R/C NEWS

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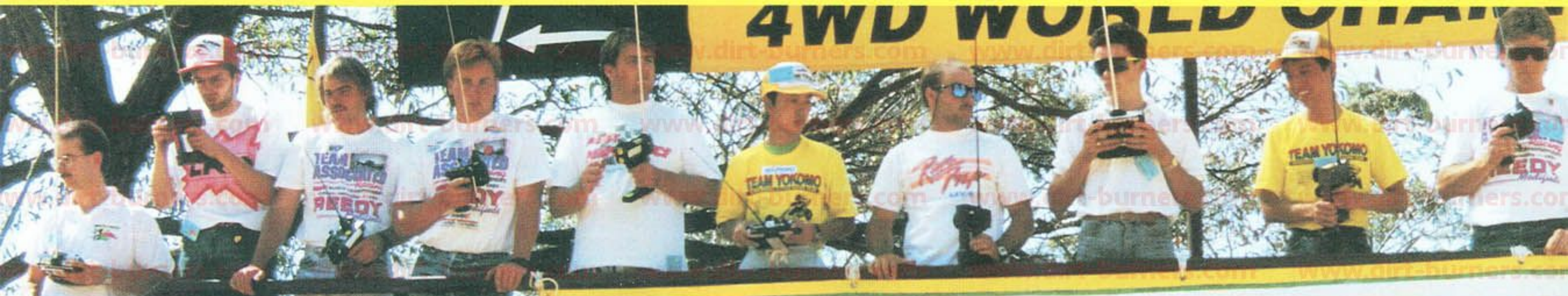

1/10 WORLD CHAMPS IN AUSTRALIA

1989
3rd
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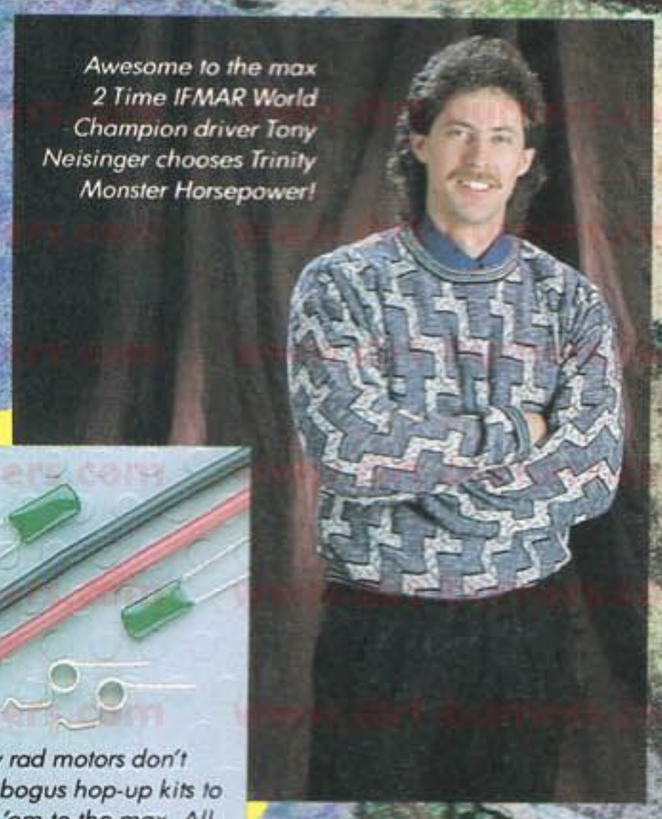

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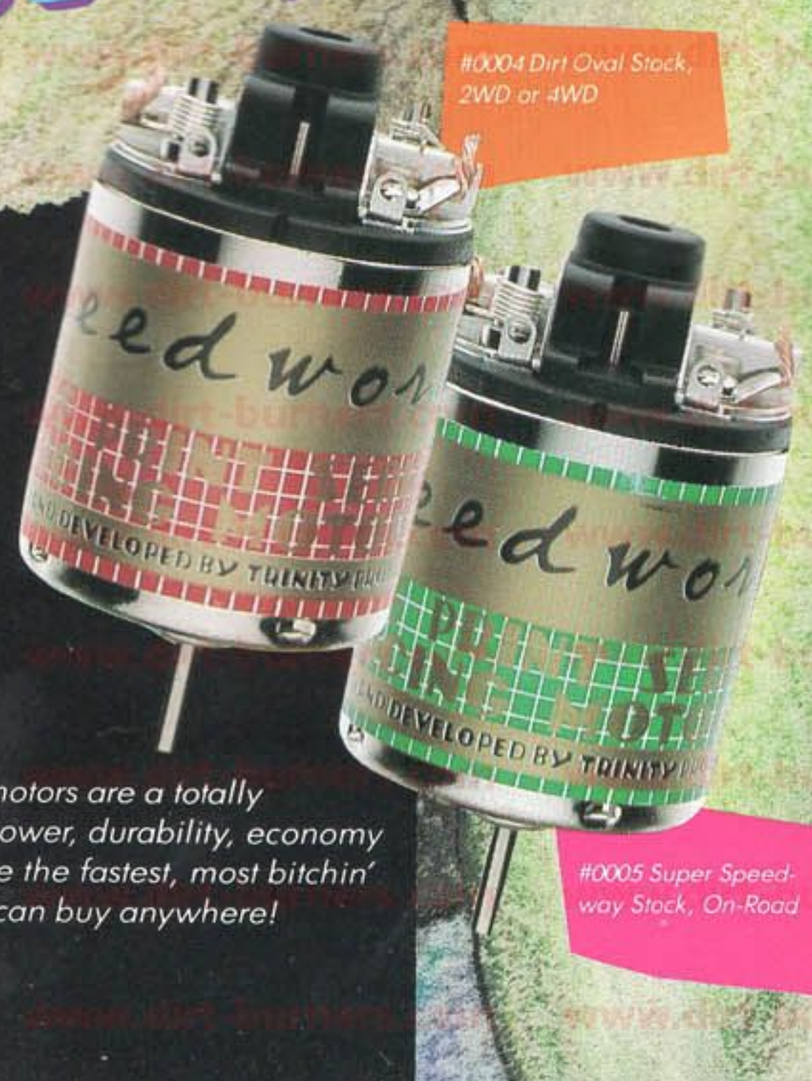

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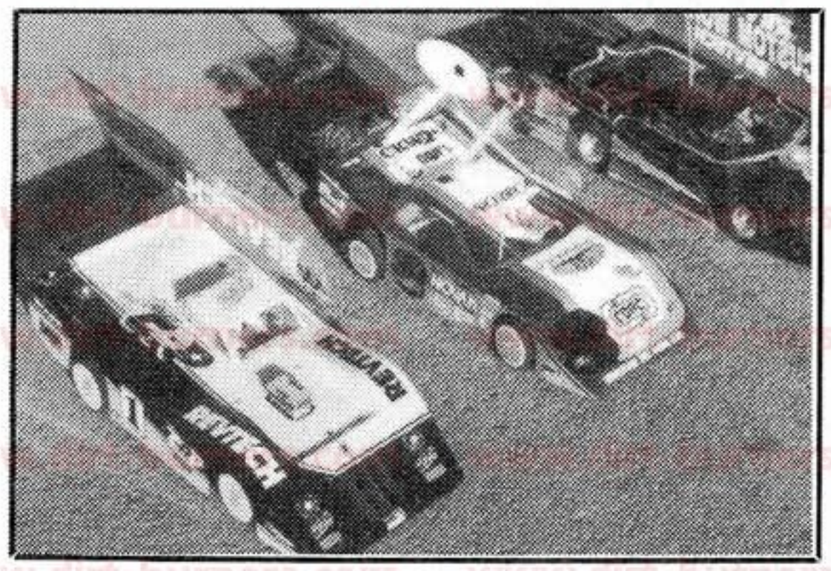

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ON THE COVER: The amazing Masami Hirosaka captured both the 2WD and 4WD titles at this year's 1/10 Off-Road World Championships in Australia — making him the only racer in the world to own *four* IFMAR world titles! Also receiving accolades are former world champion Jay Halsey, 2WD runner-up, and third-place Cliff Lett. Pictured on the drivers' stand are the World finalists.

RACE CORNER

Look for our big "New Products Blow-Out" issue next month. It will feature more new-product information than ever before! This will be our big Christmas issue, so get ready to spend some money on a whole bunch of goodies! Be sure you leave a copy of the R/C NEWS December issue laying around in a good spot where your family can get to it easily enough. (What some of us here at the office like to do is be really obvious about it and circle or highlight the stuff we really want.) If you don't do it, there's a good chance you'll wind up with a tie or a sweater for Christmas — or worse yet, a bottle of cheap cologne!

And don't foget the Chicago Model and Hobby Show, one of the world's largest, set for November 3-5, 1989, at the O'Hare Convention Center. Show hours are: Friday, from 4 p.m. to 10 p.m.; Saturday, from 10 a.m. to 6 p.m.; and Sunday, from 10 a.m. to 5 p.m. Check our Clubs & Tracks section for more details.

NORRCA President J.R. Sitman recently announced that due to unforseen circumstances, Bill Williams — NORRCA's director for Kansas, Iowa, Oklahoma and Nebraska — is no longer associated with the company. Sitman is in the process of lining up a replacement. If anyone is interested, call J.R. at (714) 981-9641.

Speaking of NORRCA, they have come up with a 1/10 and 1/12 on-road series titled "The 1989-1990 GTP/INDY Road Course Series." The first event took place on September 10 at Bob and Jim's Raceway in Riverside, CA. The next event is set for October 29 at Racers Haven in Bakersfield. November 12, the series returns to Racers Haven, in Bakersfield, CA; and on December 10 it moves to One Stop Hobbies in Cerritos, CA. The final event of the five-race series returns to Bob and Jim's on January 14, 1990. For more information contact NORRCA at (714) 827-8068 and ask for Jack Mann; or call the local race track in your area.

More on NORRCA: We understand that the organization has proposed some changes in its existing rules. They include: a change race time for all 1/10 on-road classes to four minutes; a change maximum cells allowed for 1/10 on-road to six cells; a change race time for 1/12 scale to eight minutes; restriction of 1/10 on-road Gear Case classes to full-suspension cars such as the RC10, JRX-2, etc. — cars which are manufactured as direct-drive on-road pan cars will not be allowed in that class. In addition, NORRCA proposes to include monster trucks at its oval events. These are just a few of their proposed rule changes. For more information, contact NORRCA.

Hey, we can be wrong sometimes too, y'know! We made a statement in the July issue of R/C NEWS, which included coverage of the McCoy race in June, stating that Ralph Burch Jr. was the first racer ever to win three McCoy 1/8 gas races. Wrong! He was the first to win them *back to back.* However, there is another gentleman who has three McCoy trophies in his favorite spot at his house. It seems Gary Kyes won the McCoy in 1979 with a Delta car, and then again in 1983 with an MRP, and finally in 1986 with an Associated car. You see, we *can* make mistakes from time to time. Thanks, Gary, for the information, and we apologize for leaving it out. Keyes is also a former National and Gas World Champion, having won the World title in Monte Carlo a few years ago (more years than he cares to remember, according to Keyes!).

Word from Parma is that Andy Dobson captured the 4WD Modified win at the recent Cleveland NORCAR Championships to go along with his Colombus Region III Championship title. Not bad for two months work! Dobson uses Parma's Cyclone II modified motor, Sanyo's matched batteries, and Parma's Cat body and tires.

Joining the clan: Larry Fletcher and Mike Ogle have joined the Advanced Racing Technologies advisory staff in a marketing and advertising capacity. Fletcher and Ogle are well known in the industry for their innovative magazine articles, creative graphics and photography. You can meet them at the Chicago Model and Hobby Show, November 3-5, 1989.

We recently received a letter from a good friend of ours from Texas, Lee Chapin *[see the letters section]*. Chapin makes a good point about racing in the rain, which we commented about in last month's issue, where it was our opinion that we Americans are too pampered, and that we should be able to race under any conditions. Although Chapin makes a very valid point, we still think that American racers aren't up to par when it comes to the rest of the world, particularly in being able to adjust to less-than-normal track conditions. We've already heard from quite a few of you who are really upset with our point of view, but let's face it: We have it great here in the United States! We have so many tracks here around the country that if the weather gets bad, we just go to an indoor facility. If one track is too bumpy, there's usually another track nearby that we can go instead. Other countries don't have that luxury, and therefore they have to run on what they have. In the final analysis, that may make them better drivers in abnormal conditions, such as those that prevailed at the the recent 1/8 Gas World Championships in Holland. Think about it! (Also be sure to check out a rebuttal to last month's coverage of the 1/8 Worlds, featured in this issue on page 38.)

There are approximately 220 R/C tracks and clubs listed in the *Clubs & Tracks* section. Add to that another 50 to 75 which are not listed, and we think that there are approximately 300 R/C racing facilities throughout the United States. Of course, there are more being built, and a few will go by the way side. What this means is that almost every major city has some sort of facility for the R/C enthusiast. By our estimate, and from previous studies that we've made, well over 30-million R/C kits have been sold over the last 10 years in the United States. To be sure, not all are racing kits, some are the play-toy types. Nevertheless, there are *a lot* of people out there with R/C cars! So why isn't there more exposure of our sport on national television? We've commented on this before and no one seems to want to do anything about it. ROAR, the leading sanctioning body, which, according to the organization, boasts 15,000 members, should be implementing a program that would present our sport to the national media. Why isn't it being done? The time has come to shake a leg and get out of the backyard. How about IFMAR? This is a sanctioning body which controls racing all over the *world!* Why can't they put a program together to present to the networks? Major sanctioning organizations must gear up for more than just making sure that there are races, making or changing rules, and collecting membership fees! With these kinds of numbers behind them, they can command a lot of respect for a national audience. The big organizations should check out coverage of the Royal Oak Grand National Charity Race on page 34; if this group of *businessmen* and R/C enthusiasts can do it, why can't they?!

We were delighted to hear that one of our good friends, Eric Grisham, general manager at RPS, recently got hitched to his long-time girlfriend, Luanne. Grisham was one of our first team members when we owned the Reseda SkaterCross Skateboard Park. When we added an R/C racing to the facility, he and Lonnie Peralta were the first to make an off-road track by hand! It was back in 1979, I believe, that we bought 10 MRC-Tamiya kits (five Rough Riders and five Sand Scorchers). It was on a Friday night, at the MAC Show in Long Beach, CA. That night, we put together two kits from Japanese-only instructions (we did it by looking at the pictures), which took us until 6 a.m. on Saturday to complete! We then spent the rest of the day making an off-road track which eventually became known as Mini-Baja, and by Sunday, we were running the two cars! That week we were renting five cars for $3 per battery charge, which usually lasted no more than three minutes. What about the other five cars? We used them for parts! Grisham has been on the ground floor in both skateboarding, which he was a champion at, and in R/C racing, which he's also done quite well at. Congratulations to both of you and best wishes from all of us!

Just because we're not there doesn't mean that we don't love you! Some of you may be upset with us because we cannot or did not make your special event to cover it for the magazine. We truly wish it were possible! We wish we *could* attend every single event, because we feel they each deserve the attention. However, that is just not possible. This year especially has been an extremely busy one for us, and we've had to depend almost solely upon contributing editors to provide us with race reports, and on the facilities or promoters themselves to send us coverage. So just because we aren't able to attend your event, it doesn't mean that we're not interested! Please contact us and let us know what's going on, and let's make arrangements to have your special event covered in our pages. Don't sit back and brood; it won't get you inside the covers of R/C NEWS! *(cont'd on page 12)*

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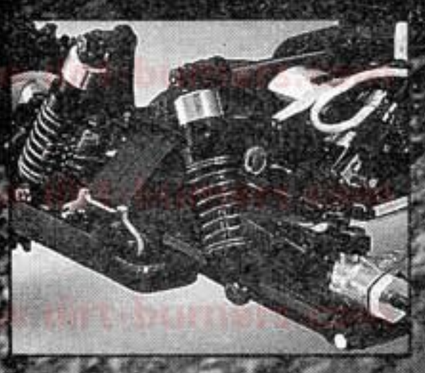

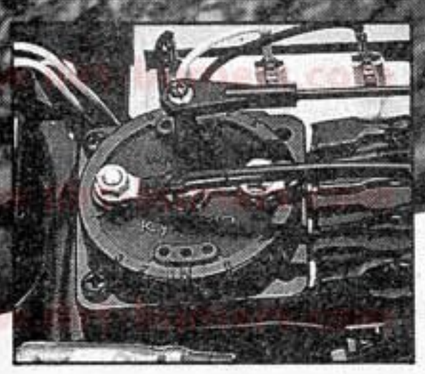

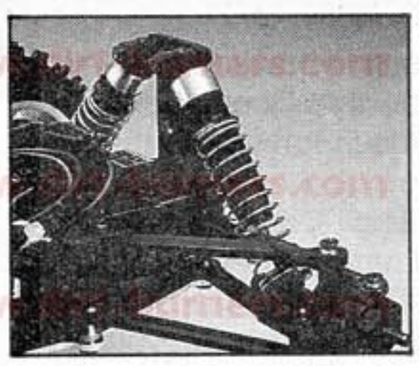

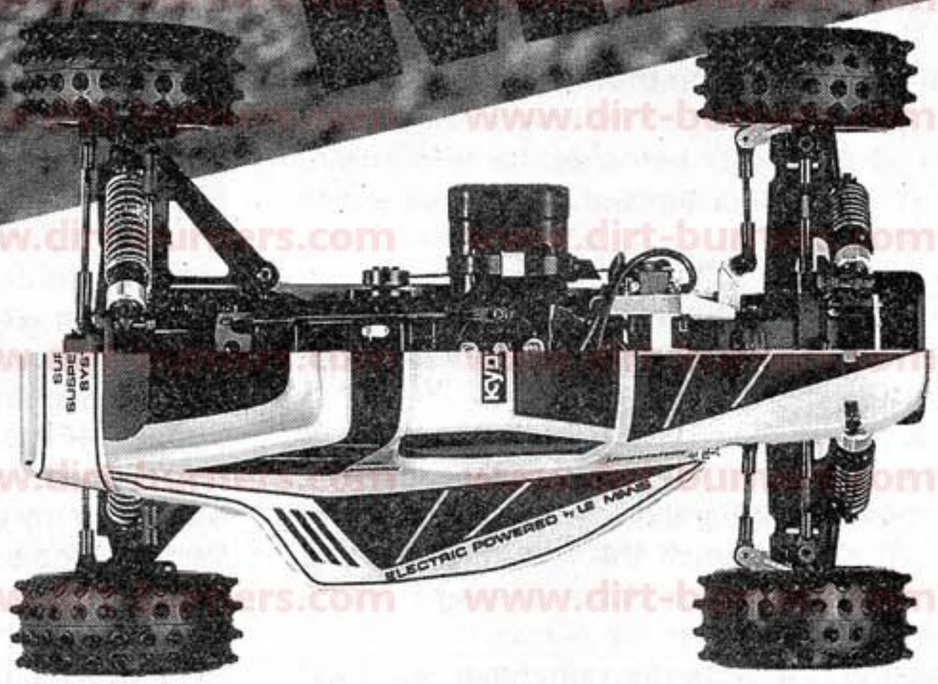

Kyosho pulls ahead of the pack with exciting new R/C technology to give you hot off-road action – the front wheel drive **Maxxum!** This tough, 1/10 scale buggy puts the power up front for improved handling and added speed. Experienced racers are in for a challenge, and intermediate weekend drivers can drive like the pros.

With Kyosho's front wheel drive design, you'll power through even the tightest of turns. Maxxum won't be fazed. Low-profile pin-spike tires on all four wheels provide the perfect grip for any track condition, and oil-filled shocks keep the riding smooth. A fully adjustable rear suspension allows precise camber/toe-in adjustment. Maxxum's not afraid to tackle any track and make you a winner.

You also get the high-performance LeMans 240ST Motor. Reaching a maximum of 24,000 RPM, it's great for off-road or oval racing. Match the hot 240ST Motor with Kyosho's new high-quality Rotary Speed Control – also included – and your buggy is ready to rip the track out from under the competition.

This design is not a reworking of a 4WD car. Maxxum is a big step into a new area of R/C racing – one that you can actually drive at NORRCA 2WD and ROAR 4WD sanctioned events. Upgrading this car for hotter handling and driving is easy, too. Maxxum accepts many of the hop-ups manufactured for the World Champion Ultima.

Go pull-speed ahead today. Challenge yourself and drive the Kyosho Front wheel drive Maxxum!

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R/C NEWS

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On The Line

ONE-SIDED VIEW

I doubt if this letter of rebuttal makes it to your column, but it's worth a try.

You have taken a one-sided view that we've all seen too often. Yes, I will admit my letter to manufacturers is a little strong, but the bottom line is that when a retail store has a grand opening or a major event, a manufacturer should support them even if it's a 50%-off gift certificate (which the manufacturer makes a profit on). This is the same as when the 4-H, Cub Scouts, schools and many others ask us for a small donation. We give to advertise and promote our operation.

If a manufacturer or distributer is too short sighted — or the true word, being too cheap to donate to a hobby store's grand opening — then, yes, we should do little or no business with them. It's only fair for the thousands of dollars we put into their pockets, for them to donate a small prize for our special events.

You and some of these manufacturers might be having a good laugh now while we are small, but five years from now, when we have 100 stores instead of 20, you might feel a little different.

Merl Hayes
President, HobbyTown USA
Lincoln, NE

Come, Mr. Hayes, common courtesy is to let the people give of their own accord and according to the merits of those who are asking. No one denies that, whenever possible, all of us should try to help each other. But, boy, it sure feels better when you do it out of your own accord than when you are forced to do it so as not to lose a dealer or a chain, or when you feel cohersed. That's all we're trying to say. ED

MORE THAN WE HAD HOPED FOR

Thank you for the promo of the 1/4 scale Royal Oak Grand National race. The race turned out to be more than we could ever have hoped for! Enclosed is a report of the race with several pictures *[complete coverage on page 34]*. If possible, please return the photos.

A meeting of the steering committee was held last week. Everyone was pleased with the results of the race. The charity raised over $8,000! Since this was the first time for the race, the charity [organization] had merely hoped to break even; so everyone was especially pleased with the results. The committee will start work on next year's race in February 1990. The race date has been set for September 8, 1990.

The only disappointment was the lack of support from the manufacturers. Jon Rahe of RACO was the only one to enter and support the race. One only has to look at the crowd reaction to see what a great spectator sport it can be! The size of the cars makes it especially attractive.

The success of the race was due to the cooperation of the local paper — *The Daily Tribune* — which founded the charity, the local businesses, and the city government. I handled the race and track setup. The city supplied police, park and recreation personnel, and equipment at a cost of $4,202.58, which was all donated. I only mention this to give you an idea of the type of cooperation that existed.

Under separate cover, I will be sending you copies of the news coverage and a tape of the race. This will really bring across why everyone was so excited!

Yours truly,
James J. Blaha
Southfield, MI

Delighted to hear it went well! Sometimes it takes someone to pave the way, then others will follow. We commend RACO for their commitment and support. Here's hoping that next year's event will have a much larger participation! ED

YOU'RE ALL WET ON THIS ONE!

I'm never sure which one of you is writing Race Corner, and I expect most times it is a collaboration. But I'm certain that the "race in any weather" paragraphs in the October issue *[R/C NEWS, Issue #96, Volume 9]* are from Lou [Peralta, publisher].

Lou, you're 'all wet' on this one. While I agree that racers should be able to drive on any kind of track — dusty, abrasive, wet, maybe even ice and snow — there's a big difference when you suggest driving in the rain. As I recall, the R/C model airplane rules (and even the control-line flying) forbid flying in the rain. I'm sure ROAR adopted its earlier rules from the AMA [American Model Association]. The reason? *Lightning!* They say, "Don't stand under a tall tree during a storm." Can you imagine how good a lightening rod a racer is when he is on a tall stand, holding a metal stick in the air? Turn the transmitter on and you'll increase the chance! You know my business is sparks at MSD Ignition, and I respect them, but they're no competition for even the smallest lightening bolt!

I'm sure you don't want to report [about] a drivers' stand with 10 little krispy kritters on it! So, please, ammend your position to exclude "drivin' in the rain."

R/C Speedweek: I'm glad that you're coming around to my opinion — that December in Las Vegas is the best! Will look forward to the next one!

1/8 World Championship: The report from Ron Paris was the best and most interesting that I've seen on any kind of R/C event! Biased? Maybe, but he let you know enough to make up your own mind. When other reports don't even mention the controversies he discusses, it's time to [become] suspicious. I'm still not sure how Ron gets his information and still [manages to] spend all the time he does with his customers at the races.

Well, mainly [this is] just a note to say, "Good job, R/C NEWS." Maybe [I'll] see you at the next race — the King 8 Supernationals — for me.

Thanks,
Lee Chapin
El Paso, TX

Heck, if you can't give someone a hot-foot once in a while, where's the fun? However, we do agree now that you've shown us the light*(ning)!* We will never spark off such torrential comments again. Next time when it rains, We'll remember to bolt our tongues and say nothing! Speed Week, if it takes

TEAM LOSI PERFORMANCE

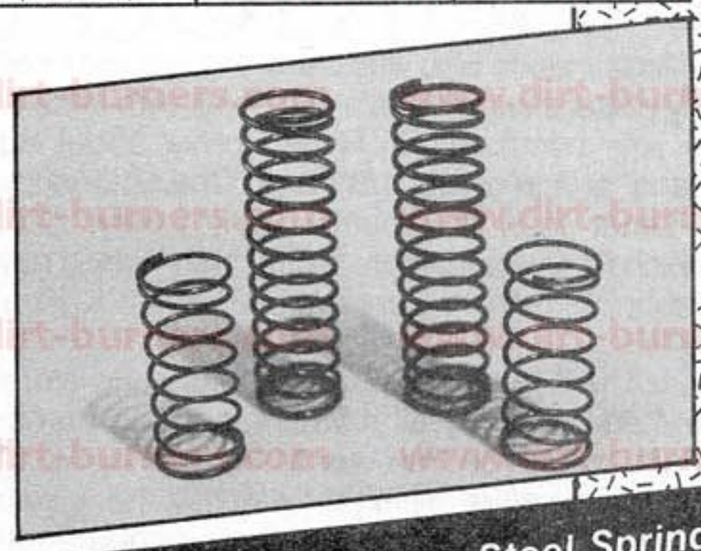
Let's Race!

JR-X2

1989 ROAR AND N.O.R.R.C.A. NATIONAL CHAMPIONS

GEARS, PINIONS AND SPURS

PITCH	PINIONS	SPURS
64 PITCH (ultra fine)	18 to 36 TEETH	96, 100, 104, 108 TEETH
48 PITCH (semi fine)	14 to 30 TEETH	78, 82, 86 TEETH
32 PITCH (standard)	9 to 22 TEETH	48, 50, 52, 54 TEETH

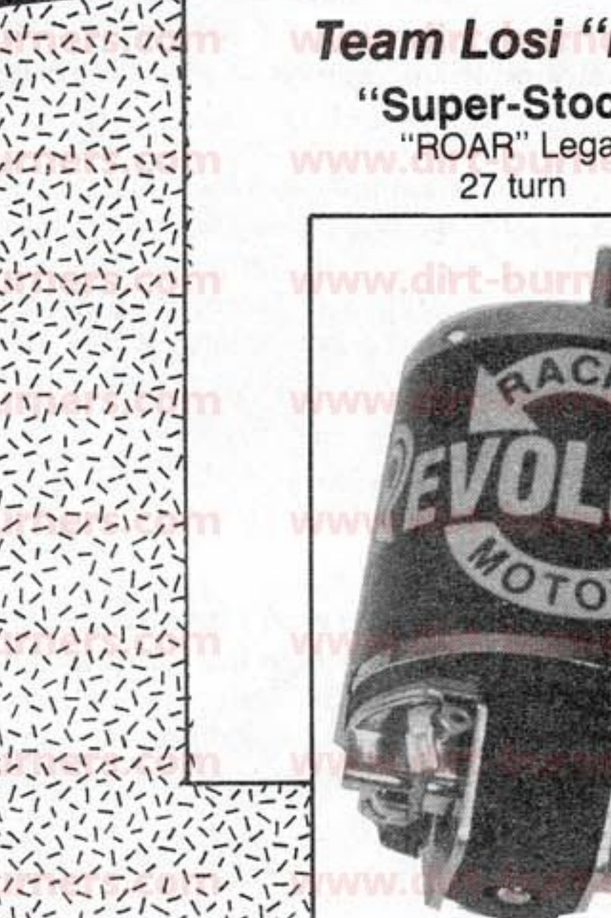


Color Coded Stainless Steel Springs

Team Losi Shock Fluid
Available in 7 EZ-ID colors: Seven coded weights 100% synthetic will not attack plastic or swell O-rings. Available in handy assorted 5 pack. (5, 10, 20, 30, 40, 50, 70)

"H" Arm Rear Suspension Conversion

TEAM LOSI PERFORMANCE



JR-X2 Mini Bumper Kit

JR-X2 Thrust Bearing Assembly

JR-X2 Ball Bearing Steering Kit

REVOLUTION RACING MOTORS

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On The Line

place, will be run in Las Vegas. We're on our way right now for the Gold Coast 300 full-size off road race and will discuss Speedweek with our friends in Las Vegas. We agree with you about Paris' report, but we also have another point of view in this issue on page 38. Check it out! ED

EQUAL OPPORTUNITY

As someone who was there, I would like to add my nickel's worth (that's two cents with inflation) to your comments in Race Corner about Ron Paris' article on the 1/8 World Championships.

Other than the muffler controversy, about which Ron was far more tactful than I would have been, I think there were two main points to Ron's article:

1. The IFMAR rules, written before the Worlds and agreed to by all parties, specified that the Main would be run on a *dry track.* All the Americans were asking for was that the rules be followed. If that is being a prima donna, then I guess we are.

2. Conditions at a World Championships should be the same for *all* entrants. The fact that practicing was being done, by someone, after the track had been "closed for the day" did not make conditions the same for all.

All the Americans wanted was an *"equal opportunity."* Is that too much to ask? Sincerely

Joe Sullivan
Dallas, TX

We think that's all anyone should ask for: to start on an equal plane and let talent prevail. Thanks for your comments. ED

NEED SOME SOURCES

I am designing a freight-hauling dolly for warehouse use (carries 500 lbs.). I am using a 24-volt, 1½-horsepower DC motor operating on on two 12-volt deep-cycle batteries in series. I would like to operate this dolly (start/stop, forward/backward, turn) through the use of a radio-operated transmitter-receiver-servo-motor system — much the same as hobby cars and boats.

Could you tell me what source or manufacturers I might contact concerning my acquiring the proper radio-operated equipment needed for my special needs?

If you do not know of such a manufacturer, perhaps you can tell me of a publication or trade association which could put me in contact with the proper maker of such equipment.

I am assuming radio-operated transmission and receiving, plus servo motors, as used on hobby cars and boats, is not applicable to the uses I have in mind.

Thank you very much. (I am also working on a 5½-foot robot, also radio-operated!) Any sources of equipment for that project would also be appreciated. Sincerely yours,

Jack Wiley
New York, NY

If you check in this issue, we have a number of advertisers who specialize in the types of equipment you are looking for. Some of them are not too far from where your office is located. Let us know what happens! ED

TOP GUN

Enclosed is a race report on MHOR R/C Raceway's Second Annual Top Gun Competition held August 5-6 *[see complete coverage on page 72].*

How often have you heard these questions asked at a race: "Who is the best driver?"; "Who's the best driver overall?"

MHOR R/C Raceway's Top Gun Competition answers those questions, with a race format that uses four heats and a main event as the preliminaries leading up to a seven-race final that will determine who the best driver *overall* or the true "Top Gun" of the competition is.

The Top Gun Competition takes the top eight drivers from the preliminaries of the 2WD and 4WD Stock and Open classes and has them compete in their own classes to determine the individual class top guns in the Top Gun Class Semi-Final races.

In the last three races of the competition, a special handicap starting system is used, due to 2WD and 4WD cars competing in the class semi-finals, and Stock and Open cars competing in the class finals, and all types of cars competing in the Top Gun Final. The handicap starting system is used to give the slower cars a headstart placement starting advantage over the faster cars.

The top four finishers from each of the class semi-finals are seeded into their respective class finals to determine the Stock and Open "Top Guns."

The Top Gun Final, the final race of the competition, will bring together the top four from both Stock and Open classes to determine the true "Top Gun" of the competition.

I hope your readers will enjoy reading about a different type of race format in your fine magazine.

Thank you for your consideration of our race report. Sincerely,

Jess Brockman
Owner — MHOR R/C Raceway
Aurora, CO

Thanks for the report. We know our readers will enjoy it! ED

WE WERE DOWN BUT NOT OUT!

[As] per our conversation the other day, enclosed is a flyer of the Region VI 1/8 Scale Championships to be held at Cajon R/C Speedway in El Cajon, CA, November 3-5, 1989. The race director and announcer are going to be Pete Cadillo and Carry Standcliff, who ran the 1989 McCoy Race at Ranch Pit Shop earlier this year.

A little bit about the club: We were down to two members about two years ago, before myself and Rene Romero got the club back on its feet again. To date, we now have 60 members! This is strictly a 1/8 scale club, and we have three classes: Pan, 2WD Suspension and 4WD Suspension. Our largest class at this time is the Pan Class, [which is] approximately 25 drivers strong. We race an average of one time per month, two times some months, and we sign up to one to two [new] members every time we race! Who said 1/8 is dead?!

The San Diego club has put in a bid for the 1990 McCoy Race, and we are awaiting Dick McCoy's response to our bid.

By the way, earlier this past year (December '88), I opened my own shop: M&M Racing Hobbies, 460 Cypress Lane, Suite F, El Cajon, CA 92020. The shop specializes in R/C cars only — 1/12, 1/10, 1/8, and 1/4 scale. It is the only shop in town that carries the 1/8 scale cars and parts.

The San Diego club is presently looking for sponsors for the Regional Championships. If **R/C NEWS** would like to donate subscriptions, etc., for this race, please mail them to me at my shop. I'd also like to invite you personally, Lou [Peralta, publisher], and **R/C NEWS** to cover the event.

If you have any questions, please give me a call at (619) 441-8622 (shop). Thanks,

Mark Miranda
President, San Diego Club
M&M Racing Hobbies
El Cajon, CA

We can't tell you how delighted we are that the club is healthy again! We congratulate all your efforts for keeping 1/8 gas racing alive in the San Diego/El Cajon area. We also look forward to complete coverage of the event, and we're sure you'll draw a lot of racers. If they don't show up, they've only got themselves to blame because there isn't more 1/8 gas racing. We will be glad to donate subscriptions for the event, so look for them — they're on their way! ED

NEED HELP, NOW!

My name is Gloria Volk. I am the public relations and awards chairman for CRCCC (Casper Radio Control Car Club).

Due to the fact that the majority of the races we do for monies are for charities, we have come up at a loss for prizes for races, drawings and Concourses.

Therefore, I am putting out a plea to some of the major manufacturers for donations. Anything at all [anyone] could see [their] way clear to send us in the way of samples, display items, coupons, banners or promotional merchandise in exchange for advertising would be greatly appreciated. Even catalogs or spec sheets would be put to good use by our club of over 40 members. Thank you very much,

Gloria Volk
Casper, WY

We're sure you won't be disappointed after some of our friends in the sport and industry read this. You'll get help; they always come through! We're also sending you some prizes to be given out as you deem necessary. ED

•R/C•

Got any comments, suggestions, criticisms, or something you just want to get off your chest? We want to hear about it! Send your cards and letters to: **R/C NEWS, Attn: *On The Line*, P.O. Box 411, Woodland Hills, CA 91364.**

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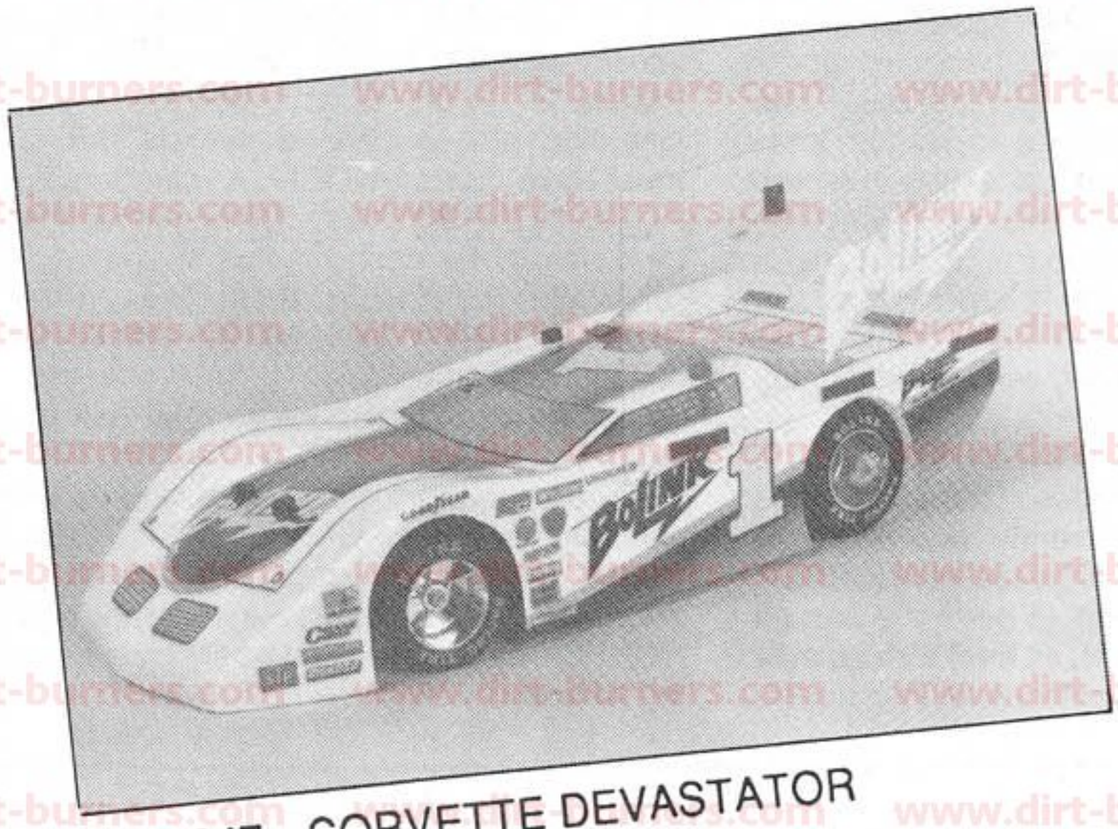
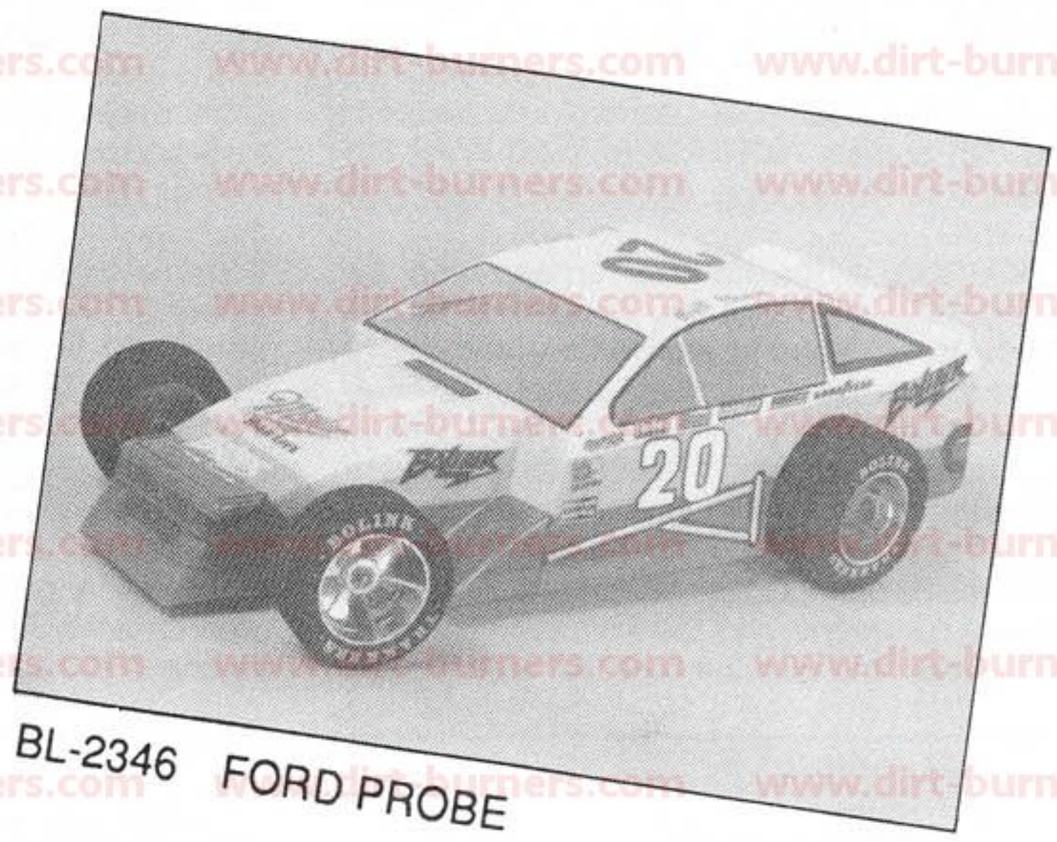
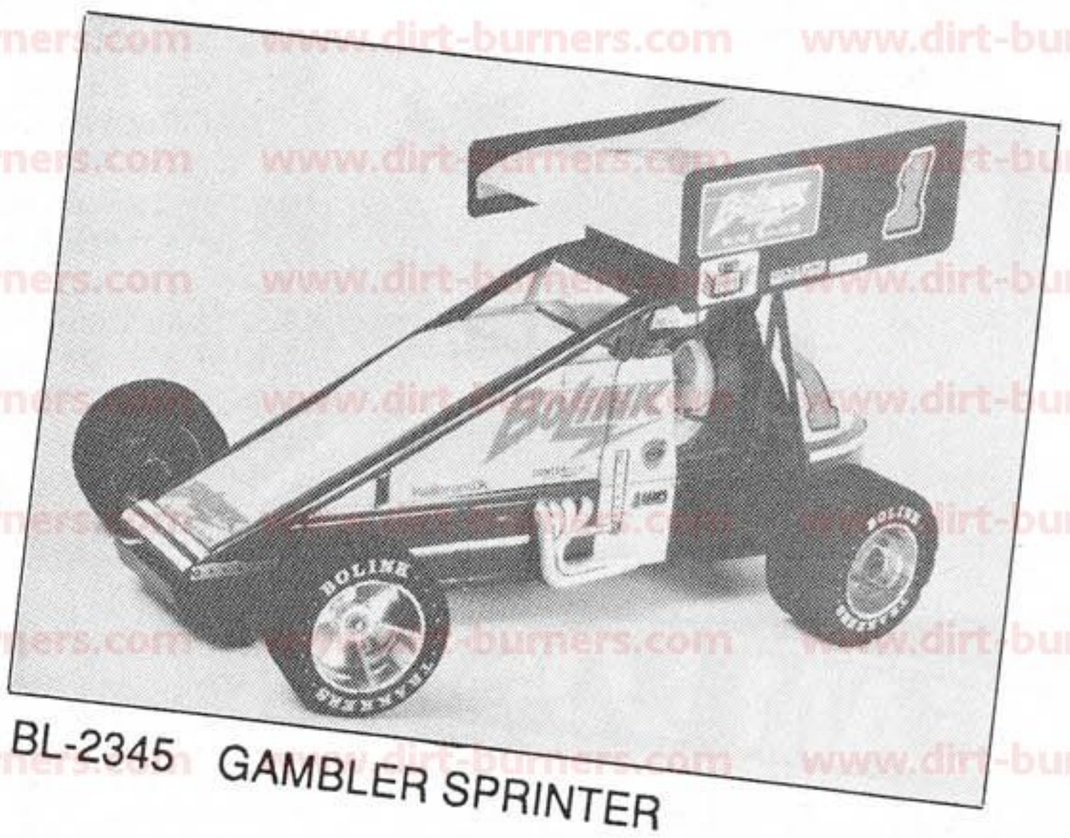


BL-2347 CORVETTE DEVASTATOR



BL-2346 FORD PROBE

BL-2344 GAMBLER SPRINTER



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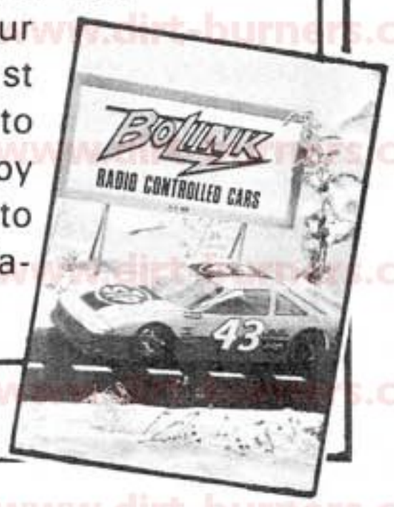

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HOT OFF THE PRESS

NORRCA

THE NORRCA DIFFERENCE

Since NORRCA began in September of 1987, the question has been asked, "What is the difference between NORRCA and ROAR?" The organizations are very different in the management, the services we offer and the way each is structured. The following information should provide the answers desired for anyone who has a question. If additional information is needed, you can contact NORRCA at 1530 West 8th Street, Unit 117, Upland, CA 91786; or call (714) 981-9641.

NORRCA is the national organization for racing radio control autos. September of this year was our second anniversary and we've grown to over 2,000 members in that short time. The main purpose in forming NORRCA was to give tracks/clubs much more than they were receiving from their existing sanctioning organization. NORRCA is here to help the tracks/clubs promote their facilities, develop their existing operations, give them direction on future endeavors, and give the racer an organization that is truly built around the racers' needs.

NORRCA is a full-time organization, and all of the staff are paid professionals. NORRCA's rapid growth can be attributed to the manner in which the events are run and the many services we provide for all sanctioned tracks/clubs.

NORRCA feels that manufacturers should not be on its board of directors, however, we do ask for their advice on certain items. All NORRCA proposed rule changes are put before the racers prior to being implemented. We feel this is key to insuring that the racers' needs are satisfied.

One of NORRCA's main goals from its inception has been to bring the backyard racers to the track and let the beginning racer feel comfortable that they can go to his/her local track and compete on an equal level with racers of their own skill. To do this NORRCA has developed a program for separating the experts from the beginners which, if approved by the racers, will go into effect in 1990. Remember, without the beginning racer, we don't need any sanctioning bodies or tracks.

The following is a list of the many features and services NORRCA provides. Compare these with the ones you are currently receiving from your present sanctioning organization. NORRCA makes every effort to work in harmony with all organizations. In this spirit, all tracks/clubs may belong to as many organizations as they see fit.

1. NORRCA is a full-time national organization with a qualified staff.
2. NORRCA's staff is available to assist tracks/clubs with the preparation of any NORRCA-sanctioned event.
3. NORRCA will develop any flyer or advertisement for all sanctioned events.
4. NORRCA will assist in providing sponsors for most events.
5. NORRCA provides year-round insurance coverage for all members (even at non-sanctioned events).
6. NORRCA provides one-million-dollar liability insurance coverage to all sanctioned tracks, 24 hours a day, 365 days a year, including non-sanctioned events. (All racers must have current NORRCA membership)
7. NORRCA offers compensation to all tracks/clubs for each membership application received.
8. NORRCA provides an official for all sanctioned events.
9. All sanctioned track/clubs can bid on national, state and divisional events.

All tracks/clubs that apply for NORRCA sanctioning before December 31, 1989, will receive their first two years of sanctioning at half price. All tracks that have recently become NORRCA sanctioned can apply for a sanctioning refund of half price.

Race Prep

RACE PREP RACE REPORT

The Dayton Area Electric R/C Racers and Ohio R/C Raceway recently hosted the Ohio State Championships in Dayton, OH, on September 23 and 24.

Team Race Prep driver John Lawson Jr. took top qualifier honors in both 4WD Stock and Modified. Lawson also captured both the A Main wins driving the Pro Radiant, powered by a Pro Series 15 double. Congratulations to the 1989 Ohio State Champion, John Lawson!

At the 1/10 Off-Road IFMAR World Championships, August 28-September 11, in St. Ives, Sydney, Australia. Team Race Prep went "Down Under" with some fast company!! A total of 120 of the best drivers from around the world traveled to Sydney, Australia, to compete in the Third Annual IFMAR World Championships. The ceremonies opened on September 3 for team members from 15 different countries. The six-cell, five-minute format was used at the Worlds.

Team Race Prep driver Mike Dunn qualified second in 2WD and took fourth place after all three A main events were finished. Dunn drove a Team Losi JRX-2, powered by a 14 double Pro Series Motor and Race Prep computer-matched batteries. In 4WD, Dunn's Pro Radiant 12 double Pro Series Motor and Race Prep-matched batteries garnered him a seventh-place finish.

TEAM LOSI PERFORMANCE

BIG NEWS FROM TEAM LOSI

The new Pro-formance package will be available soon! Team Losi will be packaging a limited quantity (2,000) of special "Pro"-type accessory upgrade packages for delivery by the first of November. The Pro-formance Kit includes the various stock and accessory parts (now offered individually) used so successfully by JRX-2 racers to sweep the ROAR and NORCCA Nationals. A detailed instruction booklet and tuning guide by Jack Johnson and Gil Losi Jr. is also included. An "Instant Rebate" offer of a free "Jr's Choice" modified racing motor ($80 value) is an extra bonus included in the box! This is Team Losi's way of saying thanks to the thousands of racers who have made the JRX-2 such a great success in an extraordinarily short time.

The Pro-formance package (#A-0901) includes the JRX-T (longer) chassis, long front shock tower and shocks, new rear shock tower, rear H-arm set, set of four rear pivot supports, 1/16" and 3/32" hard balls, firm rear springs, long left/right turnbuckles, mini-bumper, and all the necessary hardware, etc. — all for a retail price of $160.

JRX-T DUE IN NOVEMBER

As many are well aware, monster truck racing is growing rapidly. Team Losi and JRX-2 drivers have had unequalled success with JRX-2 conversions of one sort or another. Team Losi is proud to announce that it is rapidly approaching completion of its "JRX-T" Monster Truck Kit, identical to the prototype and similar to the converted JRX-2s which dominated the NORCCA Nationals (the only "National" to date for this class). The JRX-T is a complete chassis kit, not a conversion. This specialized kit includes the correct shocks, springs, Toyota body and specially developed components to build a winning monster truck out of the box.

It is anticipated that this kit will be a big seller as it now allows a racer to build a great racing truck for hundreds of dollars less than buying a buggy first, and then a conversion kit. Using the latest in JRX-2 tehnology, the JRX-T is built with the same quality components and material that have been proven in tough competition worldwide.

Expect some exciting innovations in monster trucks! Team Losi will have production models on hand at the Chicago Model and Hobby Show and expect to ship by November 10th, if not sooner! The JRX-T Chassis Kit (#A-0050) will retail for $339.95. ***(cont'd on next page)***

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THE RACERS CHOICE

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- ***Compatible*** with most popular 10th scale parts
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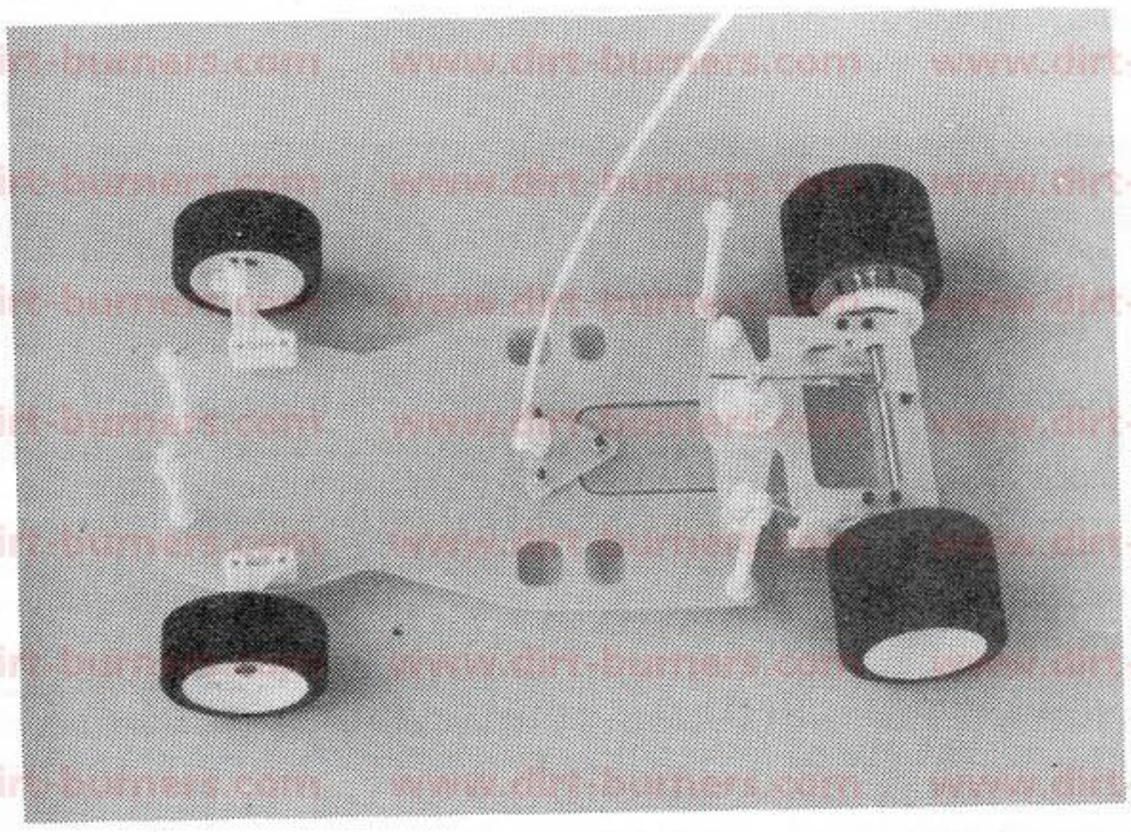
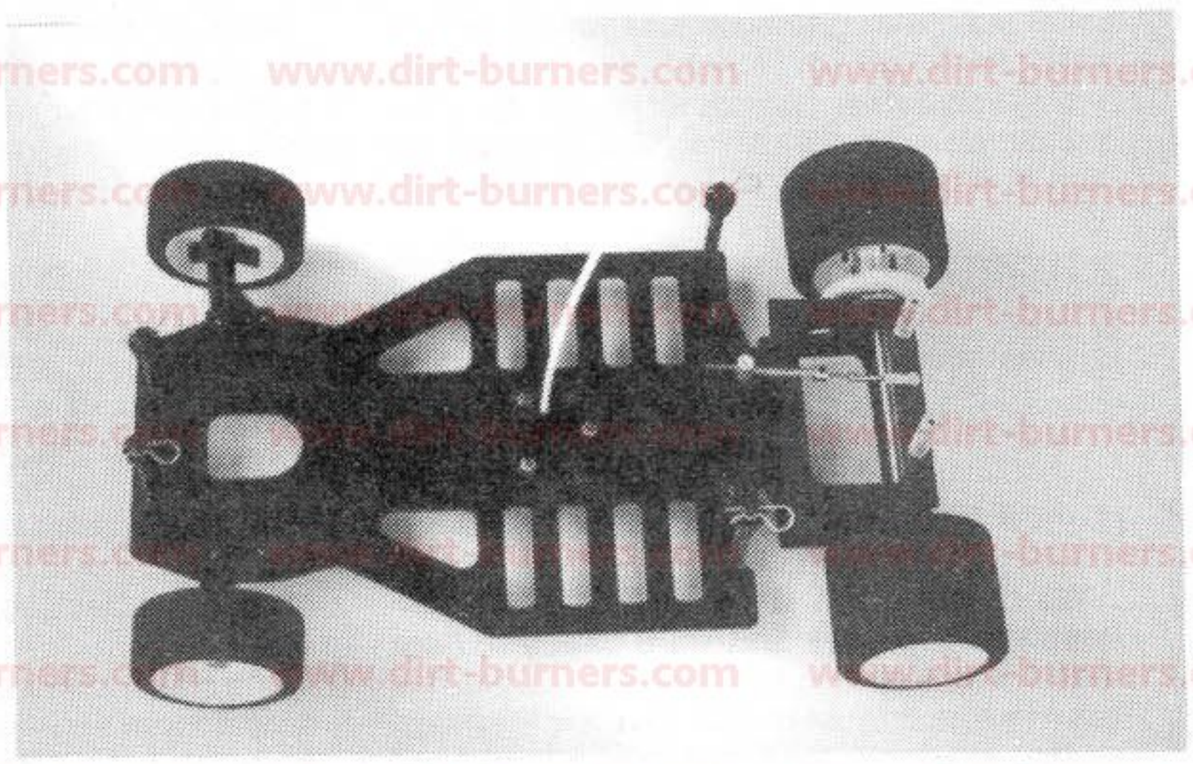
COBRA I $149.95





COBRA II Black G-10 $179.95
COBRA III Graphite $249.95

RC Car Action Mag. Nov. '88 Issue: *"This car is Hot! Superior Handling alone will make you a better driver."* E. GOLDSCHRAFE

COBRA I took 4th place in the Radio Control Car Action Weekend National Championships at Whippoorwill, right out of the box!

Also Available: "1/8 SCALE ELECTRIC ROAD CARS."

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HOT OFF THE PRESS

PARAGON Racing MOTORS

PARAGON WELCOMES CHERYL HOYE TO ITS STAFF

Paragon Racing Products is pleased to welcome aboard Cheryl Hoye. Hoye has attended St. Johns College in England, and U.C. Berkley in California, with coursework and degrees in advertising, liberal arts and promotions. Hoye will be working in receptions, with a special emphasis company promotions and public relations, to become better acquainted with the industry. We expect great things from Hoye and feel fortunate to have her in our employ!

PARAGON ON THE MOVE!

Paragon has recently moved to a new larger facility in the Minneapolis suburb of Shakopee, MN. The new building will allow Paragon to better service its distributers, as well as provide additional space for product line development and diversification. Look for an upcoming review and company profile on Paragon Racing Products in the near future. The new address for Paragon is: 690 Industrial Circle South, Shakopee, MN 55379. The new phone number is (612) 496-0091; FAX (612) 496-0191.

NEW PACKAGING FOR PARAGON MOTORS

Paragon's motor division (Paragon Racing Motors) will soon have a new package for its motors. The new package will consist of a clear box with custom foam inserts. The box will add substantially more protection to the motor than the conventional plastic bags, as well as offer complete visability to the customer without repeated opening and closing of the package. The new package will be equally at home hanging or sitting at the point of purchase.

(Please note: Paragon wishes to extend its apologies to those who have sought their motors and have not been able to secure them due to back-order status. Paragon simply doesn't want to compromise quality, but it is addressing the problem.) •R/C•

RACE CORNER

(Cont'd from page 4)

We chatted with Gene Husting of Associated the other day and were happy to hear that 1/8 gas racing is healthier than it has been in a long time! In fact, Husting informed us that there are more gas cars racing now, this year, than ever before. The scale is very healthy, and although it may not seem like it around the Southern California area — which used to be the hotbed of 1/8 scale racing — other parts of the country report a healthy participation. In fact, San Diego, CA, which at one time had quite a few gas racers until they nearly became extinct, now boasts approximately 60 club members actively participating!

Candidly speaking, although we were one of the first to introduce 1/10 scale off-road racing into the sport in the late '70s and love it because we think 1/10 off road was the savior for the R/C industry, we also have quite an affection for the 1/8 gas cars. There's nothing like driving one and feeling that surge of power at your finger tips; or standing next to the track and hearing and smelling these rockets go by you at blinding speeds! Everytime we've been to a gas race and seen people react to the speeds and the racing that goes on that scale, we've noticed that no other scale demands so much attention.

We think it's a good idea to go back to racing more enduros — especially in 1/8 gas. Remember the 24 Hours in Florida? The 12-hour enduros at the Ranch Pit Shop, or the six-hour enduros in Ventura and West Los Angeles? Boy, those were great fun! And so were the 500-lap Mini-Bajas for 1/10 off-road racing. Now that there are so many more frequencies than before, we think that there should be more endurance events! C'mon, let's hear from you.

Many of you have continued to ask about R/C Speed Week. We just came back from Las Vegas for the Gold Coast full-size off road race (October 13-15, 1989), where we discussed the possibilities with several hotels. If you haven't been to Las Vegas lately, you may not be aware of the madness that's going on. There are more hotels being built and more hotel rooms being added than ever before. The two hotels that we had in mind for the R/C Speed Week event are currently going through major additions. The one hotel that we were most interested in, the Gold Coast Hotel and Casino, is now in the process of adding 554 more rooms! According to them, the additions have to be completed before the Christmas Holidays, so we can't count on them this year. A prime example of the madness: Just when they are about to complete the world's largest hotel, the Mirage, which features 3,000 rooms, the Excaliber was started, which boasts 4,000 rooms — making *it* the biggest hotel in the world! But not for long, as MGM recently announced that it would be building a 5,000-room hotel by 1990. As you can see, things are really crazy in Las Vegas, and it's hard to pin anyone down. We've been offered several spots in which to run all the different scales, and we are considering it. However, we would like to keep all the tracks in one area, as we've done in the past. All we can say is that we are still working on it and we'll keep you posted! But one thing is certain, R/C Speed Week will be run in Las Vegas, NV!

