

R/C RACING

\$1.50 OCT. 1984—ISSUE 40—VOL. 4

NEWS

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4233 Wilmington Rd.
So. Euclid, OH 44121



Race Corner

Congratulations to Bud Bartos, Stock 1/12th Electric World Champion, and to Tony Neisinger, Modified 1/12th Electric World Champion. The Americans did it again in Herning, Denmark, site of the 1984 1/12th Electric World Championships. They went there not really knowing how they would perform on carpet and indoors and even though the first few days at the track were quite hectic, the boys from the U.S.A. got it all sorted out and 'put it to them!' In addition, defending Stock World Champion, Kent Clausen, was the TQ in Stock! How's that for the American effort! All of the 28 racers from the U.S. that went to Denmark are to be congratulated for such a fine showing. We're proud of you guys. Check out our full report in this issue!

The British group of racers should not be discounted as they too put up a formidable showing. One racer specifically was Andy Dobson, from Great Britain who was one of the fastest racers during the two weeks of the Worlds. And we should not forget Christian Keil of Germany, who set the fastest time in the Modified Class. Congratulations, in fact, to the 120 racers from all over the world who participated in this great event. The next World Championships for 1/12th Electric will be in two years (1986) in Japan - we think. We also hear that only the Modified Class will be run at those Worlds and that there may be three A Main events run and the combined points for each of the three will be used to determine the World Champion.

Since we're congratulating people, we can't forget the three ORRCA National Champions that were crowned in August at the Ranch Pit Shop - Del Mar, site of this year's ORRCA Nationals. Jammin' Jay Halsey captured yet another title by taking the Modified National title and setting TQ times in both the Modified and Open classes. Derek Schmitz surprised the heck out of everyone and blasted his way through for the Open National title. And not to be outdone, Greg Peterson used his quick response to steal the Stock Class National title in one of the closest main events ever run. Read our full report of the ORRCA Nats in this issue.

The 1984 CRP CHALLENGE INVITATIONAL is just around the corner, October 28-29, 1984 at the Ranch Pit Shop - Pomona, and the list of names of those who have been invited has just been released by Mike Tobey, sponsor of the event. Mike chose the names from the finishing positions in the '83

CRP Challenge, ORRCA Nats '84, ROAR Nats '84, R/C RACING NEWS World Championships '84, Western Off Road Championships '84 and the ORRCA Points Series.

These are the following racers who have been invited to participate in the Invitational Program of the CRP Challenge: Mike Dunn, Ken Swanson, Barry Hedrick, Ron Paris, Roger Wagner, Derek Schmitz, Eustace Moore, Paul Dione, Gil Losi, Sr., Gil Losi, Jr., Jay Halsey, Tony Neisinger, Curtis Husting, Mike Giem, Jerry Case, Eivind Peterson, Steve Dunn, Ron Dyer, Willie Melancon, Chris Allec, and Gary Demory. These gentlemen will be the only ones to participate in the CRP Invitational. All others can compete in the three classes for separate trophies and prizes. This is the 2nd Annual event and it looks like it's going to be one of the bigger events of the year. Check out the ad in this issue for more details.

Speaking of 'biggies', we just missed getting the full coverage of the Radio Control Hobbies Western Off Road Championships. It was marginal because of our deadline for going to press and to have included the coverage in this issue would have meant not doing as good a job as should be done. So we're holding it off for the November issue when Eustace Moore, our ace off road reporter and photog, will deal with every wheel to wheel duel. We can tell you that Mike DePhillips won the Stock Class, and Gil Losi, Jr., captured both the Modified and Open Classes using dad's Yokomo 4WD. He was invincible! Tony DePhillips was TQ in Stock, Gary Demory TQ'd in Open and Gil Losi, Jr., was the TQ in Modified. As we said, full coverage in our next issue with photos.

Just heard about the 'Red Lobster Fall Classic' in Melbourne, Florida. This 1/12th Electric Modified event for Can Am bodied cars looks like it's really going to be fun. The date is set for November 16-17-18, 1984 and it looks like the event is attracting some of the bigger names of the sport. As we understand it, the new Stock Class World Champion, Bud Bartos (PARMA), will be there, as will Phil Olson, European Champion, and many other notable names in 1/12th Scale. Entry is a very reasonable \$10 and if you need more information you can contact Larry Parks at (305) 724-4930. We'll have coverage of the event possibly for our December '84 issue.

M.O.R.E., those wild R/C'ers in Detroit, Michigan, just dropped us a

note to tell us about their Indoor Series. They just completed their Summer Series which was a terrific success and now they're ready to start all over again but going inside for the winter. So if you're interested in getting M.O.R.E. details you should call Shawna Sharp at (313) 885-5195 or Dennis LaFerle at (313) 254-4420. They have yet to decide on the which day to race although as we understand it, it may be either Saturdays or Thursdays.

The NORCAR racers (Northeast Ohio Radio Control Auto Racers) have just released their Winter schedule. Everything starts on October 21st and finishes on April 21st. In between there are 13 other events including one Oval and the US Indoor Championships. The best 10 of the 13 races will count towards the championship. All club races will be held at the American Legion Hall at 22001 Brookpark Rd., Cleveland, OH. Call Chuck Mackin at (216) 365-6562 for more information.

Although we're covering the Western Off Road Championships in our next issue, Ron Williams wanted us to try to mention the fact that companies such as ASSOCIATED, ASTROFLITE, COX, CRP, FUTABA, JG MFG, MIP, MRP, PARMA, RACE PREP, SPEED & SPORT, THORP MFG, and TWINN-K were extremely helpful in sponsoring the event. I'm sorry Ron, but we can't mention those companies yet, until we publish the story.

Guess where the 1985 NAMBA Nationals are going to be held? One hint. Be sure to bring enough nickles and dimes and quarters and your lucky charm! Have you guessed yet? According to their press release, the NAMBA Nationals will be held in Reno, Nevada ('The Biggest Little City in the World') from July 27th thru August 3rd, 1985. Gary Johnson and Judy Prigley were chosen co-directors of the event. For more information you can contact Judy at 39624 Lahana Way, Fremont, CA 94538.

Every once in a while we've got to mention this just to light that fire under some of you folks! Why isn't your R/C race covered in R/C RACING NEWS, you ask? Well, it's not because we don't want to. In most cases it's because we can't get there or you don't let us know in time. At the very least, we should be getting some kind of press release or flier from you or your club at least one or two months in advance so that we can properly plug your race. When you give us plenty of time, we can either make arrangements to get someone there or at least discuss it with you and get you to send us the results, photos and maybe a story. In any case, it's not because we're not trying but you folks have to help.

(contd. page 4)

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ON THE COVER: Two major events took place this past month that were monumental in the sport of R/C Car racing. The ORRCA Nationals were a resounding success (top photo) at the Ranch Pit Shop — Del Mar, where over 180 entries were on hand for the three days of the Nats. The other "major" happening was the winning of two World Titles by two Americans at the Electric 1/12th Worlds. Bud Bartos, (Parma) (left photo) became the Stock World Champion and Tony Neisinger, (Associated) (right photo) became the Modified World Champion at Herning, Denmark.

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R/C RACING

**NEWS...A MUST
FOR THE R/C'ER**

RACE CORNER...

(contd. from page 2)

The first So. Cal ORRCA Series Race starts September 23, at Hi Desert Baja in Palmdale, CA. This will be the first of nine events that will carry the series right through May of 1985. That is if no event is cancelled because of rain. That means that some of you who missed getting involved in the So Cal ORRCA Series should start right away. Remember, 6 out of the 9 races count for the overall points in the Series. Awards for the series will be given out next summer. For more information about the So Cal series you can contact Butch Dunn at (818) 341-0842. See you at the races!

On the Line

BUILDING IS MY LIFE

I am a builder of Tamiya and Bolink off road cars. I would like to be a builder of off road cars for others, especially people who have not had an off road car and would like to get started. My building fee is \$31.50.

I live in North Florida west of Gainesville and if you want more information you can call me at (904) 472-3300 or write to: Mark Preston, Rt. 1, Box 389, Newberry, Florida 32669.

I do subscribe to R/C RACING NEWS and I have learned a lot by reading your magazine, especially about off road cars. I think I can do a good job for anyone who wishes to have their off road car built.

Mark Preston
Newberry, FL

PLANS FOR SPRINTERS

Your recent article on the Delta Eagle was great. Let's see more product review articles.

Also, does anyone make plans for the 1/8th scale sprinters seen in your magazine?

Ken Anami
Montebello, CA

There are a number of R/C'ers that do specialize in sprint cars but I think one of the most experienced is Roy Moody. He's been fooling around with R/C sprint cars for quite sometime and he's probably the one who can help you the most. You can contact Roy at MOODY AUTOMOTIVE, 755 Ash Street, Flossmoor, IL 60422 or call him at (312) 799-5597. What he doesn't know, very few will. I also understand that he does have plans for sale at a very reasonable price. ED

FILLING A LARGE VOID

Let me start off by saying that your magazine fills a large void left out by the majority of R/C modeling magazines. This proves to be a great relief for me since I have been an R/C Model Car builder and driver for 15 years. During that time I had a subscription to one model car magazine and one model car newspaper which either went out of business or changed their format completely.

The first R/C car I had was a gas powered COX dune buggy which I modified for R/C use. I then bought a gas powered Jerobee. Then I bought

Futaba's 1/8th scale Gas powered Safari Buggy.

I loved the noise and the smoke coming from the cars. I didn't like the hard time I had starting the engines and keeping them running the way I liked. After getting all the complaints from my mother and brother about smoking the house up, I decided to go electric. My first car was MRC's Lamborghini Countach Comp. Special which I thoroughly enjoyed. I then bought an MRC Sand Scorcher. This proved to be the best car I had ever owned. Living in New York City, there isn't that much space for running on-road cars without running over pedestrians. With the Sand Scorcher I have two parks to choose from, not to mention vacant lots.

I need your help though. There aren't any tracks in Manhattan and since I don't have a car, I can't get to the tracks in New Jersey, and Staten Island. I would like to meet other Model Car Racers that live in Manhattan (or nearby) and would like to race with them.

Keep up the good work and see if you can get a couple of construction articles going for the latest cars. This will help a person decide which car they want.

Also enclosed is my check to renew my subscription. Another thing you should keep in mind is, sending out a renewal form with the next to the last issue of your magazine. I say this because my current issue which is August has 7/84 as the last issue date but due to your changing time schedule I don't know how many issues are left. It would also be good to list the rate of subscriptions with First Class.

Kevin Sears
4 West 101st Street
New York, N.Y. 10025

First of all Kevin, thank you for your nice letter and don't worry, your subscription has been renewed and the next issue is set to go to you. If you check our subscription form, it has the rate for First Class which is \$30 for 12 issues. Now with respect to your request. I think that the best thing we can do is what we have just done. We've published your letter because we have many subscribers in New York and I'm sure they'll read your letter. In the past, we've done this in other areas and the results have been great. People really respond and I'm sure you'll hear from them. Once you find a few guys or gals to race with, we suggest talking to one of the owners of a vacant lot and ask them if they would let you use it for racing. In fact, you can mention that your group could join ORRCA and therefore be able to obtain Liability insurance for your events. It's one way of getting

things started in your area. Good luck and keep us posted as to how many people get in touch with you and if you start racing. By the way, there is a group of guys that have North East Scale Car Auto Racing (NESCAR) which races in four different tracks. You can call Mod-Stock Raceway in Rochester, New York at (716) 392-8208 for more information. ED

HOW CAN EUSTACE MOORE DO IT!

For what it's worth, I would like to clear the air a bit in regards to the recent ROAR 1/10th Nats.

First, I think Jay Halsey did a great job of driving to win the A Modified Main, and a great job of surviving to take the A Open Main. What I question is Eustace Moore's race coverage! For one thing, Eustace was in the A Open Main, so how could he possibly know how it went down? If it was by the computer run-down sheet he would have noticed that Trinity's own James Dieter driving my Art Carbonell-prepared Hirobo led the race from lap 1 to 14. After crossing the line on lap 14, with 30 seconds to go, James threw a wheel and all hopes were dashed for an 84' National Championship. It was 9 seconds later that Jay wheeled by and took over first place.

The coverage read as though Mr. Moore didn't want to admit to the fact that a relatively unknown Mid-Westerner was "putting one on" on one of the legends in off-road racing from the West Coast.

Well, I got that off my chest, feel better now, and you can bet that Mr. Dieter and Trinity will be at the 85' Nats and you can also bet he won't be losing any wheels next time.

Don Meade
Joliet, IL

You've heard of guys who can walk and chew gum at the same time? Well Eustace is one of those gifted guys. I've seen him announce the race, while driving his own car and taking photos at the same time. The guy is amazing, but he's also human and once every couple of years he makes one mistake. As he probably did at the ROAR Nats. I'm sure James Dieter is a force to contend with and I'm sure Mr. Moore left out some of the details of the A Main - which he's sorry for. We've already punished him by making him fix two old Letrax/Brinkman off road cars. He says he looks forward to seeing Dieter soon so he can explain. Best of luck with your Carbonell/Trinity Hirobo. ED

AMERICANS SWEEP ANOTHER WORLD CHAMP IN 1/12TH ELECTRIC!

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**BUD BARTOS - STOCK WORLD
CHAMPION!**

**TONY NEISINGER - MODIFIED WORLD
CHAMPION!**

Story and Photos by
Eneq Gnitsuh

Herning, Denmark
August 1984

Is it possible that only two years ago we were in Anaheim, California going after the coveted World Championships in 1/12th Electric? I was there and saw the Americans win the World Championship - Kent Clausen, the Stock World Championships and Arturo Carbonell, the Modified World Championship - and in the process pick up the Top Qualifying honors as well. They dominated that World Championship, but it was their home ground and they were expected to do well. But this time the Championships were held in Herning, Denmark and for the past two years, 1/12th electric racers have spent a lot of time learning more and more and setting their equipment to World Championship caliber. The Americans would have a tougher time, especially since the World Championship track would be indoors and on carpet. Most Americans are used to racing outdoors for most of the year and those

Bud Bartos (PARMA) (top photo center), the Stock World Champion, flanked by 2nd place Nigel Hale (left), and 3rd place Mickey Booth (right). The new Modified World Champion (above) Tony Neisinger (ASSOCIATED-REEDY)



This was the infamous first corner just off the straight that "had to be cut just right or you wound up on the boards." Many did not survive it.

superstars of the sport are mostly from the West Coast where indoor racing and carpet racing is almost non-existent. The odds would be with the Europeans.

Well, just as the Europeans and Japanese had done plenty of homework, so had the Americans as they once again dominated both classes. Bud Bartos (PARMA) set the tone when he found the right lines, the right motor and enough patience to work his way into the lead and the Stock World Championship. The PARMA racer finally put it all together and showed the world that PARMA is now among the most elite cars in the world.

Tony Neisinger (ASSOCIATED) maintained the tradition of an all-American sweep as he had his car in perfect work-



The second room of the Congress Hall was used for the pits. There was plenty of room for the 120 racers that were part of the World Championships. It was located right next to the track.



Frank Killam, with Mike Toland, did some great race announcing. Check out the automatic lap/scoring system. No human hands touch it! Well, almost.

ing order and his driving skills were non-paralleled. He thought he might have a good chance of winning as he confided with several of his teammates, and he went out and proved that his confidence was justified as he picked up the Modified World Championship for himself and of course ASSOCIATED.

The 1984 1/12th Electric World Championships was sanctioned by IFMAR, the International Federation of Model Auto Racing, and sponsored by perhaps one of the greatest sponsors for electric racing in the world - SANYO Batteries. They also sponsored the World Championships in 1982. The host Club was the MIDT-JYDSK R/C Racing Club, guided by the



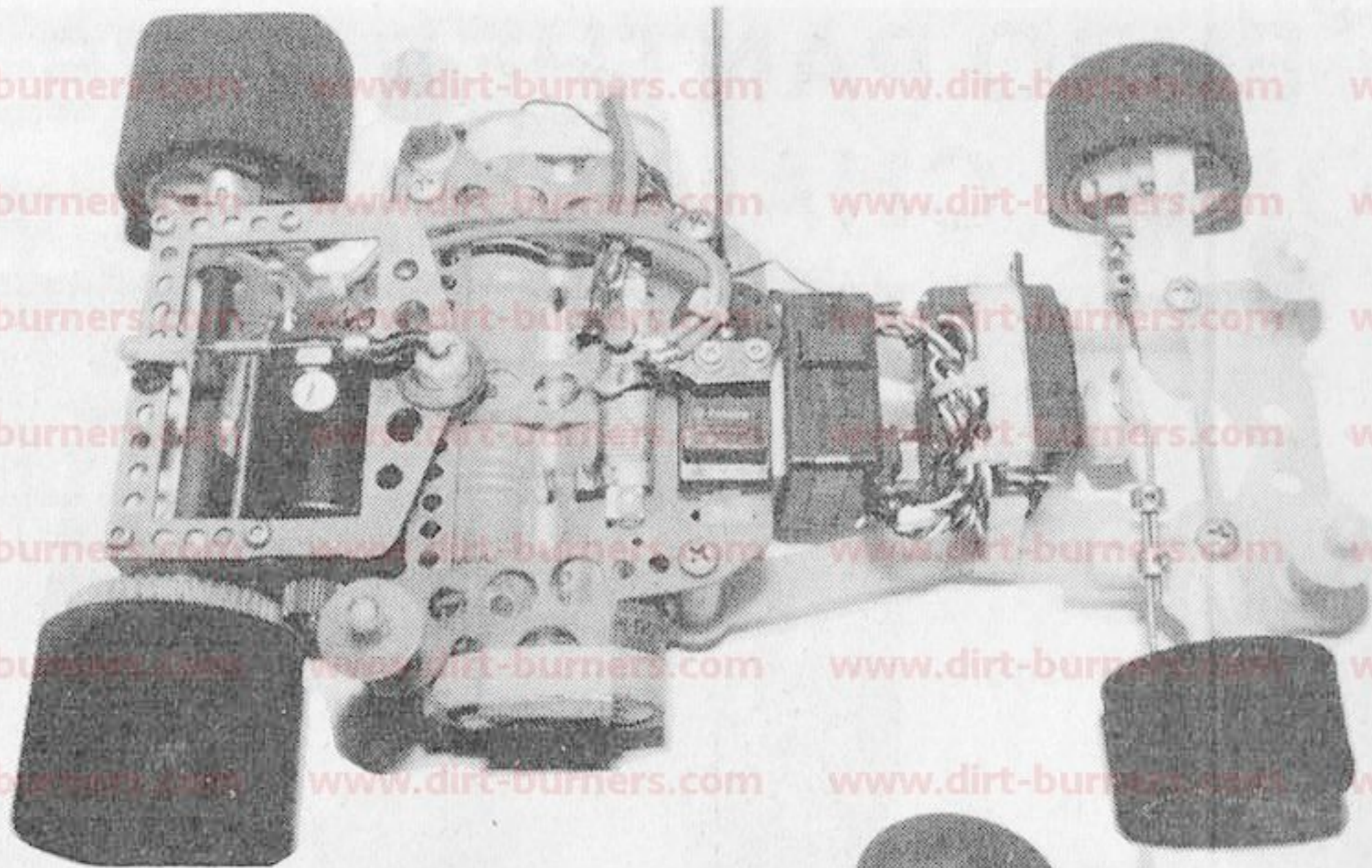
One of the fastest Europeans was Andy Dobson, who took second in the Modified A Main and was very fast for the entire two weeks.

hard working Jan Jaul. Jan worked non-stop for the entire two weeks and much of the success of this World Championship is owed to him.

