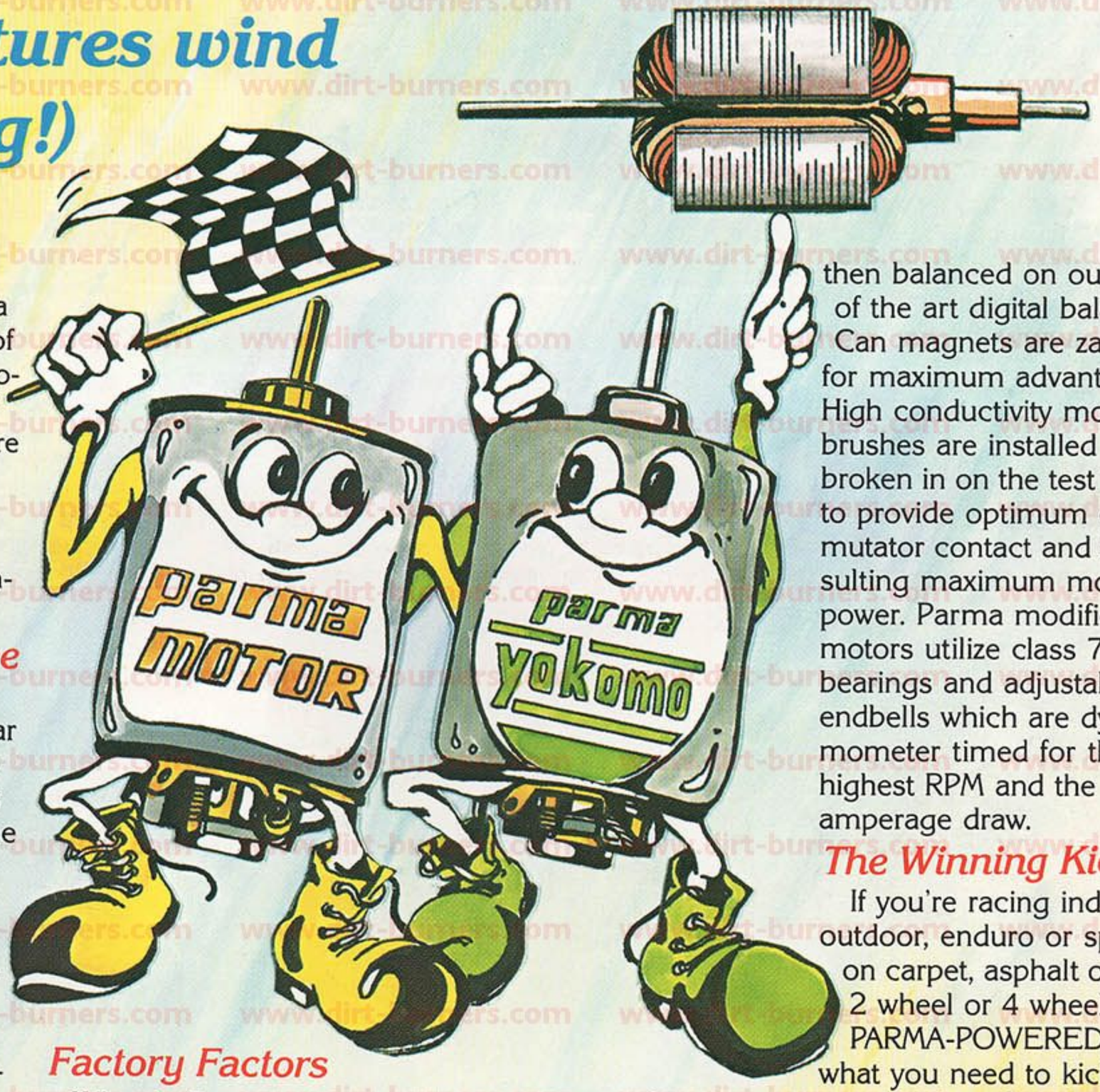
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(or why Parma motors and armatures wind up winning!)

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Factory Factors

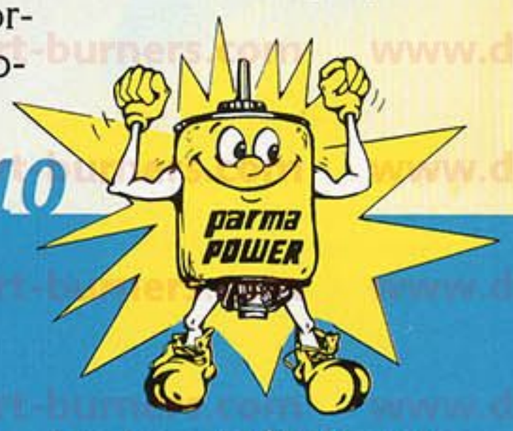
Why do Parma motors and armatures wind up winning? Because at the Parma factory, we're high tech equipped for performance tuning stock motors, and precision building and tuning modified motors and armatures. No stock Parma motor leaves the factory without first being magnetically zapped and performance tuned to insure its unsurpassed position in the stock motor class. Parma modified motors and armatures go through a rigorous production process which includes numerous special techniques and materials. Epoxy laminated armature blanks and polythermal winding wire eliminate any possibility of electrical shorting. The various race winds are wound in our factory using the highest copper content wire available and are then coated again in epoxy to ensure winding stability. Windings are then welded to our thermo-set, diamond-trued commutator. All armatures are resistance checked and then balanced on our state of the art digital balancer. Can magnets are zapped for maximum advantage. High conductivity motor brushes are installed and broken in on the test bench to provide optimum commutator contact and the resulting maximum motor power. Parma modified motors utilize class 7 ball bearings and adjustable endbells which are dynamometer timed for the highest RPM and the lowest amperage draw.

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★ 2nd OVERALL, 1986 ORRCA Series, No. 2 of 5 races Stock 4WD, Driver: Gary Haskill.

★ 1st A-MAIN, 1986 Gonzo Dirt Blast, Chesterton, IN, Open 4WD, Driver: Lee Morrison.

★ 1st A-MAIN, 1986 Parma NORCAR Off Road, Cleveland, OH, Stock 4WD, Driver: Al DeYoung.

★ 3rd A-MAIN, 1986 Parma NORCAR Off Road, Cleveland, OH, Open 4WD, Driver: Al DeYoung.

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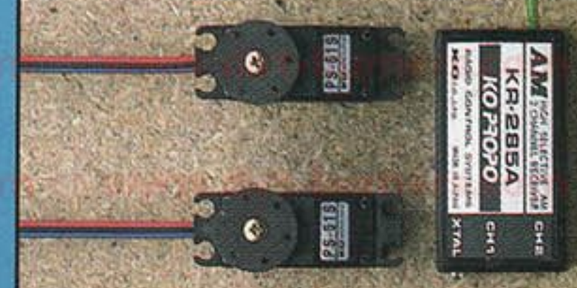
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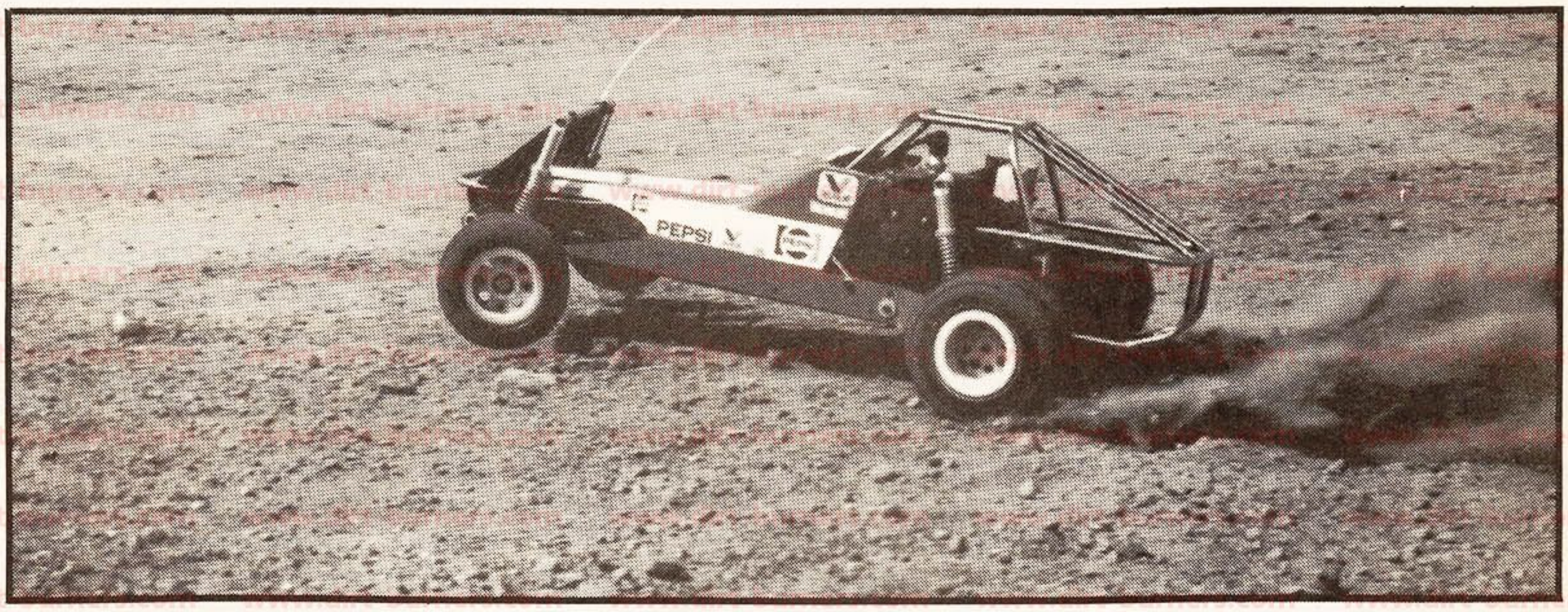
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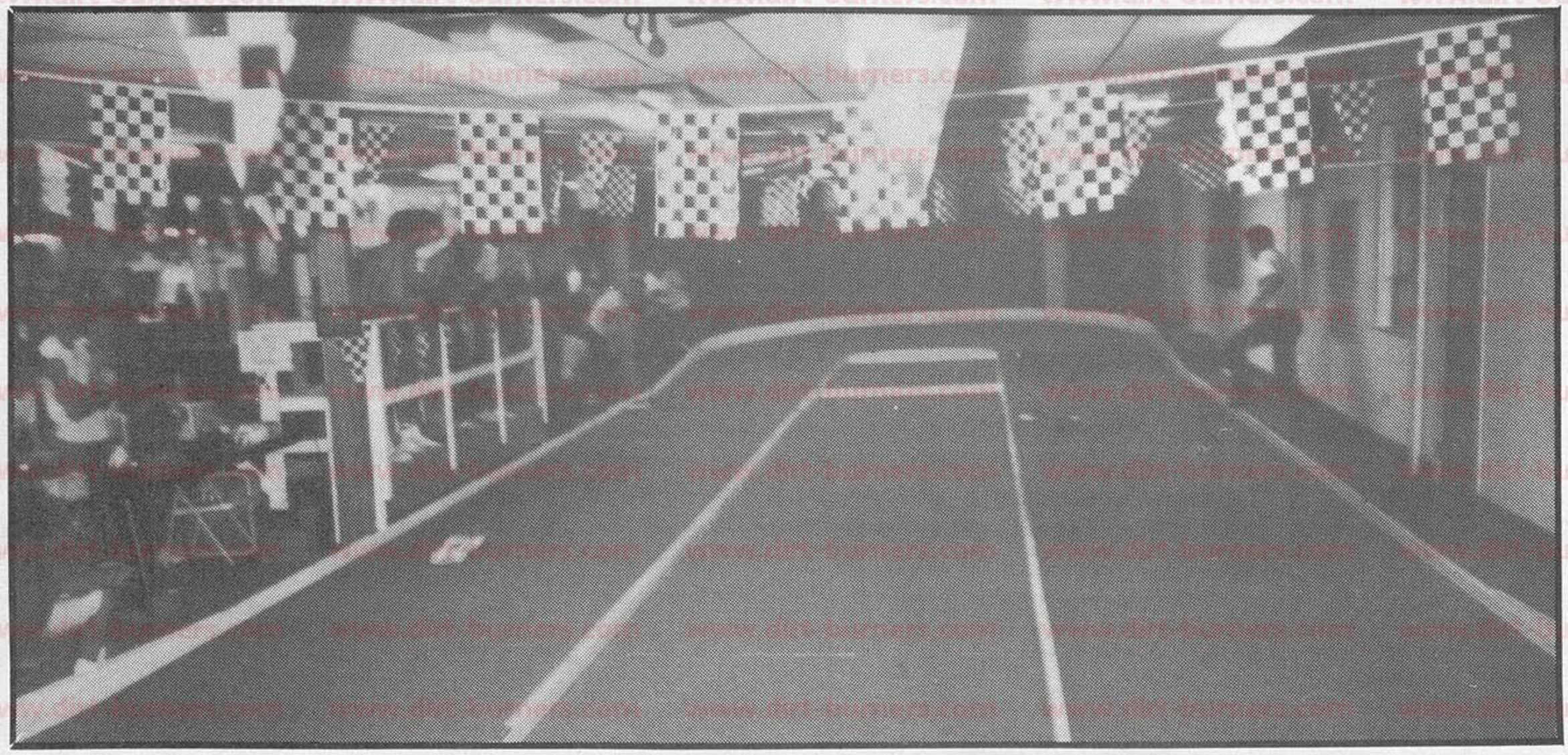
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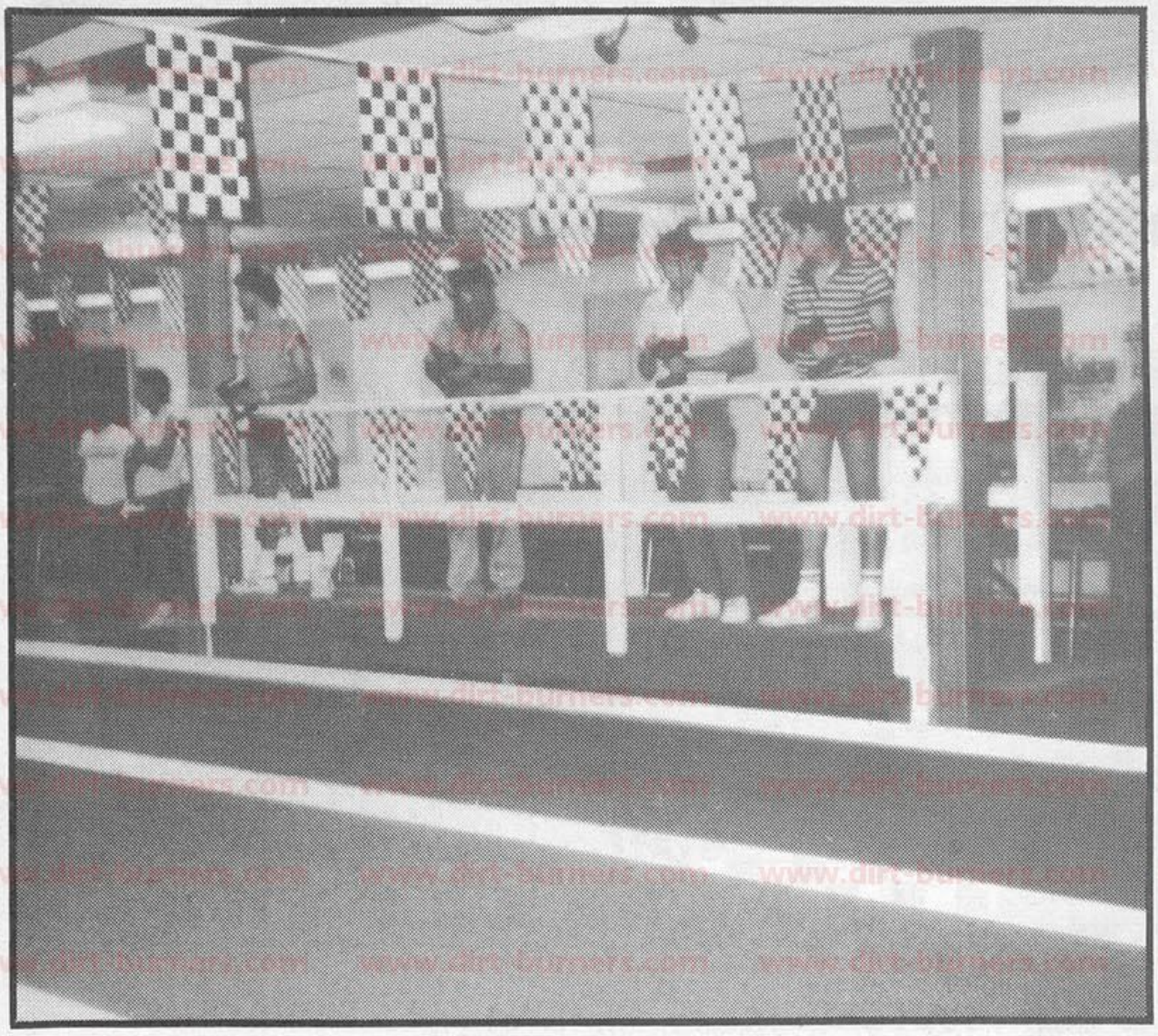
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ATLANTIC HOBBIES'

WEDNESDAY NIGHT 1/10 OVAL ROMP!



Story by Larry Bishov
Photos by Gene Ruggerio

A total of nine Novice and 11 Open drivers entered our Wednesday night 1/10 oval series race. The heats were set up and the battle lines were drawn. Which car would win on Atlantic Hobbies Racing World's banked oval, the tried and true RC10 or the newcomer, the BoLink Invader?

The Novice Class provided some hot and heavy competition between an assortment of Frogs, Hornets, Grasshppers (sounds like an exterminator's nightmare!), with a few Foxes, RC10s and a lone Invader thrown in for good measure.

In the Novice Round One, we saw Mat Ricco turn in 32.3 laps, followed by Harley Ferrell close on his tail with 31.7 laps. In third place was Joe Donnelly with 25 laps.

The same people were in Novice Round Two, but in a slightly different order. First went again to Mat Ricco with 33.7 laps. He was followed by Joe Donnelly, with 29.3 laps, for second. Third place went to Harley Ferrell with 20 laps.

Combining the lap total of these two heats, the winner of the Novice Class was Mat Ricco, with 66 laps, driving an Invader. He'll soon be moving up to the Open Class, you can bet on that!

Open Class Round One saw Larry Bishov lead the pack with 40.8 laps, followed by Fred Mensing with 38.8. Gene Kociuba was close behind with 38.6. Round Two had the same order of finish. Larry had 39.5 laps, Fred had 38.8 and Gene Kociuba was a little off his previous pace with 34.4 laps.

Round Three, the final round, saw Gene K come in with 39.5 laps. Larry turned in 37.7 and Den Shuhart turned in 37 — a good run for Den.

(Top) This is a good view of the layout of the track. Those turns are banked 12 degrees. (Above) Mike Shuhart, Fred Mensing, Tom Lane and Gene Kociuba dicing it out on the banked oval (hey, where are the cars?!) while Slip gives the color commentary.

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4WD — 1st, RALPH BURCH, JR.; 2nd, GARY KYES; 3rd, BUTCH KLOEBER
2WD — 1st, GARY KYES; 2nd, MIKE COMINSKI; 3rd RANDY RAMSEY

2. BUDWEISER 10 HR. ENDURO

THE RANCH BOYS HAD MORE FUN!
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3. CHARBONNEAU CHARITY RACE

4WD — WINNER & "TQ" GIL LOSI, JR.
2WD — WINNER & "TQ" RANDY TENTSCHERT

4. McCOY RACE

4WD — TQ & 1st, GIL LOSI, JR.; 2nd, GARY KYES
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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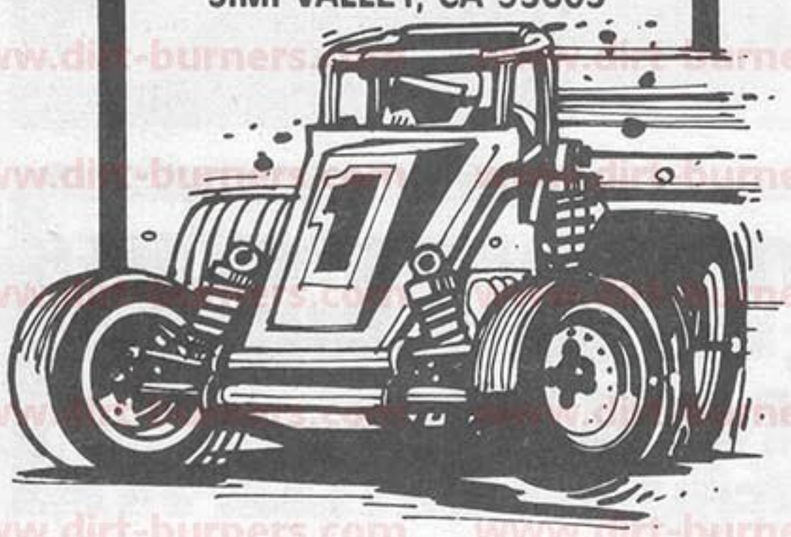


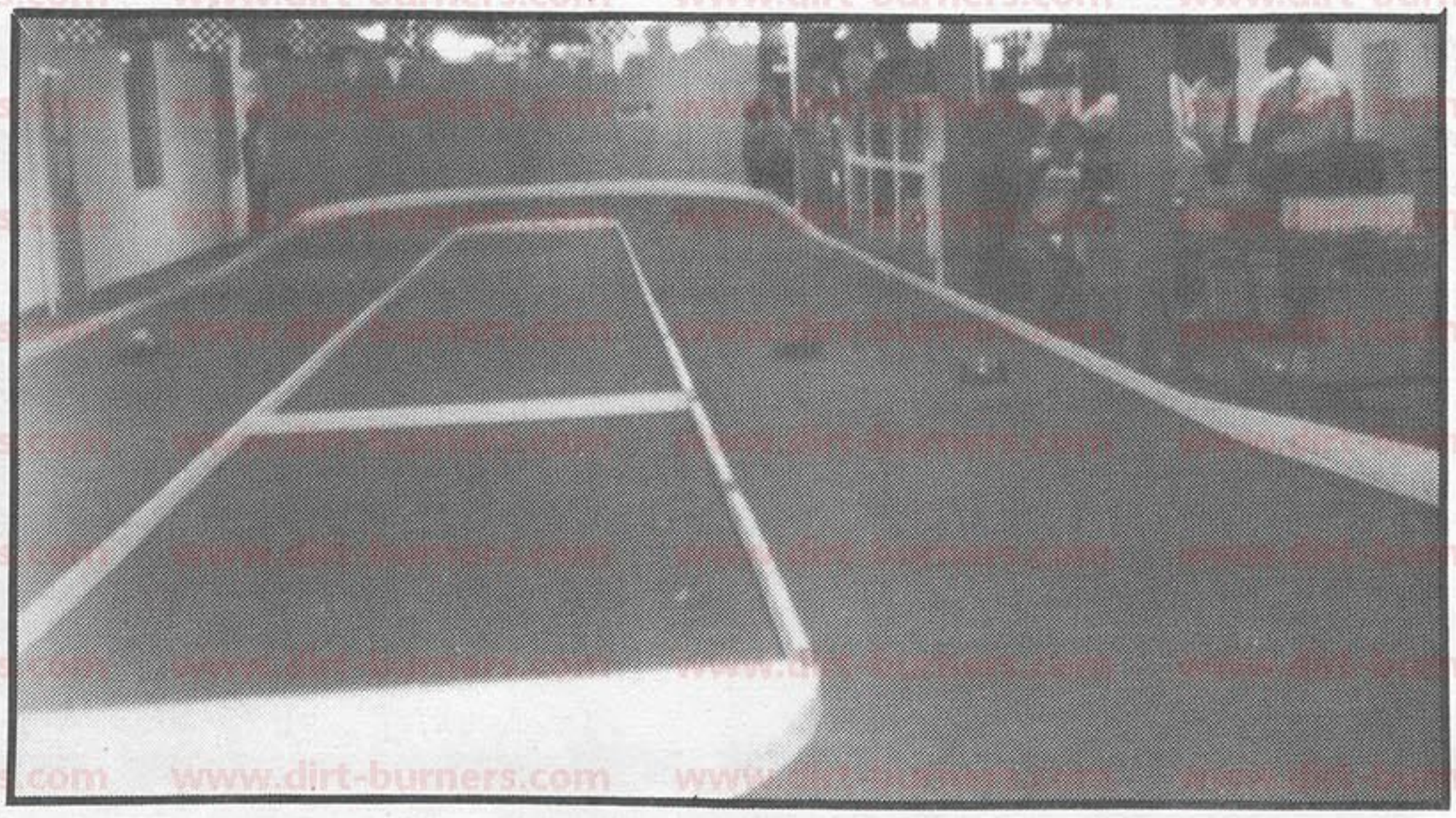
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Novice heat two winding down.

After dropping the lowest heat for each racer, and counting up their best two heats, the results of the Wednesday racing are as follows:

RESULTS

NOVICE

1. Mat Ricco (Invader) 66.0
2. Joe Donnelly (RC10) 54.3
3. Harley Ferrell (Hornet) 51.7
4. Charles Corbett (Fox) 49.6
5. John Levey (Invader) 37.8
6. Lou Carruzza (Frog) 35.8
7. Keith Thistle (Grasshopper) 28.7
8. Mark Rosenberg (Frog) 24.7
9. Frank Plagman (Grasshopper) 16.8

OPEN

1. Larry Bishov (Invader) 80.3
2. Gene Kociuba (RC10) 78.1
3. Fred Mensing (Invader) 77.6
4. Jeff English (RC10) 69.9
5. Den Shuhart (RoundTracker) 68.0
6. Frank Lengetti (RC10) 65.0
7. Tony Clark (RC10) 64.4
8. Tim Dence (RC10) 63.5
9. John Clark (RC10) 56.6
10 Tom Lane (Invader) 53.6
11 Paul Conti (Invader) 29.0

•R/C•

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- Mike Marshall
- Chris Butcher
- Edward Meyer
- Steve Majors
- Steve Radecky
- Wayne Penfold
- Tim Wiacek
- Jacques Dorey
- Rick Hunsaker

A Main 2WD Stock

- Al DeYoung
- Sam Burke
- Michael McMasters
- Brian K. Gregory
- Dennis Calkins
- Andy Holub
- Chris Butcher
- Derrick Johnson
- David Pulfer
- Rick Hunsaker



A Main 4WD Stock



- Rick Hunsaker
- Mike Marshall
- Tony Carrubba
- David Pulfer
- Bud Bartos
- Steven J.
- Edward Meyer
- Bruce Shaffstall
- Wes C. Sawchuk
- Greg Fox

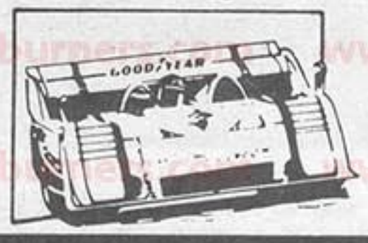
A Main 2WD Modified

- Rick Hunsaker
- David Pulfer
- Al DeYoung
- Sam Burke
- Lee Morrison
- Clayton White
- Brian K. Gregory
- Jeffrey Benmoin
- Denny Baran
- Zoltan Liszkai



A Main 4WD Modified

93% of all racers used Parma products at the race, including #10215 RC-10 Chenowth body, #10450 Universal adjustable body mounts, Parma I.D. Numbers, Parma motors and armatures, batteries and a host of other items that are too long to list. For more information send **$2.00** for the catalog that could provide **you** the winning edge.



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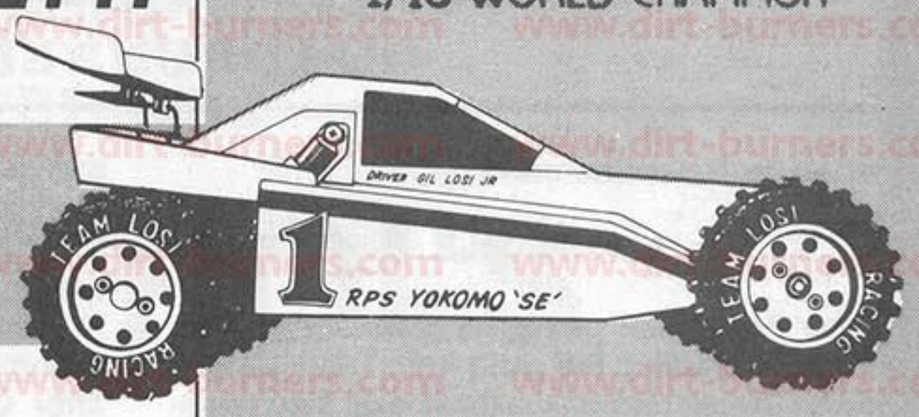
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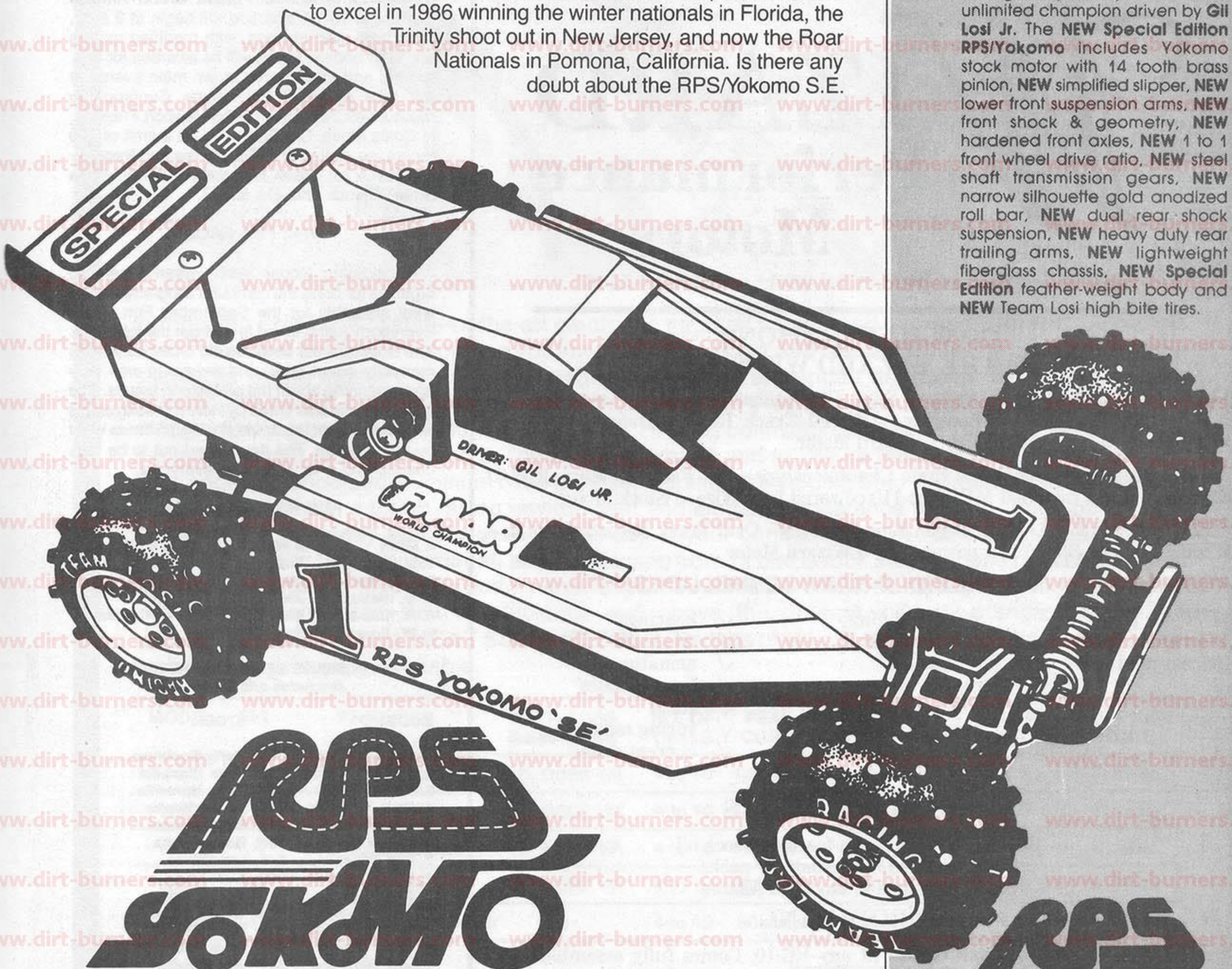
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The RPS Yokomo S.E. with Gil Losi Jr. driving, takes top qualifier and sets new track record. Ron Rossetti takes home the champions trophy with a great "A"—main drive.

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

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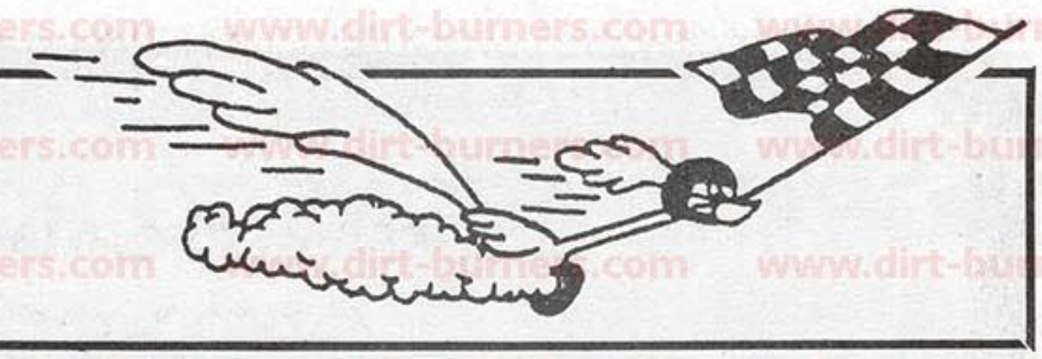
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Ventura ROADRUNNERS



Report by Dave Cochrane

1/12 SCALE

The September points race yielded a good turn out, including the gang from Team Checkpoint with their rocket cars (or at least they seemed like rockets)! Frank Killam took the A Modified win with Mace Horowitz just ten seconds behind, but you'd have to look a full two laps down to find third place. Marty Desbrow continued to falter in the Modified Class, coming in seventh and giving Horowitz an "outside chance" at the Modified title.