Don't forget: Our next issue will be packed with lots of new products, so if you're in the mood for buying stuff and you're not really in a hurry, hold off until you get a chance to check out all the goodies! •R/C•

NORRCA
NATIONAL ORGANIZATION FOR RACING
RADIO CONTROL AUTOS

1530 W. 8TH ST., UNIT #117
UPLAND, CA 91786
(714) 981-9641 • FAX (714) 981-9941

THE *NORRCA* DIFFERENCE

THIS LETTER IS YOUR INTRODUCTION TO NORRCA AND THE NORRCA ADVANTAGES.
NORRCA IS THE NATIONAL ORGANIZATION FOR RACING RADIO CONTROL AUTOS. SEPTEMBER OF THIS YEAR WAS OUR 2ND ANNIVERSARY AND WE'VE GROWN TO OVER 2000 MEMBERS IN THAT SHORT TIME. THE MAIN PURPOSE IN FORMING NORRCA WAS TO GIVE TRACKS/CLUBS MUCH MORE THAN THEY WERE RECEIVING FROM THEIR EXISTING SANCTIONING ORGANIZATION. NORRCA IS HERE TO HELP THE TRACKS/CLUBS PROMOTE THIER FACILITIES, DEVELOP THEIR EXISTING OPERATIONS, GIVE THEM DIRECTION ON FUTURE ENDEAVORS, AND GIVE THE RACER AN ORGANIZATION THAT IS TRULY BUILT AROUND THE RACERS NEEDS.

NORRCA IS A FULL TIME ORGANIZATION AND ALL OF THE STAFF ARE PAID PROFESSIONALS. NORRCA'S RAPID GROWTH CAN BE ATTRIBUTED TO THE MANNER IN WHICH THE EVENTS ARE RUN AND THE MANY SERVICES WE PROVIDE FOR ALL SANCTIONED TRACKS/CLUBS.

NORRCA FEELS THAT MANUFACTURERS SHOULD NOT BE ON ITS BOARD OF DIRECTORS, HOWEVER, WE DO ASK FOR THEIR ADVICE ON CERTAIN ITEMS. ALL NORRCA PROPOSED RULE CHANGES ARE PUT BEFORE THE RACERS PRIOR TO BEING IMPLEMENTED. THIS WE FEEL IS KEY TO INSURING THE RACERS NEEDS ARE SATISFIED.
ONE OF NORRCA'S MAIN GOALS FROM IT'S INCEPTION, HAS BEEN TO BRING THE BACKYARD RACERS TO THE TRACK AND LET THE BEGINNING RACER FEEL COMFORTABLE THAT THEY CAN GO TO HIS/HER LOCAL TRACK AND COMPETE ON AN EQUAL LEVEL WITH RACERS OF THEIR OWN SKILL. TO DO THIS NORRCA HAS DEVELOPED A PROGRAM FOR SEPARATING THE EXPERTS FROM THE BEGINNERS WHICH, IF APPROVED BY THE RACERS WILL GO INTO EFFECT IN 1990. REMEMBER WITHOUT THE BEGINNING RACER WE DON'T NEED ANY SANCTIONING BODIES OR TRACKS.

THE FOLLOWING IS A LIST OF THE MANY FEATURES AND SERVICES NORRCA PROVIDES.
COMPARE THESE WITH THE ONES YOU ARE CURRENTLY RECEIVING FROM YOUR PRESENT SANCTIONING ORGANIZATION. NORRCA MAKES EVERY EFFORT TO WORK IN HARMONY WITH ALL ORGANIZATIONS. IN THIS SPIRIT, ALL TRACKS/CLUBS MAY BELONG TO AS MANY ORGANIZATIONS AS THEY SEE FIT.

NORRCA FEATURES

1. NORRCA IS A FULL TIME NATIONAL ORGANIZATION WITH QUALIFIED STAFF.
2. NORRCA'S STAFF IS AVAILABLE TO ASSIST TRACKS/CLUBS WITH THE PREPARATION OF ANY NORRCA SANCTIONED EVENT.
3. NORRCA WILL DEVELOP ANY FLYER OR ADVERTISEMENT FOR ALL SANCTIONED EVENTS.
4. NORRCA WILL ASSIST IN PROVIDING SPONSORS FOR MOST EVENTS.
5. NORRCA PROVIDES YEAR ROUND INSURANCE COVERAGE FOR ALL MEMBERS (EVEN AT NON SANCTIONED EVENTS).
6. NORRCA PROVIDES 1 MILLION DOLLAR LIABILITY INSURANCE COVERAGE TO ALL SANCTIONED TRACKS 24 HOURS A DAY, 365 DAYS A YEAR INCLUDING NON SANCTIONED EVENTS. (ALL RACERS MUST HAVE CURRENT NORRCA MEMBERSHIP)
7. NORRCA OFFERS COMPENSATION TO ALL TRACKS/CLUBS FOR EACH MEMBERSHIP APPLICATION RECEIVED.
8. NORRCA PROVIDES AN OFFICIAL FOR ALL SANCTIONED EVENTS.
9. ALL SANCTIONED TRACKS/CLUBS CAN BID ON NATIONAL, STATE AND DIVISIONAL EVENTS.

ALL TRACKS/CLUBS THAT APPLY FOR NORRCA SANCTIONING BEFORE DECEMBER 31, 1989 WILL RECEIVE THEIR FIRST TWO YEARS OF SANCTIONING AT HALF PRICE. ALL TRACKS THAT HAVE RECENTLY BECOME NORRCA SANCTIONED CAN APPLY FOR A SANCTIONING REFUND OF 1/2 PRICE.

THE THIRD ANNUAL IFMAR 1/10 OFF ROAD WORLD CHAMPIONSHIPS

Story by **R/C NEWS** staff
Photos by P.P.

August 28-September 11, 1989
Sydney, Australia

In only the third-ever 1/10 Off Road World Championships, this year's IFMAR gathering in Sydney, Australia, proved to be the best so far!

The first 1/10 World Championships took place in 1985 in Del Mar, CA, where Jay Halsey, then an up-and-coming rising young star, was beginning to make his name well known. Halsey captured the 2WD title, while an already-known entity among all types of R/C racing, Gil Losi Jr., surprised no one by taking the 4WD World title.

Two years later, in 1987, the second IFMAR 1/10 World Champsionships took place in Romsey, England. Joel Johnson dominated the 2WD division, and a young unknown (at least in American racing circles) by the name of Masami Hirosaka, of Japan, captured the 4WD Class title. Little did anyone expect that the name Hirosaka would come back to haunt them again two years later!

In 1989, as summer was about to give way to fall (actually spring was ending and summer was just beginning "Down Under"), the young lion has become a full fledge beast — at least among those racers considered the best in the world.

Masami Hirosaka not only repeated as the 4WD World Champion, but just to make sure there was no doubt in anyone's mind as to who he is and what he had set out to do, he also took the 2WD category! Making it a clean sweep for himself and Japan, Hirosaka also put a feather in the caps of Associated (he won the 2WD Class with an RC10) and Yokomo (his car in the 4WD category).

The event, run at the St. Ives Showground park near Sydney, was sponsored by Schumacher, the current 4WD champion in England. Cecil Schumacher must be congratulated for a first-class job at a very important race!

To prove just how important the Off-Road World Championships are considered, most of the top drivers in the world arrived a full week before official practice began! Although there had been plenty of publicity about the type of track that was going to be used, many racers arrived early enough to make sure they got plenty of time to dial their cars in to the surface and nuances of the course.

The track was considered very big by most standards, with one large jump and several small ones. The dirt was solid and hard packed, very similar to the track that was used in Romsey, England, two years ago. The surface was so hard, in fact, that repairs were made with cement and nobody noticed it!

Pre-race jitters and activity ran rampant. Everyone was trying different setups for their cars. A controversy of sorts loomed with the tire situation. It seems that the Yokomo tires and wheels that Masami Hirosaka and the rest of the Associated Team were using were working *too* well, and people began complaining that the Yokomos and RC10s were going too fast. While the wheel size would have been too big according to ROAR rules, they were perfectly legal under IFMAR rules, which has no limit on wheel size. Some of the racers recalled the same situation occurring two years ago in Romsey, England, when Kyosho came up with excellent tires that only Kyosho drivers had. The song was the same, but now it was sung by a different group!

Fortunately, it never got ugly and, in fact, it was funny at one point, when Gil Losi Jr. and Ron Rossetti both tried a full-size monster truck tire setup. Obviously, they didn't work too well, but most everyone had a good laugh and the tire matter was pretty much left alone.

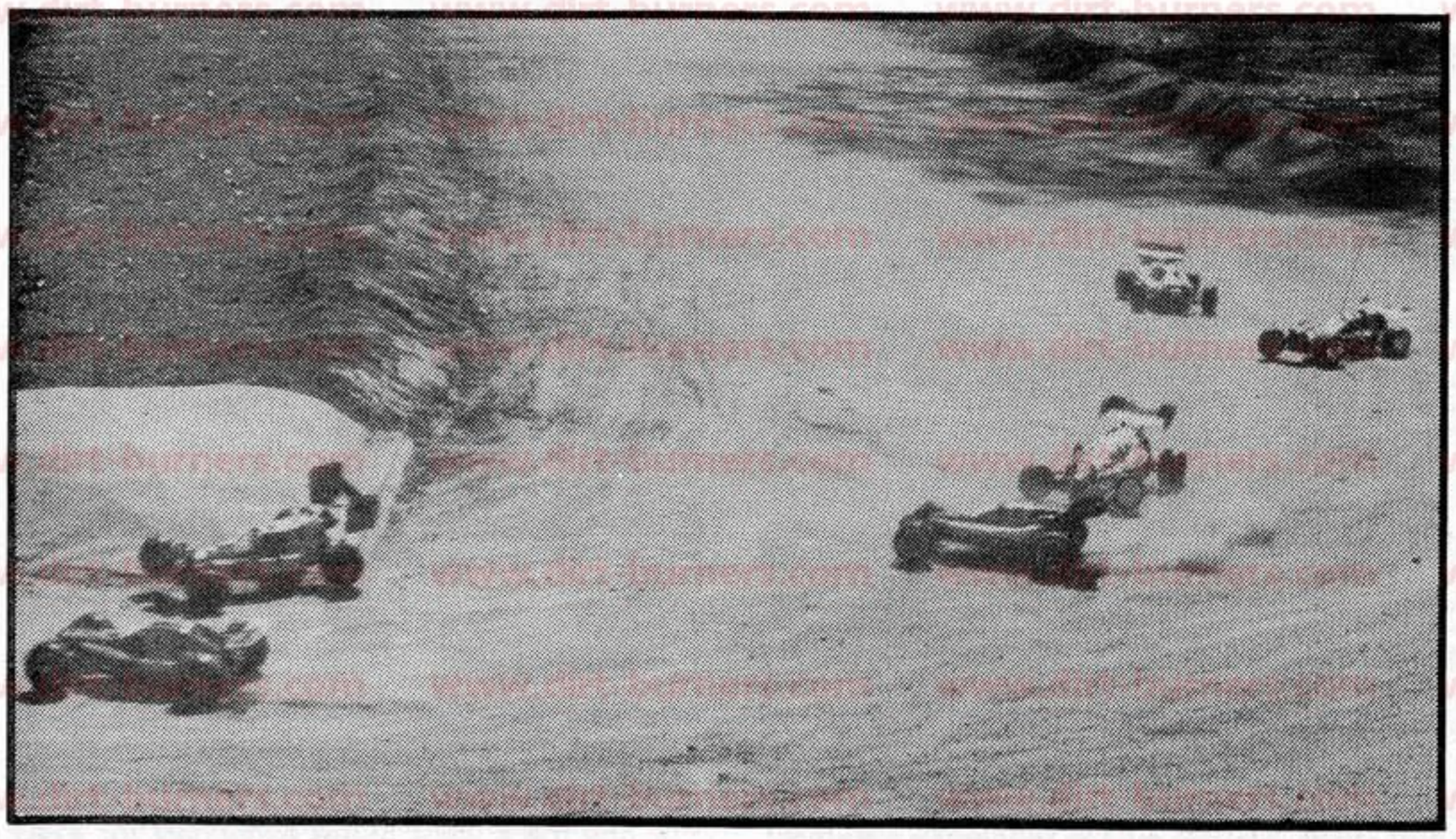
While 1989 World Champ Masami Hirosaka (right) was busy giving his speech in newly learned English, Cliff Lett and and Jay Halsey get ready to pop the champagne corks!

Qualifying consisted of six rounds in both the 2WD and 4WD divisions. The 2WD Class was run first, culminating with three finals (the best two of the three were used to determined the final positions), followed by the 4WD program, run in its entirety.

A random-start procedure was utilized, using the AMB system. The cars were sent off at one-second intervals to eliminate a big pileup in the first turn, giving everyone a shot at a clean qualifying run. It worked well and the two IFMAR judges who were present on the track at all times made sure that slower drivers moved over whenever the faster ones were ready to pass.

Racers were then placed in their order of qualifying for the next rounds, again insuring much safer and cleaner qualifying runs.

The track was maintained nightly; holes were filled and the surface was well watered. Nevertheless, the qualifying rounds were rotated so that everyone got a chance to run on the same type track. Heats were also set up with two or three well-known drivers in each group, along with a mixture of racers from different countries.



The corner at the end of the straightaway was fun to watch, particularly when Hirosaka was driving. He would punch it down the straightaway until he reached the cement berm, throw the car sideways in a four-wheel slide, and upon clearing the berm, he would punch it again!

2WD QUALIFYING

Eventual World Champion Masami Hirosaka, of Japan led the first qualifying round, turning 15 laps in 5:00.28. Jay Halsey, from the U.S., qualified a close second with 15/5:00.55. Just one second behind was Cliff Lett, also from the U.S., with a 15/5:01.81; followed by Craig Drescher, from England, with 15/5:08.16.

By the time the second qualifying rounds were completed, Hirosaka had beaten his first time with a run of 16/5:12:69. Jay Halsey had also managed to break into the 16-lap range with a time of 5:17:77. Following suit, Craig Drescher turned the third-fastest qualifying run with 16/5:18:94.

The only two drivers to turn 16 laps in round three were Hirosaka, who remained dominant with an even faster run of 16/5:12.50, and Cliff Lett, who managed to maintain his runner-up status with 16/5:18:67.

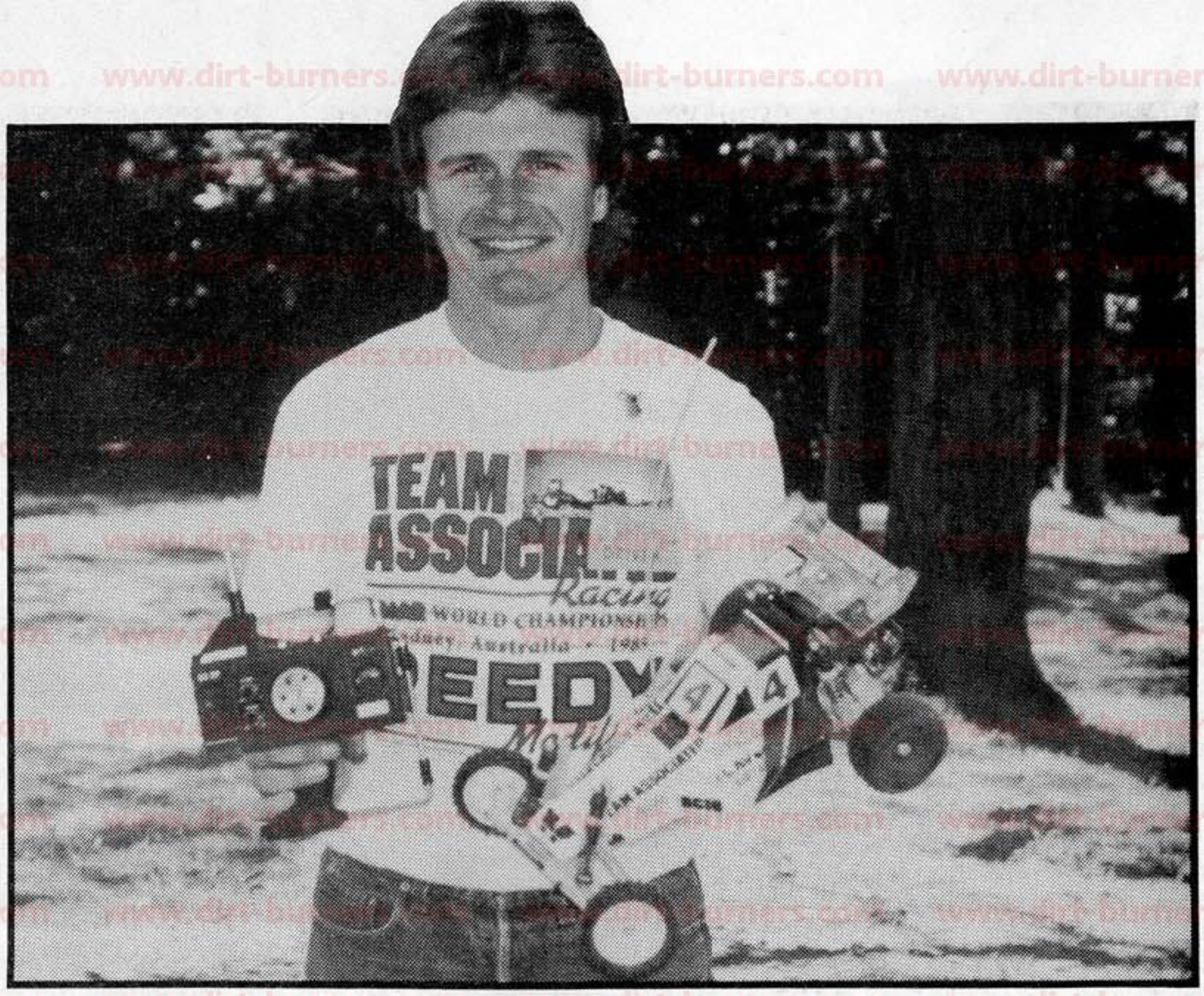
The first three rounds would prove to be the fastest of the day, as the track conditions deteriorated during the latter stages. Although Hirosaka had TQ'ed in each round so far, his lap/times began dropping to the low 15s.

USA's Mike Dunn moved into the runner-up spot in round four, followed by Rick Vehlow. During the final round of the day, Lett emerged as the fastest for that round, followed by Halsey and Hirosaka, who was definitely off his pace!

Although everyone expected the times to drop back down the next morning after running on a freshly groomed track, that just didn't happen. Dunn proved to be the fastest for the round with a 16/5:16.04, placing him second overall, just behind Hirosaka. Lett and Vehlow turned identical times of 16/5:18.21, followed by Hirosaka with a 16/5:18.42.

It became quite obvious that after six qualifying rounds, no one racer had a clear cut advantage — although Hirosaka's consistency clearly made him the odds-on favorite.

IFMAR
1/10 WORLD CHAMPS



Finishing third overall among the 2WD contingent, Cliff Lett sported an Airtronics radio, Novak speed control, Reedy Sanyo batteries, and, of course, a Reedy motor in his RC10.

2WD MAINS

Normally an A Main driver, it seems defending 4WD World Champion Gil Losi Sr. neglected his turn-marshaling duty and was therefore penalized his best finishing time. Nevertheless, his other times placed him in the 2WD C Main, where he didn't waste much time, as Losi shot into the lead at the start and never looked back!

Following the leader across the line was Ric Bartolozzi of Australia in second, Rory Cull of England rounded out the top three. Finishing fourth through ninth were USA drivers Don Jones, Kurtis McElroy, Mike Burnette, Chris Allec, Mike Ebert and William Silver; while the 10th spot was filled by Klaus Wilhelm of West Germany.

Imagine just missing the A Main by half a second! Although Butch Kloeber didn't like it, he decided to make the best of a bad situation. Taking charge from his pole position in the B Main, Kloeber showed the people on hand that he *should* have been among the World finalists.

His win didn't come easy, however, as he spun out at one point and was relegated to sixth place, where he began his charge past the likes of Steve Dunn, Chris McElroy, Rick Hohwart and Kris Moore, who had inherited the lead. Kloeber picked them off one by one to complete the five-minute final atop the field. Fellow USA drivers Kris Moore, Rick Howart, Chris McElroy, Steve Dunn, Darin Strump followed in second through sixth, respectively; while West Germany's Christian Keil, USA drivers Joe Schmitz and Gary Kyes, and Australia's Mike Geddes rounded out the top 10.

A total of three A mains were run between the other mains; the best two finishes would be used to determine the final world championship spots.

First off the line in A Main I was pole-sitter Masami Hirosaka, followed by second-fastest qualifier Mike Dunn. However, Dunn took too wide a line in the first corner, allowing Hirosaka to break free, while Jay Halsey dove under Dunn. Hirosaka was gone, opening up a 25-foot lead ahead of Halsey! Running in third, Dunn was followed by Cliff Lett. However, Lett rolled on lap six, allowing Craig Drescher and Jamie Booth to get by. Lett was later able to recover one spot from Booth, but that's it. Hirosaka, the Japanese wonder kid, went on to win the first "final" with 17/5:11:23, followed by Jay Halsey in second with 17/5:13:04 and Mike Dunn, five seconds behind, with a 17/5:18:74 — the only three drivers to turn 17 lap runs. Finishing fourth through 10th were Craig Drescher (16/5:02:70), Cliff Lett (16/5:02:88), Jamie Booth (16/5:04:90), Rick Vehlow (16/5:06:40), Jack Johnson (16/5:07:81), Joel Johnson (16/5:09:75), and Ron Rossetti (16/5:15:53), in that order.

Sitting in the pole position once again for the second A Main final, Hirosaka headed for the first turn. Unfortunately, he took it wide and left the door wide open for Mike Dunn to steal the lead. However, Dunn's lead was short lived, as he repeated Hirosaka's mistake on lap two. Drifting much too wide, Dunn gave Hirosaka the chance he needed to recapture the lead. Jay Halsey also managed to slip past and into second, where he then made an attempt to steal the lead from Hirosaka on the straight. However, when Halsey got out of shape on the "loose stuff," Dunn was able to reclaim second. While Halsey was still trying to recover, Cliff Lett and Rick Vehlow also managed to slip past. Third-place Lett then began closing in on the runner-up, and when Dunn rolled his car after hitting a big bump, both Lett and Vehlow took advantage of the situation.

Taking his second A Main final with a time of 17/5:16:65, Hirosaka was followed across the line by Lett (17/5:18:79), Vehlow (16/5:01:34), Dunn (16/5:04:69) and Craig Drescher (16/5:11:25), in the top five spots. Jamie Booth (16/5:12:21), Joel Johnson (16/5:15:30), Jack Johnson (16/5:17:26), Jay Halsey (16/5:18:09) and Ron Rossetti (16/5:23:68) rounded out the top 10.

It went down to the wire, as the third A Main final event would determine the 2WD World Champion. Everyone knew who they had to beat, but there were still several drivers with a mathematical chance of stealing the World title. By virtue of his two previous wins, however, Masami Hirosaka was sitting pretty.

Jay Halsey had the best shot at it, but Hirosaka would have to lose to him by more than two seconds in order for Halsey to win the title. Sitting in the familiar pole-position, Hirosaka quickly took the lead at the start. Mike Dunn followed in second, with Halsey right on his tail. However, Dunn was driving tight lines around the course, not giving Halsey much room to pass. Finally, Halsey managed to shoot past Dunn on the straight, and then set out after the leader, who had already built up a 50-foot lead. Meanwhile, Dunn went wide, allowing Lett and Booth to gain two positions on him. Halsey had put the pedal to the metal and appeared to be the fastest on the track as he began reeling Hirosaka in. Halsey cut the leader's advantage to 25 feet, then to 10, until Halsey was right on Hirosaka's tail. Going into the last lap, Hirosaka and Halsey were side by side on the straight-away, as the crowd went wild! They sensed an upset in the making, as both drivers went into the corner as if they were glued together. All of a suddened they bumped and both spun out! Halsey was able to recover first, with Hirosaka right behind him. When they crossed the finish line, Halsey had taken the win by less than one car-length, followed by Hirosaka in second. However, Halsey's lap/time of 17/5:14:29 wasn't quick enough to wrestle the World Championship title away from Hirosaka, who finished with 17/5:14:45.

Crossing the line for third in the final 2WD A Main was Cliff Lett with a time of 17/5:16:45, followed by Jamie Booth (16/5:06:46) and Jack Johnson (16/5:09:49) in the top five positions. Rick Vehlow (16/5:09:55), Mike Dunn (16/5:11:67), Craig Drescher (16/5:14:78), Joel Johnson (16/5:17:13) and Ron Rossetti (15/5:01:25) rounded out the top 10.

As a result of his high finishes in the three 2WD A Main finals, the overall 2WD World Championship title was awarded to Masami Hirosaka, giving the young lion the added distinction as the only person to have won *three* IFMAR World Championships!

OVERALL 2WD RESULTS

1. Masami Hirosaka (Japan) - Associated/Reedy . 34/10:25:68
2. Jay Halsey (USA) - Associated/Reedy 34/10:27:23
3. Cliff Lett (USA) - Associated/Reedy 34/10:35:24
4. Mike Dunn (USA) - JRX2/Race Prep 33/10:23:43
5. Rick Vehlow (USA) - Associated/Reedy 32/10:07:74
6. Jamie Booth (England) - Schumacher/Reedy . . 32/10:11:36
7. Craig Drescher (England) - Associated/Reedy . . 32/10:13:95
8. Jack Johnson (USA) - JRX2/Revolution 32/10:17:30
9. Joel Johnson (USA) - Ultima/Trinity 32/10:25:05
10 Ron Rossetti (USA) - JRX2/Revolution 32/10:39:21

4WD QUALIFYING

If any track were made especially for 4WD cars, it was this one! Following the 2WD finals, the fast boys took charge, and one more day of practice was squeezed in before qualifying

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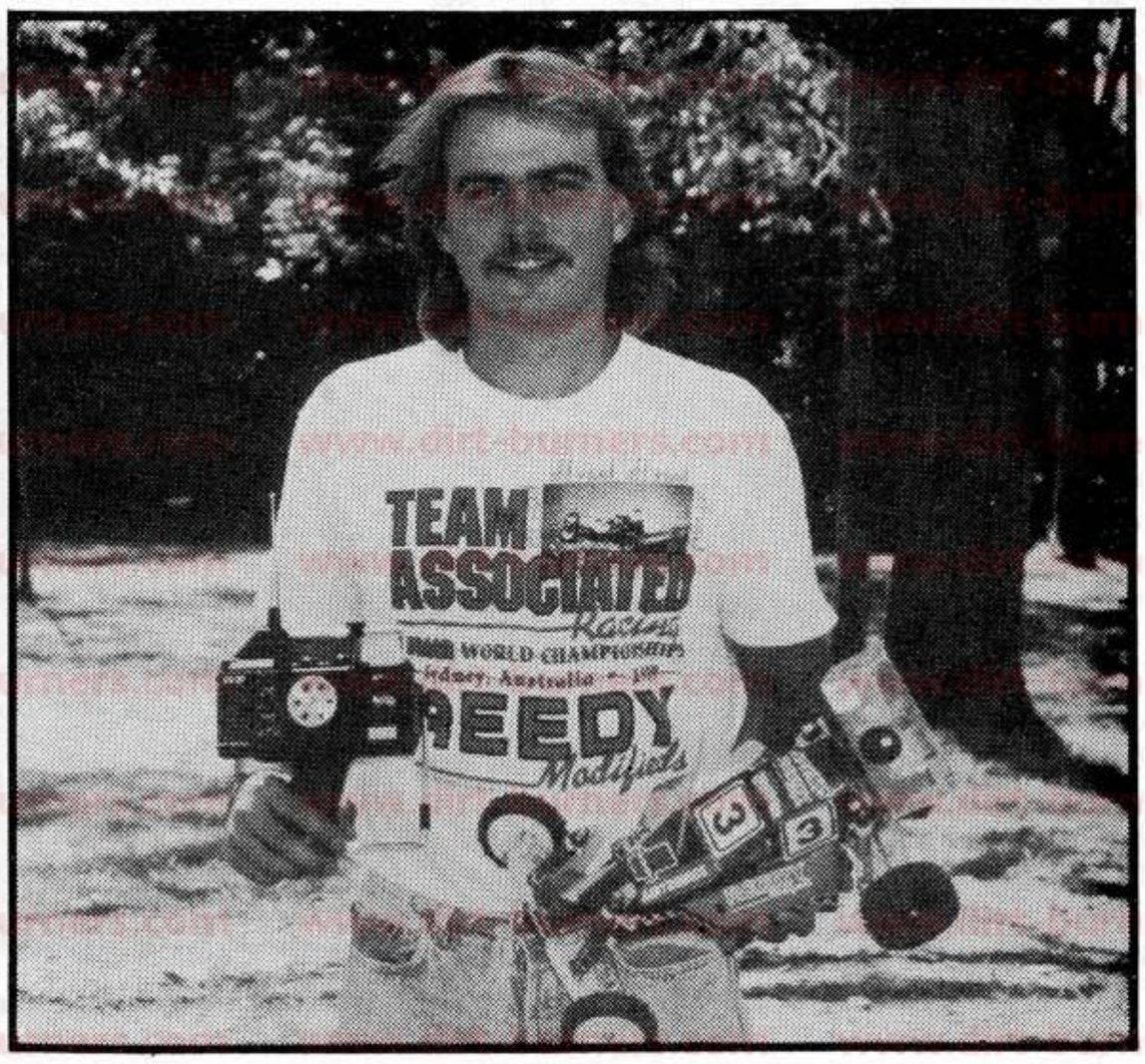
Butch Kloeber came close to capturing the 4WD title but was awarded runner-up honors for his effort with his Reedy-powered Yokomo, featuring Airtronics radio, Novak speed control and Reedy Sanyo batteries.



"Jammin' Jay" Halsey captured a well-deserved second-place finish among the 2WD contingent, piloting his Reedy-powered RC10 with an Airtronics radio, a Novak speed control, and Reedy Sanyo batteries.

began. And guess who set the fast times for everyone to go after in qualifying? None other than Japan's own Masami Hirosaka, who set a blistering pace in the first round with a 17/5:12:00 and backed it up with a 17/5:12:96 in round two of qualifying. However, the Americans were right on his tail as Butch Kloeber turned a quick 17/5:13:58, followed by Cliff Lett's run of 17/5:18:00 in round four.

Still leading after round five was Hirosaka with 15/5:14:02, followed by Mike Dunn with 17/5:18:08 and Rory Cull with 17/5:17:74.

One final round of qualifying followed the next day, and Cliff Lett managed to turn the fastest time in that round with 17/5:13:02; followed by Rick Hohwart with 17/5:13:16 and Butch Kloeber with 17/5:14:93. Jay Halsey joined the group qualifying fourth fastest in the round with 17/5:14:24. Going in the A Main, however, Hirosaka, the terror from Japan, would once again lead the pack out of the pole position.

THE 4WD MAINS

Joel Johnson managed to hold on to the 4WD C Main lead, finishing a mere second ahead of Australia local Andrew Bolton! They had fought it out tooth and nail throughout the "C" Main, but the American prevailed. Runner-up Bolton was followed by former Gas World Champ Gary Kyes of the U.S. Finishing fourth was Hiroyuki Matsumoto (Japan), followed by Darin Stump (USA), Kurtis McElroy (USA), Ralf Helbing (West Germany), Koichi Ishikawa (Japan), Craig Drescher (England), and defending 4WD World Champ Gil Losi Jr., in fifth through 10th.

The 4WD B Main was a runaway for Jamie Booth (England), as he took charge and never looked back, winning by a margin of more than six seconds ahead of second place! In fact, the real battle was for the runner-up spot, in which America's Rick Vehlow managed to prevail over Japan's Katsundri Kondo. Finishing fourth and fifth, respectively, were America's Kris Moore and Australia's Peter Philibosian.

The sixth through 10th positions were captured by Don Jones (USA), Jack Johnson (USA), Joe Schmitz (USA), Ron Rossetti (USA) and Reece Birtles (Australia).

Was it possible that Masami Hirosaka could capture the second World title up for grabs? Nine other racers were sure he would not. Nevertheless, Hirosaka was the odds-on favorite as the first of the three finals in the 4WD category got underway.

From his now very familiar pole-position, Hirosaka wasted no time in taking charge of the situation. Grabbing the holeshot, Hirosaka was followed by Cliff Lett and Butch Kloeber. However, the two runners-up bumped each other, allowing Rick Hohwart and Jurgen Lautenbach to move into second and third, respectively. Lautenbach had excellent power and managed to slip past Hohwart, who then rolled, allowing Jay Halsey to move into third. Butch Kloeber and Cliff Lett followed suit, passing Halsey to move into the fourth and fifth spots. Kloeber looked and managed to pass Halsey on the inside sweeper; two laps later he passed Jurgen for the runner-up spot. Kloeber then started pressuring Hirosaka for the lead and got within two feet before rolling his car. Meanwhile, Lett had also managed to get past Jurgen to assume third and was ready to pounce! When Kloeber left the door open, Lett took that opportunity to move into second.

At the checkered flag, it was Hirosaka again crossing the line in first with a lap/time of 17/5:01:67, followed by runner-up Cliff Lett, four seconds behind with 17/5:05:98. Butch Kloeber finished third 17/5:09:91, followed by Rick Hohwart (17/5:10:57) and Jurgen Lautenback (17/5:14:27) in fourth and fifth, repectively. Mike Dunn (17/5:17:39), Satoshi Kayano (17/5:19:19), Phil Davies (16/5:00:61), Rory Cull (16/5:02:91) and Jay Halsey (13/4:13:25) rounded out the top 10, in that order.

The second A Main final featured the same cast of characters vying for the lead, with Hirosaka leading the pack once again. Cliff Lett, Butch Kloeber and Jurgen Lautenbach were forced to fight it out for second place. It took Kloeber four laps to get around Lett, and once he did, he set his sights on the leader, who once again apeared to be long gone! Try as he might, Kloeber was unable to catch the young phenom, and Hirosaka wound up winning by more than 14 seconds, with a 70-foot margin. In fact, he became the only driver to log *18 laps* with a time of 5:15:56! No one had been able to reach that mark yet.

Second place went to Kloeber with a 17/5:02:12, followed by nemesis Lautenbach in third with 17/5:09:23. Finishing fourth was Cliff Lett (17/5:11:41), and rounding out the top five was Phil Davis (17/5:11:68). Following in the remaining five spots were Rory Cull (17/5:16:10),

Rick Hohwart finished a strong third in the 4WD Class with his Peak Performance-powered Kyosho Optima, using Futaba radio, Tekin speed control and Peak Performance Sanyo batteries.

IFMAR
1/10 WORLD CHAMPS

Mike Dunn (17/5:17:45), Satoshi Kayano (17/5:17:63), Rick Hohwart (16/5:04:25), and Jay Halsey (5/1:27:00), in that order.

Going into the third and final A Main, eight drivers had a shot, however slight, at stealing the 4WD World title away from Hirasaki. But they would have to go faster than they had ever gone before, because Hirosaka seemed unstoppable!

Once again, a familiar sight was seen leading the pack. The crowd had grown so used to seeing Hirosaka in the forefront, they were ready for something different. In contention at that point were Cliff Lett, Butch Kloeber and Rick Hohwart, in second, third and fourth. However, Kloeber didn't waste much time and quickly made his way through the leading pack and past Lett, setting his sights on Hirosaka.

In fact, Kloeber appeared to be the fastest driver on the track! Closing in on Hirosaka, he soon managed to pass him. The crowd was ecstatic, as they had witnessed a sight rarely seen during the two weeks of racing. As Hirosaka was passed, the spectators went wild!

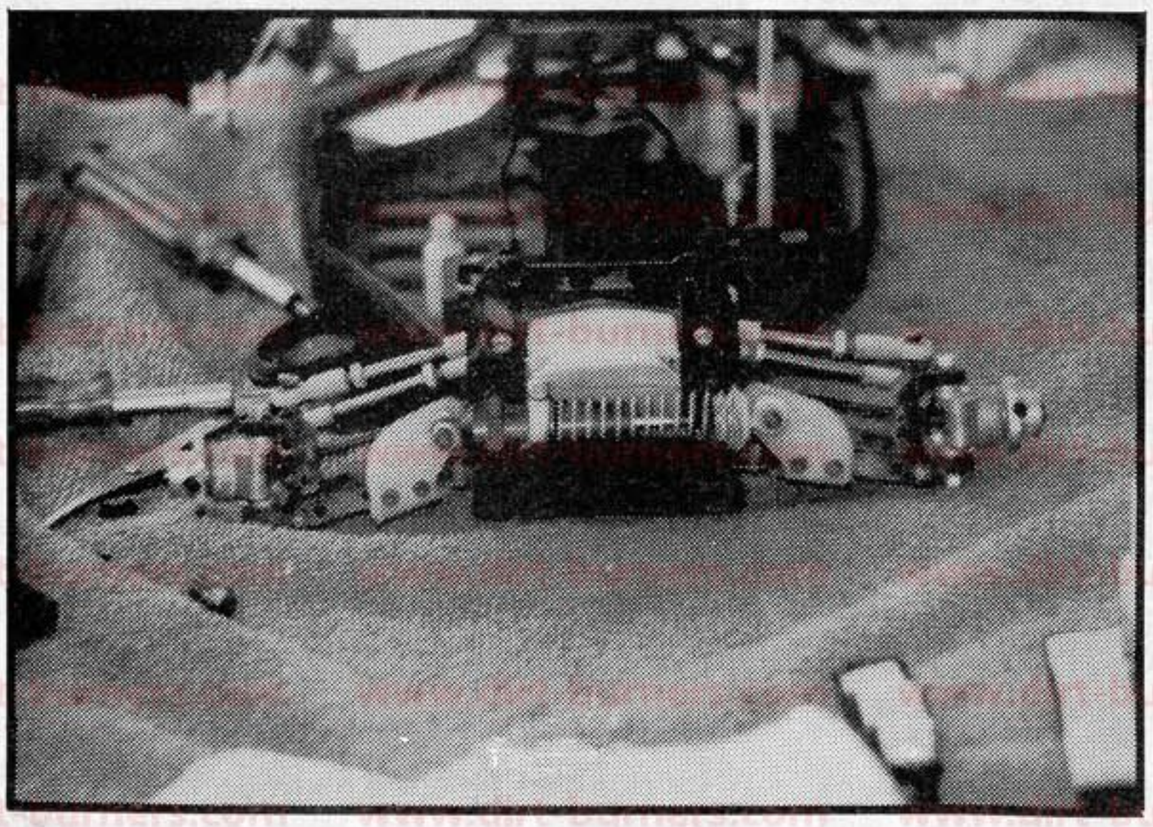
Under the Associated tent, Rick Vehlow gets his motor cleaned by Mike Reedy. Amazingly, Reedy motors not only won both mains, but an unbelievable 13 out of the 20 motors in the finals were Reedy!

The very busy Curtis Husting — who made every piece on the seven original RC10s (including the chassis), and who does all the prototype work for Associated, as well as run the machine shop — came along to assist Cliff Lett and Butch Kloeber.

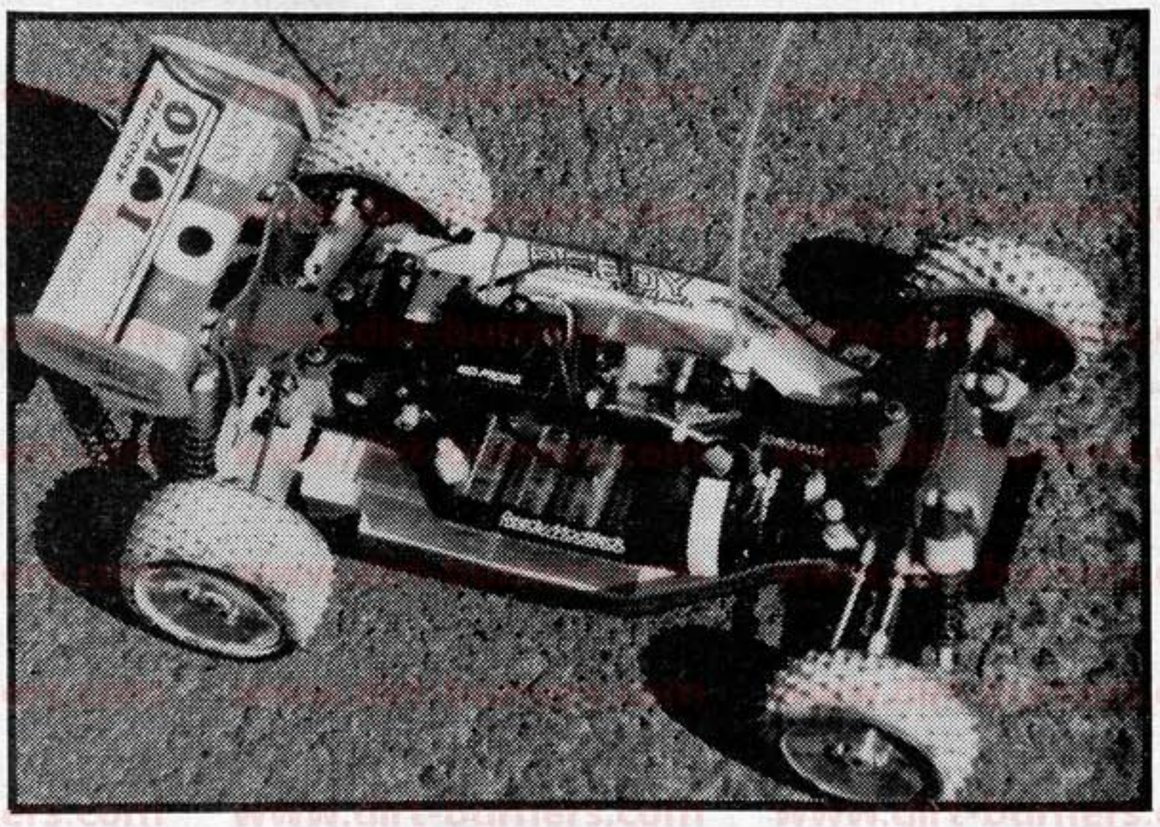
To show how much poise and ability this young Japanese driver has, instead of getting flustered and immediately trying to regain his lead, Hirosaka remained on Kloeber's tail with the knowledge that unless he made a mistake, he would have his second World title in as many attempts, as long as he stayed close behind.

Kloeber, on the other hand, knew he had to push hard and win by a wide enough margin if he had any hopes of stealing the World title. However, Kloeber pushed too hard it seemed, and he rolled it. Nevertheless, Hirosaka decided to play it safe and was content to remain close behind him, safely in second.

Kloeber went on to cross the finish line first and managed to turn the second 18-lapper of the event, finishing with a time of 5:18:50. Hirosaka was right behind him, finishing in second with 18/5:18:72. The time differential of a little over 2/1000ths of a second was not enough, however, to wrestle the title away from Hirosaka. The Japanese driver had garnered his second IFMAR World Championship title for



Jay Halsey came up with a mono-shock setup for his Yokomo car. When fellow Americans Kloeber and Lett copied it, both agreed that their cars worked better.



The world's fastest 4WD car is a Yokomo! Hirosaka also used a KO radio, Reedy motor and Reedy Sanyo batteries. The tires were treated with a special anti-dirt spray.

1989, and his *fourth* in the last four years — a feat no one else is even *close* to accomplishing! (Hirosaka also owns the 1/12 World Championship title, which he picked up in Holland.)

Third place in the last final went to Rick Howart (17/5:05:27), followed by Jay Halsey in fourth (17/5:08:87), and Jurgen Lautenbach (17/5:10:92) in fifth. Rounding out the top 10 were Phil Davies (17/5:19:01), Satoshi Kayano (16/5:03:82), Cliff Lett (16/5:08:51), Rory Cull (15/5:02:01), and Mike Dunn (9/2:44:19), in that order.

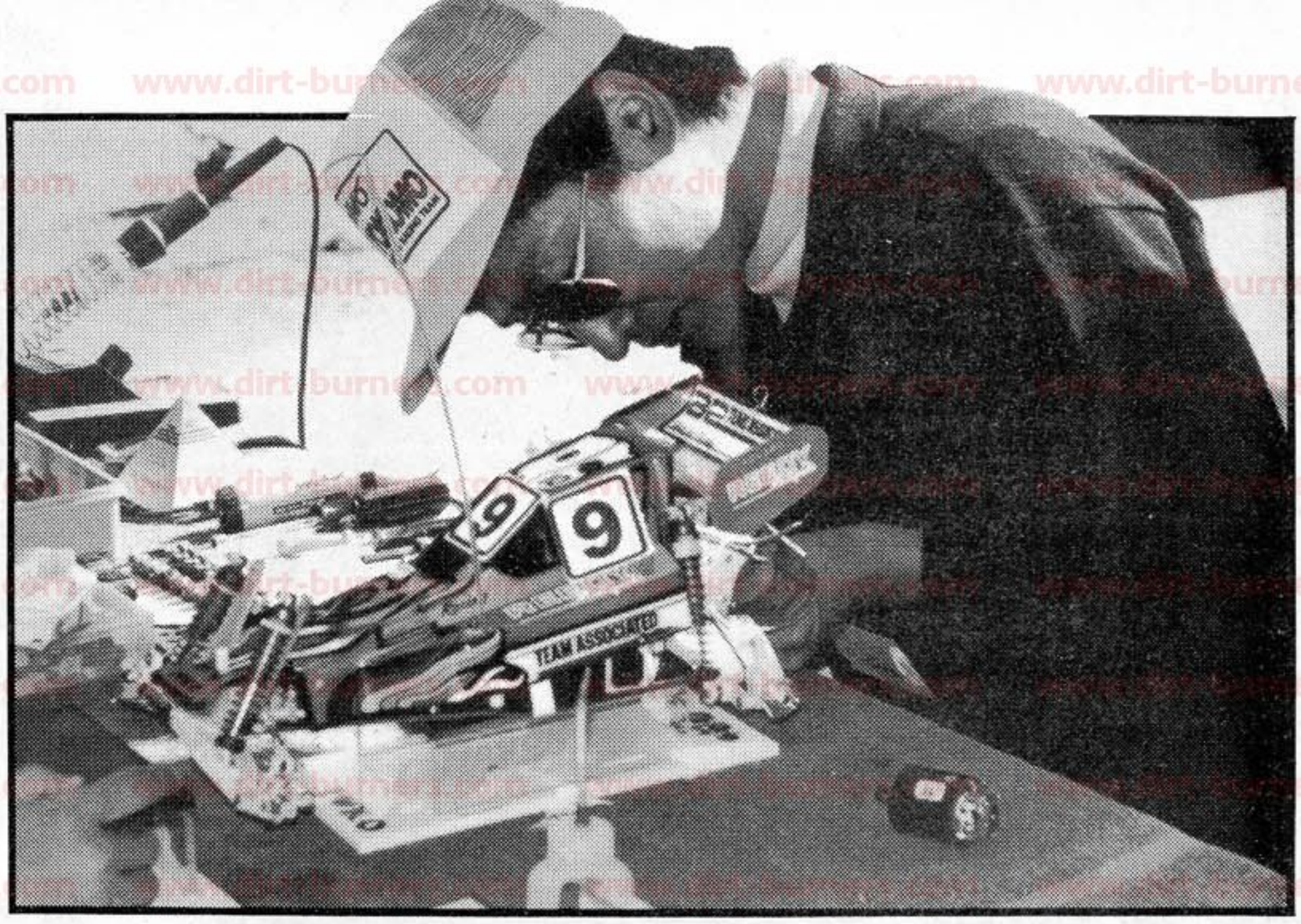
If there was any consolation for Butch Kloeber, who really put forth a great effort, it was that he was the only other driver (other than 4WD World Champion Hirosaka) to complete 18 laps during the entire two-week event. And his second-fastest status in the world is not too bad, either!

4WD OVERALL RESULTS

1. Masami Hirosaka (Japan) - Yokomo/Reedy..36/10:35:28
2. Butch Kloeber (USA) - Yokomo/Reedy.....35/10:20:62
3. Rick Hohwart (USA) - Kyosho/Peak Perf....34/10:15:84
4. Cliff Lett (USA) - Yokomo/Reedy.....34/10:17:39
5. Jurgen Lautenbach (W.G.) - Schumacher/LRP..34/10:20:15
6. Phil Davis (England) - Schumacher/Reedy..34/10:30:69
7. Mike Dunn (USA) - AYK/Race Prep.....34/10:34:84
8. Satoshi Kayano (Japan) - Yokomo/Reedy...34/10:36:82
9. Rory Cull (England) - Shumacher/Reedy...33/10:19:01
10 Jay Halsey (USA) - Yokomo/Reedy.....30/9:22:12

In the final analysis, the USA drivers dominated most of the top spots in both the 2WD and 4WD IFMAR World Championships. Unfortunately, they failed to dominate the spot that really counted. Masami Hirosaka kept that for himself, for his country of Japan, and for his sponsors Associated, Yokomo and Reedy. Hirosaka's success was, in no small part, shared by his father, Masaki, and by Hiroyuki Wantanabe, who wrenched on his cars. They proved an unstoppable combination — a team which will be hard to beat at the next Off-Road World Championships in 1991. Congratulations to all!

Congratulations also to Jack Greneger and the entire Australian club for hosting the event and running a near-flawless World Championship event. Every practice round, qualifier and main was run smoothly and on time. And, no small feat, they managed to hold off the rain for the two weeks of World Championship competition. Unbelieveable! **•R/C•**



The World Champ's father, Masaki Hirosaka, busy preparing the RC10 for another run. Along with Hiroyuki Watanabe, the Japanese team proved to be quite a formidable force!

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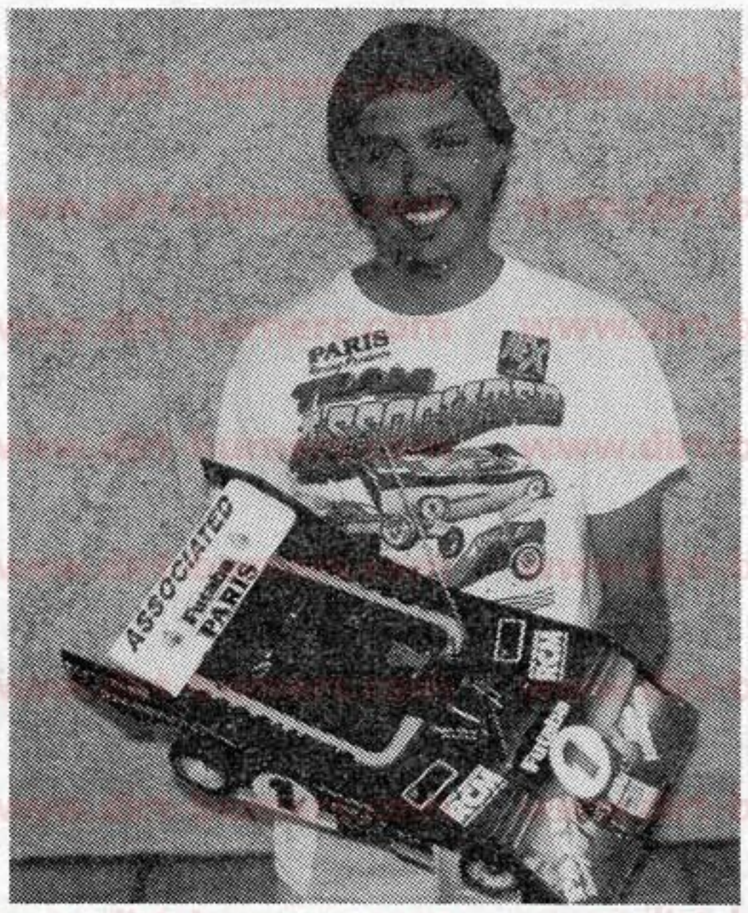

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CANADIAN GAS Championships

Story and photos
By Pat Doherty

July 28-30, 1989
Quebec City, Canada

The 1989 Canadian 1/8 Gas Championships was recently run in Quebec City. Due to its central location, the event drew enteries from both ends of the country, as well as the northeastern U.S.

Three dozen entrants competed in the 2WD and 4WD classes, which ran on the compact Aquarium track in Quebec. The 225'-by-80' track, marked by a combination of boards and dots, features a smooth surface, excellent traction, and a slightly downhill straightaway. It also features a long straight with a hairpin at the end, followed by a short straight back toward the infield. The short straight ends in a right-angle left turn, which can be taken quickly before braking for a sharp hairpin right that leads into a 280-degree infield left loop from which the pit entrance bleeds off. The loop ends with a right hairpin, followed by a right-angle right turn. A left hairpin then leads into a diminishing radius right that leads onto the straightway.

The key to a fast lap was the driver's ability to negotiate the long, tight corner onto the straight. High speeds resulted in a much greater terminal speed at the end of the straight. It was quite interesting to watch the excellent- and the fair-handling cars with brave drivers try to apply full power at the start of that corner. The more prudent and/or less-skilled operators used partial throttle openings for that particular section.

Prior to the event, local expert Claude Letourneau held the lap record of 15.9 seconds with his Serpent/OS combination. Those who could keep up with that fast a pace for five minutes would be able to score 19/5:02.1, setting a 20-lap barrier for racers to try and beat.

The weekend's schedule of events called for four rounds of qualifying on Friday and Saturday, followed by the mains on Sunday, with a liberal amount of practice sprinkled in among the heats. Nevertheless, many drivers had arrived a day or two early to get the track down before things got serious on Friday.

QUALIFYING

In the first round of 4WD qualifying, New Jersey-native Grant Toman set the pace with his

PB/Nova Rossi with an excellent first-effort of 18/5:03.7. It turned out to be his finest run, and definitely good enough to lead the first round of qualifying. Eventually, however, his mark was eclipsed by five others, and Toman ended up qualifying sixth overall.

Tom Ramundo of Albany, NY, pleased his sponsor, Aljo Racing, by placing as the second-fastest qualifier in round one. Ramundo registered an 18/5:06.1 with his Serpent/Nova Rossi combination. Claude LeTourneau headed the local contingent with his effort of 17/5:02.6. Meanwhile, Windsor, Ontario-resident and a perennial high-placer at this event, Brad Makaric, used his RC500/Rex Paris to snag fourth with a lap/time of 17/5:08.9.

Piloting an SG/Rex Paris, race organizer Pierre Ruel qualified fifth in the first round with 17/5:12.4. Less than a second behind was another SG Space, driven by Glen Tate, using Texaco livery and Picco P-5 power, qualifying sixth with a 17/5:13.1 effort.

Arch Paltrineri of Bridgeport, PA, qualified seventh fastest after piloting his Nova Rossi-powered Serpent around for 17/5:16.3. Defending champ Bruce Armstrong of Halifax, Nova Scotia, followed just 6/10ths of a second behind in eighth. Last year's second-place finisher, Ron Tougas of Thunder Bay, Ontario, employed an SG Space powered by a Picco P21 to set the ninth-fastest time with 17/5:19.4.

After turning a lap/time of 16/5:03.8, Pat Doherty of Halifax, Nova Scotia, sat in the 10th qualifying spot with the only Delta P-4 in the event, sporting a Rex Paris six-port. Fellow traveler Geoff Davis of Enfield, Nova Scotia, followed in 11th with 16/5:05, piloting another of the half-dozen SG Space entries, also using a Rex Paris six-port.

The 12th-fastest qualifier was Jose Dias of Thunder Bay, Ontario, turning 16/5:05.5 with his RC500/Paris OPS. Peter Fisher of Burlington, Ontario, piloted his SG Mk.4/OPS Pro to 14th with a run of 16/5:12. Detroit, Michigan's Glen Libtow rounded out the top 15 fastest qualifiers with his RC500/Rex Paris, turning 16/5:16.6

The remainder of the field turned less than 16 laps on round one, however, certainly not all of them would remain there. Both local-racer Martin Lefebvre and visitor Gary Soltys only managed to record a single lap in their first efforts.

In fact, more than two-thirds of the entrants managed to improve their performances in round two. Tom Ramundo moved into first position after clocking 19/5:14.9 with his characteristically smooth approach. Gary Soltys justified his trip up from Ballston Lakes, NY, when he climbed up from the bottom of the pack with his PB/Rex Paris to second by virtue of a 19/5:17.8 rampage. Glen Libtow improved by a lap to climb to 12th courtesy of his 17/5:16.9 run. Racing a PB/OS combination, Martin Lefebvre employed his home-track advantage and advanced to fourth with a run of 18/5:13.

Only five enhanced performances were noted in round three and only two of them triggered position changes. Gerald Cloutier of Saint Foy, P.Q., moved from 25th to 10th with his PB/OS, turning a 17/5:12.8. Sylvain Buisson felt much better after his run of 16/5:09.2 with an RC500/OS Paris advanced him eight places to 13th.

Friday's final round of qualifying saw a half-dozen improved runs. Three men climbed a few rungs up the ladder: Claude Letourneau advanced to fifth with an 18/5:08.4; while Glen Tate moved up a notch to seventh with a 17/5:01.7; and Pat Doherty gained three positions, moving up to 12th with a 17/5:15.5.

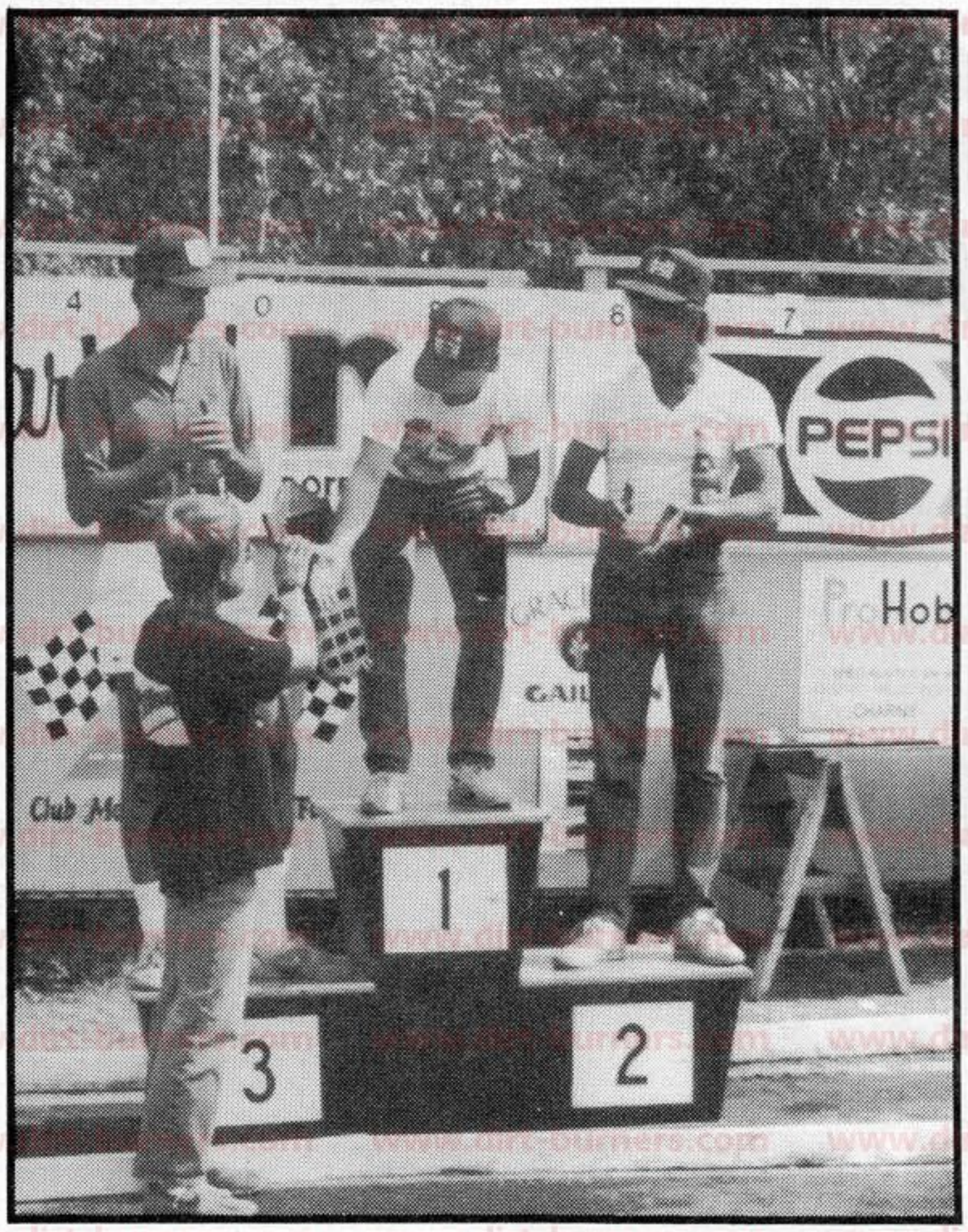
At that point, a look at the standings indicated that Ramundo, Toman, Letourneau, Soltys, and Lefebvre would all make the A Main final. There were also about 15 others who legitimately felt that if they could get it together on Saturday, they could place in the A Main final as well!

The next day dawned damp, and the program got underway a bit late. Saturday's first round of qualifying allowed eight entrants to prove that their evening's labors were not in vain. Top qualifier Ramundo clipped 8/10ths of a second off his best time, but only his mental position improved as a result.