For the first time in world competition, a totally electronic system of scoring was used. The age of the computer has finally arrived and none too soon. The scoring was faultless thanks to the 1" X 1" transmitter that was quickly fastened to the undercarriage of each car. The fastening was done in about 5 seconds but the scoring was done immediately as each car crossed the start/finish line. The transmitter signal from each car was sent through wires that were taped across the track at the finish line. This in turn was accepted by the computer and each lap

and time was recorded within 1/10th of a second. A complete print out was provided at the end of each race for the racers to see the number of laps, time, position of finish for their particular heat and the overall standings. The bulk of this work was ably performed by Bjorn and Evy Cartens. This system has been used for quite sometime and this was the first time that it was used in this caliber of event. I might add, this is just the beginning as the system can be incorporated for gas and off road racing as well.

Twenty eight (28) Americans made the



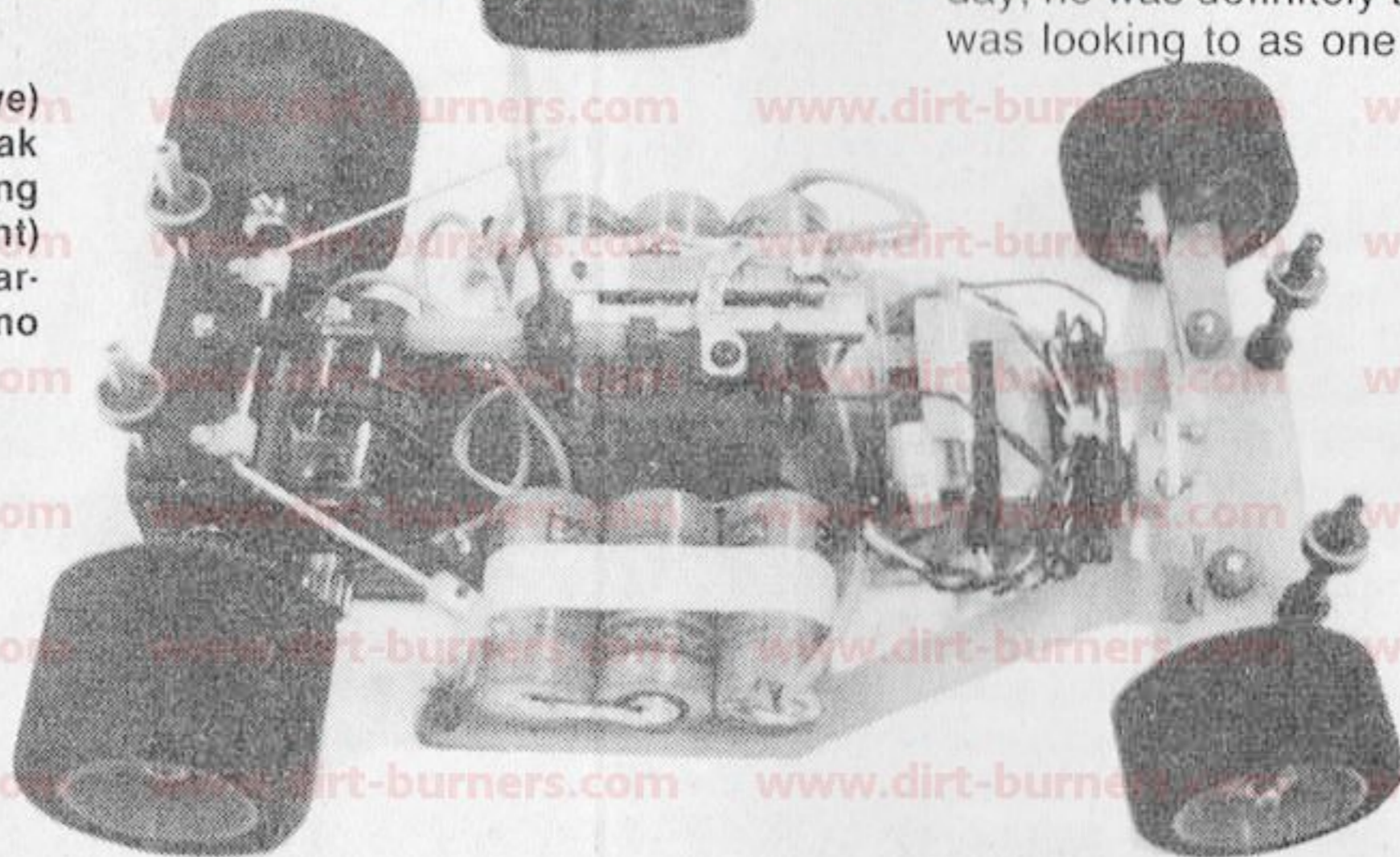
The World Champions' machines — (above) Neisinger's Associated 12i car with Novak receiver, Futaba servos, Sanyo batteries, spring front end. Bartos' Parma Euro Panther, (right) with Sanyo "OD" batteries, Novak receiver, Parma's Epoxy Ultralite Resistor, Parma Yokomo motor.

trek to Herning, with the rest of the total 120 entries being filled from Europe, Japan, Australia, Argentina and South Africa. For the Americans it was an 11 hour flight to Copenhagen. After a 3 hour layover it was another half hour flight to Herning and then a 30 minute drive from there to the hotel. The track was located about 7 miles from the hotel. The first

order of business for the Americans was to hit the sack and try to catch some of the sleep lost in the long flight.

Monday, everyone slept in and did not arrive at the track until about midday for Open practice. Immediately, the American racers knew that they would have quite a bit of work to do in the ensuing few days in order to come up to standard with most of the Europeans. Not having raced too much on carpet, most of the dialing-in had to be done as they went along. In timing some of the the Americans, the fastest was Jim Busby and he wasn't nearly as fast as the overall. The one person that stood apart from the rest of the crowd was Englishman, Andy Dobson. On that first day, he was definitely the one every one was looking to as one of the favorites.

(contd. page 10)



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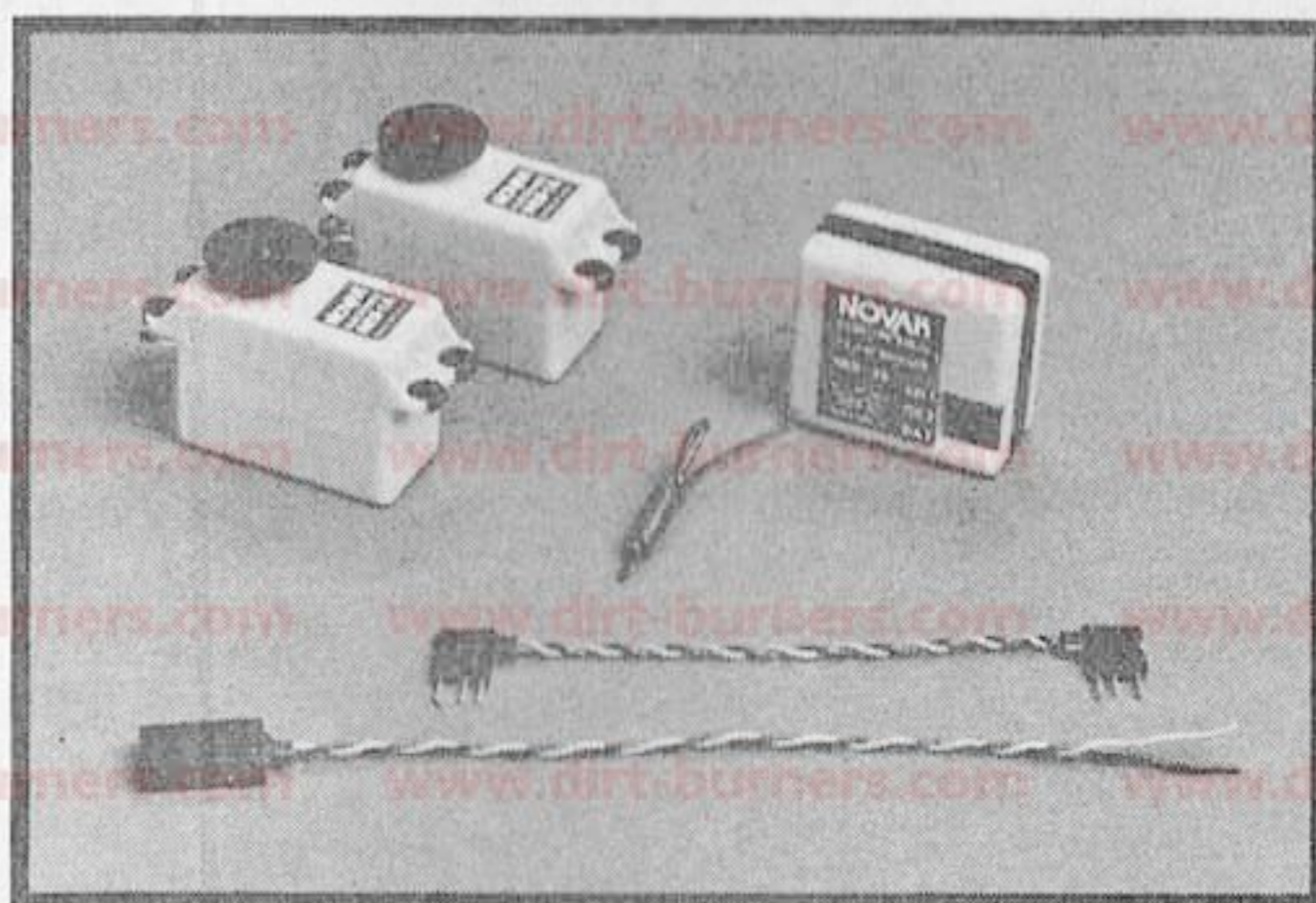
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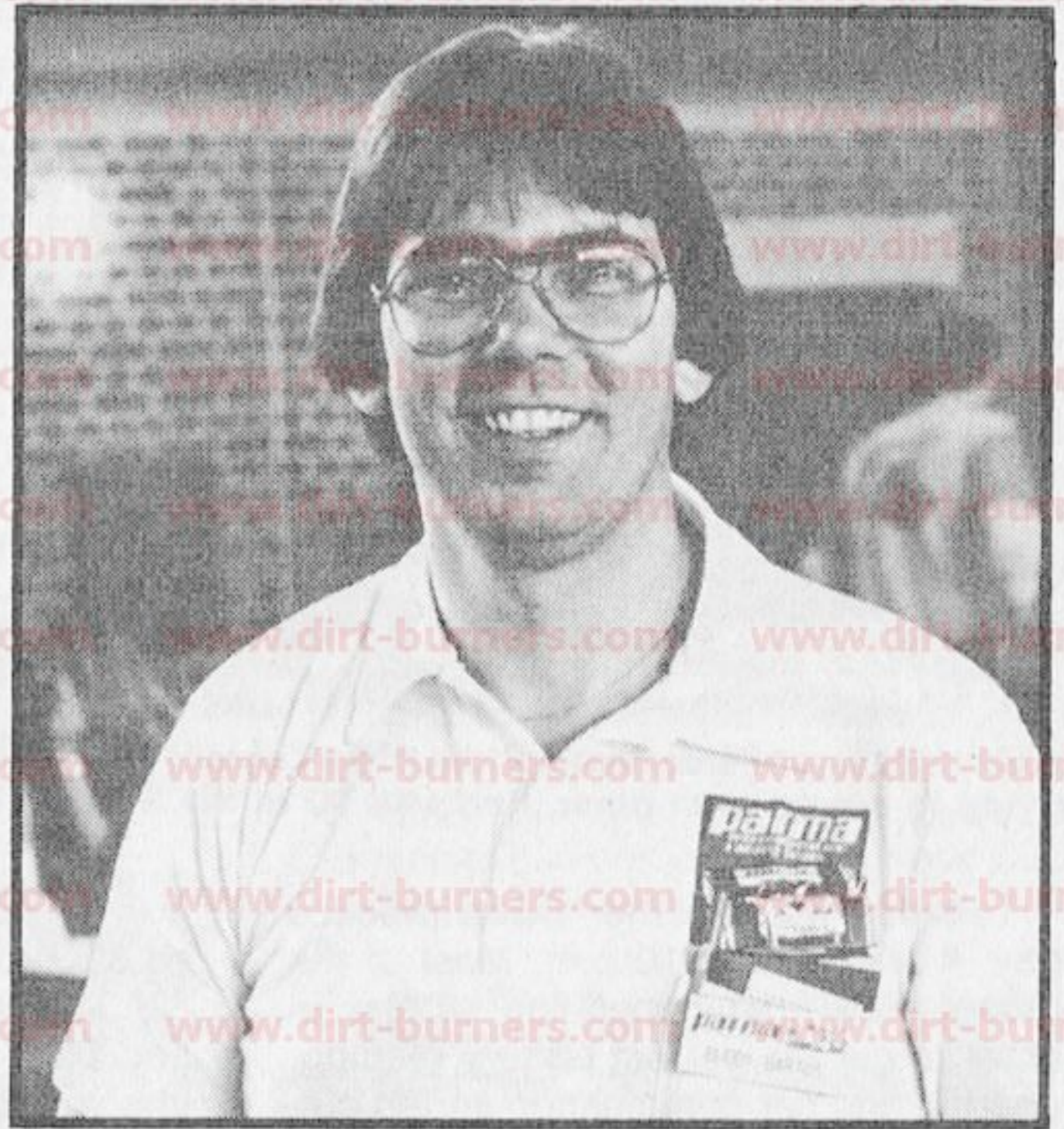
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BUD BARTOS
WORLD CHAMPION

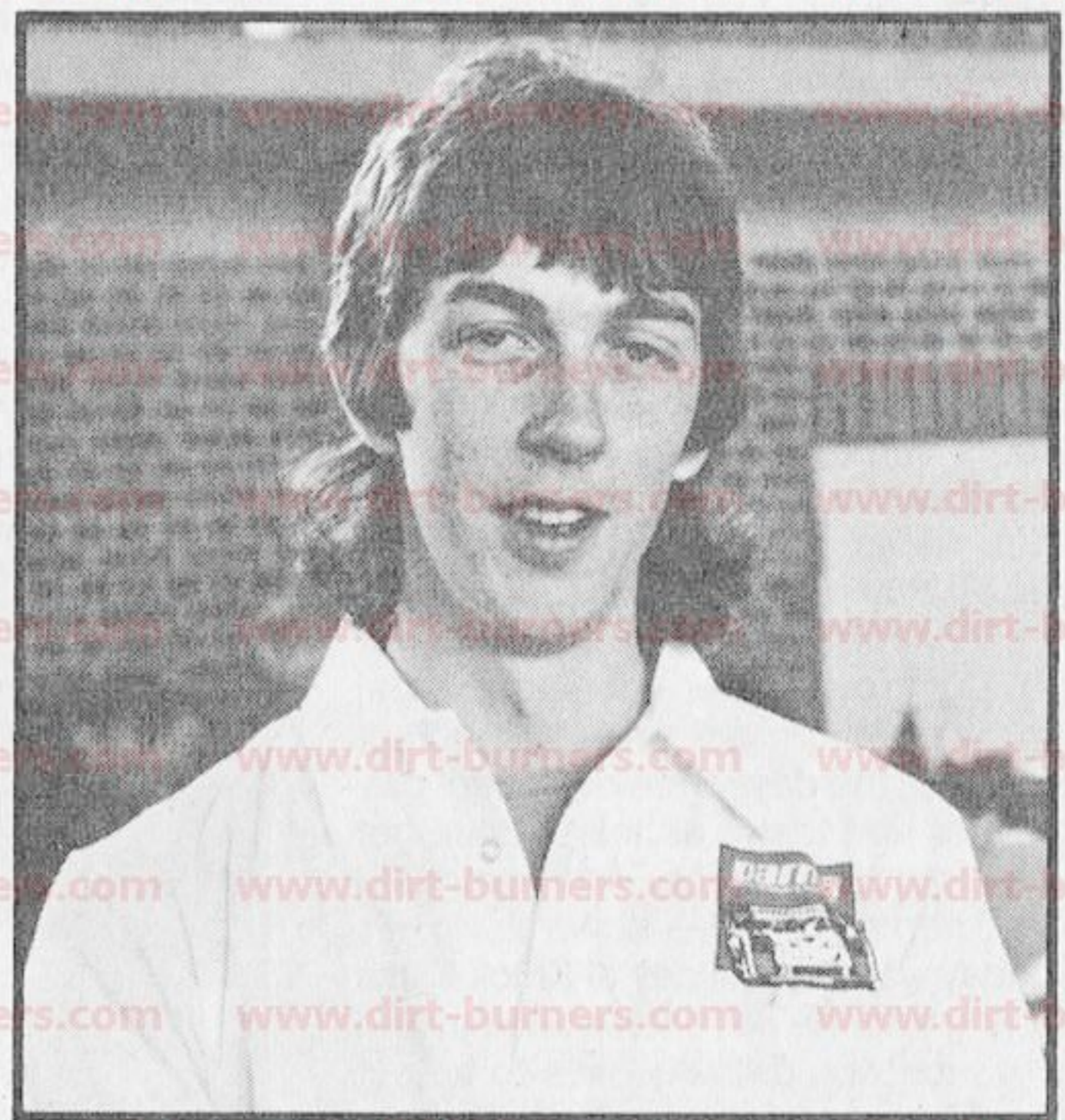
Parma took on the Best in the World and won the 1984 World Championships held in Denmark.

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Teammates, yet fierce competitors, Mike Lavacot (left) and Kent Clausen, spent a lot of time trying to out-do each other. Ken was TQ in the Stock Class.

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Tuesday was another Open practice day. It lasted until 10 p.m. Most of the racers were trying modified motors in order to get the correct battery reading, gearing and car combination sorted out. The American group was getting faster but they still had a long way to go.

Wednesday, things started to look brighter for the Yanks as more and more, the times began to get faster. Andy Dobson was Top Qualifier for the Friendship Race, with Terry Rott in second, no doubt due to his carpet racing experience in the East Coast. Now the American effort was beginning to take shape and the confidence was beginning to emerge.

Thursday, Friday and Saturday were both Open and controlled practice days. Now things were getting serious and the Americans were up to par with the rest of the Europeans. The Japanese contingency was also doing quite well except that many were having trouble with the 8 minute heats. They are not used to it as much as most of the world is because at their races, they sometimes get as many as 300 entries and due to time restrictions, they have to run shorter heats. But they too were getting the feel for the carpet. In fact, the carpet kept changing as the days wore on. It kept getting faster and faster as the surface got tighter and more rubber was being laid down. The traction was superb.

Sunday was the first day of Stock Class qualifying and the day where the trial and error period would finally have to be put aside. Racers were divided into two groups - A and B. The A group qualified during the morning session while the B group qualified in the afternoon. The next day that order was reversed.

After the combined rounds of qualifying were over, Nigel Hale, who is as good a carpet racer in England as anyone, was leading the way with 32 laps in 8 minutes, 00.1 or (32/:00.1). Next to Nigel was Tony Wells, also from England, with 32/:17.2.

In the second round Andy Dobson turned 32/:04.3, with Bud Bartos (USA) with 32/:04.4, Kent Clausen (USA) 32/:05.5, and Mike Lavacot (USA) with 32/:06.0. Imagine, the first four cars within only 2 seconds of each other! You can bet there was going to be some close racing.

In the third round Clausen ran a very fast 32/:01.3 with Christian Keil (Germany) at 32/:01.9, moving into 2nd and 3rd over respectively behind Nigel Hale.