Roger Vorba took the B Modified win with laps and lap times good enough for third place in the A Main. Save Slinker won the C Main by overtaking Jim Giordano in the latter part of the race, after Giordano showed the way in the first portion.

The Stock classes provided some good racing. Marty "Maximum Score" Desbrow took the A Main win with the first- , second- and third-place cars, all on the same lap, with only 16 seconds separating them. Desbrow picked up two points on Dave Hironaka to expand his lead to nine points.

The B Main was an even better show, with the first four cars all on the same lap, separated by only nine seconds. Chuck Boldetti took the win. The Roadrunners would like to thank him for making the long drive, as well as Frank Killam and the gang from Checkpoint for coming all the way up to race. It was great seeing the Pritchetts, too. Hope to see all of them again soon.

Chuck Boldetti has invited the Roadrunners to the Fourth Annual Futaba Grand Prix on November 15-16. Practice will begin at 8 a.m., racing will start at noon, with modified motors and GTP bodies. Prizes will be awarded for first, second and third places in ten main events. It will take place at the Briggs Cunningham Museum (SCAR Club), off the Newport Freeway, in Costa Mesa, CA. There will be a limit of 100 racers, so mail your $10 entry fee and frequency choice to: Steve Hickman, 1904 S. Ross Street, Santa Ana, CA 92707.

1/12 FUN RACE

Considering Roger Vorba wasn't there to organize (or bring the computer program), things went smoothly for the September Fun Race. Everybody just pitched in and got the job done. The Roadrunners used the old time-counters to manually count laps, and everyone was very understanding about the prehistoric results. The eight minutes was timed by Ronny Meeks on his wrist watch, but lap times and finish times went by the wayside. The day turned out to be very casual, and a lot of fun for everyone.

FUN RACE RESULTS

A MAIN	B MAIN	C MAIN
1. M. Desbrow	Sharon Eads	Scott Tapie
2. Dan Meeks	Dean McCarty	Roy B.
3. D. Niebuhr	Jim Giordano	Matt
4. R. Klement	Mike Eads	M. Cochrane
5. W. Breault	Dave Cochrane	Bart

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

MODIFIED		STOCK	
1. Marty Desbrow	688	Marty Desbrow	700
2. Mace Horowitz	680	Dave Hironaka	691
3. Rick Klement	678	Mace Horowitz	678
4. Dave Hironaka	688	Danny Meeks	671
5. Roger Vorba	664	Rick Klement	669
6. Danny Meeks	658	Roger Vorba	668
7. Lee Criger	640	Lee Criger	656
8. Kirby Criger	626	Kirby Criger	637
9. Barbi Smith	622	Barbi Smith	632
10 Dave Cochrane	620	Wayne Breault	622
11 Wayne Breault	619	Dave Slinker	614
12 Dave Slinker	585	Dave Cochrane	609
13 Jim Giordano	581	Jim Giordano	605
14 Dean McCarty	579	Dean McCarty	584
15 John Rushing	546	John Rushing	541
16 R. Carrington	535	Lori Desbrow	498
17 Dean Niebuhr	512	Larry Siela	459
18 Ken Koch	478	Randy Carrington	453
19 Lori Desbrow	406	Dean Niebuhr	376
20 Rick Kutin	350	Gerry Ruiz	319

•R/C•

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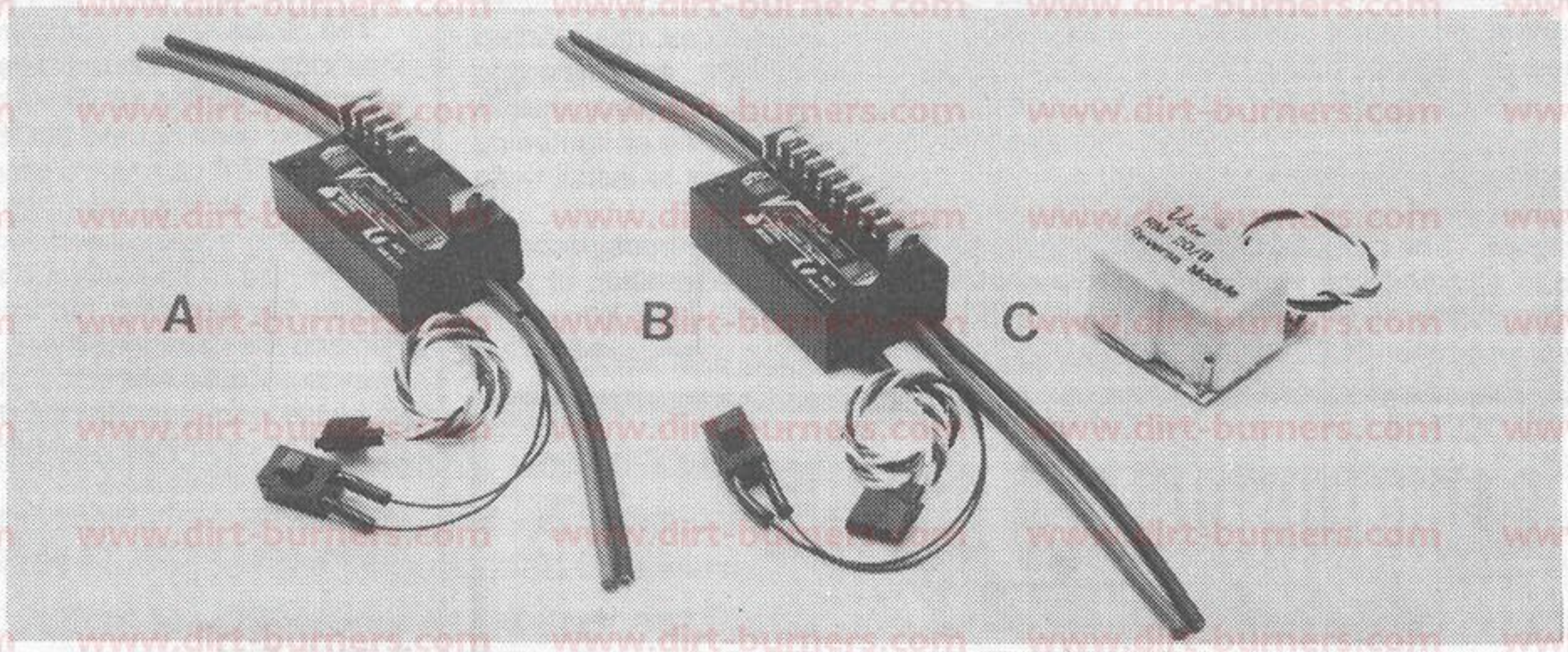
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VIC-3	A	Extremely Efficient	typ. 0.004 V/A	4 to 10	160 Amp	1.0 oz.	1 x 1.9 x .5	$139.95
VIC-4	B	Ultra Efficient	typ. 0.002 V/A	4 to 10	300 Amp	1.3 oz	1 x 1.9 x .5	$179.95
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THE NORTHERN MINI-RACERS' WINTER INDOOR SEASON

Report by John R. Weaver

The Northern Mini-Racers' 1/12 scale indoor season started on October 4, 1986. The races are run at the Minot AFB Recreation Center on the first and third Saturday of each month. Race days start at noon with track setup, and heat races will continue until 6 p.m., at which time the mains will commence. Other race days and locations are possible, and will be announced.

The indoor season will consist of four-cell radio controlled cars running on carpet. On-road courses are the staple of full-scale racing, and the Mini-Racers' 1/12 scale tracks will follow suit.

This year, along with the Mini-Racers' regular Stock Class, they will be starting a Production Class, defined as follows: "The purpose of the Production Class is to eliminate the need for costly parts and custom modifications. This class is also provided as a recommended Beginner Class on a local club level."

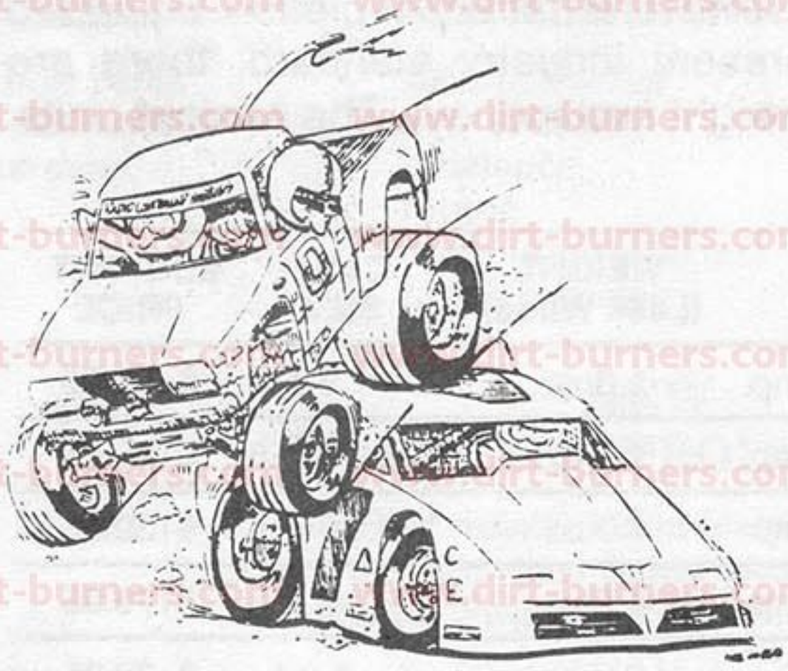
Only "kit" cars available nationwide through normal hobby distributor/dealer channels will be allowed to participate. The only allowable modifications are: body, gear ratios, tires and wiring. The radio equipment must be in the manufacturer's recommended configuration. Only legal production motors, approved batteries and differentials are allowed. Specifically not allowed are: ball bearings on front wheels, modified oilite bushings, graphite chassis plates, battery-swapping between races, mismatched manufacturers of transmitter and receiving equipment, electronic speed controls or chassis modifications. No cutting, drilling or lightening of parts will be allowed, except to install radio equipment.

For more information on the hobby/sport of radio control racing and confirmation of race times and locations, contact John Weaver at (701) 727-5120. ●R/C●

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7TH ROUND OF THE BRAZILIAN CHAMPIONSHIPS

Report by Peter Gogarten

October 1986
Rio de Janeiro, Brazil

Most of the competitors arrived on a Friday for the seventh round of the Brazilian Championships, run in Rio de Janeiro. The day was a complete washout, though, as it rained all day long.

The racers weren't really in the mood to test their radio equipment until later in the afternoon, when it looked like the whole weekend might be wet. They soon figured out that if this was the case, the 4WD cars would simply walk away with the event, as they were significantly quicker under the prevailing conditions. The new MRC tires proved to be everyone's only alternative.

Saturday was cold, but luckily there was no rain and the usual qualifying rounds were run. Francisco Carillo was in the pole position, followed by his teammate, Sergio Boca, with Leonardo and Newton also qualifying into the final.

The other finals were run on Sunday, and after the two 30-minute semi-finals, the following drivers qualified for the 45-minute run:

1. Francisco Carillo ..... Serpent O'Donnell
2. Sergio Boca ..... Serpent OPS-Boca
3. Leonardo ..... SGMK IV OPS Pro
4. Newton ..... SGMK IV Nova-Rossi
5. Nicola ..... SGMKIV OPS Pro
6. Alexandre Kemenes ..... Eagle/Cook-Picco
7. Peter Gogarten ..... Eagle/Cook-Picco P5
8. Guilherme Rezende ..... Cook/Cobra-OPS
9. Italo ..... SGMK II Picco
10 Albino ..... SGMK IV OPS

The 45-minute final started at noon. Carillo took the early lead, followed by Boca, Leonardo, Newton and the others. After one minute, Albino blew his engine and was out. The same fate struck Rezende after three minutes.

At the five-minute mark, the two leaders remained unchanged, followed by Leonardo, Nicola, Gogarten and Kemenes. These positions remained almost unchanged until the half-hour mark when all hell broke loose.

Nicola's engine went away and Boca's rear belt was gone 30 minutes into the race (the same thing happened to Carillo later). Newton was also having problems, as well as Leonardo and Italo.

The only two cars running smoothly were Gogarten's and Kemenes' 2WD Eagles. Gogarten had fuel feeding problems later when his pressurizing line broke. With Kemenes limping to the checkered, the final end results were as follows:

1. Alexandre Kemenes ..... 120 laps
2. Leonardo 111
3. Francisco Carillo 104
4. Peter Gogarten 103
5. Sergio Boca 96
6. Italo 91
7. Newton 55
8. Nicola 38
9. Albino 6
10 Guilherme Rezende 3

After this seventh round, three more will be run and the first two positioned drivers will qualify for the 1987 World Championship in Pomona, CA. ●R/C●

ASTRO AC/DC AUTO CHARGER

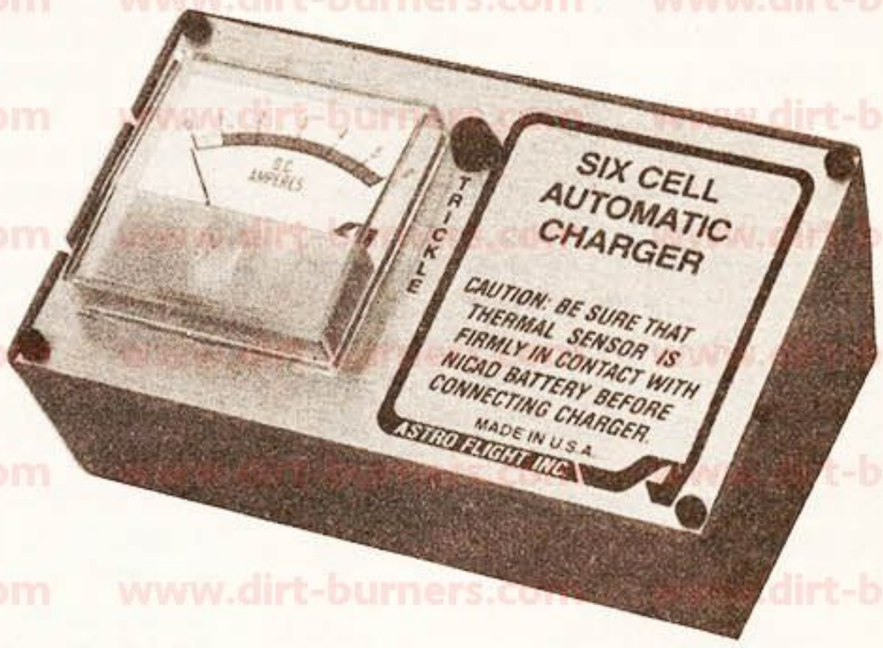


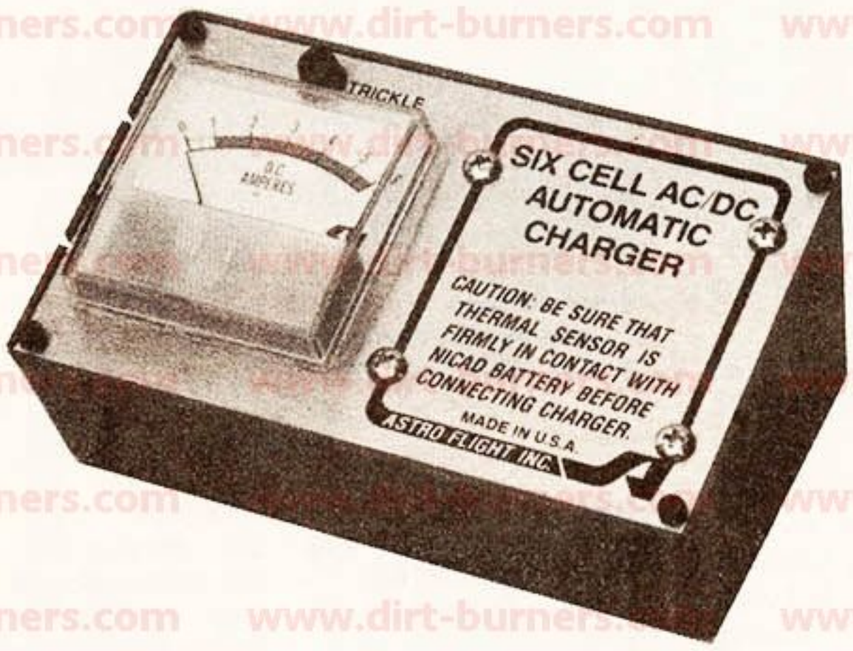
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G·G·G·GREAT NEWS

FROM

RICHMOND'S R/C RACE CLUB

September 1986

THE SPOTLIGHT

The mysterious Nelson Lane was born in 1948 in Southern California with a silver spoon in his mouth. His family owned the chain of world famous "Up Yours" aftermarket high-performance equipment stores. Therefore, young Nelson was almost immediately exposed to fast cars from the beginning.

Nelson began racing go-karts at the age of six. By the age of nine, he was a junior state champion and nationally ranked. Over the next decade, Nelson gradually moved up to bigger and faster cars. In 1971, he campaigned a Mopar product in the NASCAR West Series.

Then, with the skyrocketing cost of gas and the invasion of the small imports in the '70s, the family empire fell on hard times. Nelson traveled across the country working odd jobs. He found himself in Richmond earlier this year and landed a construction job working on Route 288 in Chesterfield County.

To satisfy his desire to race, Nelson bought a used 1/12 scale car.

TECHNICAL TIP

"Practice makes perfect" must have first been said an R/C racer. Of course, we all know that no one is perfect. However, practice will go a long way toward making you a competitive racer.

Practice sessions should be organized. You need a stopwatch, a pad of paper, a pen, and someone to write down your lap times. After you have run, you will be able to see what your lap times were, what an accident costs you in time, and the impact of trying different lines. This exercise will help you to concentrate better and increase your confidence.

The race is not the place to try out something new on your car. You do that in practice. So when you are out there practicing, change something in the middle of your run so you can tell what the difference is. You should write down the changes that you make and the effect that each has on your performance, so that only the best combination of changes will be made for the race.

JOHNSON TAKES POINTS LEAD

"Old Reliable" Bill Johnson finished second in the September 14 NASCAR event and took over the lead in the battle for the points championship.

To no one's surprise, Troy Blanton emerged as the Top Qualifier after two rounds of qualifying. Only three laps separated the rest of the field.

A horrendous crash in the first turn on the first lap of the A Main severely damaged the cars of Troy Blanton, Bill McDonald, and Nelson Lane. Only Roanoke's Larry Broughman escaped the mishap, thus allowing him to take a commanding advantage. Bill Johnson diligently chased Broughman for the entire eight minutes, but was unable to close the gap. Travis Johnson, running in his first race on asphalt, turned in a commendable performance by finishing third, only four laps behind the leader.

A MAIN

1. L. Broughman 68
2. Bill Johnson 67
3. T. Johnson 64
4. Troy Blanton 34
5. Ray McMurray 26
6. Bill McDonald 14
7. Nelson Lane 0

McMURRAY'S STREAK ENDS

Ray McMurray saw his season-long string of victories in the Sportsman Class come to an end on September 28 as he was soundly beaten by young Jeremy Rutherford. Rutherford, driving the number one Team Rutherford machine, led every lap and turned in only two laps less than his father, who was driving the same car with a modified motor.

The 1984 points champion, Mike Coffey, returning after a two-year absence, showed that he still had the touch by winning the A Main. Fellow RC500 Race Trax stablemate Steve Monger, driving in his first race on asphalt, captured the second spot. Wayne Warman came in third just ahead of Nelson Lane.

Travis Johnson, racing for B&H Hobbies, turned in the most laps of the day to capture the B Main win. This was the first victory of Johnson's still short career in R/C racing. Veterans Charlie Rutherford and Bill Johnson finished second and third, respectively.

RESULTS

A MAIN
1. Mike Coffey 88
2. Steve Monger 87
3. Wayne Warman 69
4. Nelson Lane 68

B MAIN
Travis Johnson 89
Charlie Rutherford 68
Bill Johnson 38
Gene Kelly DNS

SPORTSMAN
1. Jeremy Rutherford 66
2. Ray McMurray 42

POINTS

CAN AM
1. Wayne Warman 529
2. Bill Johnson 528
3. Ron Birckhead 449
4. C. Rutherford 346
5. Bruce Cole 322

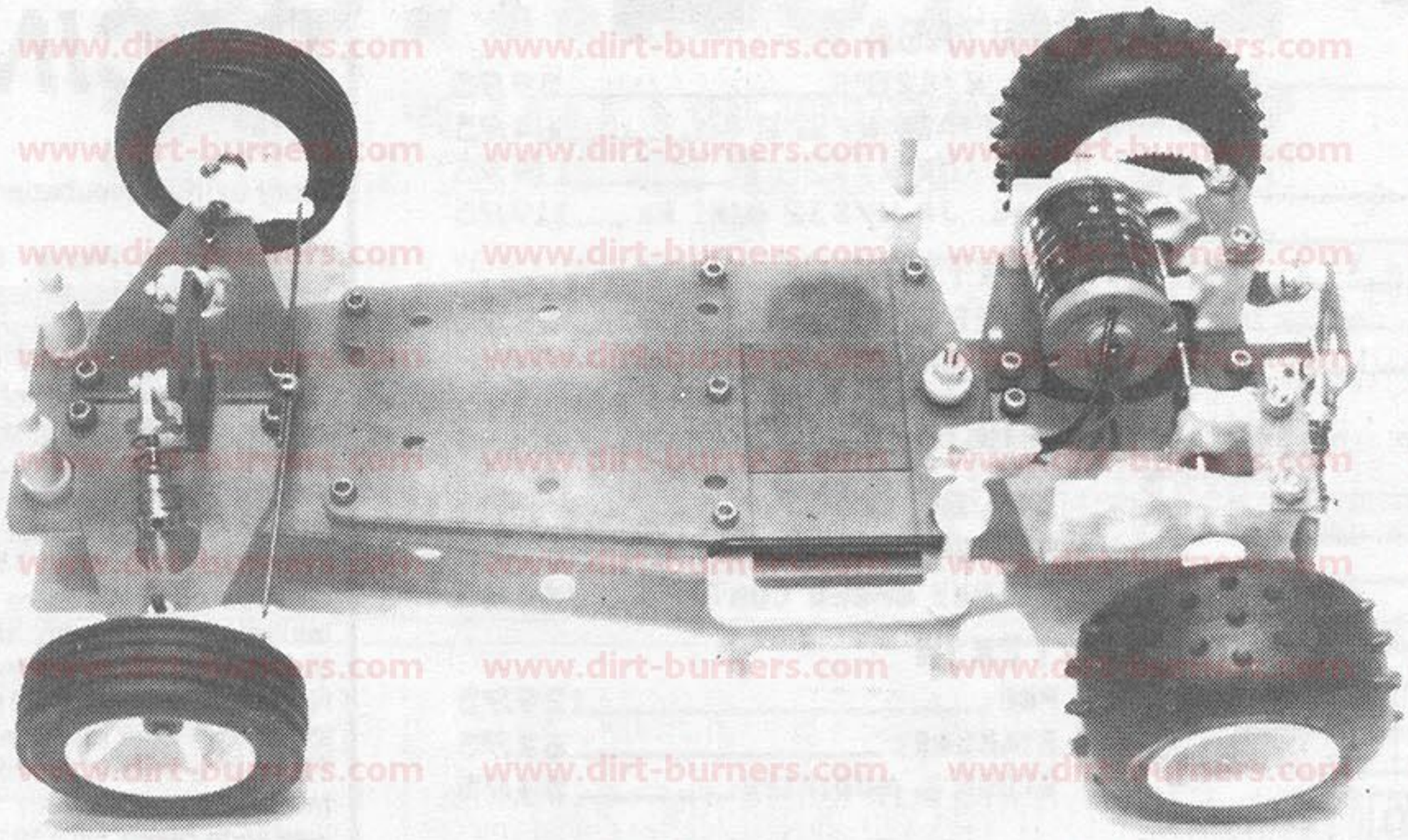
NASCAR
Bill Johnson 519
Bill McDonald458
Larry Broughman 449
Charles Smith 443
Bruce Cole 440

OVERALL
1. Bill Johnson 1047
2. Ron Birckhead 883
3. Bruce Cole 762
4. Troy Blanton 655
5. Jerry Pond 625

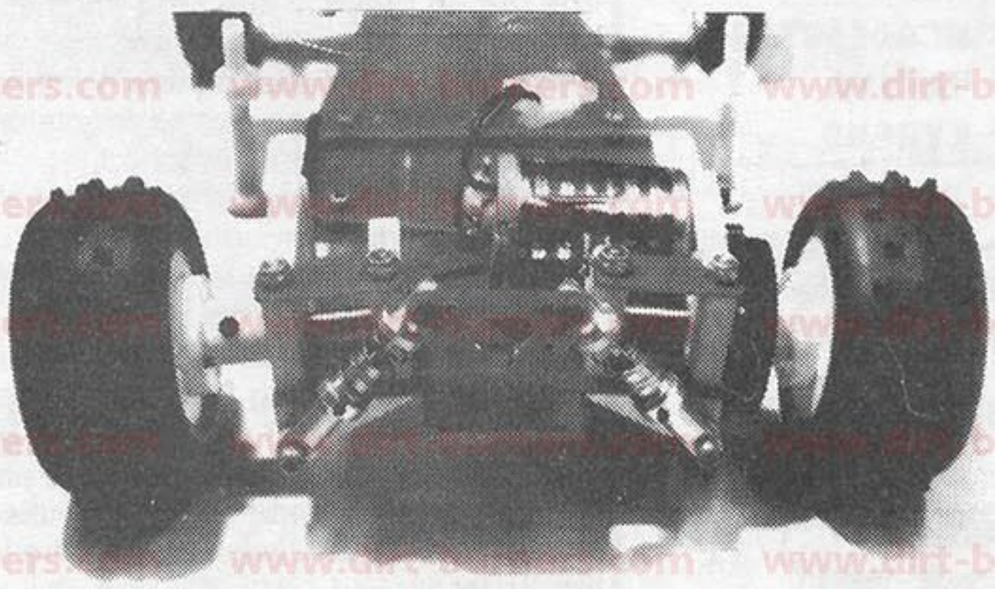
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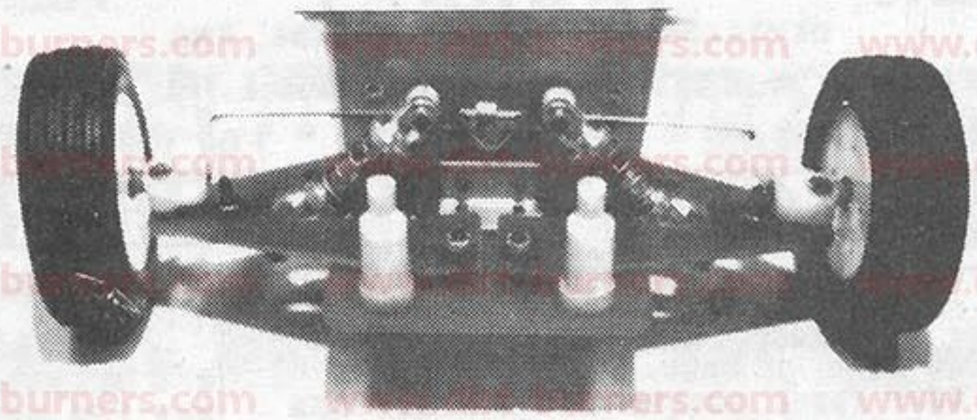


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R/C RACING...

Story by K.C. Neubauer

Eight p.m., Friday, September 19, found seven noisy 1/8 scale gas sprint cars assembled at Arrow Hobbies in Burleson, TX, for some of the most exciting R/C racing ever. The cars were scale-model sprint cars and had straight axles and locked differentials, just like the "big boys" — wings and all.

The racers came from as far away as Denver, CO, Abilene, TX, and of course the Dallas-Fort Worth area.

Three qualifiers were run, with Duke Smith taking the pole with 15 laps in 2.188. Bob Sullivan came in second with 15/2.264; K.C. Neubauer took the third spot with 15/2.525; the fourth spot went to Clyde Gardner from Abilene, TX, with a 15/3.027; fifth went to Phil Kenney from Denver, CO, with 15/3.033; Tim Sullivan was sixth place 13/2.591; and in seventh spot, and having problems, was Jimmie Price with 11/2.052.

With all the qualifying done, it was decided that since some of the cars didn't have brakes, and it was difficult to circle the track for positioning, the racers would just drop-start the cars, i.e.; the racers would hold the cars' rear ends up off the dirt, in order to keep the engines cleaned out by flipping the throttles, and then they would drop them on the starting line. With some help from the pit crews and some spectators to hold the cars, the flag was dropped.

K.C. Neubauer was out like a shot for the early lead and made it through the first turn. He held the lead for several laps until his engine died, and he went back to the pits to restart. In the meantime, Clyde Gardner, Duke Smith and Bob Sullivan were battling it out for first place.

The lead changed several times, but at the halfway mark Duke Smith started to have some steering problems and couldn't handle his car's speed. This gave Clyde Gardner the lead, and he never looked back. He won the race with 25/4.329, and Duke Smith finished second with 20/4.245. Bob Sullivan came in third with 18/4.307, while Neubauer took fourth with 17/4.193. Jimmie Price was fifth with 15/3.116, and Phil Kenney took sixth with 11/4.258. Tim Sullivan wasn't able to start due to some major steering-servo problems.

Everyone was glad to meet Phil Kenney from Denver, CO. If he was any indication of the other racers in the Denver area, they must all be some really neat people.

We are trying to get some more interest going in the 1/8 sprint car type of racing and if anybody wants to race these cars or would like some information about them, please call Arrow Hobbies and ask for K.C. at (817) 295-2821 (no collect calls, please), who will be glad to help.

●R/C●

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THE 10 TIME "NATIONAL CHAMPION" HAS DONE IT AGAIN! JOEL WAS ON TOP AGAIN, THIS TIME AT THE "1ST ANNUAL TRINITY SHOOT OUT". IN QUALIFING JOEL SHATTERED RANCH'S TRACK RECORD BY A LAP ON HIS T.Q.RUN. IN THE "A" MAIN JOEL DROVE HIS "TRINITY" MOTORED AND MATCHED BATTERY POWERED CAR TO ANOTHER 1ST PLACE FINISH.

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WESTERN NEW YORK R/C RACING NEWS

Chad Stallsworth repeated his LRP Series I win with a solid run to the top in the J Stock Main of the LRP Series III, with his new front-wheel-drive Nichimo. His father, Charlie Stallsworth, took second place in a Fox (father and son had come to the track nearly every week in their meticulously prepared cars, and mom often came along to make it a real family affair). Third place was a tie between two other regulars, Dave Newbrook and Frank Barnard, both with Tamiya cars.

Larry Newbrook had been piloting a Cavalier-bodied RC10 lately, and very well, too, as he rolled into first place in the A Stock Main and co-holds the track's lap record in this class. Larry Micciche, race director at Fantasy Raceways in Rochester, NY, edged out Sean Cutt by one point to take second place.

A trip to Colorado proved to be costly for Harvey Van Zandt, as Larry Newbrook moved by him to take the 1/10 Modified win in the last race. Newbrook's car was an MSR creation with a special flex pan chassis and a super-modified body complete with wing. Dave Lawrence was able to hold onto third place, but not without battling stiff competition from Rochester Raceway's Leonardo brothers and Todd Morris, who had moved up from the Stock division. Eric Redmond again took the 1/10 Open win.

In 1/12 Modified, Dave Lawrence put his '85 NESCAR-winning Cavalier in first place. He was followed by Leo Kellett in a Moody Mudd Buss and MSR owner Tom Gebhart in a newly designed 1/12 suspension car. Sean Cutt bested Erwin De Bakker for the win in the A Stock Baja, with Andy Morrell rounding out the top three.

Dan Underkofler, one of the best drivers in the Monroe County 1/12 R/C Car Club, has graduated from college and will be getting married and moving to Colorado. He has been with the club for five years while attending college at the Rochester Institute of Technology. He is not only one of the club's most personable and sportsmanlike drivers, but also has a tremendous record of victories in all phases of racing. Look out, Colorado!

A full-bodied class was run, by request, at Mod Stock Raceway (MSR) on Labor Day Weekend. The Stock division was won by a Corvette driven by John Klues, who had driven 75 miles just to compete. Terry William's T-Bird came in second, and Larry Micciche's Dodge Daytona took third. The Open division saw Eric Redmond's 'Vette in the winners' circle, with Tom Gebhart's T-Bird placing second and Dave Lawrence's Dodge Daytona coming in third. Matching makes in both divisions?!

MSR has currently been running their Monday night racing schedule. This is a no-points race, and awards are given the same night. The run-what-ya-brung format, with no points, seemed to be needed since the track has been jammed every night.

At Super Saturday, in July, the J Stock Main was won by one of the most consistent drivers in the area. Chad Stallsworth piloted his front-wheel-drive car to an early lead and held it until the checkered. Keith Gross, who did a great job of driving in the Lakeshore Series, stopped by to try out the new dirt track and placed second. Dean Oelshe, another Lakeshore frontrunner, took third with new star Shawn Parker in fourth.