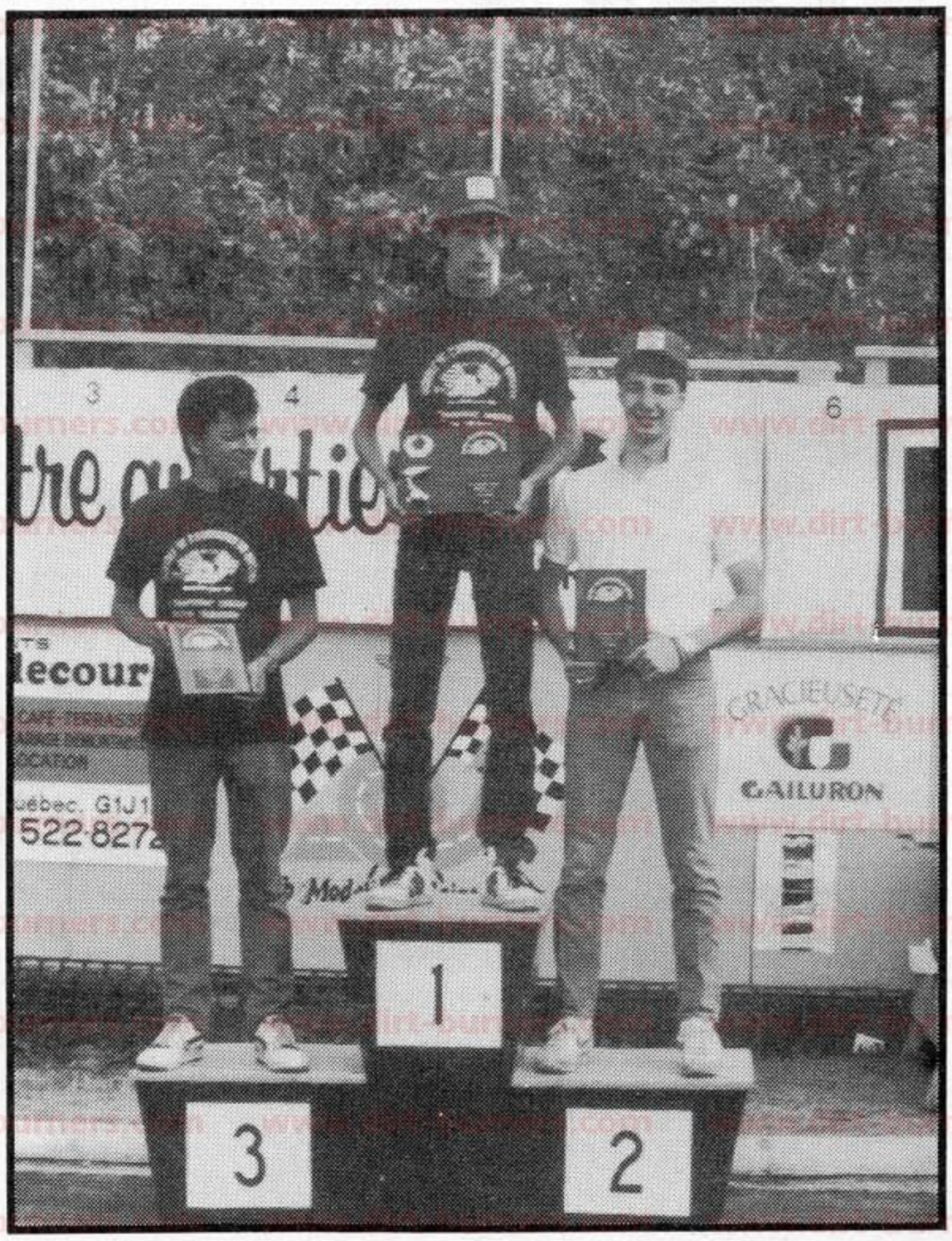
Canadian Brad Makaric made a determined effort, registering an excellent run of 19/5:16.3 on the clean track to show that he had come to play with the big boys. Pennsylvania-racer Arch Paltrineri, ably assisted by his trusty canine, Cinder, moved into seventh with a half-lap improvement to 18/5:16.5.

Ron Tougas got ever closer to the A Main with his run of 17/5:13, good enough for 12th. Fellow Thunder Bay-native Jo Dias moved up 10 places with his 17/5:08.5 effort and felt good about placing among the top third of the draw.

Noontime saw round six get underway, and 10 further result enhancements were observed by the scoring team. Ramundo had done it again with the same effect, this time at 19/5:08.6. Letourneau climbed two places to fourth with a good run of 18/5:03.2, while Tougas fought his way up to ninth via a run of 17/5:05.8. Jose Dias



Race organizer Pierre Ruel presents the championship plaque to new Canadian Champion Tom Ramundo. Overseeing the presentation are third-place Brad Makaric (left) and runner-up Gary Soltys (right).



New 2WD Champion Pierre Letourneau is flanked by third-place Gaetan Chapados (left) and runner-up Rick Davis Jr. (right).

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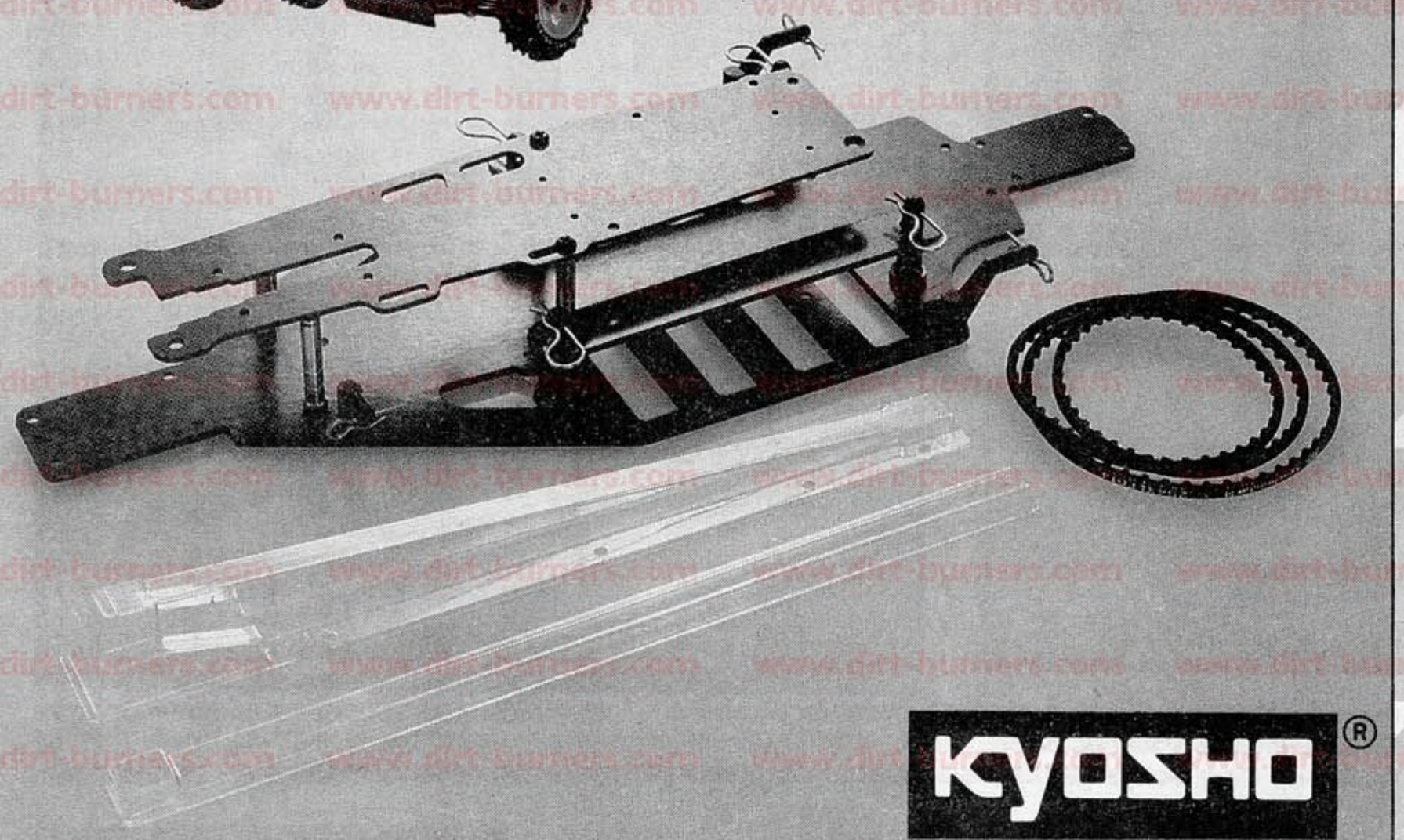

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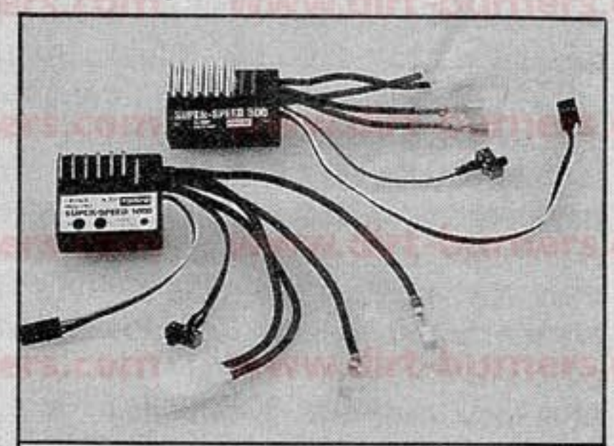

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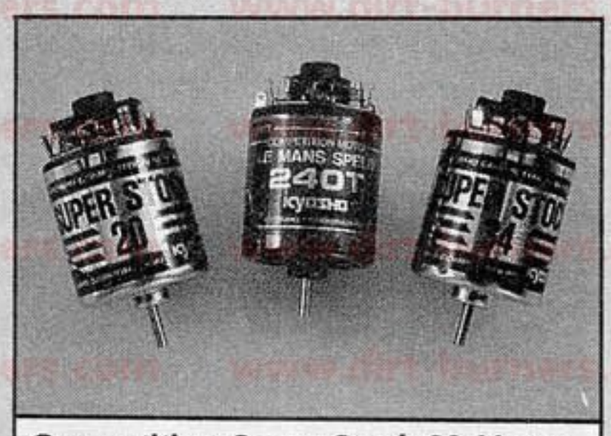

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CANADIAN GAS Championships

moved up two notches to 15th with a time of 5:16.2 in his first 17-lapper.

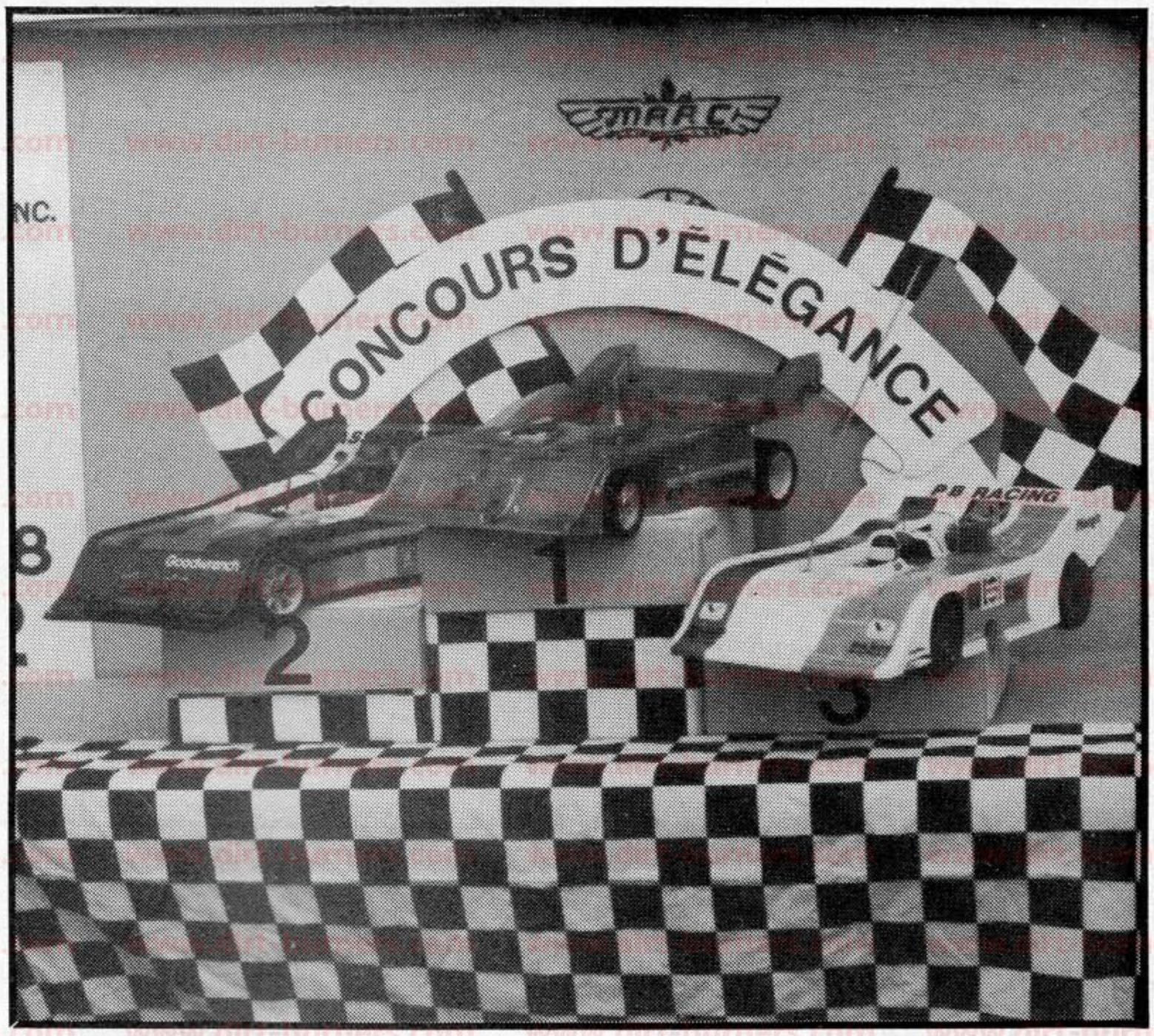
Round seven saw eight more improved results with three noteworthy efforts. 1988 winner Bruce Armstrong's rebuilt motor helped him to move into the ninth-fastest qualifying spot and a tentative A Main start with his run of 17/5:04. Roger Schwind put a reasonable run together and improved by 10 positions with his 17/5:14.8. Nova Scotia-racer Scott MacFarlane's 17/5:16.9 was good enough to leap over 10 others and into 18th.

Despite much drama and effort, only one significant result emerged from the final round of qualifying. Martin Lefebvre registered a 19/5:14.5, which firmly seated him in second place.

In the 2WD category, Calgary's Don Johnston set the best qualifying time with his Delta/K&B in round seven at 16/5:10.2. Second place went to Rick Davis Jr. of London, Ontario, whose RC300/Nova Rossi turned 16/5:17.4. Pierre Letourneau of Montmagny, P.Q., qualified third fastest with 15/5:04.9; while Melanie Ruel of St. Jean Chrysostome, P.Q., followed in fourth.

CONCOURS AND THE MAINS

When Sunday finally rolled around, it was easy to see that it was the most important day as almost everyone had broken out their best T-shirts! The first event was the Concours D'Elegance, which was won by Don Johnston's



The Concours-winning cars were displayed on an excellent purpose-made stand. Entries included (left to right) Jose Dias, Don Johnson and Martin Lefebvre.

An overview of the Canadian Gas Championships facility, which provided plenty of people with plenty of parking, plenty of pit space and plenty of action!

starry blue Associated Elfin — a popular choice with lovely paint and design. Jose Dias used a similar body and was awarded runner-up honors, while Martin Lefebvre's Parma Lola rounded out the top three.

The day's first racing event was the 4WD C Main, which Sylvain Buisson handily won with his RC500/OPS Paris, finishing with a substantial lead ahead of second-place finisher Barrie Stanbury's SG Mk.4 in the 30-minute event. Eventual third-place finisher Luce Simard skillfully battled with Yvon Petillot, beating him by just 1.3 seconds!

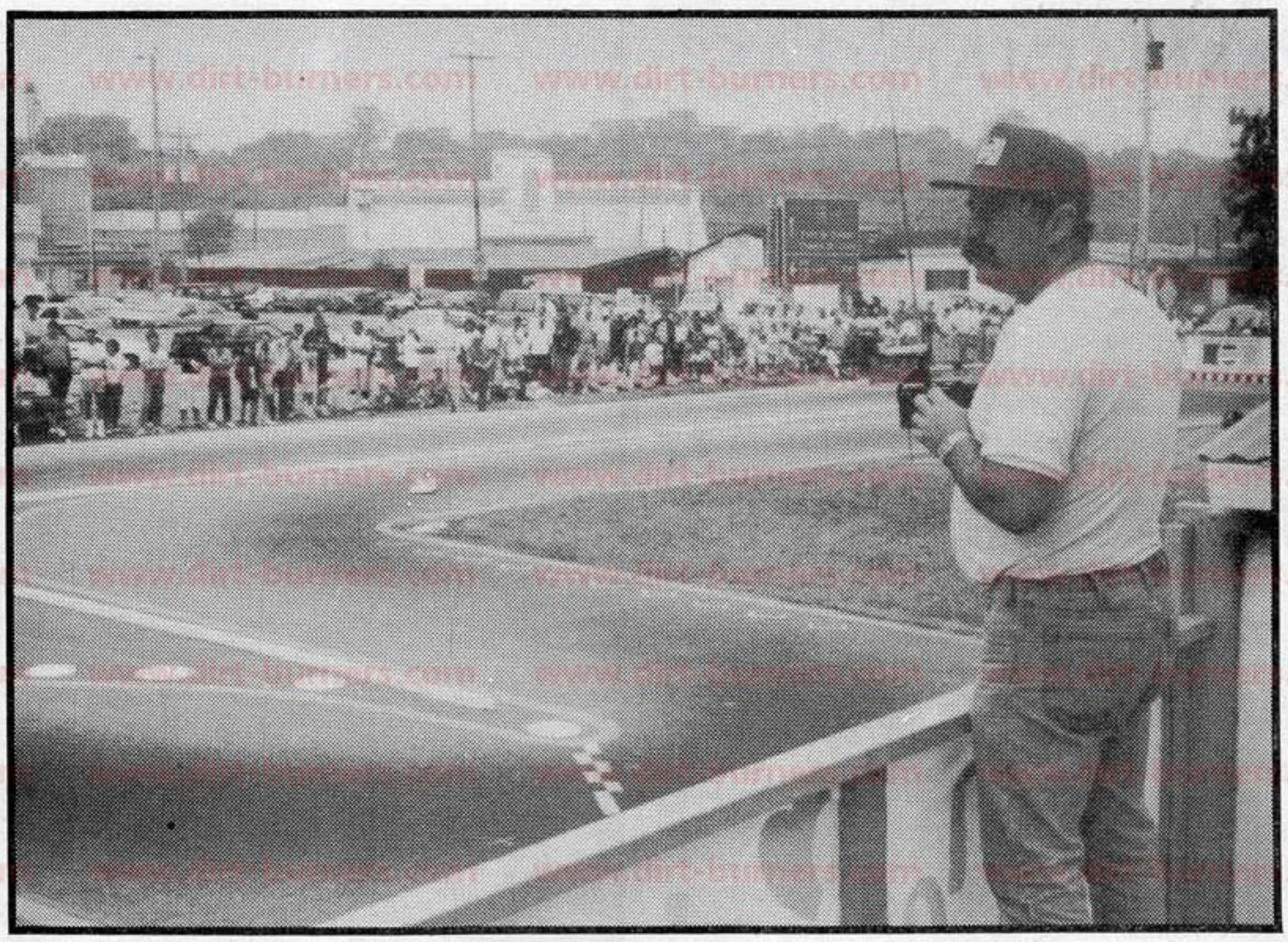
The B Main was a real dog fight, with almost all racers in the 17-lap category! If the racers in the main continued to run at qualifying pace, the eventual winner would complete about 93 laps in the 30 minutes allowed!

After a few laps to sort out the poor starts, on lap four the order was Jose Dias in the lead, followed by Glen Libtow, Pierre Ruel, Gerald Cloutier, Pat Doherty, Geof Davis, Roger Schwind, Joe Dias, Scott MacFarlane and Peter Fisher, in that order.

The field remained in those positions for a few laps, until MacFarlane's SG Mk.4 went to sleep, allowing him to watch the action unfold for the rest of the race. On lap nine, leader Dias began a series of long pit stops that immediately dropped him to the back of the pack and finally put him out of contention. Dias retired just before the 15-minute mark with only 14 laps completed.

By lap 20, Glen Libtow had moved into the lead, with Davis nipping at his heals, Ruel's 90-second pit stop relegated him from an early third-place position to sixth. However, a long, upward climb would eventually net Ruel fourth place. In the meantime, Doherty was running in

CANADIAN GAS Championships



Yvon Petillot gets a driver's-eye view of the 90-degree left entering the infield from the drivers' stand during practice.

third, with Schwind a few seconds back, followed at that point by Cloutier, Ruel and Jo Dias.

The positions remained static until lap 29, when Davis and Libtow switched positions for 16 laps. Doherty struggled to hang onto third with his P-4, which was robbed of much speed by an exhaust manifold that had been traumatically rotated rearward to rub against the left rear tire of the solid-axle car.

Davis and Libtow continued to run about two seconds apart, until near the end when Libtow increased the cushion to 11 seconds. Doherty finished three laps behind Davis in third, followed by Ruel, another three laps behind. Cloutier finished four laps behind the fourth-place finisher.

The 2WD A Main featured a close contest between Pierre Letourneau and Rick Davis, whose Associated cars led all laps. A glance at the lap times indicated that both enjoyed rather clean runs. However, Letourneau averaged about one-third-second per lap faster than eventual second-place finisher Davis. Gaetan Chapados picked up third with his Delta/OS, ahead of Melanie Ruel's Picco-powered Super Eagle. Shawn Fowler followed in fifth, ahead of Don Johnston.

Finally, it was time to settle the 4WD affair. The contestants were introduced to the large crowd of spectators during a 20-minute warm-up. It was a time of great urgency for defending champion Armstrong, who fractured an inner dog bone driver on his SG Space during the warm-up. Armstrong had to do some very quick wrenching to make it to the line on time for the 60-minute final. However, his quick work paid off and he was ready when starter Gilles Theriault flagged off the 4WD A Main.

Tom Ramundo led off the line, and after a few laps he settled into his fast pace. Following him on lap five were Brad Makaric, Gary Soltys, Claude Letourneau, Arch Platrineri, Glen Tate, Grant Toman, Ron Tougas, Bruce Armstrong and Martin Lefebvre.

The first man to have his parade rained on was Ron Tougas, as his SG Space stripped a gear in its two-speed on lap 16 and his day was done! Now only nine contenders were left.

By lap 17, Letourneau had moved up to second ahead of Soltys, who had passed Makaric earlier. Toman, Paltrineri, Tate, Armstrong, and Lefebvre followed in that order.

These positions remained constant until lap 37, when Makaric and Soltys changed places. Letourneau also managed to ease by Ramundo to head the leading group. However, Makaric continued his upward climb and passed Ramundo on lap 54. Meanwhile, Armstrong's SG brake driver melted, causing him to impact the vertical speed brake at the end of the straight with terminal results.

At that point, leader Letourneau had amassed almost a lap on the rest of the field, which was roaring around in an orderly manner. In fact, it was hard to believe that some of these guys were the same racers who enlivened the qualifying sessions with some wild driving.

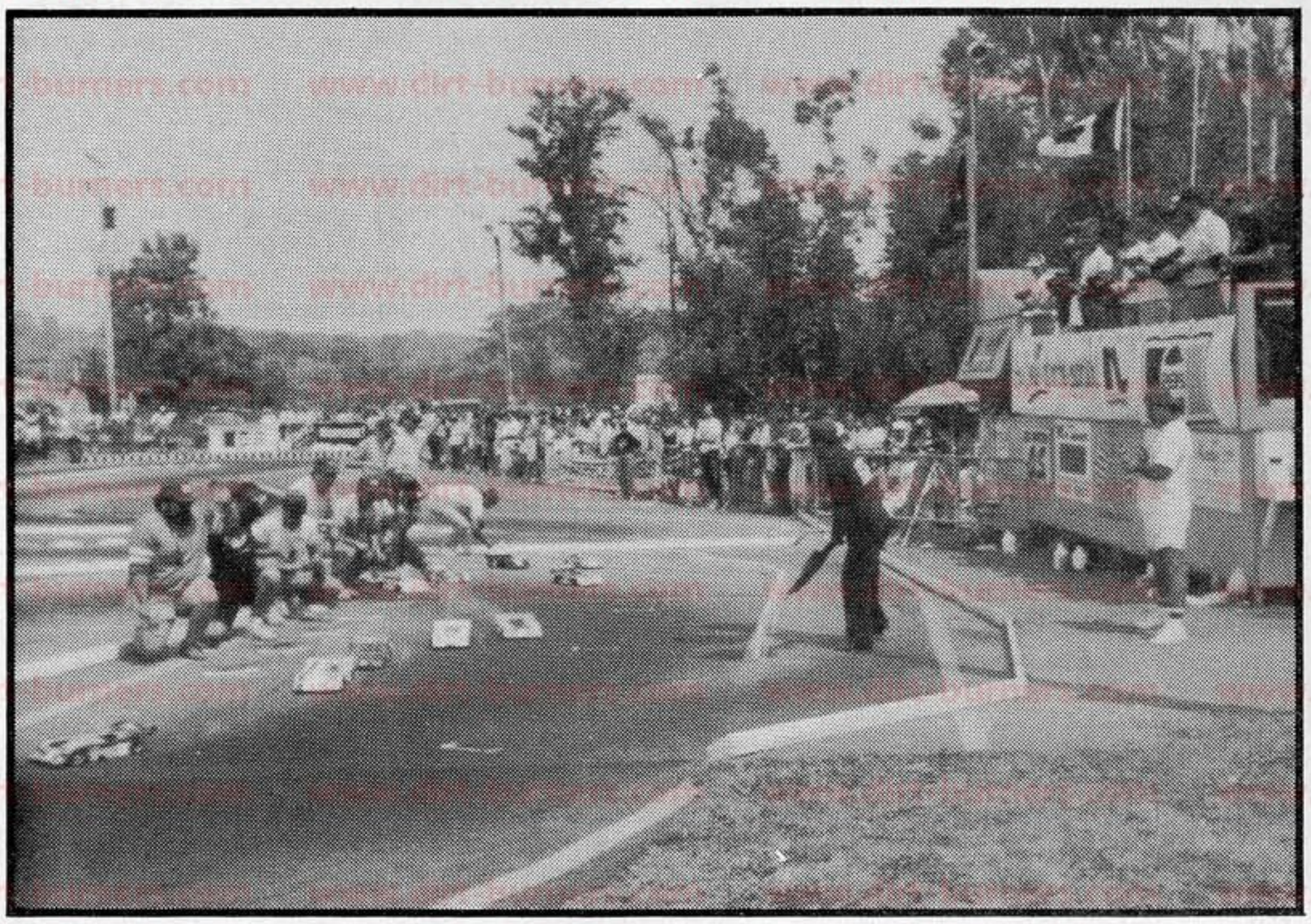
Still on the comeback trail, Ramundo was back in front by lap 66. However, his lead lasted only seven laps, as Letourneau fought his way back into first, with Makaric following him into second. Relegated to third, Ramundo was followed by Soltys, Toman, Tate, Paltrineri and Lefebvre.

On lap 91, running in sixth, Glen Tate saw the invisible hand hurl his Space into the barrier at the end of the straight, causing a 12-minute pit stop. During that time Tate and pit man Geoff Davis managed to replace most of the car's front end components, as well as the steering servo. Meanwhile, Paltrineri also was forced into the pits for some emergency repairs when a crash on lap 104 reconfigured his pipe and required replacement of a broken shock.

Letourneau led for another 60 laps, while Makaric and Ramundo swapped places nine times. Ramundo managed to regain the lead on lap 133, however, at the 40-minute mark, it was anybody's race! The leaders were running close together on the track, and Makaric was but a blink behind.

However, Ramundo had decided not to lose the lead again, and he managed to hold onto it it until the end! Letourneau dogged him for all but the last few laps, when he was forced to pit to repair a loose pressure tap. In the meantime, Makaric was passed by Soltys on lap 170, and the two went on to finish second and third.

The main featured a very close race with few retirements and a very high standard of driving. And the audience really appreciated the show!



"On your marks, get set..." and they're off!

Concours-winner Don Johnston doles out another photo opportunity (above, left). 4WD C Main runner-up Barrie Stanbury offers a conciliatory paw to third-place Luce Simard, while winner Sylvain Buisson happily displays his wares (above, right).

RESULTS

4WD A MAIN

1. Tom Ramundo (Serpent/Nova Rossi/Futaba) 205/60:02.9
2. Gary Soltys (PB/Rex Paris/Airtronics) 204/60:13.6
3. Brad Makaric (RC500/Rex Paris/ KO) 203/60:05.3
4. Claude Letourneau (PB/OS/Futaba) 197/60:12.2
5. Grant Toman (PB/Nova Rossi,KO) 196/60:08
6. Martin Lefebvre (PB/OS/Futaba) 174/60:04.4
7. Glen Tate (SG/Picco/Futaba) 147/60:09.9
8. Arch Paltrineri (Serpent/Nova Rossi/KO) 146/DNF
9. Bruce Armstrong (SG/Picco/Futaba) 57/DNF
10. Ron Tougas (SG/Picco/Futaba) 16/DNF

4WD B MAIN

1. Glen Libtow
2. Geoff Davis
3. Pat Doherty
4. Pierre Ruel
5. Gerald Cloutier
6. Jo Dias
7. Peter Fisher
8. Roger Schwind
9. Jose Dias
10. Scott MacFarlane

4WD C MAIN

Sylvain Buisson
Barrie Stanbury
Luce Simard
Yvon Petillot
Gaston Lefebvre
Daniel Rouleau
Michael Pereira

2WD A MAIN

1. Pierre Letourneau 83/30:00.6
2. Rick Davis Jr. 82/30:09.1
3. Gaetan Chapados 74/30:10.6
4. Melanie Ruel 58/30:25.4
5. Shawn Fowler 44/30:20.1
6. Don Johnston 29/DNF

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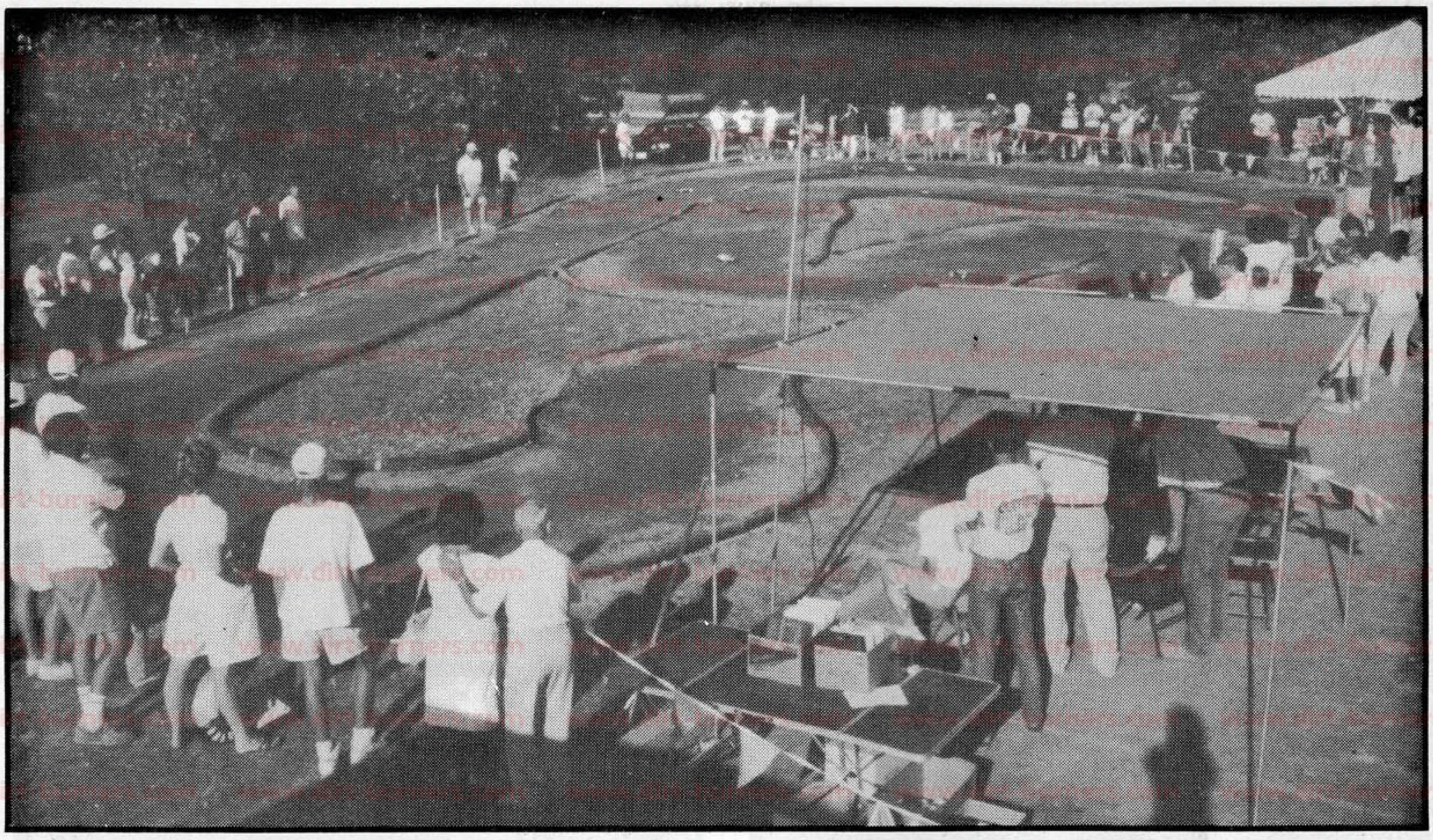

The Fifth Annual NORCAR Off Road Championships

Story by Linda Carrubba
Photos by Gary Kral, Dan McCool and Vicky Carrubba

Registration and practice for NORCAR's Fifth Annual Off-Road Championships was scheduled for Friday, August 25. People arrived at the track as early as possible to get a good spot to pit and set up their awnings. By late Friday afternoon, the parking lot of the Holiday Inn Independence looked like "tent city." Drivers were changing tires, gears, motors, etc., trying to beat each other and themselves.

Located right off Interstate 77, many full-size cars on the freeway slowed down to watch the "toy cars" on the track. Luckily, there were no accidents on the interstate!

As the drivers tested hand-out Parma Cyclone motors for the Stock classes, they seemed to be running strong and fast. NORCAR (and all Stock entrants) wish to thank Parma International, Inc., for the super motors!

Saturday morning, August 26, dawned bright and sunny. Grant Koba-Nelson began the day's activities with the drivers' meeting for 2WD and 4WD Stock (the only classes scheduled to run on Saturday), where all rules were renewed and questions were answered.

2WD & 4WD STOCK QUALIFIERS

The first event on the agenda was the 2WD Stock Class Heat I qualifier. At the end of the four minutes, Rick Oettinger was declared the first Stock Class TQ, after turning 13 laps in 4:13.5 minutes. As Heat H racers tried hard to surpass the TQ score, three racers — Ken Miller, Joe Weeman and Danny Simms — were able to complete 13 laps. However, only Weeman was able to beat Oettinger's time, turning a 13/4:06.6 to take over TQ honors. Heat G racers John Kamps and Dan Lazor each managed 13-lap runs, but neither could beat Weeman's time. None of the Heat F drivers were able to unseat Weeman, as not one even managed to make the 13 laps. Heat E drivers were also unable to put in a TQ effort. Five drivers in the Heat D managed to turn 13 laps. Shane Smith, Don Smolik, Robert Traut, Aaron Treppa (running a Thawley rent-a-wreck), and Robert Yeager all fought for the chance to become the new Stock Class TQ, but it was Treppa who managed to tie Weeman's run, right to the 1/100th of a second! C Heat racers Dick Kramek and Adrian Melillo managed to turn 13 laps but were a little short of TQ time. In the B Heat, SEMROCC's own Kevin Betz came closest to the TQ spot with a run of 13/4:09.9. Rob Dodd and Jason Edwards also turned 13 laps in the B Main, but they were slower than Betz.

The last chance to become first-round TQ arrived, as Bob Joysey (13/4:00.02), Dave Pulfer (13/4:01.18), Frank Calandra (13/4:04.03), Jeff O'Malley (13/4:06.17), and Scott Belcastro (13/4:15.84) all made valiant attempts at the record. However, it was Mike Marshall who laughed at 13 laps, becoming the first-round 2WD Stock TQ with an excellent run of 14/4:05.13!

4WD Stock Class qualifying began with Michael King and Jerry Ivancic Jr. fighting to become the first-round TQ in Heat C. Ivanic took the honors with a lap/time of 13/4:18.54. Heat B drivers knew they had to work hard and be fast to better Ivanic's TQ time, and Keith Tessmer managed to come through with a 14/4:15.02. All the Heat A drivers were ready to surpass Tessmer, but only Darryl Bingner was able to match Tessmer's 14 laps, albeit 2.4 seconds behind in time. And so it was, Tessmer became the 4WD Stock TQ in round one.

After three rounds of qualifying, the top 10 in both classes had been sorted out. It's interesting to note that 2WD Stock TQ Marshall was the only driver all day to turn 14 laps, while 30 drivers managed to complete 13 laps, keeping everyone on their toes the entire day! In fact, four of the eventual A Main drivers only managed to make it there after their third attempt, while Marshall did it in his first qualifier.

Although Keith Tessmer was unable to better his first run, he maintained his TQ status for the 14-lap effort. It was his first-ever TQ award, and he was walking on air the entire day! Only two other 2WD drivers were able to make 14 laps in qualifying: Dave Pulfer turned 14/4:15.84 in the second qualifier, while Darryl Bingner managed a 14/4:16.45 in the third qualifier.

While Don Holub and "Proscore" set up the mains, NORCAR officials held a rather unusual Concours — cars were judged for the *ugliest* body! Judging this unusual contest were Gary O'Kicki and Paul Koontz, and after much deliberation, they decided that Todd Sabeland of Canada had the ugliest body (his car, not him)!

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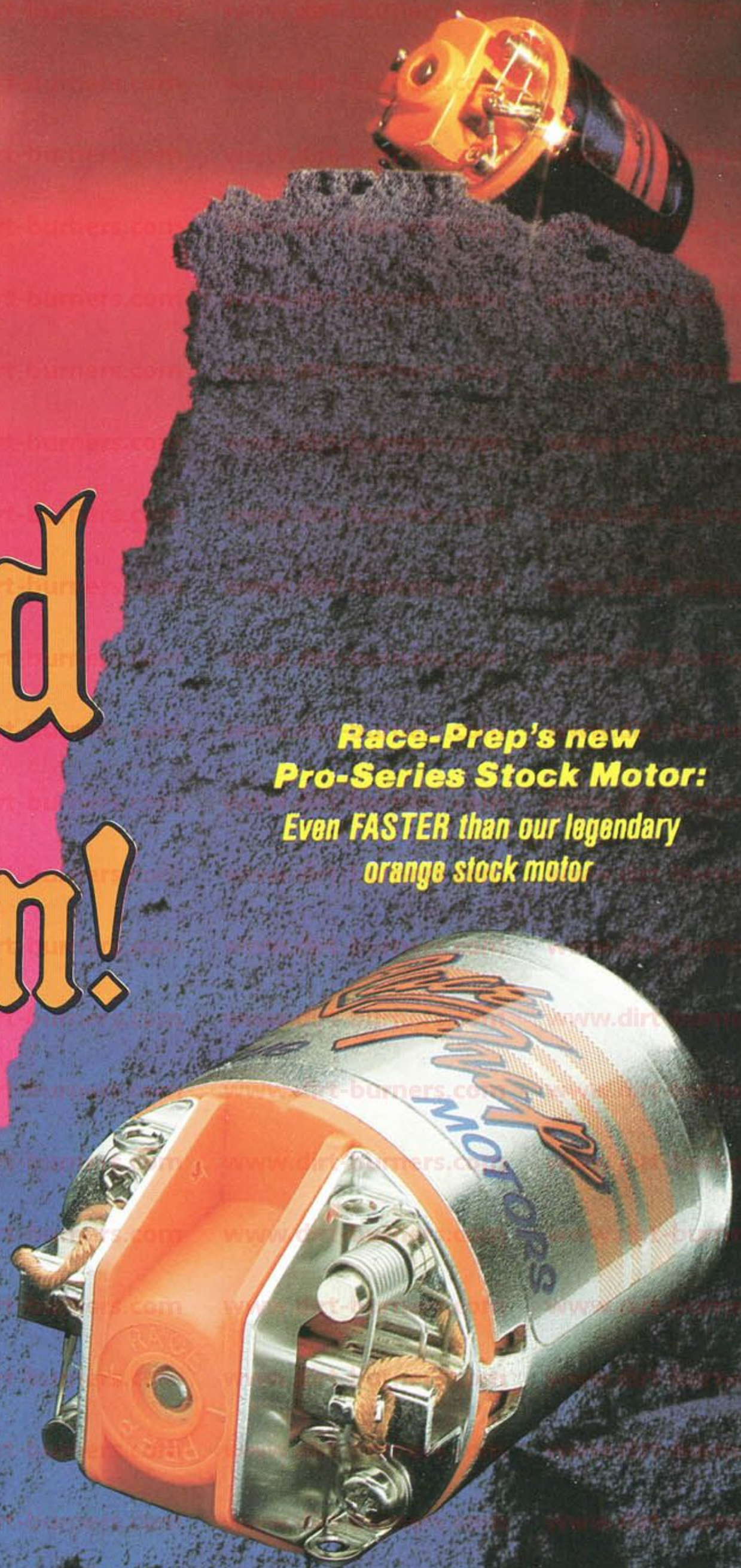

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Tony Neisinger wins the 1989 Futaba Grand Prix with Magnum.

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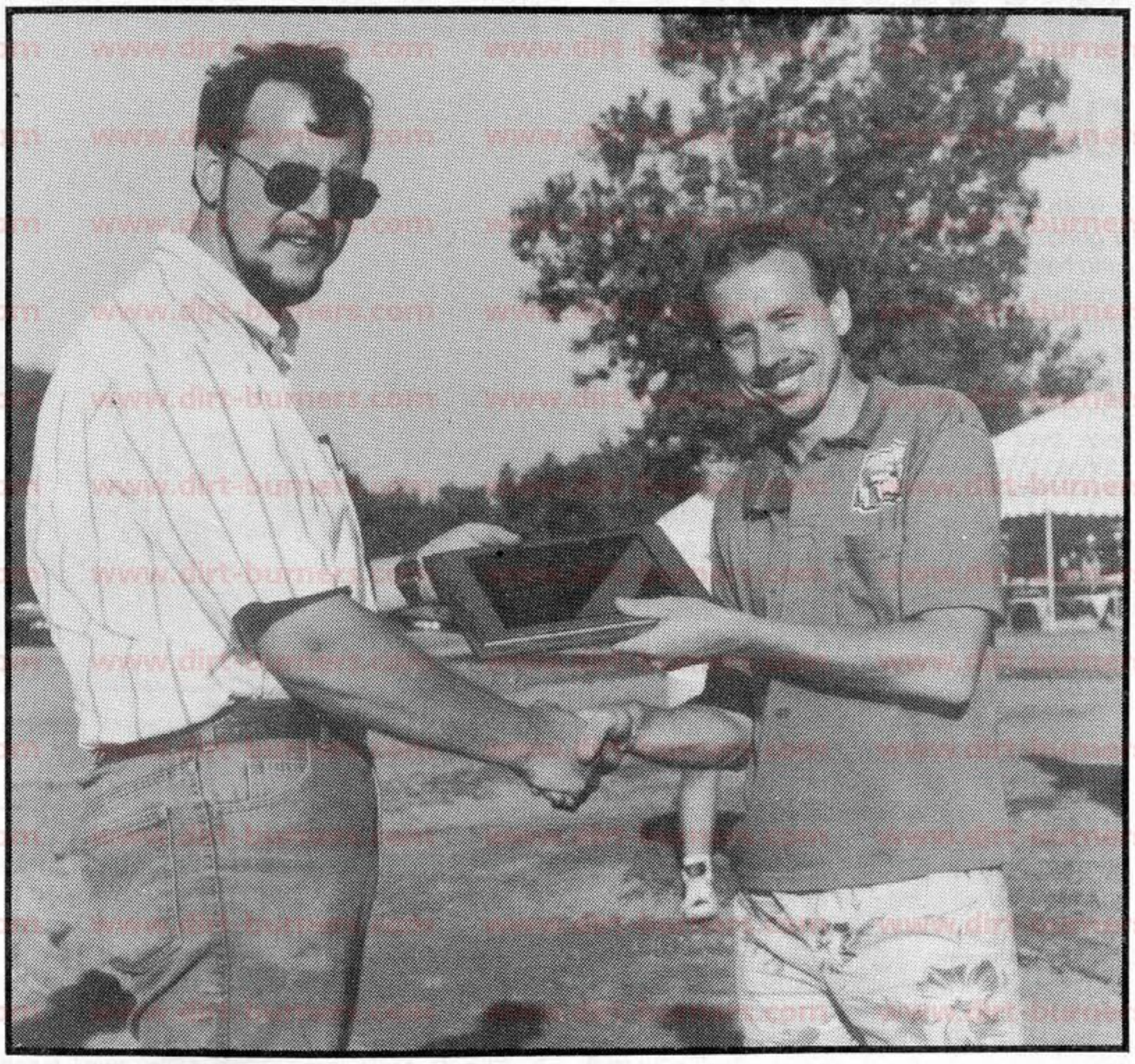
Off Road Champs

2WD & 4WD STOCK MAINS

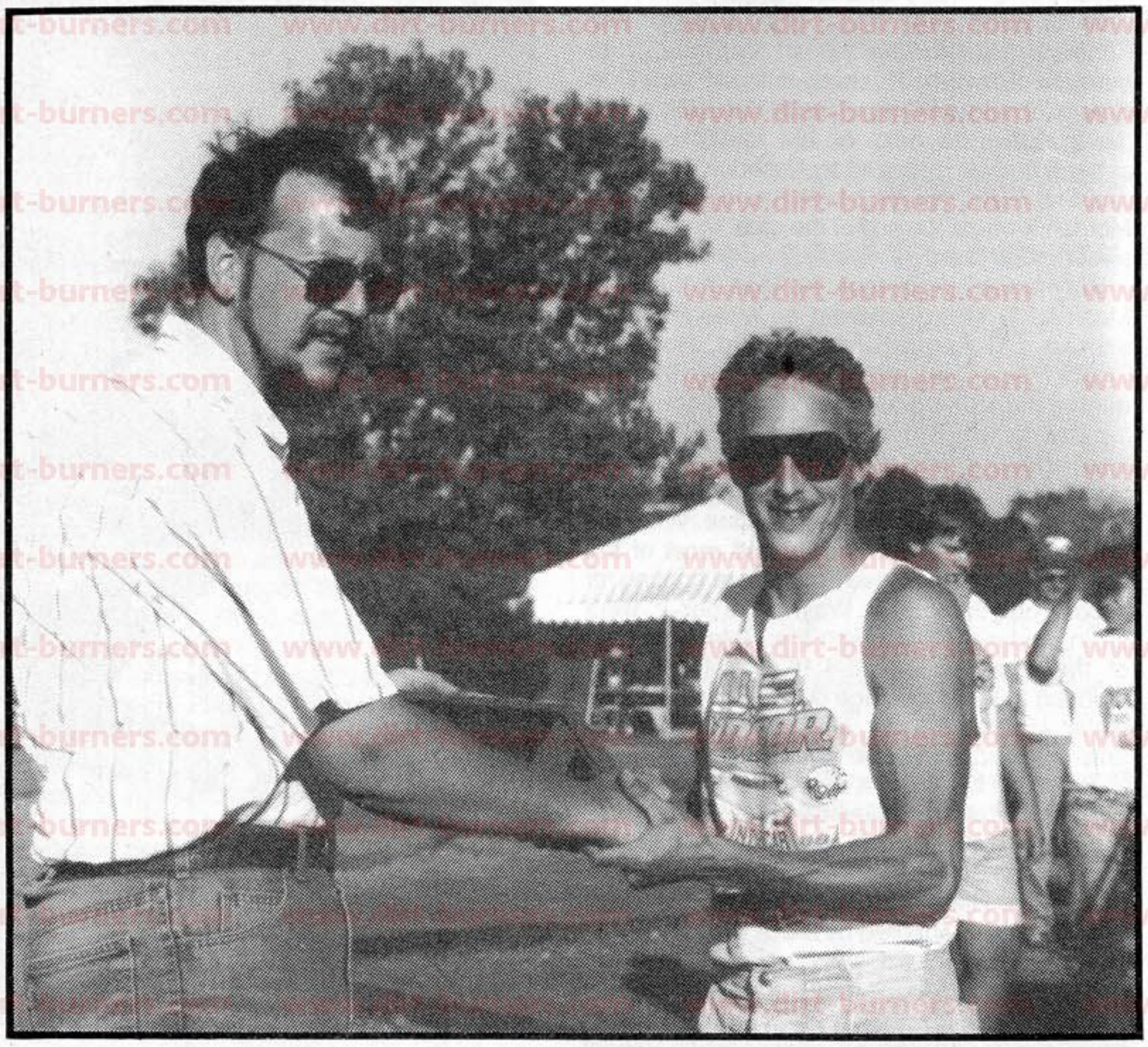
The mains were set, and the racing began. As previously noted, qualifying first for the 2WD Stock A Main was Mike Marshall, followed by Bob Joysey, Dave Pulfer, Frank Calandra (just out of the hospital and racing the entire weekend on crutches!), Jeff O'Malley, Kevin Betz, Joe Weeman, Aaron Treppa, Scott Belcastro and Brad Hughes, in that order. On the word *"Go!"*, Marshall wasted no time in assuming the lead. Calandra followed in second, with O'Malley close behind. However, after one lap, O'Malley crashed into Calandra, giving Marshall a big lead. By the time 1:15 had passed, Marshall had begun to lap the field. Moving into second after the O'Malley/Calandra incident was Belcastro, followed by Weeman in third, and Betz fourth.

After trading places with Weemen, Belcastro (in his first A Main) managed to regain the runner-up spot with just 30 seconds to go, finishing second behind 2WD Stock Class Champ Mike Marshall. Calandra also managed to pass Weeman at wire for third place, while Weeman had to settle for fourth.

In the race for the the 4WD Stock Class title, the drivers (in order of qualifying) included Keith Tessmer, Dave Pulfer, Darryl Bingner, Bill MacTavish, Ari Rabanal, Mike Hampton, Brett Polivka, Chuck Habart, Brett Kasper, and Michael King. Running under an assumed name, Pulfer started out the race as the leader. Darryl Bingner was close behind in second,



Parma's Andy Dobson captured the 4WD Modified A Main win.



Winning the 2WD Modified title was Bob Joysey.

followed by Ari Rabanal in third. However, battling Rabanal for third was TQ Tessmer. While Pulfer and Bingner were fighting for the lead, Tessmer managed to claim the third spot. It looked like demolition day, as cars were on their lids, on the tubes and in the penalty box — one even went under the drivers' stand! Apparently, the turn marshals were so busy laughing that they weren't able to do much.

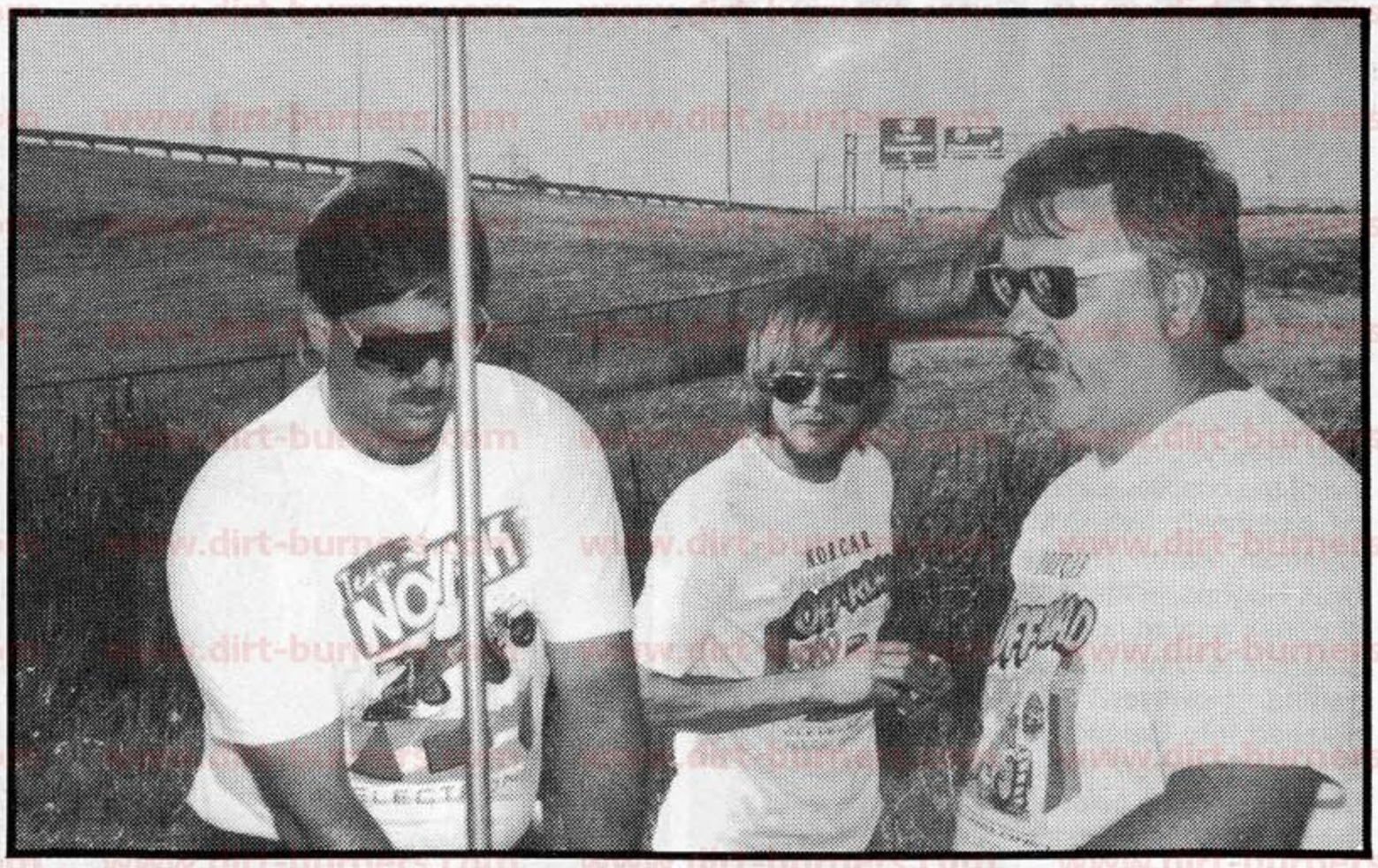
Shortly after the halfway mark, Pulfer and Bingner collided. Pulfer was the first to be rescued by a marshall and set back on track, however, Bingner's car was ignored and Tessmer passed him. Bingner was finally put back on the track, but in third place. Meanhwile, running in fourth, Polivka had the hammer down and managed to pass Pulfer near the one-minute mark, as he flew around the track.

With 10 seconds left in the race, and a possible extra lap in the making, the last-place car would not move over for the leader to pass — even after being repeatedly asked. When time was up, Brett Polivka was declared the 4WD Stock Champ after turning 14/4:14.41. Pulfer captured the runner-up position with 14/4:18.15, while Bingner followed in third with 13/4:01.45.

Although we won't review all the rules of turn marshaling, just remember that this race might have turned out differently if the marshals had done their job! Apparently, one marshal was squatting down (a definite no-no) at the side of the track, and when he was needed, it took an excessive amount of time for the car to be put back on track. Remember, when you do a poor job of marshaling someone, that someone may someday get to marshal your race and do you the same favor! Whatever happened to "Do unto others...?" Now it's just kill or be killed!

NORCAR
Off Road Champs

With the 2WD and 4WD Stock mains run, it's a good time to thank the NORCAR volunteers who helped run Saturday's qualifying and racing activities. Thanks to Chuck Mackin, Don Smolik, Gary Kral, Sue Sklamba, Dwight Smith, Paul Koontz, Jason Pollack, and Grant Koba-Nelson for all their help. A special thanks to Chuck Mackin who gave up racing for a day and took over radio-impound and tech-inspection duties. With his terrific helpers from ALCAR, Mackin also put in time on Saturday helping the computer people. I must also personally thank Dwight Smith for taking race notes on Saturday, since I was unable to attend. Without Smith, this article could not have been written. Thanks also to Don Holub and his Proscore lap-counting system (now available commercially) for scoring the races correctly and accurately.



Dwight Smith, Ed Gutta and Chuck Mackin, working hard in tech. You can see I-77 in the background.

2WD & 4WD MODIFIED QUALIFIERS

Sunday's sky featured clouds for most of the morning. Very dark clouds hovered over the NORCAR track, but the rain stayed away and the day turned out to be a hot and sunny one for the 2WD and 4WD Modified drivers. After the drivers' meeting, NORCAR officials got the racing underway as soon as possible, as they were hoping to beat the rain.

The track was damp, and it was fairly cool, but the racers were planning to go super fast! The 2WD Modified drivers raced the clock trying to become TQ. Once again, in his first qualifying run, Mike Marshall was declared the top qualifier with a run of 15/4:17.65. In fact, he was the *only* driver to reach 15 laps during qualifying! Interesting, *none* of the eventual A Main drivers were able to match Marshall's first-round TQ run — including Marshall. However, 1989 ROAR Region III Six-Cell On-Road 1/12 Champ Wayne Gerber managed to turn 15/14:16.67 on his way to the B Main win! After experiencing problems all weekend, Gerber was only able to qualify as high as the B Main.

TQ'ing in the 4WD Modified Class was Rob Dodd, an unsponsored driver from Brampton, Ontario. His first qualifying run of 16/4:14.36 stood throughout all rounds of qualifying.

2WD & 4WD MODIFIED MAINS

NORCAR officials again judged the "ugliest" body while the mains were being set up. Judges Gary Okicki and Grant Koba-Nelson decided that Jerry Ivancic Jr. would take the title. (Congratulations?)

The Modified mains began under a beautifully clear sky, beginning with the 2WD E Main. Adrian Melillo took a strong lead and ran away with the race, while Richard Bronson, Ron Dorfeld and Patrick Barber battled it out for the second through fourth. By the 30-second mark, Melillo had slowed down and the other three drivers were quite close behind him. It wasn't until the last car had finished its last lap that Melillo was determined as the winner. Bronson finished second, followed by Patrick Barber in third.

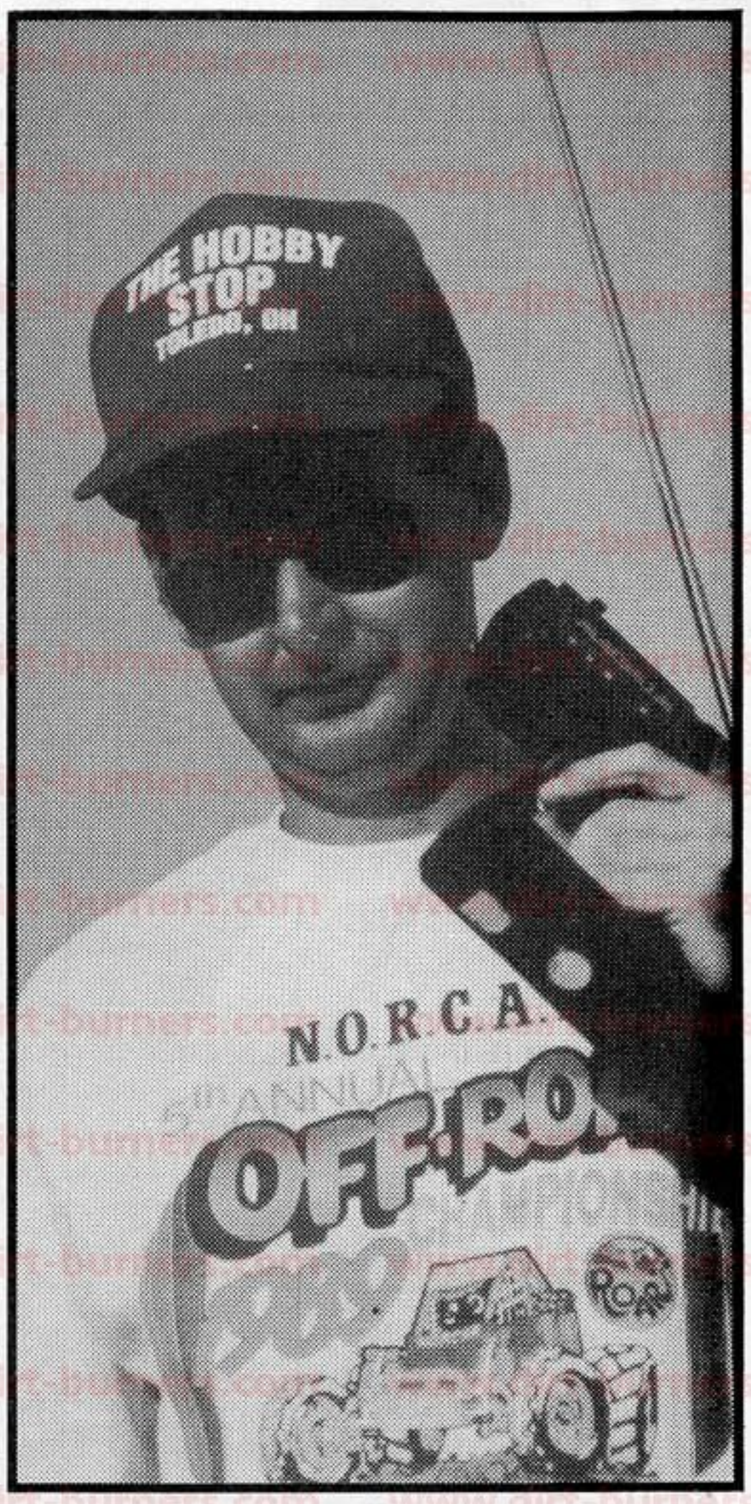
The D Main began with a crash, and a car had to be taken off the track. By halftime, carnage was everywhere and the second-place car was hung up in the infield. In the lead were Jim Bronson, Steve Radecky and Ron Kahl. However, Kahl was "clawing his way up the ladder" with one minute to go, while Radecky managed to pass the leader. At the 30-second mark, Radecky had a half-lap lead ahead of the rest of the pack, and at the final gun he became the D Main winner. Bronson followed in second, with Kahl hanging on for third.