Monday was the last day of qualifying. Seven days had passed since the Americans had arrived and they were right in the money with the rest of the world. Bud Bartos, (PARMA) USA, raised the ante to 33/:13.3. Bud's driving and one of those stock motors that everyone was looking for was the difference. Bartos' motor was so good in fact, that while everyone else was pushing hard and trying to cut those dots as close as possible to gain time, Bud was able to drive steadily and away from

the dots.

In round five Kent Clausen was going for it. The reigning World Champion in the Stock Class had something to prove and he did. Cars were lined up side by side at the start on the straightaway. You had to punch hard to get a hole shot and then go around the 100 degree turn clean. If you did that, you had a good chance at a clean and top run. The melee at that first turn left many cars over the wall or on top of each other. Clausen managed to drive through clean as he used the same flowing lines he used to become TQ at the 1982 Worlds. When the heat was completed he had turned in a 33/:11.6 to earn the Stock Top Qualifier honors again!

In the final round Nigel Hale improved his time to 33/:13.0 to take the 3rd spot and Ralph Burch, Jr., turned 33/:14.0 to take the 4th sit-out spot. (The top 4 qualifiers would go directly into the A Main).

Tuesday was Main Event day. Open practice was from 10 a.m. to 1 p.m. The order called for the first event to be the B Main. The fastest 4 qualifiers went directly into the A Main. The next 16 fastest qualifiers were divided into the B and C Mains. The winners of both mains advanced to the A Main as well as the next four fastest cars from either the B or C Main.

STOCK B FINAL

Andy Dobson had the misfortune to jump the start and was assessed a 10 second penalty. Mike Lavacot was through the first turn in the lead and Dobson followed but Dobson later dropped out at lap six which left Les Pipe behind Lavacot. Tony Neisinger got away from the pack and settled into 3rd. Jimmy Davis passed Tony for 3rd as Lavacot continued to put distance on the field. Next one to go around Neisinger was



Tony Neisinger (left) felt he could win the Modified World Championship—He did! Christian Keil was the TQ in the Modified Class. Both discussing race strategy.

Mike Toland, who also went by Jimmy Davis. With 7 minutes elapsed Toland finally got around Pipe to take over 2nd and hold it until the end. Lavacot was running so fast that with about 30 seconds to go, he flew by Toland to completely lap the field. Lavacot and Toland advanced to the A Main. The results were as follows:

1. MIKE LAVACOT (USA)...33.129
2. MIKE TOLAND (USA)...32.145
3. JIMMY DAVIS (GBR)...31.027
4. GLYN PEGLER (GBR)...31.048
5. LES PIPE (GBR)...31.059
6. FRASER SMART, JR., (GBR)...31.123
7. TONY NEISINGER (USA)...30.002
8. ANDY DOBSON (GBR)...6.599

STOCK C FINAL

The lead was grabbed by Christian Keil in this C Final. Following Christian was Mickey Booth and Finn Gjersoe. Keil managed to put quite a bit of distance on the rest of the field so the race was really for second place. Finn was able to close in on Booth and take over second and hold it for the 8 minutes. Emanuele Zagatti from Italy also managed to go around Booth and he wound up in 3rd. Finn appeared to have 2nd sewed up until he hit a dot. This allowed Zagatti to get by into 2nd but not for long as Finn regrouped and got back into the runner up spot. Because of their finishing times, Keil, Gjersoe, Zagatti and Booth all moved up into the A Main. The final results were:

1. Christian Keil (GMY)...33.110
2. Finn Gjersoe (DNK)...32.054
3. Emanuele Zagatti (ITY)...32.074

4. Mickey Booth (GBR)...32.100
5. Rick Hohwart (USA)...32.144
6. Marco De Marchi (ITY)...31.067
7. Terry Rott (USA)...31.079
8. Tony Wells (GBR)...29.071

After the C Main was run all the other mains up to the H Main were run.

STOCK WORLD CHAMPIONSHIP MAIN

There was some practice time allocated for those drivers in the A Main who wished to practice prior to the start of the final. Then the introduction of the drivers was made and a short photo session followed.

With the formalities out of the way, the event everyone had waited for these past two years was finally on hand. The line up was on a "grid" start with Kent Clausen and Bud Bartos in the first row. Nigel Hale and Ralph Burch, Jr., in the second row and so on.

The red light came out indicating that there was about 5 seconds before the start of the race and as the green light flashed, the World Championship race was underway. Clausen and Bartos exploded from the start and reached the first turn (the infamous 100 degree turn) together. Neither gave ground and the end result was that Clausen wound up off the track and in the wall. Bartos was also to the side and by the time he gathered his composure, Nigel Hale, Mickey Booth and Ralph Burch, Jr., had gone by and were first through third in that order. But Bartos recovered quickly and with that super powerful stock motor he had been issued, he began reeling in the front run-

ners. First to go was Burch, Jr. Bartos wasted no time and in one of the corners he stuffed it in on the inside of Burch and took over 3rd. Burch was on the wall. A couple of minutes later Bartos was on Booth's tail and a little nudge from Bartos allowed his move into second. The only left in front of Bartos was Nigel Hale. Bartos had plenty of power left and the crowd knew he's soon be behind Hale. How Bartos would choose to pass was the question in the spectator's mind. Would he charge through taking a chance in getting caught in the melee or would he be patient and wait for the right time. Bartos chose the latter and when he found the right moment in the right spot, Bud Bartos passed cleanly around Nigel Hale with the crowd's approval and applause. Bud Bartos went on to take the checkered flag and the first World Championship for himself and of course for PARMA International. Once again, an American had dominated the World Class in Stock. The order of finish was:

1. Bud Bartos...U.S.A. - Parma - World Champion
2. Nigel Hale...GBR - Associated
3. Mickey Booth...GBR - Associated
4. Ralph Burch, Jr...USA - Associated
5. Emanuele Zagatti...ITY - Delta
6. Kent Clausen...USA - Associated
7. Mike Lavacot...USA - Associated
8. Finn Gjersoe...DEN - Schumacher
9. Christian Keil...GER - Associated
- 10 Rick Hohwart...USA - Associated

MODIFIED CLASS

With all the excitement of the Stock World Championships finally over,

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Wednesday was controlled practice for Modified cars. Everyone got three runs to sort out their individual motors. One racer who appeared to have things well in hand was Christian Keil. It seemed that every motor Keil tried was a rocket and as such, all eyes were on Keil as the favorite in the Modified finals.

Thursday marked the first day of qualifying. By this time all the racers were quite used to the track, so it was down to business. In the first round Mike Lavacot set the blazing speeds. His 33.02 was the fastest. Finn Gjersoe was the next fastest with 33.05, then it was Bartos and Clausen.

Gjersoe lowered his time in the second round to 33.04 with Chris Arnold right behind with a 33.05 and Tony Wells followed with a 3.07.

Lavacot would have none of this and in the 3rd round he once again lowered his time to a 34.23. Clausen moved into second with 33.03 and Mickey Booth was close behind with 33.04.

Friday was the final day for the attempt of qualifying. Mike Toland started things off with an excellent 33.00.5, just missing the magic 34 lap mark and a sure bet into the final. Keil was next with 33.03, then John Klier jumped in there with 33.04.4. The only Japanese to run with the fast boys was Junichi Koma who turned in 33.04.9. As we said before, the Japanese are not used to running 8 minute heats and mains so his accomplishment here brought out the cordial applause from everyone at trackside. This was something, by the way, that was quite dominant throughout the two weeks of the Worlds. The camaraderie and sportsmanship among and between peoples from all over the world was quite exemplary and a tribute to the promoters, the racers and of course IFMAR.

The 5th round saw Finn Gjersoe lead the way with a super run of 34.15.8. Lavacot followed with 3.01.0 as did Terry Rott with a 33.06.

The last round saw Andy Dobson turn a 33.02.0 just edging out Kent Clausen with 33.02.6. But it was Christian Keil who finally put it all together to capture the Top Qualifier honors with a picture perfect run of 34.03.6. He was timed during most of the two weeks and in almost every case, his times were consistent. Some are saying that Christian has learned to tune his suspension and chassis so well that once he gets more experience under his belt (this was only his second "big" race ever), he's going to be AWESOME! He is folks!

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MAIN EVENT DAY

Saturday was the final race of the World Championships. The Modified title was at stake and defending World Champion Arturo Carbonell was not here to defend it. If anything was certain it was that a new name would be added to the IFMAR history book. Whose name? That was impossible to predict because when you're in this caliber of competition, each and every racer is skilled enough to become the World Champion.

MODIFIED B FINAL

Andy Dobson jumped into the early lead, followed by Johan Klier, Bud Bartos and Tony Neisinger. Neisinger was passed by Glyn Pegler, but Tony immediately got back his 4th spot. Dobson, in the meantime, was pulling away from the field. Neisinger saw the opportunity to catch Bartos, who was in third, and pass him. Then Klier showed signs of



Top Qualifier in Stock and defending World Champion, Kent Clausen (Associated).

slowing down and Neisinger made his move into second. Dobson was too far gone to catch. The results were:

1. Andy Dobson (GBR)...34.12
2. Tony Neisinger (USA)...33.04
3. Johan Klier (GER)...33.06
4. Bud Bartos (USA)...33.07
5. Jimmy Davis (GRB)...32.03
6. Junichi Koma (JPN)...32.07
7. Philip Davies (GBR)...32.10
8. Glyn Pegler (GRB)...31.11

MODIFIED C FINAL

Chris Arnold grabbed the hole shot and the lead, with Nigel Hale in second, followed by Mickey Booth and Kent Clausen. Kent had been the victim of a hammer job in the first corner, but he then regrouped quickly. But it wasn't long before Kent hit a dot and Emanuele Zagatti grabbed 4th from Clausen. Both Kent and Emanuele caught up with Booth and passed him. They also got by Nigel Hale. Then Kent got by Arnold to take the

lead. Arnold held onto 2nd with Zagatti in 3rd. Both Clausen and Arnold moved into the A Main. The order of finish was:

1. Kent Clausen (USA)...33.03
2. Chris Arnold (GBR)...33.11
3. Emanuele Zagatti (ITY)...32.00
4. Nigel Hale (GBR)...32.01
5. Mickey Booth (GBR)...32.01
6. Tony Massey (USA)...32.02
7. Tony Wells (GBR)...32.03
8. Terry Rott (USA)...22.59

Interestingly, Ralph Burch, Jr., who by virtue of many nagging mechanical problems wound up in the D Main, ran away with that main and posted a time that would have put him among the leaders in the A Main. His 34.13 was one of the top runs in Modified. But that's racing.

MODIFIED WORLD CHAMPIONSHIP MAIN EVENT

After the formalities, the introduction and photo sessions of the final Modified racers, all the cars were lined up, again in "grid" order with the top two qualifiers in the front row.

As the green light flashed, Christian Keil was hit and he dropped back. Lavacot and Toland both got theirs as well and they were sideways on the straight. Tony Neisinger punched it down the straightaway and upon seeing cars all over that first turn, he used his head, backed off a bit, found an opening, and then punched through before it closed. He had the lead! All this happened in a split second! Klier had now recovered and was in second with Kent Clausen in 3rd.

Neisinger continued to lead but Clausen looked like he was getting closer - until he hit a dot which sent him on the wall. Finn Gjersoe and Andy Dobson went by. Earlier in the day Tony Neisinger had been heard saying, "I know I have a chance to win today." I'm sure every driver has that feeling when he makes the A Main, but Tony is not usually known to be that confident. Probably what he meant was that his car was working great and was dialed in and if everything held together, he had a good shot at it. He planned to not hit anything for 8 minutes, perhaps the longest 8 minutes of his R/C racing life.

Tony's plan was working through the first half of the main. But at the 5 minute mark, Dobson and Finn were chasing each other and moving closer to Neisinger who had about a 20 foot lead. It looked like Andy Dobson would continue to gain on Tony even if he was driving flawlessly. At the 6 minute mark the World Championships would be decided by two things - who would make the first mistake and/or whose batteries would go first. Neisinger continued to cut the dots within an inch, but never touching them. Dobson continued to gain and was only 3 seconds behind Neisinger. Finn Gjerson was also in the hunt, only a half

a second behind Dobson, and Bud Bartos had won the battle for 4th. They all had a shot at Neisinger. At the 7 minute mark, the hand writing was on the wall. Tony's power remained constant and Dobson's settled, unable to gain on the mistake-free drive of Neisinger. This was by far the best display of precision driving seen in the past two weeks. Although Neisinger was suffering from a cold, he was feeling no pain as the champagne was flowing and the USA National Anthem was being played. A remarkable feat by a remarkable young man. The final order of finish was:

1. Tony Neisinger USA/Associated-Reedy...33.05.0 World Champion
2. Andy Dobson GBR/Schumacher-Parma...33.08.1
3. Finn Gjersoe DEN/Schumacher-Trinity...33.08.5
4. Bud Bartos USA/Parma-Parma...33.10.8
5. Kent Clausen USA/Associated-Reedy...33.11.8
6. Christian Keil GER/Associated-Reedy...33.17.4
7. Mike Lavacot USA/Associated-Reedy...32.00.8
8. Chris Arnold GBR/Parma-Parma...32.02.7
9. Mike Toland USA/Associated-Reedy...32.13.1
10. Johan Klier GER/Schumacher-Trinity...32.14.6

Once again two American racers won the World Championships in 1/12th Electric. Congratulations to Bud Bartos, Stock

World Champion and Tony Neisinger, Modified World Champion. They were the dominant forces, but we must add that the world has caught up and the next World Championships in 1986 in Japan should be quite interesting. Japan has proposed to run Modified only, with as

many as 9 rounds of qualifying and possibly 3 "A" Mains with combined points to determine the World Champion. Hope to see you there!

E.G.



Herning, Denmark was the site for the 1984 1/12th Electric World Championship and this was the track inside Congress Hall

where the super carpeted track was laid out.

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out of anonymity and into the spotlight by taking the National title in a thrill-packed main event inspite of guys like Matt Kross, Hoss Onnen, Guy Miller, Pete Caudillo, and Herb Hanss—all well known Stock Class racers.

The other surprise was when Derek Schmidt took on the likes of Chris Allec, Jay Halsey, Eustace Moore, Gil Losi, Sr., Willie Melancon and others that were in

Story by Lou Peralta
Photos by Eustace Moore

August 17,18,19, 1984
Del Mar, California

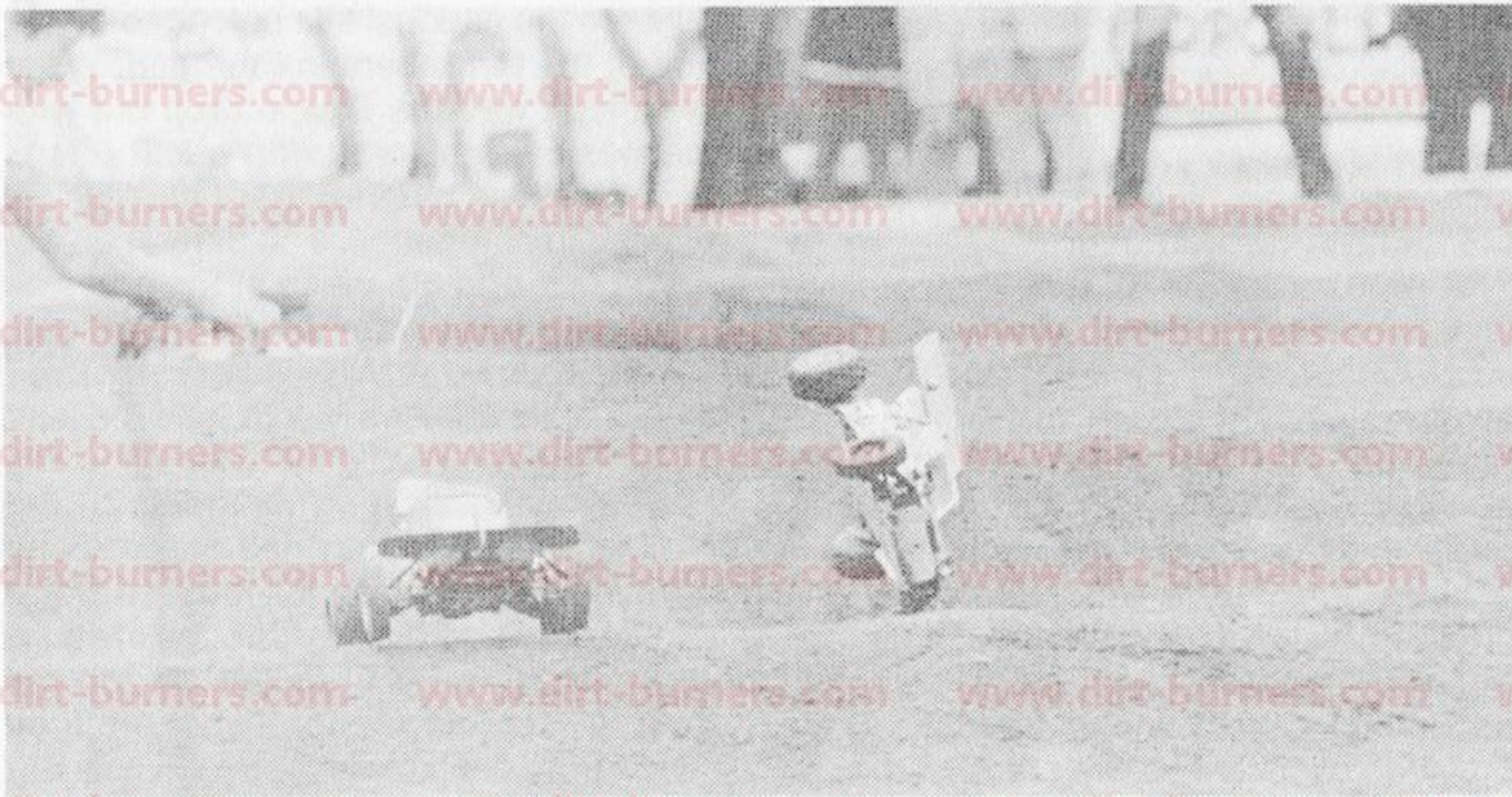
The long awaited ORRCA Nationals finally came around and a total of 181 racers made their way to the Ranch Pit Shop at Del Mar for three days of all out off road competition.

As they say, when the dust settled and the green flag dropped, a few surprises came to light.

In the Stock National A Main it was Greg Peterson from El Cajon who came



The Ranch Pit Shop — Del Mar was in excellent condition for this National. Stock National Champ Greg Peterson (top), congratulated. Plenty of action for 3 days (center). ORRCA's The "Most Dedicated R/C Racer" award went to Jim Brophy (above right) and was shared equally by brother Lee.



Someone forgot to let off. That's the penalty for a sticky throttle finger.

the A main, and waltzed his way into the ORRCA record book when he captured the 1984 National title in the Open Class.

This next winner was really no surprise, but it proved that Jay Halsey's previous "major" wins, which include both the ORRCA and ROAR Nationals, was no fluke! Jay dominated the Modified Class by not only being Top Qualifier, but also by picking up the A main win on his way to another ORRCA National title. He also won last year. And in addition, Jammin Jay also posted the TQ time in the Open Class. He's definitely the current dominating force in this country.

Last year's ORRCA Nationals were held at this very same spot, Del Mar. But at that time it was in a different location and under different ownership. Our Publisher, Lou Peralta, owned it and since then has sold his interest in Del Mar to Gil Losi. Gil, who had been awarded the 1984 ORRCA Nationals last year, decided to move the Nats from the Ranch Pit Shop in Pomona to his newest location. The seaside community of Del Mar offers a perfect backdrop for a weekend of summer R/C racing. In addition, the Del Mar facility has other recreational ac-



Do you think the front wing really helps? Some people swear by it, especially on fast tracks.

tivities that help keep family members busy for the three days of competition.