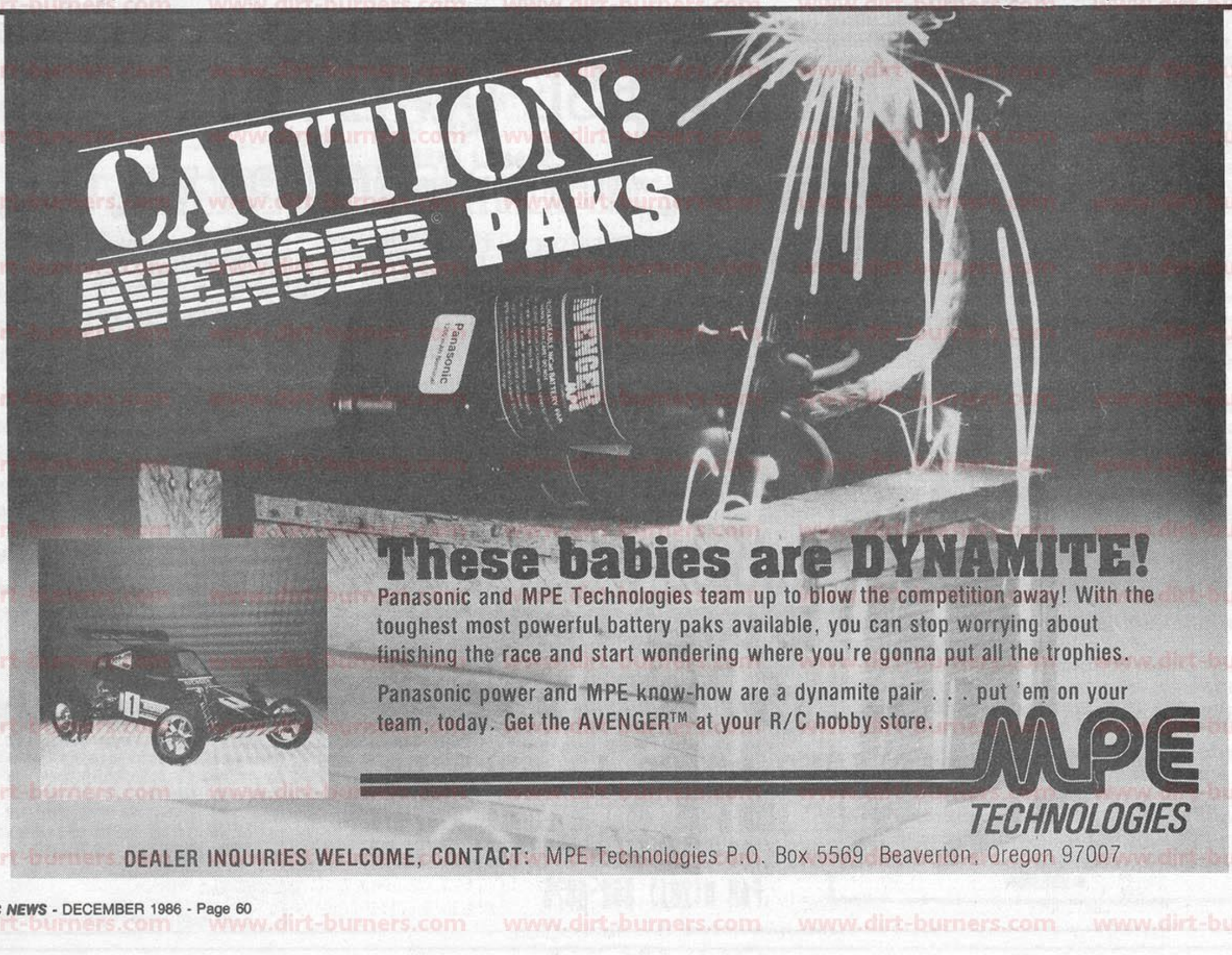
The A Stock Main was won by Larry Newbrook in the new Mudd Buss RC10, followed by Larry Micciche. The 1/10 Modified division saw the Pepsi Eagle of Dave Lawrence on top, with Larry Newbrook's "winged wonder" in second.

The NESCAR Series had to postpone its first two races due to rain, but eventually ran races three through seven, with Chad Stallsworth placing first in J Stock. His father took second, only two points behind, and Bob Deery held down third.

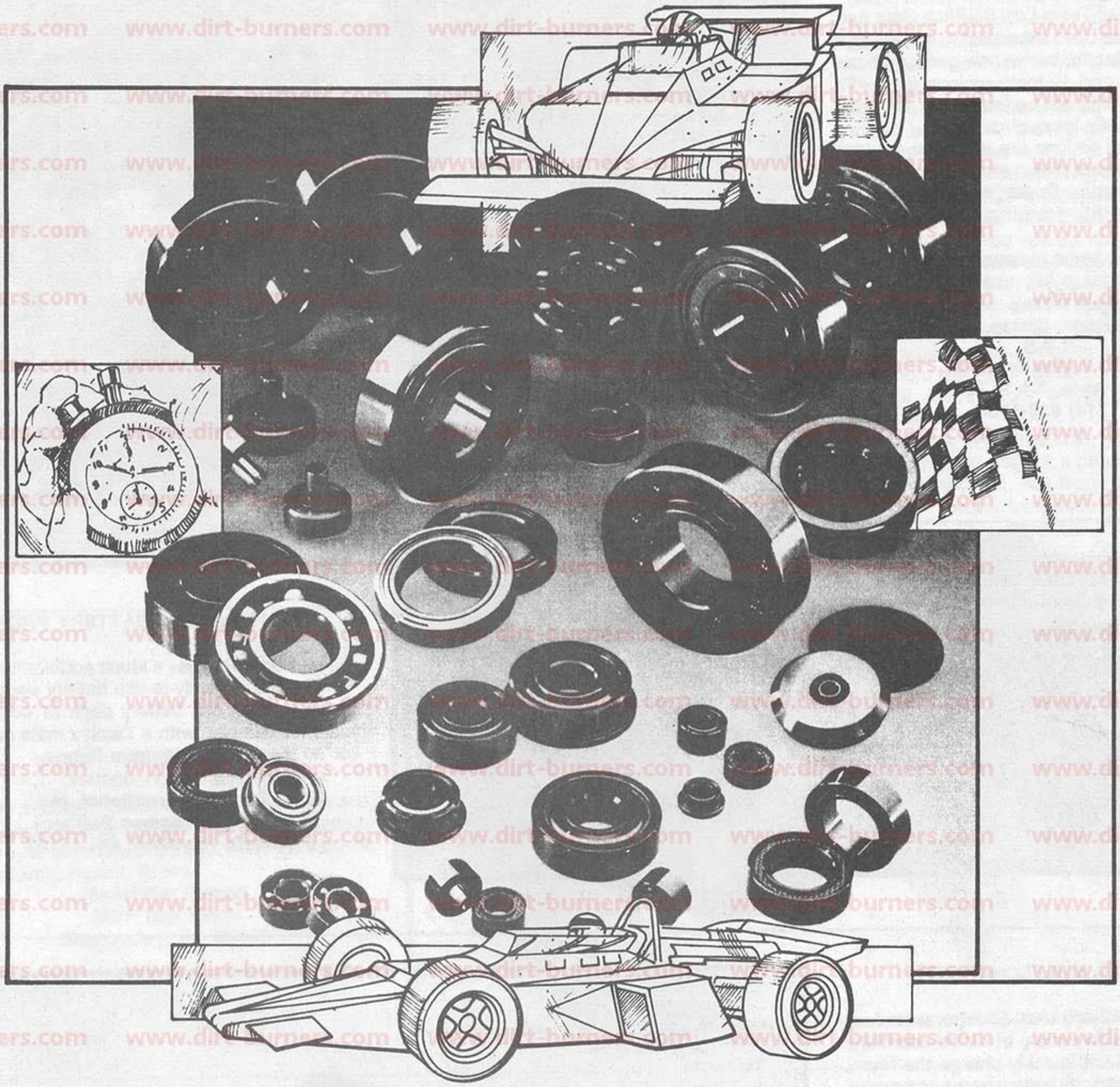
The A Stock had another hot battle for the lead, with Terry Williams coming in just ahead of John Klues and Larry Newbrook.

The 1/10 Open division had Tom"Ol'

(cont'd page 86)



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64-PITCH SPUR AND PINION GEARS

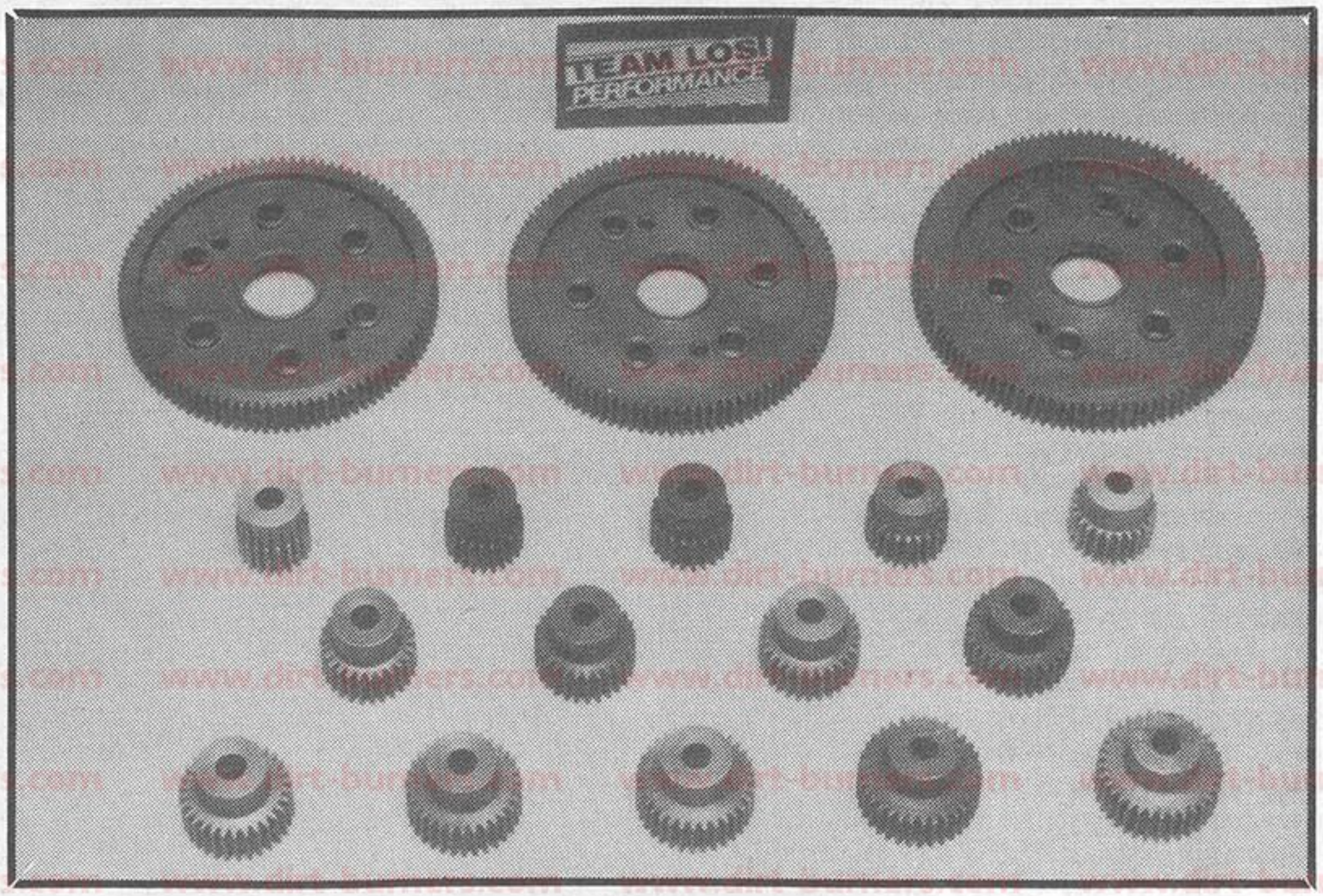
The fine line of Team Losi 64-Pitch Spur and Pinion Gears has been expanded to include four new pinions that offer twelve new gear combinations. The 18- and 19-tooth pinions (part #TL 4035 and TL 4036) will be the hot tip for stock motors, especially for oval racing.

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These are the same pinions and spurs used by Tony Neisinger in his recent World Championship 1/12 scale victory.

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SANYO 6-CELL BATTERY PACK

Pictured is Parmas's latest addition to its extensive line of ready-to-use battery packs. Pictured is a six-cell battery pack of computer-matched Sanyos, with a Tamiya male connector on the output, $28 from Parma.

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HOBBICO MULTI-CHARGER

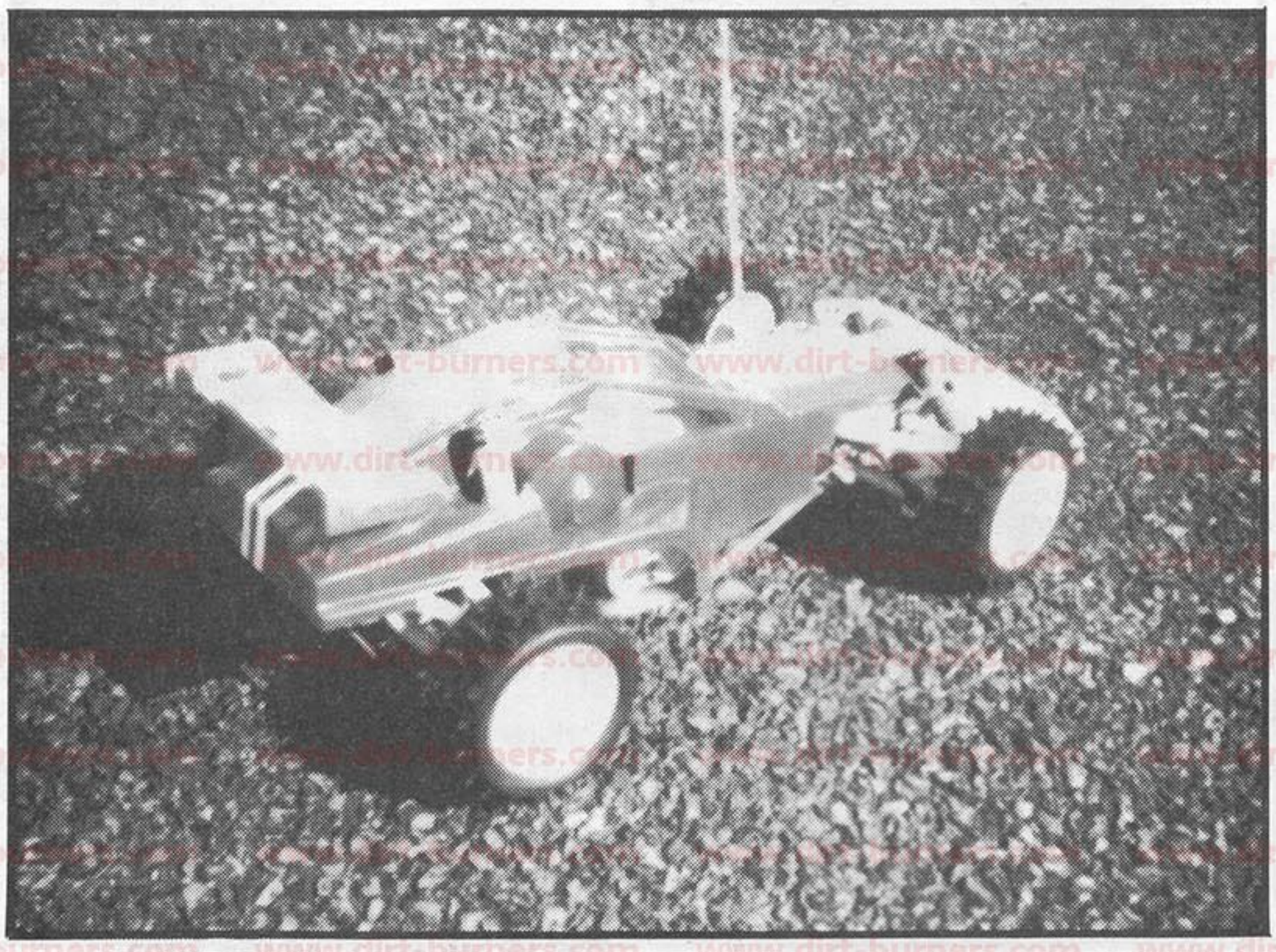
The Hobbico 12-volt Multi-Charger is perfect for charging a wide variety of nickel-cadmium battery packs. It will quickly charge the four-, five-, six- and seven-cell battery packs commonly used in R/C cars, boats and airplanes. It has a durable all-metal case for good heat-dissipation. Current output is fully adjustable, and the on-board power meter gives an accurate reading of the amount of output — over- and under-charging will be a thing of the past. A handy discharge switch makes it easy to "cycle" packs and an electronic timer circuit signals the end of charging or discharging with an audible alarm — the charger won't need constant watching. Other features include universal spring-loaded output terminals, precision ammeter, rubber-padded feet and a 12-volt DC input with cigarette lighter plug pre-installed.

The Hobbico 12-volt Multi-Charger is distributed by:

Great Planes Model Distributors
P.O. Box 4021
Champaign, IL 61820



CHRISTMAS GOODIES:



PB MINI-MUSTANG 1/10 OFF ROAD RACER

This is the PB Mini-Mustang 1/10 off road racer, which will be sold in the U.S. exclusively by Parma International, Inc. It is available in three fully-upgradable versions: 4WD, including two-speed gearbox; 4WD single-speed; and 2WD single-speed. It features a high-efficiency, single-belt secondary drive using one high torque belt to drive the two differentials. The option of a two-speed automatic gearbox gives optimum acceleration and higher top-end speed. Caster and camber is independently adjustable on all four wheels, and the kit includes full ball bearings. The rear wheels may be adjusted to give no-roll induced steering, roll induced steering for maximum turnability or roll induced stabilizing for beginners. The glass-filled, molded chassis monocoque with epoxy undertray gives maximum chassis stiffness and strength, with minimum weight. An added bonus is a low-component count; each "corner" of the car uses identical parts.

Soon to arrive in the U.S., it has features and adjustability to make it a champion in off road racing! Wait for it, you won't be disappointed!

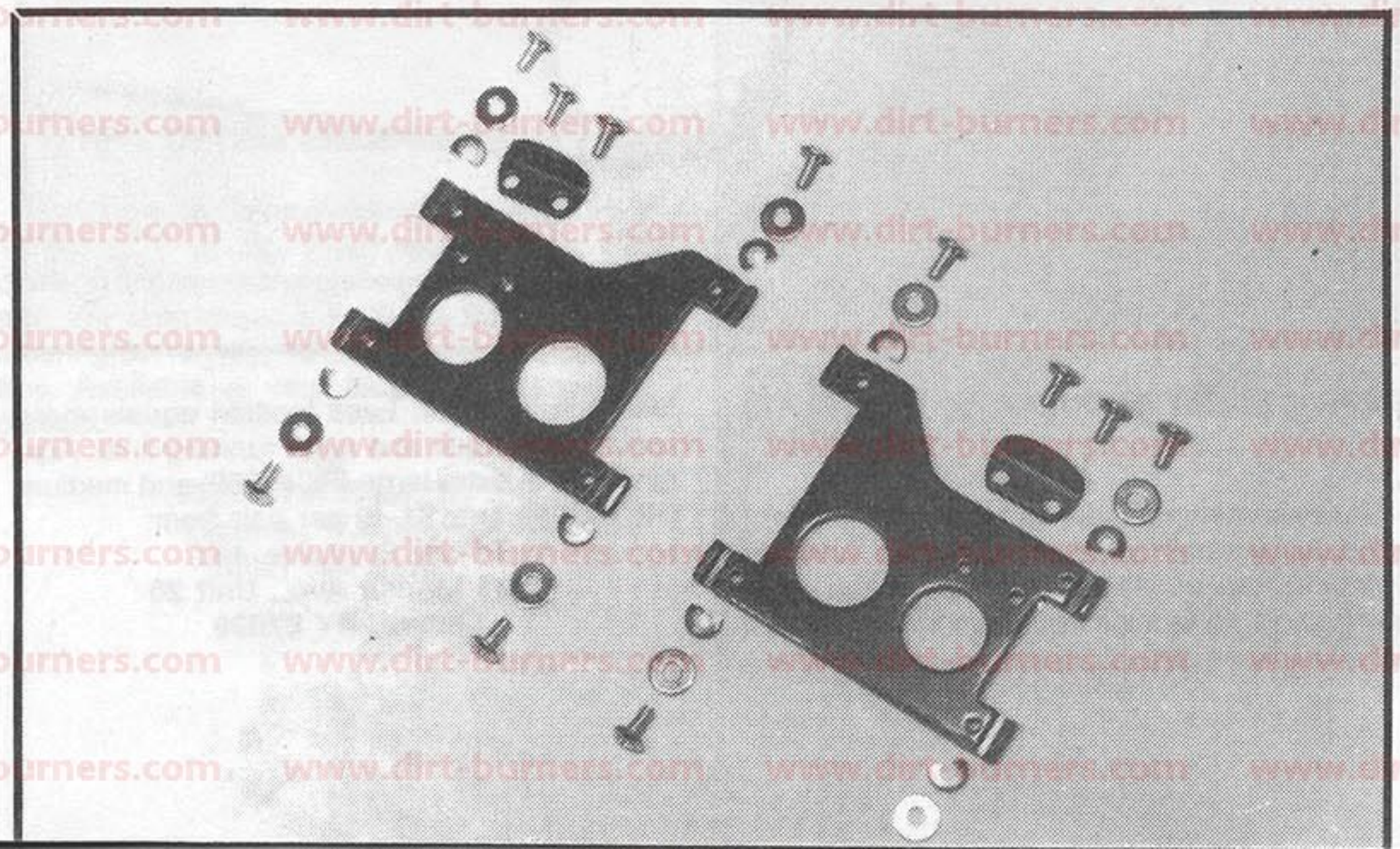
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1/10 & 1/12 SCALE WINGS

Now available: Lexan wings, with side fins and dual angle rear lip that you can trim to custom tailor your aerodynamics. Flat base for easy fit to any wing mount. From:

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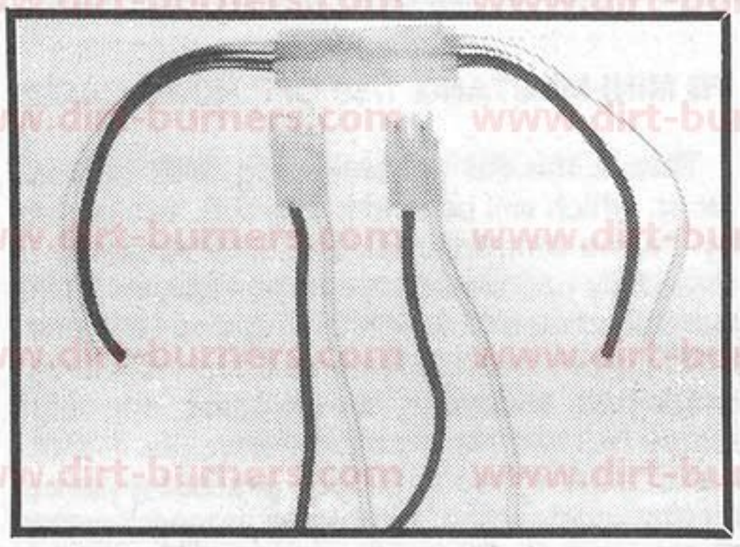
RED FOX REAR LOWER "A" ARMS

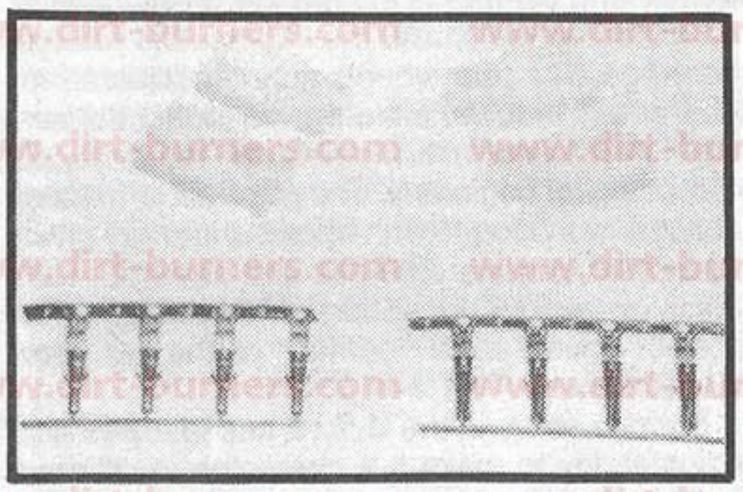
Eliminate rear A-arm breakage on your Fox by using these aluminum replacements. Available in red anodize, these arms are much stronger than the stock units, and they look great! In addition, they provide a better lower shock mount location for a greatly improved suspension, allowing you to use Associated shocks.

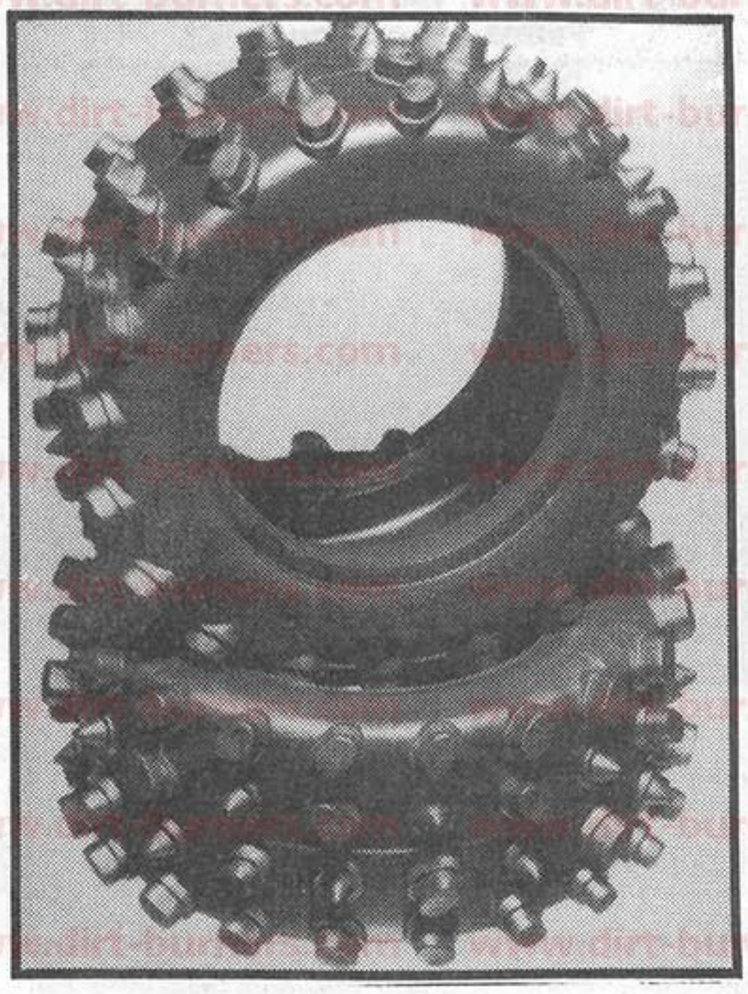
For more information concerning this or the many other parts made for the Fox, please contact:

Hot Trick Racing Cars, Inc.
1157 Cushman Ave.
San Diego, CA, 92110

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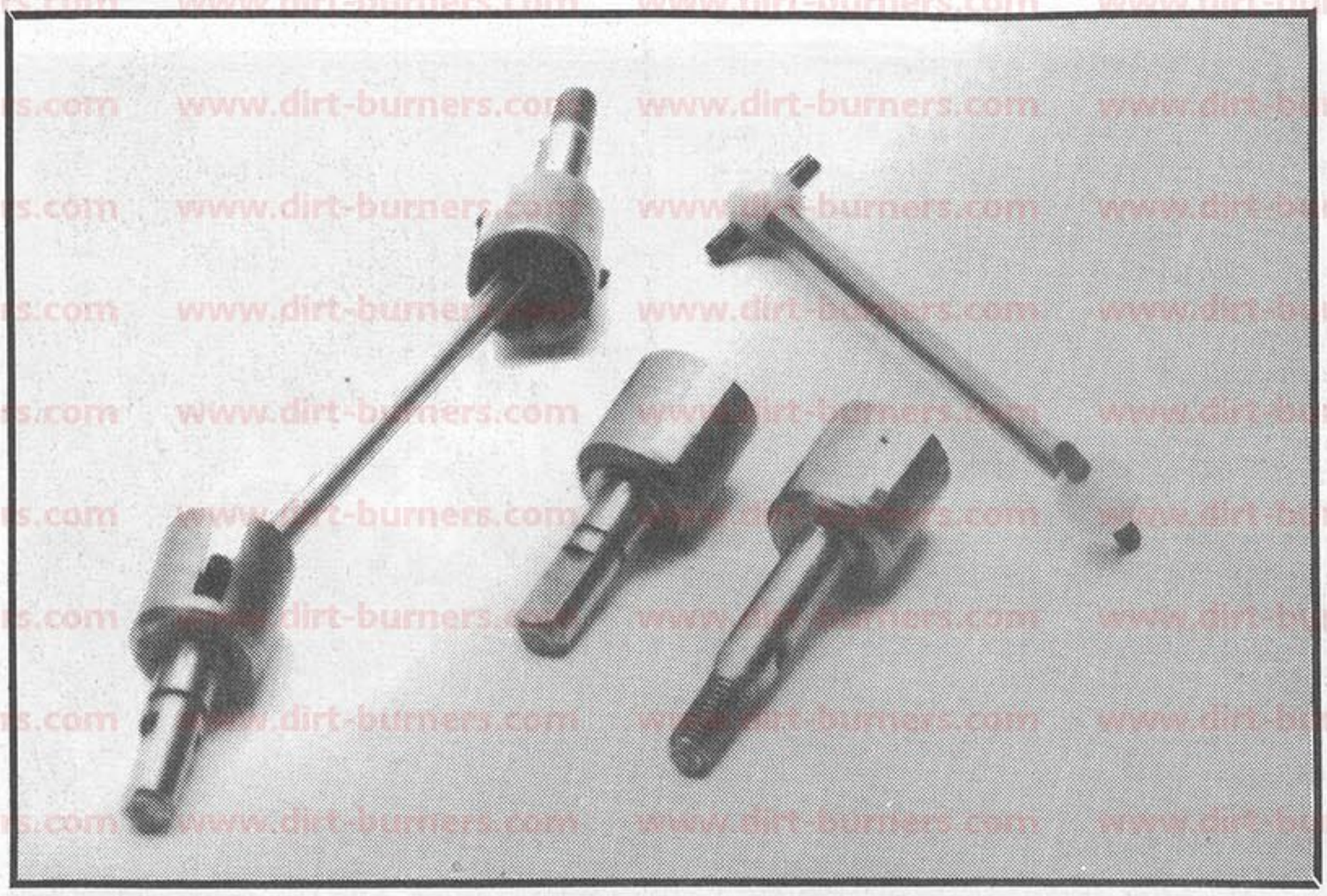
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If you have any questions regarding the products, feel free to call Dawn Jeffers at (818) 303-2529 or write:

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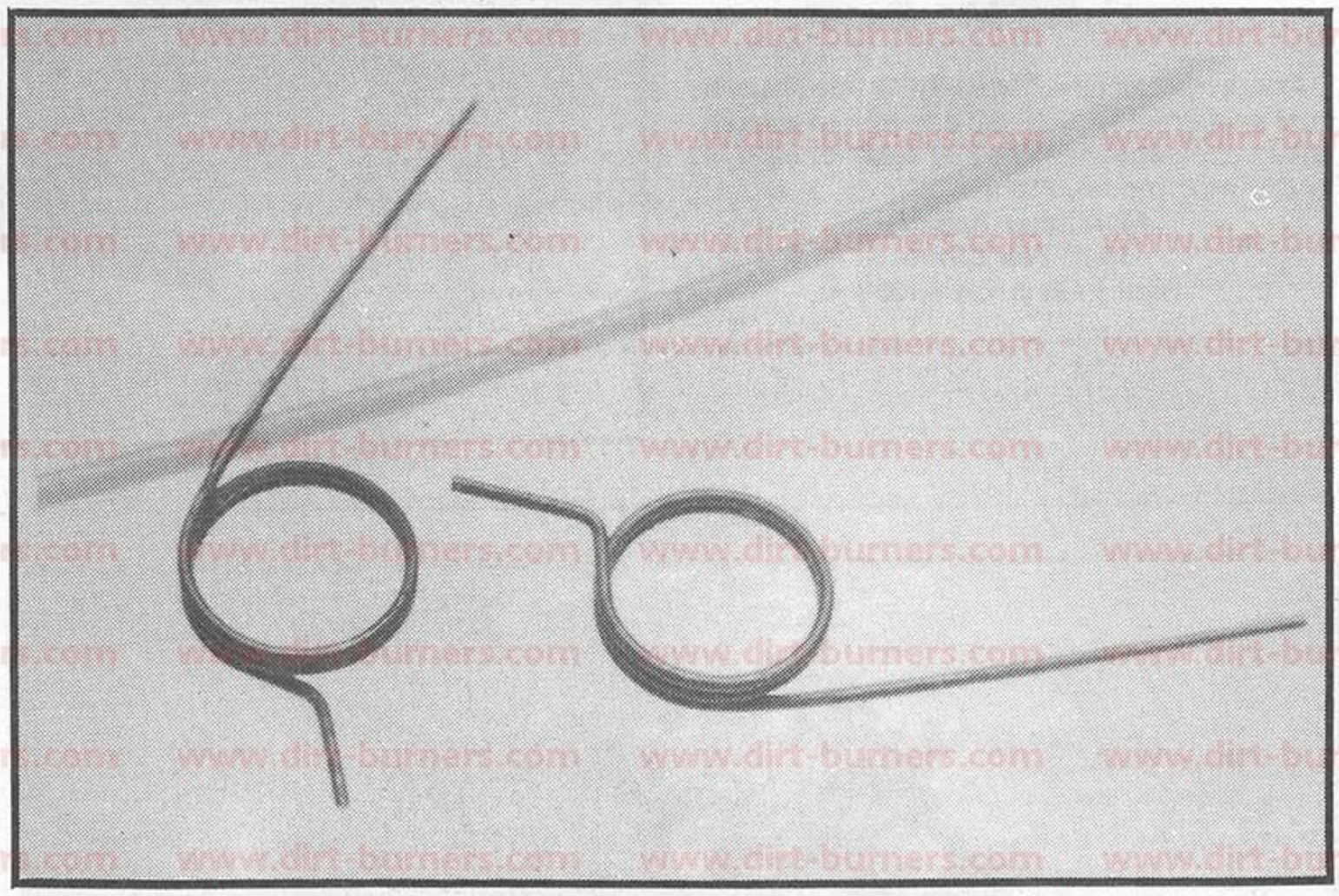


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Race Prep introduces ''Superbones,'' a new dogbone made of stainless steel and injected molded materials. The ''Superbone'' needs no lubrication and stands up to the most severe conditions. The ''Superbone'' is first introduced in the Fox Rear Drive Kit (# FX502), which includes hardened outdrives and rear axles. ''Superbones'' will be available for most off road cars in the near future.