The C Main saw CORCAR's own Jason Edwards take the lead, followed by Canadian Matt Morden and NORCAR's Jim Keserich in second and third. Just after halfway point, the race became very close, with Morden and Keserich just waiting for an opportunity to overtake Edwards. Running in fourth was Don Smolik, drafting off third-place Keserich's car. Jason Edwards held of his challengers to capture the win, followed by Keserich in second and Smolik in third, who both managed to pass Morden towards the end of the race. Morden had to settle for fourth.

Wayne Gerber Jr. took the lead in the 2WD Modified B Main, followed by Mike Pulfer in second and Aaron Buran in third. However, Chuck Mackin was able to steal third at the one-minute mark and poured on the horsepower in his attempt to catch runner-up Mike Pulfer, who was about a straight-away behind Gerber. Meanwhile, Dave Pulfer also managed to pass Mackin and assume third at halftime. With one minute to go, Gerber had lapped most of the field, and Mike and Dave Pulfer were fighting for second and third spots. Wayne Gerber Jr. went on to capture the win with the fastest lap/time of the weekend — 15/4:16.67! Mike Pulfer manged to keep the edge over Dave for second place with 14/14:04.4, while the other Pulfer finished third with 14/4:14.09.

The 2WD Modified A Main drivers took their positions in order of qualifying: Mike Marshall, sponsored by Losi, Hobby Shop West and Power Push; Dean Smith, sponsored by ALCAR Raceway, Bud's Racing Products and Power Push; Bob Joysey, sponsored by Black Magic, Advantage, Ron Kwentis Engineering and R/C Hobby; Jeff O'Malley, sponsored by Parma International Inc.; Scott Belcastro, sponsored by Fantom Products; Conan Honeck, sponsored by Reedy/Associated, B&B Hobbies and his mom and dad; Chris Trenka, sponsored by Expanded Performance; Rob Dodd, sponsored solely by himself, and Tom Joysey, sponsored by Twister Modified, R/C Hobbies and Ron Kwentis Engineering, both tied for eighth; and Frank Calandra, sponsored by Class Computer and Trinity.

Marshall took the early lead followed by Bob Joysey, who passed the leader early in the race. At the one-minute mark, Tom Joysey pulled in third and then passed Marshall to assume



TQ Mike Marshall captured the 2WD Stock title at the NORCAR Champs.

second, right behind brother Bob. Tom caught Bob to capture the lead, and then Marshall passed him for the runner-up spot. However, Marshall somehow hurt his car shortly after reclaiming second place, and Bob was able to re-pass him, and then Tom to regain the lead. Marshall remained in the race but was just limping along, allowing Calandra to pass him for third place. And right behind Calandra was Honeck, just waiting for a chance to pass. Bob Joysey went on to capture the 2WD Modified Class title with 14/4:05.52, followed by Tom Joysey in second with 14/4:10.29, Calandra third with 14/4:11.89. Honeck followed Calandra in for fourth with 14/4:15.57, while TQ Mike Marshall had to settle for fifth place.

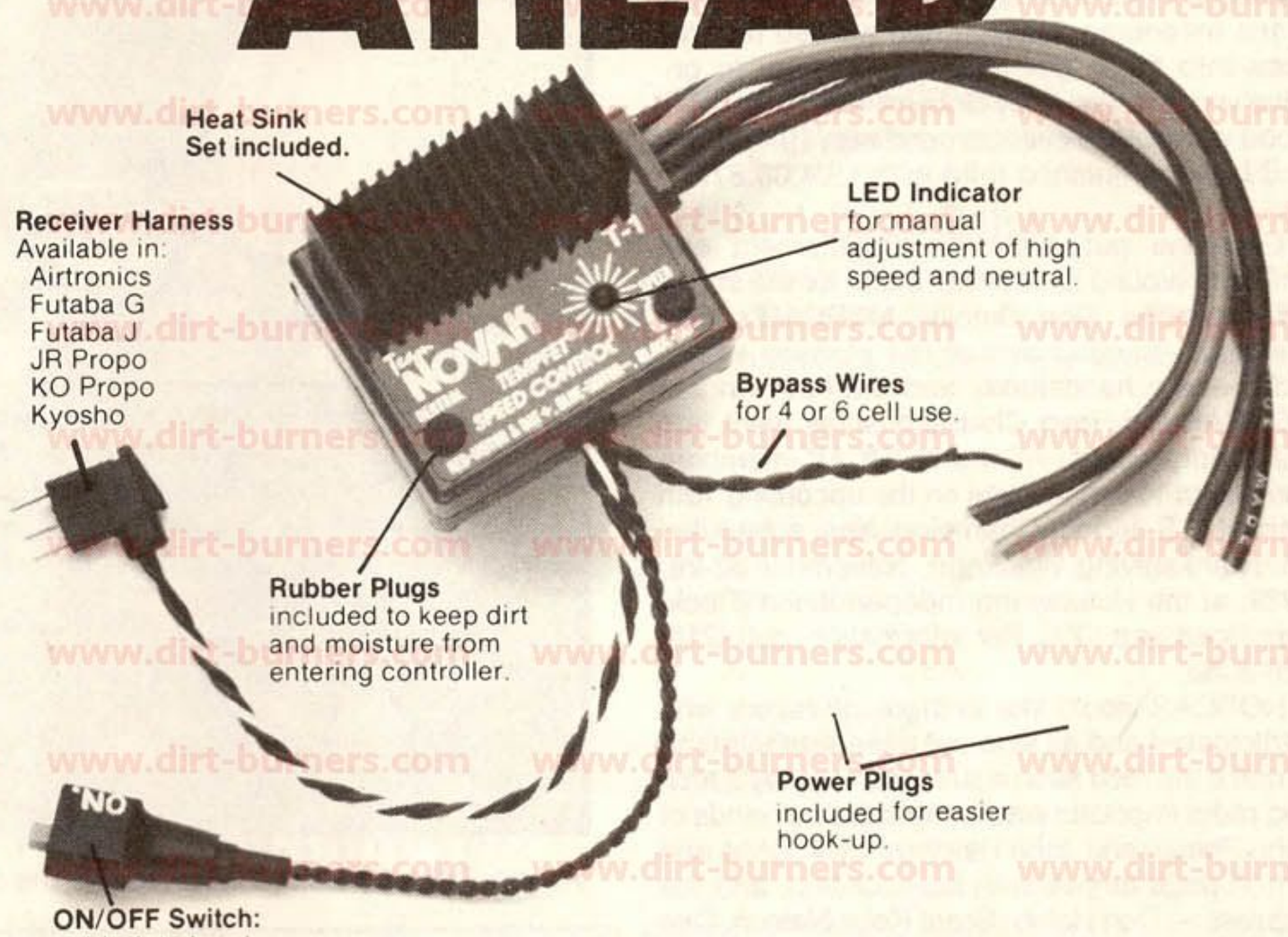
The 4WD Modified D Main was immediately called to the line. Luckily, the weather had held out and the sun was shining. The race began with a few minor collisions, and after the cars had sorted themselves out, Marty DiFilippo found himself in the early, followed by Ed Gutta in second and Vicky Carrubba third. However, Carrubba managed to pass Gutta for the runner-up spot. At the halfway point, DiFilippo was out in the lead on a Sunday afternoon drive. With carnage everywhere, Richard Bronson managed to pass all but DiFilippo to assume second place. Gutta wound up in third, with Carrubba breathing down his tailpipe. With one minute to go, DiFilippo had lapped the field and Bronson was hanging onto second. However, Carrubba and Gutta were still battling for the third spot. Just after time was called and the cars were finishing up their final laps, however, Carrubba passed Gutta and shot into third place. Marty DiFilippo was awarded first with 14/4:00.00, followed by Richard Bronson in second with 14/4:16.77, and Vicky Carrubba rounded out the top three with 13/4:12.11. Meanhwile, Gutta had to be content with fourth place for his run of 13/4:13.37.

In the 4WD Modified C Main, the cars had trouble getting sorted out at the beginning of the race. By the halfway mark, however, Jim Bronson was the definate leader, followed by Matt Morden in second and Dwight Smith third. Meanwhile, Jerry Ivancic, driving the "ugliest" modified car, was battling Mark Bennett for fourth. However, with one minute to go, Bennett passed third-place Dwight. The race ended as Jim Bronson topped the field with 14/4:04.09, followed by Morden in second with 14/4:08.43, and Bennett third with 13/4:08.15.

The B Main was uneventful for much of the first eight minutes, with early leader Jason Conley maintaining his position, while Bill MacTavish held on to second, followed by Paul Marziani in third. Runner-up MacTavish would close in on the leader and then fall back. With about 20 seconds to go, on the straightaway in front of thr drivers' stand, MacTavish managed to surpass Conley to capture the win with 15/4:09.36. Conley had to settle for second with 15/4:10.35, while Paul Marziani retained the third spot with 15/4:16.67 in an exciting finish.

The 4WD Modified A Main drivers were then introduced to the crowd in reverse order of qualifying: John Thawley, who credits ROAR and Team SEMROCC with helping him: Tom Bach, sponsored by Racers Choice and ALCAR; Mike Hampton, a CORCAR racer, sponsored by his mom and dad; John Lawson Jr., sponsored by Race Prep/AYK, R&R, Advantage, Ohio R/C Raceways, and VRP; Brett Polivka, sponsored by his dad; Darryl Bingner, sponsored by Parma International, Inc.; Aaron Treppa, an unsponsored SEMROCC driver, who thanked John Thawley and Power Push for their help over the

FULL SPEED AHEAD



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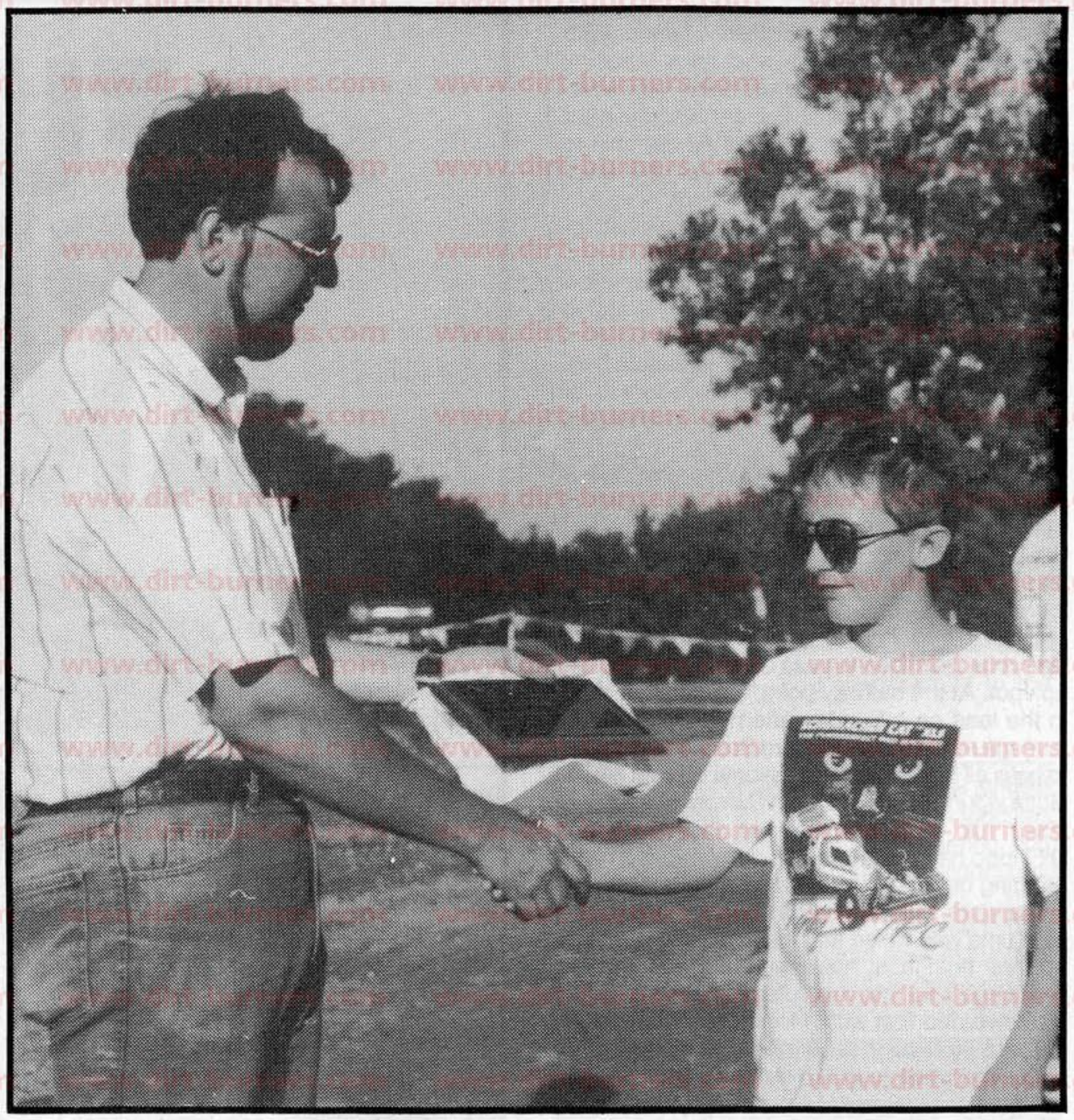
NORCAR
Off Road Champs

weekend; Andy Dobson, also sponsored by Parma International, Inc.; and 4WD Modified Class TQ Rob Dodd, sponsored by himself.

The 4WD A Main featured a clean start! Dodd took the early lead, with Dobson and Lawson Jr. wrestling for second. Dodd increased his lead, while Dobson took further command of the runner-up spot. Meanwhile, Treppa had overtaken Lawson and assumed third. In front, Dobson was closing in on Dodd and finally managed to steal the lead when Dodd hit a pipe. In the meantime, Lawson had worked his way back into third spot, with one minute to go. Finishing first was Andy Dobson with 15/4:01.73, Dodd was able to claim second with 15/4:06.84, and Lawson finished third with 15/4:08.87.

Everyone put away their equipment and gathered around the drivers' stand for the trophy presentations. Don Smolik, NORCAR's new president, handed out all the plaques with a smile and a handshake, and the Fifth Annual NORCAR Off-Road Championships went into the history books. All the NORCAR members could start to concentrate on the upcoming 10th Annual U.S. Indoor Championships, scheduled for Thanksgiving Weekend, November 23-26, 1989, at the Holiday Inn Independence (Rockside Road and I-77). For information, call (216) 826-3088.

NORCAR would like to thank all racers who participated and all who volunteered their time to make the race such a success. Sunday's tech and radio impound was in the capable hands of John Phelan and John Reichart. Lynn Bobo and Jim Youngs helped with lap-counting, and the regulars — Don Holub, Grant Koba-Nelson, Dan McCool, Gary Kral, Tony Carrubba, Don Smolik, Vicky Carrubba, and Carri Gerber — all did their usual great job. Hope to see *you* at the U.S. Indoor Champs!



Young Brett Polivka was awarded the 2WD Stock Class top honors.

RESULTS

2WD STOCK A MAIN: 1. Mike Marshall (TQ), 2. Scott Belcastro, 3. Frank Calandra; B MAIN: 1. Shane Smith, 2. Adrian Melillo, 3. Jim Keserich; C MAIN: 1. Tom Joysey, 2. Jason Conley, 3. Sean Wickstrom; D MAIN: 1. Tom Bach, 2. Vince Palazzolo, 3. Bob Traut; E MAIN: 1. Aaron Buran, 2. Ray Williams, 3. John Phelan; F MAIN: 1. John Kreilick, 2. Tim Cameron, 3. Matt Furcolow; G MAIN: 1. John Appleson, 2. Fred Price, 3. Annette Joysey; H MAIN: 1. Phil Urbanski, 2. Richard Baker, 3. Jason Grimes; I MAIN: 1. Roger Hill, 2. Grant Koba-Nelson, 3. Dennis Urbanski.

4WD MODIFIED A MAIN: 1. Andy Dobson, 2. Rob Dodd (TQ), 3. John Lawson Jr.; B MAIN: 1. Bill Mactavish, 2. Jason Conley, 3. Paul Marziani; C MAIN: 1. Jim Bronson, 2. Matt Morden, 3. Mark Bennett; D MAIN: 1. Marty DiFilippo, 2. Richard Bronson, 3. Vicky Carrubba.

4WD STOCK A MAIN: 1. Brett Polivka, 2. Dave Pulfer, 3. Darryl Bingner; B MAIN: 1. Dan Lazor, 2. Jerry Ivancic Jr., 3. Kevin Huston.

2WD MODIFIED A MAIN: 1. Bob Joysey, 2. Tom Joysey, 3. Frank Calandra; B MAIN: 1. Wayne Gerber Jr., 2. Mike Pulfer, 3. Dave Pulfer; C MAIN: 1. Jason Edwards, 2. Jim Keserich, 3. Don Smolik; D MAIN: 1. Steve Radecky, 2. Jim Bronson, 3. Ronald Kahl; E MAIN: 1. Adrian Melillo, 2. Richard Bronson, 3. Patrick Barber. ●R/C●

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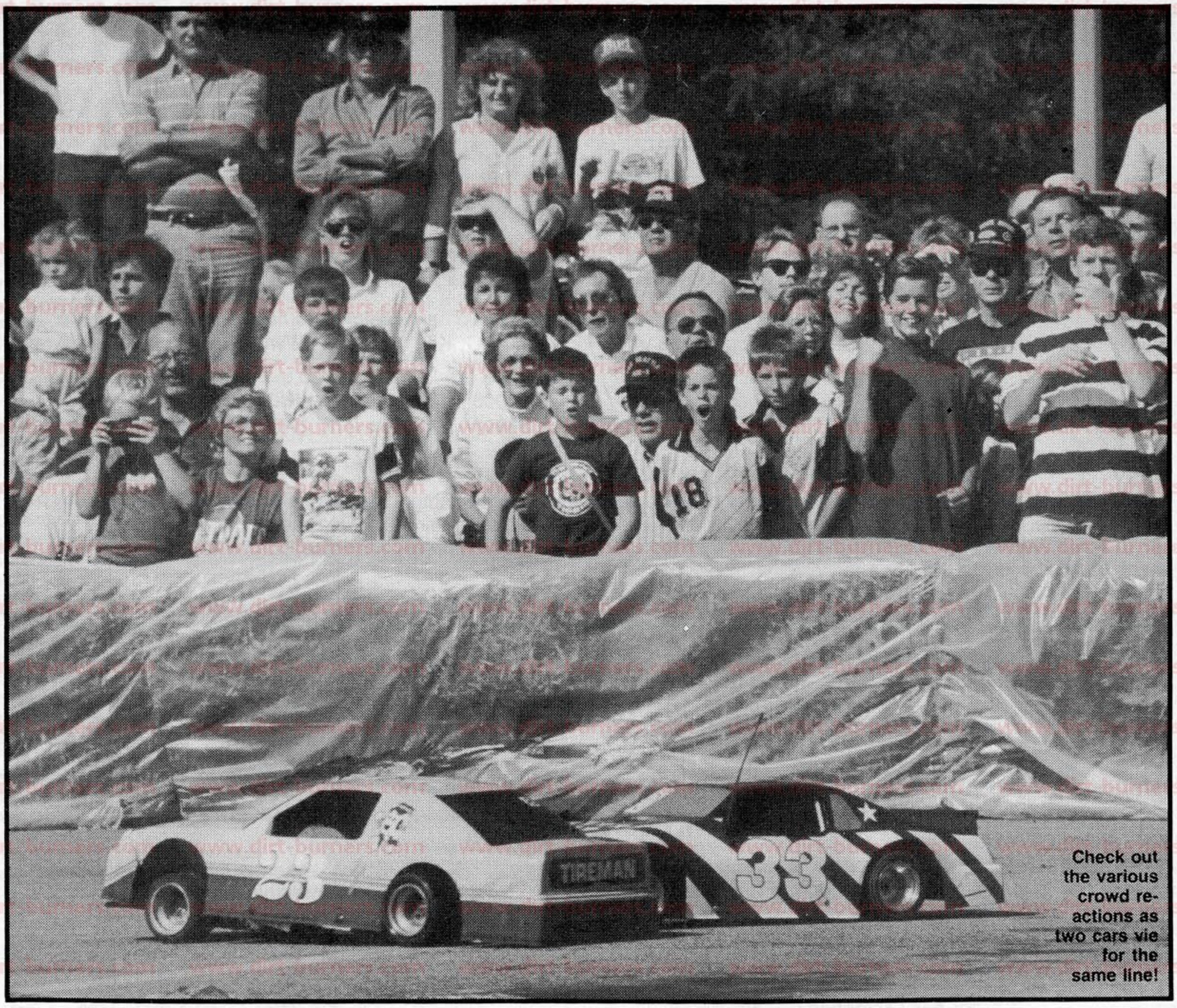
THE UNFAIR ADVANTAGE!



Check out the various crowd reactions as two cars vie for the same line!

The 1989 Royal Oak Grand Nat'l Charity Race . . .

"Give Christmas All Year"

www.dirt-burners.com

As you can see, the judges had a really hard time with this Concours lineup! Taking top honors, however, was a car painted by the Ford design department for Les Auteurs.

. . . IT WAS JUST THAT!

Story and photos
By James J. Blaha

September 15-16, 1989
Royal Oak, Michigan

Grand! Spectacular! Use whatever word you want. The 1/4 scale race for Stock cars was more than anyone could have hoped for! The city of Royal Oak, MI, put on the most outstanding event in 1/4 scale R/C racing histrory! On the third weekend of September, R/C 1/4 scale racing became a spectator sport, as 3,000 people looked on!

The race was for *The Daily Tribune's* "Give Christmas All Year" charity. It was organized by a group of local businesses and Jim Blaha, president of the Michigan Quarter Scale Racers.

The race was a definite *event*, including live music, food, and activities for everyone. It was also well advertised on TV, radio and in the newspaper.

Each of the 30 racers participating in the event received $200 and was sponosred by a Royal Oak business, whose name was featured on the car body that they provided. Getting everyone involved created a great deal of interest and excitement!

To promote the race, a press party was held for the media at Les Auteurs restaurant, where several 1/4 scale cars were demonstrated for the press and the sponsors. The next event was an auction at the restaurant. The 30 drivers were bid on by the local businesses which were supporting the charity. A fact sheet was made available to all to help in selecting a driver. John Thawley handled the auction, which helped to secure additional money for the charity.

SET UP AND PRACTICE

Friday, September 15, dawned bright and sunny after a week of rain, and smiles were everywhere. The track was set up quickly, with the help of city personnel and volunteers. It was a true 1/4-scale-mile track, with 30-foot-wide straights.

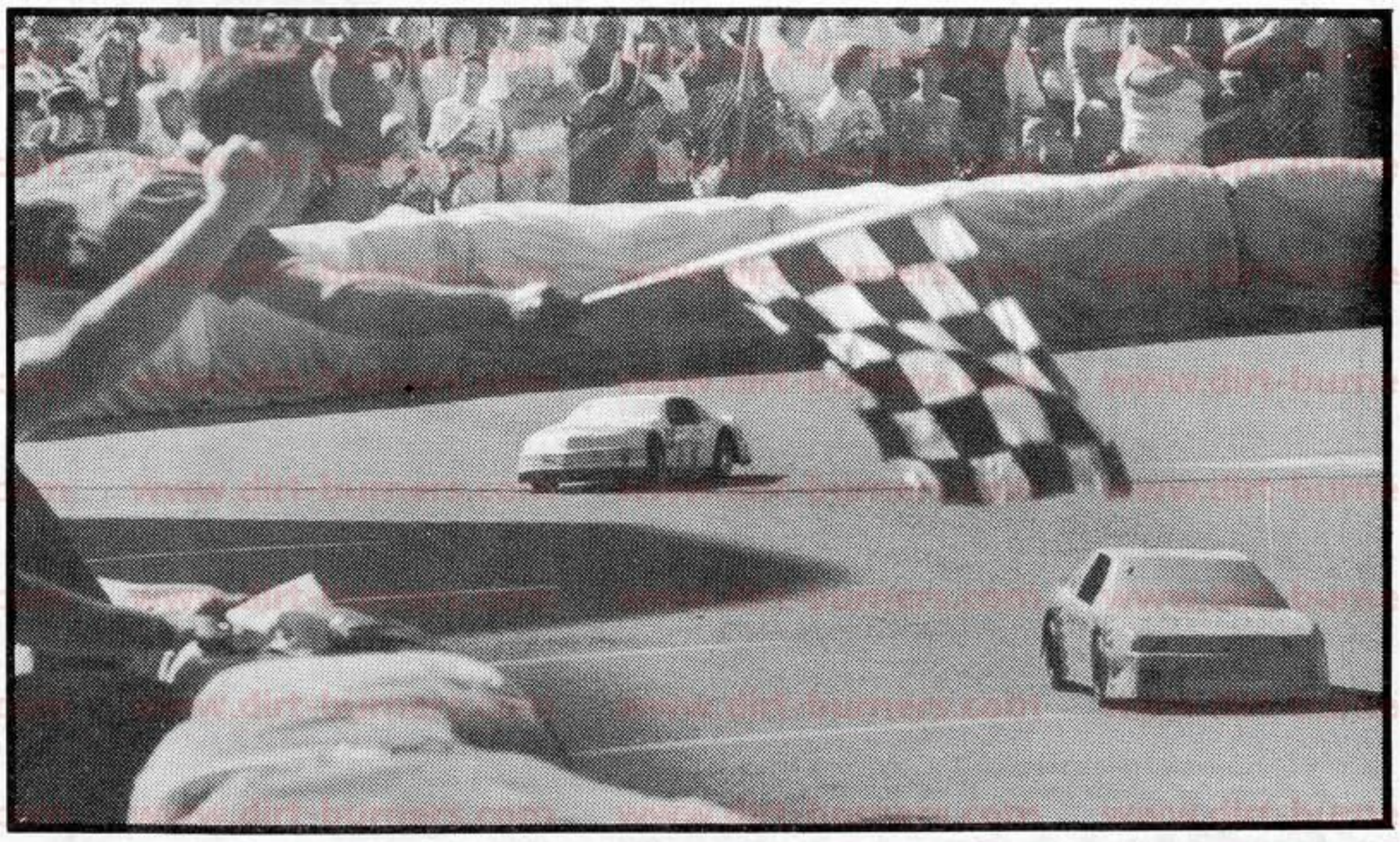
QUALIFYING

Saturday's weather didn't show too much promise. However, the time trials gave an indication of the competitive racing to come. Qualifying times were very close, with nine of the top 10 drivers within 2/10ths of second of each other!

Then the rains came and would not let up. Some more practice took place between the showers, but then Mother Nature turned it into more than just showers. Nevertheless, the bleachers remained almost full as the crowd kept hoping the racing could continue — rain or no rain! Finally, at 2:00 p.m., all racing acivity had to be postponed.

HEATS AND MAINS

Sunday morning, September 17, the drivers were greeted by sunshine and the many



RACO's Jon Rahe led all the way to the checkered flag at the end of 150 laps, ahead of 10 other entries in the A Main.

Royal Oak Grand Nat'l

spectators who had come early so they would have good seats for the race.

The first event of the day was Concours, where the judges had a difficult time selecting winners from among the many excellent cars. Although the cars were not painted to resemble NASCARS, they were very creative. Taking top honors was the car painted by the Ford design department for Les Auters.

The heat races began after a short practice, and the crowd got into it at once. The usual race procedure was followed, with the five first-place drivers going into the A Main — Jon Rahe (TQ), Jamie Bellman, Roger Newell, Bill Prehn, and Lou Przybyla.

The crowd was almost as large on Sunday as it had been on Saturday, with more than 2,000 people enjoying the racing! Announcer John Thawley did an outstanding job, as usual, and kept the crowd in their seats throughout the entire day of racing.

A total of 10 drivers made up the A Main, in which they would run for 150 laps with one required pit stop. Jon Rahe shot into the lead from the start and led all the way. Several challenges were made during the 150 laps, but Rahe was able to handle everything and capture the win — even though his last lap was run on the vapors of an empty gas tank!

United Cable Television ran the entire program — a full two hours — for three nights the following week, and then another two nights the week after that! *R/C racing has come of age!*

The success of the race was due to the cooperation of the local businesses, the members of the city government, and *The Daily Tribune.* Coverage and promotion by the newspaper played a large part in creating public interest. The turnout of more than *3,000 people* attests to the great job they did!

RESULTS

A MAIN
1. Jon Rahe (Santa Ana, CA) ..... 150 laps
2. Bill Prehn (Alton, IL) 149
3. Jerry Grasby (Oak Park, MI) 144
4. John Druskinis (Wyandotte, MI) 138
5. Marv Thomson (Williamstown, MI) 136
6. Roger Newell (Winona, MN) 134
7. Jay Bowman (Portage, MI) 130
8. Jamie Bellman (Bremen, IN) 108
9. Lou Przybyla (Livonia, IN) 9
10 Charles Rencurrel (Grand Rapids, MI) 3

[Note: First five from each main bumped up to the next main.]

B MAIN
1. Jay Bowman 50
2. Jerry Grasby 50
3. Marv Thomson 50
4. Chuck Rencurrel 49
5. John Druskinis 47
6. Tom Urban 45
7. Tom Hargrave 44
8. Murray Pipchok 43
9. Tom Gonzoles 34
10 Jim Blaha 28

C MAIN
1. Tom Urban 30
2. Tom Hargrave 30
3. Murray Pipchok 30
4. Jim Blaha 30
5. Tom Gonzoles 30
6. Terry Wampler Jr. 27
7. Roger Brommerich 27
8. Duke Bradshaw 15
9. Wally Kirby 7
10 Tom Wilson ..... DNS

D MAIN
1. Terry Wampler Jr. 30
2. Tom Urban 30
3. Tom Hargrave 30
4. Duke Bradshaw 29
5. Terry Wampler 28
6. Rodney Stealy 28
7. Richard Christner 28
8. David Garner 28
9. Steve Gorsuch 22
10 Lindsey White 20

E MAIN
1. Terry Wampler 30
2. Terry Wampler Jr. 30
3. Tom Hargrave 30
4. Duke Bradshaw 30
5. Lindsey White 27
6. Eugene Van Lacker 26
7. Dave Lesure 21
8. Jason Brommerich 9
9. Jim Biggs ..... DNS

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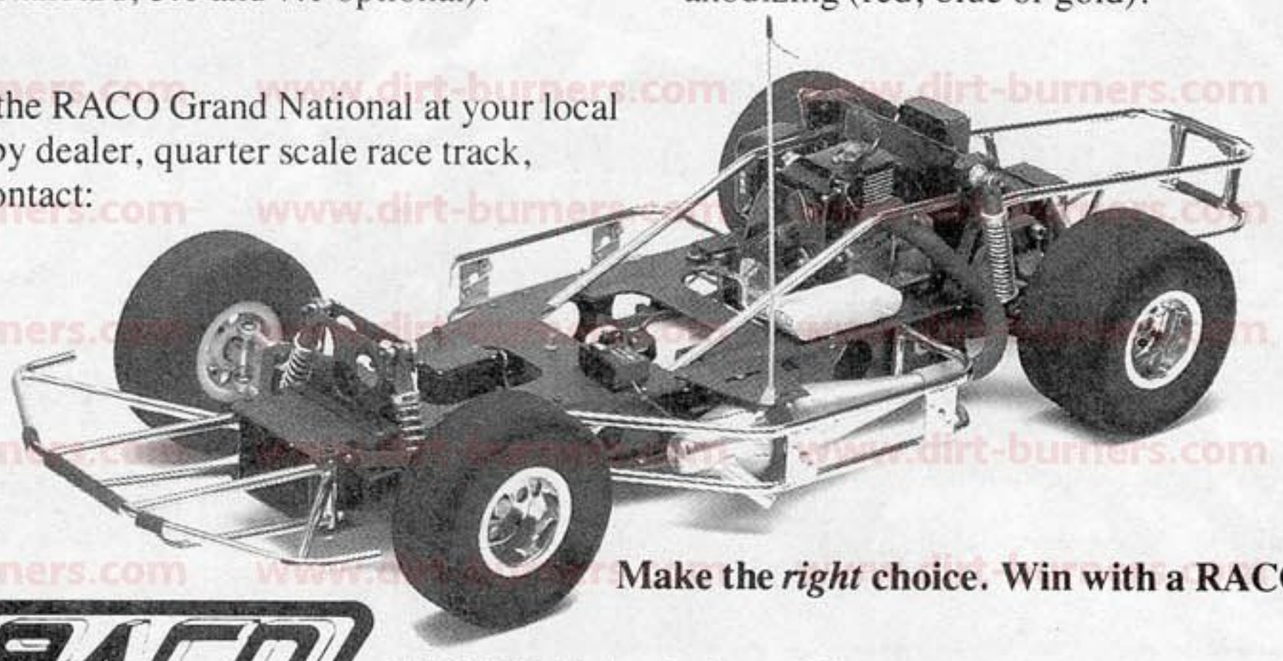

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IFMAR 1/8 WORLDS REBUTTAL: Another Man's View of The Gas World Champs

A rebuttal by Peter Bervoets

Let me introduce myself: My name is Pieter Bervoets, co-owner of Berton Model Racing Cars, manufacturer of the Serpent, and I was deeply involved in the World Championship Organization as chairman of the Organizing Committee. After reading the coverage of the Seventh Annual IFMAR World Championship [in the September issue of **R/C NEWS**], I felt the urge to comment on some of the points Ron Paris has raised, and I would very much appreciate this letter to be published in your next edition.

Let me explain my position, since my name is mentioned a few times in a rather negative perspective, as is Rody Roem's, who is employed by us as a development engineer and as a professional test and racing driver:

The organizing club was founded by me in 1975, and the permanent track the WC [World Championship] was held on was built in 1982. After having organized the 1985 European World Championships, the club put up a bid for the '89 WC in late 1986, and EFRA allocated this event to our club. Since the club only has dedicated and enthusiastic but non-professional members, our company decided to back up the club financially and with manpower. In total, over 3,000 man hours were put in by our company, as well as quite a [large] amount of money. *Why?* one could ask. Not to make sure that only *our* product would win; a concentrated effort in our racing team would have been much more efficient. Being involved so much in model car racing, I felt obliged to do something for the racers in return, and the WC was an excellent opportunity to do this. I am proud to say that I consider our company as the one which has contributed more than any other 1/8 car manufacturer to 1/8 gas car racing in this respect.

To stay impartial, our support was not translated into huge sponsoring activities in the WC event. We were very modest in this respect. Goodwill was our aim, and looking back at the event I think we have achieved this. But reading Paris' report, it looks completely different. Here we go...

CONTROVERSY

Regarding the muffler, I regret this matter and apologize for what has happened before and during the World Championships. Since we have a different opinion on the purpose of homologating silencers, the interpretation of this issue is debatable. Copying and improving ideas of others is a common practice and happens everywhere. We make our products commercially available to everybody, where Ron Paris is a specialized motor builder (without a doubt the best), but the secrets are kept to himself and cannot be bought. The commercially available motors of Paris are by no means what is used by Ralphie Burch, Curtis Hustings and a few other selected top drivers.

What has happened between Paris and Roem, I can't say because I wasn't there; the truth is probably somewhere in the middle. But it has certainly taken away the impartial view of your reporter when he wrote his article.

PRACTICE

Ron Paris suggests that the practice time was manipulated by me. First of all, I did not manipulate the weather. Also, it was known beforehand that practice was limited from 9:00 to 18:00 [military time] due to very strict noise regulations. After Friday and part of Saturday and Sunday rained out, we decided to postpone the opening ceremony to allow for more practice and stretched it until 21:00 hours (or until the police came!). A lot of drivers [had already gone] home around 14:00 because they did not believe [they would be able to] run [any longer]. But at 16:00, after the rain had stopped and the puddles were removed, the track was opened for practice. Many of the U.S. Teams were still there, but not Paris' drivers (neither were the Serpent works drivers).

WC DAILY

Since this was a daily bulletin to inform the drivers, officials and the public of what was happening, I wrote about Ron Paris' problems of not making the five-minute mark in qualifying, and running out of fuel just before the end. Why not? Why shouldn't I? People like to know why Burch was not still in the top 10, despite being among the fastest on the track. I never mentioned "telling the truth in the interest of the R/C industry," this has nothing to do with it. When Burch TQ'ed, despite having to refill [with gas] twice, I informed the public as well about his exceptional performance, and Paris was flattered.

QUALIFYING

No comments.

MORE CONTROVERSY

It was very unfortunate that it started raining during the second quarter final, so the rain rules came into action. You probably know that in Europe we have to race whatever the conditions, otherwise one could not organize an event, because nobody would take the risk of traveling a long distance and have to go home again without having raced at all. And the technology to race in the wet is available, so why not? Nobody really likes it, but it is better than not to race at all. That's probably why there are some 20,000 1/8 gas racers in Europe. In the USA, the attitude is different, I know. However, this is mainly dictated by the Californian racers. Therefore, a complicated set of rules were designed to handle wet conditions, or rather to eliminate racing in the [rain] — otherwise the American drivers would not have come over to race. [It was] to suit the 17 U.S. racers (of which four did not race) who represent around 700 to 1,000 racers, [versus the] 60 European drivers who represent some 20,000 racers.

EFRA never discussed with ROAR [the issue of] not to race when temperatures would be over 35 degrees [celcius], because these circumstances are very unusual for Europe. Anyway, the racing was stopped, and only after long discussions [were] the remaining quarter and semi finals run in the [rain] despite the rules, for the racers' and the public's sake. The Italians helped the American team to prepare for the wet [track, and] so did many Serpent team drivers, providing special air-filters and giving tips of how to protect the cars against water.

Ron Paris suggested that everybody used Aqua-Flow tires. Let me tell you that we haven't even heard of these tires, but apparently they must be very special tires.

Only for the Final [would] the rain rules be applied, so the race director had to wait until the track was completely dry. So at 18:45, the Final was started.

WORLDS FINAL

I am sorry to say that Paris' report is far beyond the truth. Having the lap/time sheets available, the facts show a very different race; and although I recognize Ralph Burch as one of the very best drivers in the world, he was never in the race. Not because the track was wet in the beginning, as emphasized in the report. The race was between Collari and Roem, and the others were just not close enough. Burch never went into the high 15s. In fact, his fastest lap was after eight minutes into the Final, where he [scored] a 16.09-second lap, indicating that the track was dry from the very start. After 10 minutes, the difference was 1½ laps; after 25 minutes, 2½ laps; after 40 minutes, 4½ laps; and at the end, 3¾ laps. A completely different story!

Lamberto Collari, racing a Rex-powered BMT Blitz, is a very deserving World Champion. It looks like Ron Paris couldn't accept that and has twisted the facts in his own interest.

Ronnie, I know we have different opinions about some issues, but let's cooperate in trying to make R/C gas racing grow and to be positive from now on. ●R/C●

NEWS FLASH!

CUSTOM WORKS driver **BRIAN LANDGRAFF** wins the **1989 NORRCA DIRT OVAL NATIONALS** in 4WD modified. Naturally, Brian was driving a **DOMINATOR**, but with a few **NEW FEATURES**.

Brian's most noticeable new feature was the use of the NEW **#9003 ROCKET WEDGE BODY**. This body is styled after the quickest full scale oval car in the world, built by Randy Sweet of **SWEET MFG.** in Kalamazoo, MI. The new **ROCKET WEDGE** provides excellent turn speed and straightaway stability. It provides the lowest profile possible for 1/10 scale oval racing. **FITS ALL CARS.**

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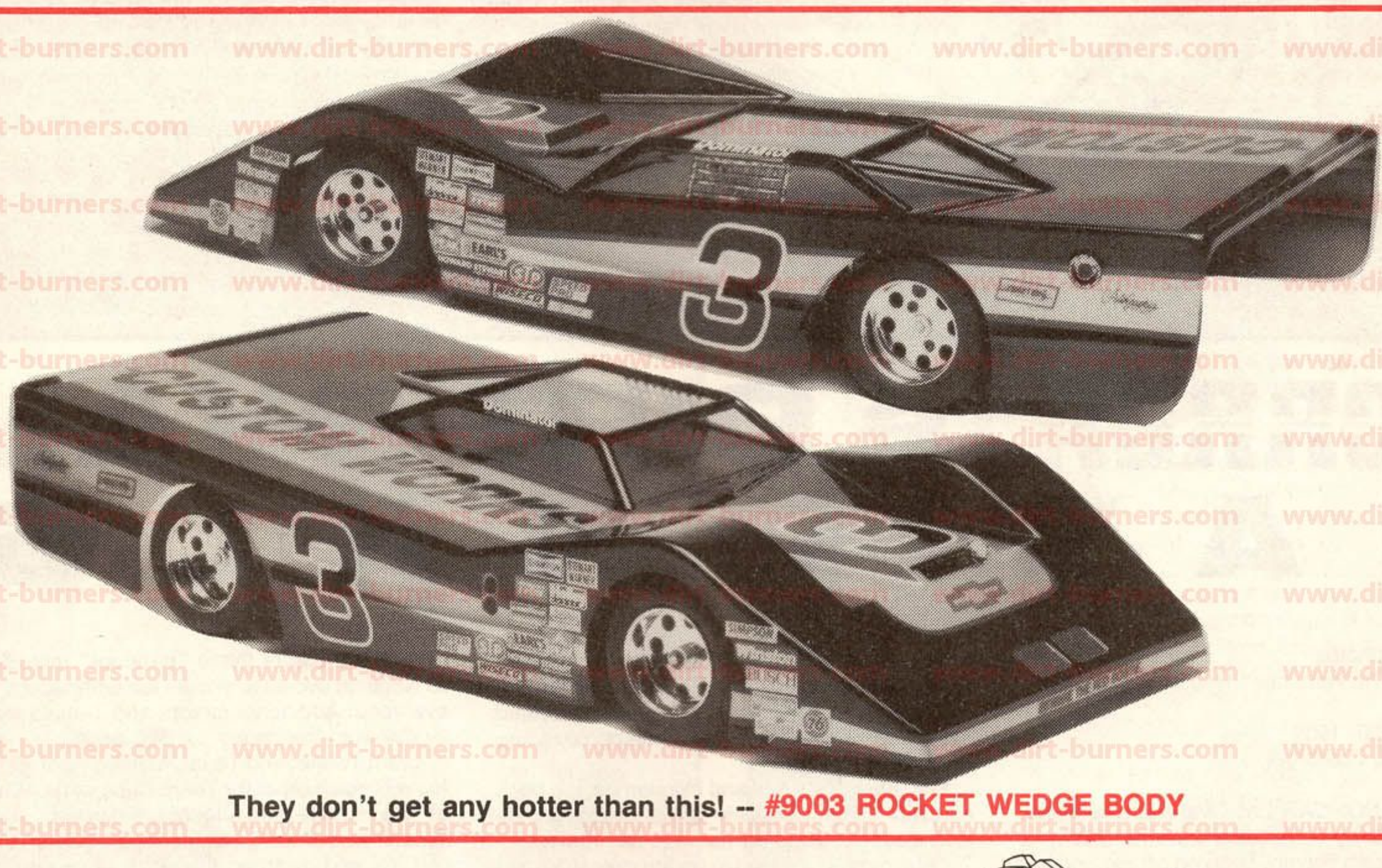

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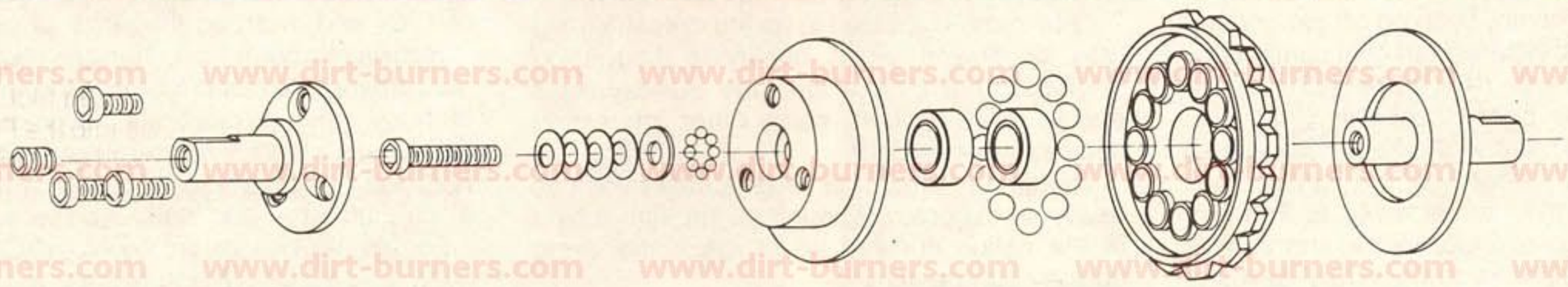

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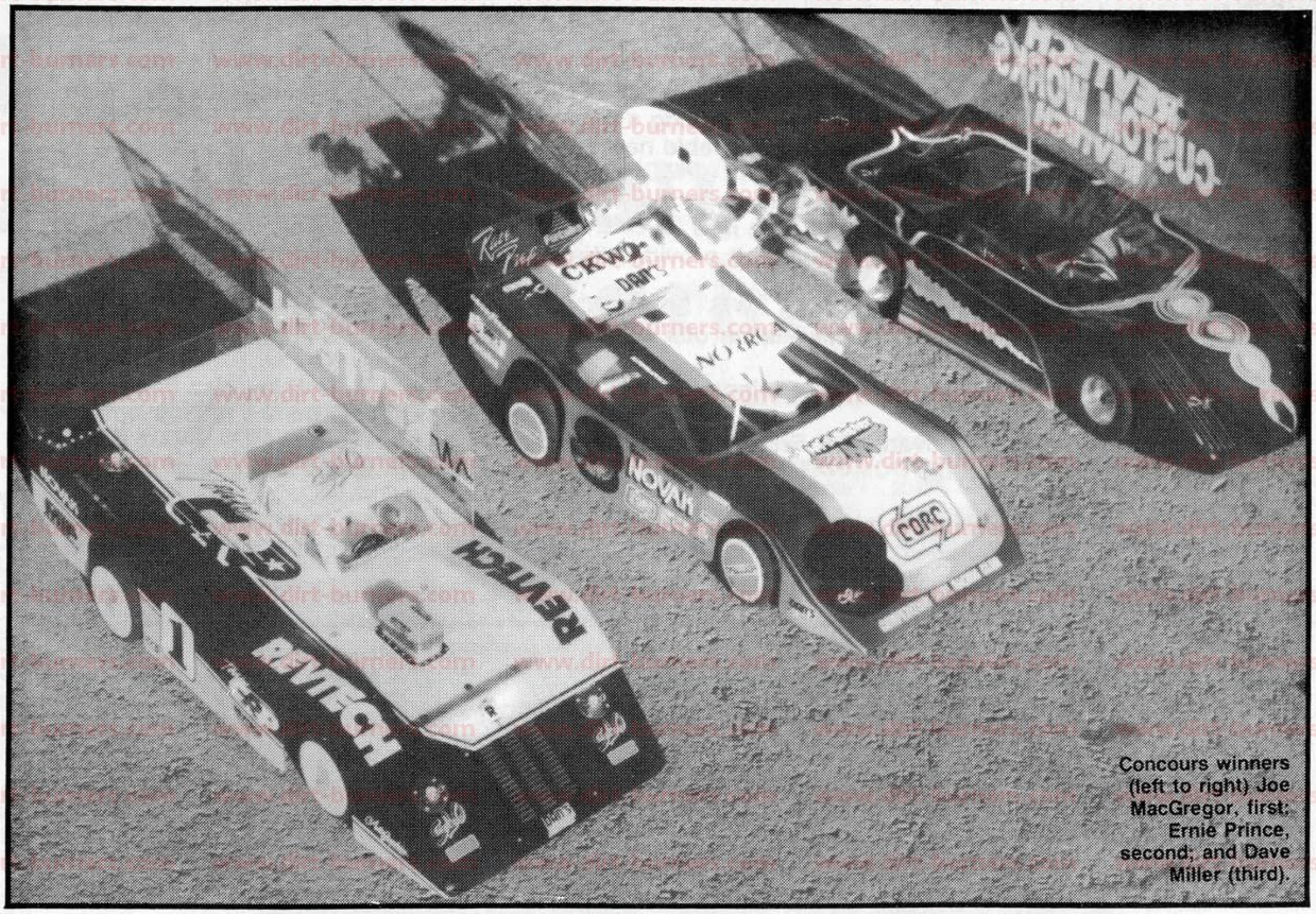


Concours winners (left to right) Joe MacGregor, first; Ernie Prince, second; and Dave Miller (third).

NORRCA's DIRT OVAL NATIONALS

Story and photos
By Rick "The Hammer" Houle

August 17-20, 1989
Bakersfield, California

The NORCAR Dirt Oval Nationals were recently run at the first-rate facility of Racers Haven, capping off yet another great season of fast-paced dirt oval competition on the West Coast. (NORRCA still has the Midwest and the East Coast Dirt Oval Nats scheduled, not to mention the Paved Oval Nats!)

The fastest-of-the-fast of the circle track circuits traveled from as far away as Pennsylvania, Florida, Texas, Ohio, Illinois, and Virginia to this sunny California town. Wheel-to-wheel racing continued for four days in the quest for humungus trophys and the coveted Team Cup, which is awarded to the "Best Dirt Oval Team" of 1989.

With sunny skies and temperatures in the mid to high 70s, the weather couldn't have been any nicer during the four-day event. The huge roof over the high-banked, hard-packed clay track, in addition to the excellent pit tables, provided a very comfortable environment for racing. With the superb Racers Haven Pro Shop, Fast Lane Pizza parlor and Revtech's headquarters located in front of the track, it is one of the primo racing facilities around!

With the track's roof and mild temps, the track conditions remained fairly stable throughout the entire event, requiring nominal maintenance.

"Foamies" appeared to be the overwhelming tires of choice when qualifying began on Thursday, but by the time the Sunday main events rolled around, some other interesting choices were evident.

Though the turnout of 190 enteries wasn't as heavy as expected, enough of the high-rollers in the nation showed up to make the event intensly competitive.

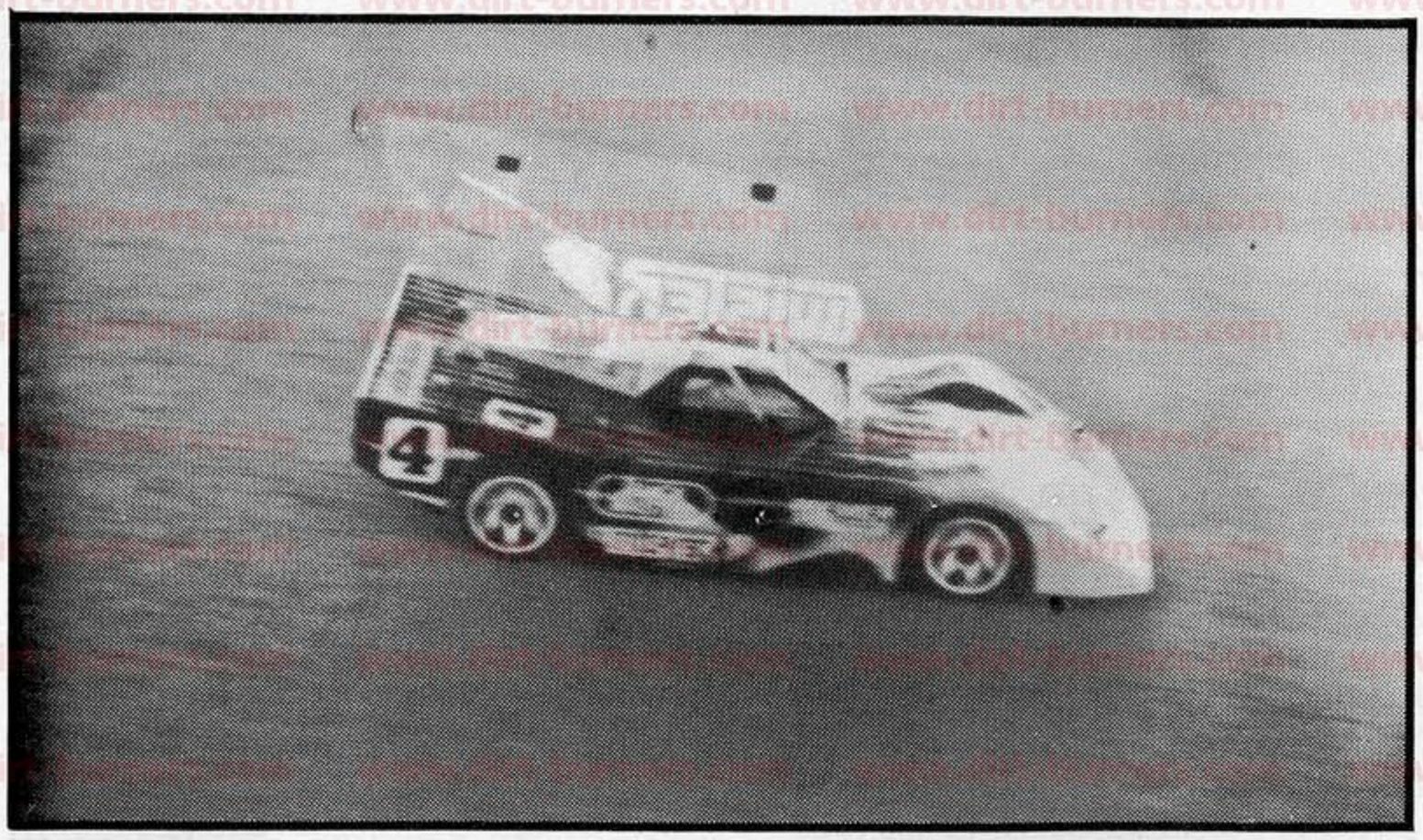
The well-organized Nats ran like clockwork. In fact, the program went so smoothly that an extra fifth round of qualifying was run on Saturday before the Trophy Dash events were held.

Stock Class drivers checking-in on Thursday were each handed a stock motor supplied by Revtech and a colorful T-shirt designed by Gary McAllister of McAllister Racing. NORRCA rules require the use of these "handout" motors at all National events to ensure fair competition for everyone. Additional motors and T-shirts were available to the racers for $10 each.

Team Twister and Team Revtech went toe-to-toe with each other for Team Cup points. When all the smoke had cleared, however, Team Twister was crowned as the top Dirt Oval Team of 1989 and awarded the large silver cup.

Halfway through the event, Revtech's Peggy McCurdy was pleasantly surprised with a large birthday cake to celebrate her B-day. In the center was a bakery masterpiece — the frosting had been molded into a replica of a Revtech electric motor — and everyone shared a piece!

A meeting was called by NORRCA's president, J.R. Sitman to address the issue of "expert" vs. "amateur" class racing. This is definately one topic that has been causing quite a stir in most racing circles lately. The fact that Sitman had the courage to provide an open forum to candidly discuss this issue was quite commendable. Consisting of a hand-picked mix of manufacturers and racers, all treated to an endless supply of Fast Lane pizza, the meeting yielded a very spirited debate. The first point



Erik Soderquist had been on his way to victory in the 4WD Open A Main, when a series of bad crashes knocked him from the lead.

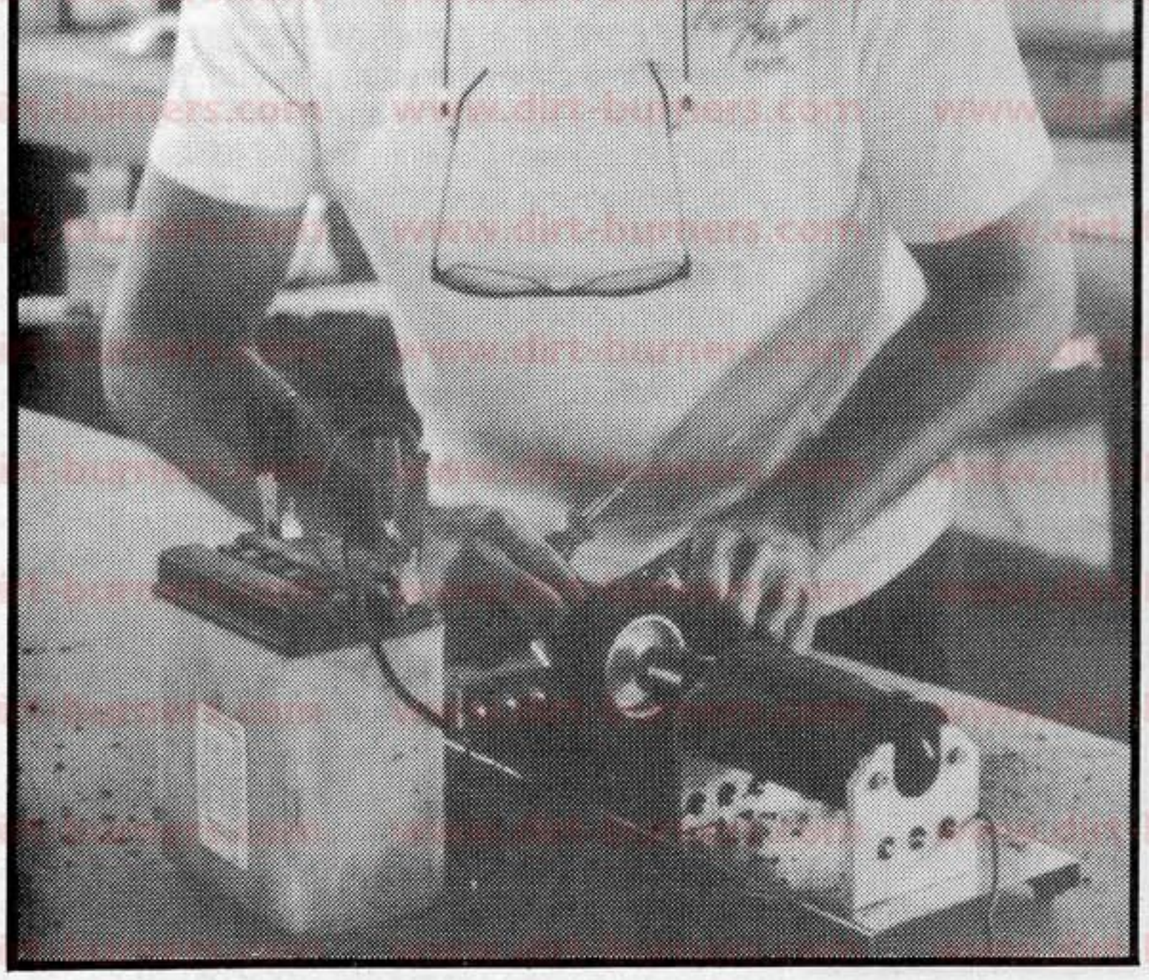
addressed was whether or not to separate expert drivers from the amateurs, solely by the degree of their sponsorship. The overwhelming consensus was that drivers should be judged by their racing accomplishments and skill levels rather than by their sponsorship.

The topic that created the most vociforous discussions, however, was Stock Class racing. It was widely agreed that Stock Class racing equipment has become extremely complex (perhaps too much so). The question raised was whether or not to roll back the rules to the original idea of "production" class racing. Many comments and ideas flashed around the room to such a degree that the meeting had to be called to order quite a few times. The end result was that it would be quite difficult to re-define the rules of this class as they currently exist. Instead, it would be much easier to separate the experts from the amateurs.