As we said, the track was relocated from last year, and Gil Losi spared no expense to manicure and shape one of the nicest tracks in the country. Grass surrounded the entire track which was

bordered by thick 2 X 12 X 10" pieces of lumber to help keep the huge crowd away from the race track.

The track design was quite unique with an excellent array of left and right hand turns. It was shaped much smoother than the old Del Mar track which allowed the speeds to really come up. Jay Halsey was the only one to log 16 laps in both the Modified and Open qualifiers with his Associated R/C10 car. No other racer was able to break into the 16 lap category during the qualifiers. It wasn't until the Open Class A Main that two other racers were able to get into that rarefied air of the elite 16-lap racers. A Main winner Derek Schmidt posted a 16/4:08.6 to set the fastest 4 minutes of the entire weekend with his Yokomo 4WD. The other racer in the 16 lap category was Eustace Moore with his MIP 4WD. He did his 16 laps in 4:14.9. Everyone else had to be content

with low 15 lap efforts.

Missing from this national was Gil Losi, Jr., who was celebrating part of his honeymoon in bed as a result of the "chicken pocks". Poor Gil, not only did he miss one of the biggest R/C off road races of the year where he was sure to be one of the favorites, but spending his honeymoon in bed is the kind of luck you would wish only on your worst enemy.

One hundred and eighty-one (181) entries for this race made this COX/CRP sponsored ORRCA National the biggest, entry wise, of any previous national event and only second in competitor attendance to the R/C RACING NEWS Off Road World Championships in Anaheim, California.

The competition for all three days of the event was, needless to say, incredibly fierce. A contrast from the ROAR Nationals where most of the California boys dominated. At this event, there were a few favorites but no one was ready to make a sure bet because when you have the caliber, experience and number of racers that showed up at this event, anything can happen. Certainly Schmidt and Peterson were not considered the



Host of the 1985 ORRCA Nationals, Gil Losi (left) with Lou Peralta, President of ORRCA. Both appear quite pleased with the turnout and the event. And, well they should be—it was excellent!

favorites in their respective classes, but everyone knew that if they could put in one good run during the A Main, victory could be a possibility.

The other factor that made the end results difficult to predict or any prognostication as to who would win practically impossible to do, was the fact that this track is relatively new. No one, not even the local Del Mar racers, had too much time on it to practice. Gil Losi had completed the track a couple of weeks before the nationals so no one racer had the track wired. This really made for some very exciting racing. And perhaps that's the way it should be. A national track should be a fresh track, one that has been constructed specifically for the nationals

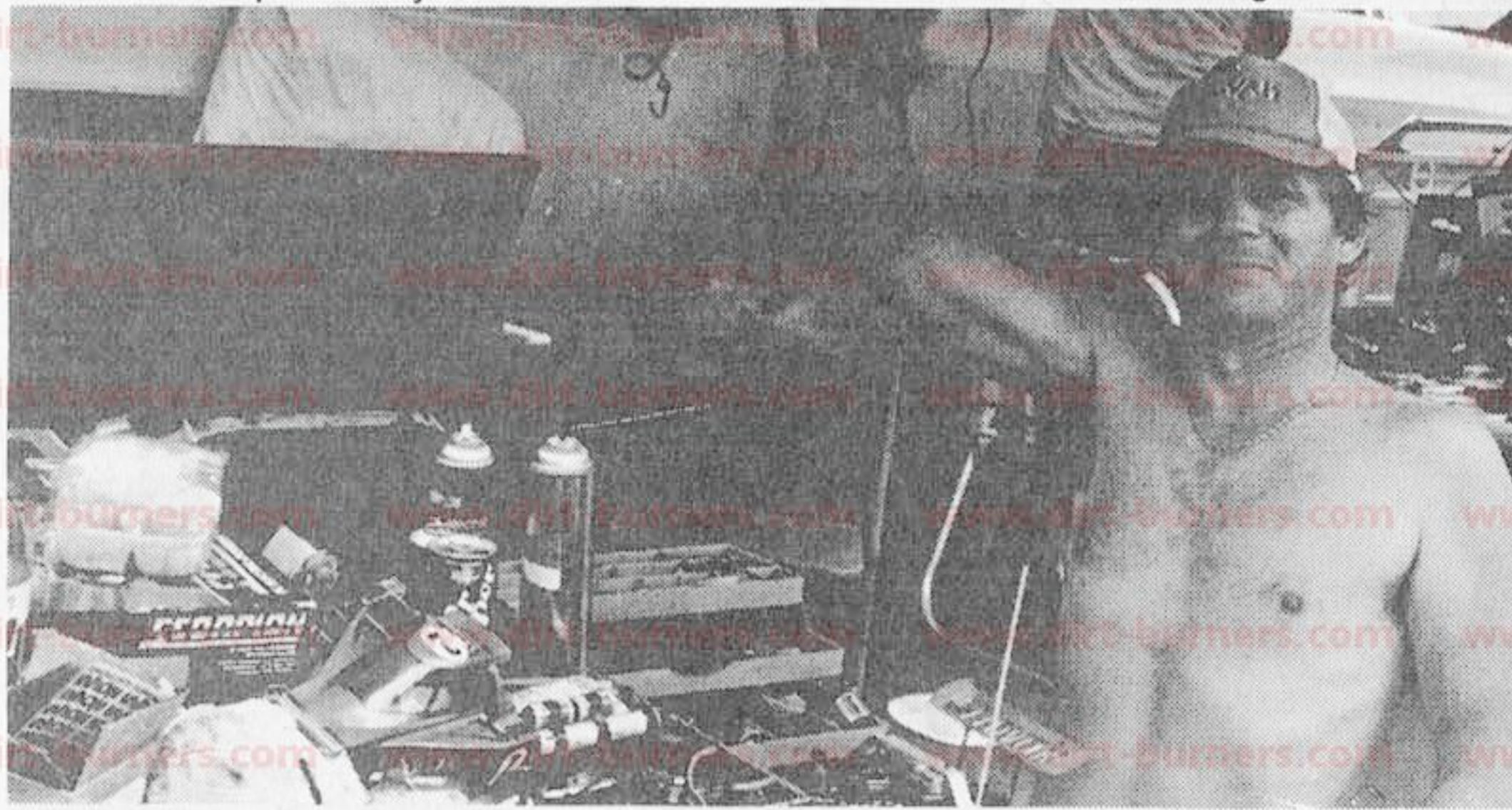
with all of its own unique and challenging sections and a track that no one has had too much time to practice on. I think in many respects this Del Mar track was just that. Gil and his crew deserve congratulations for that effort.

They also provided excellent pitting facilities with overhead tarps to keep the summer sun away, which made it quite comfortable for those who took advantage of this area. Others brought their motorhomes, campers and tents and positioned themselves around three sides of the track. There was little room left open around the track for spectators, so the old bleachers were brought out and set up on the backside of the track. This provided excellent viewing for those who

minutes the national title belonged to any one of the ten racers in the main. Willie Melancon was the first to drop out with mechanical problems with about 5 laps under his belt, but the rest of the field remained in contention. The difference between first and 8th place at the end was only a lap and a half! It was that close.

The Modified A Main was even closer than that as Eustace Moore held the lead for most of the race only to lose it to Jay Halsey in the winding moments of the 4-minute main. Halsey had one of those terrible starts and spent most of the 4 minutes working his way through the solid pack. Imagine trying to get around the likes of Dennis Taylor (who returned home from Dallas, Texas), Gil Losi, Sr., Chris Allec, Roger Wagner, Mike Dunn, Paul Dionne, Derek Schmitz and Gary Demory. But Jay was clearly the fastest car there although at times that surge of speed got him into trouble. But just watching Eustace hold a steady first place for most of the race and clearly being underpowered to Halsey's charging car, one knew that the race would be decided on the last few laps. And so it was, as with about three laps to go, Halsey grabbed the lead from the fading Moore and captured the national title by 4 seconds over the 2nd place Eustace Moore. Third place went to Mike Dunn who was only 5 seconds behind!

But if you think the Open and Modified A Mains were close, you should have seen the Stock A Main. Guy Miller had been the favorite but early in the main he lost a front steering arm and he fought the car for the rest of the race to wind up in 7th. The real drama ensued between Matt Kross and eventual winner, Greg Peterson. They were wheel to wheel for most of the main and it looked like Kross would have the advantage and the national title. In fact, with only a few turns to go, Kross was in the lead with Peterson right on his tail. And then it happened. Both Matt Kross and Greg Peterson tangled on the last turn before the checkered flag. They were about 5 feet from the finish and they could not get apart - until a turn marshal did one of the most remarkable jobs of getting them apart. Who else but eventual Open Class winner, Derek Schmitz, would suddenly find himself as the focal point of attention. The two leaders were locked together on the final turn of the final lap and with the checkered flag only a few steps away! Derek's turn-marshalling effort was clearly one of the fairest jobs ever seen in this type of racing. Derek knew that once he got both leaders apart he would have to put both cars on the track equi-distant from the finish line, otherwise the rath from the drivers and spectators would be hard to cope with. He knew that whatever he did, it had to be fair for both cars. And that's exactly what he did. He dropped both cars right next to each other and it was Greg Peterson's fast finger that punched the throttle and got his car across the finish line just a



Bob Novak, auditioning for the centerfold in Playgirl Magazine. Bob was quite happy. His servos and receivers were en mass in all A Mains as well as in the cars of the National Champions.



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Top Qualifiers were as follows: Guy Miller set the tone in the Stock Class and was certainly considered the odds-on favorite to walk away with the National title for himself and his sponsor Revtech. Jay Halsey put another notch in the growing string of Associated car wins. His TQ runs in both the Modified and Open Class clearly made him the favorite. Derek Schmitz's national win in the Open was also not a fluke; Derek qualified second in the Modified Class just missing the 16 lap mark. A newcomer to R/C off road racing, although he's been racing R/C gas cars for quite some time, was Paul Dionne, who is suddenly emerging as a dark horse in most races. His Delta sponsored car (he's also sponsored by Delta in 1/8th scale) proved to be quite competitive and consistent as he qualified 4th in both the Open and Modified Classes.

The Mains were truly remarkable. They were as close as you would want any A National Main event to be. Derek Schmitz's win in the Open A main was perhaps the least contested as in the final laps he was able to pull away from the rest of the pack by about 6 seconds. But it wasn't until the last few laps that his destiny was clear. For the first 3 1/2

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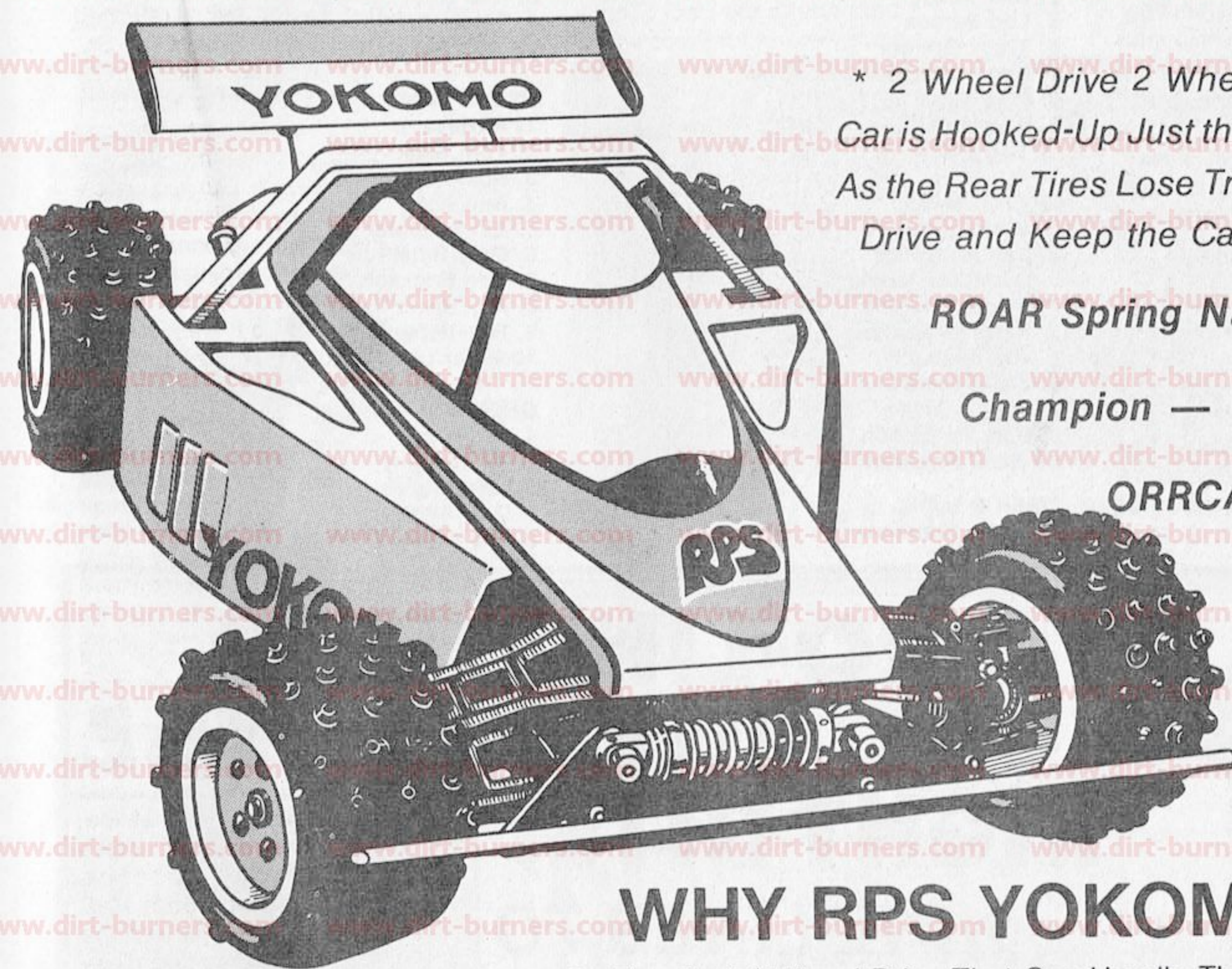
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fraction of a second before Matt Kross' car came through. This was the first time that any turnmarshall has ever been given a standing ovation and a round of applause not only by the spectators but also by all racers and specifically those two racers in question. It was quite dramatic!

Obviously we can't give you a blow-by-blow of all the racing during the three days of competition, but we can certainly point out that those of you who missed this year's ORRCA Nationals really missed one of the best R/C off road racing weekends ever. The Ranch Pit Shop - Del Mar and Gil Losi and family did a super job of hosting this yearly event which was sponsored by COX and CRP, along with JG Mfg. and R/C Race Prep, among others. All those who participated were a credit to the sport as sportsmanship prevailed throughout. And the results bear witness that on this weekend, for this National event, Messrs. Jay Halsey, Derek Schmitz and Greg Peterson measured up to the task and took with them the laurels deserving of being National Champions.

Next year's ORRCA site has yet to be picked. ORRCA will open the 1985 Nats for bids soon, so if you are an ORRCA track owner and/or would like to become one, in order to host the 1985 Nationals, get ready to submit your proposal. The Board of Directors will meet soon to set guidelines for bids. We'll try to publish the details in plenty of time.

RESULTS

OPEN A MAIN:

1. Derek Schmitz...16/4:08.6
2. Eustace Moore...16/4:14.9
3. Paul Dionne...15/4:01.1
4. Gil Losi, Sr...15/4:05.3
5. Ken Swanson...15/4:05.9
6. Chris Allec (no time available)
7. Jay Halsey (TQ)...15/4:09.2
8. Gary Demory...14/4:02.3
9. Willie Melancon...5/1:26.2
- 10 Robin Deans

OPEN B MAIN:

1. Robin Deans
2. Mike Dunn
3. Scott Brown
4. Glen Glass
5. Leo Barana
6. Tracy Grieger
7. Roger Wagner
8. Mike Giem
9. Allen Losi
- 10 Larry Gold

OPEN C MAIN:

1. Mike Dunn
2. Kim Rethwish
3. Derek McDonald
4. Kevin Neff
5. Keith Williamson
6. Jim Schauer
7. Eddie Simmons
8. Dennis Taylor
9. Carl Thompson
- 10 Scott Sherburn

OPEN D MAIN:

1. Eddie Simmons

2. Rick Walton
3. Chad Cummings
4. John Gudvangen, Jr.
5. Chris Fonzo
6. Nelson Kracke
7. Don Arndt
8. Mike Larson
9. Jack Johnson
- 10 Jiggs Garcia

OPEN E MAIN:

1. Mike Larson
2. Louie Caudillo
3. Ron Anthony
4. Gene Jones
5. Cory Barana
6. Ron Allen
7. Al Hess
8. Bob Novak
9. Steve Dunn
- 10 Ron Rossetti

OPEN F MAIN:

1. Al Hess
2. Tom Slick
3. Bruce Calomiris
4. Bud Fish
5. Bill Schooler
6. Gary Peterson
7. Ron Erickson
8. Ray Baehr
9. Bob Echardt
- 10 Peter Liu

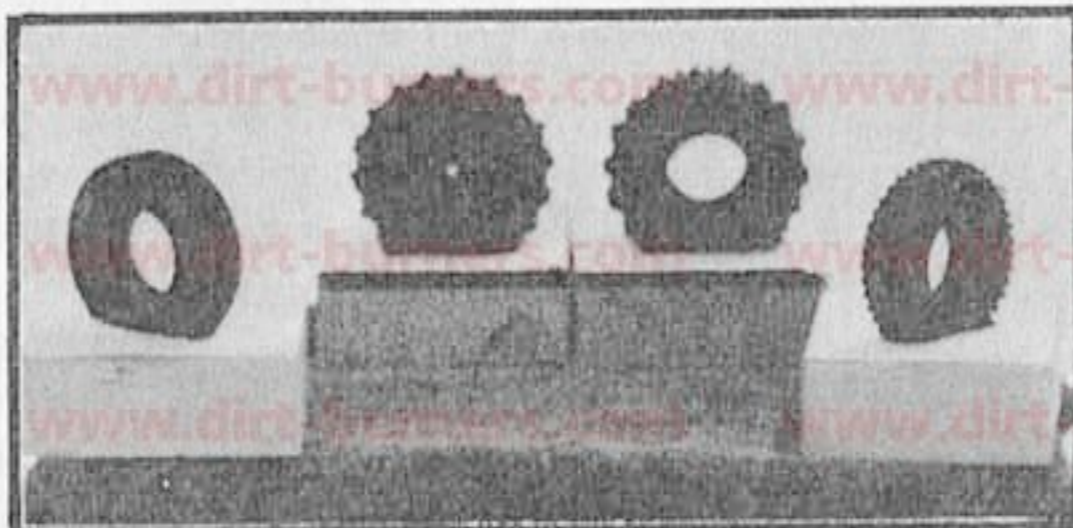
OPEN G MAIN:

1. Al Hess
2. Jim Brophy
3. Mike Styles
4. J.R. Sitman
5. Big Al Roby

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Top 10 in the So. Cal ORRCA Series in Modified.