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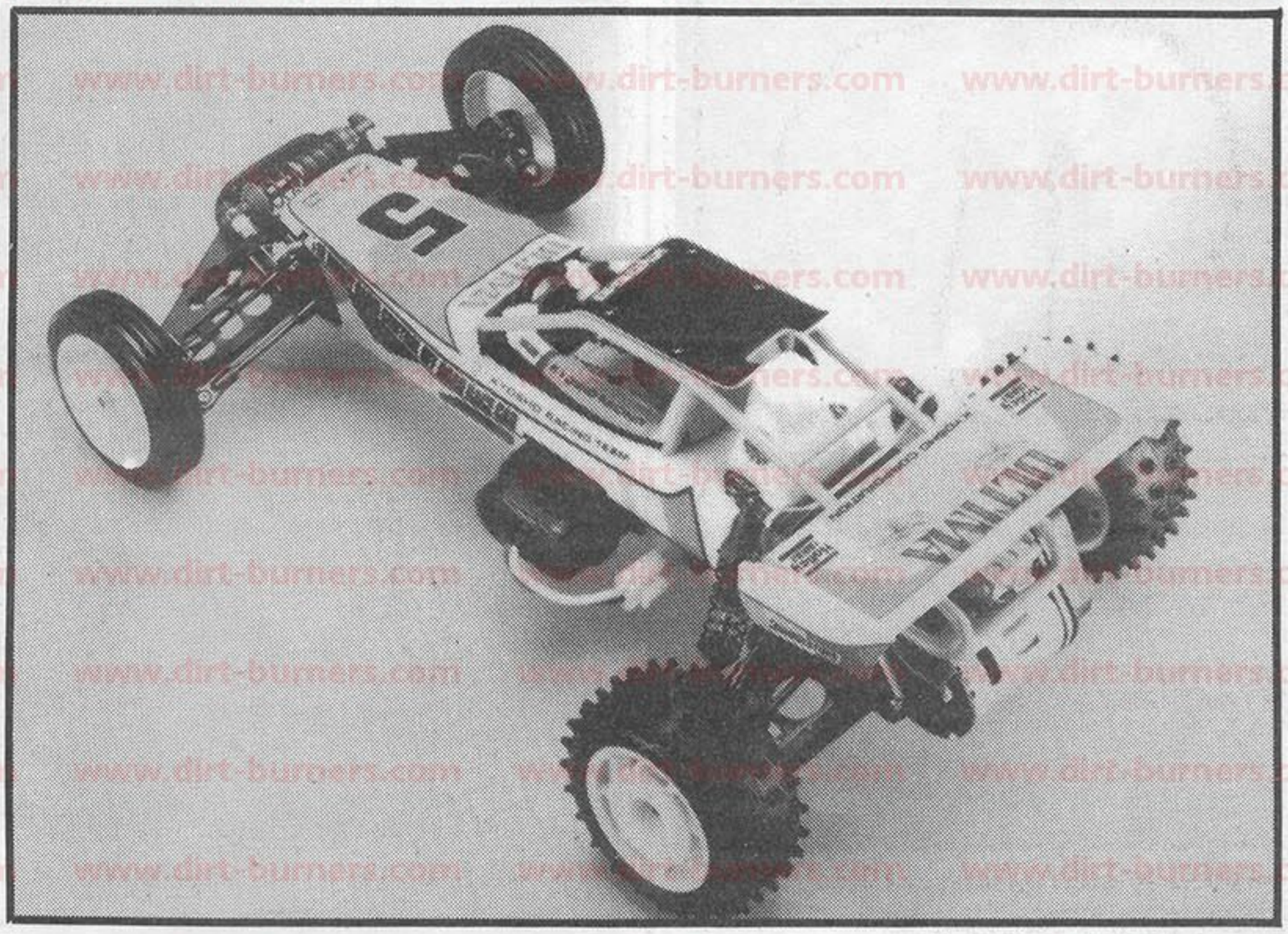
KYOSHO ULTIMA

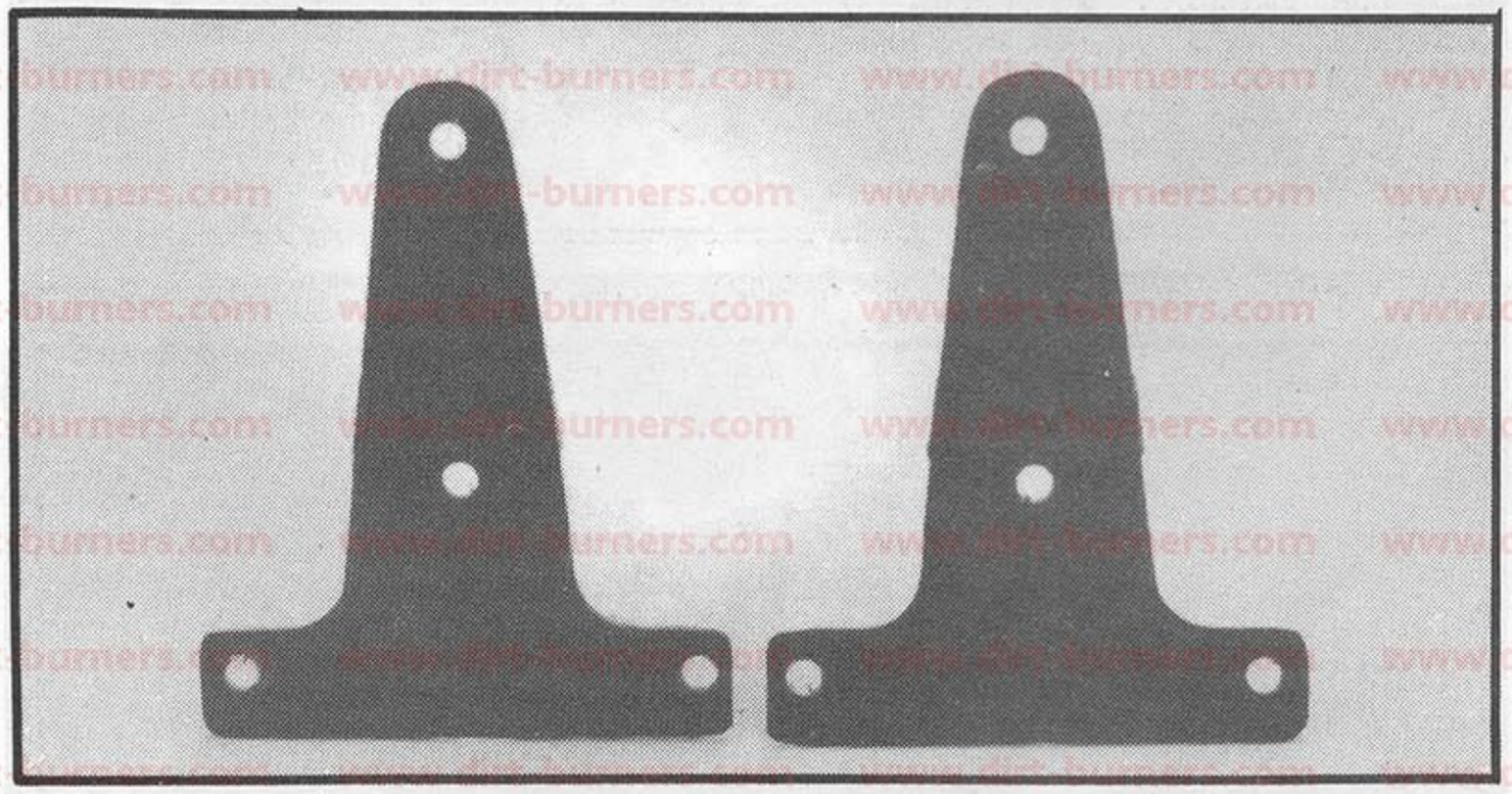
Kyosho has achieved another industry first with the Kyosho Ultima, a 2WD off road machine that will revolutionize R/C racing in 1987.

A year of hard research and testing has given the Ultima an all-new, state-of-the-art design. It has an impressive list of standard features: a super-tight, super-durable monocoque aluminum frame, four oil-filled Kyosho shocks and a heavy-duty power train. The EX-66 nylon suspension system that made Kyosho's 4WD Optima a consistent winner was adapted and improved for the Ultima. Other stock features include a clear Lexan body, an aerodynamic wing and low-profile pin spike tires. Combined with a powerful RS-540S motor, the Ultima is built to run fast on any racing surface and handle the toughest terrains. It has been designed and engineered to set the industry standard in 2WD off road competition, and to become the new world champion in 1987.

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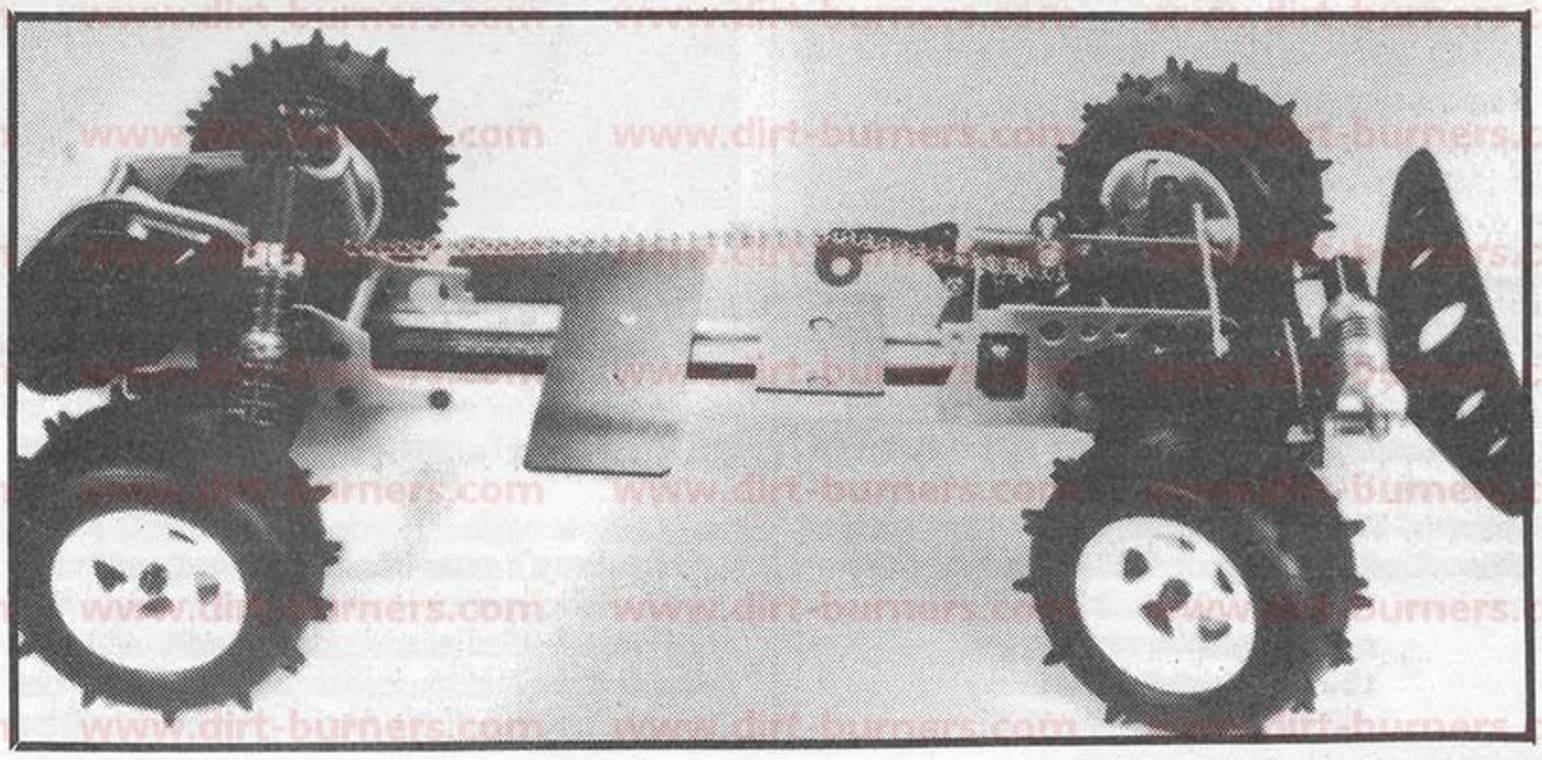
For more information, contact:

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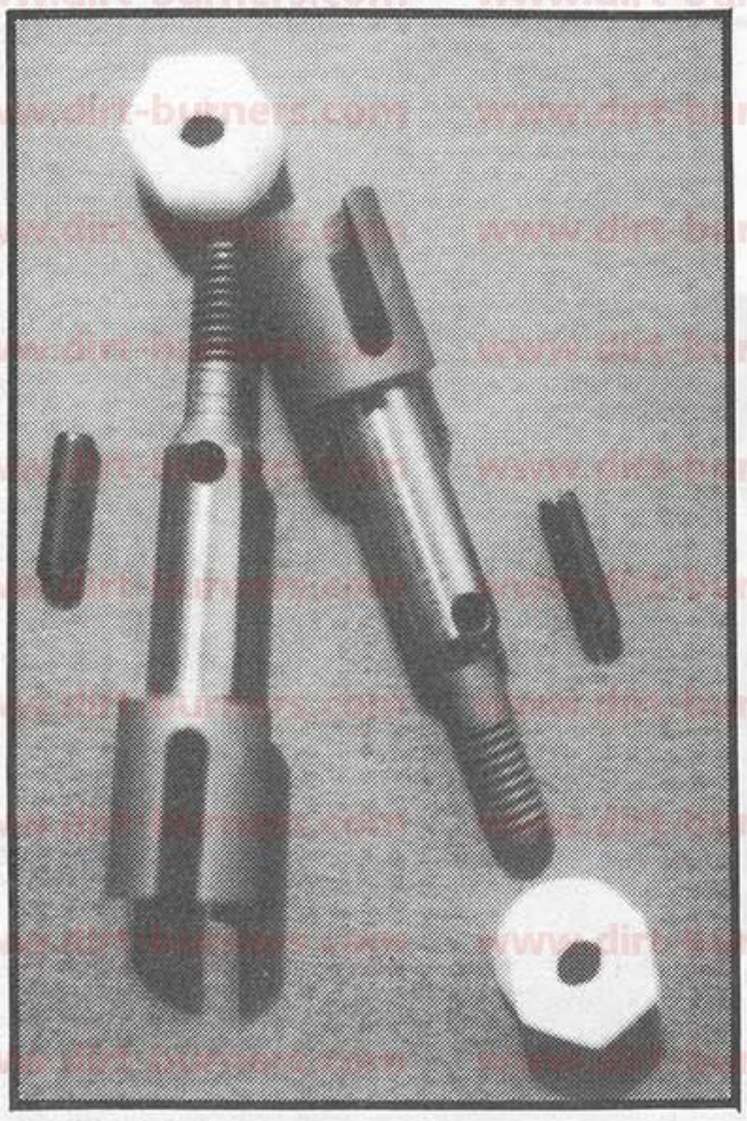
PRP'S OPTIMA CHAIN TENSIONER

Performance Race Products' Optima Chain Tensioner (Part No. P-30) reduces gear box damage and keeps the chain snug while running at a low amp draw. It includes two bearings, steering-servo tray, battery and speed control tray. Available at your local hobby shop, or contact:

PRP
6902 27th West, D7
Tacoma, WA 98466
(206) 564-9630



INSIDE LINES



HEAVY DUTY REAR AXLES

If your R/C rear axles chip, crack, or fit too tight, replace them with MIP heavy-duty axles. They fit the way you want them to, not the way someone else wants them to. Order #10-8 at $14.95 a pair from:

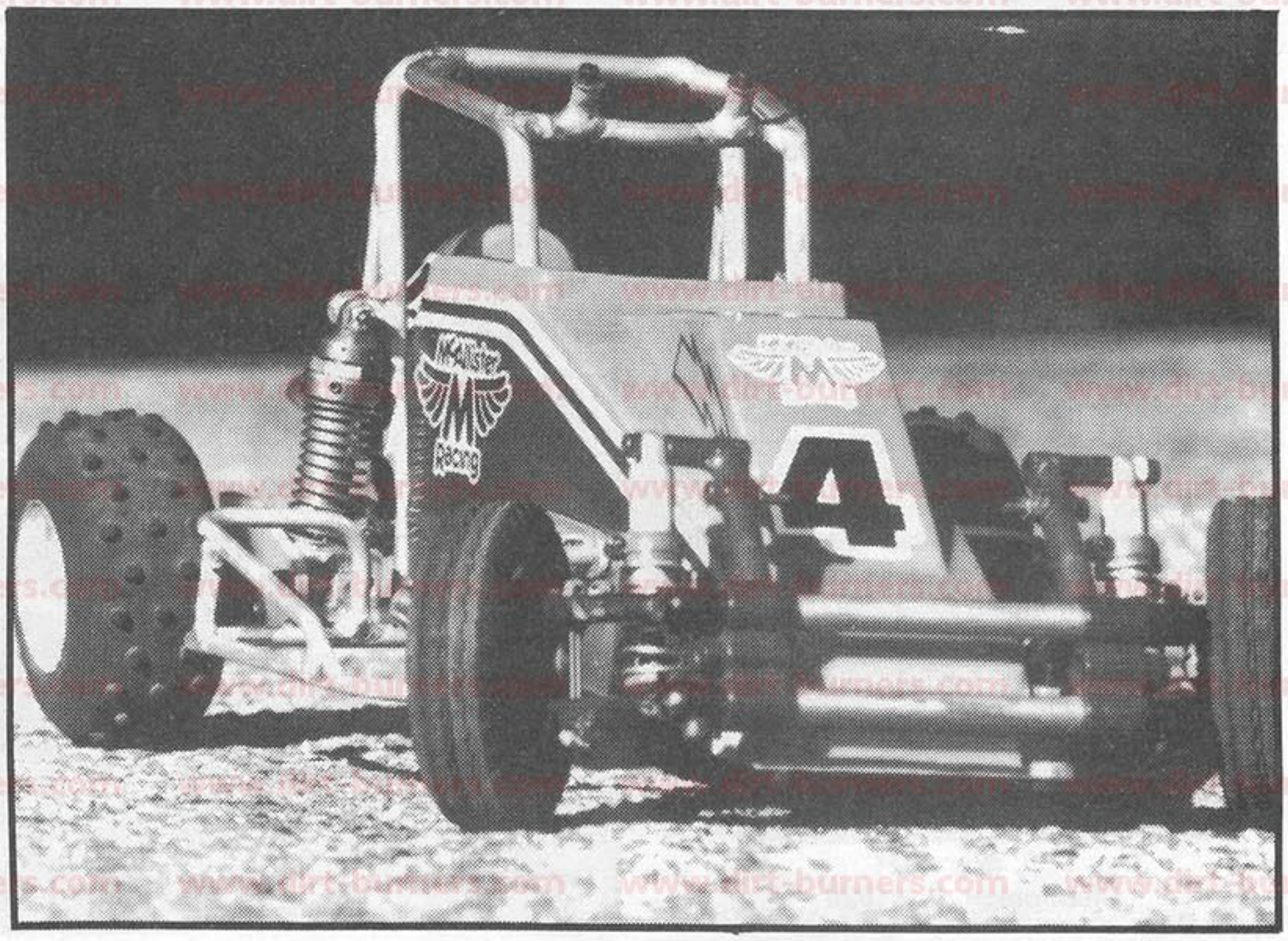
MIP
838 Edna Place
Covina, CA 91723



1969 DODGE CHARGER

If you are into "muscle" cars of the late '60s and early '70s, you will enjoy Parma's newest body, the 1969 Dodge Charger, available in clear lexan. It will make your 1/10 car a real cruisin' machine. Part No. 10232, $19.

Parma International
13927 Progress Parkway
N. Royalton, OH 44133



SOME LIKE IT SIDEWAYS

For the true dirt oval purist, sprint cars is the name of the game. "The Gambler" 1/10 scale sprint car body is the latest from McAllister Racing. It comes with authentic hood cowl, rear tank section and molded stick-on headers.

For more information, contact:

McAllister Racing
4827 Top Circle
Simi Valley, CA 93063



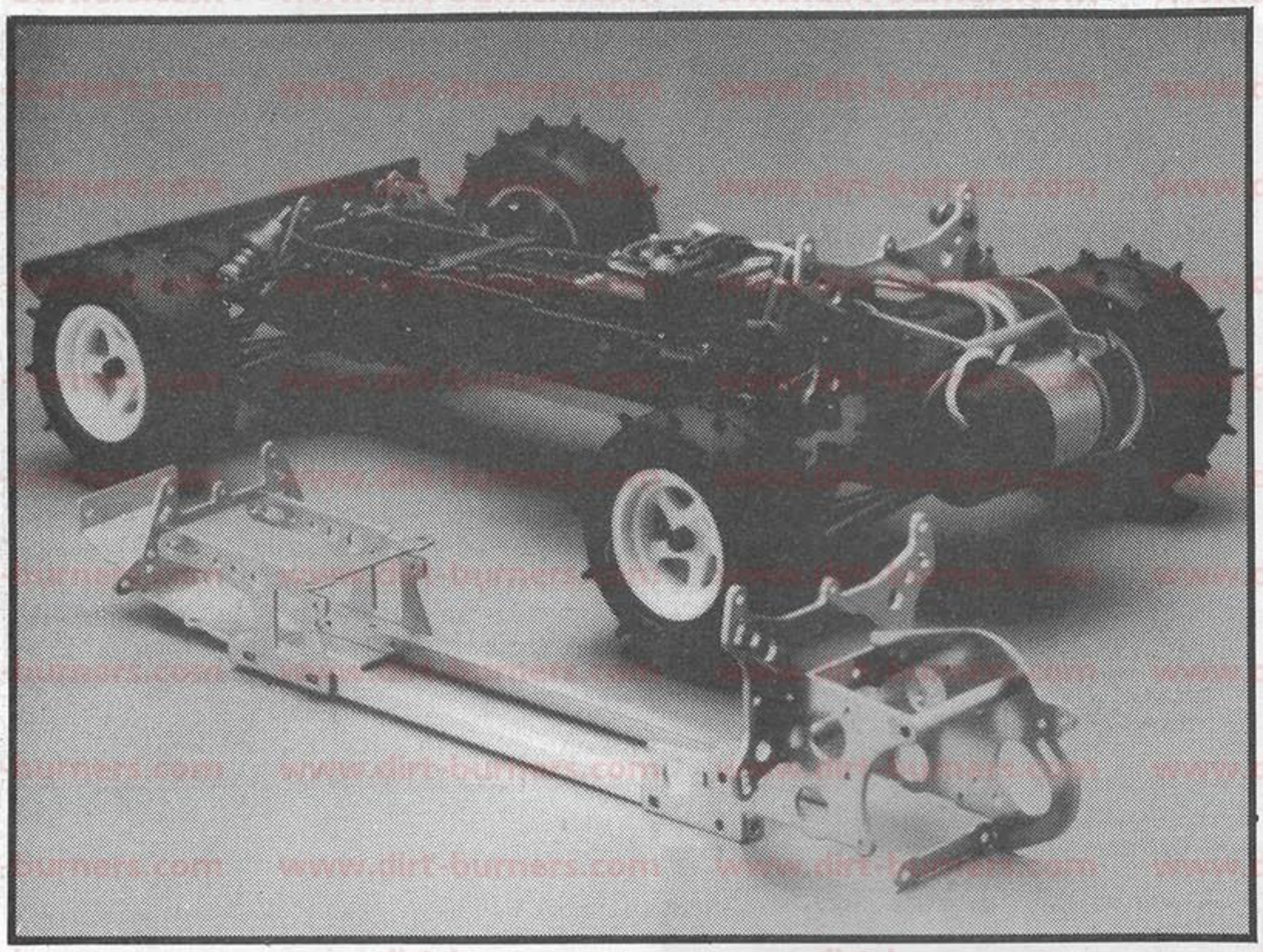
NEW FRONT SHOCKS FROM RACE PREP/AYK

Race Prep's new front shock set can make any Grasshopper or Hornet perform like a race car. Two oil-filled shocks designed to keep oil linkage to a minimum are included with coil springs. The top of the shock mounts in rubber to prevent binding as the suspension works. This performance item is a direct bolt-on accessory with no other hardware needed.

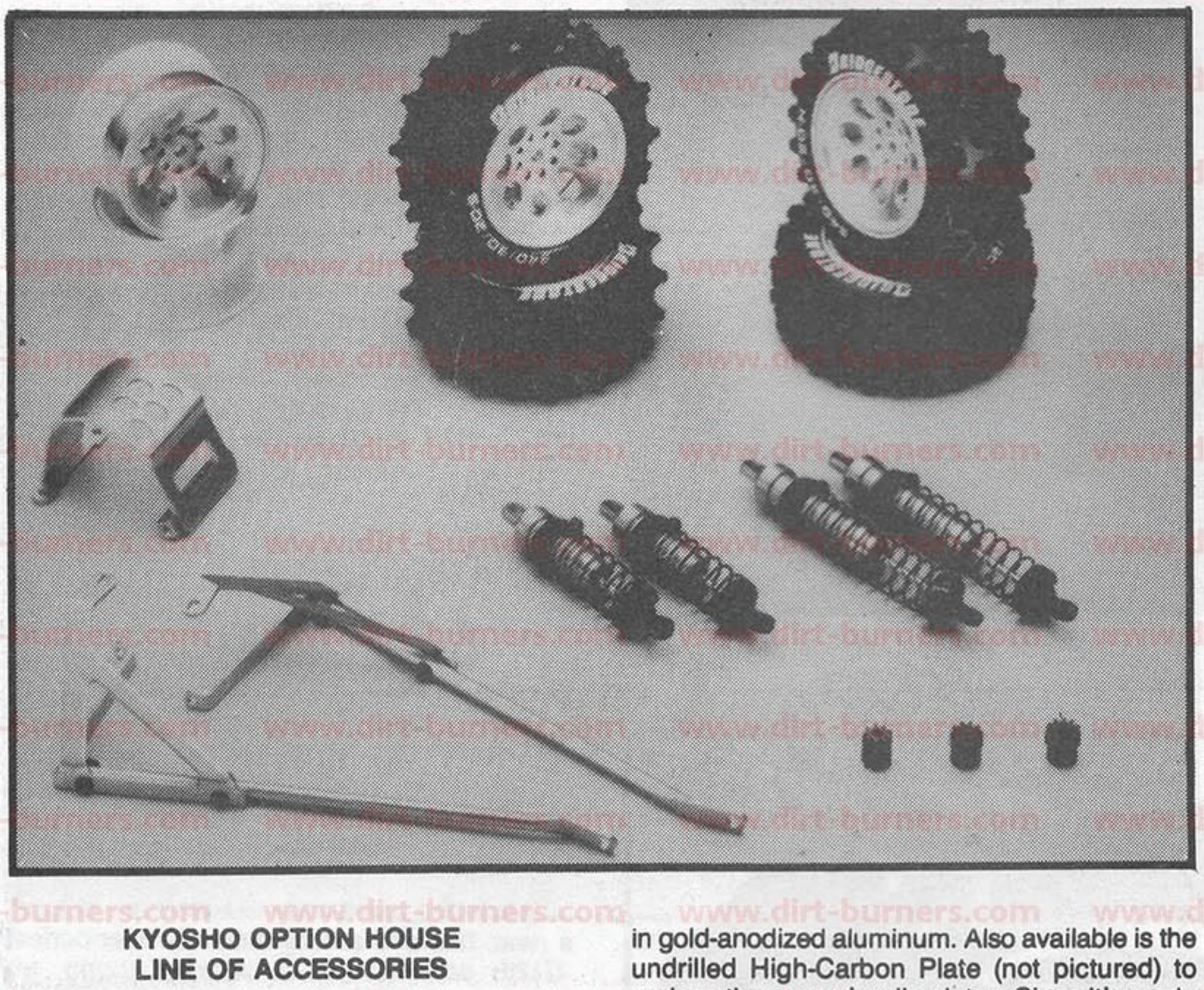
For further information, please contact:

R/C Race Prep
20115 Nordhoff Street
Chatsworth, CA 91311
(818) 709-6800

CHRISTMAS GOODIES:







KYOSHO OPTION HOUSE LINE OF ACCESSORIES

Option House is a new line of high-performance electric car parts and accessories from Kyosho. With Option House accessories, you can turn a sport buggy into a pro-racing machine with head-turning good looks!

To celebrate the Kyosho Optima's success, Kyosho has introduced the Celebration Chassis Set. The set contains all the main chassis parts of the Optima, Turbo Optima and Javelin cast in gold-anodized aluminum. Also available is the undrilled High-Carbon Plate (not pictured) to replace those cars' radio plates. Since it's made of carbon fiber and epoxy, it's super-strong yet lightweight, and is available in 1.7mm and 2.5mm thicknesses.

The Option House gold-anodized Motor Guard and Side Guard for the Kyosho Optima, Turbo Optima and Javelin combine beauty and function. The Motor Guard protects the motor's alignment and casing against sudden jolts from other cars when racing. The Side Guard is a set of left and right nerf-type rails designed to protect the car from the bumps and bang-ups of neck-and-neck racing. Both are made of light, strong aluminum.

Low Profile Tires will improve road handling on 1/10 scale buggies. Their low-distortion design and special spikes make these some of the best tires available for all-out performance and they're available for dirt or asphalt surfaces.

Mount the low-profile tires on lightweight, two-piece, chrome-plated Large-Diameter Wheels. Kyosho also offers two different sizes of Sponge Tires for indoor buggy racing. Kyosho Treaded Tires for are good for wet asphalt or soft dirt surfaces, and Spiked are best for hard dirt tracks.

Adjustable Pressure Shocks are oil-filled, coil-over, gold-anodized aluminum shocks designed to fit the Kyosho Optima, Javelin, Rocky and Assault, but will fit other 1/10 cars with some modifications. Three separate sets of pistons are included, which allows you to vary the internal dampening from soft to very firm. Three sets of color-coded springs are also included, in three stiffnesses. Triple-sealing makes the shocks nearly leakproof. Two rubber O-rings keep the oil in the shock and an expansion diaphragm flexes under compression, keeping internal oil-pressure low. The shocks are available in two sizes: small shocks, three inches long, with a travel distance of ¾"; and large shocks, four inches long with one-inch travel distance.

The LeMans Plastic Motor Case (not pictured) is a great plastic case for carrying electric motors. It'll keep motors clean when not in use and safe from particles that could get in the motor and cause damage.

Kyosho Car Aids is a metric set made up of 150 screws, 50 nuts and 20 washers, made for any electric buggy, that comes in a snap-tight plastic case.

Kyosho Pinion Gears are made of hardened metal and are the replacement gears for the Kyosho Optima, Javelin and Rocky. Three sizes are available — 9-tooth, 10-tooth and 11-tooth.