The one main idea that everyone agreed upon unanimously was that it is important to the future of R/C racing to find a way to introduce more new racers into the sport and make it more attractive to keep them involved. During the meeting, Sitman announced that the Monster Trucks will be allowed to race in the oval events next year. Also, expert and amateur classes will be organized.

The manufacturers in attendance at the meeting included Neil McCurdy (Revtech), Carlos Turano (Cheetah), Mike Walker (Twister), Bill Carter (Losi), Bob Currie (Track Master), Brian Landgraff (Custom Works), and Rick Houle (Team Hammer). Some of the top-name racers also in attendance included (but were not limited to) John Hammer Smith (JG Mfg.), Russ Hawkins (Twister), Martin Buchanan (Racers Haven), Don Winans (IND), Rod Cutman (Revtech), Joe MacGregor (Revtech) and many others. The open forum proved to be quite fruitful. It was another example of NORRCA's commitment to provide what racers want and not just become a dictatorship.

A Wednesday-morning Concours was held,



Leonard Lee, from the Los Angeles area, cutting his foamy tires to meet track conditions.

Neal and Peggy McCurdy pose in front of Peggy's birthday cake, complete with a frosting-molded replica of a Revtech motor!

NORRCA DIRT OVAL NATIONALS

and Joe MacGregor took top honors with a beautifully detailed "Wedge"-bodied car, complete with a fully decked-out cockpit interior. Although his car was painted in familiar CRP Team colors, MacGregor pointed out that he is no longer with CRP. Ernie Prince took second place, while Dave Miller was awarded third with a car that was pulled to the judging stand on a trailer, towed behind a Clod Buster.

Also run were the awesome Trophy Dash events, which pitted the top four qualifiers in each class, after all five rounds of qualifying had been completed on Saturday afternoon. With the exception of 2WD Stock, the top qualifiers in each class won their Trophy Dash races. These drivers included Erik Soderquist (4WD Open), Charles Reisbol (2WD Open), John Hammer Smith (Outlaw Sprint), Clay Carrol (2WD Stock; Scott Barber was the class TQ, and although he didn't win this one, he did win his A Main event); and Brian Landgraff (4WD Stock). Reisbol also set a new track record in 2WD Open with a blistering 42-lap run in the Trophy Dash!

Normally best suited for on-road racing, Direct-Drive transmissions such as the J-Car, and Track Master's X-Caliber were hooking up well on the hard-packed surface at Racers Haven. Halfway through qualifying, "capped" foam tires were starting to show up on more and more of the front runners' cars.

CKW and CAM caps were on the scene early on, but by Saturday TRC joined the frey with a freshly made batch of these tires. By Sunday's mains, the Gran Prix look-a-like tires were seen on many cars, particularily on the rears of many sprint cars.

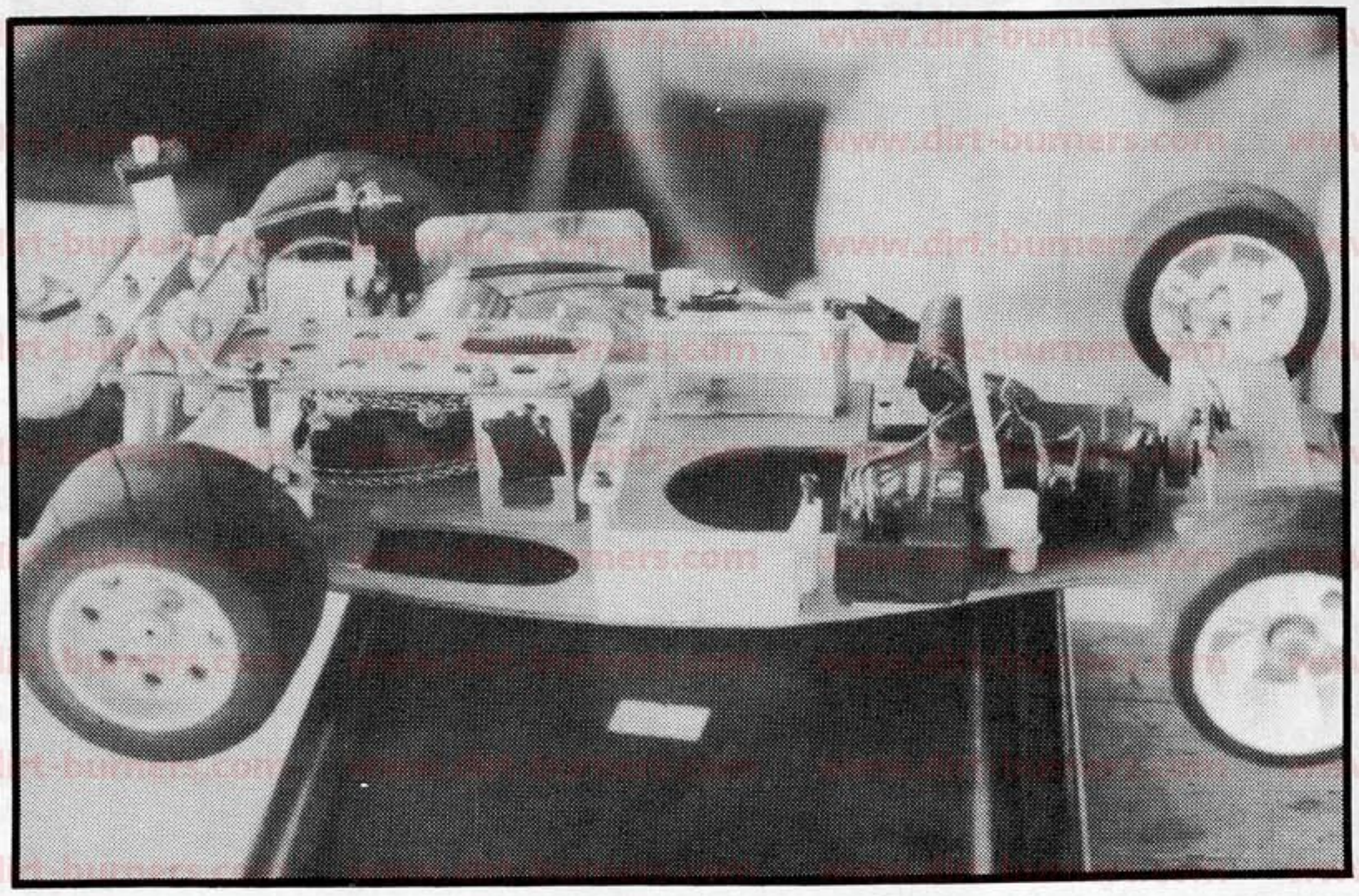
The winners of the "Best Sportsman" awards in each class included Martin Buchanan (4WD Open), John Hammer Smith (2WD Open), David Markert (Outlaw Sprint), Sterling Banks (4WD Stock) and Jerold Stevens (2WD Stock). A huge

Racers and manufacturer representatives meet to discuss future NORRCA races, where the issue of Expert vs. Amateur Class racing was addressed.

"Most Appreciated" trophy was awarded to Twister's own Mike Walker for his unselfish help in the pits all week. Walker was on hand for all four days of the event with his usual array of motor-building equipment, diligently rebuilding motors for anyone who asked — no matter what brand of motor they had! Walker even rebuilt my own well-worn Losi Insane motor a few times until it expired, which he then replaced with a brand-new 13-wind Twister. It's people like Mike Walker who help keep this sport/hobby on track (literally)!

QUALIFYING

During qualifying, the AMB scoring systems computed the average scale miles per hour for the TQ run of each class. In 4WD Open, Erik Soderquist posted the fastest time of 41 laps in 4:04.13, with an average of 277 mph on his fourth run. In 2WD Open, Charles Reisbol averaged 274 mph during his TQ run of 40/4:00.88. John Hammer Smith TQ'd on his first run of the event with 36/4:04.89, averaging 243 mph. In 4WD Stock, Brian Landgraff traveled an average of 240 mph and TQ'd with 35/4:00.65. And finally, in 2WD Stock, Scott Barber posted the TQ run of 34/4:03.99 with an average of 230 mph.



Danny Egger of San Diego, CA, built this chassis out of wood. Qualifying ninth on the starting grid of the 2WD Stock A Main, he managed to move up two places to finish seventh.

2WD OPEN A MAIN

TQ Charles Reisbol (Revtech, Custom Works, McDonald's) took the holeshot but was caught in a massive pileup. Reisbol had to relinquish the lead to Rob Cutman (Revtech, Custom Works, J-Car), who traveled all the way from Pennsylvania to compete at the NORRCA Dirt Oval Nats. Twister's Eddie Knoles, still stubbornly driving his ever-faithful Cox Scorpion (or what's left of it), managed to get by the two leaders to claim the point position. Knoles held on to the lead until the end of the race. Reisbol, having passed Cutman for the runner-up spot, made several attempts to take the lead away from Knoles, but to no avail. On lap 37, the "dinosaur" Cox car with the "Fast Eddie" transmission crossed the finish line ahead of Reisbol's MIP-equipped RC10. Cutman's scratch-built car, sporting a J-Car tranny with Revtech motivation, finished in third place. Interestingly, Knoles' 249 mph was the fastest average recorded in the race!

4WD OPEN A MAIN

Before going into temporary retirement from racing, class TQ Eric Soderquist (Twister, Track Master, SRP) had hoped to cap off the oval-racing season with top honors. Soderquist shot off the pole position for the holeshot but was caught in a major lexan-trading party as the entire field piled up in turn two! Soderquist did manage to break away first in the lead, pursued closely by the CAM-powered Dominator of James Griffith from Burlington, NC.

In spite of numerous crashes all around him,

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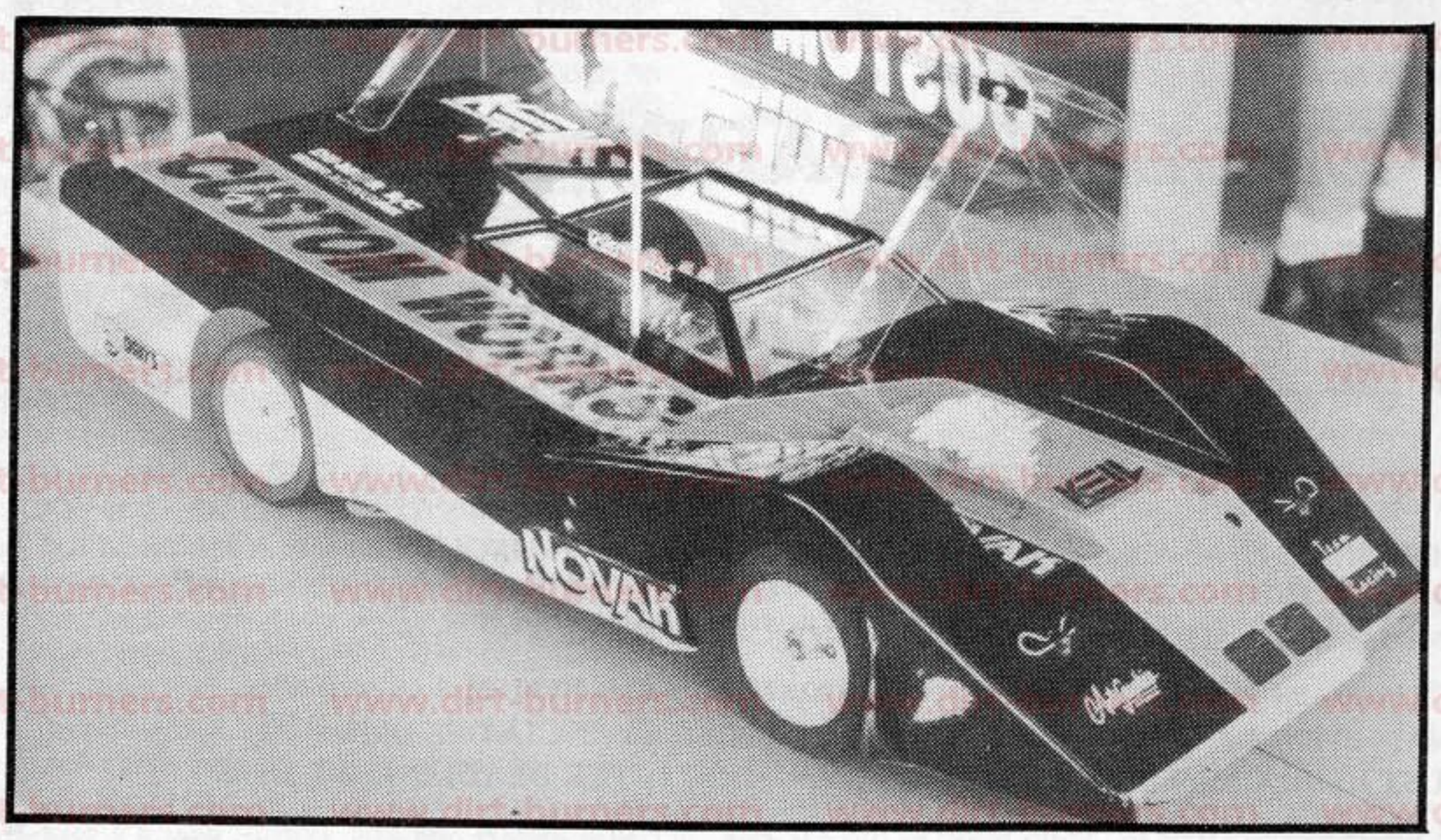
NORRCA #_____

R/C NEWS

NORRCA DIRT OVAL NATIONALS

Soderquist was holding onto the lead and looking good! However, a bad tangle with the second-place SRP car of Racers Haven manager Martin Buchanan caused the steering of Soderquist's SRP to go away. Curtis Strawn (Twister, SRP, Premier Designs) was now on Soderquist's tail, causing him to push his badly handling car to the max. At the speeds these cars were traveling, it goes without saying that steering is crucial! Soderquist watched his hopes of winning this race slip away as he connected with the concrete perimeter wall a few times with bone-jarring crunches. Strawn was now in the lead, but with the fast pace of these R/C land rockets spread out around the oval, it was next too humanly impossible to keep track of the action. (Thank God for the AMB!) Custom Works' own Brian Landgraff, freshly motivated by Twister power, managed to steal the lead with less than a minute left in the race. Landgraff took the win, followed by Strawn in second and Griffith in third. Landgraff posted the sole 40-lap run in the race, for an average speed of 270 mph.

Team Losi's Bill Carter, setting up a new Revolution motor.

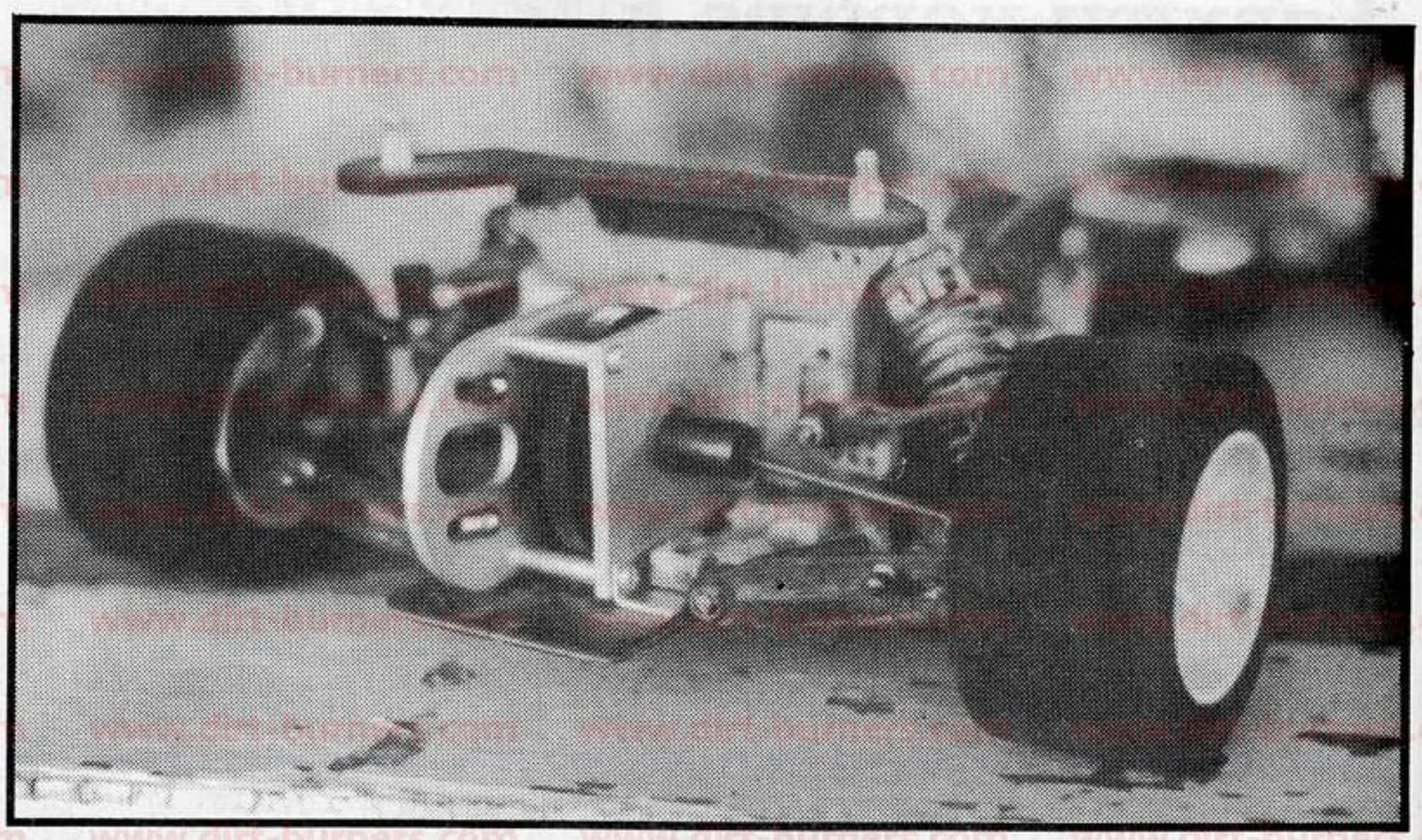


Brian Landgraff sports the new "Rocket Wedge" body from Custom Works.

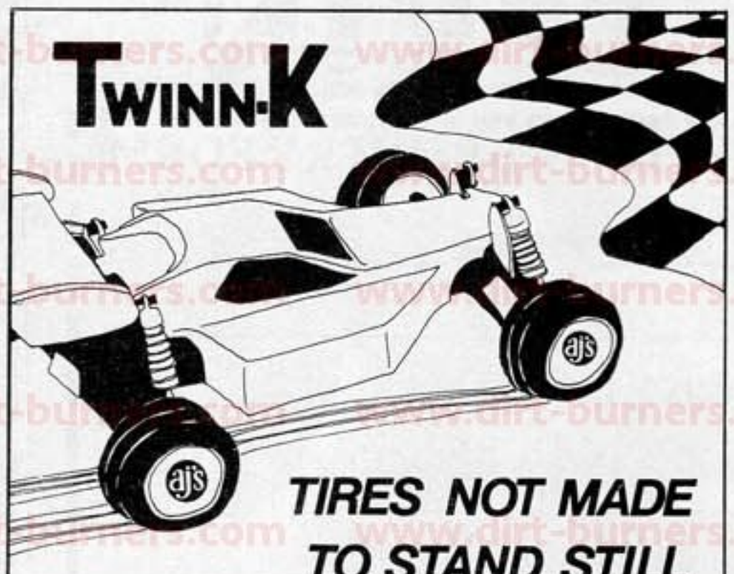
OUTLAW SPRINT A MAIN

JG Manufacturing's premier driver, John Hammer Smith, is a vertual powerhouse in this class! His Peak Performance-powered RC10 shot off the pole position with his customary wheelstand for the holeshot and then dominated the entire race! Jim Gouge (Twister, Track Master, Fast Eddie Transmissions, Ascot) battled with Rick Atwood's unlikely Cheyenne car, better known as an entry-level type car. With a basically stock car, Atwood was in seventh heaven, giving the highly sponsored heavy-hitters (with their more exotic machines) a run for their money.

Meanwhile, Smith was flying, picking off backmarkers one by one! Sometimes he nudged them a little from the rear to let them know the leader was there. Jason Takamoto's Peak Performance-powered RC10 was running in second place, searching for Smith through all the traffic.



Normally suited for on-road tracks, direct-drive trannys such as the X-Calibur from Track Master were hooking up well at the NORRCA Oval Nats.



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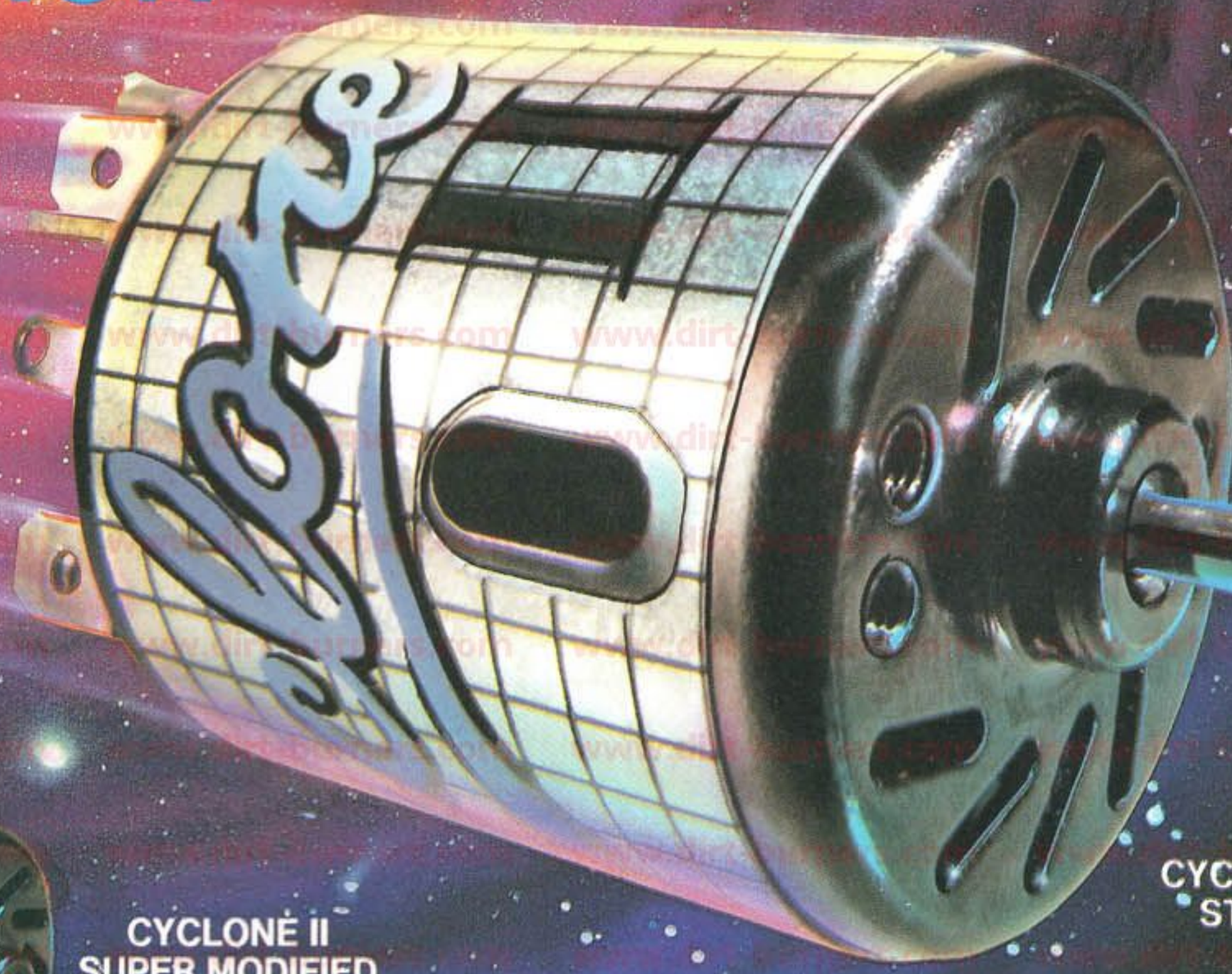

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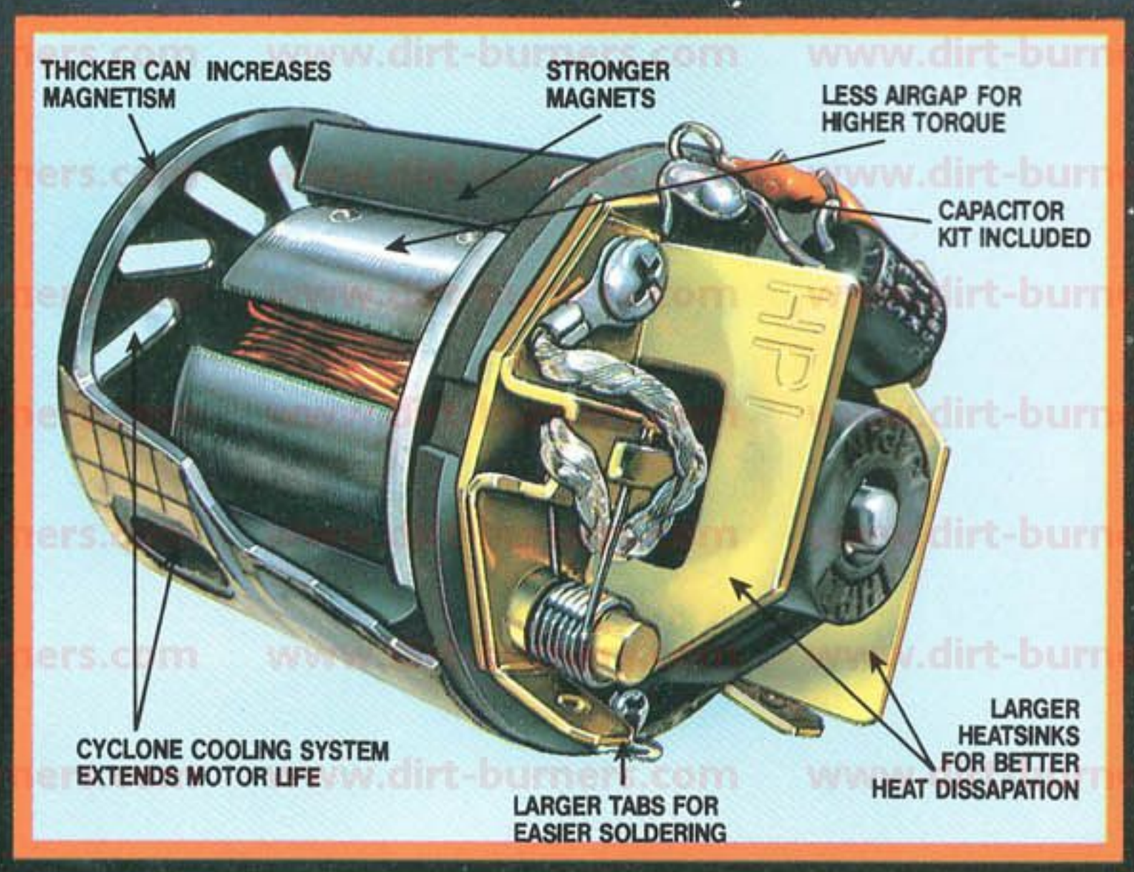

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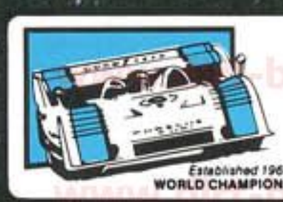

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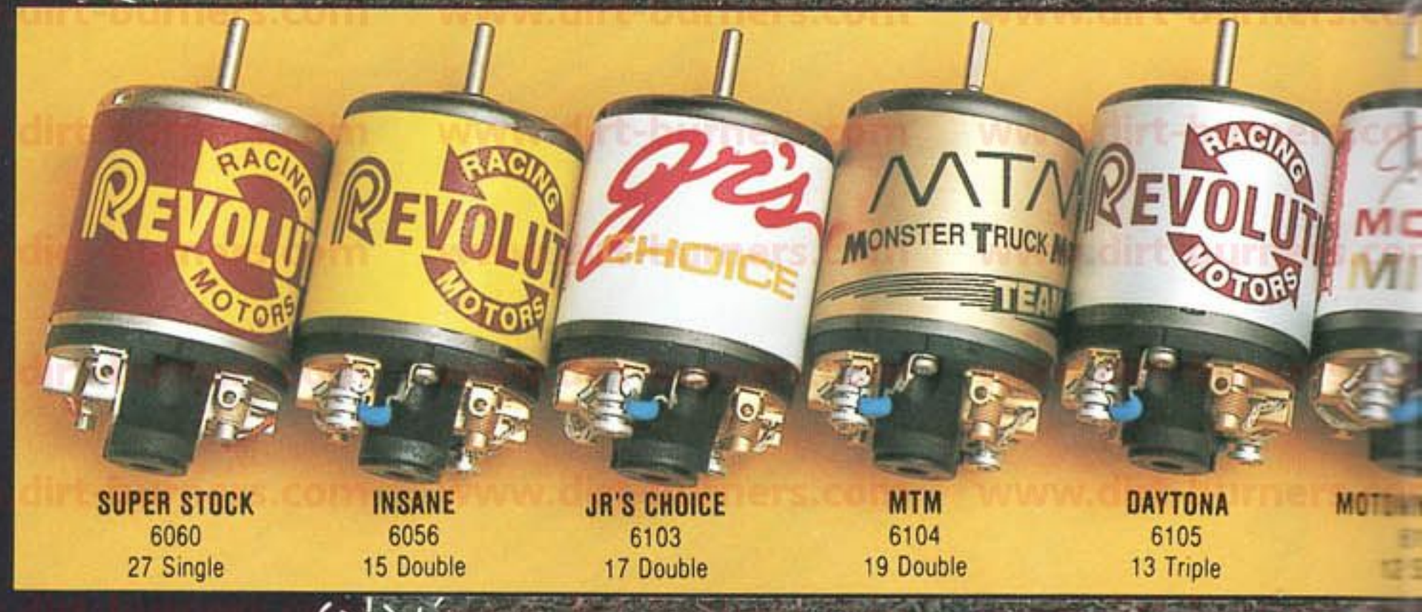

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	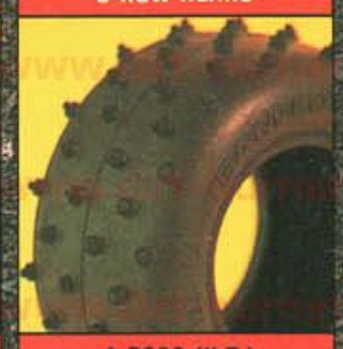
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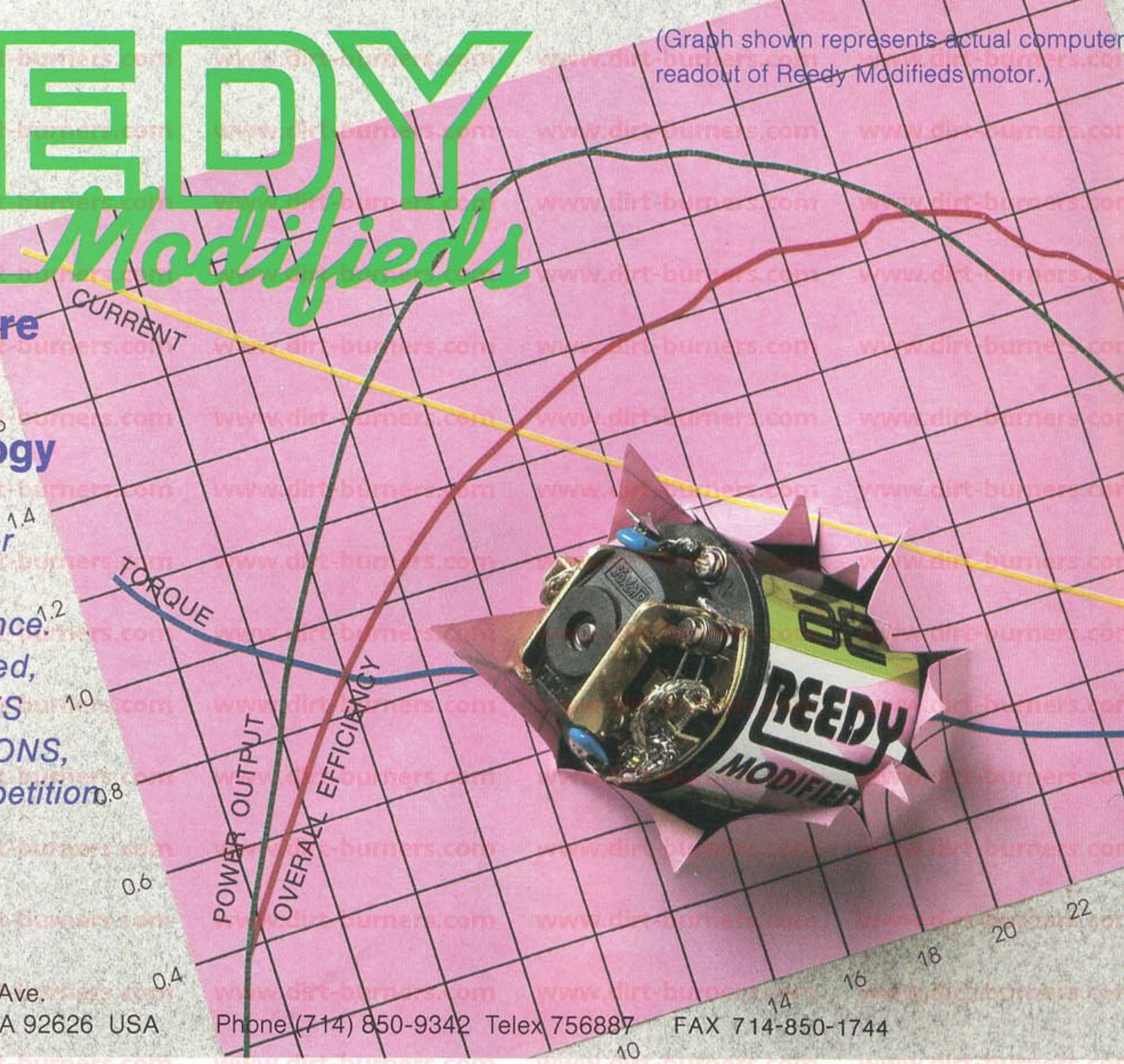

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NORRCA DIRT OVAL NATIONALS

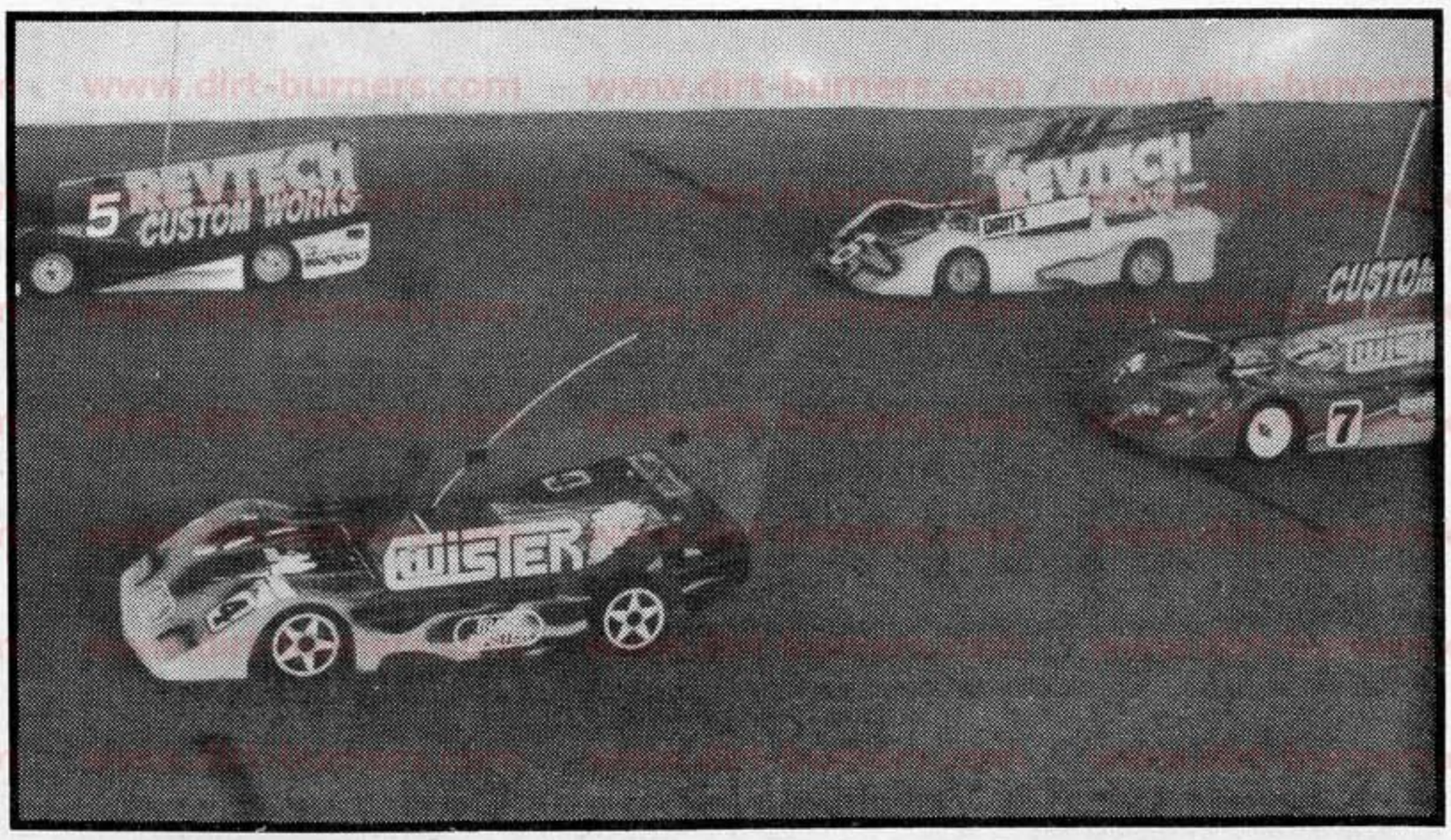
However, in the last minute of the race, the picture changed drastically. When the dust had settled, Smith was the victor, with Atwood in second. John Peterson (Twister, JG, J-Car) took third with his scratch-built car that marginally resembled a conventional sprint car with its boby removed.

2WD STOCK A MAIN

Revtech driver Scott Barber (thanks to mom, dad, and Dr. Srour) managed to break out of a massive pileup at the start of the race and took the lead, with Steve McAfee (JG), Danny Egger (the chassis of Egger's car was made out of wood!) and Clay Carrol (Revtech) all in tow. Sean Sinclair and Jorge Takamoto were early retirees in this race. Meanwhile, Carrol had fought his way into the runner-up spot but spent the majority of the race trying to pick his way through the backmarkers between him and leader Barber. At the wire it was Barber taking the checkered flag, followed by Carrol in second and Jon Vandervort (Ind.) in third. Rick Atwood ran among the leaders briefly with his infamous Cheyenne car but could only manage a fourth-place finish this time.

4WD STOCK A MAIN

TQ Brian Landgraff took the early lead at the start, but Jeff Floyd (Revtech, Team Smooth, Poor Boys, Neil's R/C) and Cliff Copeland (RPM, Pegasus Hobbies) were all over him like stink on Lindberger cheese! Sean Young (Twister, SRP, Premier Designs), having started fifth on the grid, fought his way up into the runner-up spot behind Landgraff. Young dogged Landgraff for a few laps then made a clean pass on the leader to take over the point position. Shortly afterwards, a crash in turn two caught Landgraff by surprise. Unable to react quickly enough to avoid a collision, his hopes of being a serious threat to the new leaders were dashed. At the wire, it was Young taking the checkered, with Floyd in second and Phil McKinney, up from the Texas area, in third.



The 4WD Open Trophy Dash starting grid featured the cars of Erik Soderquist (#4), Brian Landgraff (#5), Russ Hawkins (#7), and Martin Buchanan (#6).

NORRCA wishes to thank the following sponsors for their support of the 1989 Dirt Oval Nationals: Big Boy Toys, Revtech, Custom Works, Superior Racing Products, Twister, CKW, Checkpoint, McAllister Racing, Race Master, Action Trophy, Robinson Racing, Novak, Dan's RC Stuff, TMS Products, Bud's Race Case, *Competition Plus* and **R/C NEWS.**

RESULTS

4WD OPEN A MAIN: 1. Brian Landgraff, 2. Curtis Strawn, 3. James Griffith; B MAIN: 1. George Vardzik, 2. Cameron Patrick, 3. Bob Fellenbaum; C MAIN: 1. John Jenkins, 2. Jerry Casado, 3. Charles Ferrari; D MAIN: 1. Mark Gray, 2. Larry Pipp, 3. Terry Raras.

2WD OPEN A MAIN: 1. Eddie Knoles, 2. Charles Reisbol (TQ), 3. Rob Cutman; B MAIN: Kevin Stevens, 2. J.R. Sitman, 3. Bill Carter; C MAIN: 1. John Hammer Smith, 2. Wayne Breault, 3. Mark Gray; D MAIN: 1. Andy Jacobsen, 2. Eddie Mondragon, 3. Dan Carbaugh; E MAIN: 1, Neil Van Order, 2. Tim DeWitt, 3. Brandon Baker.

OUTLAW SPRINT A MAIN: 1. John Hammer Smith (TQ), 2. Rick Atwood, 3. John Peterson; B MAIN: 1. Martin Buchanan, 2. Michael Kelly, 3. Dave Barber; C MAIN: 1. Tom Rotella, 2. Andy Jacobsen, 3. Rick Houle.

4WD STOCK A MAIN: 1. Sean Young, 2. Jeff Floyd, 3. Phil McKinney; B MAIN: 1. Don Winans, 2. James Herzog, 3. Paul Williams; C MAIN: 1. Ed Mondragon Jr., 2. David Miller.

2WD STOCK A MAIN: 1. Scott Barber (TQ), 2. Clay Carroll, 3. Jon Vandervort; B MAIN: 1. Noel Jordan, 2. Larry Dunn, 3. Tom Harris; C MAIN: 1. Jerold Stevens, 2. Thomas Tilson, 3. Craig Arnold; D MAIN: 1. Derek Povah, 2. Paul Williams, 3. Peter Thomas; E MAIN: 1. Mike Patrick, 2. John Rodriguez, 3. Hugh Woods.

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ROAR REGION III 1/10 & 1/12 ON ROAD CHAMPS

1/12 Open Class (left to right, back row): Dwight Smith, Lee Morrison, Jason Temme, Phil Zimmerman, Andy Dobson, Carl Christy, Mike Blackstock, Joe Lawrence; and (front row) Wayne Gerber Jr., Lori and Mike Seubert.

"We Had A Blast At Metrofast!"

Story by Linda Carrubba
Photos by Vicky Carrubba

Hanover Park, IL, recently played host to the 1989 ROAR Region III 1/10 and 1/12 six-cell On-Road Championship at Metrofast Raceways, which turned out to be one of the most exciting races of the year! Everything went smoothly at Metrofast's first major race, which was, interestingly enough, the first carpet Regional in ROAR history!

Also interesting was that fact that Metrofast put on this outstanding event without additional support from sponsors. The, motors, trophies, etc., were all provided by the raceway, although the prizes were donated by many different manufacturers.

Located in the middle of a small shopping center, the Metrofast complex itself is *huge!* The track area alone is 124′ x 48′, with an elevated drivers' stand, complete with wheelchair ramp, and spectator stands. The facility also provides plenty of pitting area with full hook-ups, a fully stocked hobby shop, many video games, and a snack shop that seats 35 people. The complex is so well lighted that it seems like high-noon at all hours of the day and night. Wide open, with no walls between the hobby shop and the track or anything else, definitely made the place seem enormous!

Metrofast also used a system of rubber tubing covered by custom-made plastic as "walls" on the track to outline the course, which caused very little damage to the cars, if any, when they hit.

Many R/C celebrities were on hand but did not race. "Don-don" Jones came to lend moral support to local racers before going on to Australia. (Good luck, Don!) Chris Doseck and Terry Rott also came for the fun and helped any and all racers who asked. Team Skull Racing even dropped by to make some noise.

Parma International, Inc., set up a display of their car and van bodies, including a car-hauling trailer. They even had a slot car display, and all the paint jobs were terrific!

Some pit crew members were walking around with *very* dark circles under their eyes on race day. Since the first qualifier was run the night before, many crews were up until dawn working on motors, batteries, tires, gears, etc. In fact, Wimpy motor builders were up until 4:30 a.m., and whatever magic they conjured up must have worked, as Team Gonzo/Wimpy turned in a fine showing over the weekend.

Also doing well was Michael Blackstock, who finally broke his streak of bad luck and placed in the A Main, using Chuck "Endless" Sommers' 12L and Magnum. However, when Sommers' car broke in his A Main run, Blackstock borrowed Aaron Treppa's 12L and raced that. Nice work, Blackstock, glad to see you back in the A!

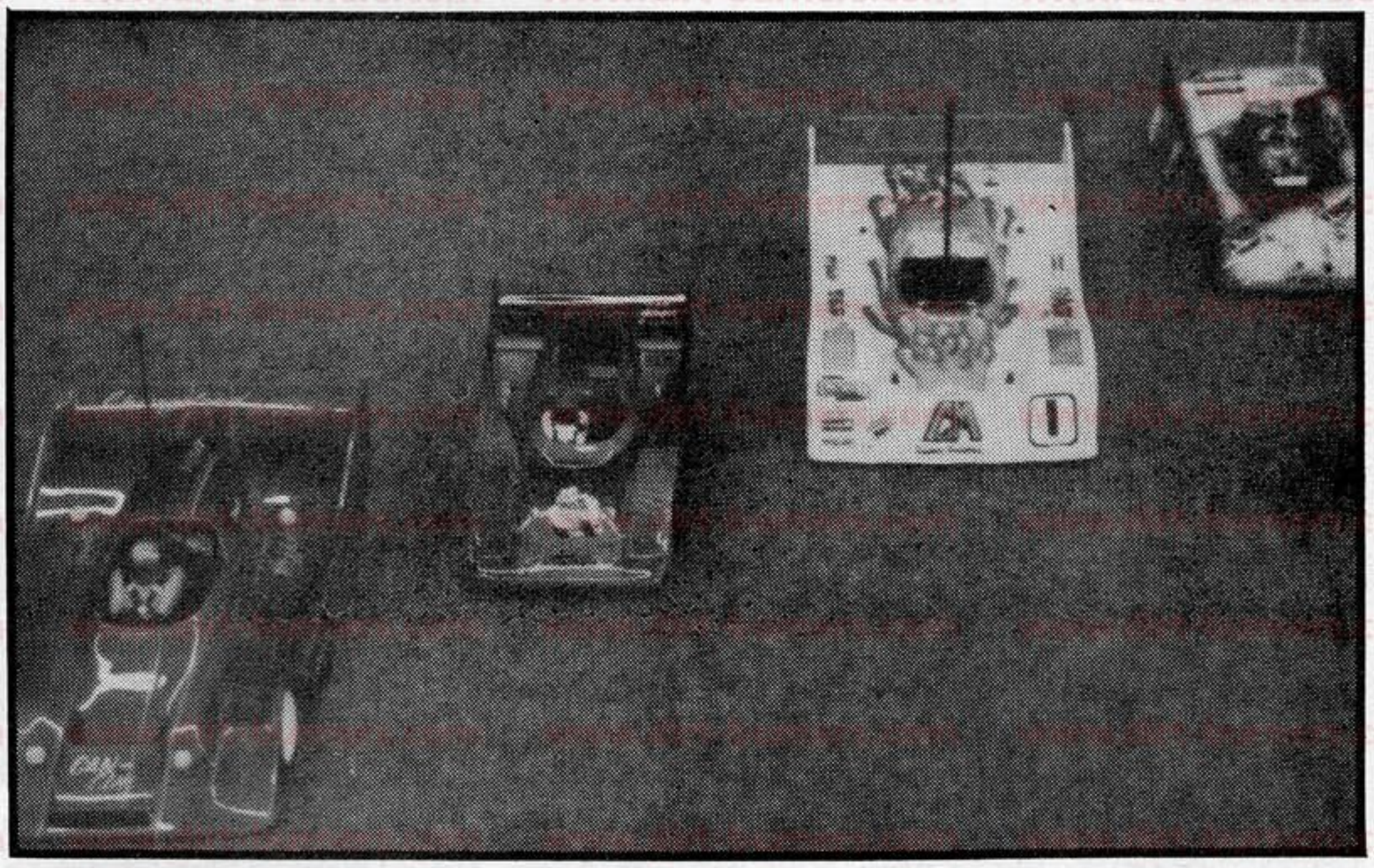
QUALIFYING & CONCOURS

All the qualifiers were run following the IFMAR staggered-starting format. (First one car would start, and then a few seconds later another car would start.) The drivers were racing against the clock, not other drivers, so it was sometimes hard for spectators to keep track of leaders. Nevertheless, the fastest times were announced throughout each heat to keep everyone informed. The IFMAR system worked well, as it kept crashes to a minimum and allowed the racers to get their best possible times.

When all was said and done, the top qualifiers for the four classes were: 1/12 Stock, Stan Naymola; 1/12 Open, Mike Seubert; 1/10 Stock, Chuck Sommers; and 1/10 Open, Mike Seubert.

While everyone was unwinding from the fourth qualifier and waiting for the mains to be set up, the Concours was held. Judges for the event included Dave Clary, Chris Doseck, and Frank Killam, who awarded four cars the top three spots! First place was awarded to Mike Engstrom's 1/10 scale dark blue car, hand-lettered with "Chicagoland Hobby" on the body. Mike thanks Dave Bosak. Taking second was Dan Dubrule's 1/12 scale green, black, and orange beauty, with "Arlington Hobby" lettered

on it. Tying for third was Mike Seubert's 1/10 scale white body with blue and pink bubbles, and Matt Dahm's 1/12 scale beauty.



The top four Concours cars (from left to right) included the first-place entry of Mike Engstrom's, Dan Dubrule's runner-up, and two cars tied for third — that of Mike Seubert and Matt Dahm.

THE MAINS

This first main was started at 4:30 p.m., with the running of the 1/12 Stock C Main. At the end of the eight minutes, Frank Boling took the win with 31 laps, followed by William Shorts in second, Mark Sager third, and Jim Piersol in fourth.

In the 1/12 Stock B Main, Neal (Mr. Lighten-up) Everhart had taken the lead at the two-minute mark, with Tony Mancinelli trying to catch him. However, it was Everhart's race all the way down to the wire, and he was announced the winner with 32 laps when the horn sounded. Tony Mancinelli finished second with 31 laps, followed by Mike Carter, also with 31 laps, in third.

Since all the A Mains were scheduled to be run last, next up was the 1/12 Open E Main. "Spaceman Spiff" started out in the lead and he was able to maintain that position for the entire eight minutes, finishing on top with 29 laps. Following in second was Pete Eichler with 28 laps, while Jeff Jansen was awarded third for his 27-lap effort.

The D Open Main featured a clean start, with Matt Ledger taking the lead, followed by Matt Dahm. Meanwhile, Chuck Pfahler and Jim Pierson were battling for third. However, at halftime Mike Pulfer overtook Pierson and jumped into the third-place spot. With Ledger still in the lead and Pfahler only about 10 feet behind, a wheel suddenly went sailing across the track, knocking Pierson completely out of the game. With two minutes to go, Ledger touched a wall and Pfahler started to close in on first place. However, Ledger was able to maintain his position to the final horn and was awarded the win with 33 laps. Finishing close behind was runner-up Pfahler with 32 laps, while Dahm managed to captured third with 31 laps, just two seconds ahead of Tom Alff in fourth.

The 1/12 Open C Main featured so many position changes during the eight minutes that it was hard to tell who was where and when! The race began with Aaron Treppa in the lead and Jeff O'Malley chasing him. However, after one minute it was Dave Pulfer in the lead, followed by Treppa in second and Ryan Moore in third. Moore then managed to pass both Treppa and Pulfer to assume the lead around the two-minute mark. The top three maintained their positions midway through the race, with Moore leading, followed by Treppa in second, and Pulfer right on his tail. However, running close behind in fourth was Conan Honeck. From there, it took him only a minute to work his way into second place! With one minute remaining, Dave Arnold managed to move into third, but he had his work cut out for him trying to stay ahead of Pulfer! At the sound of the horn, Moore captured first place with a lap time of 35/8:08.9. Honeck followed in second with 35/8:11.6, and Dave Arnold managed to hang on for third turning a run of 35/8:19.5.

In the 1/12 Open B Main, Bill Jeric started out in the lead, closely followed by Scott Smith. However, Smith passed Jeric within three laps, while Dan Louis moved into third. At the two-minute mark, Smith was still running in front, but Louis had moved into second, relegating Jeric to third, with Glenn Ornat close behind and trying to pass. However, Jeric would have none of it! Passing Louis at the halfway mark, he began to close in on the leader. Jeric hit a board, giving Smith a little breathing room, until the leader started to slow. By the six-minute mark, however, the entire field had changed! Glenn Ornat had assumed the lead, followed by Jim Hoffmann in the runner-up spot, while Jeric had dropped back to third and was holding Steve Verona at bay. Again, Jeric put the pedal to the metal and passed Hoffman with one minute to go and began chasing down Ornat. However, the clock ran out and Ornat was declared the winner with 35/8:04.5, followed by Jeric in second with 35/8:06.9. Meanwhile, Chad Coppock, in a sudden burst of speed, passed the pack to finish third with 35/8:11.6. Steve Verona and Jim Hoffmann finished on the same lap, in fourth and fifth, respectfully. Needless to say, it was a close race and very enjoyable to watch.

Immediately following was the 1/10 Stock F Main, in which only two of the scheduled drivers were able to start. Michael Soonhein drove his way into first with little trouble, followed by C.J. Fisher in second.

The 1/10 Stock E Main featured George Hayden taking an early lead, with Jason Haab running second, followed by Chuck Giannone in third. Haab assumed the lead for a time, but Hayden was able to regain his position at the one-minute mark. With just 30 seconds to go, however, Aaron Alexander managed to work his way into the lead, and by the time the horn sounded, Alexander was declared the winner with 14/4:01.0. Haab again moved up to finish second with 14/4:13.5, while Hayden had to settle for third with 14/4:15.1 in yet another extremely exciting race!

Tom Bourne took an early lead in the 1/10 Stock D Main, followed by Eric Alexander in second. However, the lead changed with every lap, and cars were crashing everywhere! After all the chaos, Darrell Fuller came out on top with 15/4:01.7, followed by Bourne in second with 15/4:03.7, and Jon Tidey third with 15/4:06.4. Finishing very close behind were early runner-up Eric Alexander, who finished fourth, and Randy Peters in fifth, both with 15 laps, in one of the more brutal races of the weekend!

Starting out with a crash was the 1/10 Stock

A view of the Metrofast Raceways track, as seen from the spectator area. The track itself measures 124′ x 48′.

REGION III ON ROAD CHAMPS

1/12 Stock Class (left to right): Mike Becker, Chuck Sommers, Mike Ellis, Bryan Klamer, Ted McCarthy, Mario Liberman, Joe Fitzpatrick, Sean Cochran, Bill Worrel and Stan Naymola.

C Main. Dan Dubrule had taken off in the lead, followed by Jeff Koller in second and Keith Madelung in third. When Koller and Madelung tangled, Shane Winchester moved into third. With 2½ minutes down, Dan Dubrule hit a wall, while Tom Alff moved into second and began to close in on the leader. Meanwhile, Winchester was still running in third. With one minute left, Alff assumed the lead, while Madelung and Winchester battled it out for the runner-up spot. At the horn Alff captured the win with 16/4:09.3, followed by Dubrule in second with 16/4:10.2. Madelung captured third by a mere .5 seconds with his run of 15/4:01.*1,* while fourth place went to Shane Winchester *very* close behind with 15/4:01.*6!*

Scott Greger took the early lead in the 1/10 Stock B Main, followed by Nick Cacciola in second and Ed Reuter in third. With one minute down, Cacciola hit a wall but maintained his runner-up position. Halfway through the race Cacciola was battling Gerger for the top spot, however, he again tapped a board, giving Greger some breathing room. Cacciola spent the last few laps flying around the track, trying to catch Greger, who was stuck behind slower traffic. Cacciola almost made it, but when the horn sounded, he fell 99/100ths of a second short! Greger captured the win with a lap/time of 16/4:02.0, followed by Cacciola in second with 16/4:02.99, and Ed Reuter in third with 16/4:11.6, to end the race in the same order as they began!

1/10 Stock (back row): Jason Wilhelm, Rick Knapp, Stan Naymola, Bill Worrel, Neal Everhart, Aaron Treppa, Joe Fitzpatrick; and (front row) Mike Becker, Scott Linder, and Chuck Sommers.

In the 1/12 Open D Main, Paul Johnston captured a win with 15/4:08.5, followed by Larry Papi in second with 14/4:05.2. Rick Alexander followed in third with 14/4:11.5, while Jeff Jansen finished fourth with 14/4:17.7.

The early leader in the 1/12 Open C Main was Glenn Ornat, with runner-up Steve Mancinelli and third-place Dennis Boettge in tow. Mancinelli pressured Ornat for the entire race and eventually came out on top with 17/4:01.7. Ornat had to settle for second with 17/4:10.9, while Chris Kueng was awarded third with 17/4:18.8.

Dennis Waszak took the lead in the 1/10 Open B Main, followed by Steve Verona and Ken Pepe. With one minute down, Waszak continued in the lead, however, Eric Whitrock had moved into second, and the third spot was being hotly contested between Verona and Mark Sweeny. The top two remained in their positions at the halfway mark, but Verona was now battling Mike Pulfer for third. Waszak went on to capture the win, but only by 4/10ths of a second, with 18/4:13.*1, while* Whitrock claimed second with a very close 18/4:13.*5!* Steve Verona finally managed to captured third with 18/4:14.5.

THE A MAINS

With all the other mains already run, it was time for the four A Main events! Up first were the 1/12 Stock A Main drivers led by Stan Naymola. Following in second and third were Bill Worrel and Mike Becker. However, Stan was definitely the *"main man"*, as he was impossible to catch! At the four-minute mark, the top three remained the same, while Ted McCarthy worked his way into fourth. In fact, the fourth-place position was the only position change during the

Class winners (left to right): Scott Linder, 1/10 Stock; Bud Bartos, 1/10 Open; Wayne Gerber Jr., 1/12 Open; and Stan Naymola (not shown), 1/12 Stock.

first seven minutes! After taking over fourth place, Sean Cochran set his sights on Becker in third. When the horn sounded, Stan Naymola became a local hero by taking the 1/12 Stock Class title of the 1989 ROAR Region III On-Road Champs with a winning score of 34/8:12.5. Worrel followed in second with 33/8:06.5, while Cochran finally managed to pass Becker and round out the top three with his run of 33/8:07.1.

In the 1/12 Open A Main, Wayne Gerber Jr. took the lead, with Mike Seubert, Jason Temme, Mike Blackstock and Dwight Smith freight-training behind him. Turning 13-second laps during the first minute, Gerber managed to extend his lead. Meanwhile, Seubert kept the pressure on, while Lee Morrison made a valiant attempt to catch the leaders. In fact, one of Morrison's laps was clocked at 12.7 seconds! A little after the four-minute mark, however, Andy Dobson moved in to battle Morrison for third. With three minutes left in the race, leader Seubert encountered a problem with a board, and Gerber took off in the lead with no challengers. With only a minute to go, Gerber was two turns ahead of runner-up Seubert, while Joe Lawrence battled Dobson and Blackstock for third. At the sound of the horn, Wayne Gerber Jr. became the 1/12 Open Class Champ with 36/8:05.2, while Lawrence managed to pass everyone else for second with 36/8:10.2. Blackstock rounded out the top three on borrowed equipment with 36/8:10.9.

In the battle for the 1/10 Stock A Main title, Scott Linder jumped into the lead, followed by Joe Fitzpatrick and Chuck Sommers in second and third. However, when Sommers bumped a wall about halfway through the race, Aaron Treppa took over the third spot. With only one minute to go, Linder remainded in the lead with Fitzpatrick close behind. Meanwhile, Sommers had skillfully and quickly worked his way back into third. Scott Linder went on to become the 1/10 Stock Champ with 17/4:02.5, followed by Fitzpatrick in second with 17/4:04.3. Sommers held on to capture third with 17/4:05.0, while Aaron Treppa had to settle for fourth with 17/4:05.3 in a very close race.

Looking down from the drivers' stand, one could also watch the bustling activity in the Metrofast pit area.

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The last race of the day was ready to go, the 1/10 Open A Main drivers were introduced in qualifying order, and the race was on! Mike Seubert got the early lead, followed by Bud Bartos, Frank Killam and Dwight Smith, in that order. Unfortunately for Dave Pulfer, he had experienced car trouble on the line and was forced to pull out of the race. In another tough break, Seubert cut a corner a bit too tight and hit the wall. Bartos took quick advantage of Seubert's mistake and assumed the lead. Smith followed suit and passed Seubert for second place. At the halfway point, Bartos had amassed a half-lap lead ahead of runner-up Smith, who was closely followed by Seubert. However, Carl Christy, Bill Jeric and Joe Lawrence were right behind Seubert, just waiting for a mistake or a chance to pass. Bartos was awesome and never slowed down in the four-minute race. His driving was flawless and the car was a rocket — no one was able to even come close to him! When the final horn sounded, Bud Bartos had become the 1/10 Open Class Champ with his run of 19/4:08.5. Smith followed in second with 18/4:00.5, and Seubert managed to finish third with 18/4:01.8. Finishing fourth was Christy with 18/4:09.0, followed by Jeric in fifth with 18/4:09.9. Rounding out the top six spots was Lawrence with 18/4:14.3 in a very close and exciting race!