- 6. Kevin Hamlin
- 7. Glenn Higdon

MODIFIED A MAIN:

- 1. Jay Halsey (TQ)...15/4:05.7
- 2. Eustace Moore...15/4:09.8
- 3. Mike Dunn...15/4:10.2
- 4. Derek Schmitz...15/4:10.8
- 5. Gary Demory...14/4:01.4
- 6. Roger Wagner...14/4:04.5
- 7. Paul Dionne...14/4:04.9
- 8. Chris Allec...14/4:06.4
- 9. Dennis Taylor...8/2:25.3
- 10 Gil Losi, Sr...1/0:28.3

MODIFIED B MAIN:

- 1. Gary Demory
- 2. Scott Brown
- 3. Mike Giem
- 4. Robin Deans
- 5. Tracy Grieger
- 6. Glenn Glass
- 7. Willie Melancon
- 8. Kim Rethwish
- 9. Carl Thompson
- 10 Ken Swanson

MODIFIED C MAIN:

- 1. Carl Thompson
- 2. Scott Sherburn
- 3. Eddie Simmons
- 4. Jim Schauer
- 5. Chad Cummings
- 6. Steve Dunn
- 7. Nelson Kracke
- 8. Vince Ito
- 9. Cory Barana
- 10 Derek McDonald

MODIFIED D MAIN:

- 1. Chad Cummings
- 2. Leo Barana
- 3. Allen Losi
- 4. Rick Walton
- 5. Allen Mair
- 6. Sid Hamilton
- 7. Dwayne Whisler
- 8. Tom Slick (Kelly)
- 9. Bob Novak
- 10 Ron Rossetti

MODIFIED E MAIN:

- 1. Rick Walton
- 2. Don Arndt
- 3. John Gudvangen, Jr.
- 4. Gene Jones
- 5. Rock Bracken
- 6. Doug Shelf
- 7. Mike Muhre
- 8. Bill Schooler
- 9. Ron Erickson

10 Louie Caudillo

MODIFIED F MAIN:

- 1. Ron Erickson
- 2. Mike Larson
- 3. Jim Brophy
- 4. Ron Anthony
- 5. Glen Kratz
- 6. Leith Williamson
- 7. Chris Fonzo

MODIFIED G MAIN:

- 1. Mike Larson
- 2. Ray Baehr
- 3. Kevin Neff
- 4. Bruce Calomiris
- 5. Ron Allen
- 6. Jim Wheaton
- 7. Gary Kingsbury
- 8. Gary Peterson



Top 10 in the So. Cal ORRCA Series in Open.



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- HO3 - Hirobo Speed Control Receiver Plate

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- HO5 - Hirobo Rear Skid Plate moulded to contour of frame, gives maximum protection.
- HO6 - Hirobo Nerf Wings, Red and Black

9. Bob Echardt

MODIFIED H MAIN:

- 1. Bruce Calomiris
- 2. Stan Scott
- 3. Jr. Sitman
- 4. Kevin Hamlin
- 5. Dennis Neff
- 6. Tim Jochem
- 7. Glen Higdon
- 8. Kevin Peterson
- 9. Big Al Roby

MODIFIED I MAIN:

- 1. Stan Scott
- 2. Chuck Connolly
- 3. Chuck Davis

STOCK A MAIN:

- 1. Greg Peterson...14/4:15.7
- 2. Matt Kross...14/4:16.5
- 3. Hoss Onnen...13/4:01.2
- 4. Rick Beam...13/4:04.0
- 5. Eric Linden...13/4:04.6
- 6. Herb Hanss...13/4:07.8
- 7. Guy Miller (TQ)...13/4:17.9
- 8. Kris Moore...11/4:10.7
- 9. Pete Caudillo...4/2:22.9
- 10 Mark Linden...1/0:35.6

STOCK B MAIN:

- 1. Eric Linden
- 2. Tony Rossetti
- 3. Randy Lutz
- 4. Gary Haskill
- 5. Dick Carver
- 6. Spencer Weisel
- 7. Mike De Phillips
- 8. Pat Cirelli
- 9. Rob Taylor



Not all the "gold" is in Beverly Hills. There was plenty of it at the Ranch Pit Shop — Del Mar, where everyone that participated in the ORRCA Nats took home a trophy.

10 Mark Abelt

STOCK C MAIN:

- 1. Spencer Weisel
- 2. Don Denny
- 3. Joe Brown
- 4. Dale Dockney
- 5. Dave Warner
- 6. Greg Parrocha
- 7. Tom Dean
- 8. Cidy Slick
- 9. Steve Santamaria
- 10 Hal Empey

STOCK D MAIN:

- 1. Joe Brown

- 2. Melody Peterson
- 3. Kenny Calvo
- 4. Schatzi Nintemon
- 5. Larry Grant
- 6. Roland Propzinski
- 7. John Voeller
- 8. Reg Hartman
- 9. Vincent Garbino
- 10 Rick Stifle

STOCK E MAIN:

- 1. Reg Hartman
- 2. Larry Tucker
- 3. Roy Hartman

CONGRATULATIONS TO DEREK SCHMITZ

OUR FIRST TEAM MEMBER TO
WIN A CHAMPIONSHIP IN OPEN CLASS.
DEREK SCHMITZ WON THE ORRCA NATIONAL
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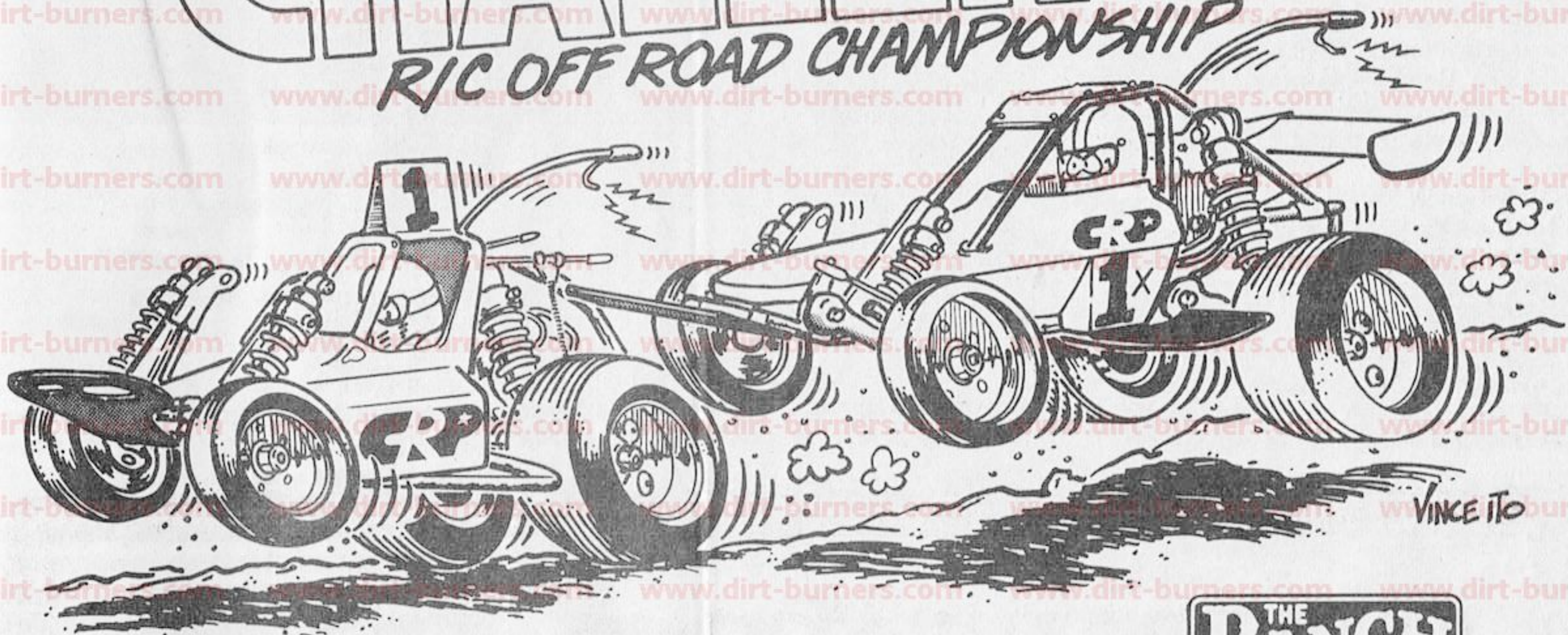
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HOBBY BENCH RACEWAY

New Track for the 1985 SO CAL ORRCA Series

Report and Photos by
Eustace Moore & Lou Peralta

August 1984
Glendora, CA

Another Southern California Off Road track made its debut this summer when the Hobby Bench Raceway opened its driver's stand to allow a hefty group of R/C off-roaders give the track the acid test.

Hobby Bench Raceway is the culmination of the efforts of Brandon Peterson, long-time Hobby Shop owner (Hobby Bench), and also long-time R/C off road racer. Brandon took the position that since he was so heavy into racing, having competed in ORRCA and other events at most of the tracks in Southern California and also in the World Champ-



Brandon Peterson has joined the ranks of track owners in Southern California. His experience as a racer is reflected in the design of his track.



ionships in Anaheim, maybe it was time that he should take a shot at designing and building his own version of what an off road track should be.

The opening of the Hobby Bench Raceway last month proved to be a resounding success as most of the racers that attended (approximately 63) the August 26 race came out smiling and happy to see yet another excellent track for Southern California.

Since Southern California is the birthplace for R/C off road racing, it is pretty tough to please those die-hard racers who have been at it for quite some time. They've seen "all the tracks" and they know when a track is really fun and works



As you can see, there's plenty of room around the track for the large ORRCA crowds and plenty of room in the track for excellent racing.

good and if it's competitive and if it is not. The majority of those racers that attended the August race felt that it was worthy of their talents and that it should be a formidable race track to compete on when the 1984-1985 So. Cal ORRCA Series gets underway. "It's not the roughest track I've raced on," one racer commented, "but it's got some challenging and fun spots."

The newly constructed driver's stand is large and high enough from the ground to accommodate most racers. There's plenty of room around the track to pit and



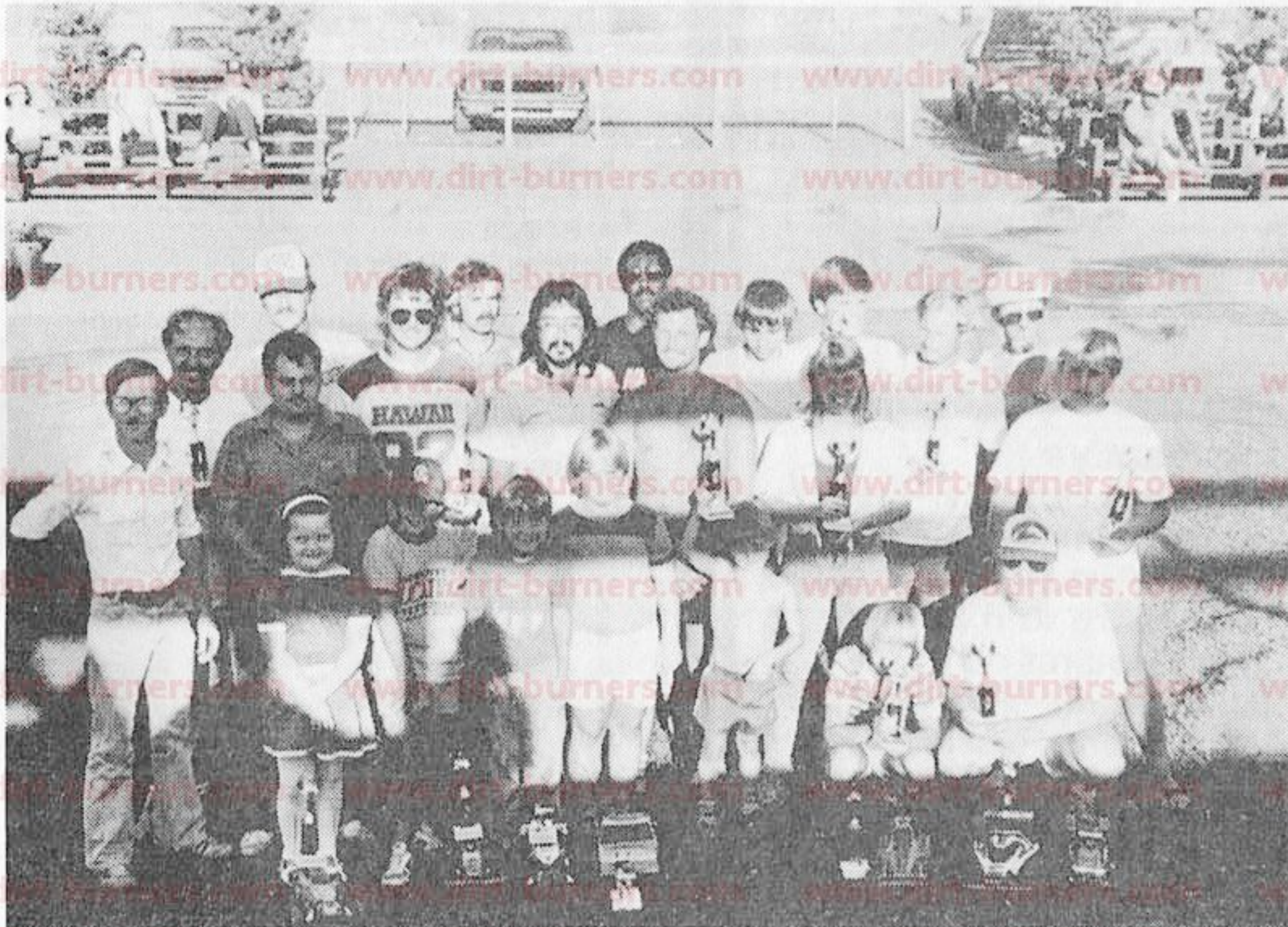
The Hobby Bench Raceway was designed by an avid Oval racer. Here a Hirobo wastes no time getting around.

set up shop and the layout itself has a good number of turns to keep even the most experienced driver on his or her toes.

Since the advent of the 4WD cars, a new form of describing a track is starting to be coined. If you say it's a 4WD track, it probably means that the turns are not that tight, the jumps not as high nor is the track as bumpy. If you call it a 2WD track then you probably mean a track that is rough, tight and really bumpy. The Hobby Bench Raceway leans a bit towards being a 4WD track, perhaps more so than



There are plenty of high-flying jumps to keep everyone on their toes.



Some of the racers that attended this inaugural race at the Hobby Bench Raceway in Glendora, CA. They come in all sizes, shapes and skills, Photos Eustace Moore.

a 2WD track. Actually it could be considered in between, which means that both your 4WD car and your 2WD should be about equal. Brandon is well known for his Oval achievements on other tracks and so he's also included a nice oval on this track.

The August 26 race brought out a good mixture of veteran and novice drivers. Heading the list of Open Class experts was Eustace Moore who won the A Main event. Mike Dunn, another formidable R/C competitor walked away with the Modified A Main, while the Stock Class

was headed by one of the up-and-coming racers in Southern California, Mike DePhillips.

After a long absence from competition due to work commitments, Jiggs Garcia came out for a day of fun and picked up a second in the Open A and third in the Modified A. Not bad for an old-man whose been a bit too busy to race because of work. The A Novice Main was won by Scotty Salot.

As we said, the Hobby Bench Raceway has joined the fine group of R/C off road race tracks that make up the So. Cal. ORRCA Series and their date for the series is set for May 26, 1985. In the meantime, checkout the results for the August race.

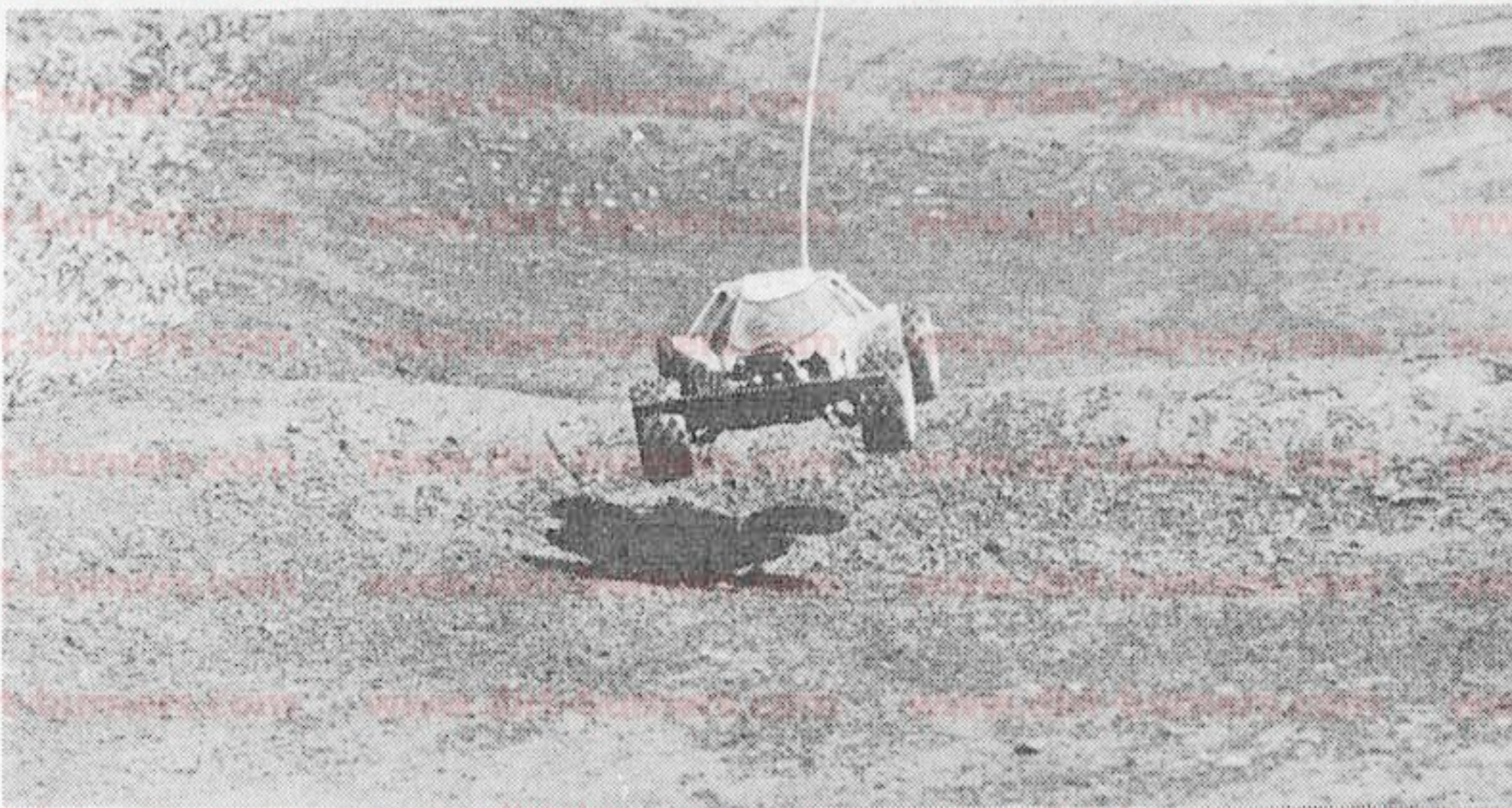
RESULTS

August 26, 1984

OPEN A:

1. Eustace Moore

(contd. next page)



Four-wheel drive cars have a good time at this track.

2. Jiggs Garcia
3. Mike Dunn
4. Steve Dunn (bump)
5. Tracy Grieger
6. Don Arndt
7. Jim Brophy
8. Mike Walker
9. Roger Wagner
10. Jay Halsey

OPEN B:

1. John Maulucci
2. Steve Dunn
3. Al Hess
4. Keith Thompson



One of the "low riders" doing its thing on the oval part of the track.