The Kyosho Option House Line of Accessories are distributed nationwide by:

Great Planes Distributors
P.O. Box 4021
Champaign, Il 61820

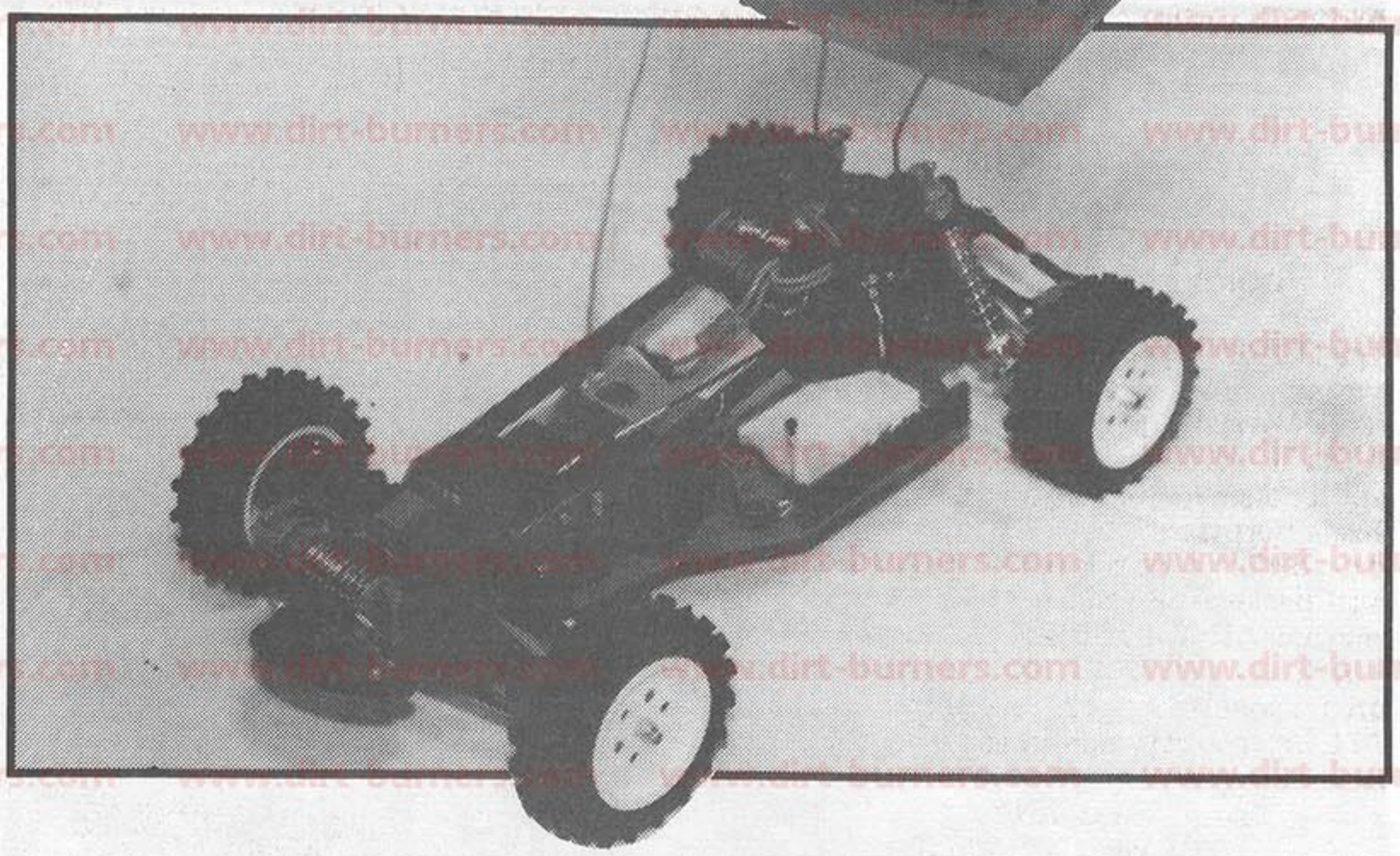
INSIDE LINES

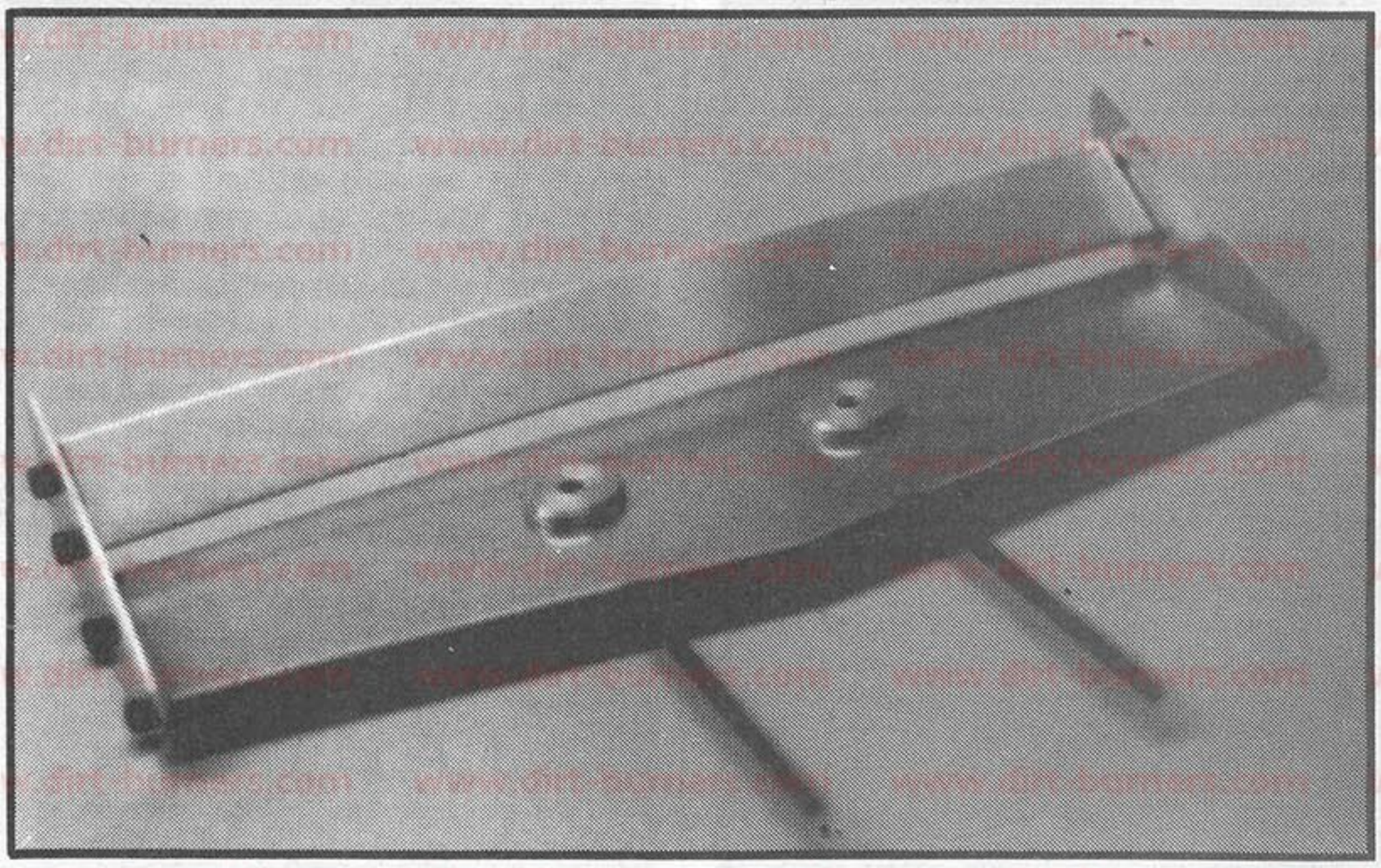
RHS RED HOTSHOT TriDirComp CHASSIS KIT

Change your HotShot from a backyard car to a race car. The chassis is made of the revolutionary TriDirComp material, making it strong and lightweight. It includes a rear transmission/shock mount for using dual Associated shocks, giving you superior rear suspension action. When used in conjunction with the RC10/Red HotShot front end kit (Part No. 046RHS), and the Red HotShot beef-up steering linkage (Part No. 048RHS), you get the choice of running 2WD or 4WD in just minutes. Add the Red HotShot Front Dual Shock Mount Kit (Part No. 068RHS) and eliminate the mono-shock in favor of the superior dual shock set-up!

For more information, contact:

Hot Trick Racing Cars, Inc.
1157 Cushman Ave.
San Diego, CA, 92110



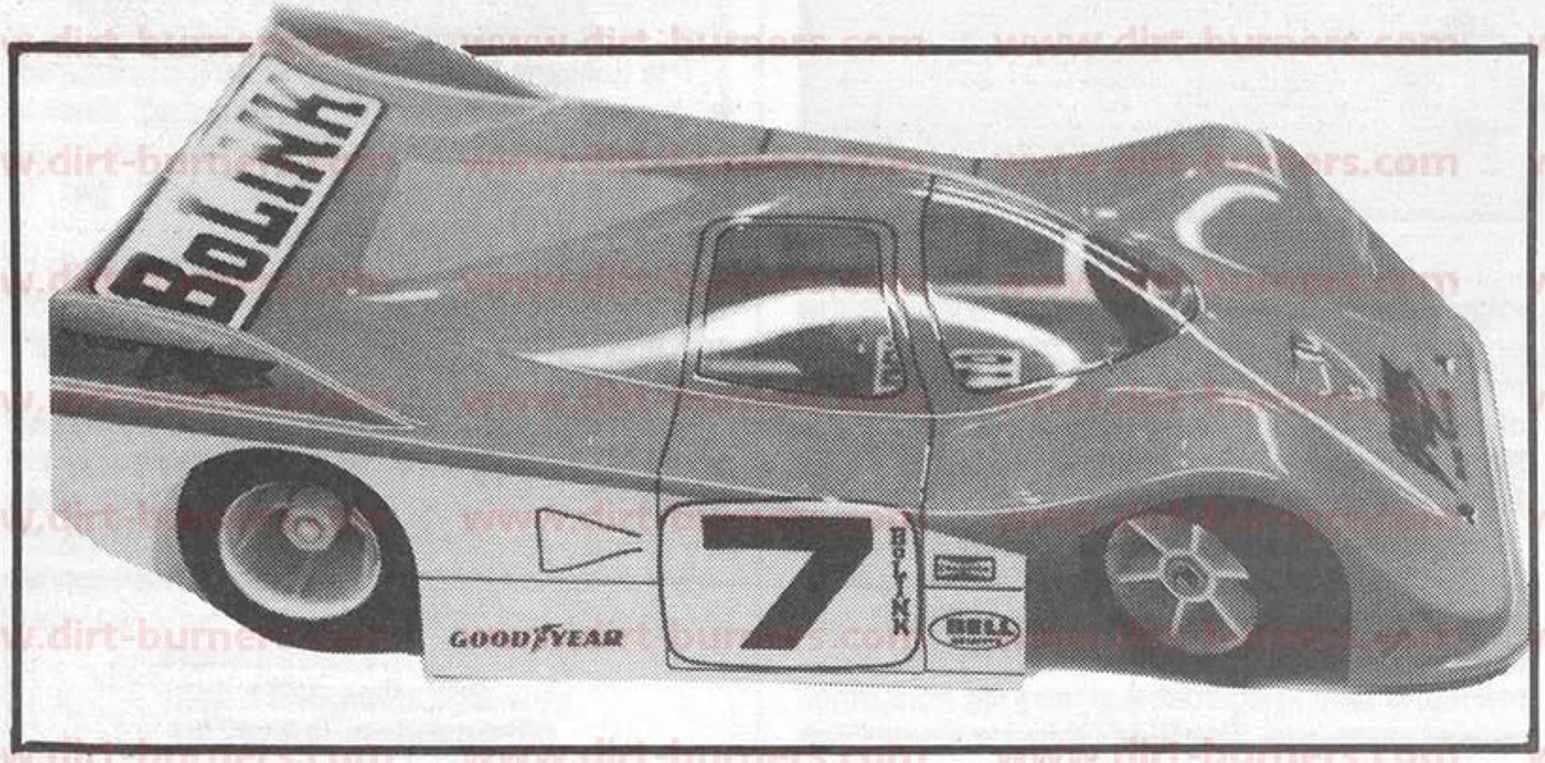


OPTIMA WING

This is just the ticket for sticking the rear tires of your Optima car to the ground. This new wing is made of aluminum alloy for high strength and light weight. The rear flap is adjustable to increase or decrease bite, and the wing buttons let you move the whole wing forward or back so you can dial in your car's performance. The Optima Wing comes with all mounting hardware, so it will easily bolt onto your car. $15 from Trinity.

For more information, contact:

Trinity Products, Inc.
1901 E. Linden Ave. Unit #20
Linden, NY 07036



ARUNDEL C-200

This is the latest body release from BoLink, a neat, fast and aerodynamically near-perfect 1/12th scale Group C, Arundel C-200. It's available in clear Lexan for that personal touch with the paint brush. Part: BL-2099, and it retails for $11.00 from:

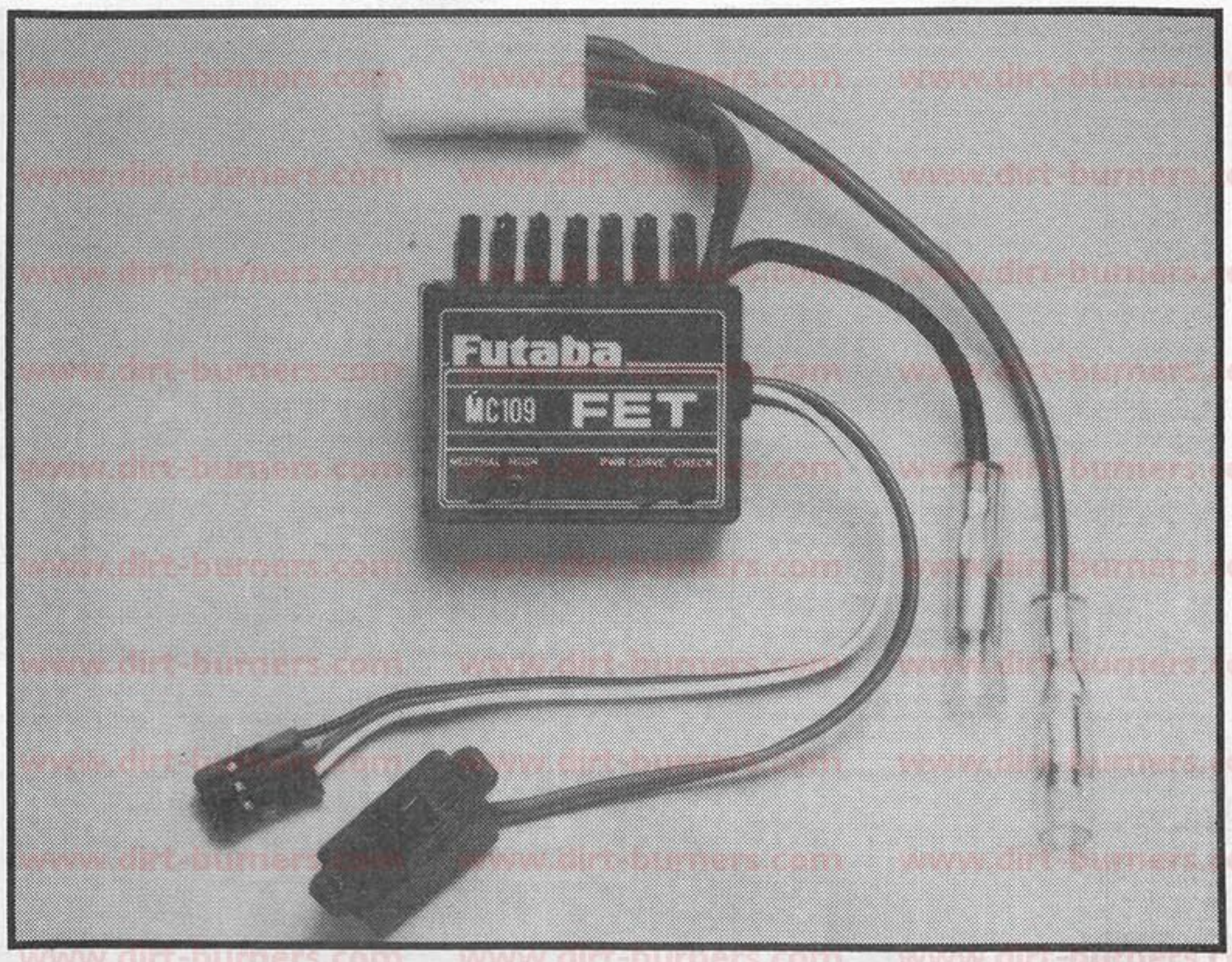
BoLink R/C Cars
420 Hosea Road
Lawrenceville, GA 30245

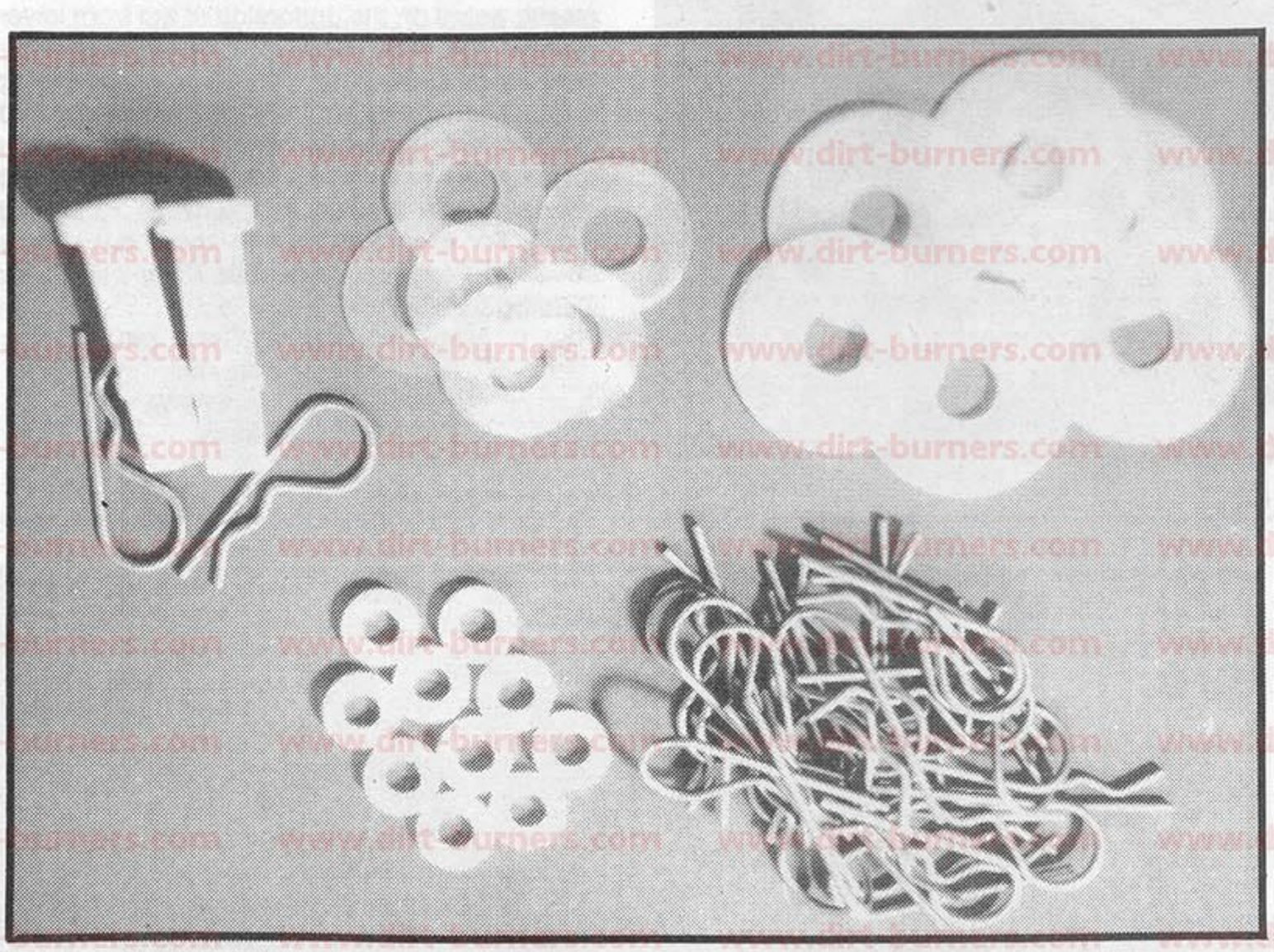
CHRISTMAS GOODIES:

CONCEPTS IN ELECTRONICS

The MC109 (MC9)/FET Electronic Speed Control from Futaba is the latest in their fine line of radio systems. This unit is designed to meet the critical demands of competition R/C electric cars and boats. State-of-the-art FET (Field Effect Transistor) technology and high capacity/low drain performance is found in an extremely compact package. Built-in three-way adjustments with optimum circuit check LED. It only weighs 1 oz. and it's 1.17'' X 1.59'' X 0.61''. It features proportional forward; electronic braking, 7-FET's; neutral, high speed and curve Adjusters. From:

FUTABA
555 West Victoria St.
Compton, CA 90220





MIP'S MISCELLANEOUS MIGHTIES

Best buys in town are the MIP 1/10 and 1/12 scale Hood Pins (#11-1, $2.95) which come in 24 large pins to a pack. Replace the steel shims with the ultra lite MIP .062 Lite Weight Body Post Shims (#11-2, $2.95), which come in a pack of 10 pcs. The 1/10 & 1/12 Body Post Pads (#11-3, $2.00 6 pcs.) are lightweight pads that will keep the body stable on the body posts. Body Post Retainers, also for 1/10 & 1/12 scales (#11-4, $2.00 6 pcs.), keep your body from being scratched. Use them before you put in that hood pin. And the Lite-Weight Body Post (#11-5, $3.95 pair) is the lightweight post that helps the car go that much faster. All these goodies from:

MIP
838 Edna Place
Covina, CA 91723

MRC'S R/C OFF ROAD BUGGIES & RACING CARS SPECIFICATIONS & PARTS

MRC-Tamiya proudly announces our brand new 128-page book — the R/C Off Road Buggies & R/C Racing Cars Specifications & Parts. It's the most complete R/C car specifications, reference and parts manual in the industry for everyone — distributors, dealers and consumers.

It contains complete car specifications on all current MRC-Tamiya cars including overall length, width and height dimensions; wheelbase, tread and tire width and diameter dimensions; minimum ground clearance (where applicable); prox. fully equipped weight; specifications on body, frame, suspension system, motor, gear ratio, speed control and recommended radio systems and power sources.

There's also complete numerical listing of all current car parts with cross-reference to show various cars' compatibility. Not to mention a complete numerical pictorial section of all current car parts.

It contains a separate section showing available parts for discontinued cars (numerically listed and cross-referenced to show various cars' compatibility with other discontinued cars). Included with this is a numerical listing of all parts with suggested list prices. It's arranged into five individual sections, is page-indexed for convenient locating and constant reference, and is three-hole drilled for easy binder insertion. It's complete through MRC-Tamiya's new Boomerang (with post-printing sheets included for the new Falcon and Bigwig).

For more information on the 128-page parts manual contact:

Model Rectifier Corporation
2500 Woodbridge Ave.
Edison, NJ 08817

INSIDE LINES

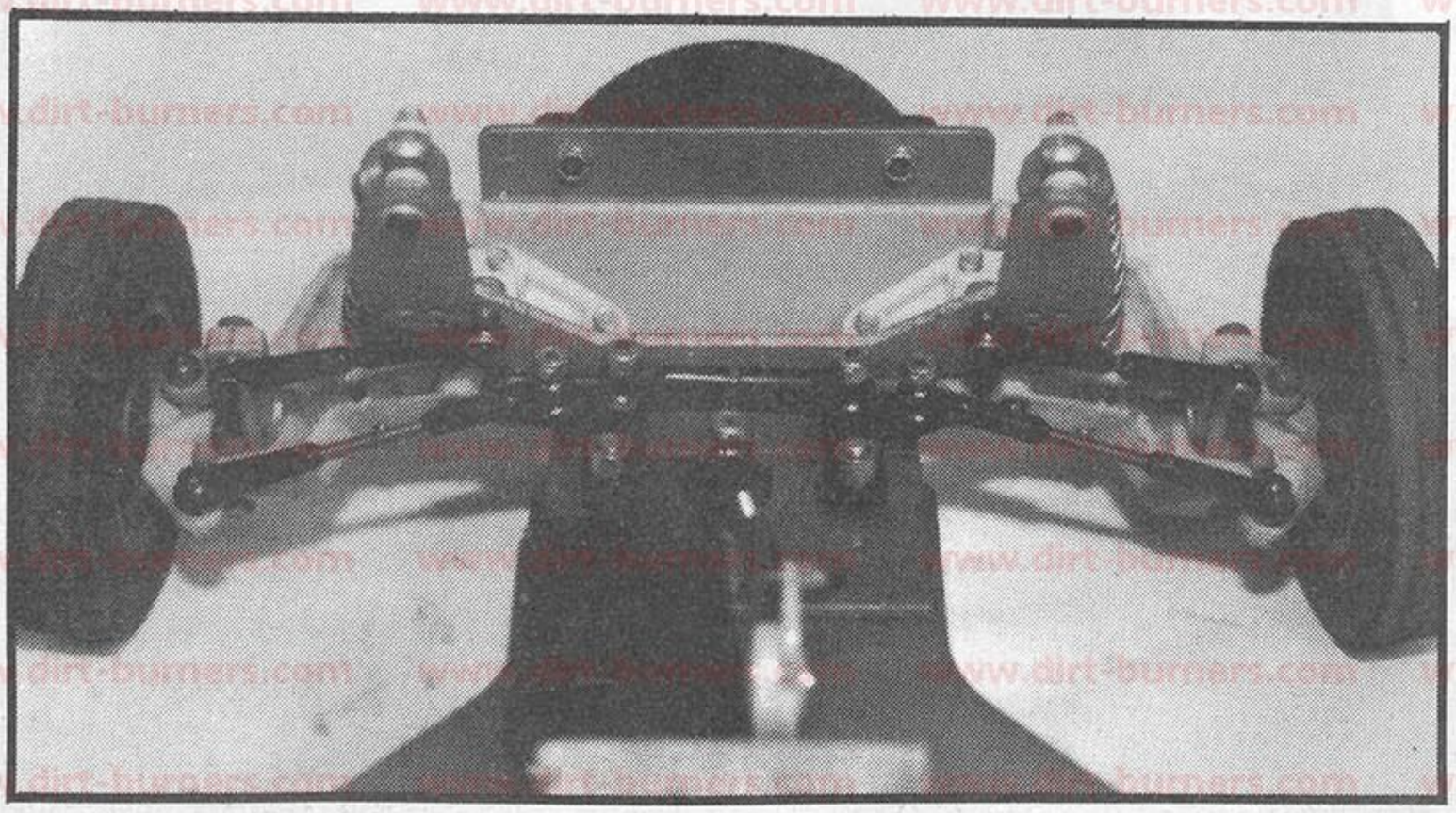
TEAM LOSI DIFF TUBE

Team Losi takes pride in announcing the release of their all-steel, precision-machined, ball-bearing Diff Tube for the RC-10 transmission. This well-kept secret of the pros is now available to all. The special construction of this Team Losi Diff Tube (Part #TL 4005) incorporates a precision ball bearing on the gear side to support the most critical part of the unit. Longer life and smoother operation make this a great addition for every RC10 owner (replaces Assoc. Part #6617).

For more information please contact:

R.P.S.
Attn.:Mario Losi, Director, Advertising/Public Relations
1655 E.Mission Blvd.
Pomona, CA 91766
(714) 623-1506





RC10 WIDE FOOT FRONT END KIT

When you bought your RC10, you bought one of the best, if not *the best* car on the market today. But you bought two things you did not need: One is high speed push or "understeer;" the other is the "E" clips that come off when the plastic wears on the underside of the front lower A-arms. The Wide Foot (026A) solves both problems at the same time! You will now have a car that you can power around those corners instead of just coasting around them. It also allows you to lengthen or shorten the front end by just changing the screws in the three mounting holes. For more information about this or any other Hot Trick part, or send $3.75 for a Hot Trick Catalog to:

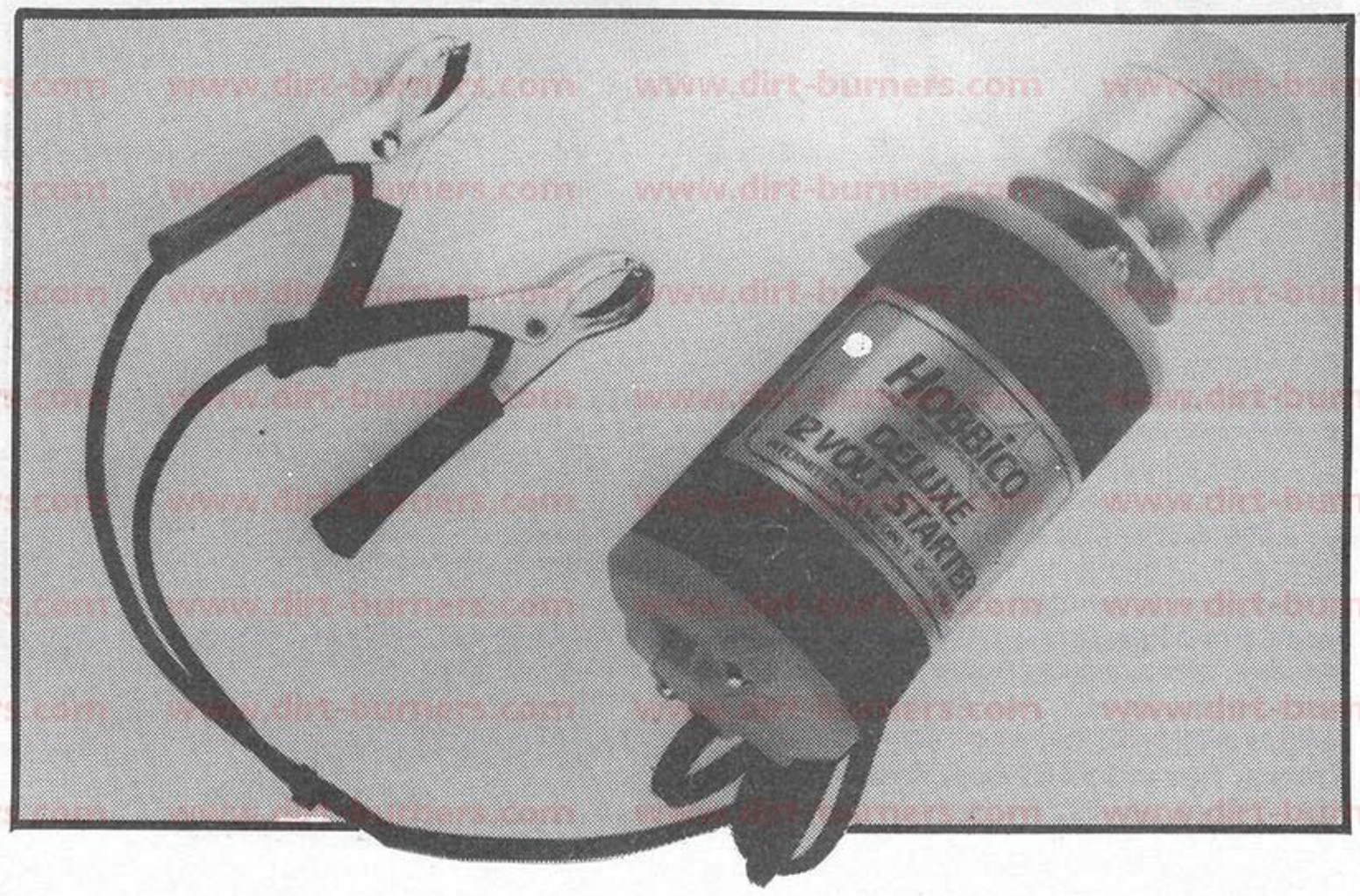
Hot Trick Racing Cars, Inc.
1157 Cushman Ave.
San Diego, CA 92110
(619) 295-2211

HOBBICO DELUXE HEAVY-DUTY 12-VOLT STARTER

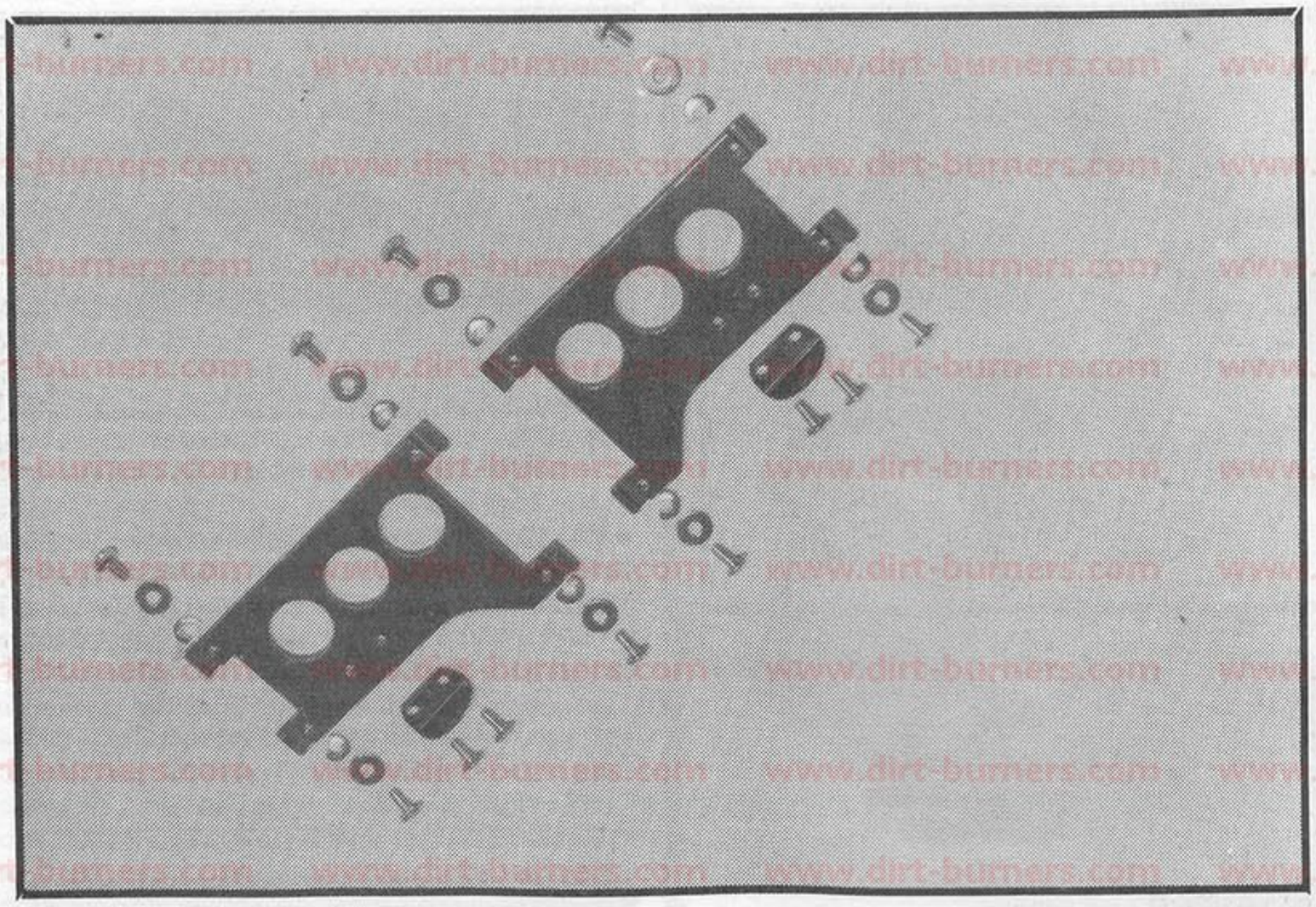
The Hobbico Deluxe Heavy-Duty 12V Starter makes starting your engine easy! Built to last, this starter features a deluxe aluminum starter cone with a V-groove and rubber insert, a metal armature case with bronze bushings on both armature ends, and self-adjusting carbon brushes. The "easy-press" start switch makes starting easy — no heavy finger pressure is necessary. Comes with large battery clips already attached, and the built-in finger guard ensures safe starts every time. The Deluxe Heavy-Duty 12V Starter is perfect for R/C airplanes, boats, helicopters and cars. Solid construction, great performance and value — just what you need in a starter!