Immediately following the mains, all the trophies were handed out to eligible drivers. Mike Seubert and Team Gonzo/Wimpy gave away Seubert's batteries and motors from both top qualifying runs, while Wayne Gerber Jr. and Power Push gave away Gerber's batteries from his 1/12 Open A Main win — a gesture well liked by all racers! Needless to say, the winners of the batteries and motors were thrilled — maybe this should become an R/C tradition at all major races!

Thanks to the following companies, which donated prizes to be given out during the race: Air Age, Airtronics, Associated, Astro Flight, BoLink, Bud's Racing Products, *Competition Plus,* Custom Racing Products, Dahm's, Fantom, Great Planes, Hyperdrive, Kimbrough, Lite-Speed, Modeling Racing Products, Paragon, Power Pack, Power Push, Product Design, Proline, Racer's Choice, Revtech, Sassy Chassis, Scat Racing Products, Simply Awesome, Stage III, T.M. R/C Racing Components, Traxxas, Twinn-K, Twister, and Verona Racing Products. With so many prizes at one race, almost everyone took something home!

Metrofast's Tamara Heppert also wishes to thank all the racers who attended the event and hopes that they'll come back anytime to race. If you'd like a schedule, just give her a call. She also wishes to thank the following people for their help in making the race run so smoothly: Bob Voltz, Chuck Jacobs, Ed Reuter, Bryan Klamer, Connie Voltz, Grant Brinkley, Brian Jurczewski, Bob Dziedic, Paul Heppert, Jason Zarling, Bob and Jean Lebak, Lori Voltz, Linda Voltz, Bob Husted, Garry Otto, Bill Watson, Jennifer Husted, concours judges Dave Clary, Chris Doseck and Frank Killam, and of course, the guest announcers, Ted McCarthey, Carl Christy and Frank Killam. Needless to say, the racers and guests thank Tamara and crew for doing a *great* job!

Finally, I would personally like to thank Mark Davis for his good ideas in helping me write this article, as well as Don Holub for his suggestions. I'd also like to thank Wayne Blackstock, Carl Christy and Tamara Heppert for getting me involved in writing this article. ●R/C●

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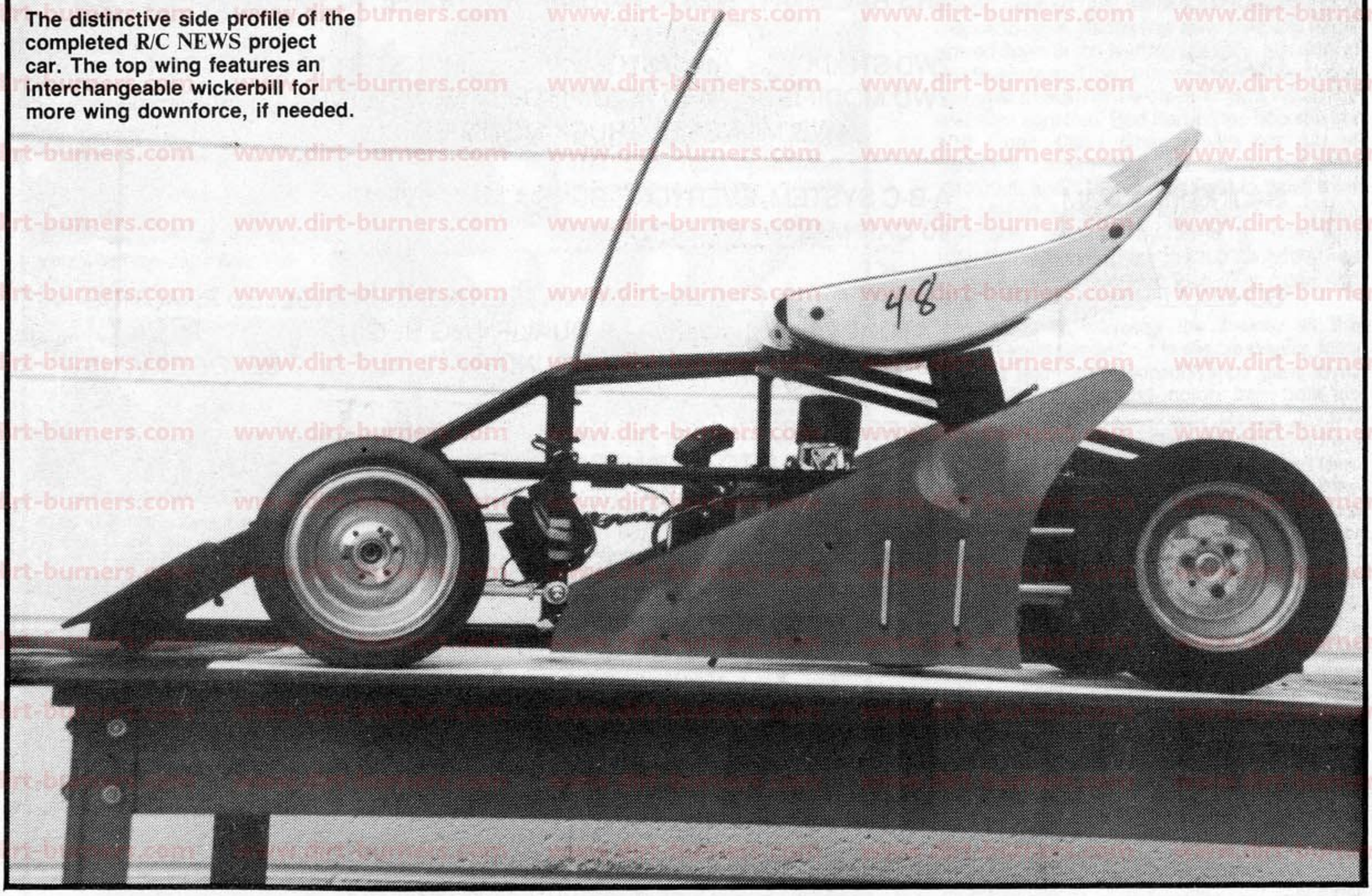
R/C PROJECT CAR — PART II



The distinctive side profile of the completed R/C NEWS project car. The top wing features an interchangeable wickerbill for more wing downforce, if needed.

THE COMPLETED CAR!

Review by Derek Neil
Photos by Dan Laycock

The **R/C NEWS** project car was finally completed the third week of July and was set on the ground on its own wheels!

Some test laps were run to check the radio gear at slow speeds. After checking nuts and bolts and everything else on the car, the speed was increased. Early testing showed the car to be very stable at high speeds — handling in the corners was solid. As of this writing, the car hadn't been raced in competition, but we'll have a complete update soon.

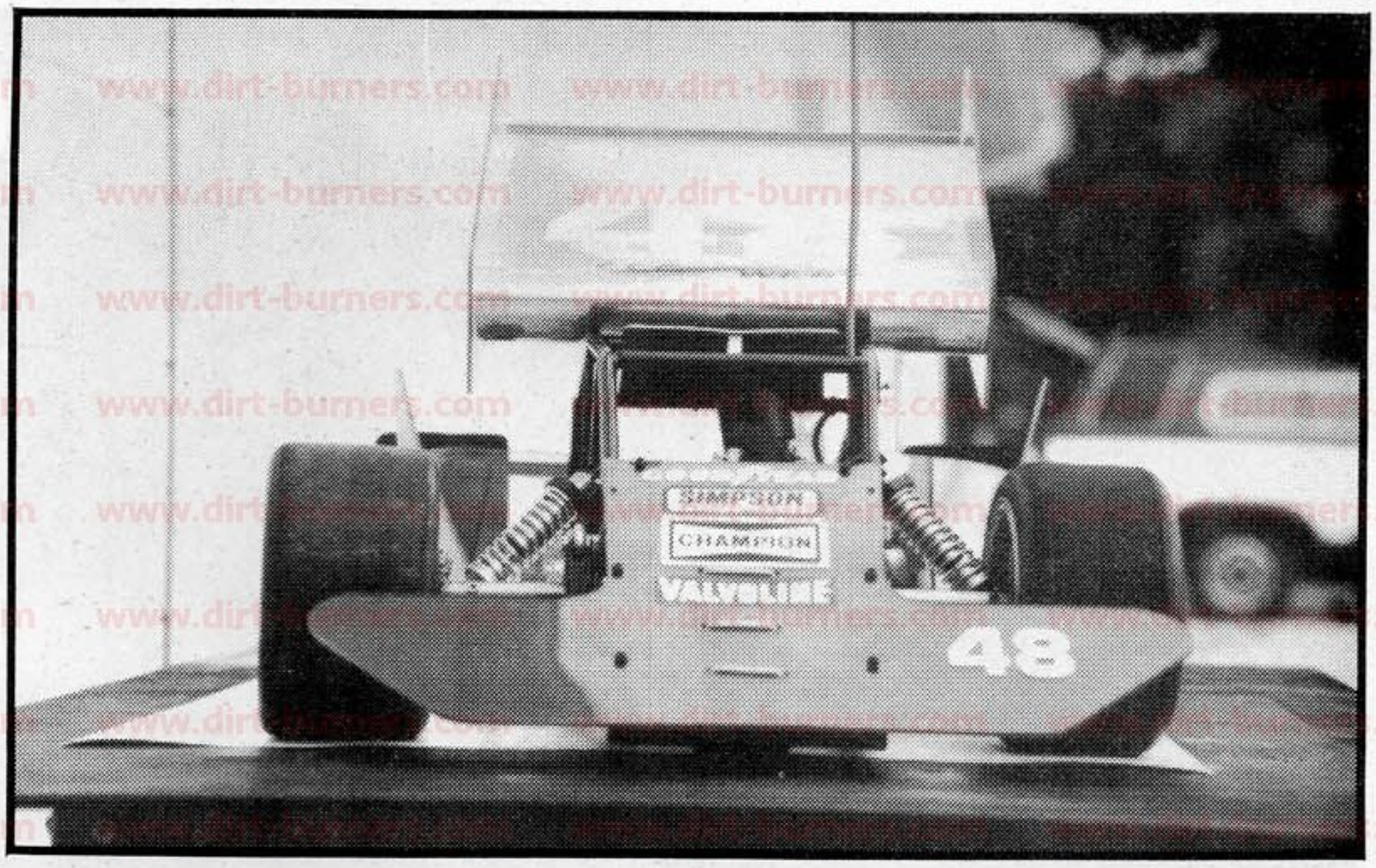
The project car features all Skellinger running gear, front and rear. The front axle is located by double radius rods on the right side and a single radius rod on the left. The WCM coil over attaches directly to the axle at the bottom and to the frame on the top. The shock is angled to work with the travel of the axle, without binding the shock rod or coil over. A panhard bar locates the axle in relation to the frame, as the radius rods control the axle swing. The single-steering servo is located under the axle to eliminate the bump steer.

The rear end features the beautiful Skellinger quick-change gear box, which transfers the power from the engine to the tires. In the suspension are twin parallel radius rods, which attach from the frame uprights to the axle bearing birdcages. Another panhard bar locates the rear end in the frame, and the WCM shocks mount behind the rear axle to the birdcages up to the frame rail.

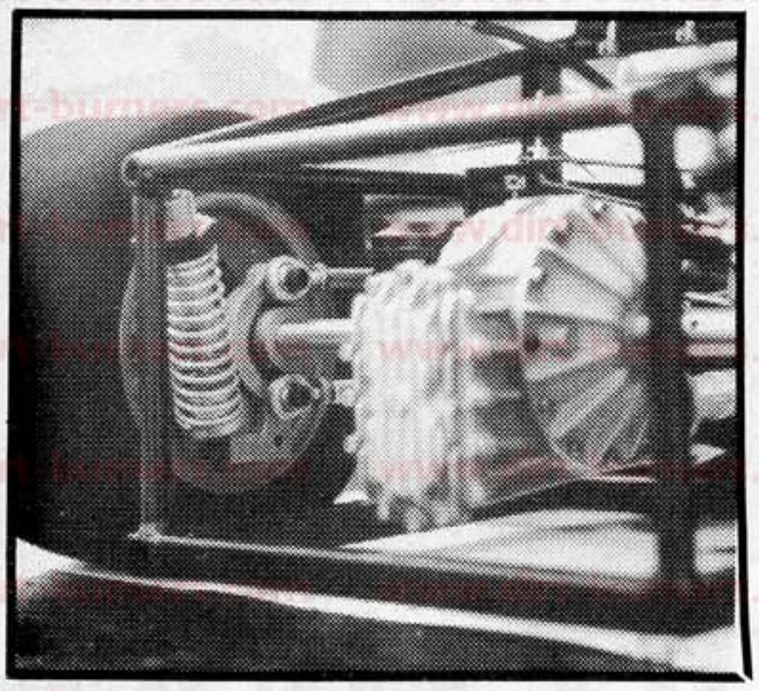
The motor lay on its side to lower the center of gravity but still has room to clear the exhaust header pipe. The Skellinger clutch and brake housing hooks the motor to the rear end with a universal joint and has an overkill disbrake in the driveline. The throttle servo is located in the left rear of the car to work the throttle and brake linkage.

The body is made of Lexan plastic, with a front bumper incorporated in the front air device. The side pods are made as a nerf bar, with clear tops to deflect the air up under the top wing, which helps increase the effectiveness of the wing. The top wing is crafted from 6061 t6 Aluminum and is taken from a full-scale race team's wing tunnel

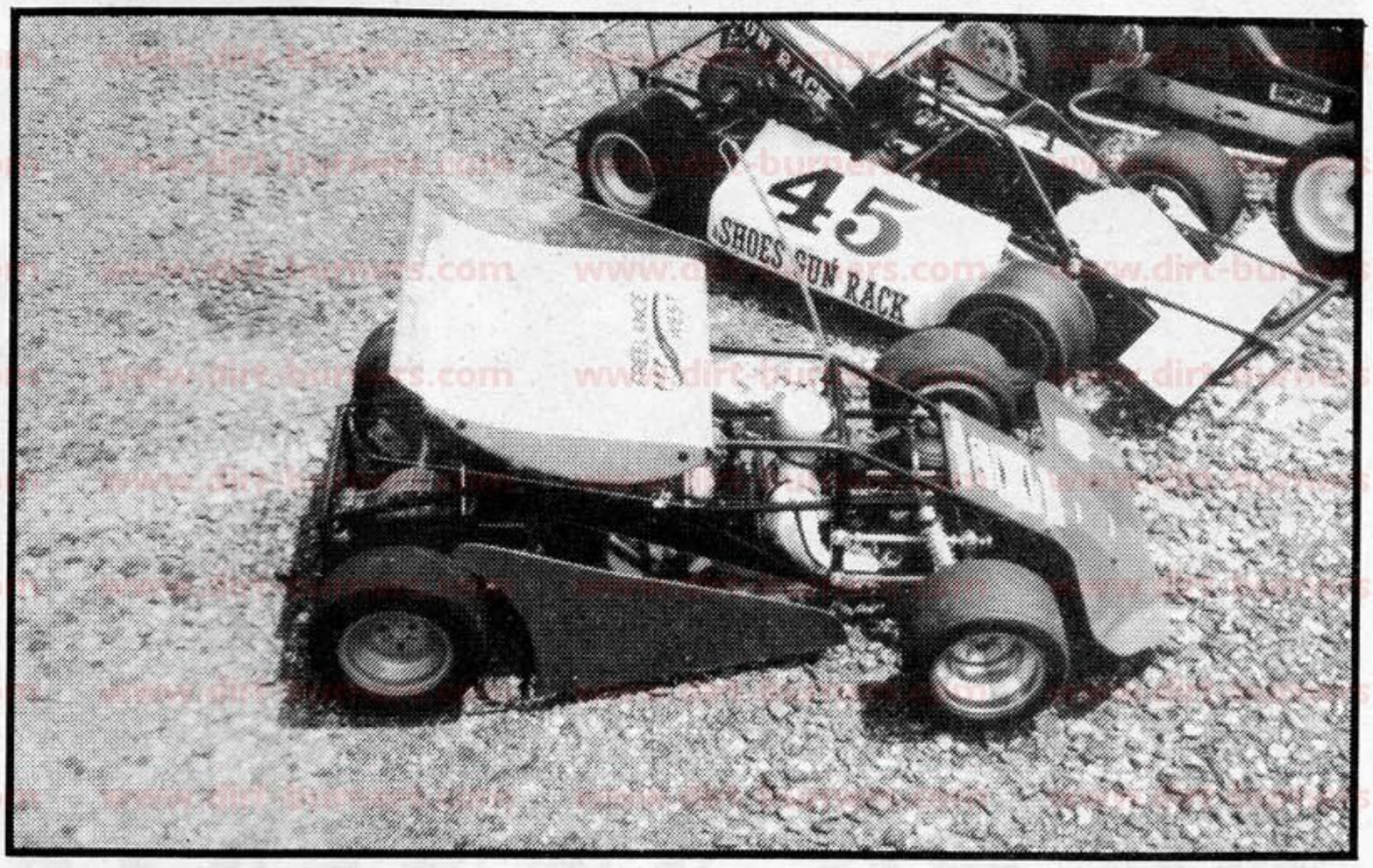
The right front of the project car. The shock is mounted directly to the frame and axle.



A view of the project car, head on: Notice the shock angles and the nose piece, made of lexan plastic.



The Skellinger rear end takes power from the motor to the wheels.



The completed project car (foreground) seated next to a WCM Modified.

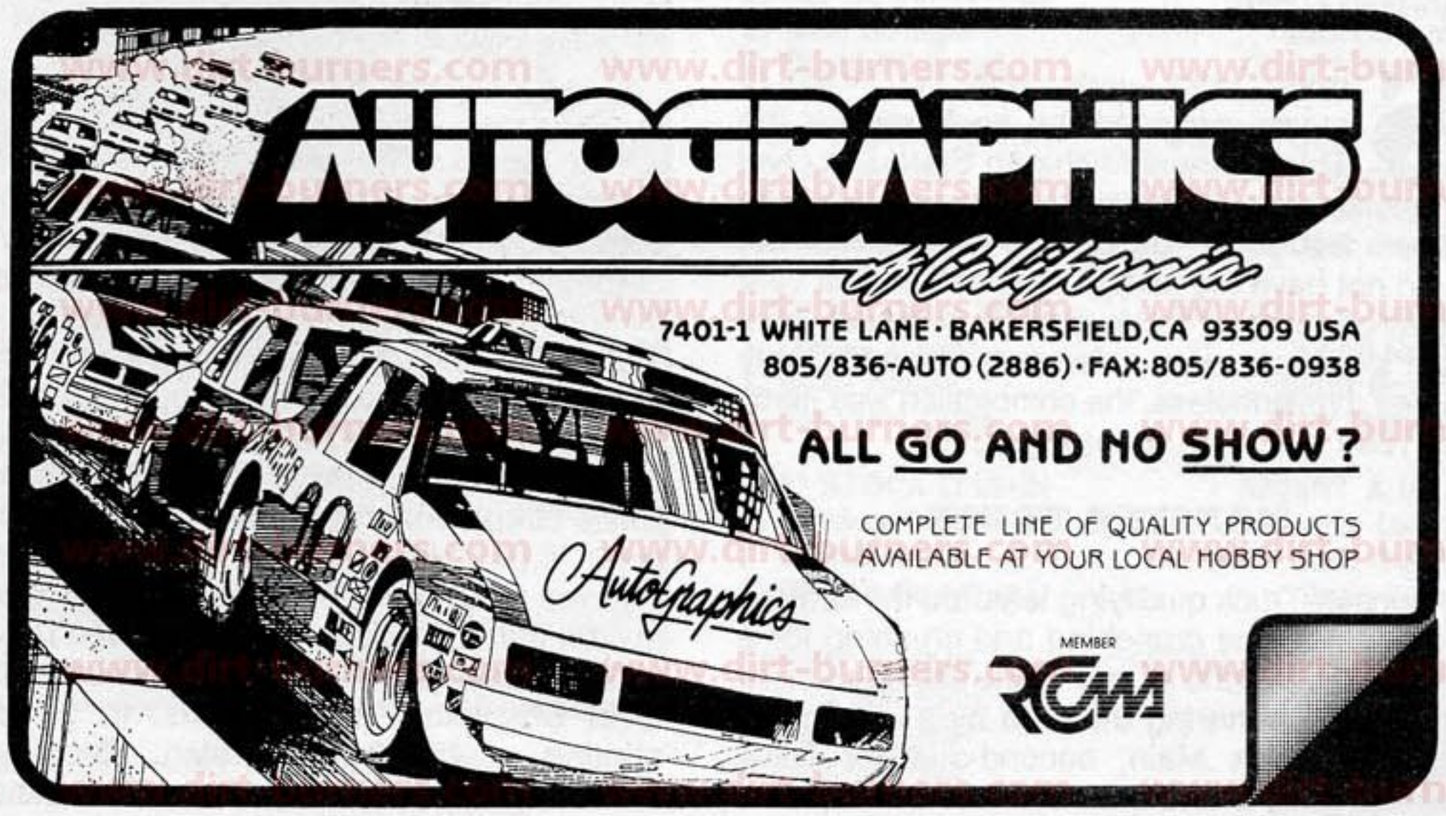
design. A wickerbill, or Gurney flap, is designed into the rear edge. The Gurney flap's purpose is to increase the wing's downforce, without increasing drag. The flap can be changed by sliding out one and inserting another of a different height. This wing comes from Freelance West.

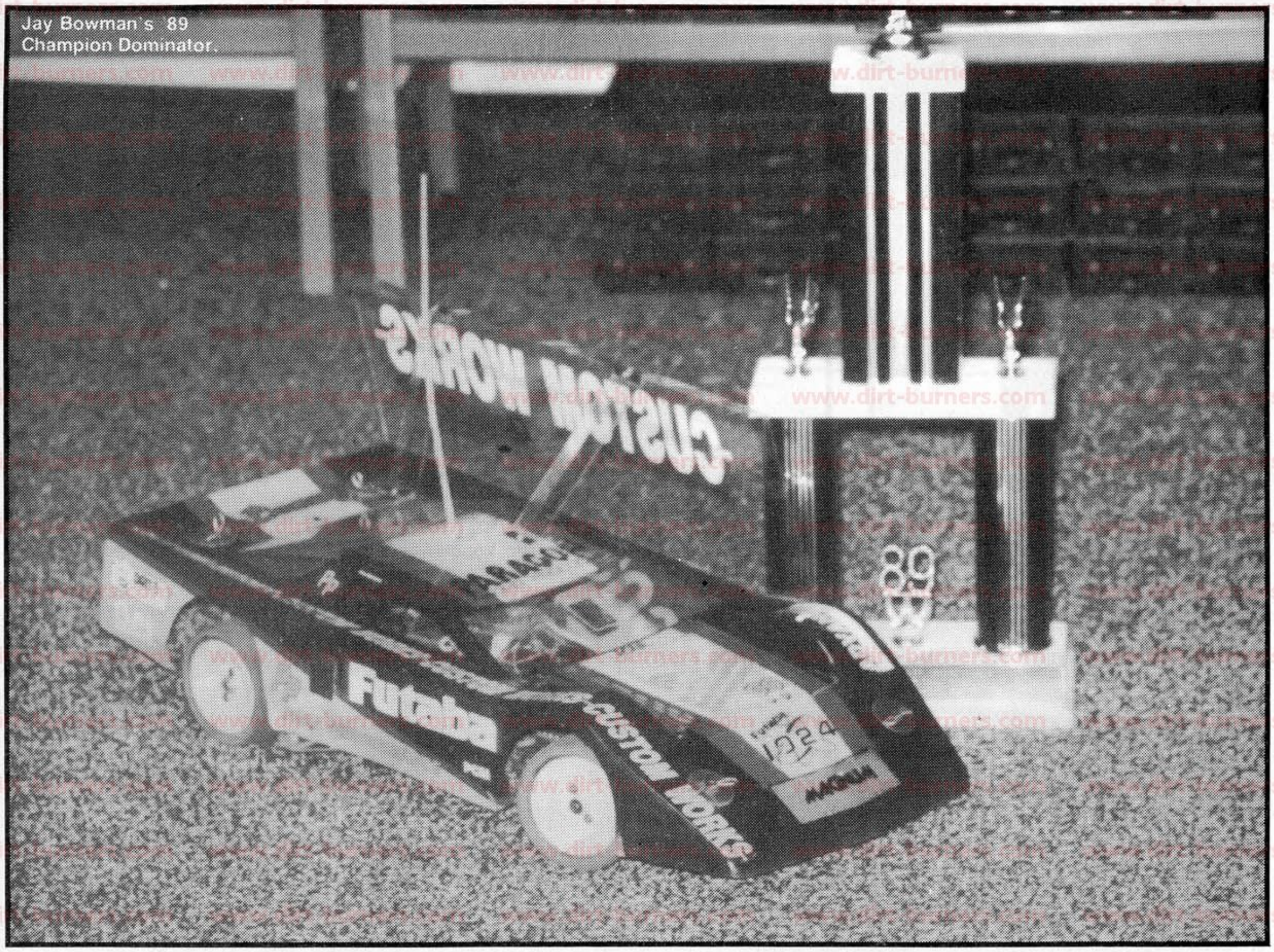
The car, due to the design of the frame, weighs 2½ pounds over QSAC's minimum-weight rule. However, now that the car has been finished, it's been put on a diet and should end up right on the weight limit! Left-to-right ballist is 52 percent left and 48 percent right. Front-to-rear ballist will be adjusted from track to track by movement of the top wing position.

As you can see in the pictures, the car looks almost the same as the WCM Modified, but it runs and handles more like a sprint car on the track. The early test show lots of promise, as the car is fast and easy to handle and can very easily be trimmed out with aerodynamics. If you have any further questions about the car, you may contact R.C. Express, P.O. Box 24298, Speedway, IN 46224, Attn: Wayne Leary.

Stay tuned for an upcoming report on how the R/C NEWS project car works in competition!

•R/C•





THIRD ANNUAL DIRT OVAL MICHIGAN STATE CHAMPS

Story and photos
By Ben D. Wire

Strong, cold winds, with the threat of storm, provided the backdrop for the Third Annual Michigan State Dirt Oval Championship. The Kalamazoo County Miniature Racers 1/10 scale "Big D" was hard packed, but it did not have the same "sparkle" as last year when all existing track records were set. Last year's records were safe, as the speeds were slower. Nevertheless, the competition was fierce for 1989 Michigan bragging rights!

MONSTER TRUCK

Monster Truck qualifying featured the lumbering pachyderms crunching and crushing for a shot at TQ. Indiana's Dave Slone paced his truck to 22 laps, bettering the field by a lap. In the Monster Truck Main, second-qualifier Dave Lazoski gave Slone quite a chase but finished one second behind at the buzzer, with Eric Mazzone in third.

SPRINT CAR

The Sprint Car category was extremely competitive, with an array of nice-looking conversions. In qualifying, no one could stay with "Lightnin' Larry" Oppenhuizen's Roadrunner Performance Motors transmission and power. The RPM direct-drive originates from Tucson, AZ, and is similar to the highly successful J-Car that other entries (in 2WD) were using. Oppenhuizen qualified with 26 laps, and Sideways City's Greg Johns was the only other racer in class to pick up 26 laps to qualify second.

In the A Main the TQ curse bit Larry Oppenhuizen with incredible radio problems. The field whisked past him with last year's Midwest Dirt Oval Champion, Mike Collins, in the lead, piloting a JR-X2 conversion. Greg (alias "Sideways Jones") Johns looked to be another write-off, as he tangled and dropped to last place. However, Johns surprised many when he hit the "turbo boost" and started his trek back to the front. Meanwhile, Collins had to deal with Black Magic Motor's Scot Quintel, finally beating him back for a commanding two-lap lead on the field. Greg Johns and JT Hobbies' Dan Bodell got hooked-up; Johns got the best of the deal and wound up taking third. At the finish it was Mike Collins capturing the win (albeit four laps off his 29-lap track record, which he set here last year), followed by Quintel in second.

2WD STOCK

2WD Stock racing has always been exciting at the Michigan Dirt Oval Duel, and Mike Johns (also from Sideways City in Wayland, MI) put on quite a show. Johns had recently won the Stock Class at the Grand National Weekend in Machesney Park and was ready for the dirt with

his RC10! He posted 26 laps, one lap ahead of Chris Schneider and two ahead of Roger Boeske (both of these drivers are stars at Sideways City in off- and on-road, repsectively).

It was all Mike Johns in the A Main! Driving flawlessly, he lapped the field, including his sister, Brande (a very talented driver herself), who finished fourth. Schneider and Boeske picked up second and third, just as they qualified.

2WD MODIFIED

Modified 2WD racing saw the last two years' previous winners, Futaba's Jay Bowman and JG's Mike Reniger, return in hopes of breaking the tie. However, they didn't count on Bob's Backroom Hobbies' Mike Collins qualifying first in a class that they appeared to have a lock on! Collins is very experienced for a young driver; he began in 1/12 scale when he was still knee-hi! All that experience paid off, as Collins wheeled his RC10 to 27/4:04. However, Renigers Fantom power was hot on his tail with 27/4:05 (still three laps off the record set last year by Bowman). Fantom Motor's Chris Schneider, Mike Davis, and Terrie Reniger rounded out the field.

Mike Collins took the holeshot in the main, with defending champ Mike Reniger and Chris Schneider not far behind. Reniger soon found himself in trouble and off the pace. The '87 champ, Paragon's Jay Bowman, was quite loose, with the strong winds wreaking havoc on the sidedams. Only Collins' Twister-powered wedge avoided the gusts that caused most of the cars to "dance." Bowman battled back through the pack in the hunt for Collins but kept getting in trouble. With 20 seconds left, Collins, who had geared up three teeth for the main in hopes of getting out front and making the rest of the field catch him, began to dump. Nevertheless, his strategy worked and Collins, using a Twister Hurricane, became the undisputed 2WD Michigan Champ! Bowman also turned in a strong finish, following in second just three seconds behind, with Chris Schneider in third, two laps down.

4WD OPEN

Last year, Fantom's Mike Reniger set a track record of 33 laps with his Dominator in the 4WD Open Class to TQ and win the Michigan Championship. Although the field of Custom Works' cars were ballistic, no one came close to that record! Peak Performance's Jay Bowman screamed through the field to TQ with 30 laps on the slower surface, with Reniger close behind. Indiana's David Whitesel, Mike Davis, and Mike Evard were next in line. Wimpy's Evard had previously TQ'ed at the rain-shortened Indiana Dirt Oval Championship (the brainchild of Whitesel and Davis).

Stand back women and children! Bowman rocketed off the line with a 13-turn Peak Performance, followed by Reniger's 13T Fantom in tow. Reniger was pressuring Bowman in first, but he nosed into turn two, springing the leader. Hoosier's Evard and Steve Burke retired early to leave Rug Rocket Oval Champ Randy Erb to do battle with 3D teammates Whitesel and Davis. Davis was an A-Mainer at the Indoor Dirt Oval Nationals at R&R Hobbies this year, while Whitesel was an on-road Indiana champ.

A course worker keeping up track maintenance at the Kalamazoo track.

At the finish, however, Bowman unseated Reniger as the Michigan Champion by putting two laps on the field. Reniger took second, as Whitesel, Davis and Erb picked up the next three spots.

Special thanks to Race Director Judd Nichols, Butch Beebe, John Sherman, and Casmir Budzinski for their always excellent work on this show. Thanks also to Custom Works, Bud's Racing, JG Manufacturing, Fantom, Revtech, VRP, Paragon, Dan's RC Stuff, *Radio Control Car Action,* BoLink, Futaba, Airtronics, KO, Rider's, Composite Craft, SCAT, Associated, Five Star, Pactra, Twister, Peak Performance, Power Push, CRP, TPS, J-Car, ProLine, Tekin, Navcom, Traxxas, McAllister, Race Master, Cheetah, Stage III, Blue Ribbon, Panda, Team Hammer, MRP, Ram, Cobra, Boca, Roadrunner, and Astro Flight. We look forward to the upcoming Midwest Dirt Oval, and, of course, next year's Michigan State Championship!

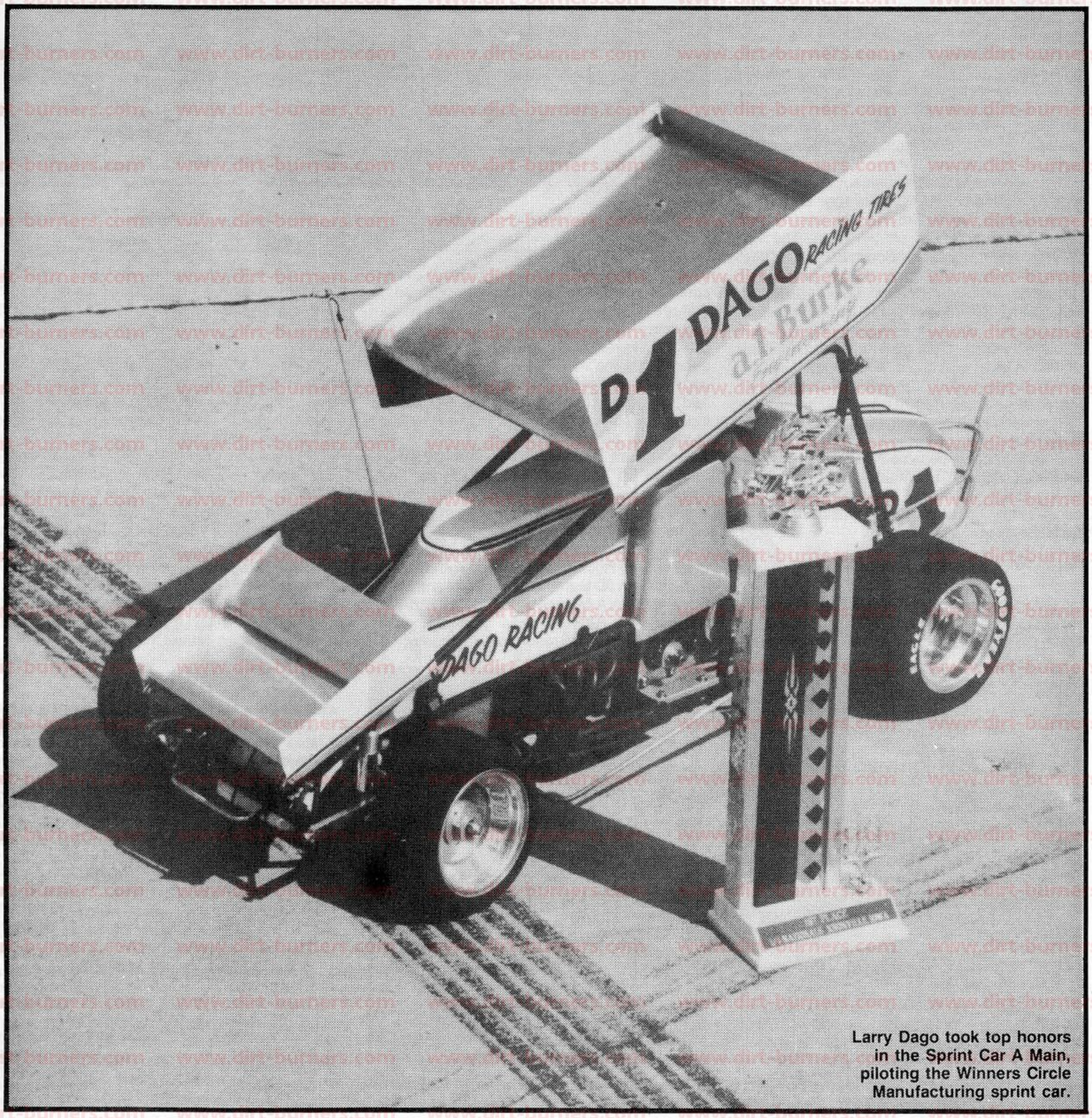
The 1989 Midwest Dirt Oval Champions (left to right): Jay Bowman, Mike Johns, Mike Collins, and Dave Slone (not pictured).

RESULTS

4WD OPEN A MAIN	**2WD OPEN A MAIN**
1. Jay Bowman (TQ)	**Mike Collins (TQ)**
2. Mike Reniger	**Jay Bowman**
3. David Whitesel	**Chris Schneider**
2WD OPEN B MAIN	**2WD STOCK A MAIN**
1. Tom Allard	**Mike Johns (TQ)**
2. Gary Woollette	**Chris Schneider**
3. Tom Lasansky	**Roger Boeske**
2WD STOCK B MAIN	**2WD STOCK C MAIN**
1. Danny Fisher	**Doug Cutter**
2. Russ Heath	**Scott Boeske**
3. Clarence Cook	**Rick Benedict**
2WD STOCK D MAIN	**SPRINT A MAIN**
1. Gordon Bridleman	**Mike Collins**
2. James Keller	**Scot Quintel**
3. Casmir Budzinski	**Greg Johns**
SPRINT B MAIN	**MONSTER TRUCK A MAIN**
1. Rick Benedict	**Dave Slone**
2. Dan Hodges	**Dave Lazoski**
3. Butch Beebe	**Eric Mazzone**

•R/C•

THE 1989 KNOX-VILLE NATIONALS



Larry Dago took top honors in the Sprint Car A Main, piloting the Winners Circle Manufacturing sprint car.

Story and Photos
By Dan O. Laycock

August 18, 1989
Knoxville, Iowa

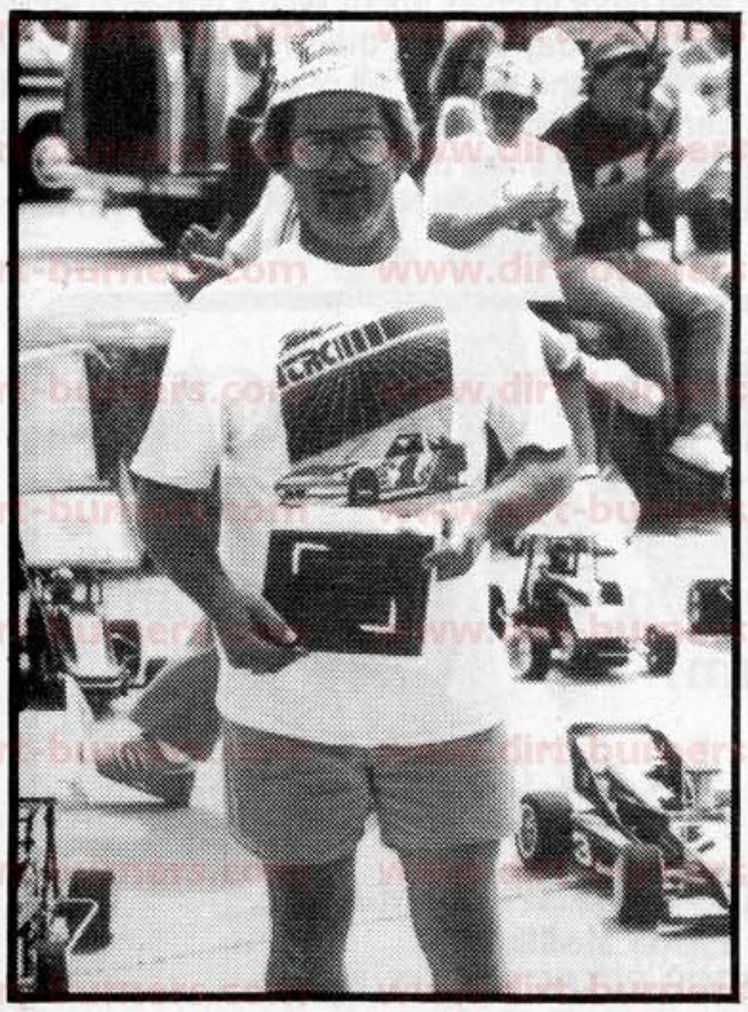
Knoxville is located in the middle of the state of Iowa, where windmills can still be seen in the fields and county fairs are underway. And the fastest sprint cars in America show up at the Knoxville fairgrounds — more commonly known as the Marion County Fairgrounds — each summer to determine the Knoxville Nationals champion!

Just down the road a mile is the Knoxville Panthers High School parking lot, site of the 1/4 scale Knoxville Nationals for Sprints and Supermodifieds. Racers came from across the nation — including California, Ohio, Minnesota and Indiana — just to run in this event!

To protect spectators, the track was set up with hay bales around the outside. A garden hose was nailed into the concrete, marking the inside of the 25-foot-wide track which featured 100-foot-long straights. Since the pits were open to the public, curious spectators browsed around, looking at the cars and asking questions like: "How much does that cost?"; "What kind of engine is that?"; and "How fast will that go?"

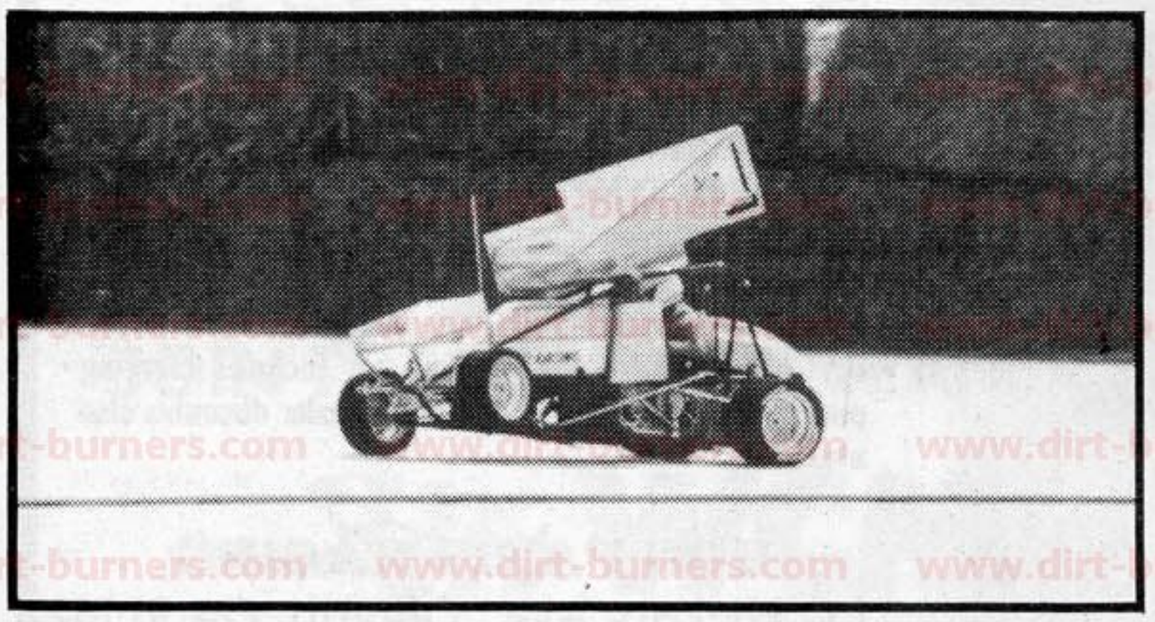
Word spread into town about the race, and

Sprinters continue undaunted as two cars collide (far right), causing a yellow flag in the Sprint Car A Main.



RACO's Jon Rahe captured yet another Modified Class win at the Knoxville Nats.

Posing for pictures were the top three Modified drivers: Jon and Chris Rahe and third-place Jason Brommerich.



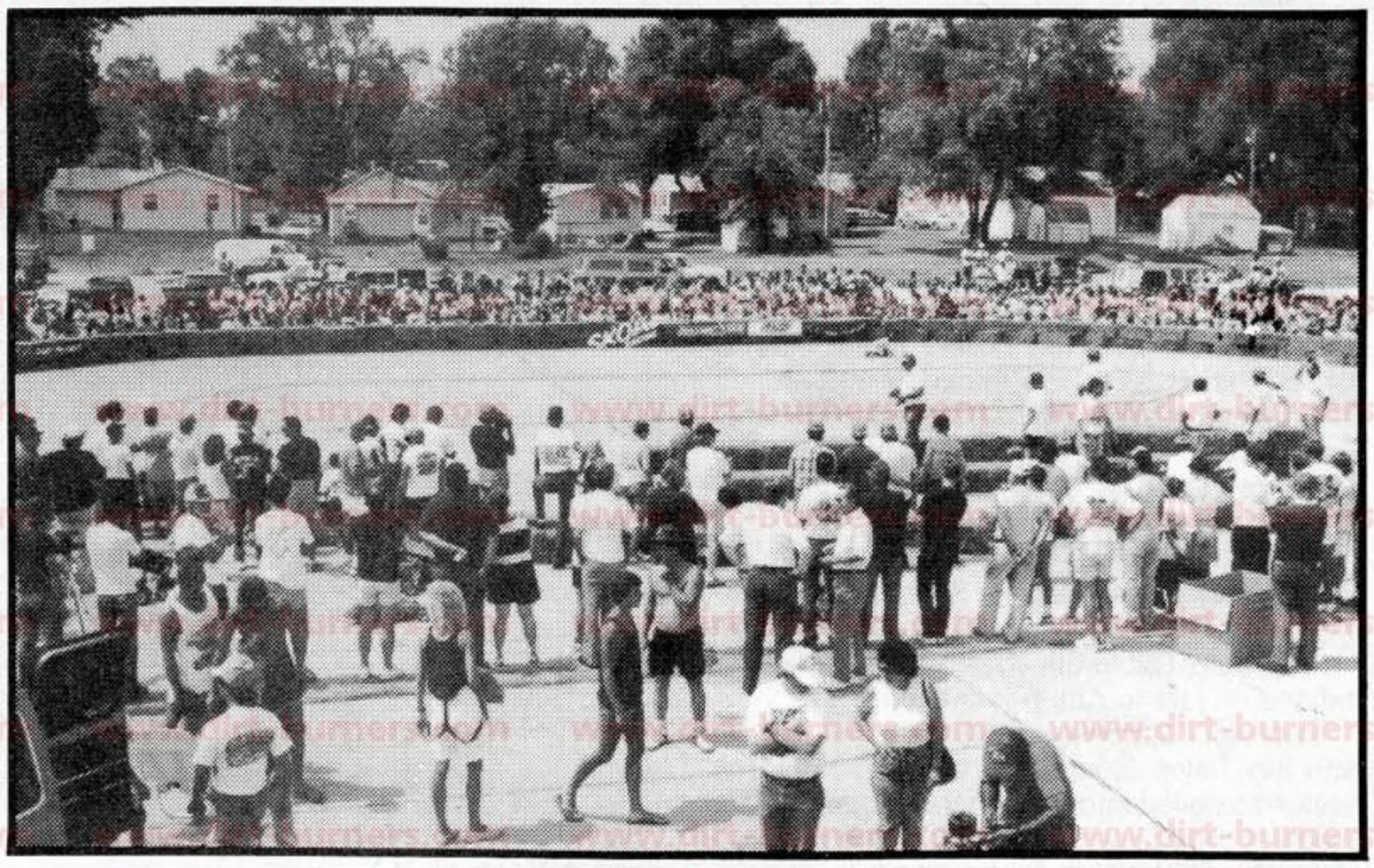
This sprint car lifts its left front, much to the delight of the cheering crowd!

Racers from across the nation came to race at the Knoxville Nats, and there was plenty of fast-paced action for everyone!

THE 1989 KNOX-VILLE NATIONALS

when it was time for the main event, there were approximately 1,500 people crowded around the track or standing on top of their cars and trucks to watch the event!

The Ballard Brothers sponsored the race, with the help of Machnessy Park's Jack Hendrick. The racing was tight all day and the spectators had their heros and cars that they rooted for — just like at the full-size sprint races at the fairgrounds! Everytime somebody would nerf another car or almost tip over, the crowd would hoop and holler their approval. Full-size sprint car afficianados seen in the crowd included Dick Berggren of *Open Wheel/Stock Car Racing Magazine,* Ed Carroll of STP, Johnny Hayes of U.S. Tobacco, Joe Kleco of Skoal Racing, and Shane Carson, a sprint car driver and promoter.



This is a view of the early crowd which gathered at Knoxville. It got even bigger when the mains were run!

ON TO THE RACING...

In qualifying, just 1/10th of a second separated the Sprint and Modified cars of Roger Newell and Jon Rahe, as Newell was timed at 6.21 and Rahe at 6.31!

The Modified A Main featured a field of seven cars chasing the RACO Team of Chris and Jon Rahe. Jason Brommerich made a valiant effort but couldn't do better than third.

Taking top honors in the Sprint Car A Main was Larry Dago, piloting his Winners Circle Manufacturing sprint car. Dago's sprinter sported a special double-element wing and Dago's own foam tires for rubber.

The 1990 Knoxville Nationals is scheduled to be even bigger and better, as full-scale sponsors have expressed an interest in making the race larger in terms of money, prizes and support! It is also rumored that a Stock Car Class will be featured at next year's event as well, giving fans even more to cheer about, with a non-stop show on the Friday prior to the Knoxville Nationals!

Now is the time for all of you R/C and sprint car fans to block out the second weekend in August and make plans to visit Knoxville, IA, for the 1990 Knoxville Nationals! **•R/C•**

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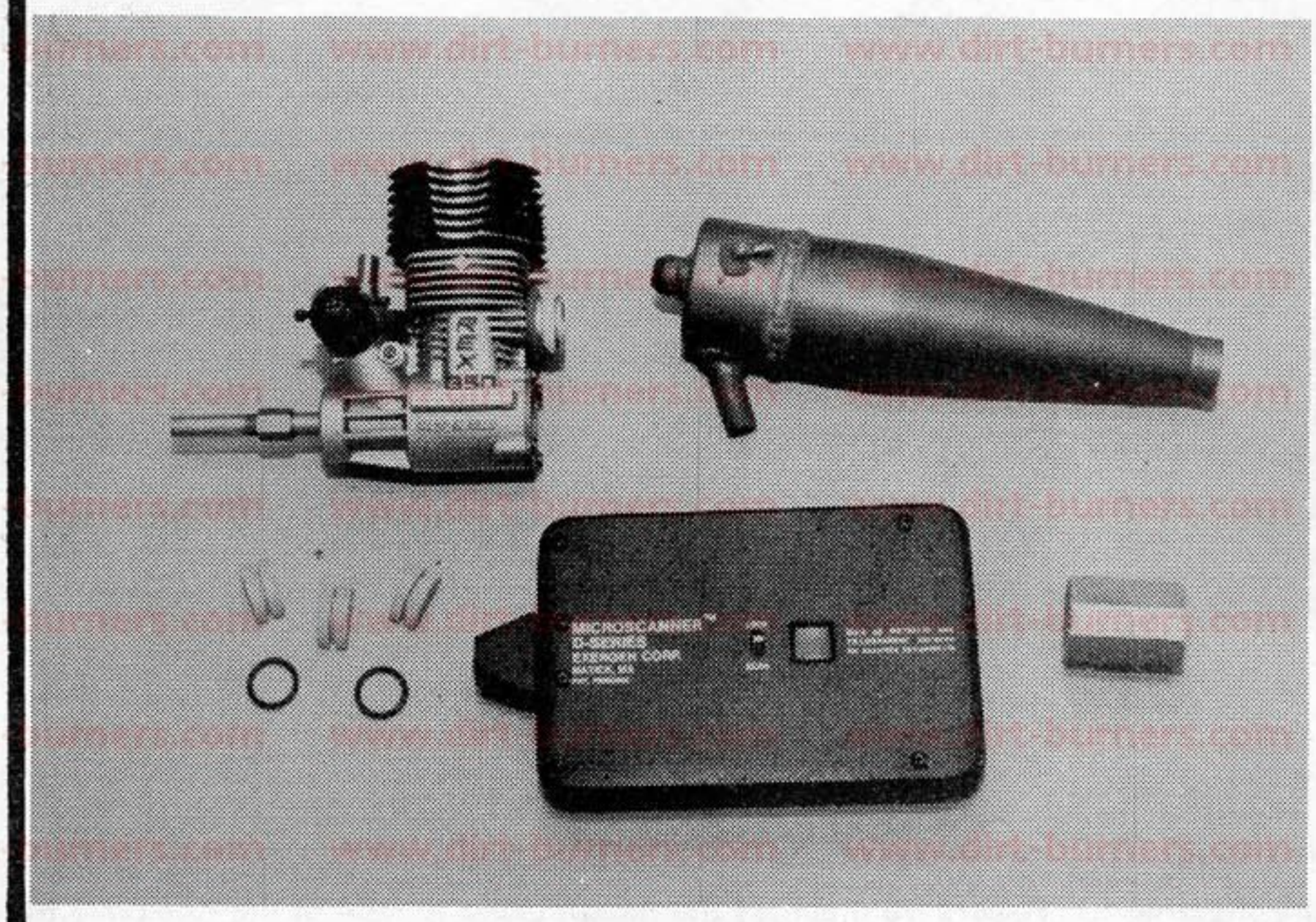

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THUNDERDROME II

Report by Ernie Prince

September 1-3, 1989
Encino, California

Recently run on Labor Day Weekend, the Second Annual R/C Thunderdrome featured an insane high-speed run! The track, located in Encino, CA, is 950 feet in length and has 33-degree banking!

On a course that should be known in the future as *the speed track* in R/C racing, Kent Clausen averaged 65.67 mph, with a top speed for his first lap of 70.1 mph! Believe it or not — over 70 mph in a 1/10 scale electric car!

Qualifying started on Friday, September 1, with three qualifiers for the Pros and two qualifiers for the Amatuer classes. The racing activities had actually started earlier in the week, with unofficial practice on Wednesday evening.

Saturday, September 2, featured two more qualifying rounds for the Amatuers and a single Pro qualifier, as well as two qualifiers for the Super Speedway race.

As Sunday, September 3, beamed bright and sunny, the festivities started with the National Anthem and balloon release. All the cars were then brought onto the track for display, stretching out in two even rows, all the way down the front straight and into turn four! The Concours judging was then held for the five classes, and CORC had several winners in the group!

Kent Clausen was awarded first in the Pro Class, while Snuffy Smith took second, and Rick Jordan received third. In the Direct Drive Stock Class, Danny Batinich garnered the top honors, with Don Franchi taking second, and Roy Peters rounding out third. Hobie Kaptan captured the laurels in Road Wizard, followed by Richard Dowdy in second, and Bob Sarnelle third. In Direct Drive Modified, Doug Warneke was awarded first, Mike Mayberry took second, and Wally David was third. Ted McDonald captured the top honors in Gear Case Modified, with John Lenhardt taking the runner-up spot, and Steve Hellerich in third.

After the Concours was completed and the awards given out, the racing started! However, one thing that must be mentioned first, which separates this race from the other big races, was not the size of the track, the speed run of 70+ mph nor the quality sponsorship. It was the attitude of the racers, both Amateur and Pro! The Pros were helping the Amateurs; the Amateurs were helping each other; and several of the manufacturers were helping racers, no matter whose equipment the racer had in his car! Needless to say, the spirit of cooperation in the pits was warming. This is what R/C racing is all about, and this race seems to bring it out every year!

On hand was Steve Stifel, interviewing people for his new cable TV venture dealing with R/C racing, which should be very interesting.

The mains were run in reverse order, saving the A Mains for last. There was some excellent racing seen in all events, and the results of CORC members are as follows:

Derek Povah took fourth in the Direct Drive Stock D Main. In the Direct Drive Modified B Main, Bev Pritchett captured third, followed by fellow CORC members Bob Brockamp Jr. in fourth, Bob Brockamp Sr. in fifth, and Ben Donikian sixth. Leonard Lee took second in the Direct Drive Modified D Main; while Eddie Lagrue captured third in the Pro Class B Main. In the Direct Drive Modified A Main, Ernie Prince finished third, Ken Moon was sixth, and Neil VanOrder captured ninth. Doug Warneke took third in the Direct Drive Modified C Main; Bob Sarnelle finished second in the Road Wizard A Main; and Steve Pritchett took top honors in the Pro Class D Main.

The Super Speedway Main couldn't be run as a 20-car event due to computer problems, so instead, two separate 10-car races were run, with the results of the two races combined and the total points awarded. The crowd really got into these races! The pit action was new to many of the racers and general public and they really enjoyed it.

The many gifts donated by the sponsors and manufacturers were given out all day Sunday, with several car kits raffled off to the general public. There were well over 1,000 people on hand just to view the racing! I don't think any other R/C race in the USA has drawn as many people from the general public. And many people really got hooked on R/C cars by just viewing the race!

Participation by Domino's Pizza and Sears is a first for an R/C race and may be a hint of what the future holds. Handled properly, this kind of outside help could rocket R/C racing into the limelight! We may be seeing R/C races on TV sometime in the near future.

I would personally like to thank Dan Moynihan of Dan's RC Stuff and Gary McAllister of McAllister Racing, along with the many sponsors for making this event possible. Also a special thank you to some of our younger club members. Danielle and Carrie were in charge of radio impounds for the Amateur drivers, and Brian and Jason made sure the results were posted. They also helped Moynihan, McAllister, and J.R. Sitman whenever possible. All four worked very hard and represented the club well.

The electricity supplied by CORC member Bob Sarnelle, and the large tent, table and chairs made the pit atmosphere a friendly place to work on the cars.

It seems that having Pros and Amateurs together helped generate the spirit of cooperation. Hopefully, many of you who couldn't make this year's race can come out and experience the 1990 Thunderdrome race. We'll see if McAllister and Moynihan (and their wives) can top this year's fantastic event!

RESULTS

DRIVER	POINTS
1. Ralph Burch Jr.	102
2. Snuffy Smith	103
3. Rick Pruit	100
4. Bud Bartos	99
5. Rick Jordan	98
6. Randy Moller	97
7. Tem Raskin	96
8. Eric Steenhoven	94

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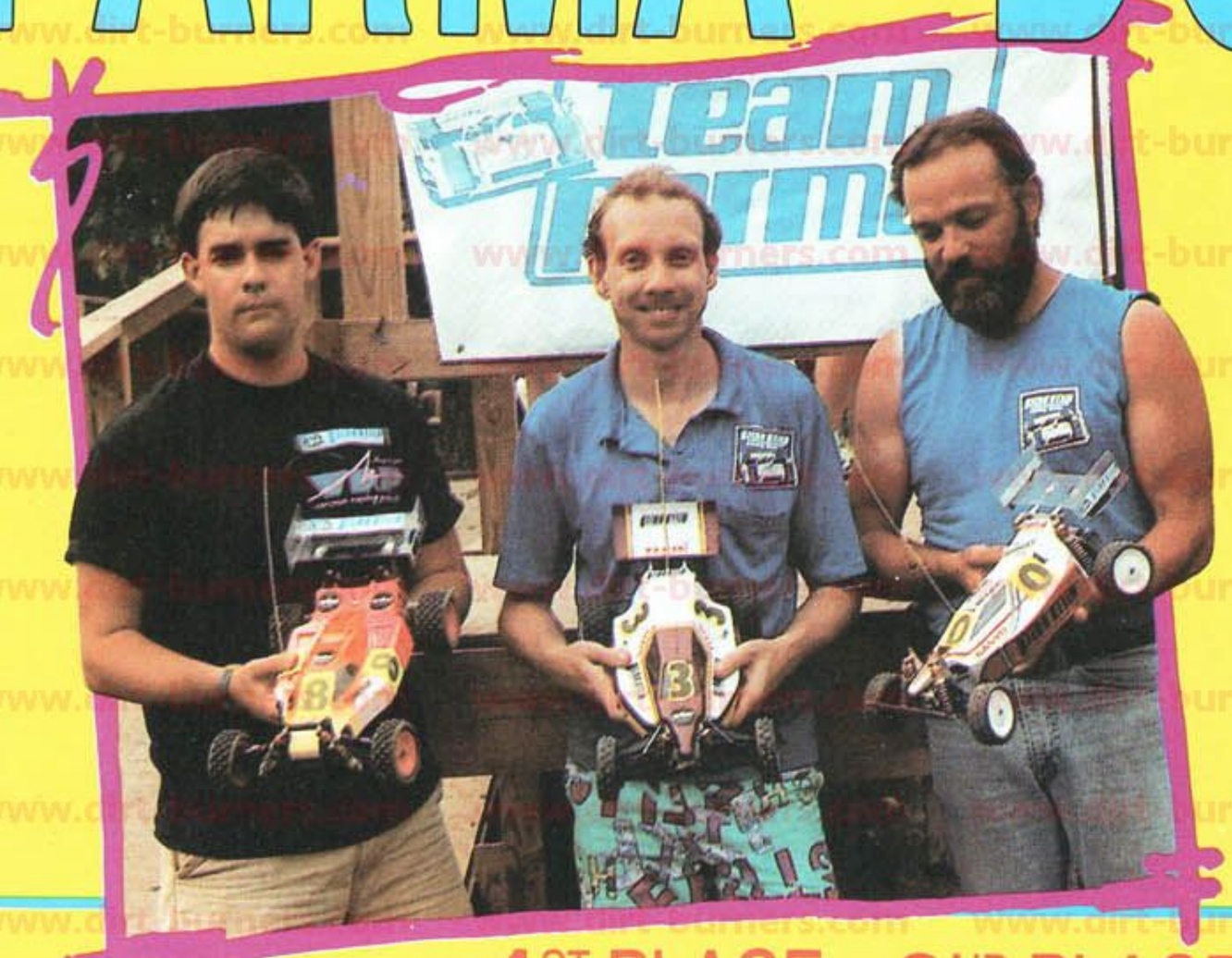

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2ND PLACE Jeff O'Malley — parma Cyclone II

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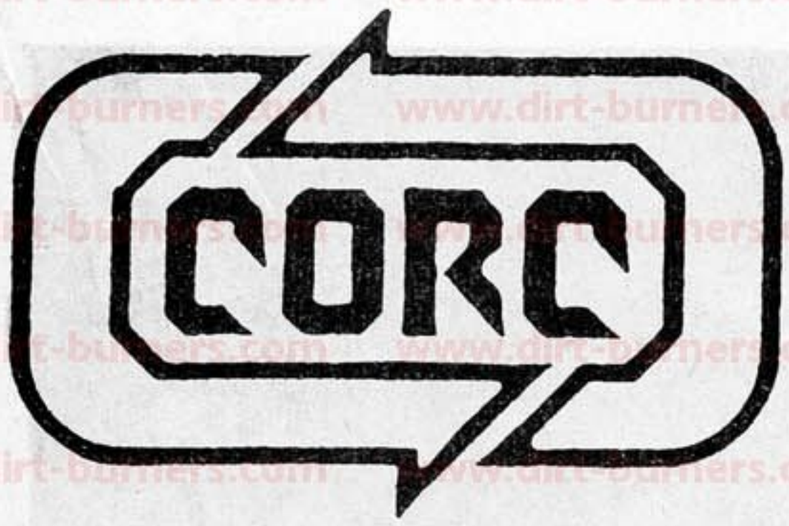

9. Dave Campbell 93
10 Carlos Turano 92
11 Steve Pritchett 91
12 Steve Stifel 91
13 Jason Altsman 90
14 Bryan Blazer 89
15 Bobby Sumner 87
16 Bill Horne 87
17 Tony Neisinger 86
18 Larry Stevens 85

A 1/12 SCALE ADVENTURE

Report by Len Lee

Recently, while a group of fellow CORC members and I were deciding to attend the Ranch Pit Shop's weekend on-road race, I happened to mention that it would be fun to try 1/12 scale racing. Steve Pritchett quickly stepped up and said that if I wanted to try 1/12 scale, he would be more than happy to give me a ride in his car. Pritchett made his offer with a sly smile and chuckled when I cheerfully accepted.