5. Randy Lutz

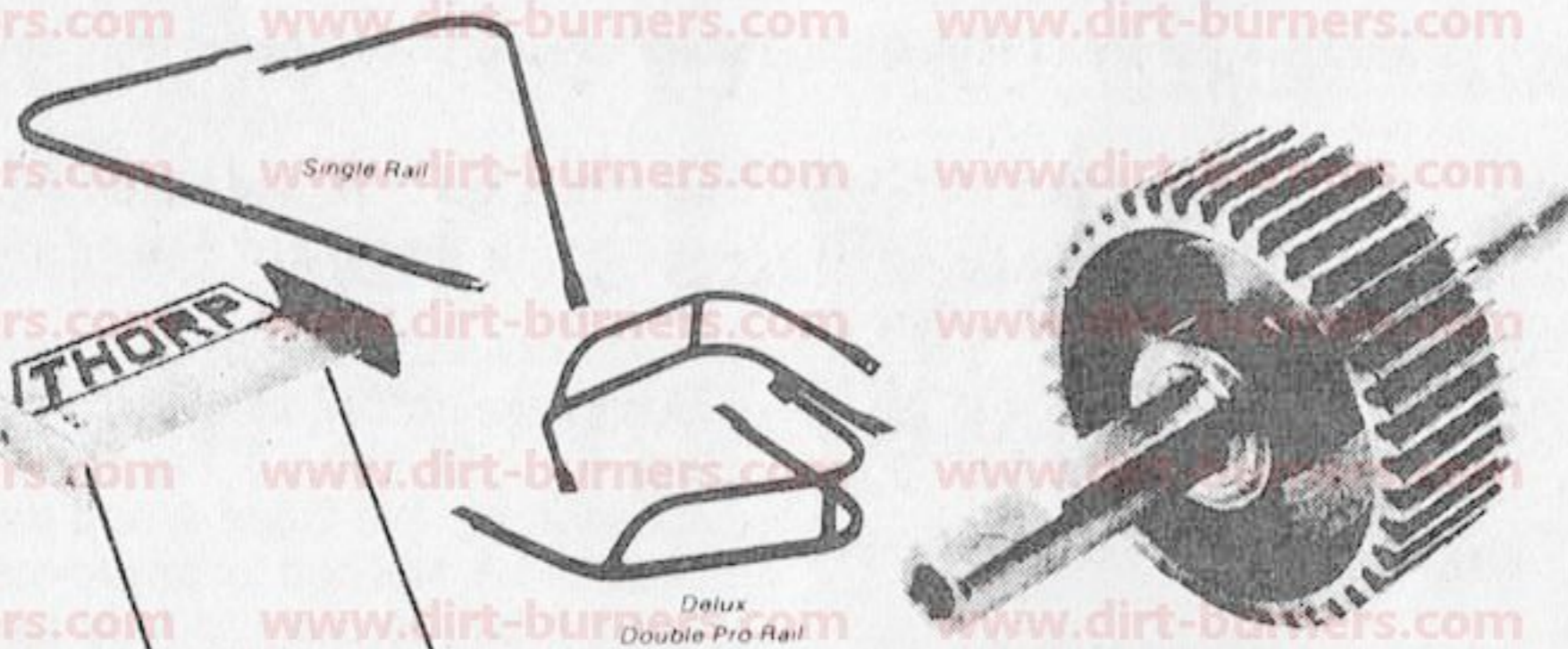
A MODIFIED:

1. Mike Dunn
2. Roger Wagner
3. Jiggs Garcia
4. Sam Arellano
5. Tracy Gireger
6. Tom Slick (Kelly)
7. Jim Halsey
8. Steve Bancum
9. Dave Barnett
10. John Maulucci

B MODIFIED:

1. Willie Green

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2. Henry Nieto
3. Jim Brophy
4. Todd Marquard
5. Al Breckenridge
6. Dave Arellano
7. Rick Ouellette
8. Mike Christensen

C MODIFIED:

1. Steve Dunn
2. Roland Zambrana
3. Rick Walton
4. Randy Lutz

A STOCK

1. Mike De Phillips
2. Cindy Slick
3. B.J. Christensen
4. Tom Martin
5. Bob Smith
6. Tony De Phillips
7. Dave Crider

B STOCK:

1. Vinie Bob
2. Al Winiger
3. Gary Stonestreet
4. Jeff Bavcom
5. Johnnis Williams

A NOVICE:

1. Scotty Salot
2. Bill Roush
3. Josh Prosser
4. Kelly
5. Cherie
6. Sander Nygaard
7. Bob Blume

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The Pit Stop

U P D A T E

September 1984

MEETING HIGHLIGHTS

The highlight of the August 20, 1984 meeting centered around discussions of the upcoming Region 1 Championships on September 14-16, 1984 (coverage in next issue). Jerry Pond volunteered to take on the responsibility of seeing that turn marshalls are provided for each race. Caroline Cooke is going to look into selling soft drinks to the drivers and spectators. Spencer Wilkinson agreed to obtain information on buttons that would be given or sold to participants in the event. Al Cole will try to get the newspapers to provide the Club and to get the event some pre-race publicity. All agreed that Club members should not be compensated for assisting with the regional race.

Other businesses included:

1. The Treasurer's report showed a current balance of \$480.
2. The end of the year banquet, to be held on the first weekend in November, will count as that month's regular meeting. The election of new officers will be held during this meeting and it is anticipated that the banquet will result in a good turnout. Also, the meeting room at Cloverleaf Mall is not available in November.
3. A race to raise money for the Science Museum of Virginia will be held during the second weekend of November. There will be only one rule for this race - there are no rules. The track will be set up on a very short oval. Additionally, a single elimination drag race will be held. The total entry fee for both events is \$5. All proceeds will be donated to the Science Museum.

Door prizes of a car body and a set of rear tires were won by Carol Langston and Len Cooke. The next club meeting will be held at Cloverleaf Mall on September 17th beginning at 7:30 pm.

COFFEY PASSES INSPECTION

For the first time this season, the Race Director required the motor of the winning car of the August 5th Stock Can Am event to be pulled down to determine if it was legal. Following Mike Coffey's victory in

the A Main, Al Cole, Technical Director, began to scrutinize the Associated powerplant. All was found to be legitimate and Coffey was declared the winner.

Track Director Wayne Warman set the track up unusually tight so as to hone in on the skills of the locals in preparation for the Region 1 Championships. The new configuration resulted in numerous mishaps that left several turn marshalls gasping for air.

In the A Main Delta teammates Mike Coffey and Ken Harris quickly moved to the front of the pack. The smooth driving style of Coffey was too much for Harris as he prevailed by two laps. Dave Langston and Wayne Warman engaged in a torrid battle for the third spot. Warman held the position for most of the race, however, a brush with the wall in the last turn allowed Langston to cross the finish line first.

Mike Dayton, displaying the driving techniques that earned him the 1983 Can Am points championship, easily captured the B Main. Linwood Burrow, debuting his new Delta automobile, came in second, two laps ahead of Dwayne Harris.

A MAIN

1. M. Coffey 40
2. K. Harris 38
3. D. Langston 36
4. W. Warman 36
5. A. Cole 34
6. F. McIntoch 34
7. B. Marlowe 33
8. J. Giles 14

B MAIN

1. M. Dayton
2. L. Burrow
3. D. Harris
4. J. Duck
5. B. Snell
6. L. Cooke
7. R. Brickhead

DISQUALIFICATIONS ABOUND

Following the sixth NASCAR event of the season, the Race Director called for the top three finishers in the Stock A Main to be inspected by the Technical Inspector. The winning entry was found to have an illegal motor. The second place finisher refused to allow his motor to be pulled and was subsequently disqualified.

The new third place finisher (originally fifth) likewise refused to have his motor broken down.

In spite of the controversy, the Stock A Main featured the fastest field and some of the best racing seen to date as only four laps separated the eight racers. In the end, Al Cole was declared the winner with Mike Coffey in second and Larry Broggham of Roanoke in third.

Linwood Burrow, driving a beautiful new yellow and blue Pontiac, held off a strong contingent of hard chargers to capture the Stock B Main. Jim Giles, returning after an extended absence, came in a strong second. Wayne Warman, also debuting a new car, stayed out of the fences enough to claim the third place award.

Bill Johnson easily took the Stock C Main over Jeremy Rutherford and Richard McDonald. According to Johnson the flippers recently added to the back of his mermaid green number 98 made the difference.

In the Modified class Mike Coffey extended his unbeaten string to five. Bob Wagner, returning to get some practice before the Regionals, was quick enough to capture the second spot. Mike Dayton held on for third.

In the Modified B Main Ken Harris bested Sonny Higgins and Charlie Rutherford by three laps. Higgins, using a stock Trinity motor, slipped into the number two position when Rutherford spun four laps from the finish. Dwayne Harris showed very well by finishing fourth in his first Modified event.

Discussions following the race with Sonny Higgins and Mike Dayton revealed that they refused to have their motors pulled because they feel that they have exceptionally quick motors that cannot be easily replaced. Being able to use these motors in the future was more important than the trophy and points that were lost.

The "Goody's Headache Award" goes to Bill McDonald for making what this editor believes to be an honest mistake of using a Modified motor in the Stock class.

STOCK A MAIN

1. A. Cole 53
2. M. Coffey 53

3. L. Broggham 52
4. R. Brickhead 50
5. D. Harris 50
6. B. McDonald DQ
7. S. Higgins DQ
8. M. Dayton DQ

STOCK B MAIN

1. L. Burrow
2. J. Giles
3. W. Warman
4. B. Chandler
5. R. Pond

STOCK C MAIN

1. B. Johnson
2. J. Rutherford
3. R. McDonald
4. B. Brickhead

MODIFIED A MAIN

1. M. Coffey 59
2. B. Wagner 56
3. M. Dayton 54
4. R. Brickhead 53
5. L. Burrow 52
6. A. Cole 50
7. B. McDonald 44
8. J. Rutherford 4

MODIFIED B MAIN

1. K. Harris
2. S. Higgins
3. C. Rutherford
4. D. Harris
5. J. Pond
6. B. Johnson
7. G. Kelly

SUPERMAN LIVES IN NEW JERSEY

Bill Davis made the five hour drive from New Jersey and absolutely dominated the Modified class in the sixth Can Am event of the season. Davis, who made the A Main of the recent National Championships, bested Steve Shepherd, a force in Region 2, by four laps and Ken Harris, second in the points standings, by a whopping eight laps.

The Modified B Main was also captured by an out-of-towner, Carlton Coleman of Maryland. Fast improving Dwayne Harris came home in second and Ron Brickhead edged Randy Doss for third.

The onslaught by the traveling all-stars continued in the Stock class. In the A Main Mike Coffey and Steve Shepherd hooked up in a wire to wire battle. In the end, Shepherd edged Coffey by less than half a lap. Dave Langston came in third, two laps behind the leaders.

A local driver finally notched a victory in the B Main with Bill McDonald winning over Linwood Burrow. The third spot was captured by R. Dunlop from Maryland.

Al Cole, driving Len Cooke's Rent-A-Racer, won the C Main over M. Green and Jeremy Rutherford.

Thanks go out to Bill Davis for donating a custom painted body to the highest finishing independent driver in the Stock A Main.

STOCK A MAIN

1. S. Shepherd 43

2. M. Coffey 43
3. D. Langston 41
4. R. Doss 39
5. K. Harris 38
6. J. Giles 34
7. C. Coleman 34
8. C. Rutherford 7

STOCK B MAIN

1. B. McDonald
2. L. Burrow
3. R. Dunlop
4. D. Harris
5. B. Snell
6. F. McIntoch
7. R. Brickhead
8. W. Warman

STOCK C MAIN

1. A. Cole
2. M. Green
3. J. Rutherford
4. S. McNear

MODIFIED A MAIN

1. B. Davis 48
2. S. Shepherd 44
3. K. Harris 40
4. M. Coffey 39
5. D. Langston 38
6. B. McDonald 31
7. L. Burrow 20
8. C. Rutherford 12

MODIFIED B MAIN

1. C. Coleman
2. D. Harris
3. R. Brickhead
4. R. Doss
5. J. Rutherford
6. M. Green
7. J. Broggham

EDITOR'S NOTES

1. On August 5th, Jerry Pond competed in a NASCAR race in Rocky Mount, Virginia. Running against the likes of Pat Arrington, Steve Shepherd, Bobby Beard, and Bobby Beard, Jr., Jerry finished third in the Stock A Main. This should serve notice to the drivers in the region that the locals are going to be a threat in the Region 1 Championships.

2. Thanks go out to Associated, Bunkie, Trinity, BoLink, McAllister Racing, Autographics, Poor Boy's Hobbies, MRP, and TRC for providing awards for last month's MDA race.

3. Lap counting continues to be a problem. During a recent event, a secret backup counter revealed a discrepancy of three. I urge all lap counters to be extremely careful.

4. Nominations for next year's officers will take place at the October meeting. Now is the time to start thinking and talking about who can provide the best leadership. Please check with those that you plan to nominate to ensure that they are willing to serve.

5. Let's have a good turnout for the Region 1 Championships. In order to qualify for the low entry fees, your application must have been postmarked no later than September 7th.

POINTS STANDINGS
(6 races)

NASCAR STOCK

1. R. Brickhead 561
2. M. Coffey 479(5)
3. B. Chandler 450
4. W. Warman 431(5)
5. B. Johnson 410(5)
6. B. McDonald 407(5)
7. R. Pond 399
8. L. Burrow 392(5)
9. D. Langston 371(5)
10. B. Brickhead 345

NASCAR MODIFIED

1. R. Brickhead 525
2. B. McDonald 516
3. M. Coffey 500(5)
4. J. Pond 474
5. B. Johnson 419(5)
6. S. Wilkinson 373(4)
7. K. Harris 322(4)
8. L. Burrow 249(3)
9. B. Wagner 191(2)
10. A. Cole 176(2)
10. M. Dayton 176(2)

CAN AM STOCK

1. M. Coffey 588
2. D. Langston 471
3. W. Warman 444
4. R. Brickhead 423
5. B. McDonald 410(5)
6. A. Cole 404(5)
7. K. Harris 389(5)
8. J. Giles 380(5)
9. C. Rutherford 350(5)
10. D. Harris 326(5)

CAN AM MODIFIED

1. M. Coffey 525
2. K. Harris 452(5)
3. C. Rutherford 438
4. R. Brickhead 428(5)
5. D. Langston 340(4)
6. J. Duck 325(4)
7. S. Wilkinson 261(3)
8. L. Burrow 258(3)
9. A. Cole 249(3)
10. C. Wrenn 249(3)

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JA-LEACO.

NORCAR REPORT . . .



dried, but it looked like it was about to start raining again. It did start to rain at about 7:00 am and by 11:00 it had stopped. By 2:00 pm the track had finally dried and we were ready to start racing.

We would be given one hour of Open practice and then start the Stock qualifying. Due to the lack of time, only two rounds of Stock qualifying would be run, followed by the Stock mains.

After the two rounds of Stock qualifying, Bill Jeric (Team Associated/Hobby Hut) proved to be the driver to beat. Bill had turned in two runs of 33 laps in 8:13.4 and 8:14.4. Greg Fox was the next closest driver with a best run of 31 laps in 8:01.5.

Due to the lack of space, I will only be reporting on the A and B Mains in Stock and Modified, but the complete results are included herein.

In the B Stock Main Bruce Shaffstall (Parma) grabbed the early lead and never

REGION 3, 6-CELL CHAMPIONSHIPS

Story by Chuck Mackin
Photos by Chuck Mackin & Rich LaPlante

August 4-5, 1984
Mentor, OH

NORCAR (Northeast Ohio Radio Control Auto Racers) played host to the ROAR Region 3 Six Cell Championships on August 4th and 5th at Great Lakes Mall in Mentor, Ohio.

This is not NORCAR's usual race site, but the race site of the Cleveland Gas Club. By using this location, the host club

was able to lay out a much larger track. It also didn't give anyone the "home track advantage" because the track was new to everyone.

Open practice was supposed to begin on Friday afternoon at four and run until dark, but Mother Nature had other plans. It started raining at about 3:00 on Friday afternoon and continued until about 7:00 in the evening. That took care of the Open practice session on Friday. Saturday morning I awoke at about 6:00 am, stuck my head out the door of my motel room and looked outside. The parking lot had



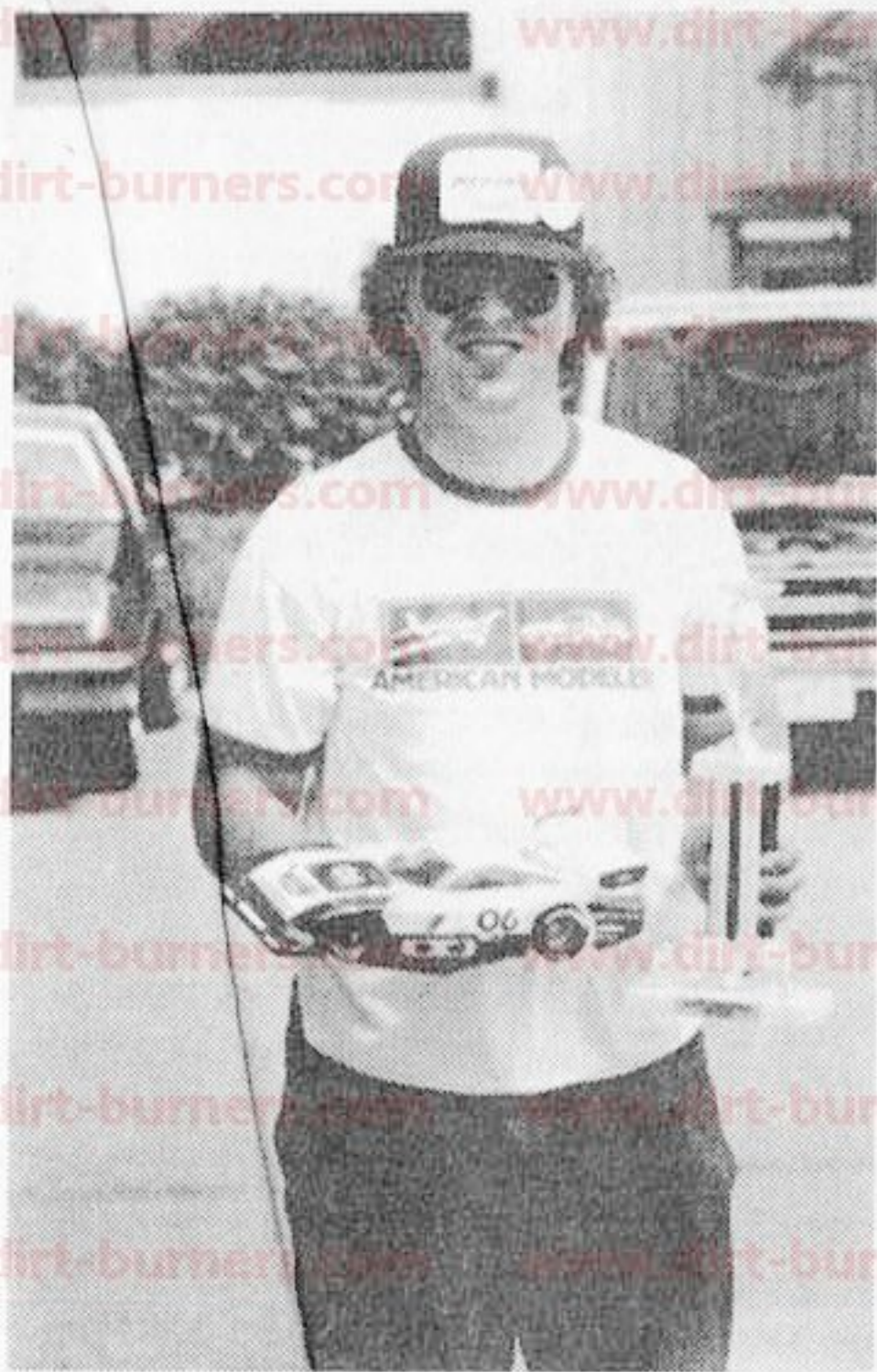
Top: Region 3 track — Above: Bruce Shaffstall, Team Parma, Region 3 & Modified Champ.