The Hobbico Deluxe Heavy-Duty 12V Starter is distributed to leading retailers nationwide by:

Great Planes Distributors
P.O. Box 4021
Champaign, IL 61820



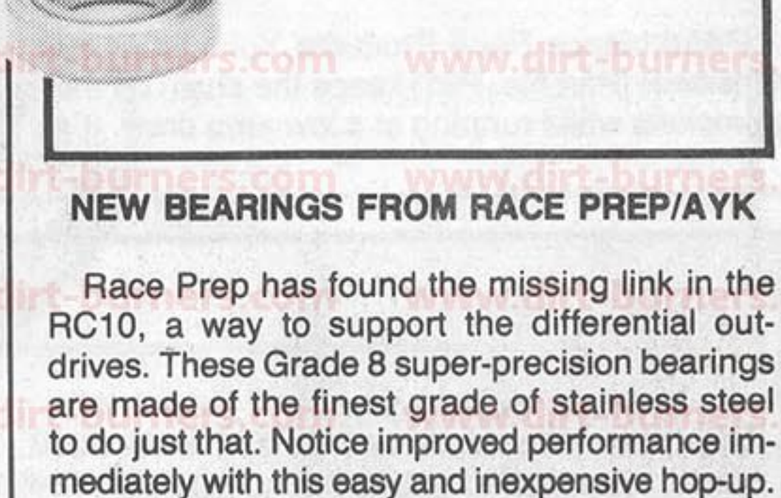
CHRISTMAS GOODIES:



RHS RED HOT SHOT REAR LOWER "A" ARMS (057)

A weak point on the HotShot is the rear lower A-arms. RHS arms are red anodized for strength and good looks, and include shock mounts for using Associated shocks. It is intended for use on the RED HotShot TriDirComp chassis kit (050 RHS). For more information or send $3.75 for a catalog to:

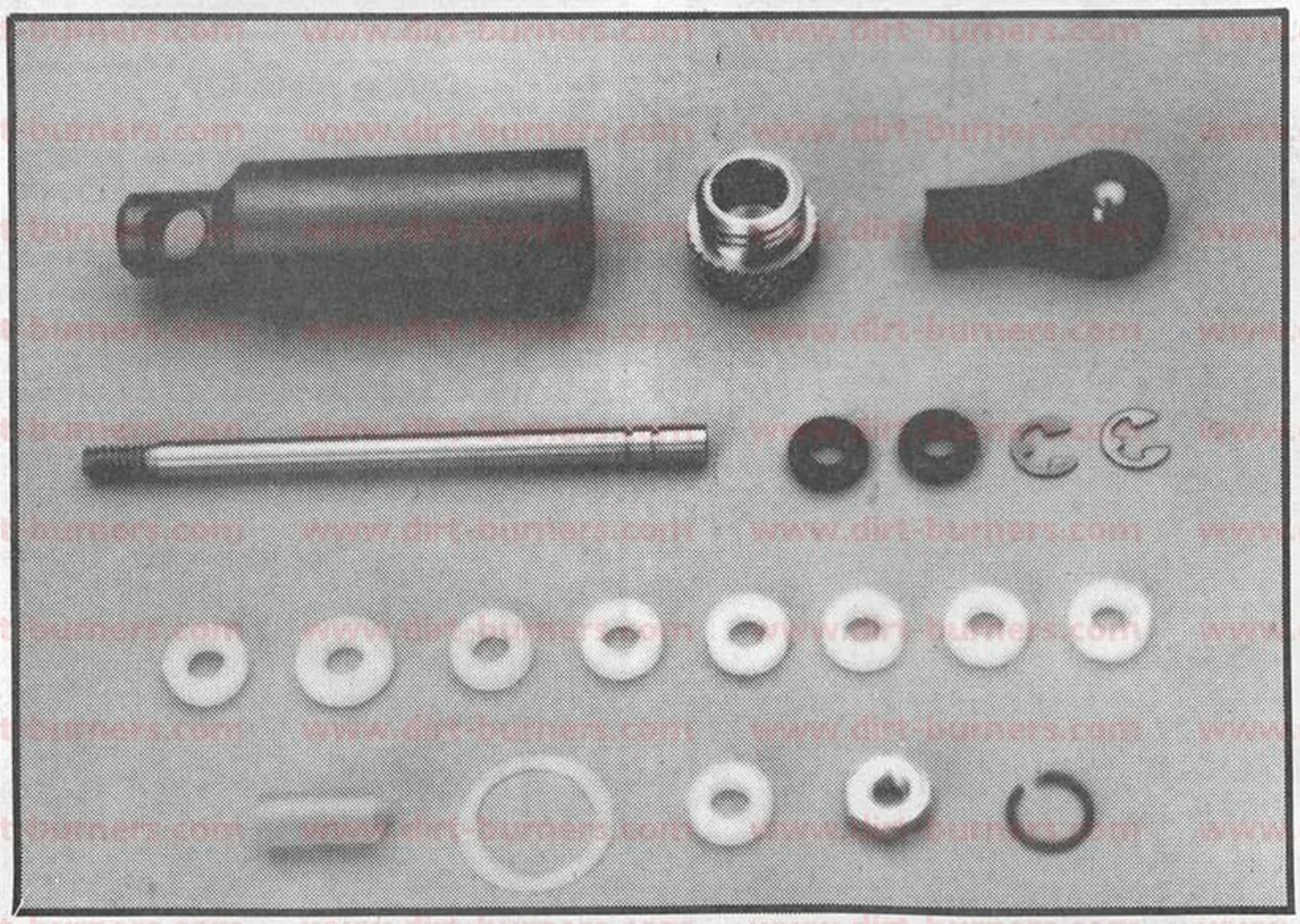
Hot Tricks Racing Cars, Inc.
1157 Cushman Ave.
San Diego, CA 92110
(619) 295-2211



NEW BEARINGS FROM RACE PREP/AYK

Race Prep has found the missing link in the RC10, a way to support the differential outdrives. These Grade 8 super-precision bearings are made of the finest grade of stainless steel to do just that. Notice improved performance immediately with this easy and inexpensive hop-up. For more information, please contact:

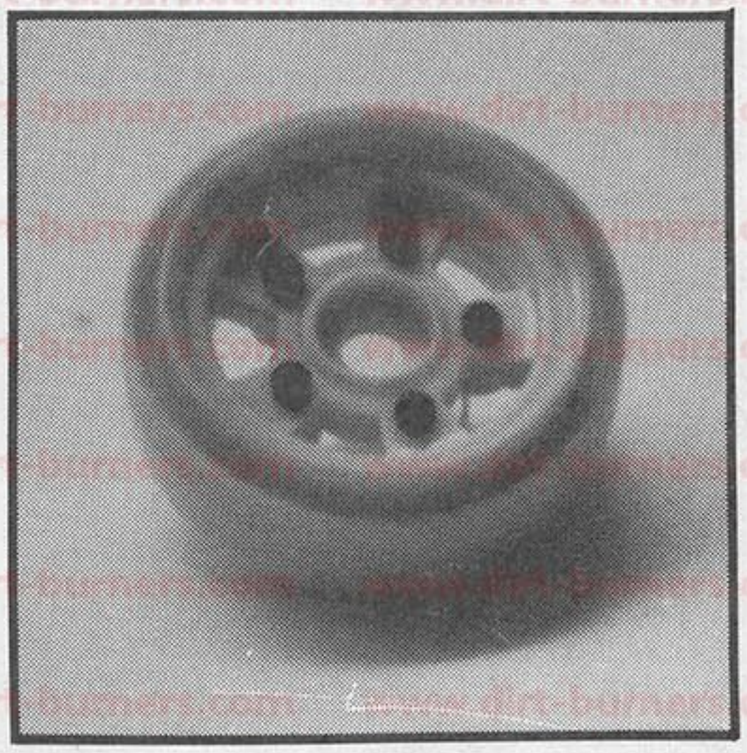
R/C Race Prep
20115 Nordhoff Street
Chatsworth, CA 91311
(818) 709-6800



PARMA SHORT SHOCK KIT

Parma's Short Shock Kit allows you to assemble your own shocks to your specifications. You choose the weight, the oil to use and can modify the piston for any dampening that you desire. #12621 — $10.00

Parma International, Inc.
13927 Progress Parkway
North Royalton, OH 44133
(216) 237-8650

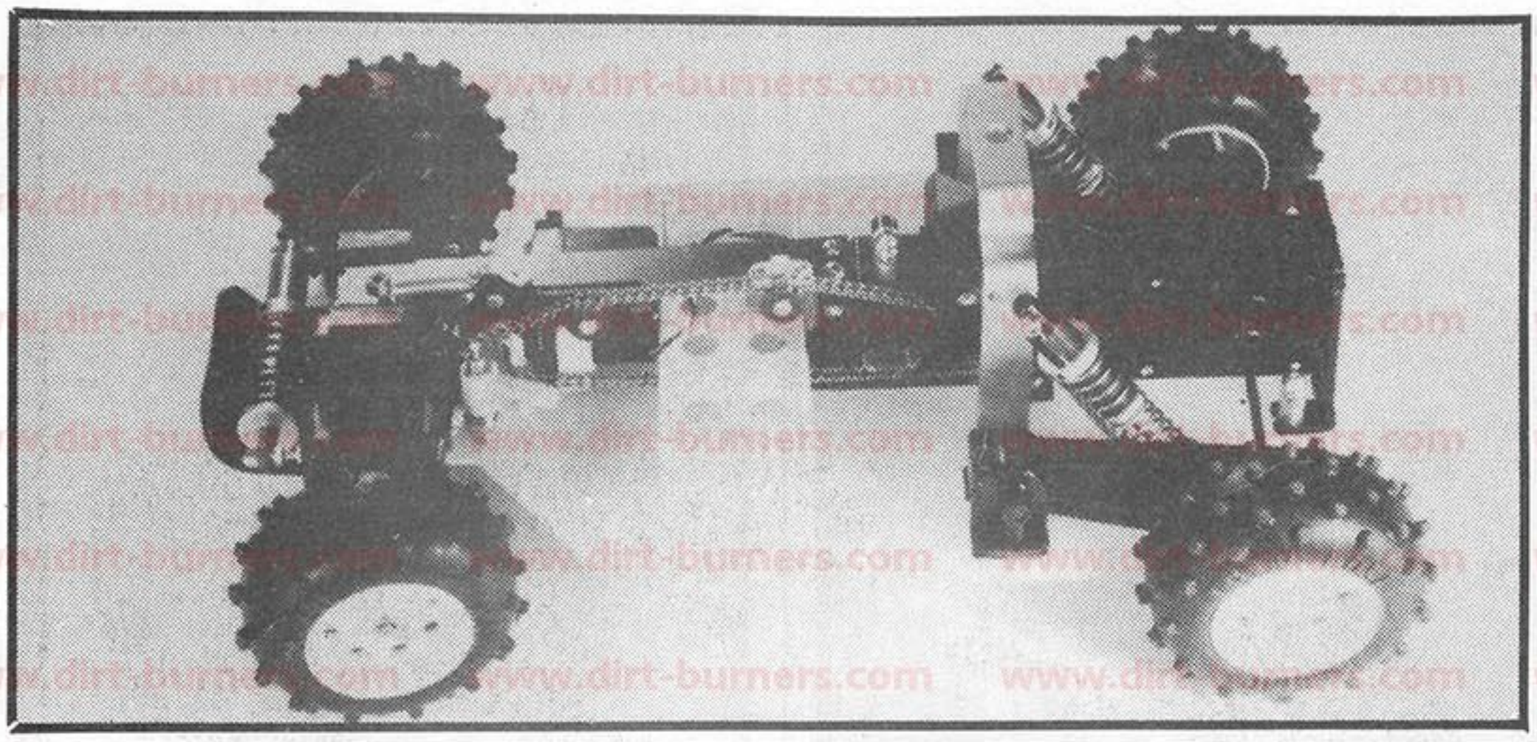


TAMIYA FRONT WHEELS

These are high-impact yellow nylon replaceable front wheels (RC#7012) for the Tamiya Frog, Hornet, Grasshopper, etc. Fits any tire that goes on Sand Scorcher rims, only $4.99. The companion rear wheel (RC#7013) is $5.99 from:

Trinity Products, Inc.
1901 Linden Ave., Unit 20
Linden, NY 07036

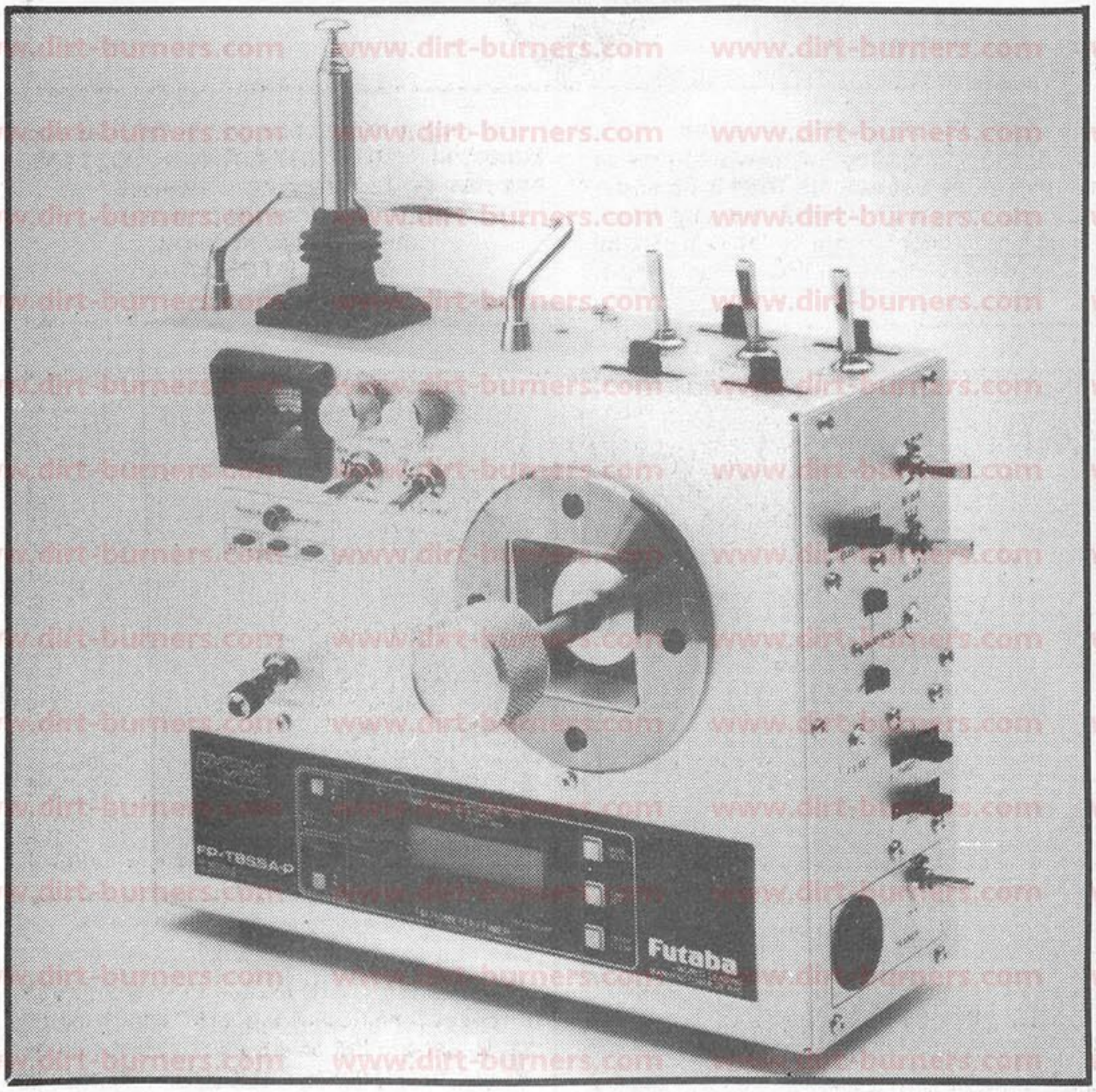
INSIDE LINES



PERFORMANCE RACE PRODUCTS

Performance Race Products Yokomo chain tensioner (Part No. P31) keeps the chain on the sprockets while running at a low-amp draw. It's available through your local hobby shop or contact:

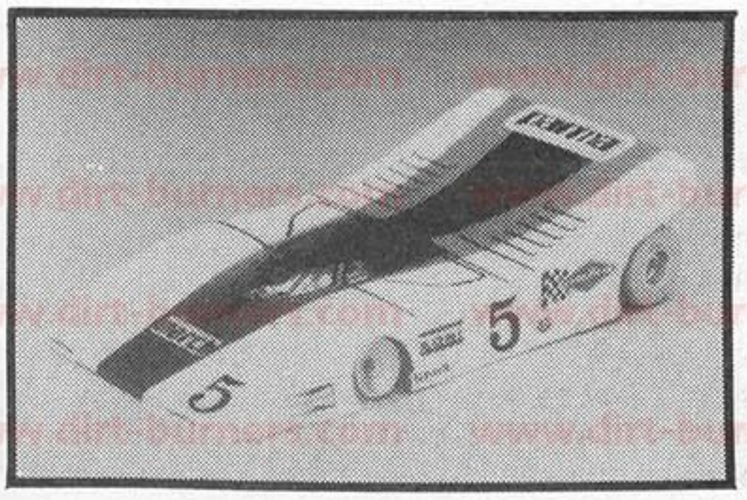
PRP
6209-27th West D7
Tacoma, WA 98466
(206) 564-9630



THE FP-T8SSA-P/8 CHANNEL

A Single Stick PCM Transmitter system includes: R118GP receiver, four S-130 servos, dual rate/VTR (3), mixing (7), ATL, ATV, DSC, servo reverse, Tachotimer, NiCds. 50, 53, or 73MHz modules. Also from:

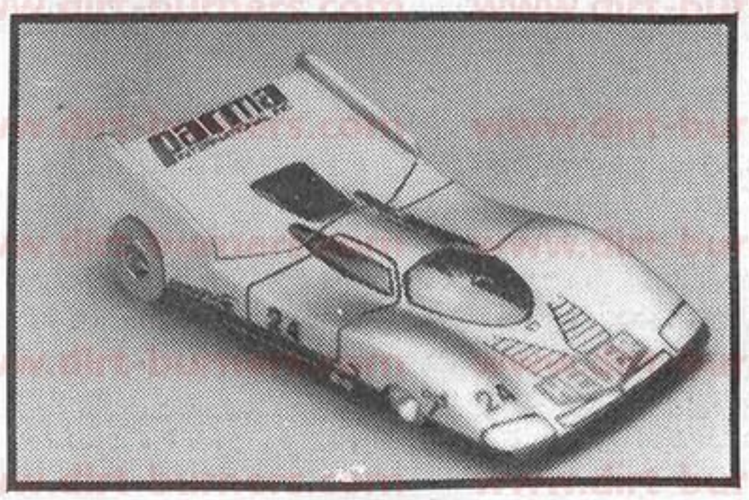
FUTABA
555 West Victoria St.
Compton, CA 90220



NISSAN MARCH 1/24th SCALE

Parma's Nissan March 1/24 scale, .007 lexan body is designed for today's lightweight and high-powered cars. Its profile and lowered cockpit make it very aerodynamically efficient. Part No. 1014, $1.95.

Parma International
13927 Progress Parkway
N. Royalton, OH 44133



PARMA FIERO GTP

The Parma Fiero GTP is their latest body for the Flexi-Kar. It's sure to be popular, order yours soon! Part No. 963, $1.95.

For this and other Parma products, contact:

Parma International
13927 Progress Parkway
N. Royalton, OH 44133



1/12 MUSTANG PROBE BODY

Parma's 1/12 Mustang Probe GTP body is now offered factory painted. Available in ten different colors to suit almost anyone's preference. Part No. 1953P, $14.

Parma International
13927 Progress Parkway
N. Royalton, OH 44133

CHRISTMAS GOODIES:

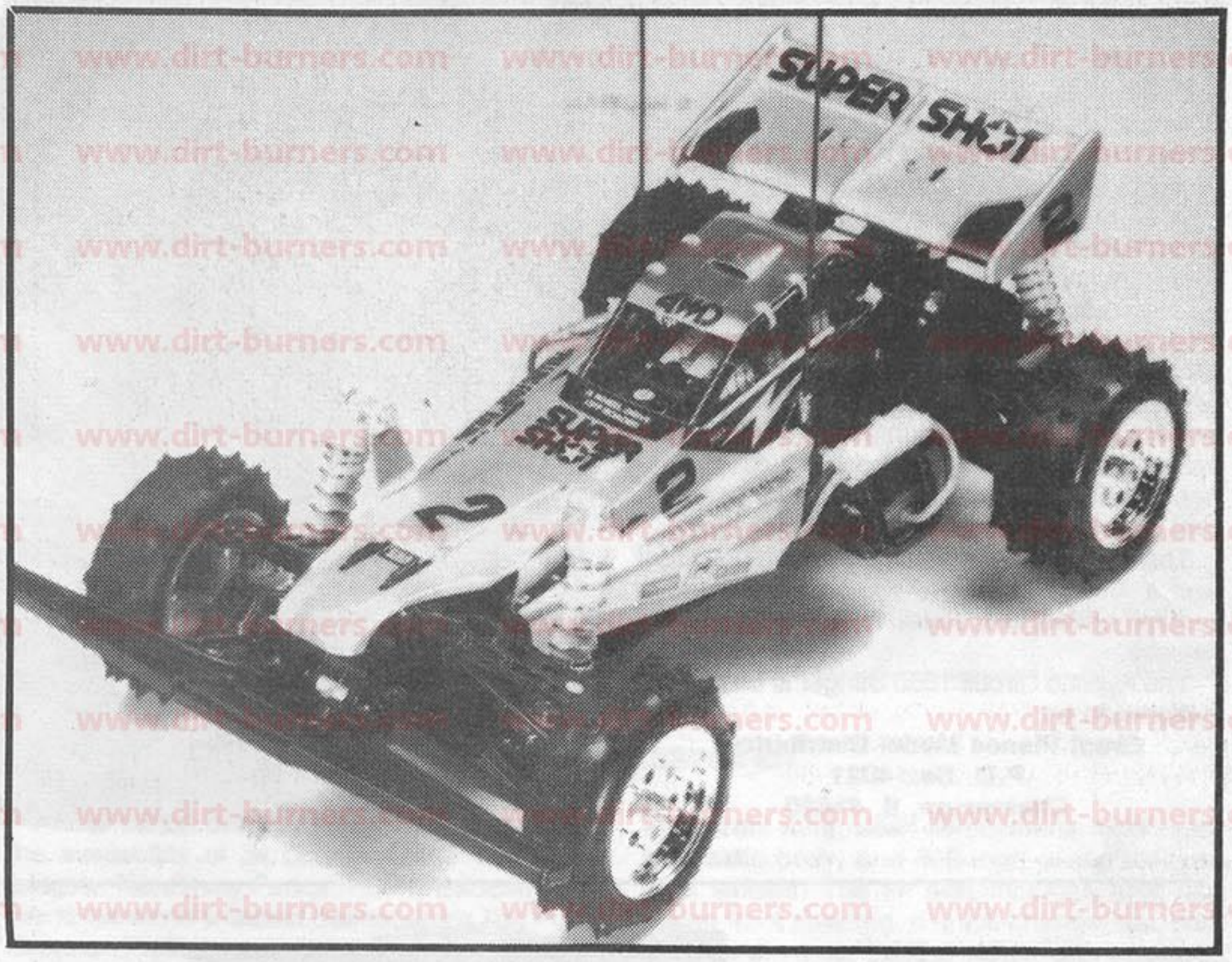
SUPERSHOT 4WD RACER KIT

What every off road racer dreams of has come true: MRC-Tamiya unleashes the SuperShot 4WD racer kit No. 5854. Once again, they've got the rest of the stock kits by other makers eating their dust!

They've put in a lot of standard features that other kits have only as optional parts. First there's 24 ball bearings to smooth your way to victory. The rear gearbox has seven, the front box has nine, and the front and rear driveshaft mountings have eight, which include two thrust bearings. They've kept the solid driveshaft for power transmission, as it has proven itself to be the only reliable way to transmit power between both gearboxes. For power, the tuneable RX-540SD Technipower motor was picked to put you on top.

The suspension system has been worked on to deliver fantastic road handling. The double wishbone suspension in both front and rear is backed up by four large oil-filled shock absorbers, one on each wishbone arm. The damper springs are adjustable for three different settings, plus the piston head can be set three different ways, giving you a wide variety of chassis set-ups for different road conditions.

The three-step-forward two-step-reverse speed control is designed for use with the Tamiya battery Eliminator (not included). It gives you more control and is light weight, because you won't be carrying a heavy reciever battery. The plated wheels support low-profile pin-spike pattern tires for road-grabbing work. The engineering plastic monoque chassis is topped off with a good looking polycarbonate body and wide rear spoiler.



What are you waiting for, now that they've brought out the SuperShot? There's no easier way to get going fast other than this magnificent kit machine brought to you by the real experts in off road R/C cars — the MRC-Tamiya people!

For further information on the MRC-Tamiya SuperShot 1/10 off road R/C car kit No. 5854, see your local hobby shop or contact:

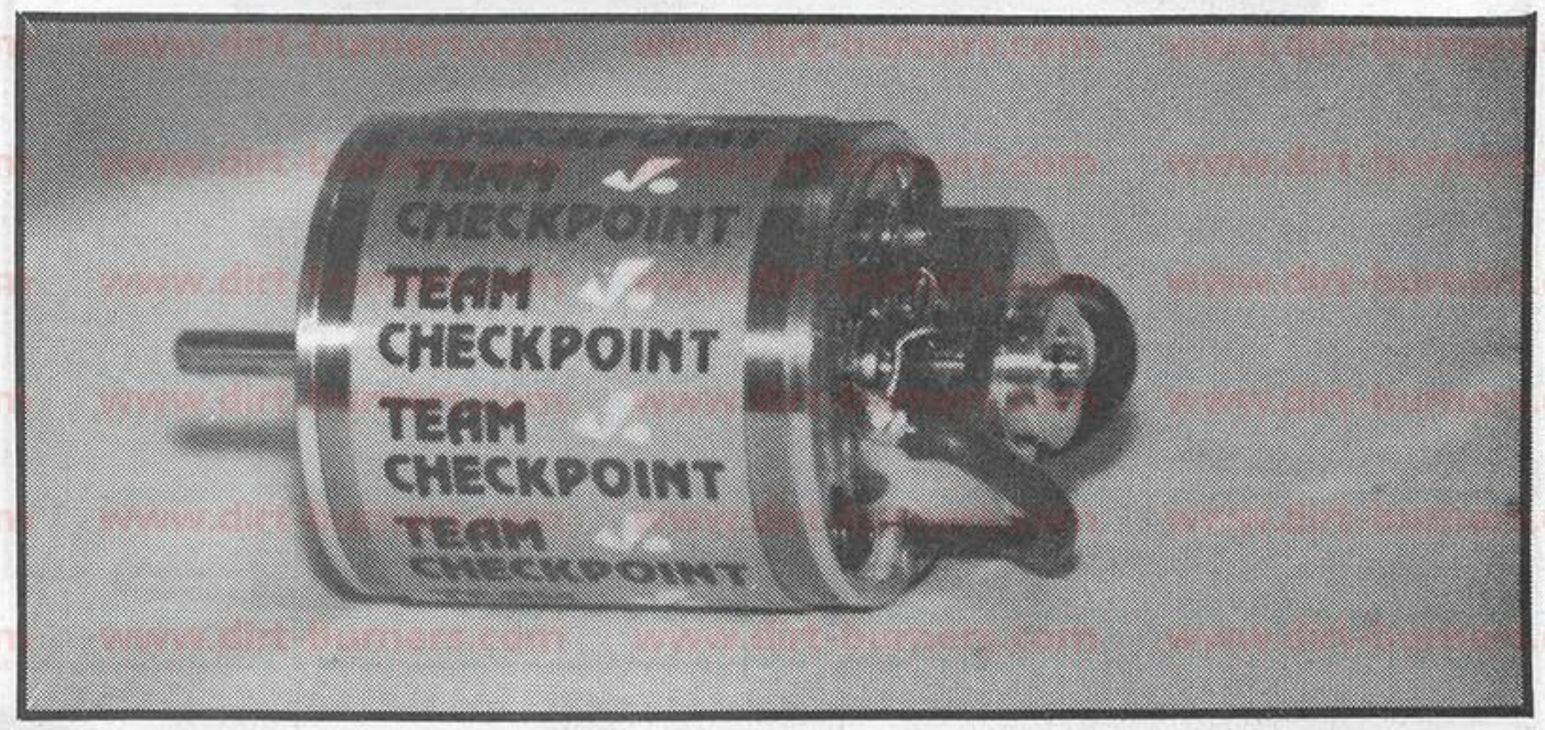
Model Rectifier Corporation
2500 Woodbridge Ave.
Edison, NJ 08817.

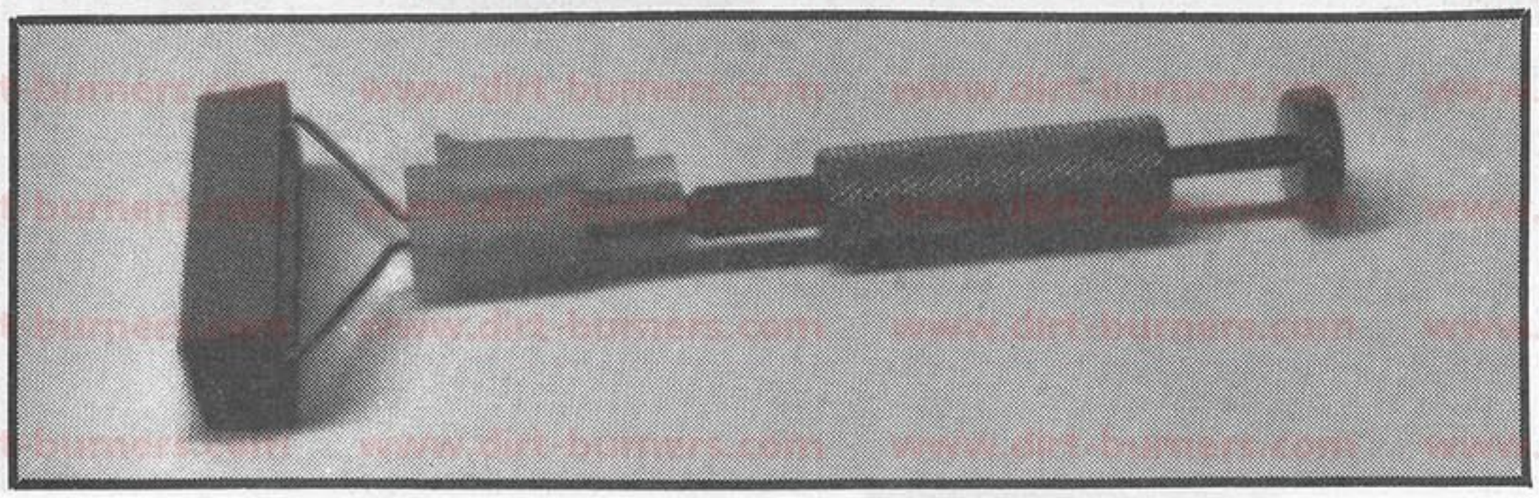
THE NEW "PLATINUM SERIES" MOTOR

The new "Platinum Series" motor from Checkpoint features an endbell and rear can assembly made of 20-24 aircraft quality aluminum. It is almost 1/16″ smaller than conventional motors and are lighter as well. The magnets are ceramic #8 versus #5 for Japanese motors. This provides extreme torque as well as good braking effect, even when brakes are "dialed out" of the car.

The price will be the same as for other motors and best of all, it's *made in the USA!!!*

Team Checkpoint Motors
657 W. 19th Street
Costa Mesa, CA 92627





PIN REMOVER

This tool is a must if you use either Associated or Tamiya connectors on your R/C cars. It allows you to remove the pins from the plastic plugs without ruining them. Just slip it in and push in the plunger — the pin will just pop out, $7.50 from Trinity Products.

For more information, contact:

Trinity Products, Inc.
1901 E. Linden Ave., Unit #20
Linden, NY, 07036

INSIDE LINES

KYOSHO CIRCUIT 1000 STINGER

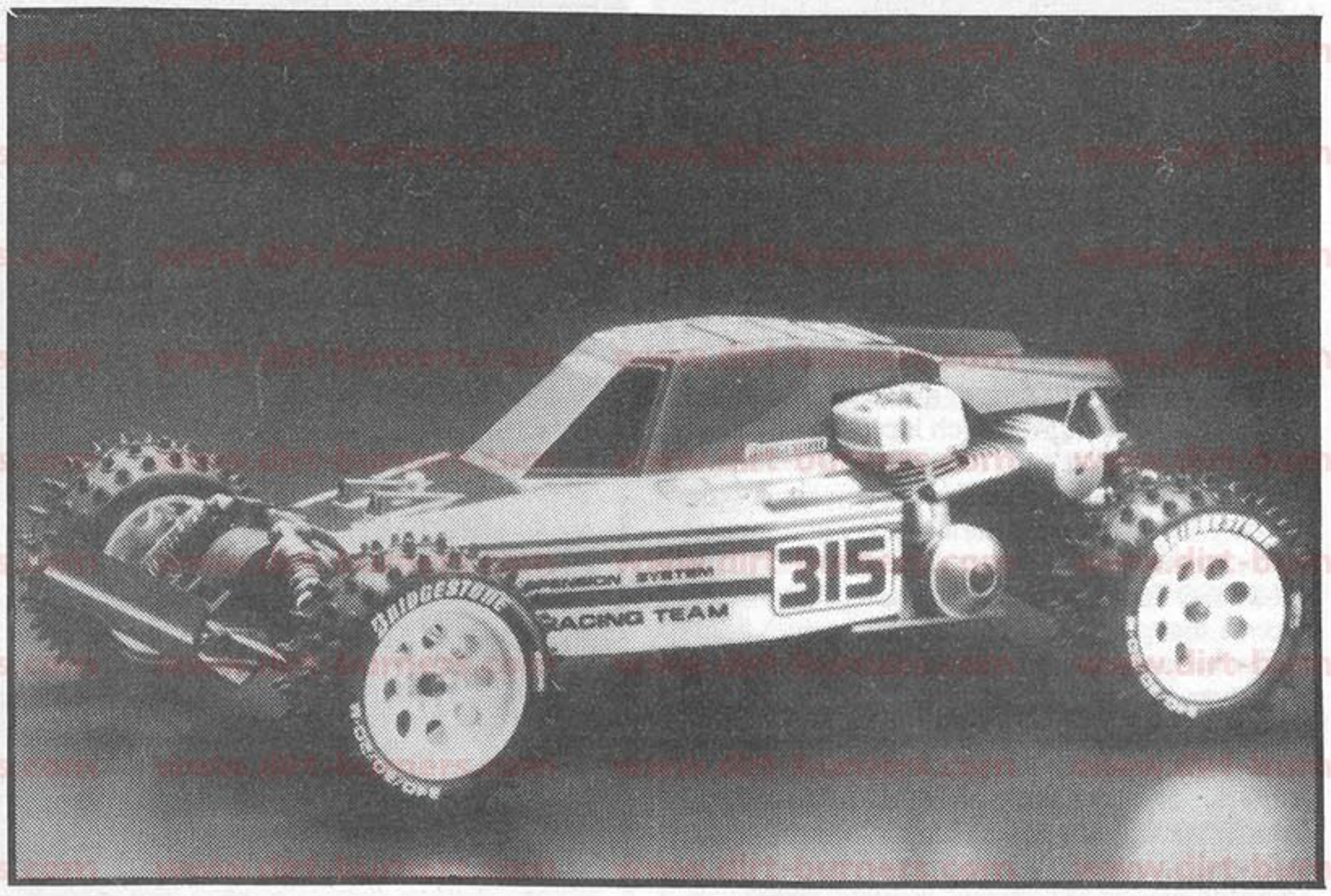
Kyosho has created a 1/10 scale .10-size, gas-powered 4WD buggy for off roaders who want to step up to the speed and thrills of gas-powered vehicles — the Circuit 1000 Stinger.