When race day rolled around, I showed up at the track with a couple of stock motors and six-cell battery packs in hand, ready to do battle. Pritchett helped me get the car ready, advising me every step of the way. I discovered that we were preparing for an eight-minute race when it came to the point of deciding gear ratios for the Stock Class. Now I understood his sly smile!

Eight minutes?! That's twice as long as the four-minute races that we normally run in the dirt or in 1/10 on-road racing. For some reason, I knew that eight minutes was a long time to race. I went out for the first heat, with Pritchett coaching me from below the drivers' stand (a great help for learning the turn-in points for the various corners).

The first heat was an exciting and new experience for me. One of the hardest things to do was to find time to allow myself to blink and lubricate the old eyes. Pritchett's gearing advice for the first heat turned out to be right on the button, since there was very little battery left to discharge in the pits!

The heats went well as I learned what to do with the car. I found that 1/12 scale racing is non-forgiving and requires a great deal of driving precision. I just missed the A main and was TQ for the B. While it was not a great showing, TQ in the B had me feeling fine for a first experience!

My main pointed up my four-minute mind set. I led the race for the first four minutes, driving probably my best run of the day — smooth and consistent. Then the concentration faded, and so did the precision and consistency required to keep the pack in pace! I ended up in fourth but had a great deal of fun. The smaller car seems to go a lot faster (an illusion, I'm sure) and is extremely responsive to the command. If any of you 1/10 racers get a chance to try 1/12 scale eight-minute racing, *do it!* It will open up your eyes to a new racing adventure. ●R/C●

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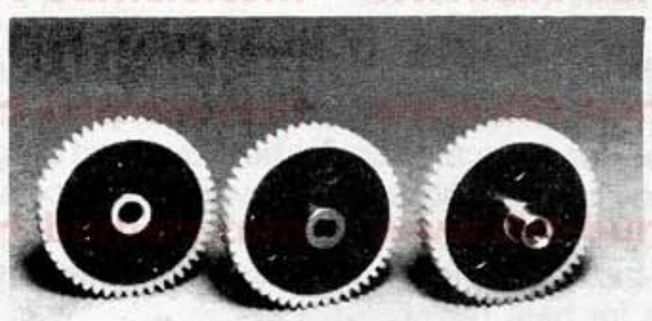

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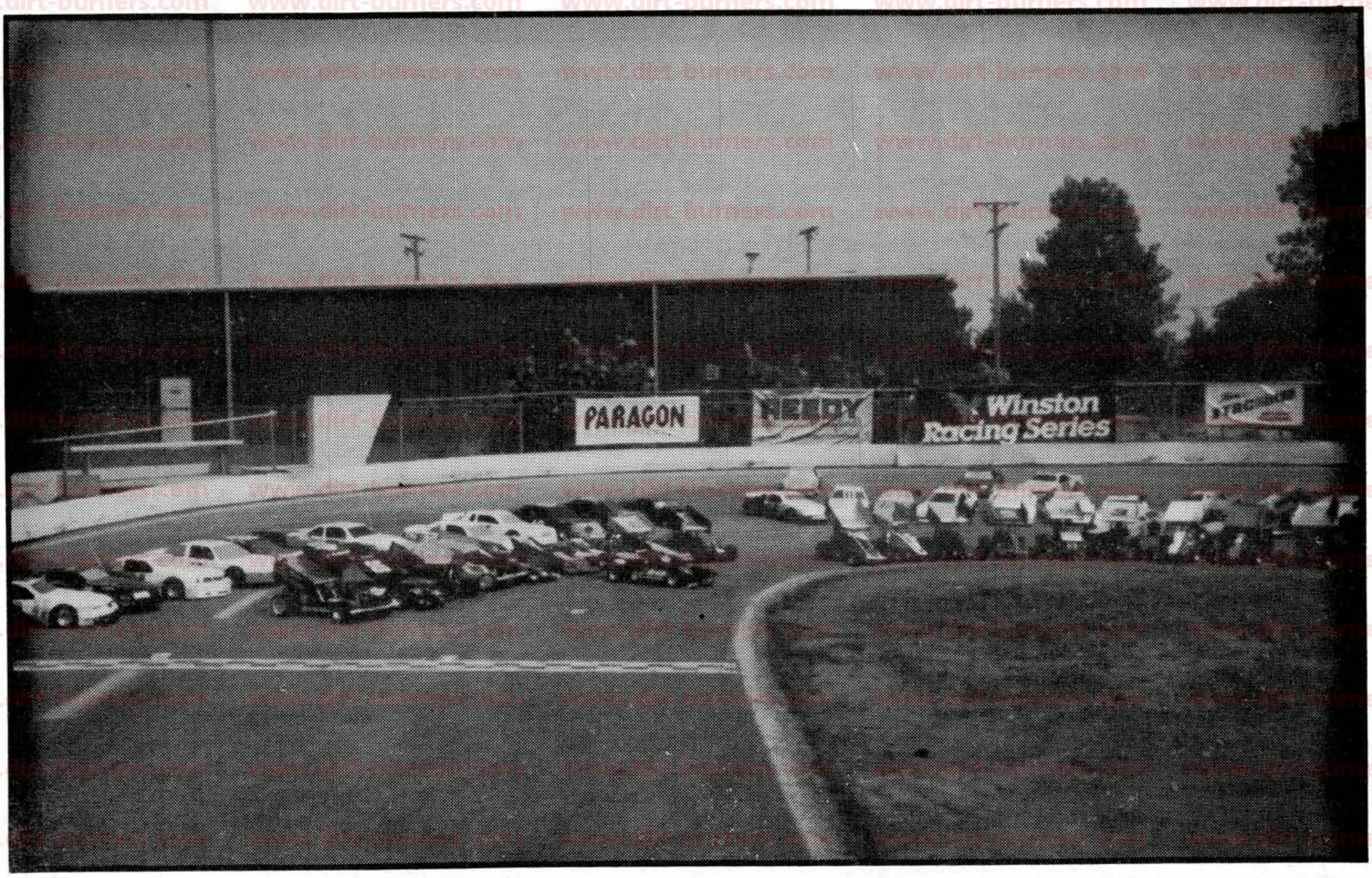


THE 1989 MIDWEST 1/4 SCALE CHAMPS

Story and photos
By Jay Bowman

Machesny Park Raceway
Machesny Park, Illinois

The famed Macheseny Park facility once again hosted the Midwest Championship for 1/4 scale cars for both oval and drag racing classes. Mild weather favored the racers, and qualifying in all classes filled up the morning. Four-lap qualifying in each class separated the fields for heat racing.

The fastest time of the day was set by Scott Semmelman's WCM sprint car at 6.61 seconds. Not far off was Quarterscale Connection's Dave Lee with his vicious WCM Supermodified. Michigan's Marv Thomsen posted a 7.25-second run in the ASA Class, with Roger Newell turning 7.16 in the Grand National Class. It's interesting to note that all TQs were using WCM products.

In the Drag classes that race on the scale 1/8-mile strip, Dave Solon's sweet-looking Pro-Stocker TQ'ed with an ET of 3.2547. His time held for the day, as Doug Long was only able to ET with a 3.536 in Top Fuel. However, Solon's luck didn't hold out, as Bill Dagenhart stole the Pro Stock win, while Long coasted to the Top Fuel championship.

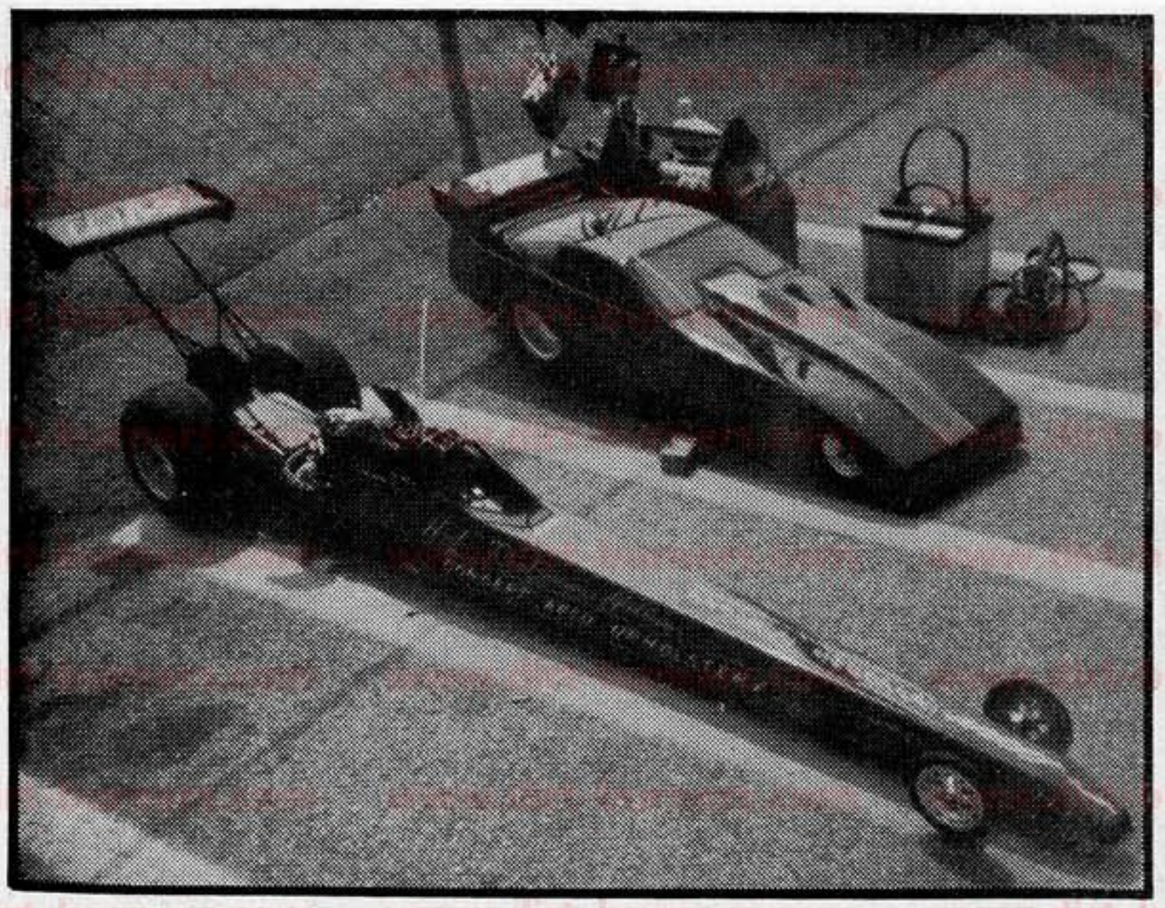
The Outlaw Sprint Car A main featured some of the nation's fastest and most beautiful sprinters. One slip and these meticulously crafted speedsters are twisted metal! Top qualifier Scott Semmelman gave the field all they could handle and beat out favorite Roger Newell and John Druskinis of Detroit, MI. JJ Affeld took the Sprint Car Trophy Dash win.

The ASA wedge-body style is an experimental class this season and has a strong following in the Machesney Park area. With the addition of the tail wing, these cars are easier to handle than their Grand National counterparts. In the A Main, Michigan's John Druskinis and Marv Thomson dueled it out, however, TQ Thomson held on for the checkered flag. Jack Henrick Jr. was able to win the Trophy Dash after a discouraging day in the heat races.

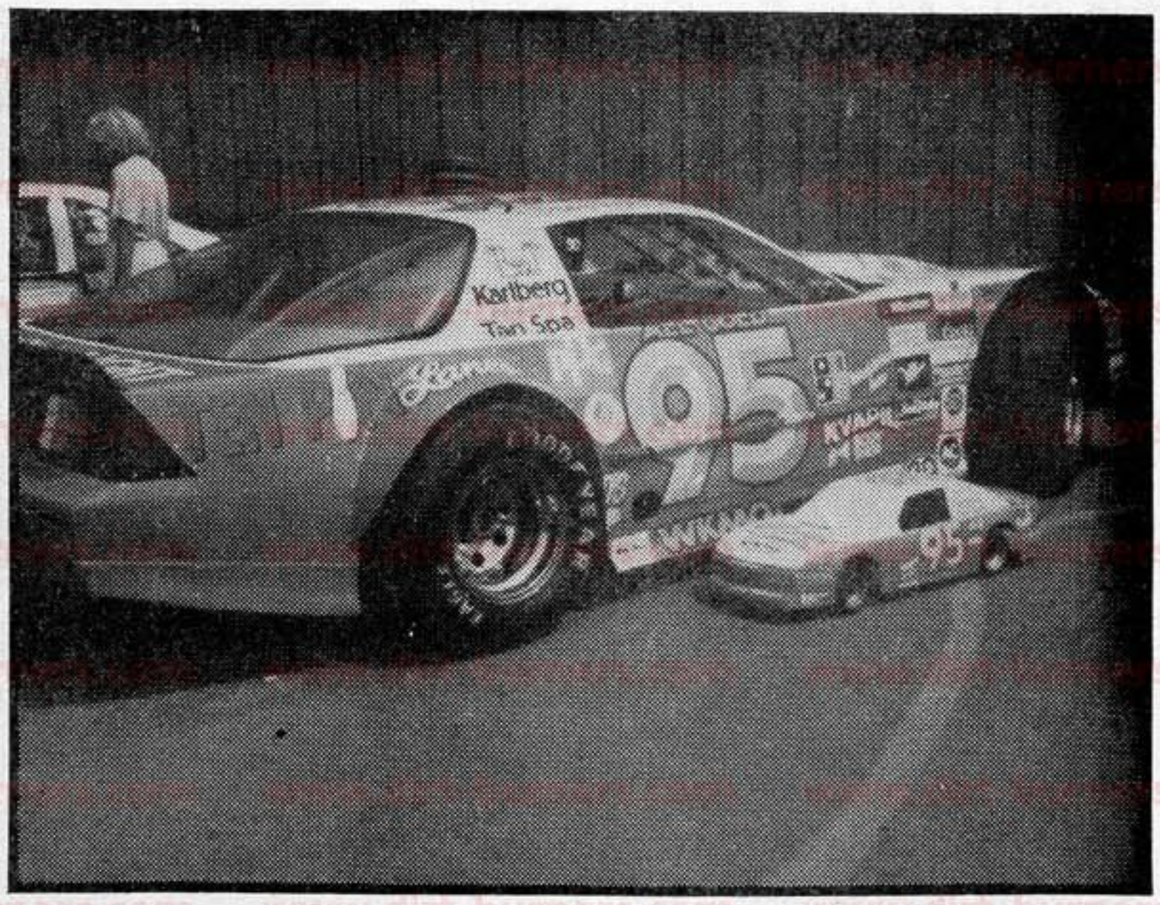
The Super Modified main events were exciting to watch, as TQ Dave Lee faltered in the heat races, leaving him at the bottom of the heap to start the mains. His black racer carved through the mains all the way up to the B Main before losing out on the transfer position to the A Main. So discouraging was the day that Lee sold his car to try his hand at drag racing!

In the A main it was Bob Yelle and Detroit's Jim Blaha working for the top spots. Blaha has raced 1/8 scale for years and always seems to make it near the top in 1/4 scale, but it wasn't to be. Yelle wheeled it in to the winners' circle, with Gary Reynolds winning the Trophy Dash.

Grand National racing features plenty of action, as the "Baby Elephants" bang around the track. An extremely competitive field of eight started out the 150-lap feature. St. Louis, MI, area's Bill Phren in the IHOP special WCM had to deal with Minnesota's Roger Newell and Rockford natives Terry Wampler Jr. and Terry Anderson. Phren was able to out race Newell (the master of the pit stop) and is the '89 Midwest



Drag Class entries at the 1989 Midwest 1/4 Scale Nationals.



Full-size and 1/4 scale counterparts for the Gilley's Racing Team.

Champ. Tom Hargraves, with his WCM, was the winner of the Trophy Dash.

RESULTS

GRAND NATIONAL A MAIN
1. Bill Phren
2. Roger Newell (TQ)
3. Terry Wampler Jr.
4. Terry Anderson
5. Mark Palmer
6. Bill Dagenhart
7. Bob Yelle
8. Jason Brommerick

SUPER MOD A MAIN
Bob Yelle
Jim Blaha
Steve Quetermouse
Vince Sansone
Jason Brommerick
Jon Brannon

ASA A MAIN
1. Marv Thomson (TQ)
2. John Druskinis
3. Dave Pirrello
4. Greg Zielinski
5. Terry Anderson
6. Brent Anderson

OUTLAW SPRINT A MAIN
Scott Semmelman (TQ)
Roger Newell
John Druskinis
Terry Wampler Sr.
Vince Sansone
Dave Solon

•R/C•

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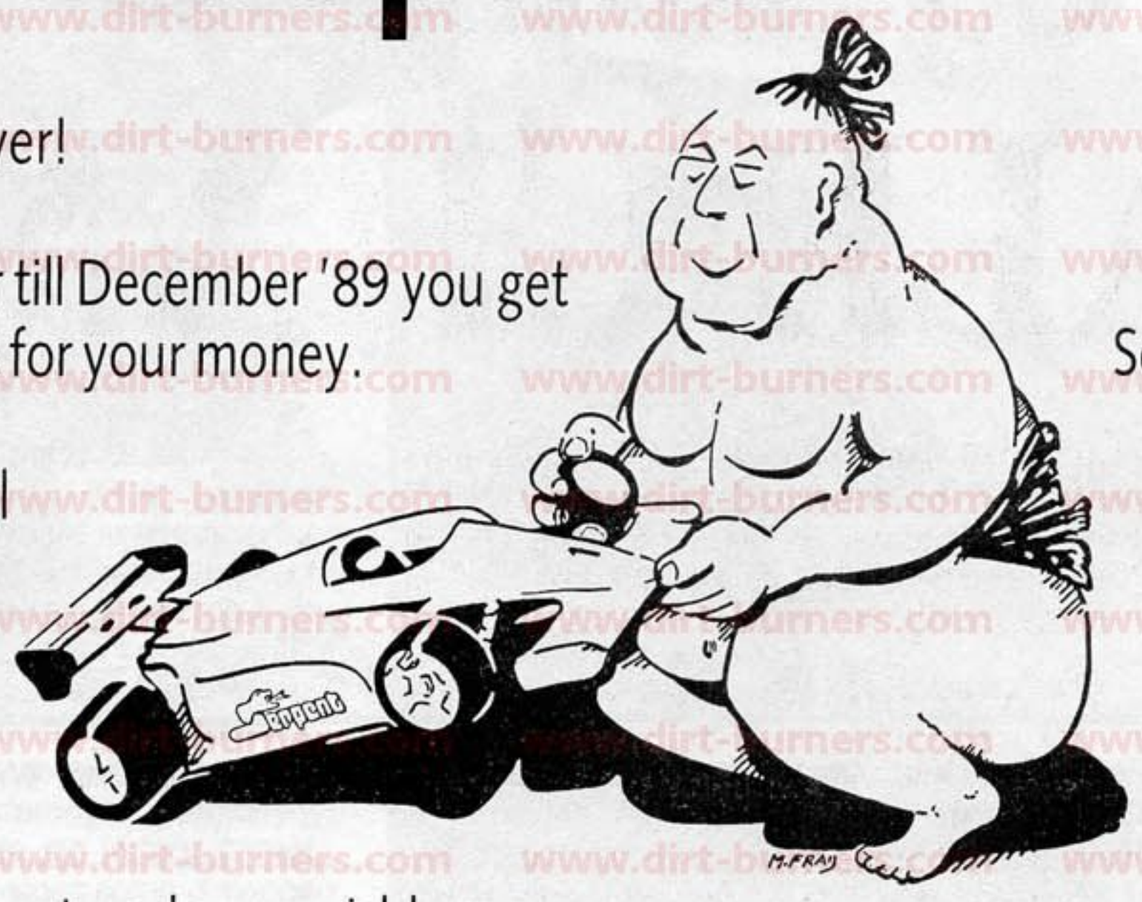

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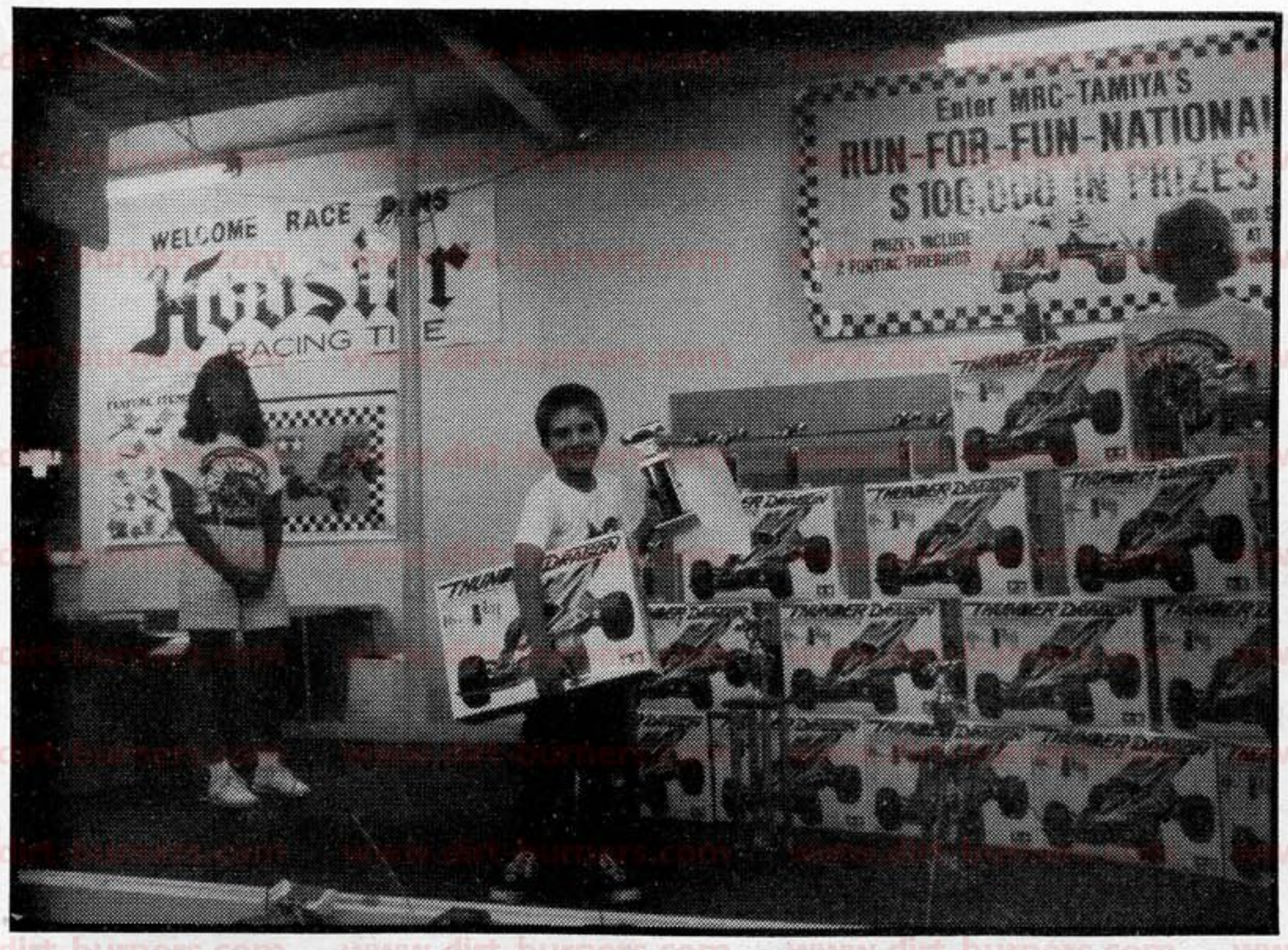
MRC-TAMIYA'S RUN-FOR-FUN NAT'S FINALE

A group shot of the 2WD competitors: (back row, left to right) Chris Carroll, George Ruff, Mindy Dawley, Gary Wilson, and Steve Rocca; and (front row) John Vanee, Jeff Hyatt, and Mark Stafford.

At The Great Adventure Park



The "Youngest Driver" award went to nine-year-old Kevin Thigpen of Jacksonville, FL.

Story and photos
By Fred Fischer

September 16-17, 1989
Great Adventure Theme Park, New Jersey

The big day finally arrived, as contestants from 22 different states gathered at Great Adventure, the famous theme park in New Jersey, for the MRC-Tamiya Run-For-Fun Nationals Finale. The MRC race crew, with the assistance of Larry Wiedemeyer, the owner of American Hobbies in Englishtown, NJ, was ready to conduct the race. One major factor, however, was threatening the proceedings: rain!

Up until that point, the Run-For-Fun Nationals had been running smoothly. The seven different regional events had created a cast of finalists in the Monster Truck, 4WD, and 2WD Tamiya off-road categories. In keeping with MRC-Tamiya's philosophy that every Tamiya car owner is a winner, some finalists who had won by a random drawing were present at the Nationals Finale. In fact, young Kevin Thigpen of Jacksonville, FL, was present at the race by virtue of winning the random drawing *twice in a row!* Would he be lucky enough to win the final random drawing again? More on this later.

In the meantime, the rain had turned brisk. The race crew and the staff of Great Adventure were forced to consider an alternate indoor site. At that point, Larry Wiedemeyer graciously offered to move the race to his indoor carpet track at American Hobbies, albeit some distance away.

In a remarkably short time, the contestants were given a new race schedule and directions to the indoor track, while the MRC crew rapidly moved their race equipment to the new site.

Due to limited space inside the building, the Monster Truck race was staggered over Saturday afternoon, September 16, while the 2WD racers would have a morning slot on Sunday, September 17, with the 4WD crowd entering in the afternoon.

A total of 22 contestants were entered in the Monster Truck Class and put on a great romping, stomping show. When the smoke had cleared from the A Main, Dan Coast of Duke Center, PA, and his Monster Beetle had captured top honors. Ricky Nelson (no relation to the late singer) of Lake City, FL, went home with second place, while Tony Porras of Salem, OR, managed to nail down third — both using Blackfoots.

The 2WD category was fascinating because of the drivers wide range of experience. The Falcon was the top choice of most drivers, with the Fox and Sonic Fighter next in popularity. Gary Wilson and Steve Rocca, of Evansville, IN, clinched first and second, respectively, in the A Main with their Falcon cars. Feminists can rejoice that Mindy Dawley of Rutland, VT, captured third with her well-prepared Falcon.

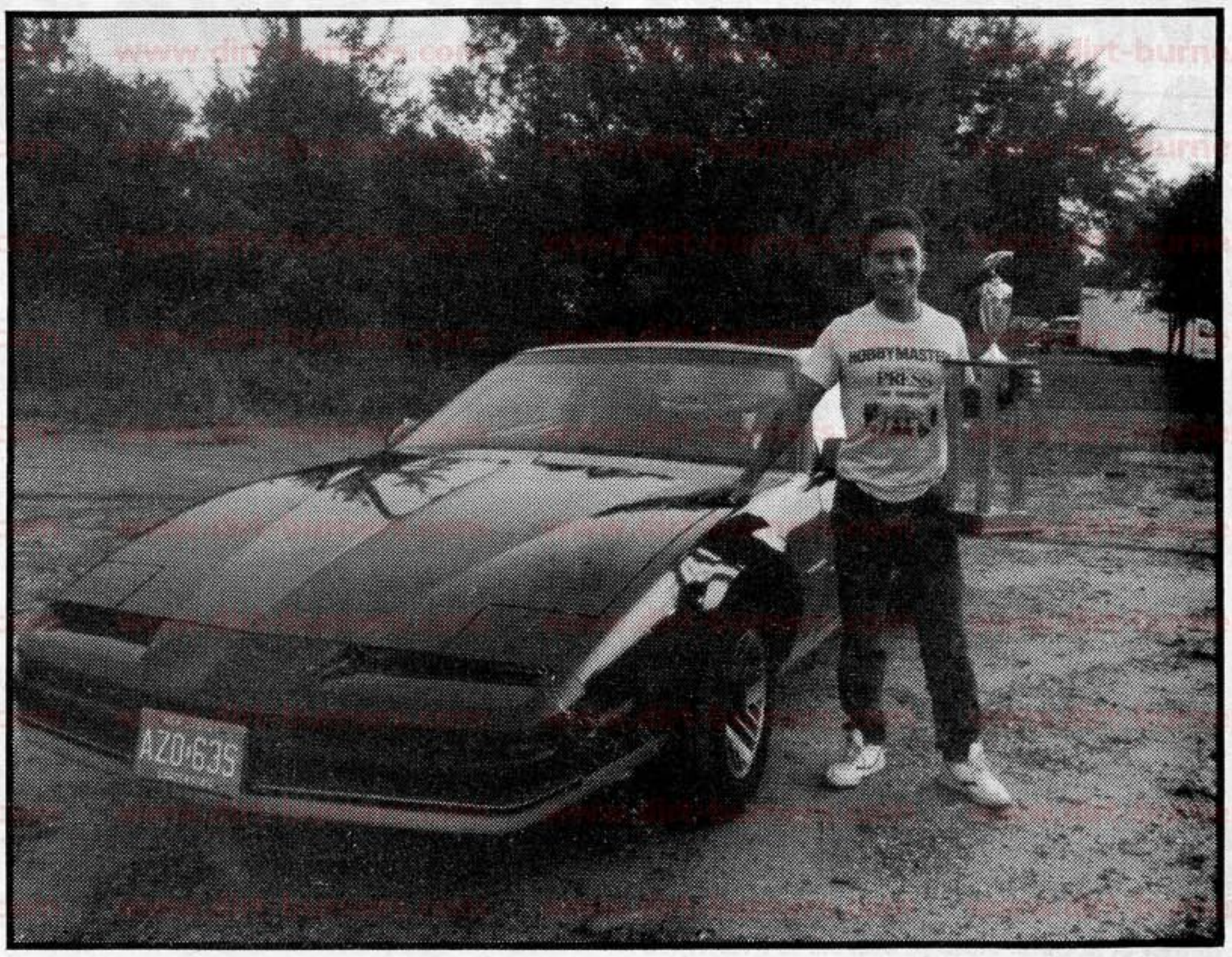
It seemed that the 4WD division provided the most experienced drivers from any class. A total of 18 racers were entered, piloting such Tamiya cars as Avante, Thunder Shot, Vanquish, Terra Scorcher, Super Sabre, Big Wig and the Thunder Dragon. Young David Chouinard of Shrewsbury, NJ, took home top honors. However, fierce competition was provided by Daryl Kilian of Point Pleasant, NJ, who finished second. Chuck Gregory of New Bedford, MA, rounded out the top three.

Two full-size Pontiac Firebirds were given away as top prizes to the 2WD and 4WD class winners, while the Monster Truck Class winner received a $15,000 shopping spree in a specially stocked hobby shop! Similar shopping sprees were also given to the second- and third-place winners in the A Main of each class, as well as to the random prize drawing winner, Bruce Jollymore of Lewiston, ME! (It seems young Mr. Thigpen's extraordinary luck finally ran out!) Huge trophies were also awarded to the top three finishers in each class, and Thunder Dragon kits were given to the other contestants.

However, the prizes were not the main attraction. MRC-Tamiya proved that its patrons were the best sportspersons in the hobby and that *fun* was the paramount goal of the contest!

Throughout the months of planning and racing, the MRC staff worked diligently to create a contest that anyone could win with a stock Tamiya car and a bit of luck. The MRC-Tamiya Run-For-Fun Nationals and Finale provided an excellent way of saying "Thank You!" to MRC's loyal customers. Perhaps we can all learn from this example and remember that radio-control car racing *is* a fun hobby — one which we can get more enjoyment out of than the effort we put into it. And that's the way it should be!

●R/C●



David Chouinard of Shrewsburg, NJ, winner of the 4WD competition, poses next to his 1989 Pontiac Firebird.

Winners of the Top Gun Finals (left to right): Brian Bush, second; Bill Halley, first; and Andrew Willenbring, third.

MHOR R/C RACEWAY'S SECOND ANNUAL TOP GUN COMPETITION

Story by Jess Brockman
Photos by Chadd Brockman

August 5-6, 1989
Aurora, Colorado

The questions are asked over and over again: "Who is the best driver?"; "Who's the best overall driver?"; "Who's the top driver at the event?"

At the World Championships the best 2WD and 4WD drivers are determined and then crowned World Champions. At the Nationals, Regionals and local track competitions, the best 2WD and 4WD Stock and Open (Modified) drivers for that event are determined and named champions.

All of the above describes the winner of one particular type of race. Head-to-head competition of drivers racing the same types of cars against each other determines who is the best in their respective 2WD or 4WD division of Stock or Open. But how do the driving skills of the winner of one class compare to the driving skills of the winner of another class at that same event? It's easy to determine who is the best in each class; but then who is the best driver *overall,* the Big Kahuna, the true *top gun?*

Born from this question was MHOR R/C Raceway's Top Gun Competition for 1/10 scale off-road R/C cars.

The preliminaries for the Top Gun Competition include two days of racing with four qualifying heats and a main event for each racer.

The Top Gun Competition takes the top eight points leaders from each of the four classes in the preliminaries and seeds them into their respective "class semi-finals" *[see diagram].* Then the top four finishers from each of the four class semi-finals are seeded into their respective "class finals." And finally, the top four from each of the two class finals are seeded into the Top Gun Finals.

Because 2WD and 4WD cars compete against each other in the class finals, and the Stock and Open cars compete against each other in the Top Gun Finals, a handicap system was devised to give the slower cars a headstart over the faster cars. The handicap is based upon each driver's performance during the preliminaries and class semi-final competitions.

Each of the drivers making it to the Top Gun Finals would be a multiple winner — having finished among the top eight of their respective class, and in the top four of their class semi-finals, and among the top four in their class finals. The last race, the Top Gun Finals, would determine the true "Top Gun" of the event.

On the first weekend in August, MHOR R/C Raceway hosted its Second Annual Top Gun Competition. However, since it was during the off season for indoor R/C racing in Colorado, and the fact that the weekend offered a number of other top entertainment events, the Top Gun Competition did not draw as many R/C racers as expected. Nevertheless, those who chose to compete were prepared and enjoyed two days of stiff competition.

The most competitors signed up were in the 2WD Stock Class, followed by a number of competitors in the 2WD Open Class. However, the 4WD competition in both Stock and Open was down dramatically, but that seems to be the current trend.

In the 2WD and 4WD Stock classes, the hand-out "Dynamite TNT" stock motors from Horizon Hobby Distributors proved to be both fast and consistent, and easy to tech with its unique red endbell.

The four heats and the main event which made up the preliminaries for the Top Gun event saw a lot of stiff competition.

After the trophies for the mains of the

preliminaries were presented and the points tallied up, the competition for the Top Gun trophy was down to 22 drivers. Ten of those 22 drivers were still competing in multiple classes, i.e.; Stock and Open.

Up first were the Stock and Open Class Semi-Finals to determine the individual class Top Guns. In the 2WD Stock Top Gun Competition, Tim Spaulding finished first, followed by Bill Halley in second, Shawn Cruz in third, and Welby Nalls in fourth place. It was very close, as just 6.7 seconds separated first through fourth at the finish line.

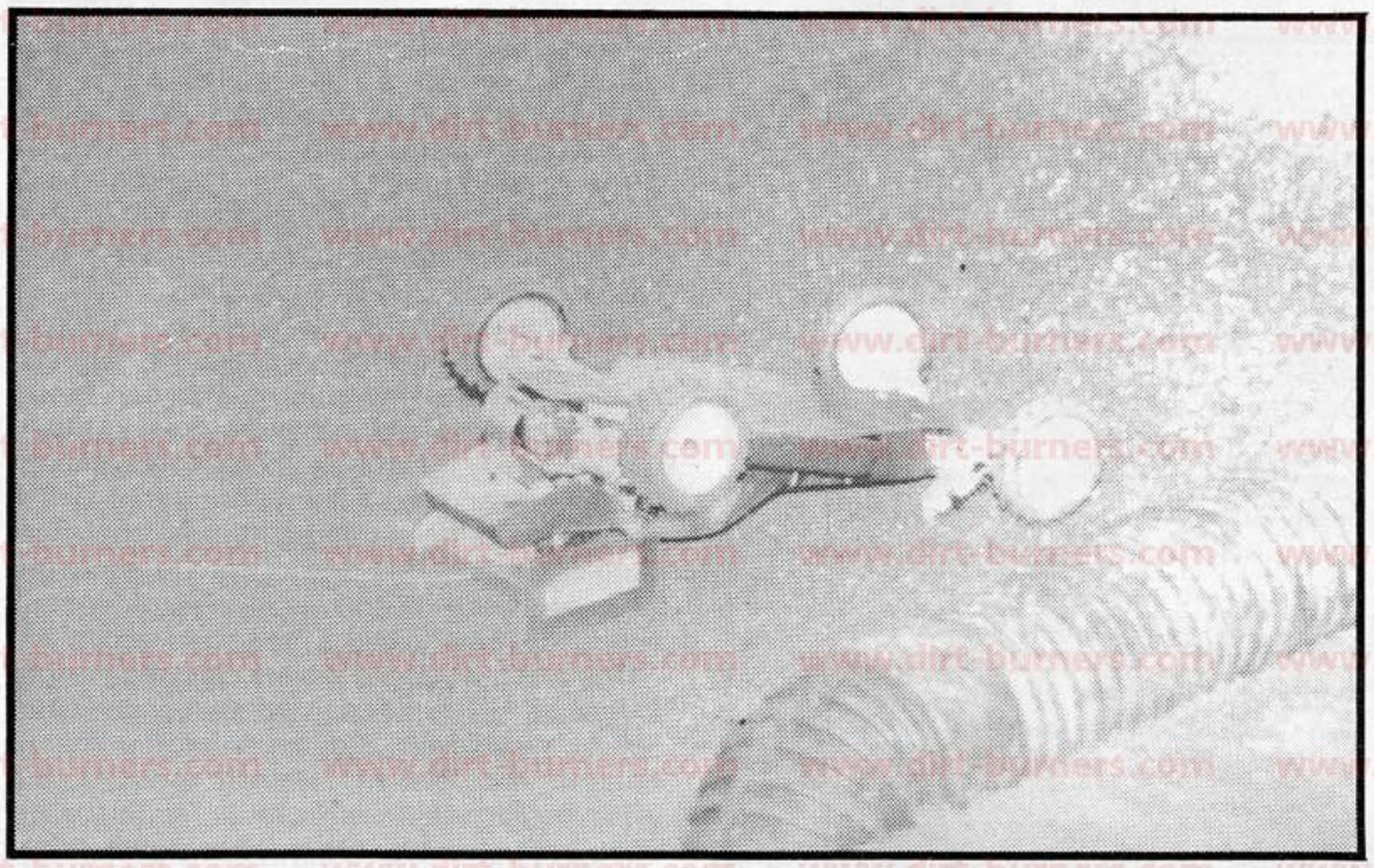
The Stock 4WD Top Gun Competition was taken by Rich Merritt in first place, with Bill Paone finishing second.

In the 2WD Open Top Gun race, Brian Bush and Welby Nalls were fighting it out for first place. Welby regained the lead on the final lap to capture the win, while Bush held on for second. Andrew Willenbring followed in third, and Steve Yamamoto finished fourth.

The 4WD Open Top Gun Competition saw Steve Yamamoto take first place this time, with Tim Spaulding finishing second, followed by John Golojuch in third and Hiro Usui fourth.

With the class semi-finals over, the top four from 2WD Stock, 2WD Open and 4WD Open, and the top two from 4WD Stock, all advanced to the class finals.

It was a very close race between first, second and third.



The car's lookin' good, but somethin' just ain't right!

During the break before the Stock and Open Class Finals, the drivers voted on "Sportsmanship" and "Brain Fade" awards. Steve Yamamoto won the Sportsmanship Award, while Lance Brownsworth was the proud owner of the Brain Fade Award. Thanks to Horizon Hobby Distributors for providing the "Dynamite" motors and batteries presented to both Yamamoto and Brownsworth.

Next up was the Stock Class Final to determine the Stock Top Gun. Since both 2WD and 4WD cars were running in the same race, the handicap starting grid would be used to give the slower cars a placement advantage over the faster cars.

At the sound of the starting horn, the Stock Class Final was underway. Bill Paone, the driver with the biggest handicap, held the lead for the first three laps. Then on lap four Rich Merritt, the driver with the second-highest handicap, took over the lead for the next three laps, relegating Paone to second place, with Welby Nalls moving into third. Paone regained the lead briefly on the seventh lap, however, Nalls

Winners of the Top Gun 2WD Open Class Semi-Final included (left to right) Andrew Willenbring, third; Welby Nalls, first; and Brian Bush, second.

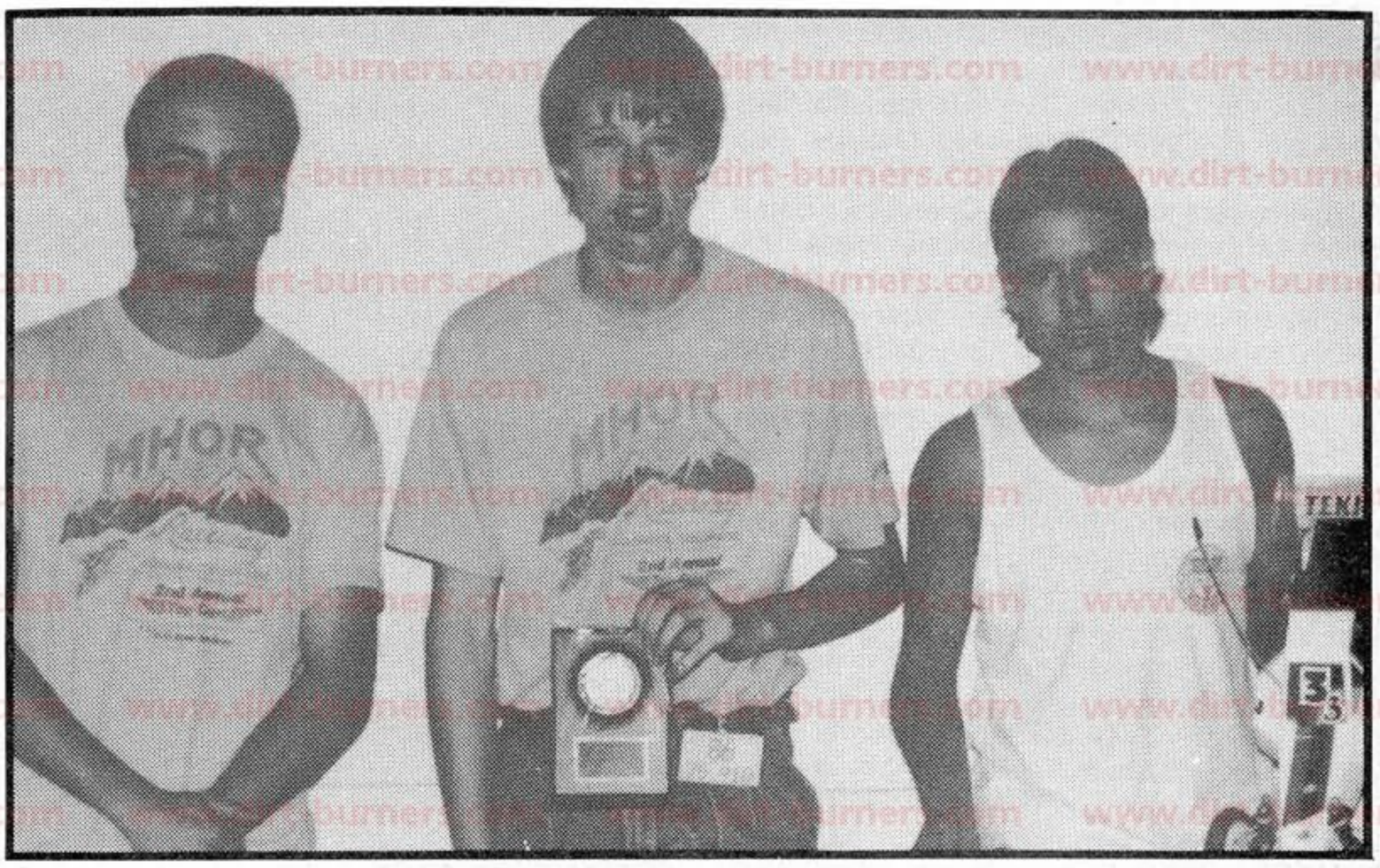
Winners of the Top Gun Open Class Final (left to right) were Steve Yamamoto (2WD Open), second; Andrew Willenbring (2WD Open), first; and John Golojuch (4WD Open), third.

2ND TOP GUN COMPETITION

assumed the point position on lap eight and held on for the remainder of the race to become the 1989 Stock Top Gun. Pushing Nalls hard for the lead was Bill Halley who finished second, followed by Shawn Cruz in third, and Tim Spaulding in fourth place. Talk about close, the difference between first and fourth places was a mere 2.8 seconds at the finish line!

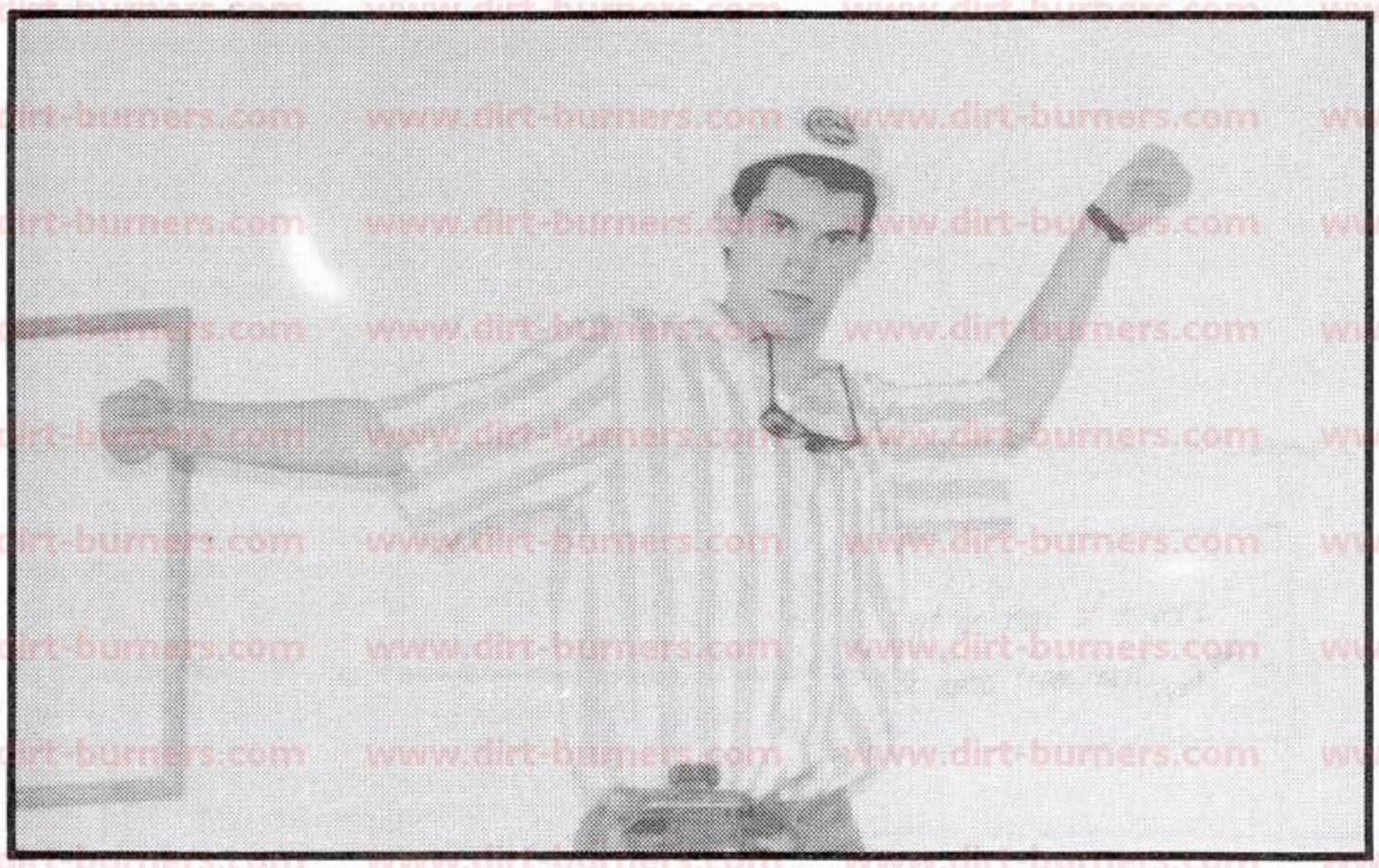
In the Open Class Final, Andrew Willenbring led from start to finish and was crowned the 1989 Open Top Gun. Steve Yamamoto and Brian Bush had been running in second and third, respectively, until lap nine, when they swapped positions. On lap 12 Yamamoto regained the runner-up place, and on lap 13 Bush lost third place to John Golojuch. Golojuch had come from dead last to capture third place at the finish, followed by Bush in fourth place.

With eight drivers seeded into the Top Gun Finals (four from 2WD Stock, three from 2WD Open and one from 4WD Open), the final race of the day was set.



Winners of the Top Gun 2WD Stock Semi-Final included (left to right) Tim Spaulding, first; Bill Halley, second; and Shawn Cruz, third.

THE TOP GUN FINAL



Macho man? Opera singer? No, it's just Brian Bush. The 1988 Top Gun was runner-up to 1989 Top Gun winner Bill Halley.

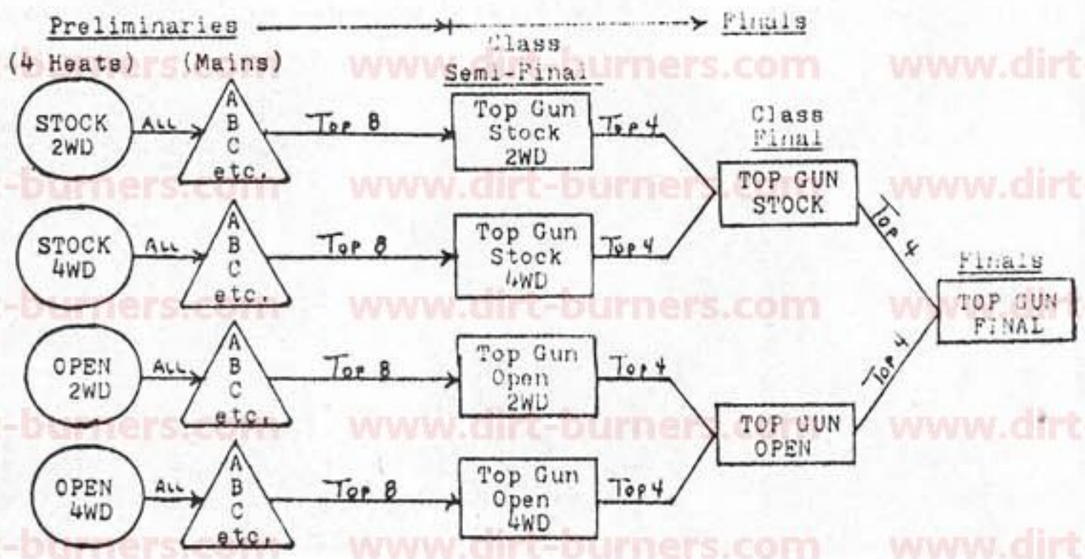
The handicap starting grid was set for the Top Gun Finals as follows: Shawn Cruz (2WD Stock), 256-foot handicap; Welby Nalls (Stock 2WD), 240; Andrew Willenbring (2WD Open), 227; Steve Yamamoto (2WD Open), 218; Bill Halley (2WD Stock), 214; Brian Bush (2WD Open), 170; Tim Spaulding (2WD Stock), 115; and John Golojuch (4WD Open), 0.

The time was at hand for the Top Gun Final, with eight cars on the handicap starting grid. The race announcer made one final check of the track conditions and asked the drivers if they were all ready to race. He then told the drivers to take a deep breath, announcing that all the cars were on the starting grid, track marshals were in place, and all drivers were ready — the race sequence began as the starting horn sounded. The Top Gun Finals were underway!

The first lap had the drivers crossing the line in order of their handicap start, with Shawn Cruz in first, Welby Nalls in second, Andrew Willenbring in third, Steve Yamamoto in fourth, Bill Halley in fifth, Brian Bush in sixth, Tim Spaulding in seventh and John Golojuch in eighth place.

By the second lap, however, Willenbring had worked his way from third place and into the lead. Cruz was relegated to second, and Nalls

TOP GUN SEEDING DIAGRAM



The top eight points leaders from each of the four classes in the preliminaries are seeded into the class semi-finals, out of which the top four from each are seeded into their respective class finals. Finally, the top four from the two class finals are transferred to the Top Gun Final.

STOCK 2WD TOP GUN

1st -	T. Spaulding	13-4:08.6
2nd -	B. Halley	13-4:12.0
3rd -	S. Cruz	13-4:12.8
4th -	W. Nalls	13-4:15.3
5th -	B. Bush	13-4:18.4
6th -	B. Shannon	12-4:00.8
7th -	B. Sullivan	12-4:02.7
8th -	A. Willenbring	10-4:13.9

STOCK 4WD TOP GUN

1st -	R. Merritt	11-4:07.0
2nd -	B. Paone	11-4:16.4

OPEN 2WD TOP GUN

1st -	W. Nalls	13-4:14.9
2nd -	B. Bush	13-4:16.4
3rd -	A. Willenbring	13-4:17.5
4th -	S. Yamamoto	12-4:01.9
5th -	B. Shannon	12-4:20.2
6th -	T. Scoma	11-4:18.8
7th -	D. Stockham	10-3:48.6
8th -	J. Aerni	9-3:13.0

OPEN 4WD TOP GUN

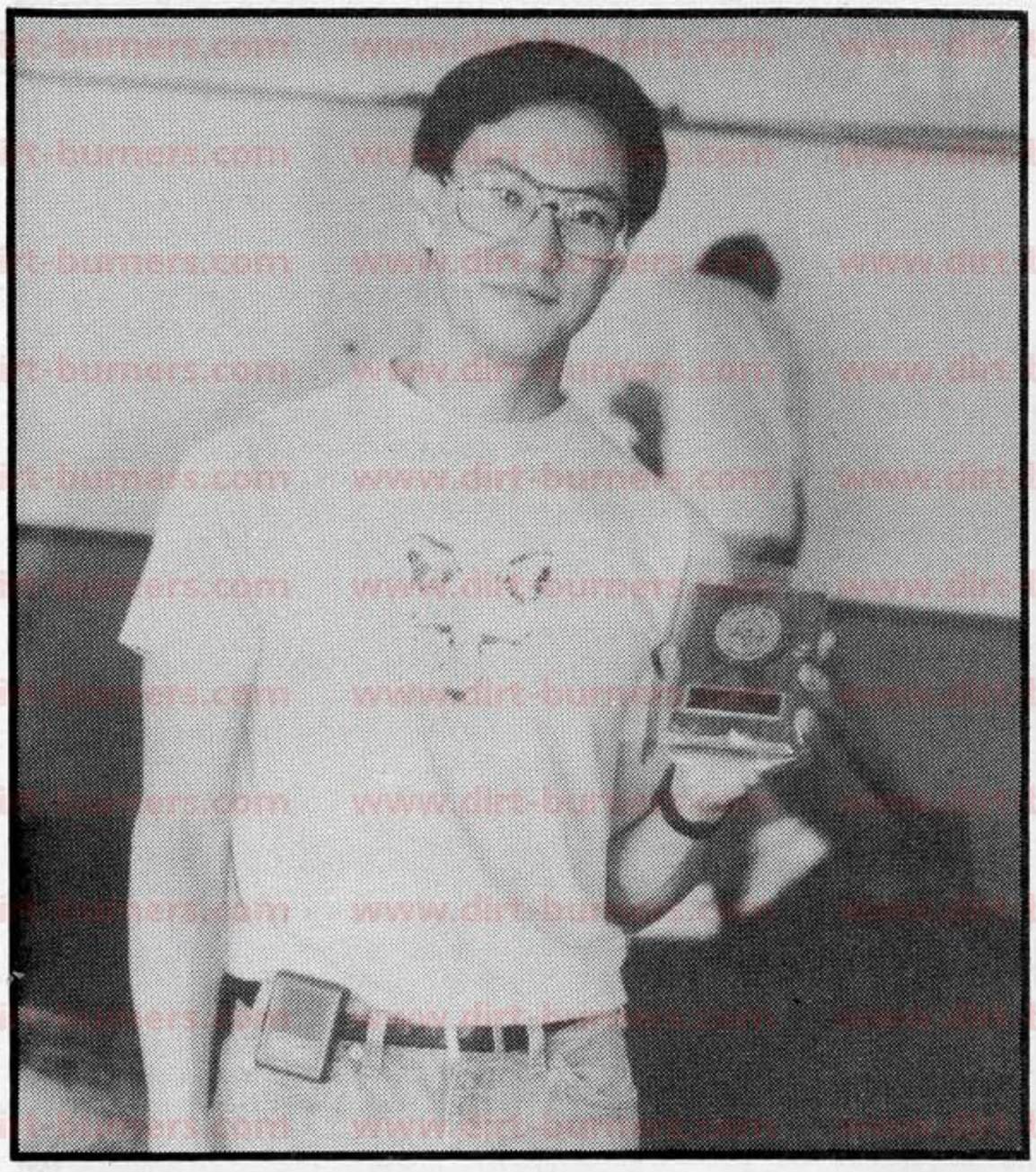
1st -	S. Yamamoto	14-4:13.6
2nd -	T. Spaulding	14-4:17.4
3rd -	J. Golojuch	13-4:06.3
4th -	Hiro Usui	13-4:08.0

STOCK TOP GUN

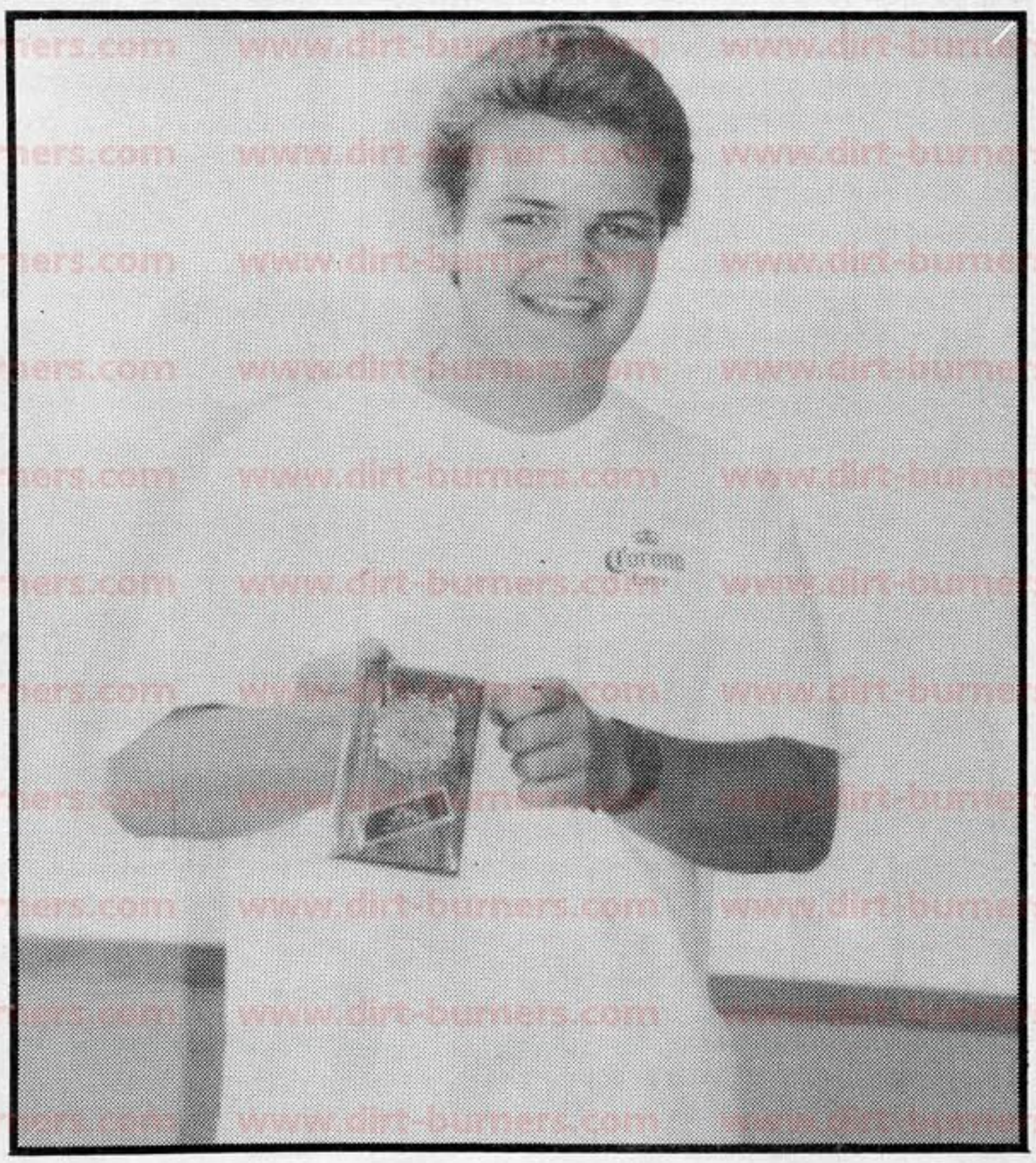
1st -	W. Nalls	13-4:02.9
2nd -	B. Halley	13-4:09.7
3rd -	S. Cruz	13-4:09.8
4th -	T. Spaulding	13-4:10.7
5th -	R. Merritt	12-4:02.8
6th -	B. Paone	12-4:09.5

OPEN TOP GUN

1st -	A. Willenbring	14-4:12.7
2nd -	S. Yamamoto	14-4:17.3
3rd -	J. Golojuch	14-4:17.8
4th -	B. Bush	13-4:02.6
5th -	T. Spaulding	13-4:12.1
6th -	H. Usui	12-4:03.0
7th -	W. Nalls	11-4:01.2



The Sportsmanship Award went to Steve Yamamoto, the Region V representative to the 1/10 World Championships in Australia.