A Main Modified Drivers

looked back. Bruce had a real dog of a motor in qualifying, but it was a real rocket in the main! Keith Warnick took second spot behind Bruce with Gary Kral rounding out the top three.

As the A Main Stock was lined up, everyone was wondering if anybody could



Dennis Caulkins, Concours winner & Concours winning car (right).

before the start of the Modified mains. Dennis Caulkins took the top spot with his beautiful Ford GTP car. Don Deusch, ROAR Region 3 Director, was runner up.

The B Main Modified got underway with Tom Miller and Judd Nichols taking control. Bill Joslin and Chuck Mackin were having a battle for the third spot and when Judd ran into car trouble later in the race, Bill and Chuck were battling for second. Tom Miller took the win, with Bill in sec-

a three foot lead over Bill and that's how they finished - Bruce taking the win, Bill in second and Tyree Phillips in third, with Dave Gardiner in fourth.

I'm sure the rain had something to do with the low turnout, but the race ran smoothly and Rich LaPlante and Don Smolik did a good job as race directors. Don was also in charge of the BoLink lap counter which performed perfectly all weekend.



ond and Chuck in third. At the start of the race, Greg Fox jumped off to an early lead, with Bill getting away in about fourth and starting to stretch it out. Greg, Howard Kemery, and Tyree Phillips were having a battle over the second spot. In the end though it was Bill Jeric taking the win with 32 laps. Greg Fox followed in second with Howard Kemery in third and Tyree Phillips in fourth, all with 31 laps completed.

On Sunday the weatherman had promised a better day. It was overcast but the sun would come out every so often.

Bill Jeric (Associated/Reedy) once again set the pace in Modified, qualifying just as he had done in Stock. In his three qualifying runs, Bill had turned a best of 34 laps in 8:09.5, almost a lap ahead of his closest rival.

A competition Concours was held

ond and Chuck in third.

Could Bill Jeric make it a clean sweep? He had been TQ in both classes, and had won the Stock class. The cars lined up and the race was started. Mike Metzel grabbed the early lead with Dave Gardiner in second and Bill Jeric in dead last. Dave soon passed Mike for the lead and Bruce Shaffstall (Parma) soon moved into second. Bill was back in the pack, but on the move. At about the halfway mark, Bruce had taken the lead from Dave. Tyree Phillips and Bill Jeric had joined the battle, too. With one minute to go, Bill had closed to about 10 feet behind Bruce. On the next to the last lap Bill tried to pass Bruce in a narrow back section of the track. Both cars got together with Bruce pointing in the right direction. Both got restarted and as the cars came down the straight for the last time, Bruce held about

Drawings were held at the end of each day's competition, and I would like to thank those who donated prizes to be given away. Thanks to Sanyo, Loctite-Permatex, Competition Plus and R/C RACING NEWS. A Special thanks to Bob Rexrode and Don Deusch of the Cleveland Gas Club for the use of their equipment and their race site.

I would also like to thank the racers who made the trip under very threatening skies.

The results of the Region 3 Six Cell Championships are as follows:

STOCK A MAIN

1. Bill Jeric
2. Greg Fox
3. Howard Kemery
4. Tyree Phillips
5. Dave Gardiner
6. Brad Makaric
7. Jack Lane
8. Chuck Mackin
9. Mike Mitzel
10. Mike Collins

STOCK B MAIN

1. Bruce Shaffstall
2. Keith Warnick
3. Gary Kral
4. Dennis Caulkins
5. Pete Warnick
6. Larry Gerber
7. Rich Cleary

STOCK C MAIN

1. John Colosky
2. Keith Hamilton
3. Steve Varona
4. Dave Smith
5. Paul Gerrard
6. Jeff Thompson
7. Jerry Stocking

STOCK D MAIN

1. Randy Stone



Howard Kemery, 3rd; Greg Fox, 2nd; and Bill Jeric, 1st and TQ in Stock.

3. Ken Hamilton
4. Smitty
5. Dan Gottschall
6. Don Duetsch
7. Sam Cheraso

STOCK F MAIN

1. Judd Nichols
2. George Chapin
3. Gramps
4. Rich Dyke
5. Tony Van Helmond
6. Ken Hargie
7. Bob Bays

MODIFIED A MAIN

1. Bruce Shaffstall
2. Bill Jeric
3. Tyree Phillips
4. Dave Gardiner
5. Howard Kemery
6. Doug Bennett
7. Jack Lane
8. Brad Makaric
9. Greg Fox
10. Mike Mitzel

MODIFIED B MAIN

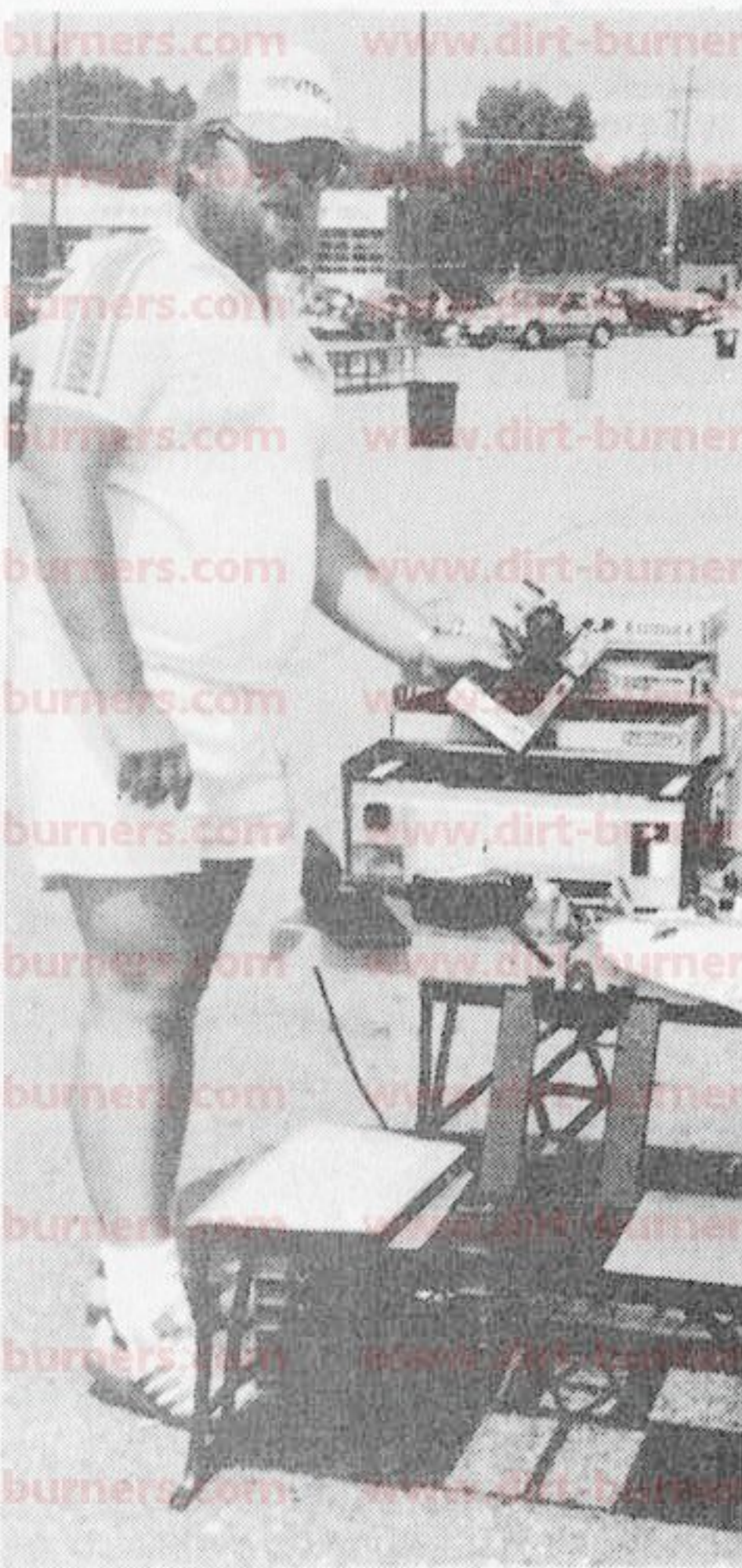
1. Tom Miller
2. Bill Joslin
3. Chuck Mackin
4. Keith Hamilton
5. Larry Gerber
6. Judd Nichols
7. Dennis Caulkins

MODIFIED C MAIN

1. Gil Pataky, Jr.
2. John Colosky
3. Mike Block
4. Don Deutsch
5. Randy Stone
6. Jerry Stocking
7. Paul Gerrard

MODIFIED D MAIN

1. Ralph Middaugh
2. Ken Sabo
3. Ron Ritz
4. John Gelsimino
5. Ken Hamilton
6. Roger Holt
7. Dan Gottschall



John Huron, Bolink/Revtch



Stock B Main drivers

2. Ralph Middaugh
3. John Lesperance
4. Doug Bennett
5. Ken Sabo
6. Brian Saltzman
7. Ron Ritz

STOCK E MAIN

1. Roger Holt
2. Bill Joslin

MODIFIED E MAIN

1. Dave Smith
2. Brian Saltzman
3. John Lesperance
4. Smitty
5. Bob Bays
6. Sam Cheraso
7. Rich Dyke

MODIFIED F MAIN

1. Mike Collins
2. Tony Van Helmond
3. George Chapin
4. Gramps
5. John Huron
6. Ken Hargie

NORCAR AT GREAT NORTHERN MALL

August 12, 1984
Cleveland, OH

The racers of NORCAR were back in action at Great Northern Mall last Sunday after hosting the Region 3 Six Cell Championships the week before. After the track at the Regionals (which



Team Associated Pits

were held at Great Lakes Mall), this week's track was narrow and would have made a good 4-cell track, but it was the same for everyone.

Qualifying got underway and Bill Jeric proved again to be the dominant force in the Modified class. Bill turned in a best run of 43 laps in 8:03.1 to take the top spot - a full three laps ahead of his closest competition.

In the Superstock class Gil Pataky, Jr., was TQ for the second race in a row with a run of 41 laps in 8:09.0.

The top spot in Stock was taken by Dominic Ottobre with a run of 35 laps in 8:09.8, just edging out Gil Pataky, Sr., who had a best of 35 laps in 8:09.9.

George Christofferson made one of his rare summer appearances and ran off with the C Main Stock win. At the end of 8 minutes, George had built up a three lap lead over Bob Neldon in second and Andy Holub (in his first race) in third.

In the Stock B Main, Matt Mackin took command early in the race and was never headed, turning 33 laps in the process. George Chapin and Rich Dyke were having a battle over second with George finally coming out on top and Rich taking third, both with 31 laps.

Gil Pataky, Sr., took the win in the A Stock Main. Ron Ritz pushed Gil all the way, but ended up taking second, both turning 35 laps. TQ Dom Ottobre was third, but had to battle with Sam Cheraso and Bob Bays. In fact, third thru fifth all had 34 laps in one of the best races of the day.

In the Super Stock B Main, Ralph Middaugh took a well deserved win, but it wasn't easy. Gary Kral, Rich LaPlante and Jeff Thompson were all just one lap back, waiting for Ralph to make a mistake, but he didn't and took the win. This left Gary, Rich and Jeff to battle it out for second. Gary took second, Rich third and Jeff fourth, all running on the same lap.

The Superstock A was up next and it turned out to be another good race. Chuck Mackin grabbed the lead at the start and was long gone. Gil Pataky, Jr., had to make a quick pit stop and rejoined the race a lap down. Gil was driving very smoothly, and soon was on the lead lap. On the last lap, while still in the lead, Chuck's batteries dumped and Gil went on to take the win. Chuck held on for second and Steve Varona took third, all with 39 laps. This proved to be the closest race of the day, with all seven drivers separated by just one lap!

Bill Jeric ran away with the Modified class as only four drivers competed. Bill ran 44 laps in the main. Bruce Shaffstall was having a fight over second with Mike Mitzel but Bruce came out on top. Bruce took second with Mike in third and Howard Kemery in fourth.

RESULTS
MODIFIED

1. Bill Jeric (TQ)
2. Bruce Shaffstall
3. Mike Mitzel
4. Howard Kemery

SUPERSTOCK A MAIN

1. Gil Pataky, Jr.
2. Chuck Mackin
3. Steve Varona
4. Dave Gardiner
5. Dennis Caulkins
6. Keith Warnick
7. Don Deutsch

SUPERSTOCK B MAIN

1. Ralph Middaugh
2. Gary Kral
3. Rich LaPlante
4. Jeff Thompson
5. Pete Warnick
6. Dan Gottschall
7. Don Smolik

STOCK A MAIN

1. Gil Pataky, Sr.
2. Ron Ritz
3. Dom Ottobre
4. Sam Cheraso
5. Bob Bays
6. Chris Vincent
7. Glen Ottobre

STOCK B MAIN

1. Matt Mackin
2. George Chapin
3. Rich Dyke
4. Don Holub
5. Gramps
6. Ken Christofferson

STOCK C MAIN

1. George Christofferson
2. Bob Neldon
3. Andy Holub
4. Darwin Davis
5. Carrie Jeram
6. Jim John



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The track was built with all the fun of true off road racing. It consisted of left and right hand turns, a stairstep jump, whoop-de-dos, burms and a six inch drop-off. It presented a new challenge to those who were used to the indoor ovals.

We had an excellent turn out with 57 entries divided into two classes - Modified and Open. The Modified class had 25 entries and the Open class had 32 entries.

People came from as far away as Colorado Springs (120 miles) and from as near as Fort Collins (10 miles) to face the challenge of this outdoor track.

THE FIRST ANNUAL OUTDOOR R/C OFF ROAD CHAMPS

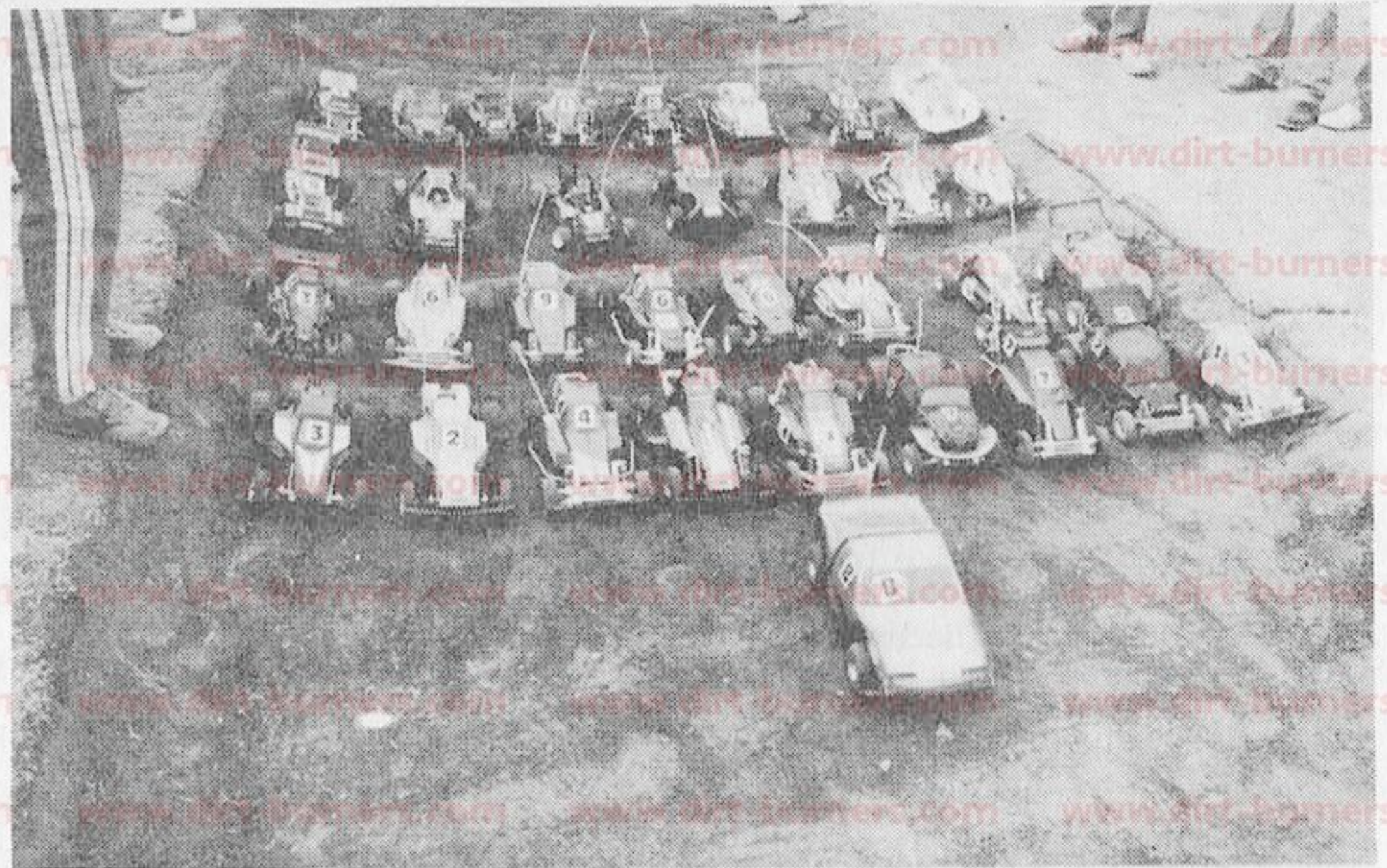
R/C RACING NEWS - October 1984 - Page 32

Story & photos by Don Brown, Jr.

August 12, 1984
Windsor, CO

Yes, California, it's true - we do race off road in Colorado. Although our surf stinks and our snow has yet to come, we have begun!

The interest in off road racing here in the Rockies has only recently been developed. In the past year, this area of Colorado has opened three tracks. They are Model Car World & Raceways and Rocky Mountain R/C Raceway, both located in Denver, and Speedway Hobbies in Fort Collins. These are all indoor tracks since winter always comes. Which leads us to the need for fun in the sun and the First Annual Outdoor Radio Controlled Off Road Championship sponsored by Big Boys Racing Team.