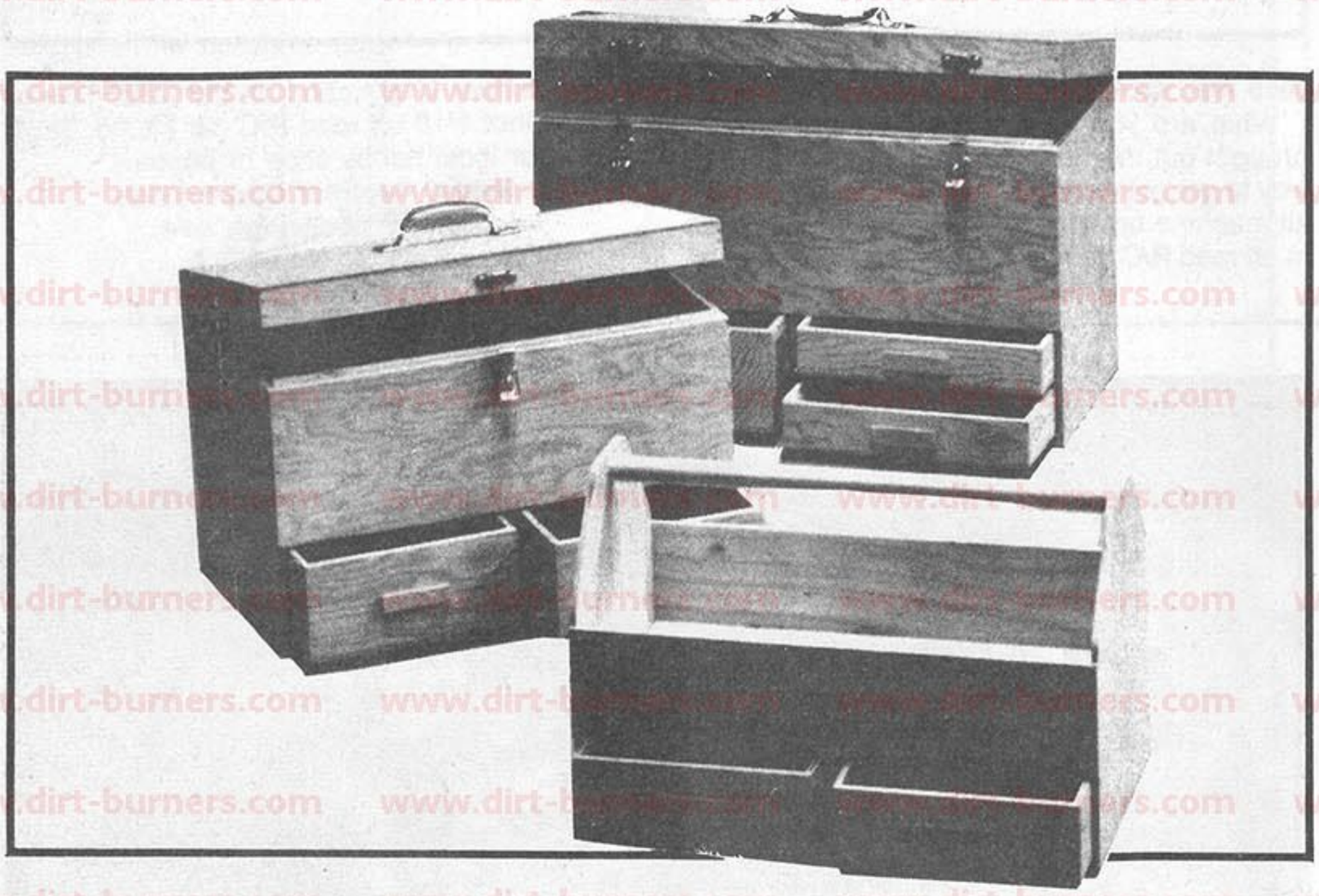
The Stinger is built on the race-winning Optima chassis and features efficient chain drive with front and rear differentials for top handling on any course. Four-wheel independent suspension includes oil-filled coil-over shocks and strong, lightweight EX-66 nylon double wishbones with extra-long suspension travel to smooth out the worst bumps. Low profile pin spike tires with light nylon wheels provide dependable traction on any surface. A custom muffler, fuel tank and zip starter are included.

The kit requires a two-channel radio system and a .09-.12 engine (the OS CZ-1 engine is recommended). It is slated for a mid-November release.

The Kyosho Circuit 1000 Stinger is distributed nationwide by:

Great Planes Model Distributors
P.O. Box 4021
Champaign, IL 61820





BOXES PLUS — CLUB DISCOUNT SPECIAL

R/C clubs may now take advantage of our special club discount. Get your members together and order six or more Boxes Plus hobby boxes, any combination of styles, and receive a 10% discount off the retail price on each box. This could mean a savings of up to $4.50 per member.

To receive this special offer, all orders must be combined on one order form and shipped to one address. If you would like immediate shipping, send a cashier's check with your order or add $2 for C.O.D. Personal checks are held 10 working days prior to shipping.

Boxes Plus
P.O. Box 176
Canby, OR 97013
(503) 263-6281

PARMA'S 1986 MONTE CARLO BODY

The 1986 Monte Carlo is one of the hottest cars on the NASCAR circuit and Parma has it in a beautiful 1/12 scale reproduction. Available in clear lexan, it will fit any 1/12 scale car with the use of Parma's Universal Body Mount kit. 1955 Monte Carlo body - $11, 310450 Universal Body Mount Kit - $6.

For more information, contact:

Parma International, Inc.
13927 Progress Parkway
North Royalton, OH 44133



CHRISTMAS GOODIES:



ALTECH MARKETING INTRODUCES THE ALTECH ELECTRIC STARTER

For convenience and safety, nothing beats a 12-volt electric starter for getting your favorite gas model going quickly. You've known Altech Marketing due to their distribution of Enya engines, now they have an electric starter to complement them or any brand of engine. It's the Altech high-torque electric starter, loaded with quality features you'll come to appreciate.

Your first look will tell you the starter is built to last. The width of the metal case will fit most palms comfortably, but it still hints at the torque that equals or exceeds other comparable-sized-brands. The durable high-impact hand guards, front and rear, also provide a convenient no-roll stand. The grip switch is made of high-impact plastic with a raised bar — it will definitely last longer than a rubber strip, which is easily corroded by model engine fuels. The raised switch bar allows finger-tip control.

At the front end, you'll find a machined-aluminum starter cone with a pulley trough for belt-starting boats and helicopters. The rubber spinner cup uses high-density rubber that won't crumble or chip, yet grabs spinners firmly. At the back end, the heavy-duty low-resistance wiring delivers more usable power to the starter and retains its insulation strength for longer life on the cord. Its heavy-duty alligator clips grab your 12-volt battery terminals firmly, for maximum power transfer.

All of these features help make the Altech High-Torque Engine Starter a high-quality, long-life product, not to mention the top craftsmanship that went into it — or the great price for such a fine product. We know from experience that a high-quality product delivers the best economy over the long run, and when you're at the field, this Altech starter will get your model going and keep it going for a long time. Get one today, and get going quicker and better than ever before!

For more information on the Altech Electric Starter, contact your local hobby dealer. If he can't help, contact:

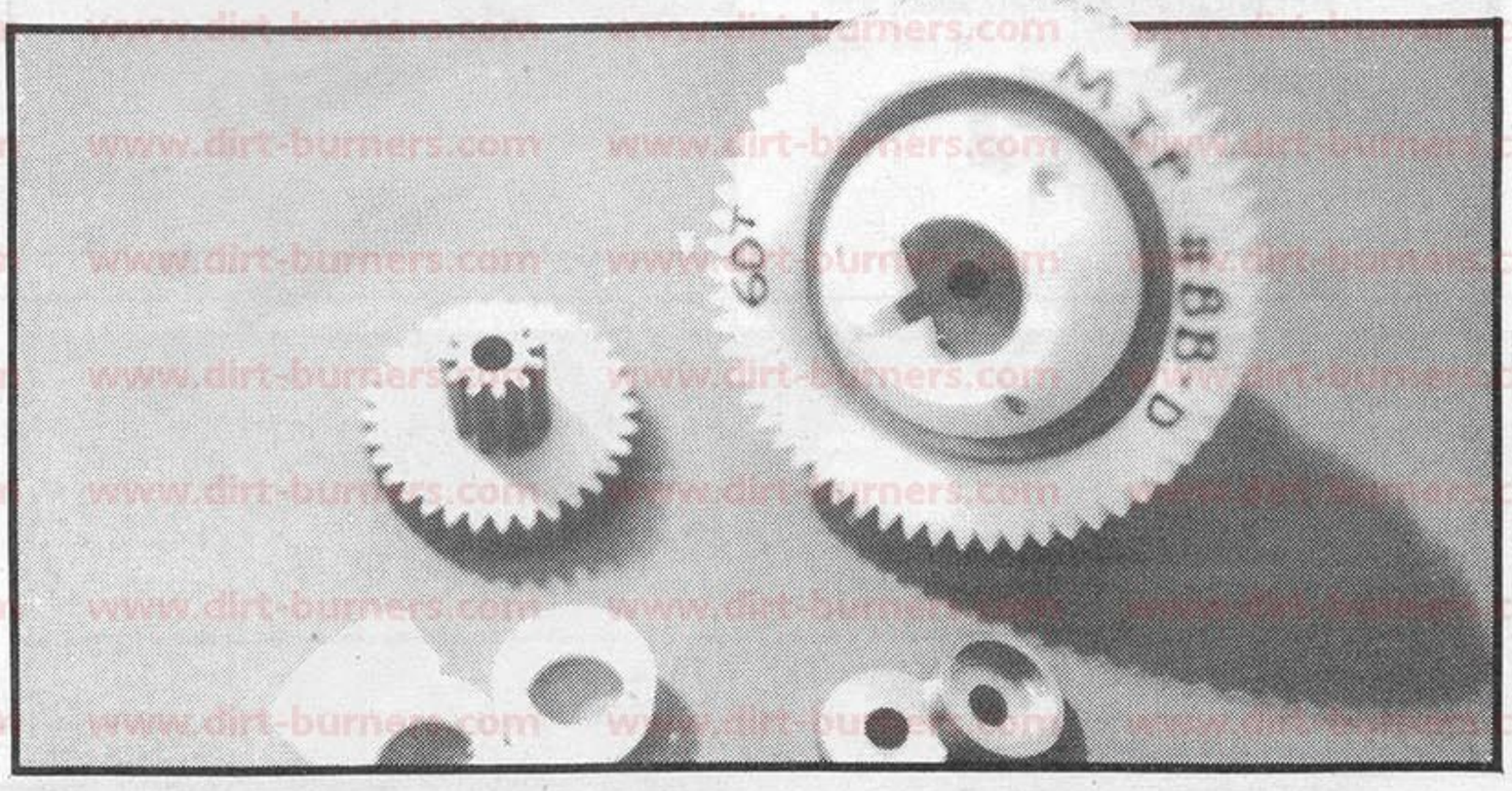
Altech Marketing
P.O. Box 286
Fords, NJ 08863



TOP FUEL DRAGSTER KIT

Performance Drag Products has announced the availability of its Quarter-Scale Top Fuel Dragster Kit. Jimmy Parker, PDP President, said this is the world's fastest quarter-scale Top Fuel Dragster. Preliminary gasoline-fueled tests of the prototype reached speeds of 55 mph as clocked on a radar gun at the end of 330 feet (a quarter-scale, quarter-mile scale speed of 220 mph). Other fuels are possible. The kits are available for $1,650 plus freight and applicable taxes and include a recoil-start; a three horsepower, two-stroke engine; scale 4130 chrome moly frame; rear wing support; rear wing; front wing; sleek aerodynamic ABS molded plastic body; and 300 mph centerline-type front wheels. The kit also includes rack and pinion front steering, a quick-change rear end, a direct drive centrifugal clutch with enclosed drive-shaft, disc brakes and decal sheet. The engine runs on a 64:1 gasoline/oil mixture. Other accessories available include: driver, helmet kit, parachute and engine modification kit. Contact:

Performance Drag Products
P.O. Box 537
Buffalo, TX 75831
(214) 322-5340/(214) 322-4791



LOTS OF GOODIES FOR THE REAR END

MIP has a great assortment for your racing needs, including: the Big Bear Heavy Duty Idler Gear (#BB-1, $12 ea), which directly replaces stock idler gears (it's precision-machined from steel and hardened for long life); the Big Bear Idler Shaft Case Saver (#BB-C, $2.95 ea.), designed to keep cases from wearing, and the Big Bear Super Diff (#BB-D, $37.50), MIP's stock replacement. Make your Big Bear handle better with their specially-designed ball diff. And the Big Bear Teflon Bushings (#BB-T, $3.95) are designed to replace the standard plastic and bronze bushings in the Big Bear rear end (4 pcs.). All from:

MIP
838 Edna Place
Covina, CA 91723

INSIDE LINES

KYOSHO POWER BATTERY PACKS

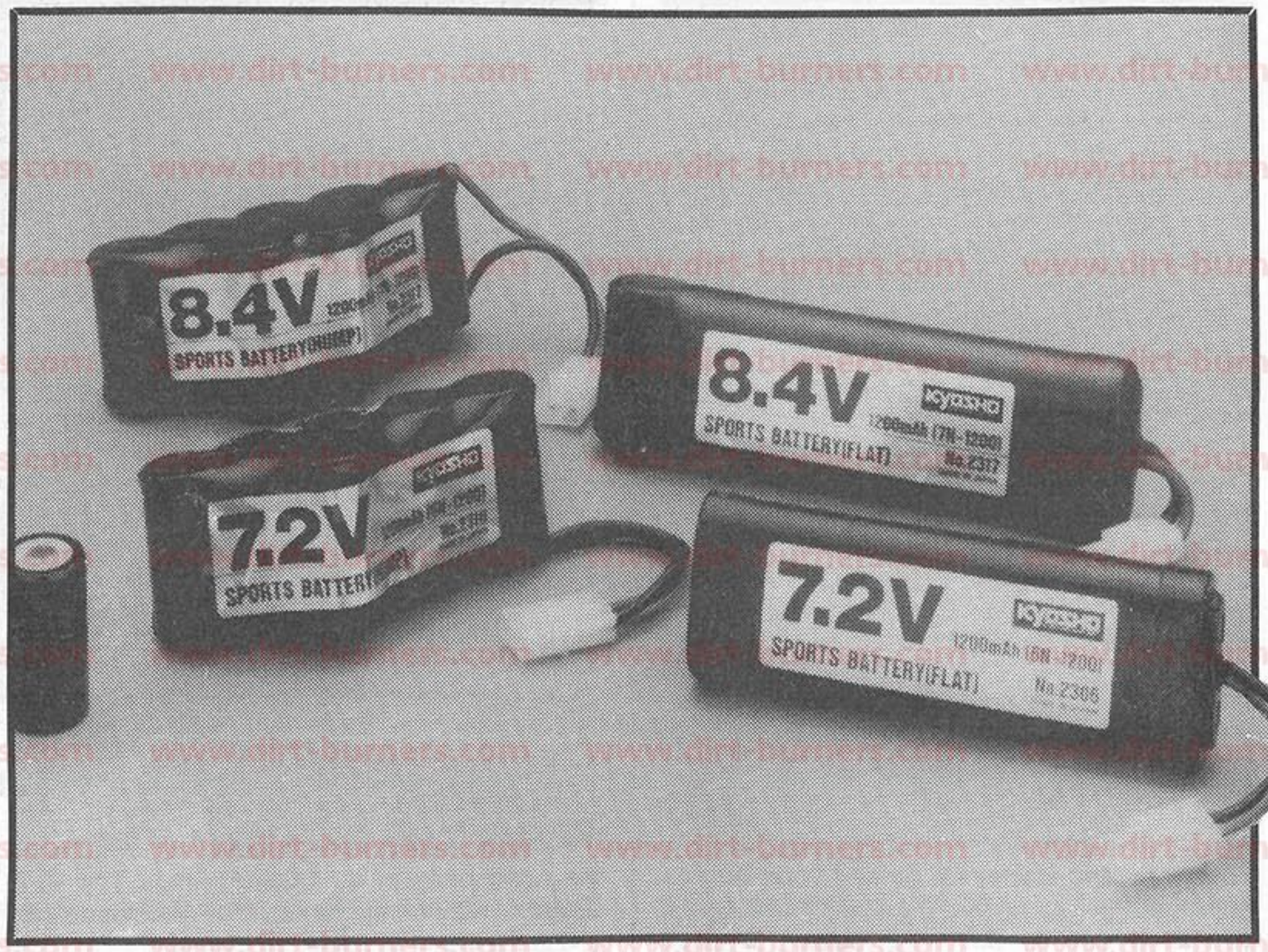
Kyosho proudly introduces a full line of high-quality battery packs made for every modeling need. Every cell is cycled through charge and discharge at the factory and matched according to its discharge rate to ensure high-capacity packs. Each cell utilizes a self-resealing safety vent for safe, reliable usage and automatic pressure control. A unique plate construction makes internal resistance low and discharge performance excellent.

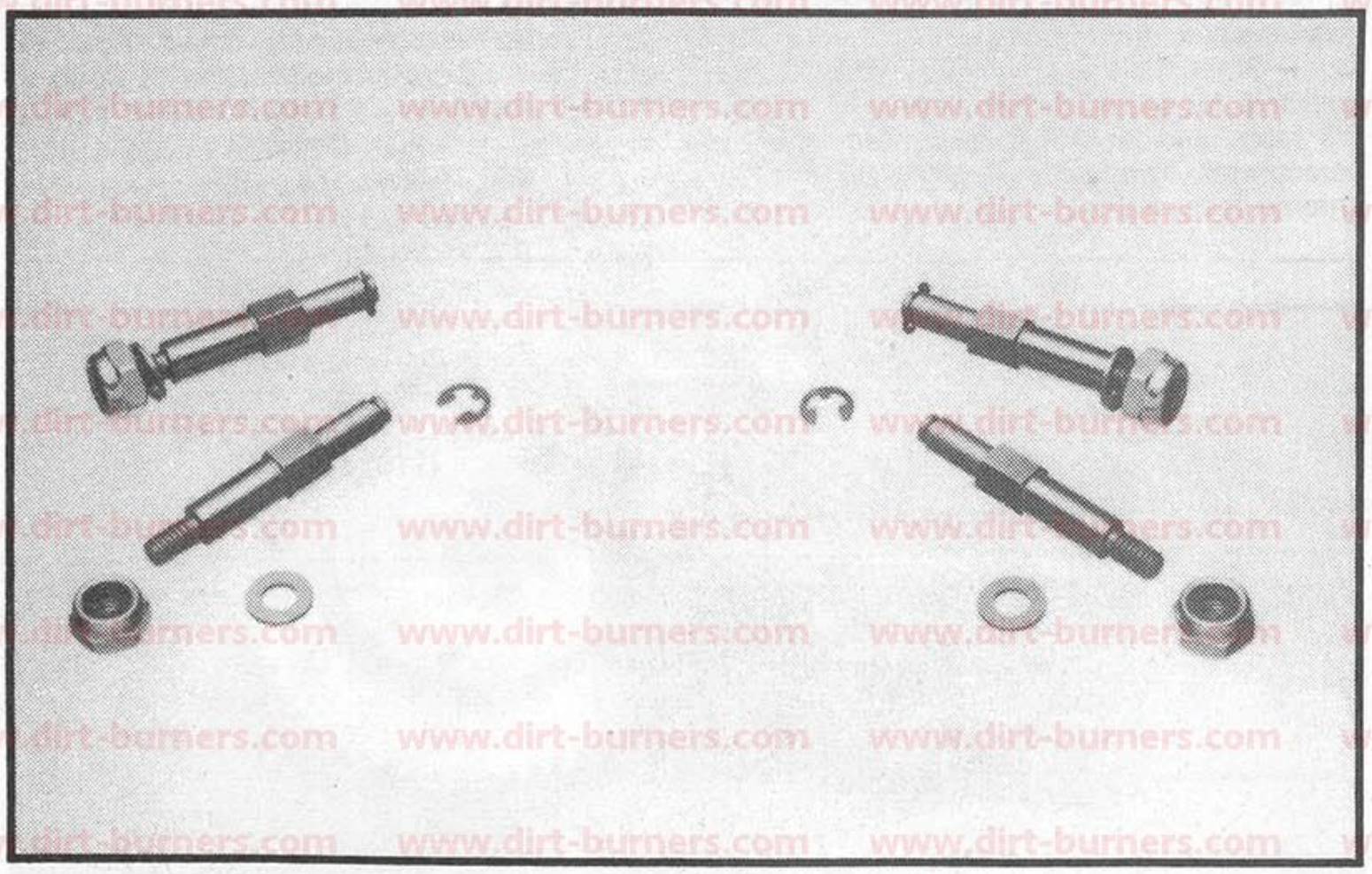
The Six-Cell Flat Pack is equipped with both Kyosho- and Tamiya-type connectors, and drops into almost any electric product utilizing a flat-style pack. For maximum speed and excitement, the Seven-Cell Flat Pack offers superior performance and comes with both Kyosho- and Tamiya-type connectors. The Six-Cell and Seven-Cell Hump-Style Packs include Tamiya-type connectors and fit any model using the Tamiya-type hump-back pack design.

For modelers who prefer making their own packs, Kyosho also offers 1200 mAh Single Sub Cells. Whatever your battery need, Kyosho has the best cells at the best prices.

The Kyosho Power Battery Packs are distributed nationwide by:

Great Planes Model Distributors
P.O. Box 4021
Champaign, IL 61820





CRP'S GOT STUB AXLES

Front stub axles for the RC10, with Tamiya bearings, (#1552, left) are precision-ground and hardened to exacting standards. The stock axles are weak and break frequently. The stock thread area is also weak, so CRP improved them by changing to 6-40 thread rather than 4-40. These axles are to be used when you want to put Tamiya wheels on your RC10 (Tamiya bearings are much larger, and will stand up better). Retail, $8.95.

The front stub axles for Associated bearings (#1553, right) are also precision-ground and hardened. They are direct replacements for the stock units, but are much stronger, which helps eliminate the frequent-breakage problem. They also have the better thread design mentioned above. Retail, $8.99.

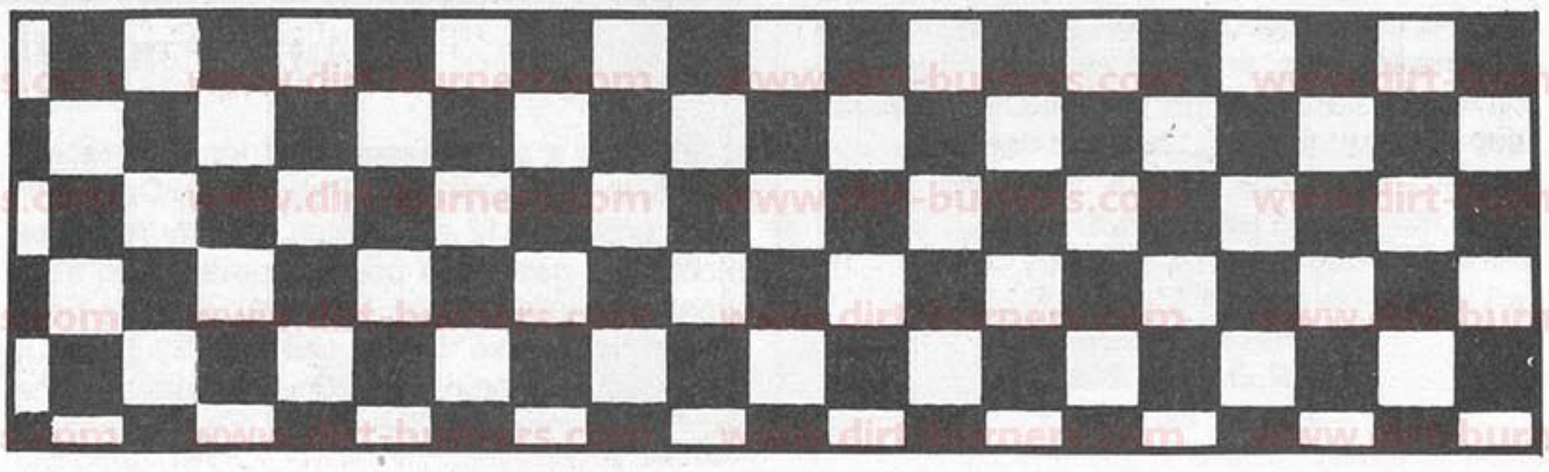
For more information, contact:

CRP
2610 S. California - D
Monrovia, CA 91016
(818) 303-2529

GAS CHECKER DECALS

New from Checker Flag Racing are these extra bold checker decals which will give that "trick" look to your racer. Available in six racing colors: black, orange, yellow, blue, black, and white. Prices are $1.99 each and are available through:

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



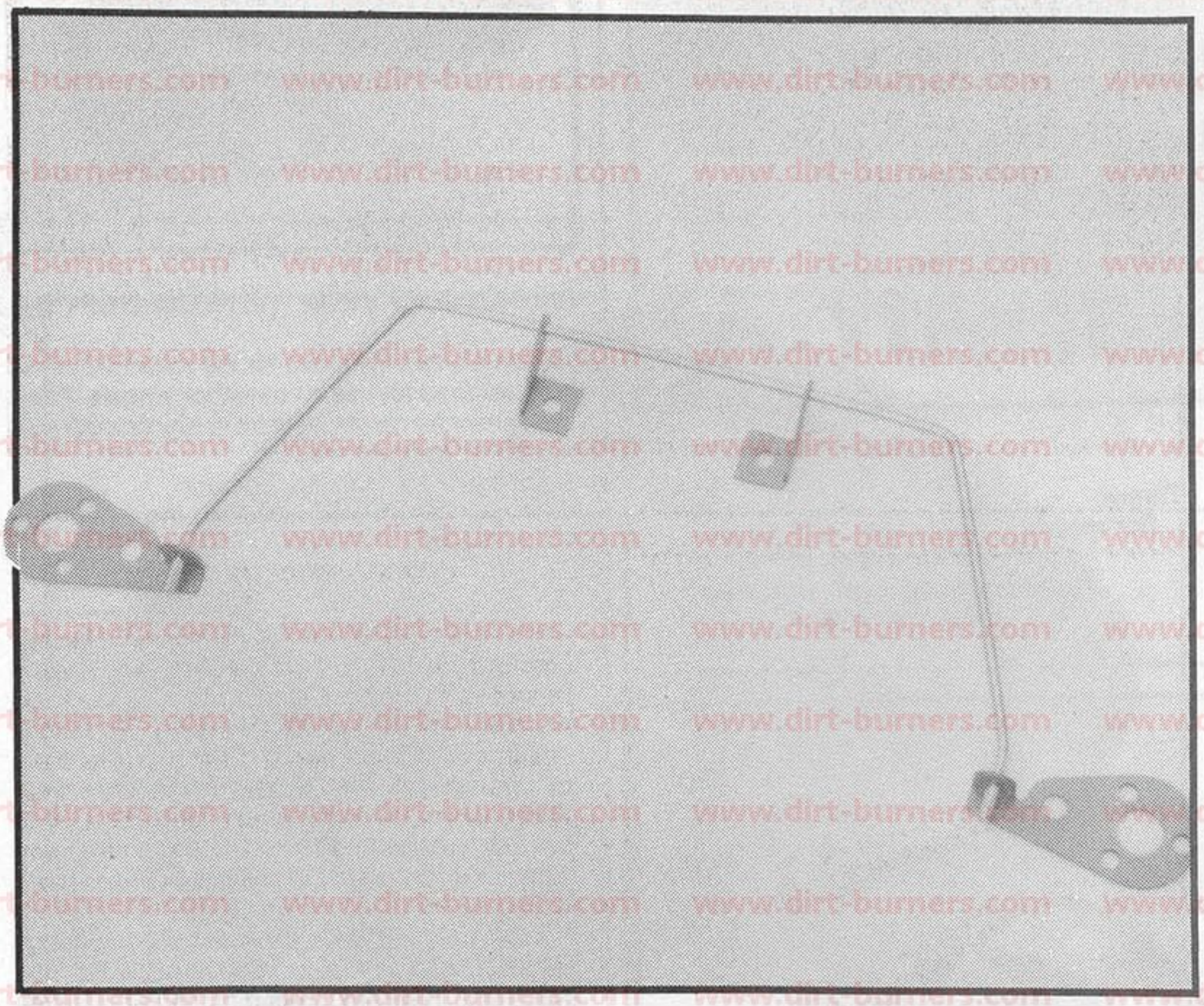
CHRISTMAS GOODIES:

12-VOLT SOLDERING IRON

The Parma 12V Soldering Iron delivers 30 watts of power for those "at the track" or "in the field" repairs. This is one piece of equipment that every R/C'er should have in his tool box! #13801 — $20.

Parma International, Inc.
13927 Progress Parkway
North Royalton, OH 44133
(216) 237-8650





FRONT END SWAY BAR KIT

Pro-Track's first product is the Front End Sway Bar Kit for MRC's Fox. Needing no modification to the Fox, the assembly installs in minutes, with immediately noticeable improvement in steering and handling. The Fox will "come back to level" after the last jump or hard corner, maintaining four solid footprints for an immediate advantage in successive corners.

The kit includes anodized-aluminum brackets and fitted sway bar, and utilizes existing holes and screws. Brackets attach to the chassis and suspension arms without drilling or chassis alterations. Installations of the Fox Front End Sway Bar Kit can be accomplished in about 10 minutes.

Pro-Track's Fox Front End Sway Bar Kit (stock #001FXSBK50) is priced at a suggested retail of $7.95.

Pro-Track plans to introduce more items for the Fox shortly, including a Fox Easy Access Radio Tray Cover Kit, Fox Nerf Bars, Front and Rear Bumpers, Motor Brush Hood Heat Sinks, a Modified Rear Wing Kit and other Fox and general R/C racing items.

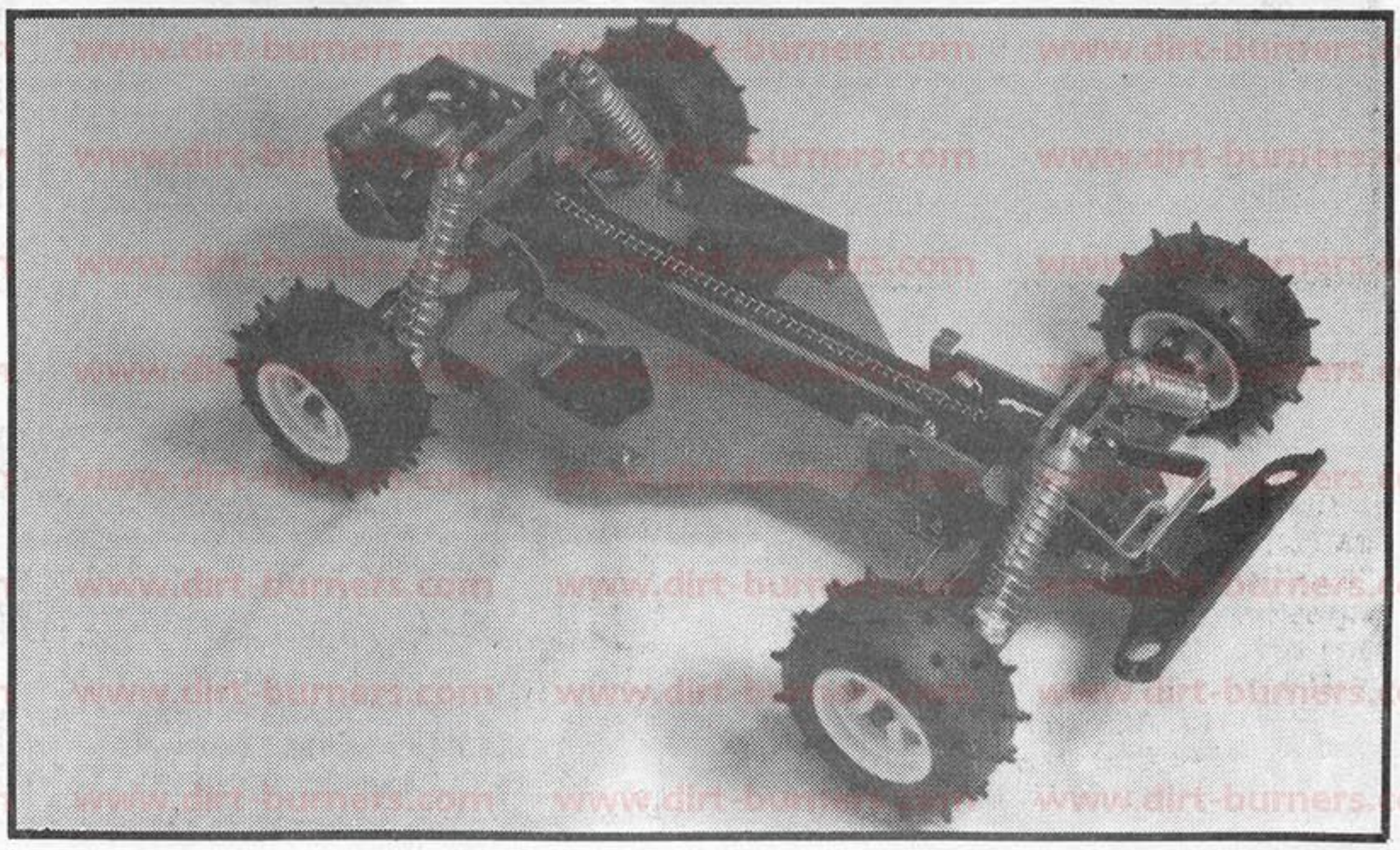
For more information on the Fox Front End Sway Bar Kit, contact Bob Herman at:

Pro-Track Corp.
PO Box 441
Elyria, OH 44036-0441
(216) 323-3333

OPR OPTIMA RAM TriDirComp CHASSIS KIT

OPR proudly announces that they have finally found a trick way to really improve on the popular Optima 4WD. They found that the two aluminum rails bend and cause tweaks in the frame. So they've developed the Optima Ram TriDirComp pan (060). It allows you to relocate components in whatever position you choose. Also, you can now use most all bodies, attaching them with velcro instead of those dumb little pins. It's available in ultra-light and super-duty thicknesses. Send $3.75 for catalog to:

Hot Trick Racing Cars, Inc.
1157 Cushman Ave.
San Diego, CA 92110
(619) 295-2211



INSIDE LINES

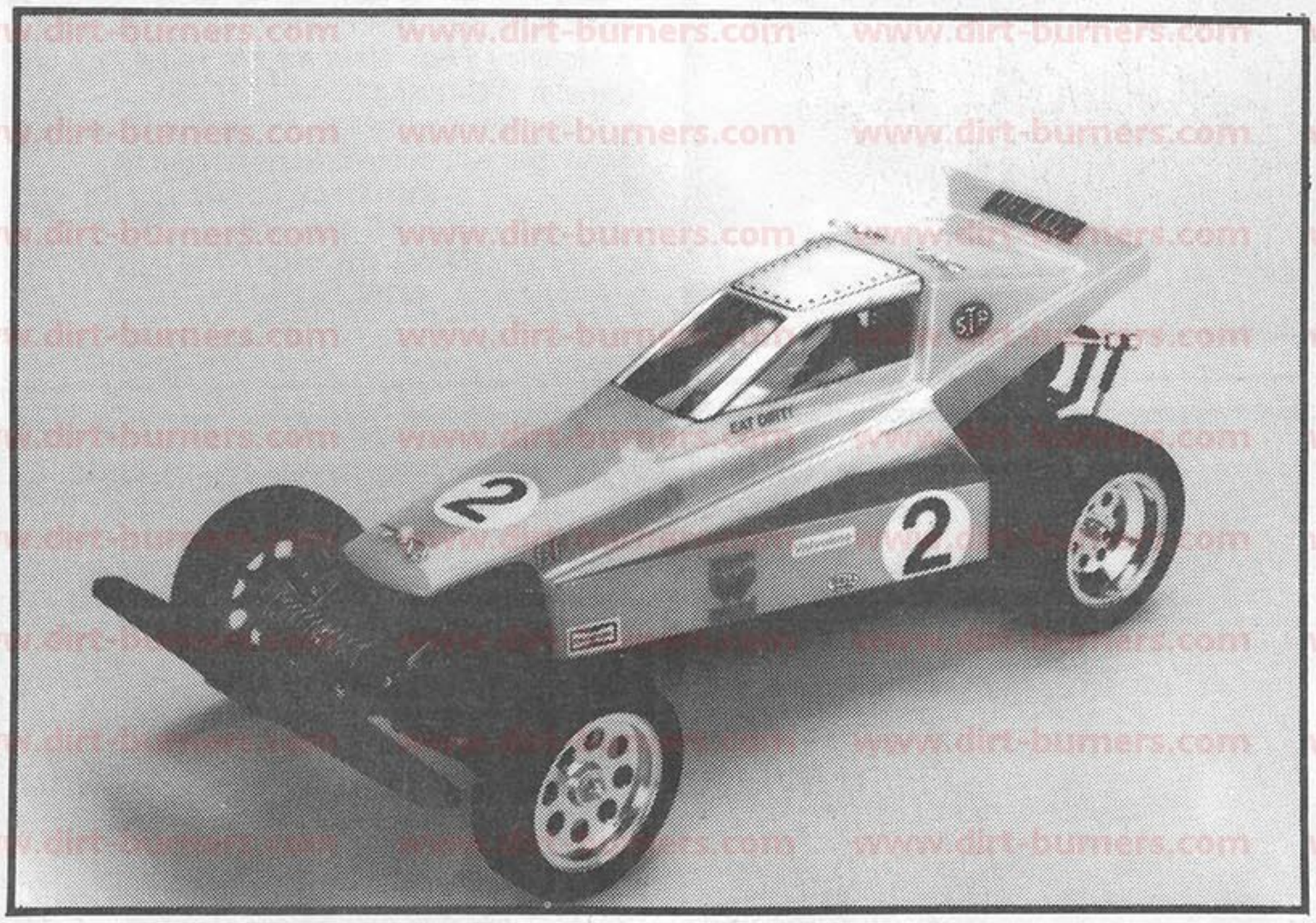


TEAM TRINITY SPONSOR SHEET

Trinity has just updated their sponsor sheet. They now include the "Monster Horsepower" logo as well as TRC, Tekin and Delta. They come in white (#9000), and black (#9001), $1.99 from Trinity.