The Brain Fade Award went to Lance Brownsworth. Although he had a tough day, Brownsworth kept smiling.

followed in third. Willenbring held the lead for two more laps, while Halley worked his way up from a fifth place start into second place. Meanwhile, Yamamoto had moved up from fourth place and into the third position at the end of four laps.

On the fifth lap, Halley made a move on Willenbring to assume the lead, relegating Willenbring to second. Moving into third place was Bush, having worked his way up from a sixth-place start.

On lap six Willenbring regained the lead, holding it for two more laps, followed by Halley in second and Bush third.

On lap nine, Halley stole the lead back from Willenbring and started to pull away from the field. Now the race was for second place between Willenbring, Bush and Golojuch. After starting in the last position, Golojuch had moved up to fourth place and was challenging the two runners-up.

On lap 11 Bush got past Willenbring to take over second place. With Willenbring running in third and Golojuch in fourth, both were hot on Bush's tail.

Halley managed to hold onto his lead during laps 12 and 13, but the race for second place got even tighter. Bush was still running in second, but Willenbring and Golojuch was waiting for an opportunity to steal it away from him!

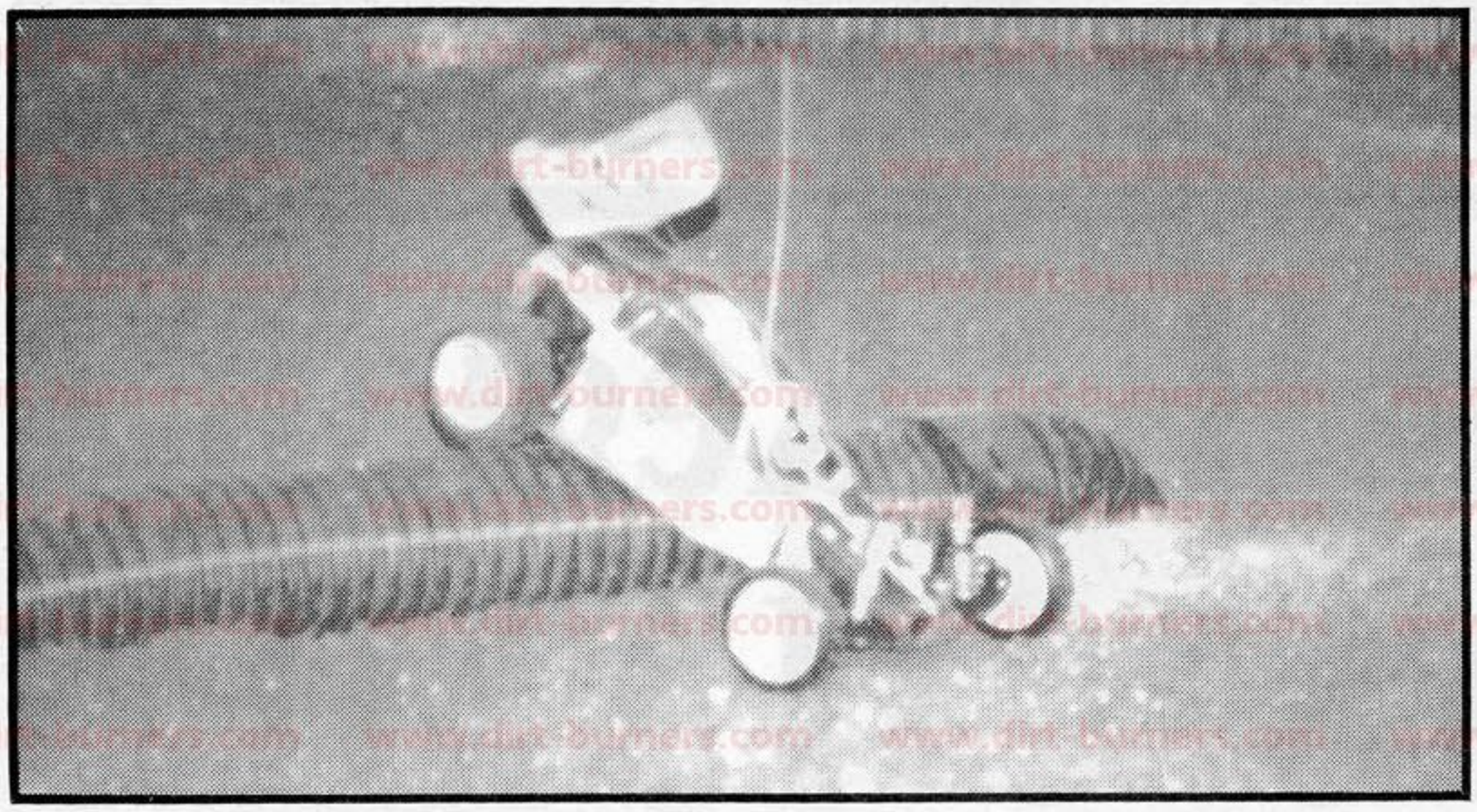
It was annonced that there were 10 seconds left in the race, and Halley was on his way to his 14th lap before the horn sounded! Since Bush, Willenbring, and Golojuch wouldn't be able to beat 14 laps, it became a sprint to the finish for second place.

By the time the horn sounded, Bush had managed to hold off their charges and crossed the finish line in second with 13/4:01.1, followed by Willenbring in third with 13/4:02.9, and Golojuch in fourth with 13/4:04.4.

Finishing his 14th lap ahead of everybody was the new 1989 Top Gun Champ, Bill Halley! Congratulations on an outstanding effort over the past two days.

With the two days of racing over, and the new Top Gun Champ crowned, the lights were dimmed on MHOR R/C Raceway's Second Annual Top Gun Competition. Thanks to all those who helped make the race such a success: Mike Montgomery, David Butts, and Mark Everhart for track maintenance and turn marshaling; David Danaher and Damon Merritt for computer operations; Kathy Everhart for track steward and race calling duties; Lisa Golojuch for posting the results; Nora Willenbring for her assistance wherever necessary; Chadd Brockman for tech inspection and photos; and, of course, Naomi Brockman for taking care of the hobby shop. Thanks to one and all!

See you next year at the Third Annual Top Gun Competition at MHOR R/C Raceway in beautiful Colorado!



No, you're supposed to *clear* the corner first, and *then* turn!

RESULTS

TOP GUN FINALS

1. Bill Halley (2WD Stock)	**14/4:12.9**
2. Brian Bush (2WD Open)	**13/4:01.1**
3. Andrew Willenbring (2WD Open)	**13/4:02.9**
4. John Golojuch (4WD Open)	**13/4:04.4**
5. Steve Yamamoto (2WD Open)	**13/4:07.6**
6. Shawn Cruz (2WD Stock)	**13/4:11.8**
7. Welby Nalls (2WD Stock)	**13/4:19.5**
8. Tim Spaulding (2WD Stock)	**12/4:03.4**

•R/C•

The start of the 4WD B Main, just before the rain started.

NERCAR's Region I 1/8 GAS CHAMPS

2WD A Main winners (left to right): Victor Zabicki, ninth; Mike Geruch, eighth; Paul Mircik Jr., second; Jay Endicott, first; Dave Toth, sixth; Bob Crescitelli, seventh; Frank Calandra, third; and Greg Philley, fifth.

Story by Larry Labounty
Photos by Bob Eldaridge and Mirca Miller

The year 1989 has been an exceptional year of 1/8 gas racing for the NERCAR Club of Enfield, CT. With 81 entries for this year's 1/8 regional race, many questions needed to be answered, including: Would the Sporstman drivers from Series East support the race?

Series East Sportsman rules differ from the ROAR Sportsman rules in that they can only run 2WD cars and cannot use a two-speed. The Mid-Atlantic Series drivers would be racing with their 4WD cars and two speeds.

Both series have been seeing a light turnout of 2WD Open cars. Would this trend continue at the Regionals? Mike Coffey had garnered three straight 4WD A Main wins in the Mid-Atlantic Series; while no driver in Series East has shown any dominance. Would the new 1989 PB Phoenix make its presence felt? And what impact would the new Rex motors and Paris Quiet Pipes have? It was definitely going to be an interesting weekend of 1/8 racing!

Track set up started early Friday morning, and practice was scheduled for Friday afternoon. It surprised club members to see Pete Fusco and Al Clark arrive hours before the session was scheduled to start, especially since Fusco had just returned from the World Championships in Holland.

By the close of Friday's practice, some 40 drivers throughout Region I had shown up to race on the weekend.

QUALIFYING

On Saturday, four rounds of qualifying heats where scheduled. The Sportsman heats were run first and, as expected, the 4WD cars led the way, with Glen Shreve driving his PB Phoenix to a lap/time of 14/5:06.4. Right behind him was Sal Caruso with 14/5:10.2, also driving a Phoenix. Running third was another 4WD car — an RC500 — driven by last year's Nats Champ Dick Eliezer with 14/5:10.9.

Series East driver Brooke Gervais led the 2WD Sportsman division, turning 14/5:24.3 with her RC500. Phil Olsson followed with 13/5:00.2, also driving an RC500, while Andy Sapoznik and George Miller both turned 13 lap runs.

With only 18 2WD Open cars entered, the trend of low entries continued for this class. However, it didn't stop youngster Jay Endicott from putting in an excellent display of driving, as he turned 15/5:04.5 with his RC500. Paul Mircik Jr., another young driver who can really drive a 2WD car, followed with 15/5:21.2. Third fastest at the end of Saturday's qualifying was Frank Calandra with 14/5:01.7, followed by Greg Philley posting a 14/5:06.8 for fourth. Local racer Dan Damas rounded out the top five with a lap/time of 14/5:21.6.

No one in 4WD was holding back! With 39 drivers all looking for a good qualifying run. Early arrival Pete Fusco was the only driver to turn 17 laps with a time of 5:15.3, driving his RC500 Paris Rex and Paris Quiet Pipe combo (another question answered). Tony Mark III finished second with a 16/5:04.7, driving an OPS-powered PB Phoenix. Sitting in third was Tom Ramundo with 16/5:08.2, driving a Serpent Sprint/S Power. Finishing fourth was PB driver A.B. Markunas, turning a 16/5:08.8, followed by fellow PB driver Earl Nester with 16/5:09.2. Mike Cominski followed close behind with 16/5:10.8.

With two more rounds of qualifying scheduled for Sunday morning, one could be sure that most everyone would be burning the midnight oil!

Sunday morning greeted everyone with warm, sunny skies. In the Sportsman division, Glen Shreve greeted his fellow Sportsman drivers with the only 15-lap run at 5:22.9. The 4WD drivers put a lock on the top three, but 2WD Open driver Frank Calandra joined the 15-lap club at 15/5:12.0 — although he was still behind Jay Endicott's and Paul Mircik's Saturday times.

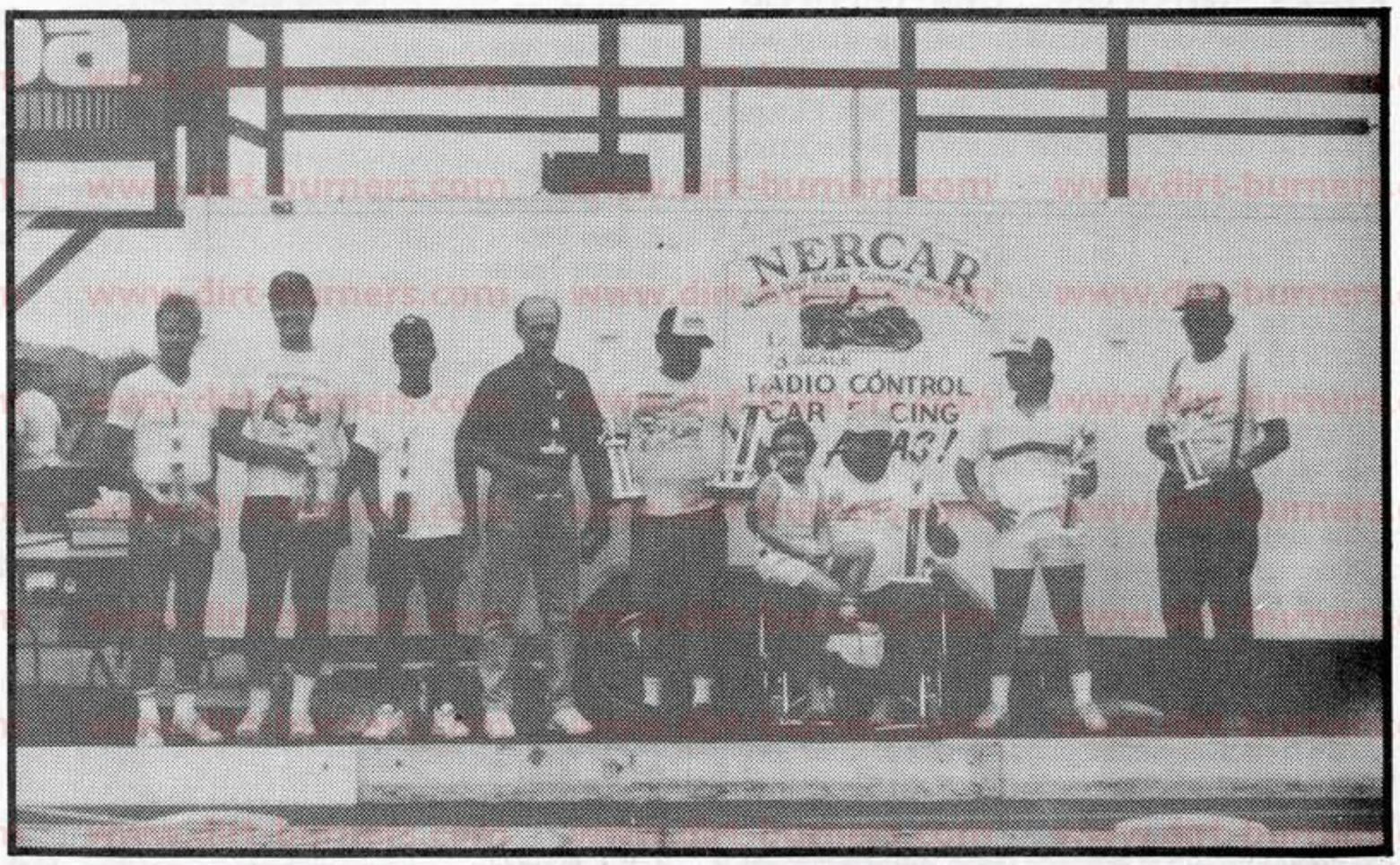
The pace in 4WD heated up as many drivers made some minor suspension adjustments or motor changes to find that extra power for the 180-foot back straightaway.

Pete Fusco turned in another 17-lap run and was the only driver to do so. Mike Coffey moved up to second with a 16/5:00.4 run, while Tom Ramundo just barely edged out Tony Markunas III with a 16/5:04.7. Meanwhile, Markunas was unable to top his Saturday time of 16/5:04.8. Mike Cominski nailed down a 16/5:06.3 to move up to fourth.

THE MAINS

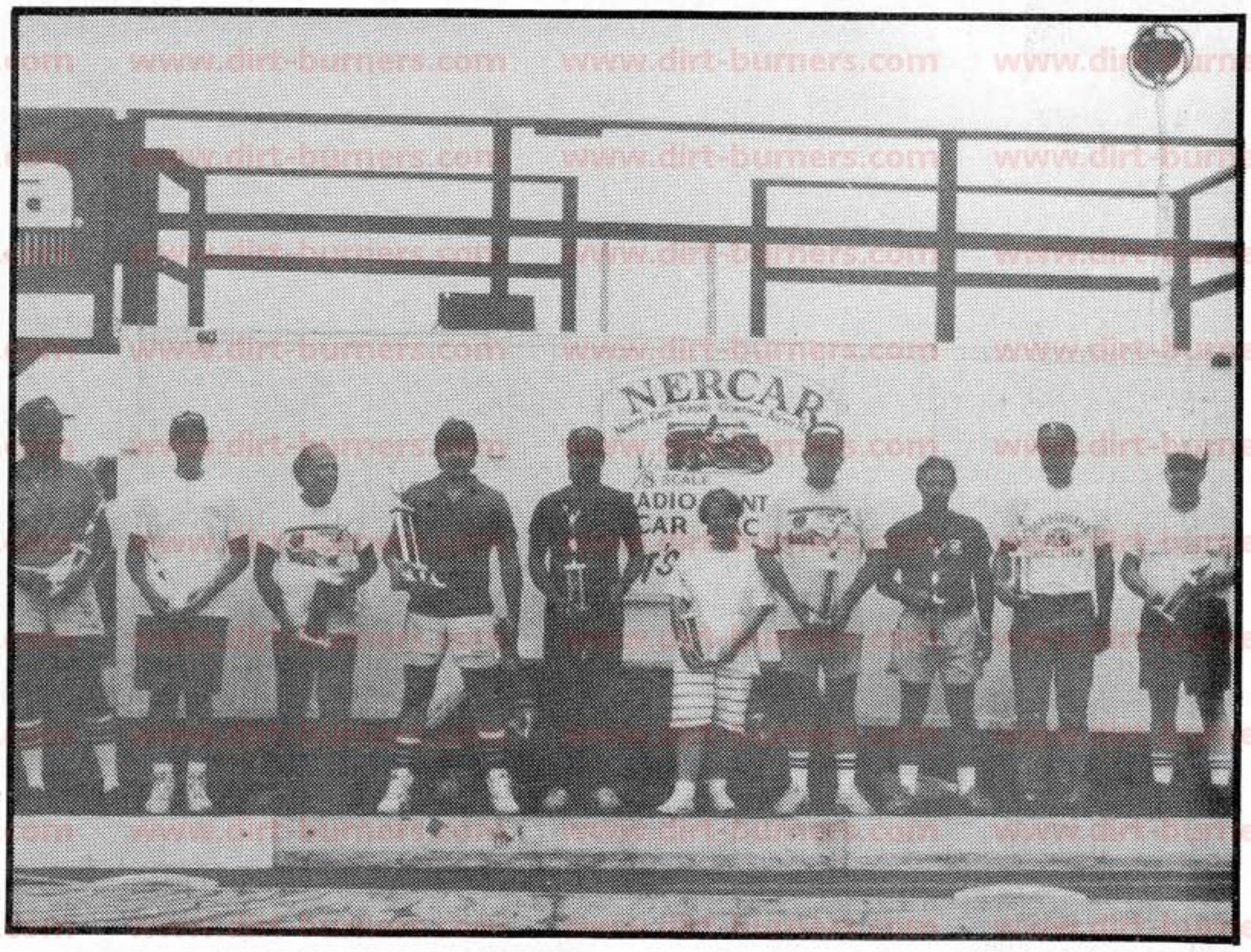
As the Sportsman mains got started, cloudy skies moved in. The Sporstman Class C Main featured a dog fight between Bob Bluteau and Bob Girouard, with Paul Mircik Sr. and Marcia Miller racing for third and fourth. Both Girouard and Bluteau had traded leads several times, but Girouard crossed the finish line first. Both drivers turned 34 laps, with Bluteau just five seconds behind. Miller managed to edge out Mircik for third, as both finished with 33 laps.

The Sportsman B Main was a heartbreaker for Leonard Davis Jr. Taking the lead on the first lap, Davis maintained his point position for 18 minutes, never making a mistake that would cost him his lead. With two minutes to go, however, Davis tapped a board as he was lapping a car and just hit hard enough to cause some front-suspension damage. That was all Sean Buller-well needed to steal the lead. At the finish Ed



4WD A Main winners (left to right): Gary Soltys, eighth; Mike Cominski, fourth; Frank Depace, seventh; Ralph Phillips, fifth; Pete Fusco, first; Mike Coffey (and son), second; Tom Ramundo, third; and Earl Nester, ninth. Missing were Tony and A.B. Markunas.

NERCAR'S REGION I 1/8 GAS CHAMPS



Sportsman A Main winners (left to right): Andy Sapoznik, eighth; Dana Sergent, fifth; Sal Cruso, third; Glen Shreve, first; Ed Cowell, ninth; Brooke Gervais, fourth; Dick Eliezer, third; Phil Olsson, sixth; Ken Packard, 10th, George Miller, seventh.

Snyder managed to get the advantage on Davis for second, and Davis was relegated to third.

Charles Restivo grabbed the lead in the 2WD B Main, followed by John LoBon right behind. Halfway through the race, however, Restivo suffered a flame out, which allowed LoBon to nurse his mis-shifting two-speed to the win. Arnold DiPictro finished a lap behind, with Restivo two laps off the pace in third.

As the 4WD mains started, one could feel the moisture in the air. In the 4WD D Main, Ken Harris had managed to solve the mechanical problems that plagued him during qualifying to post a three-lap win ahead of the runner-up. Keith Bayrer and Alan Wheal finished second and third, respectively, both with 35 laps.

A light drizzle had started, but after a short delay, it had stopped long enough to start the C Main. At that point, it was decided to shorten the mains to try to get them all in before heavier rains moved into the area.

Jeff Miller, who had been plagued with problems in qualifying, held on to capture the C Main win with 28 laps. Two laps behind was Archie Paltrineir in second, followed by Paul Lindewall rounding out the top three.

Although the track was still dry enough to start the next main, it wreaked complete havoc in the 4WD B Main! Grant Toman and Tim Chinn had established themselves as the leaders, when the rain started to fall again at the six-minute mark. With two minutes left, the track was getting very slick, but during all of this Joe Fucile managed to slide his way into the lead.

At the 9.27-minute mark, the checkered flag was waved, as track conditions had deteriorated too far. Heavier rains continued, and any hope of running the A Mains slowly vanished.

At that point it was decided to take the drivers' two best times to determine the outcome of the A Mains.

Sporstman Glen Shreve topped the sheet with 29/10.29.3. Sal Caruso was second with 28/10:05.4, and right behind was Dick Eliezer at 28/10:10.2. Shreve, who turned in perfect runs all weekend, truly deserved the Sportsman title.

Jay Endicott, with his consistent 15-lap runs, won 2WD Open Class with 30/10:14.1. Paul Micik Jr. followed with 30/10:21.0, and Frank Calandra rounded out the top three with 29/10:13.7.

Pete Fusco, the only 4WD driver to turn 17-lap runs, topped the charts with 34/10:32.2. Region I Director Mike Coffey finished second with a 32/10:10.8, followed by Tom Ramundo, close beind with 32/10:12.8.

It was unfortunate that the A Mains had to be scored that way. They would have provided some great racing, especially since everyone involved wanted to race for the regional championships.

When all was said and done, a lot of questions had been answered. The Series East Sportsmen weren't scared away. The Sporstman Class was the second-highest entered class with 24 entries; while the 2WD Open Class continued to lose drivers to the 4WD Class. The PB Phoenix made its presence felt, along with the Rex motor and Paris Quiet Pipe. Without a doubt, the weekend of racing offered something for everyone!

RESULTS

4WD A MAIN (rained out, best two qualifiers)
1. Pete Fusco (RC500/Paris Rex) 34/10:32.2
2. Mike Coffey (RC500/O'Donnell Nova Rossi) .. 32/10:10.8
3. Tom Ramundo (Serpent/S Power) 32/10:12.8
4. Mike Cominski (RC500/Paris Rex) 32/10:17.1
5. Ralph Phillips (RC500/Paris) 32/10:18.1
6. Tony Markunas III (PB Phoenix/OPS) 32/10:20.0
7. Frank DePace (RC500/Nova Rossi) 32/10:21.5
8. Gary Soltys (PB Phoenix/O'Donnell Nova Rossi) . 31/10:06.1
9. Earl Nester (PB Phoenix/Nova Rossi) 31/10:10.1
10 A.B. Markunas (PB Phoenix/OPS) 31/10:19.1

4WD B MAIN (shorted to 10 minutes)
1. Joe Fucile 24
2. Donald Pyle 24
3. Joe Jones 23
4. Joe Curcio 22
5. "Gizzzmo" 22
6. Tim Chinn 21
7. Paul Knudsen 19
8. Gary Yelin 19
9. Grant Toman 15
10 Walt Wosho 3

4WD C MAIN (shortened to 10 minutes)
1. Jeff Miller 28
2. Arch Paltrineir 26
3. Paul Lindewall 25
4. Lewis Pighello 24
5. Brian McCormick 23
6. Jamie Davis 21
7. Al Clark 16
8. Dominick Incantalupo 12
9. Larry Labounty 4
10 Curtis Goode 1

4WD D MAIN
1. Ken Harris 38
2. Keith Baurer 35
3. Alan Wheal 35
4. Bob Murphy 34
5. Brian Belcinski 30
6. Bill Keifer 21
7. John Incantalupo 19

2WD A MAIN (rained out, best two qualifiers)
1. Jay Endicott (RC500/Paris) 30/10:14.1
2. Paul Mircik (RC500/Paris Mondial) 30/10:21.0
3. Frank Calandra (RC500/Nova Rossi) 29/10:13.7
4. Dan Damas (Delta Super Eagle/Picco) 28/10:16.1
5. Greg Philley (RC500/Rossi) 28/10:17.5
6. Dave Toth (RC500/Paris OPS) 28/10:20.0
7. Bob Crescitelli (RC500/Paris OPS) 27/10:28.3
8. Mike Geruch (Cook Eagle/Paris OPS) 26/26/10:08.9
9. Victor Zabicki (RC500/Rex) 26/10:10.8
10 John Gottschalk (PB Nova/Nova Rossi) 26/10:18.5

2WD B MAIN
1. John LoBon 50
2. Arnold DiPictro 49
3. Charles Restivo 48
4. George Denault 38
5. Chuck Groom 32
6. John Zanellis 8

SPORTSMAN A MAIN (rained out, best two qualifiers)
1. Glen Shreve (PB Phoenix/Rossi) 29/10:29.3
2. Sal Caruso (PB Phoenix/Nova Rossi) 28/10:09.4
3. Dick Eliezer (RC500/Nova Rossi) 28/10:10.2
4. Brook Gervais (RC500/Paris) 28/10:43.0
5. Dana Sergent (PB Phoenix/Nova Rossi) 27/10:14.9
6. Phil Olsson (RC500/Olsson Rossi) 27/10:22.1
7. George Miller (RC500/Paris Nova Rossi) 27:10.27.0
8. Andy Sapoznik (Cook Cobra/Nova Rossi) 26/10:07.5
9. Edward Cowell (RC500/Mondial) 25/10:13.2
10 Ken Packard (RC300/M&B) 25/10:35.0

SPORTSMAN B MAIN
1. Sean Bullerwell 49
2. Ed Snyder 47
3. Leonard Davis Jr. 47
4. Peter Newman 45
5. Brian Latawiec 44
6. Keith Whitcher 43
7. Bob Eliezer 35
8. Bob Dumas 31

SPORTSMAN C MAIN
1. Bob Girouard 34
2. Bob Bluteau 34
3. Marcia Miller 33
4. Paul Micik Sr. 33
5. Matthew Mizah 1

●R/C●

CLUBS & TRACKS

AA R/C RACEWAY & HOBBIES
Sandhill Ranch
Brentwood, CA
(415) 757-6594

•

ABARC
(Associacao Brasileira de
Auto modelismo R/C)
R. Mal Deodoro, 295 — S/152 Real
04738 Sao Paulo, Brazil
Contact: Peter Gogarten, (11) 456-3338
or (11) 456-3140 (business)
(11) 521-8686 (home)

•

ABC R/C
1441B East Main Street
Waukesha, WI 53186
(414) 542-1245

Off road dirt and oval racing, truck pulls.

•

A.E.R.C.C.
(Arkansas Electric Radio Car Club)
15412 Sardis Road
Mabelvale, AR 72103
Contact: Bruce DeLeuil, (501) 847-9404

1/10 off road and clay oval racing. Features the state championship series race in the fall.

•

ALCAR INTERNATIONAL R/C RACEWAY
33501-A Lake Road
Avon Lake, OH 44012
(216) 933-6017

1/10 off road on Fridays, 1/12 & 1/10 carpet on Sundays, closed Mondays.

•

ALCRAFT R/C RACEWAY
1370 Custer-Orangeville Road
Brookfield, OH 44403
(216) 448-1573

1/10 electric off road and dirt oval racing, 1/12 and 1/10 indoor on road carpet racing.

•

ALJO RACEWAY
1248 East Main
Norristown, PA 19401
(track site:)
Upper Marion School Complex
King of Prussia, PA
Contact: Arch Paltrineri, (215) 277-5181

ROAR rules enforced, ROAR membership required. 1/8 gas events run on a regular and frequent basis.

•

ANTIOCH R/C RACEWAY
5631 West Lone Tree Way
Antioch, CA 94509
Contact: Jack Hanson (415) 754-5700

1/10 dirt oval, 1/10 off road racing, four times a week. Open seven days a week.

•

ARCORR
(Alaska Radio Controlled Off Road Racers)
4970 Fairbanks Street
Anchorage, AK 99515
Contact: Tim Brass, president, (907) 278-4250
Joe Mikus, vice-president, (907) 338-2103
Joan Porter, sec/treas., (907) 344-6734

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

•

ARIZONA FAST TRACK HOBBIES
1102 East 22nd Street
Tucson, AZ 85713
(602) 882-8888

1/12, 1/10 and 1/8 asphalt racing; 1/10 dirt oval racing.

•

AROARA
(Alaska Radio Operated
Auto Racing Association)
4970 Fairbanks Street
or
4000 Credit Union Drive
Anchorage, AK
Contact: Bob Peters, (907) 345-3269
Joe Mikus, (907) 338-2103
Ernie Nidiffer, (907) 272-9053
Tony Glenn, (907) 278-9132
Kim Fleetwood, (907) 248-6682

1/8, 1/10 and 1/12 off road and oval racing.

•

ARROW HOBBIES
2710 South I-35W
Burleson, TX
(817) 295-2821

1/10 electric open and oval racing. 1/8 gas sprint car and oval racing.

•

ATLANTIC HOBBIES RACING WORLD
Elm Plaza, White Horse Pike
Elm, NJ
(609) 567-2947

1/10 and 1/12 oval racing; 1/12 road course racing.

•

B.A.R.R.
(Byron Area Radio Racers)
800 River Drive
Byron, IL 61010
Contact: Jim Haynes, (815) 234-5615
Bob Falk, (815) 234-5183
Mickey Tate, (815) 734-7239

•

B&H HOBBIES RACEWAY
Route 10, Box 178
Mechanicsville, VA 23111
(804) 746-2758

•

BIG BOYS R/C RACEWAY
514 East 19th Street
Marysville, CA 95901
(916) 741-8310

1/10 scale off road racing.

•

BILL'S HOBBIES RACEWAY
600 North Main Street, Route 83
East Longmeadow, MA 01028
Contact: Rick Pepin, (413) 736-7711

1/10 scale off road racing.

•

THE BLASTERS
47 Riel Drive
St. Albert, Alberta, Canada

Where The Action Is!

ANTIOCH
R.C. RACEWAY

Home of the Largest 1/10 Off Road Championship ever run:
615 entries — 1988

ANTIOCH R/C RACEWAY, Northern California's #1 racing facility. Complete R/C car and parts dept. Racing four (4) times a week. Wed: Off-road, 7:30 p.m. - Fri: Dirt oval, 7:30 p.m., Mixed races Sat. and Sun. New 1/10 Dirt Oval for the 4WD Super Modified cars. Power to pits, lights & acres of parking. Overnight, O.K. Practice Mon thru Thurs.

ANTIOCH R/C RACEWAY
5631 Lone Tree Way
Antioch, CA 94509
(415) 754-5700
(ANTIOCH RACEWAY is located 45 miles inland from San Francisco on Hwy 4.)

CLUBS & TRACKS

c/o 17319 69th Avenue
Edmonton, Alberta, Canada T5T-3S7

1/10 off road, dirt oval and circuit off road course.

●

BNS HOBBIES AND RACEWAY
Route 7, Box 380
State Road 187 South
Anderson, SC 29624
Contact: Bob Sanford, (803) 224-8591

●

BOB AND JIM'S R/C WORLD
3485 University Avenue
Riverside, CA 92501
(714) 684-6314

Carpet track, on road, gas and electric drag racing and oval.

●

BOB'S R/C SUPPLY AND RACEWAY
935 Sheerer Avenue
Waterloo, IA 50701
Contact: Kevin Nelson, (319) 232-2235

1/10 and 1/12 indoor carpet on road and oval.

●

BOLINK RACEWAY PARK
420 Hosea Road
Lawrenceville, GA 30245
Contact: Rick Jordan, (404) 963-0252

●

BRAKE-A-WAY
3179 Hamner Avenue
Norco, CA 91760
(714) 736-6063

1/10 paved oval racing and dirt off road racing.

●

BREMEN BANDITS R/C RACING CLUB
Bremen Hobbies
308 North Bowen
Bremen, IN 46506

Oval and off road racing.

●

BROCKPORT INTERNATIONAL SPEEDWAY
6000 Sweden Walker Road
Brockport, NY 14420
Contact: Gil or Betty Glidden,
(716) 637-6224, or
(716) 594-1186

●

BROTHERS-IN-LAW R/C RACING
16175 Main Street
Hesperia, CA 92345
Contact: Bob, (619) 949-5252

1/10 scale dirt oval racing, open practice, pit tables, 110-volt power.

●

CAJON R/C SPEEDWAY
1875 Joe Crosson Drive
El Cajon, CA 92020
Contact: Cajon R/C Speedway Hotline,
(619) 449-0788

1/4, 1/8, 1/10 and 1/12 scale. Asphalt oval/road and dirt off road racing.

Nov. 24-26: R.O.A.R. 1/4 Paved Oval Nationals.

●

CALIFORNIA AUTO RACERS
Don Hill
4271 North First Street
San Jose, CA 95134
(408) 262-9285

1/12, 1/10 on road, second Sunday 1/4, 1/10 dirt oval (call).

●

CAPITAL AUTO RACERS
1500 Wakefield Way
Sacramento, CA 95822
Gene Bush, (916) 421-4794

1/10 electric off road, 1/8 gas on and off road racing.

●

CARDINAL MOTORSPORTS
349 Southport Circle
Virginia Beach, VA 23452
(804) 497-0552

Novice, stock and modified 1/10 and 1/12 racing.

●

CENTRAL COAST
RADIO CONTROL RACEWAY
3940 Orcutt Road
Santa Maria, CA 93455
(805) 937-7269

●

CHECKERED FLAG R/C RACEWAYS
8100 South Kirkwood Road
Houston, TX 77072
(713) 879-7619

1/10 dirt oval and road racing.

●

CHICAGO MODEL AND HOBBY SHOW
O'Hare Expo Center
Chicago, IL
(800) 323-5155
(312) 299-3131 (In Chicago or Canada)

November 2-5, 1989: Radio Control Hobby Association is sponsoring this event. Call for more information.

●

CIRCUS RACEWAY
3132 South Highland
Las Vegas, NV 89109
(702) 732-0022

Off road, 1/12 and 1/8 on road races.

●

CLEAR LAKE CAR CLUB
300 North Vista, #1420
Houston, TX 77073
Contact: Doug Caraway, (713) 443-0580 or
Jim Shannon, (713) 485-1398

1/12 electric races.

●

CLIFTON HOBBIES
35 Harding Avenue
Clifton, NJ 07011
(201) 772-4608

1/12 scale, 1/10 modified and stock indoor racing.

●

CLUB SEAR
(Southwick Electric Auto Racers)
13 Powder Mill Road
Southwick, MA 01077
(413) 569-5753 or (413) 569-0497

1/10 off road racing.

●

COAST HOBBIES R.C. HEADQUARTERS
2085 Sperry
Ventura, CA 93003
(805) 658-9244

Dirt oval racing, 1/12 and 1/10 scale on road racing.

●

COLSON AND SILVER BULLET TRACKS
Sponsor: Visalia Hobbies
2145 West Whitendale
Visalia, CA 93277
(209) 734-8072
or Jim Brownfield, (209) 686-5966

●

COMPETITION HOBBY
8169 South State Street

CLUBS & TRACKS

Midvale, UT 84047
(801) 562-9452

Indoor off road dirt racing.

●

CORAL SPRINGS ROAD RUNNERS R/C CAR CLUB
Coral Springs, FL
Contact: Jim Haire, (305) 752-1640

1/10 off road racing.

●

C.O.R.C.
(Competition Oval Racing Club)
c/o Ernie Prince
813 Crosby Avenue
Simi Valley, CA 93065

●

C.O.R.C.A.R.
2145 Pine Knoll
Columbus, OH 43229
Contact: Ray Williams, (614) 890-2983

1/10 off road May through September, 1/10 and 1/12 carpet indoor November through March.

●

CORRA
(Chicagoland Off Road Racers Association)
Arlington Heights, IL
Dan Dubrule, (312) 255-7383
Paul Robinson, (312) 506-9726

●

CUDAHY NEWS AND HOBBY CENTER
4758 South Packard Avenue
Cudahy, WI 53110
(414) 769-1500

1/12 and 1/10 indoor carpet and 1/10 off road racing.

●

CYCLE ART RACING
2211 Pleasant Way
Fresno, CA 93705
(209) 233-3665
Contact: Dick De Benedictis

1/10 dirt oval, off road, and asphalt drag strip.

●

D AND D RACEWAY, INC.
2322 Hibiscus Drive
Edgewater, FL 32032
(904) 428-0738

Oval racing.

●

DANNY'S 1/4 SCALE RACE CARS
10462 Trask Avenue
Garden Grove, CA
(714) 638-4002

Pavement and dirt 1/4 scale races first, third and fourth Sundays every month.

●

DENWICK R/C HOBBIES AND RACEWAY
TA Rt. 30
5601 Lincoln Way East
Fayetteville, PA 17222
Contact: Charles Gardenhour, (717) 352-8899

1/10 oval racing.

●

D.R.C.C.C.
(Detroit Radio Control Car Club)
25080 Barbara
Roseville, MI 48066

1/8 gas, 1/12 six-cell and 1/10 on road racing.

●

DOUG'S HOBBY SHOP RACEWAY
Route 301, Box 96-C
Waldorf, MD 20601
Contact: Bill Holley or Patrick Gunn, (301) 843-6220

1/10 off road and dirt oval racing.

●

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

●

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

●

E&L RACEWAY
15555 Jimmy Durante
Del Mar, CA 92014
(619) 755-0411

●

ENDURO VIII
(race sites to be announced)
Minot, ND
Contact: John R. Weaver, (701) 727-5120
or Paul C. Eckert, (701) 727-5984

●

FARCAR
6596 N.W. 26th Street
Sunrise, FL 33313
Contact: Mike Morse, (305) 748-5416

●

FASTLANE R/C
21616 Golden Triangle
Saugus, CA 91350
Contact: Randy Moller, (805) 255-2404

Indoor off road, oval racing.

●

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

●

FAST TRAK RACEWAY
17400 Victory Boulevard
Van Nuys, CA 91406
(behind the Teen Center)

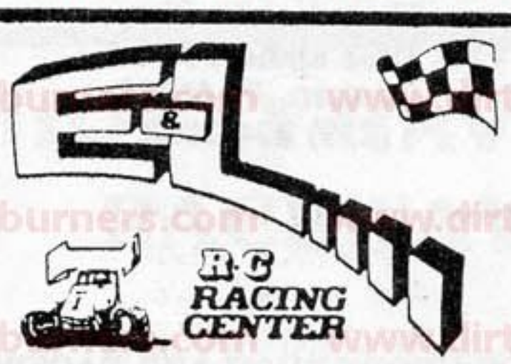
1/10 off road Fridays, 1/10 dirt oval Wednesdays, daily practice. NORRCA rules apply.

●

FLORIDA STATE ELECTRIC AUTO RACING ASSOCIATION
c/o Steve Whitney
1203 Westview Drive
Cocoa, FL 32205
(407) 631-8761

Nov. 4-5: The 1989 Florida State Series, contact the club for details.

Where The Action Is!



★ OPEN 7 days
★ Complete Hobby Shop
★ FASTEST dirt oval in the country!

— Home of the "1st Annual Sprint Car Championship" —

Race schedule:
OVAL: Every Fri. 7 p.m. & Every Sun. Noon
OFF ROAD: 1st Fri. of the month!

15555 Jimmy Durante, Del Mar, CA 92014
(619) 755-0411

CLUBS & TRACKS

FROGTOWN R/C RACEWAY
5234 Highway 4, P.O. Box 266
Hathaway Pines, CA 95233
(209) 795-4788

ROAR-sanctioned 1/10 dirt oval and off road track.

●

FROGTOWN R/C RACEWAY
Calaveras County Fairgrounds
Highway 49
Angels Camp, CA
(209) 795-4788

1/10 dirt oval and off road open every weekend. Racing every Sunday.

●

G.B.M.R.A.
(Glen Burnie Model Racing Association)
Contact: Patrick Varosh, (301) 768-6242

●

GOLDEN TRIANGLE RADIO CONTROL ROAD RACERS
65 North 11th Street
Beaumont, TX 77702
Contact: Wayne Moncla, (409) 866-8832

1/12 on road racing.

●

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

●

GOSHEN R/C OFF ROAD RACING CLUB
Tim's Hobby Shop
1922 Elkhart Road
Goshen, IN 46526
(219) 534-1992

1/10 off road racing.

●

HAL'S HOBBY SHOP AND RACEWAY
4886-A Hercules
El Paso, TX 79904
Contact: Carlos Premier, (915) 755-1914

1/10 electric off road racing.

●

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

1/10 scale racing.

●

HOBBIES PLUS R/C RACEWAY
650 Amherst Street
Nashua, NH 03063
Contact: Preston M. Heller, (603) 882-9200

New 1/10 and 1/12 scale indoor carpet racing. Tri-oval and on road. Also, new 1/10 off road dirt (150 by 70 feet) and 1/8 gas off road.

●

HOBBY BARN
FINISHLINE RACEWAY
7025 East 21st Street
Tucson, AZ 85710
(602) 747-3633

1/10 electric dirt oval and off road racing.

●

HOBBY BENCH RACEWAY
515 South Glendora Avenue
Glendora, CA 91740
(818) 963-9517

Off road and oval racing.

●

HOBBY CORNER RACEWAY
2195 East Garfield
Decatur, IL 62526-5124
(217) 429-4477

Large indoor dirt oval with four-foot banks, year-round racing, 1/4 and 1/8 scale gas, 1/10 oval and off road.

●

THE HOBBY DEPOT
81 Old York Road
Bradley Gardens
Bridgewater, NJ 08807

●

HOBBY HAVEN RACEWAY
72 South N. Street
Livermore, CA 94550
(415) 443-5828

New indoor 1/10 off road racing site with snack bar, parts and video games.

●

HOBBYTOWN
MCHENRY GROUNDPOUNDERS
4915 West Route 120
McHenry, IL 60050
Contact: Luke, (815) 344-1777

●

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

Indoor off road and oval dirt racing.

●

HOBBY WORLD
4237 U.S. 19
New Port Richey, FL 34652

●

HOT TRAX RACEWAY
15432 Electronic Lane
Huntington Beach, CA 92649
(714) 898-1543

●

HOT TRICK RACEWAY
Highway 421
Wilkesboro, NC
(919) 973-7444

Indoor off road and oval dirt racing.

●

INDOOR TACOMA R/C RACEWAY
3828-B 100th Street S.W.
Tacoma, WA 98499
(206) 581-2689

Off road racing.

●

I-10 RACEWAY
1432 Bessemer
El Paso, TX 79935
Contact: Mario Paoli, (915) 592-7065

1/12 indoor, 1/10 oval and off road, 1/4 scale oval.

●

I-94 SPEEDWAY
Pitchin' Palace
Leetsbird Road
(At I-94 and Frontage Road)
Between Hwys 11 and 20
Racine, WI

Oval and off road racing.

●

IORC
(Iowa Offroad Racing Club)
P.O. Box 22052
Des Moines, IA 50322

CLUBS & TRACKS

Contact: Ron Boone, (515) 978-1184

1/12 indoor carpet racing.

Bracket and series racing on a dirt oval.

●

J&J RACEWAY
614 East Shelby Road
Everman, TX 76140
(817) 293-0061

Dirt oval racing.

●

JOE'S HOBBY SHOP AND RACEWAY
Route #2, Box 682 B
Bessemer City, NC 28016
(704) 435-2912

1/10 scale racing on asphalt and dirt ovals.

●

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

1/10 off road racing.

●

KCMR
(Kal County Miniature Racers)
Airway Lanes, 5626 Portage Road
Kalamazoo, MI
(616) 329-1087/344-3104

Off road and 1/12 electric racing.

●

K.D. NATIONAL
(NESCAR sanctioned)
995 Atlantic Avenue
Rochester, NY 14609

●

K&W RACEWAYS
Hard Rock (one block north of Shady Grove)
Grand Prairie, TX
Contact: Matt Hafer, (214) 986-5063

●

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

1/10 off road racing.

●

KOUNTRY KILN HOBBY
Box 247
324 Railroad Avenue North
Mohall, ND 58761
Contact: Stan Witteman, (701) 756-6307

●

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

GN Oval track, 1/12 racing.

●

LOS ANGELES MODEL HOBBY SHOW
2400 East Devon Avenue, Suite 205
Des Plaines, IL 60018
(312) 299-3131

March 8-11, 1990: Radio Control Hobby Trade Association is sponsoring this annual event. Call for more information

●

MACHESNEY PARK RACEWAY HOBBIES
1220 Shappert Drive
Machesney Park, IL 61111
(815) 282-1311

1/4, 1/8, 1/10 and 1/12 scale racing.

●

MAGIC CITY R/C CAR CLUB
404 Bellehurst Drive
Birmingham, AL 35215
Contact: David Swearengin
(205) 841-6988

MAGIC CITY RACEWAY
4416 Pinson Valley Parkway
Birmingham, AL
(205) 854-9159

1/12 and 1/10 scale racing.

●

MARTY'S R.C.
1335 East Broadway
Bradley, IL 60915
(815) 933-8441

●

MASCAR
(Massachusetts Scale Auto Racers)
Contact: Rick Pepin, (413) 736-7711

1/12 scale racing.

●

MEARA
(Miniature Electric Auto Racing Association)
c/o 2509 Macedon Center Road
Palmyra, NY 14522

●

METRO RACEWAY
1424 Baker Avenue
Bakersfield, CA 93305
(805) 322-7955

●

METRO-FAST RACEWAYS AND HOBBIES
950 West Irving Park Road
Hanover Park, IL 60103
(312) 213-3977

Indoor carpet racing seven days a week.

●

MHOR R/C RACEWAY AND HOBBIES
15540 East Batavia Drive
Aurora, CO 80011
(303) 343-0151

1/10 off road indoor racing.

●

MILE-HI R/C SPEEDWAY
178 South Kalamath
Denver, CO 80223
(303) 722-6766

Indoor 1/10 off road, 1/12 on road, 1/10 tri-oval, 1/12 tri-oval and outdoor dirt track racing.

●

Where The Action Is!

HOBBY HAVEN RACEWAY

1/10 Off Road Racing
Plenty of parking
Night & day racing
Lots of tables with AC power
Clean indoor facility & restrooms
Complete parts & snack bar
Heated & air conditioned
Call for race times
(415) 443-5828

3983 FIRST ST.,
LIVERMORE, CA 94550

CLUBS & TRACKS

MOD-STOCK MOTOR RACEWAY
(NESCAR sanctioned)
3478 Latta Road
Rochester, NY 14612
Contact: Tom Gebhart, (716) 392-8208

1/10 dirt high-banked tri-oval racing.

●

MOSQUITO VALLEY RACEWAY
(NESCAR sanctioned)
200 Ogden Parma T.L. Road
Spencerport, NY 14559

●

MOUNTAIN WINGS R/C CAR CLUB
Mountain Wings Hobbies
Box 278
Main Street
Kerhonkson, NY 12446
(914) 626-5555

Off road dirt track and indoor carpet oval racing.

●

MSAR
(Modesto Scale Auto Racers)
1140 California Avenue
Modesto, CA 95351
Contact: Bob Lawson, (209) 521-7942

Oval and off road racing.

●

NASCAR
(Northern Alberta Scale Car Auto Racing)
17319 69th Avenue
Edmonton, Alberta, Canada T5T-3S7
Contact: Dean R. Simpson, (403) 481-8634

1/12 and 1/10 scale on road racing. 1/12 four-cell indoor on carpet in winter and 1/10 six-cell outdoor in summer.

●

NAVAL TRAINING CENTER
San Diego, CA
Contact: Linda Jones, (619) 225-5160

Tri-oval and off road racing.

●

NERCAR
(Northeast Radio Control Auto Races)
36 Glendale Road
Enfield, CT 06082
Contact: Larry Labounty, (203) 749-6281
or Wes Ford, (203) 749-7927

Oval and on road racing.

●

NESCAR
(North East Scale Car Auto Racing)
P.O. Box 118
North Greece, NY 14515

Club races at three tracks: Mod-Stock Raceway, Mosquito Valley Raceway and K.D. National.

●

NOR-CAL MINI OFFROADERS
2665 Park Marina Drive
Redding, CA 96001
Contact: Kevin Paschke, (916) 241-3737

1/10 on road, off road and oval racing, as well as 1/12 on road racing.

●

NORCAR
(Northeast Ohio Radio Control Auto Racers)
3614 Beyerle Road
Cleveland, OH 44105
(216) 441-5043
Linda Carrubba, Secretary

1/12 scale racing.

●

NORCAR
U.S. INDOOR CHAMPIONSHIPS
Cleveland Hotel
6200 Quarry Lane
Independence, OH

●

NORODS
(Northwest Ohio Radio Operated Dirt Sprints)
Randy Butler, President
913 South Union Street
Fostoria, OH 44830
(419) 435-7048

1/8 scale gas sprint car racing.

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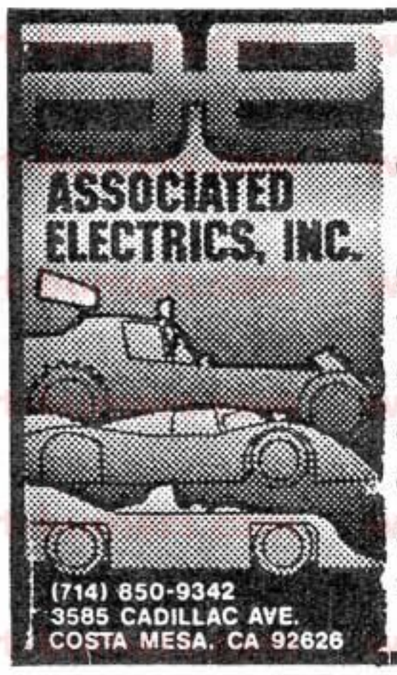

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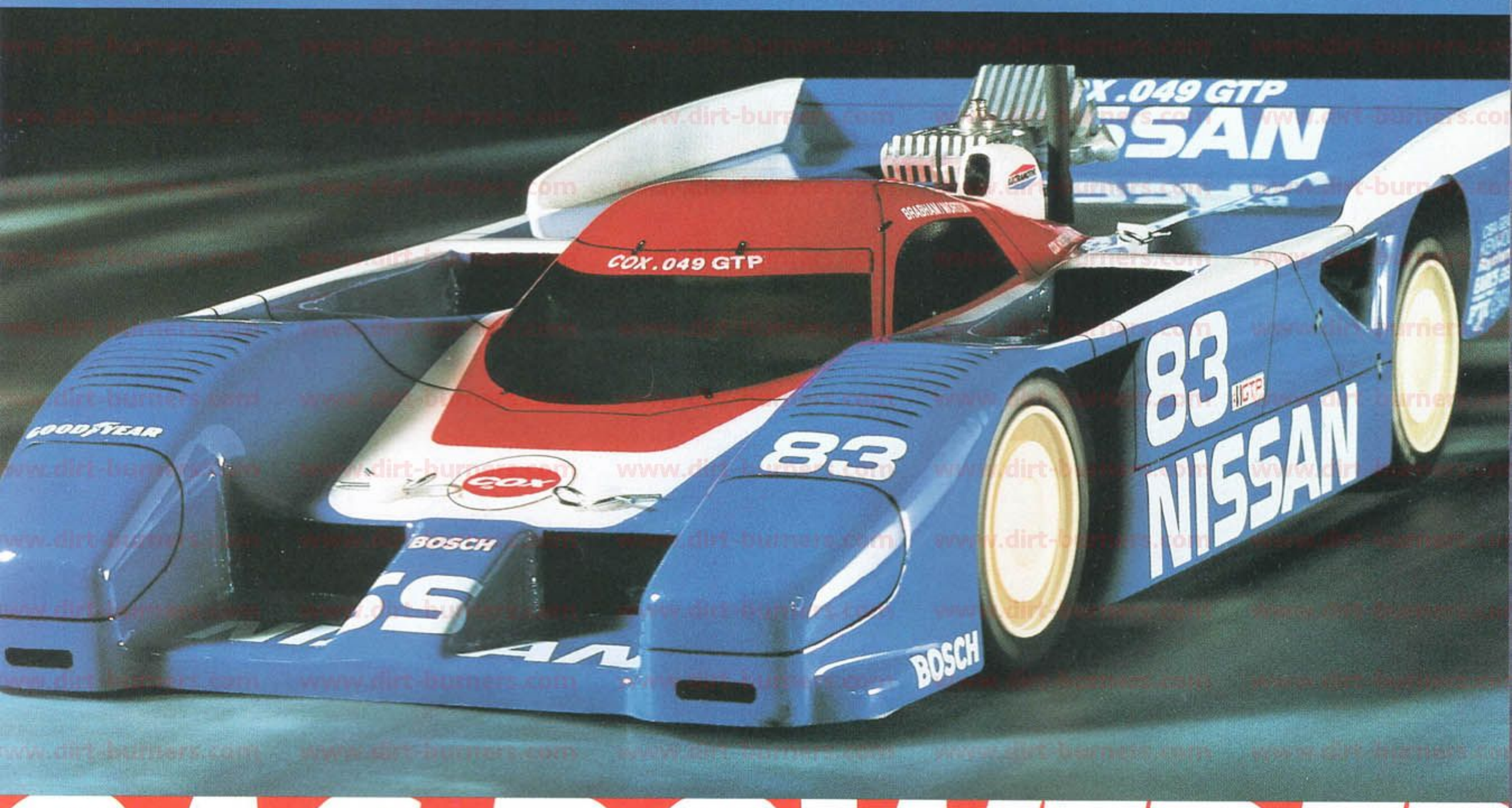

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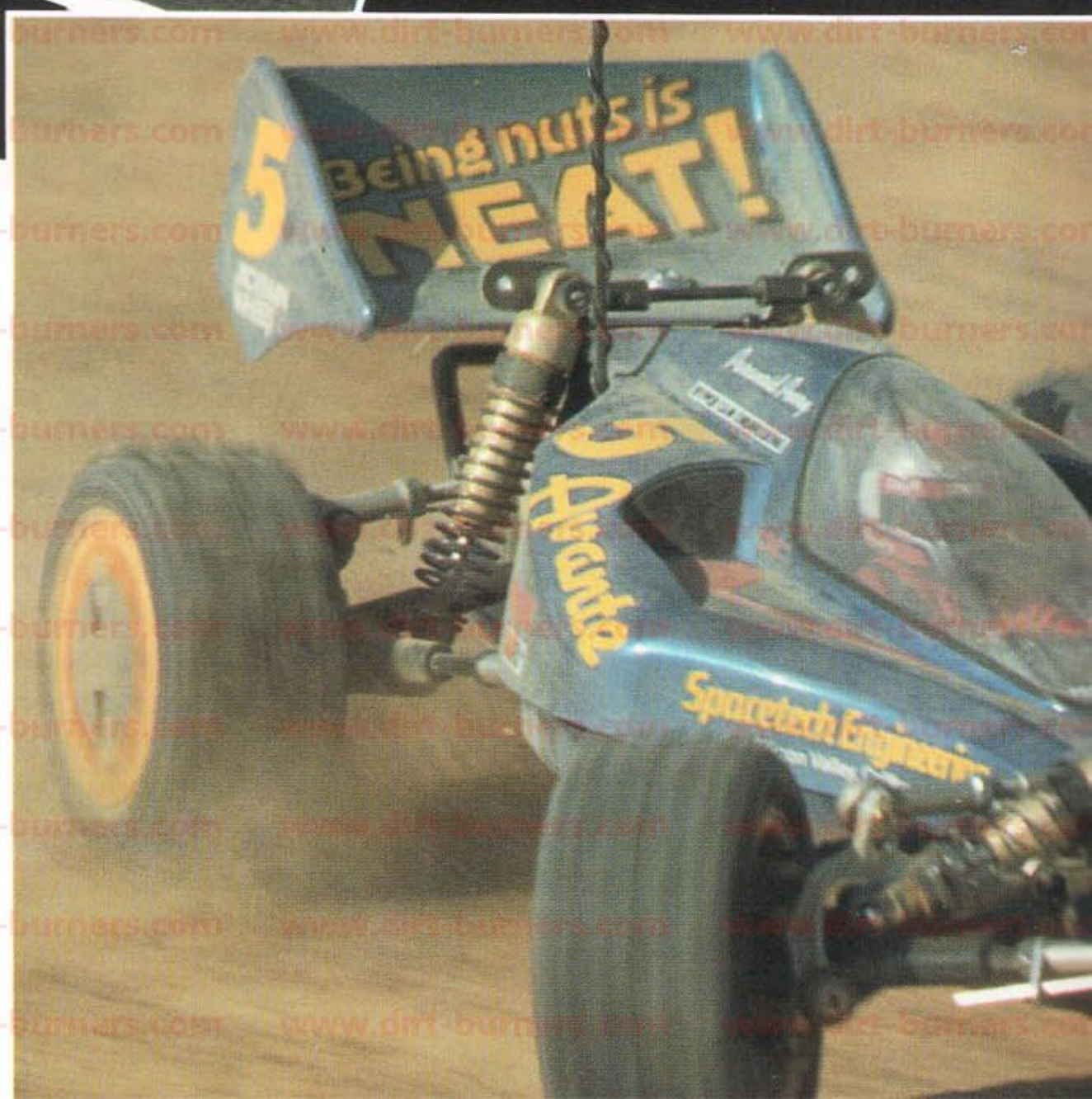

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