For more information, contact:

Trinity Products, Inc.
1901 E. Linden Ave., Unit #20
Linden, NY 07036

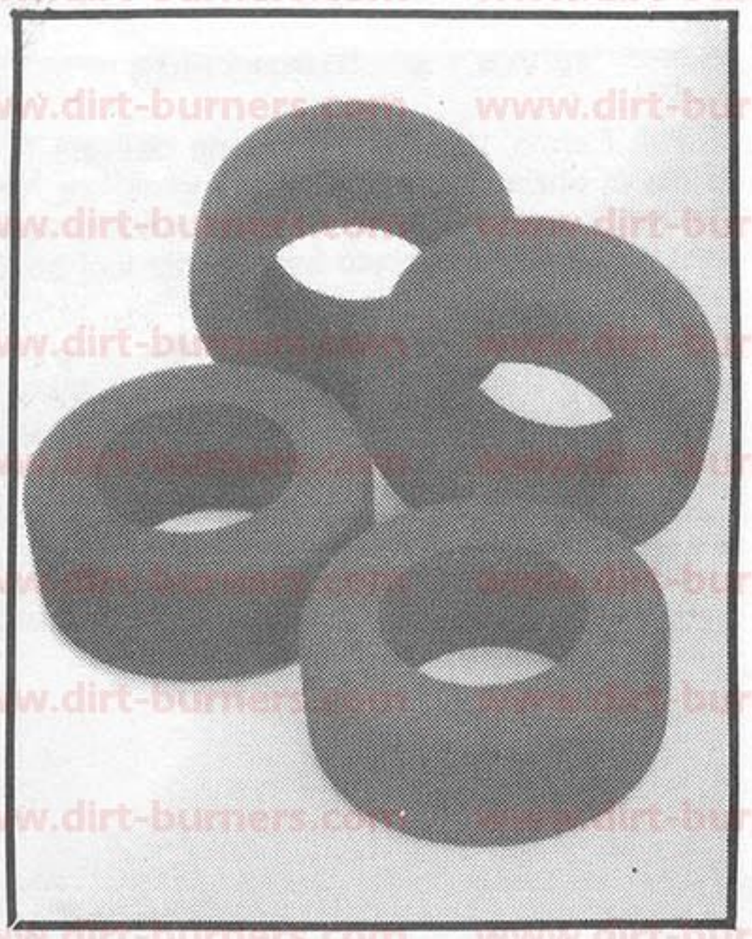


REPLACEMENT BODY FOR THE FOX

"The Sly One" is Parma's replacement body for the Fox. Available in clear lexan, it is to be used in conjunction with Parma's Fox Body Mount Kit. The Sly One #10230 - $13, Fox Body Mount Kit #10452 - $8.50.

For more information, contact:

Parma International, Inc.
13927 Progress Parkway
North Royalton, OH 44133



SPONGE SLICKS FOR THE KYOSHO OPTIMA

Parma's sponge slicks for the Kyosho Optima are designed for use on the stock wheels. They are perfect for carpet, asphalt or any smooth surface, $23 from Parma.

For more information, contact:

Parma International, Inc.
13927 Progress Parkway
North Royalton, OH 44133



TAMIYA BEEF-UP FRONT AXLES

As you know, the front bearings in an RC10 are interchangeable with their 1/12 scale car. You'll find that they are much too light-duty for off road use and do not last. The new Hot Trick axles allow you to use the much sturdier Tamiya wheel bearing, which in turn gives you a greater selection of tires from which to choose. You'll also notice that these use a 10-32 thread and locknut, which greatly increases strength over the stock axle.

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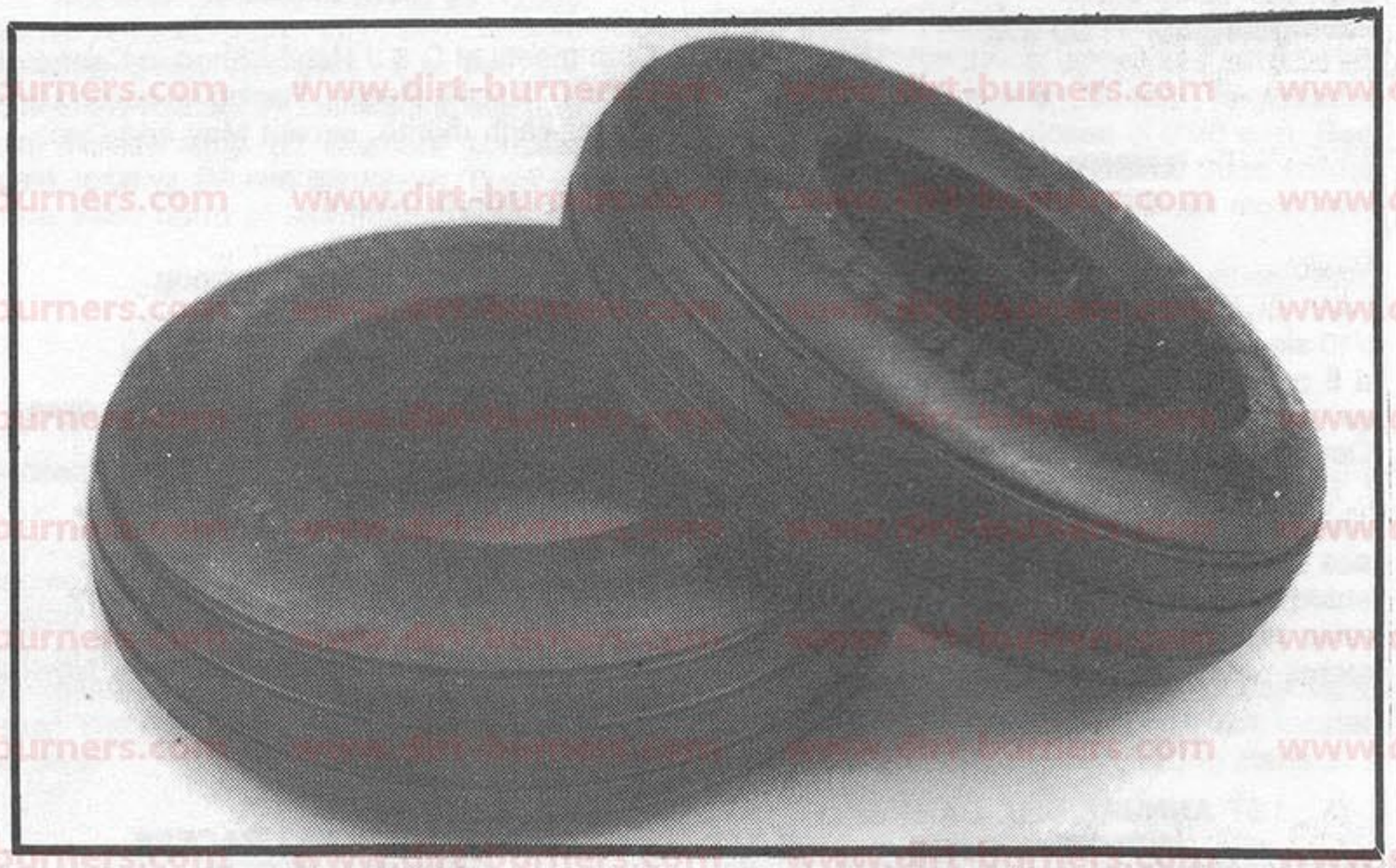
Hot Trick Racing Cars, Inc.
1157 Cushman Ave.
San Diego, CA, 92110

CHRISTMAS GOODIES:

GRAPHITE FOR RC10

Graphite chassis for the Associated RC10 is now available from D&D Graphite. The flat chassis is completely drilled and countersunk. It reduces the weight of the car by 3 ounces, and the chassis is made from the same Q.I. material used in the 1/8 gas chassis, which means that it will never tweak! Part No. GRF-110A retails for $75. Ask for it at your nearest hobby shop. From D&D Graphite.





PARMA'S SMOOTHIE RUBBER TIRES

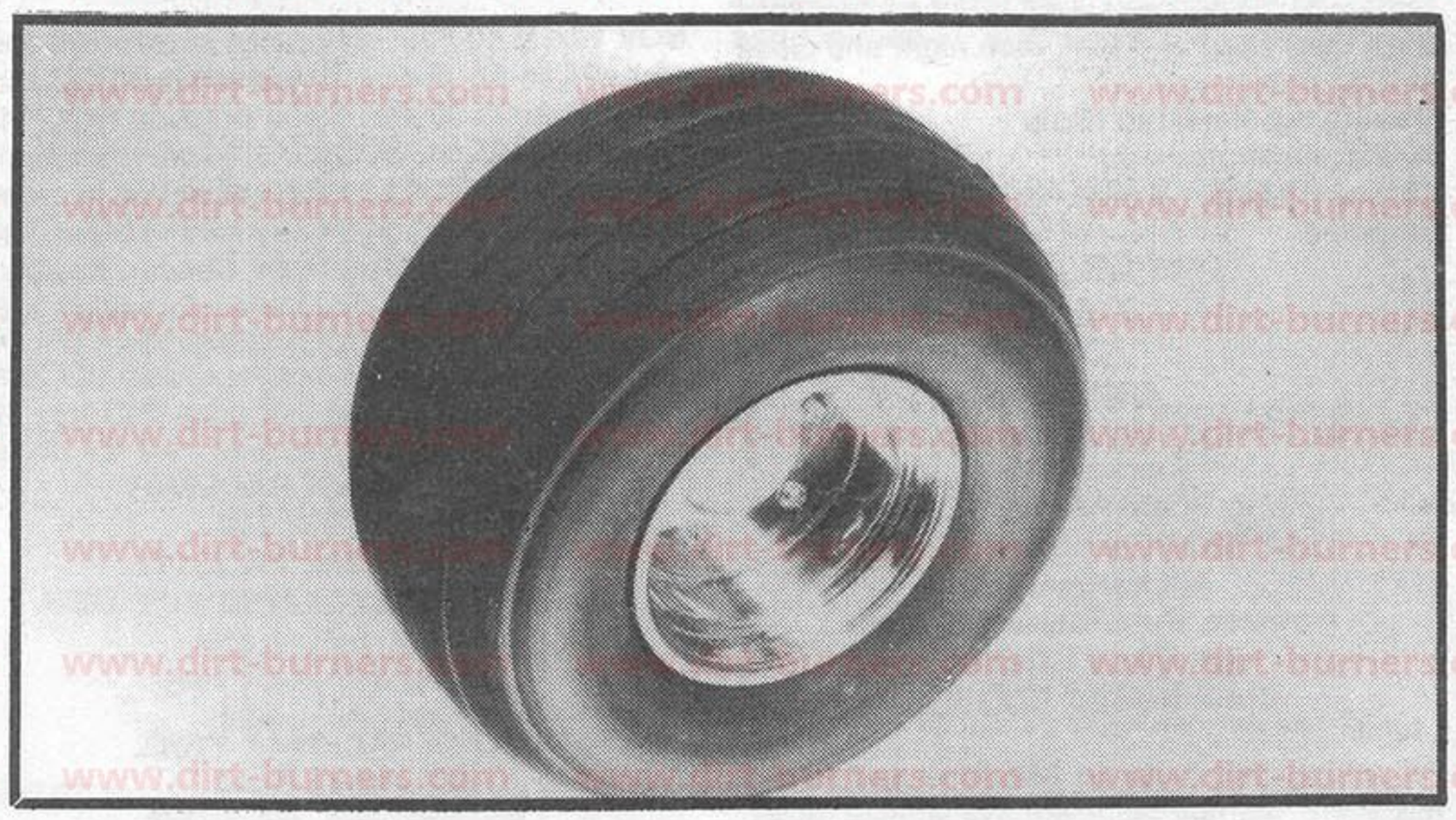
Our front "Smoothie" molded rubber tires (Part No. 12010) fit all typical 1½-inch three-piece wheels. If your road track is low bite or becomes dry-slick by the end of the day, these are the tires to have!

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

CRP/DYNAMITE ON-ROAD REAR TIRE

This wide-grooved slick rear tire, made of soft rubber, allows you to run your 1/10 off road car on asphalt. Fits Frog, Hornet, Grasshopper and SuperChamp 1 ½-inch diameter rear rims. Part No. 4221 — $9.95.

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



INSIDE LINES

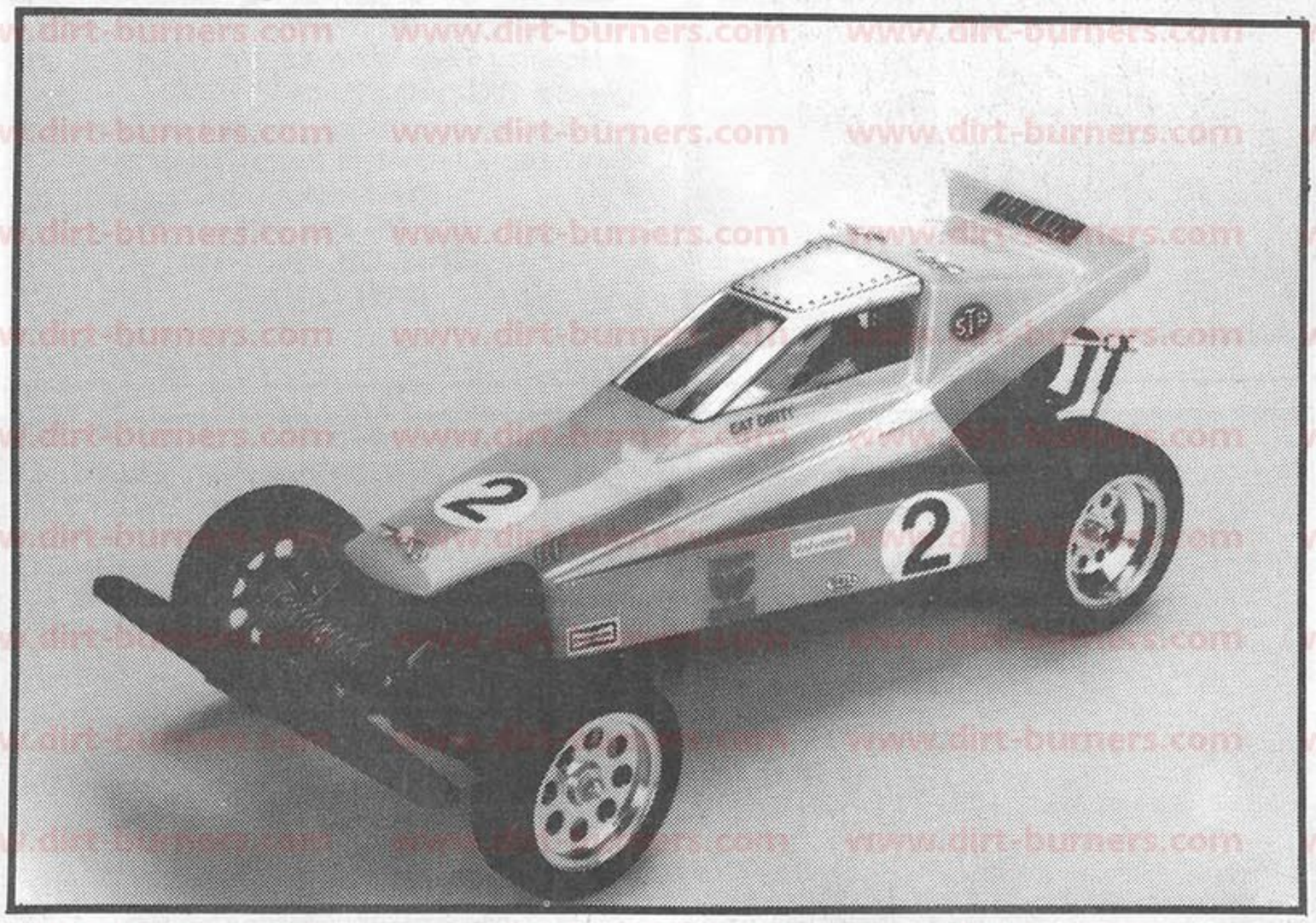


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For more information, contact:

Hot Trick Racing Cars, Inc.
1157 Cushman Ave.
San Diego, CA, 92110

EVENT CALENDAR

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.

•

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.

•

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

NOV 2: Silver Bullet Track
NOV 8: Colson Track
NOV 16: Silver Bullet Track
NOV 22: Colson Track
NOV 30: Silver Bullet Track

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

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

•

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

1/12 Electric: Road racing every Monday night. Oval racing on Wednesday night. Track located in basement of hobby shop. Racing starts at 7 p.m. Computerized scoring.

1/10 Off Road: Racing at 2 p.m. Sunday afternoons during summer months. Track located at 4th and Edgerton Ave., west of Mitchell Field Airport.

•

DENWICK R/C HOBBIES & RACEWAY
14961 Buchanan Trail East
Blue Ridge Summit, PA 17214
(717) 794-5184

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

•

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

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

•

DUSTBUSTERS R/C CLUB
5004 - 70th Place
Hyattsville, MD 20784
Contact: Jeff Swartz (301) 773-7230

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

•

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

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

•

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

•

ENDURO V
T.B.A.
Minot, ND
Contact: John R. Weaver
(701) 727-5120
Or Paul C. Eckert
(701) 727-5984

•

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

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

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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.

EVENT CALENDAR

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

•

HITT'S HOBBY AND RACEWAY
853 Wren Road
Goodletsville, TN 37072
Contact Ben or Kent (615) 859-3465

Shop and track, open for 1/10 scale racing 9:30 a.m. to 9 p.m. six days a week. ROAR rules apply. Tues. Oval ASA, full bodies; Thurs. Stock off road, Sat. Novice off road, and Sun. Modified off road.

•

HOBBY BARN
FINISH LINE RACEWAY
7025 E. 21st St.
Tucson, AZ 85710
(602) 747-3633

New permanent 1/10 scale dirt track for R/C electric cars. Oval setup with 25-degree banked turns. Very challenging and well-kept off road course. All ROAR classes run, plus full fender and Sprint cars.

Racing Schedule:
Mondays: Oval open practice. Wednesdays: 1/10 Oval, all classes.
Fridays: 1/10 Ovals, all classes.
Saturdays: 1/10 Off road, all classes.

•

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

•

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.

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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.

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JOROCC
(Joliet Outlaw Radio Operted 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.

•

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.

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

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

•

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

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

•

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

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

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

•

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

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

•

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

EVENT CALENDAR

EVENTS:
Four-race Hand-Out Motor Series, Oct. 26, Nov. 9, Nov. 22 and Dec. 6. Initial motor cost $15, entry fee $6 per race (inc. computer fee). Road course, GT 1/12 bodies, any ROAR 1/10 body. All cars run together according to qualifying times.

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 Swearengin 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.

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MARCAR
(Milwaukee Area Radio Controlled Auto Racers)
Village Mall Shopping Center
Joel Gish 251-2000

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

•

MARYSVILLE R/C RACEWAY
(Formerly GOLDEN T R/C RACEWAY)
11th & Ramirez St.
Marysville, CA
(Not a mailing address)
Contact: Harry Jackman (916) 671-6677

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

•

McHENRY GROUND-POUNDERS
4915 W. Rte. 120
McHenry, IL 60050
(815) 344-1777

Race every other Sunday April through Oct. Indoor off road racing site to be announced.

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MHOR R/C RACEWAY AND HOBBIES
12559 E. Kentucky Ave.
Aurora, CO 80012

New indoor 2800-sq. ft. 1/10 off road R/C track with shop, 100 + full-service pits, spectator seating, elevated drivers' stand and access for handicapped. Will include outdoor track in 1987.

1986 MIDWEST SERIES
Contact: Steve Lazarus
P.O. Box 69
Wauconda, IL 60084
(312) 526-1493

1/8th Gas Schedule:
AUG 16-17: Toledo, OH
SEPT 13-14: Indianapolis, IN
OCT 11-12: Dayton, OH

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MIDWEST "SPRINT CAR" SERIES
c/o Moody Automotive
755 Ash Street
Flossmoor, IL 60422
Contact: Roy Moody at (312) 799-5579 or Harold Mitchem at (419) 435-4675

Joliet track located at: Rte. 30 & I-55.
Fostoria track located at: U.S. 23, south of State Rd. 12 (in back of the County Line Machine Co.)

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MOD-STOCK RACEWAY
(NESCAR Affilliated)
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

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.

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

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NESCAR
(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.

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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.

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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.

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NORCAR
US INDOOR CHAMPIONSHIPS
CLEVELAND HOTEL
6200 Quarry Lane
Independence, OH

NOV. 27-30: 1/12 4-cell electric R/C cars. ROAR rules used and ROAR membership required, entry fees: Sportsman $30, Modified $25 (can't enter both). Motors provided for Sportsman Class. Free T-shirt to each entrant. Entry deadline November 15, 1986 — entries limited 250. For information, call (216) 826-3088.

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

EVENT CALENDAR

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

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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.

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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.

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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).

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

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

•

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.
NOV 15: Off Road Shoot Out
TBA: Banquet

Classes are 2WD Stock, 2WD Modified, 4WD Modified. Call for further information.

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THE PITSTOP
6112 Hudswell Lane
Richmond Virginia
(804) 271-1904

Race information not available at this time.

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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.

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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 'till 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 tel.number above!

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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.

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RAMS
3302 Mt. Wilson Dr.
San Jose, CA 95127
Contact: Bill Bowerman (415) 651-3549

1/8 scale Gas club.
(Dates not available at press time)

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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.

NOV. 1, 8,15, 22 and 29: Racing at 10:00 a.m. for those under 16 years.
NOV. 2, 9, 16, 23 and 30: Off road and carpet racing begins at 1 p.m.
NOV. 5, 12, 19 and 26: Off road racing.
NOV. 6, 13, 20 and 28: Oval and carpet racing begins at 6:30 p.m.

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R/C HOBBY VILLAGE AND RACEWAY
SHOW-ME OFF-ROAD CHALLENGE
112 N.W. Business Pk Lane
Riverside, MO 64150
Contact Dale Shirley (816) 587-6435

EVENT CALENDAR

DEC 12-14: Run at indoor dirt track,limited to 124 cars, 6-cell only, in the following classes: Production, 2WD Stock, 2WD Modified, 4WD Stock and 4WD Modified. Features $1500 in prizes! Dec. 12 practice 2 p.m. - 10 p.m., Dec. 13 qualifiers 9 a.m. - 6 p.m., and Dec. 14 features start 12 noon. Entry fees: $25 for Production & Stock motor draw, $20 additional class motor draw, $29 Modified Class, $15 additional Modified.

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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.

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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.

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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

Three classes of gas cars: Pan Class, 2WD Suspension, and 4WD Suspension. Trophies for top three and TQ.

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REGION 6 1/10 OVAL SERIES
Al Hess
24201 Kirby
Hemet, CA 92343

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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.

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REGION 7 CHAMPIONSHIPS
WRECK Model Raceway
Fort Walla Walla Park
Myra Road, Walla Walla, WA
(509) 525-5497

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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.

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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.

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

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ROCKY MOUNTAIN R/C RACEWAY
5827 W. 52nd Ave.
Denver, CO 80212
(303) 431-8868

Large indoor off road track for 1/10 scale. Course completely changed each month. R/C hobby shop on premises with a full line of cars and radios. Races every Thursday and Saturday night - 2:30 p.m. Closed on Tuesday.

•

SCALE RACING SPORTS
1120 N. Hayden Rd.
Tempe, AZ 85281
(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.

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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.

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SARCAR
(Seattle Area Radio Control Auto Racers)
Contact: Tom O'Hara (206) 784-9656
or Ed Hagan (206) 271-0461

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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.
Dotham, AL 36301
Woody Trimble (205) 793-1849

1/12 Electric and now forming 1/10 off road.
Track is located at the Rip Hewes Stadium parking lot in Dotham, AL.

•

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

ORRCA membership required. You can buy "day membership" at the track or full membership on race day. Entry $7 per class. Trophies A, B, C Mains, with "bump-up." Four minute heats and mains. Drop one race from each series for overall position.

1986 Major Races:
OCT 31-NOV 2: CRP Challenge, Pit Shop
NOV 9: So. Cal. Rain Date
NOV 15: SRS Enduro, Bill Cambell Memorial, Temple, AZ.
NOV 29-30: SRS Turkey Shoot, Temple, AZ.
DEC 14: Toys for Tots, Pit Shop
DEC 17-20: Speed Week, Las Vegas, NV

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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.

EVENT CALENDAR

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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.

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SUPER MODEL CAR SUNDAY
Hillside Holiday Inn
4400 Frontage Rd.
Hillside, IL

March 15, September 13, 1987: From 9 a.m. to 3 p.m., buy, sell, trade or just browse through model car swap meet, festival and contest. Plastic kits, promotionals, diecast tin and metal cars featured, and door prizes as well. Admission $2.25 (under 12 - $1.00). For info and contest rules, send SASE to Tom Lima, Jr., at Chicago On Wheels, 1933 North Sedgwick Street, Chicago, IL 60614. Or call (312) 642-5131.

•

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 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.

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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.

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T.Q. HOBBIES
1358 Pacific Coast Hwy.
Harbor City, CA
Contact: Bruce Bertea: (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.

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VALLEY FORGE R/C RACING ASSOCIATION
Gateway Shopping Center
Wayne, PA
Howard Finkelman (215) 563-4800

All 1/12 and 1/10 racing is indoor on carpet located at Hyatt Hobbies, Route 100, Exton, PA. Racing every Sunday, beginning at 10 a.m., alternating between 1/10 and 1/12 scales.

1/10 off road racing at Gateway Shopping Center, RT 202, Devon Exit, Wayne, PA. 2WD Stock & Modified, 4WD Modified.

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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.

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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.

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WESTERN NY RACING NEWS

(cont'd from pg. 60)

Reliable'' Gebhart in the lead, with ''Leapin''' Larry Micciche in close pursuit and Harvey Van Zandt only one point behind him.

The 1/12 Open division looked like a track owners' race, as MSR owner Tom Gebhart took first, with LRP owner Dave Lawrence in second and MVR owner Leo Kellet in third.

LRP Series IV honors in the J Stock Class went again to the Stallsworth Speedsters, with dad besting son for another one-two finish. Frank Barnard, who now represents MSR, finished close behind for third.

Hard-driving Billy K racked up a win in the A Stock Class, with Larry Newbrook coming in a close second, while Larry Micciche took third in his beautiful modified Pinto. Micciche, in addition to heading up the Fantasy R/C program, had been providing many of the younger drivers with technical assistance, as well as rides to the races. Our sport always looks better when someone of this caliber is on the scene.

Billy K also put the wraps on the Modified division with his newly bodied sprint car, complete with wing. The ''K'' kept busy all series long, as he had one chassis and had to change motors back and forth for the two divisions. Harvey Van Zandt was second in his Mudd Buss, and the ''Winged Wonder,'' Larry Newbrook, was third.

The 1/12 Modified, which seemed to be a track owners' playground, was won by Dave Lawrence (LRP owner), second went to Tom Gebhart (MSR) and third went to Leo Kellet (MVR).

Baja J Stock was won by Bob Deery, with Erwin De Bakker taking the A Stock win. The Modified Baja saw Harvey Van Zandt post the win, while Dave Lawrence and Rochester Raceways' owner Tom Leonardo battled it out for second and third, respectively.

The local racing group participated in a demonstration at one of the best known dirt tracks in the area. Special thanks to the many members of Glenn Donnelly's DIRT organization and to Jim McDowell, who did a great job in helping stage the demonstration.

Truck and tractor pulling is on the way, so get ready! Bob Deery has been assisting the people at Lawrence Race Park in setting up a program intended to run right through the winter — especially since room has been made in the indoor facility for the MRP pulling sled. •R/C•

SEND YOUR CALENDAR INFO NOW!

(Use a Separate Sheet)

SEND TO:

R/C NEWS CALENDAR
P.O. BOX 411
Woodland Hills, CA 91365

WORLD CHAMPIONS



Tony Neisinger
1/12 ELECTRIC



Jay Halsey
1/10 OFF ROAD

ASSOCIATED



Ralph Burch Jr.
1/8 GAS

World Champions, Tony Neisinger & Jay Halsey, as well as the fastest gas driver at the 1983 & 1985 World Championships in Japan (27 laps-qual.) National Champion Ralph Burch Jr., know that it takes more than great driving skills & great mechanical ability to be a winner. It also takes a great car.

We've got the car to help you to become a winner, too. Join the winners.

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TEAM ASSOCIATED

1928 E. Edinger Santa Ana, Calif. USA 92705

MRC-Tamiya's Blackfoot

Tamiya enters the all-terrain crusher category...and everything that came before doesn't come close.

Setting the standards to power the industry

Churning mud and spitting rocks like a malicious monster gone mad, the Blackfoot is the nastiest, most powerful brute in the bog. He's also the most beautifully detailed R/C pickup, and the leader of the new generation of great looking, hot performing crusher pickups.

A deranged Ranger

This 1/10 scale Ford Ranger is all business and no compromise. Perched on its mammoth wheels and turf chompin' tires that are nearly a full 5″ high, the Blackfoot towers above the ground like a Goliath. It stands high enough to scale sharp inclines and stomp the stumps and bumps that strand lesser pickups. Single piece hubs allow quick assembly, low weight and maximum ruggedness.

Tall isn't all

The Blackfoot's hefty ground clearance means it'll climb most any obstacle. And Tamiya's high output, high torque RS-540S engine pumps plenty of ground thumping power. While the Blackfoot's heavy duty, coil-dampened suspension — double wishbone in front, trailing arm in the rear — lets it effortlessly cut and dart with a nimbleness that belies its size.

Other creature features

Tamiya has engineered the Blackfoot with attention to quality and durability. Like a sealed gear box to protect the drive train gears from debris and moisture, differential gears for tight cornering stability and positive control on any type of terrain. And its one-source power from its BEC (Battery Eliminator Circuitry) gives you maximum space in the chassis with lower weight. For overall best performance we suggest you buy genuine, matched MRC-Tamiya ni-cads (not included).

The beauty at rest

Check out the lifelike scale and detail on the authentic undercarriage. Examine the carefully crafted chrome grille, the headlights, the doorlocks. From top to bottom, few R/C reproductions rival it.

Don't pussyfoot...get the Blackfoot

Add excitement to your hobby, and take command of the Blackfoot today. It's a beauty and a beast...prowling in a hobby shop near you.

MRC™ TAMIYA®

Model Rectifier Corporation
2500 Woodbridge Avenue
Edison, New Jersey 08817

A beauty and a beast.

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