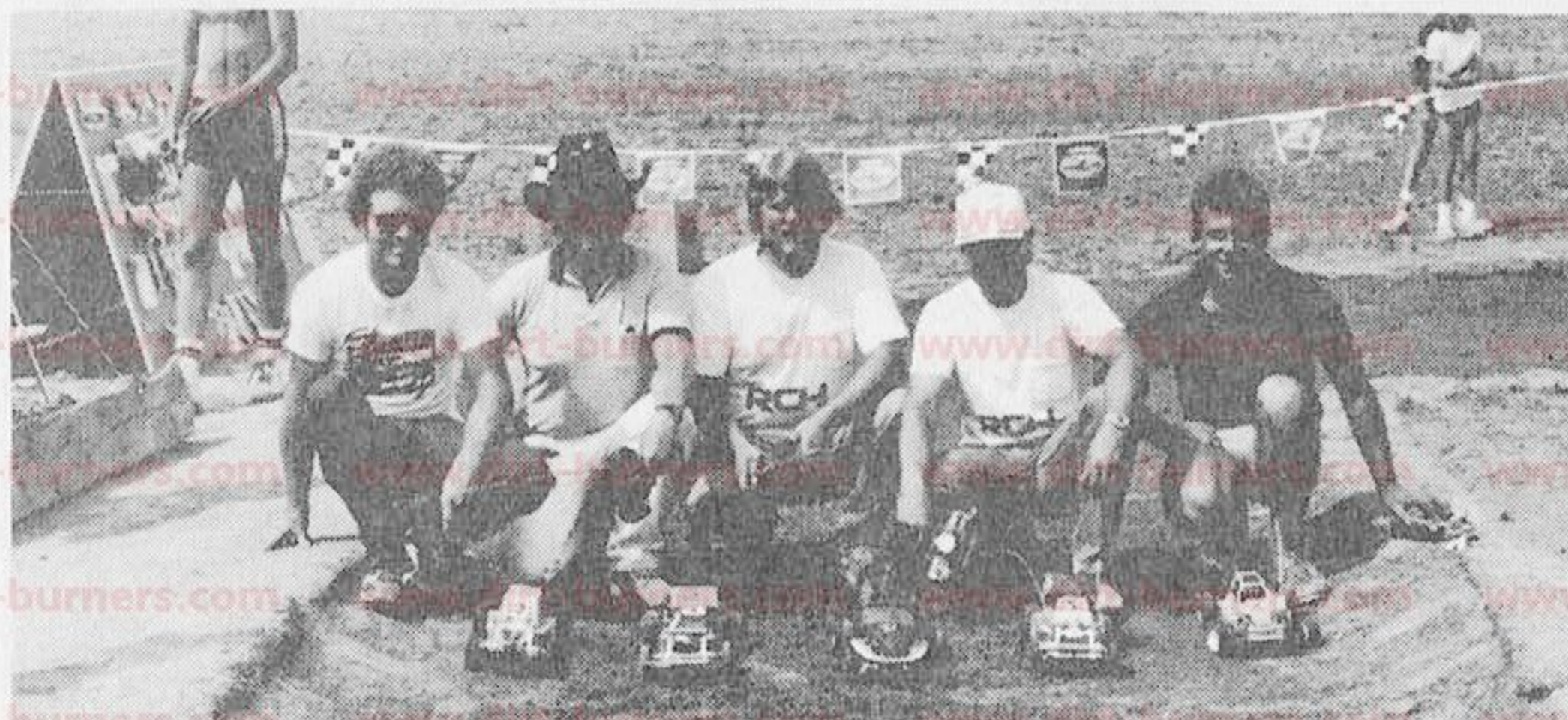


(Top photo) Main event winners. (Above) The racing field. Photos Don Brown, Jr.

Now for the racing. Each class ran three rounds of qualifying, scoring the best run for seeding each driver in a main.

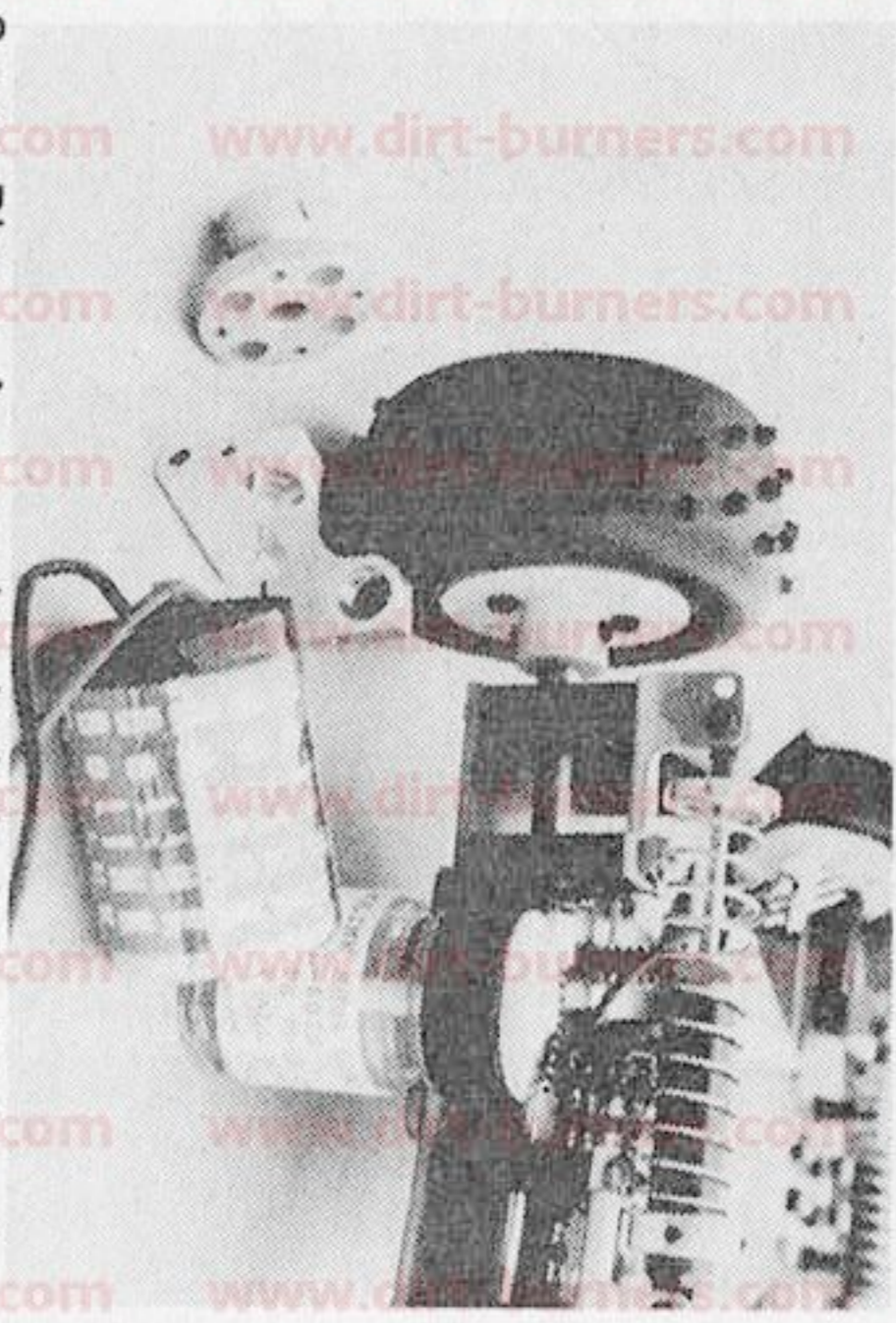
The fast lane in Modified qualifying was laid down by Bob Campbell from Colorado Springs with 14 laps in 247.3. In the Open class qualifying it was Steve Mortensen (the only one who entered a Hirobo) with a time of 15 laps/257.7. Steve was the only one to break the 15 lap mark. I should mention Jody Shull who just missed the 15 lap mark with a 14 lap/241.7, driving a Tamiya car built from scratch. An excellent effort in some very fast company.

The racing program also included a trophy dash for each class with the top five qualifiers making the program. With

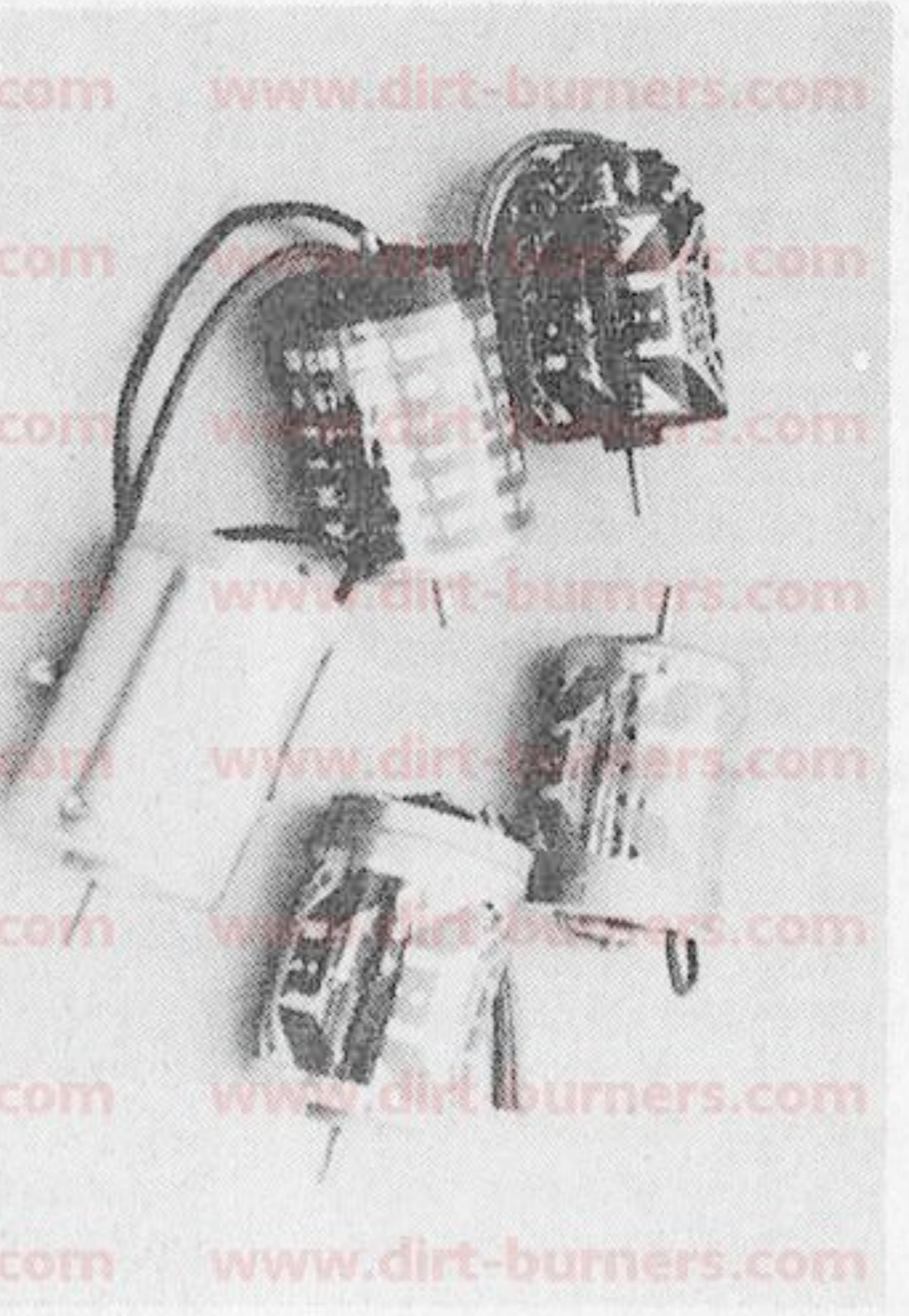


Modified Trophy Dash line up (l-r) Bob Campbell, Bob Cross, Mark Mustard, Steve Mortensen, and Bob Wellbrock.

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Super Digger Accessories include H.B. knobby tires (mounted or donuts), aluminum inner blocks, aluminum wheels, hot off-road motors, STINGER and Reedified Yokomo, and pure silicone lube called Shur Lube.



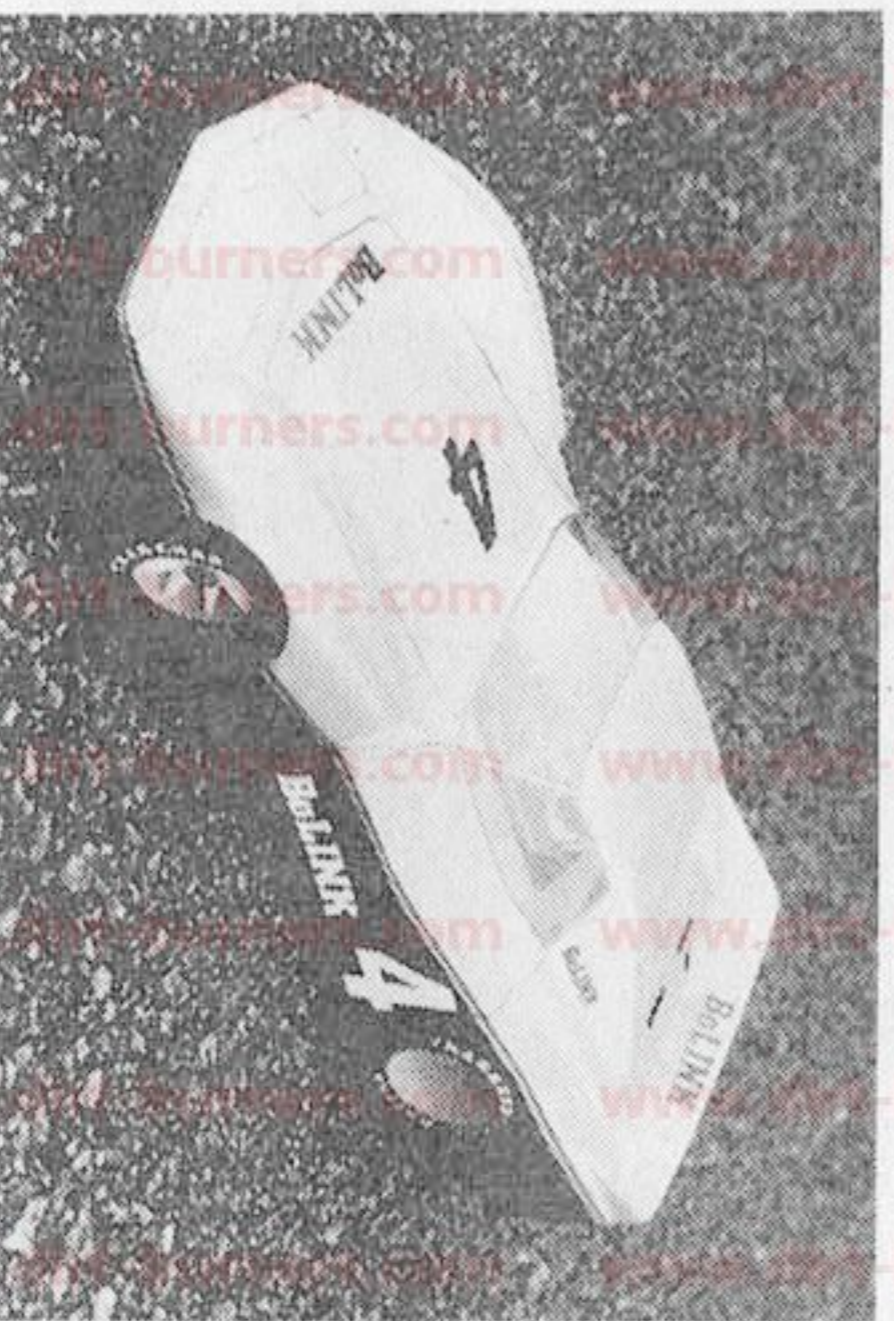
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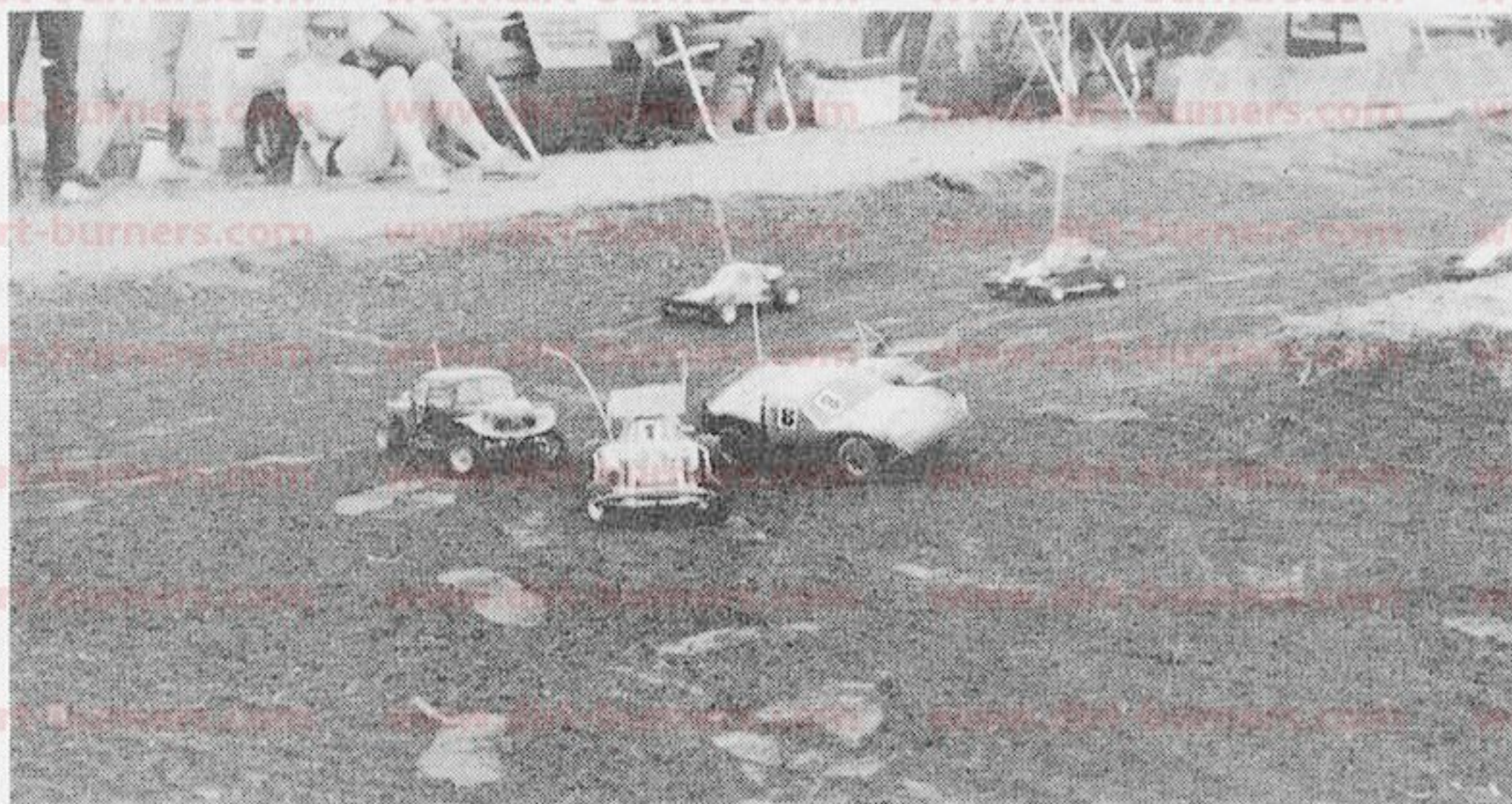
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First turn action in the Open A Main.

1. Bob Cross
2. Kent Schwindt
3. Bob Wellbrock

MODIFIED B MAIN

1. Mark Neilsen
2. Jack Jenson

MODIFIED C MAIN

1. Marrion Farmer

OPEN A MAIN

1. Steve Mortensen
2. Chuck Palmer
3. Mark Mustard

OPEN B MAIN

1. Evan Meloney
2. Craig Rigler

OPEN C MAIN

1. Cliff Farris

total domination on the tri-oval, it was none other than Mark Mustard, sponsored by RCH, running away with both Modified and Open wins. It wasn't a bad day for his Cox car.

There were door prizes given away all day and each racer went home with something. I would like to thank the following people for the prizes donated: Rocky Mountain R/C Raceway, Colpar Hobbies, Southwest Hobbies, Brown's Racing, Snap-On Tools, Pizza Hut, Eagle's Nest Hobbies, and especially Speedway Hobbies for donating the trophies. A special thanks to Terry and Pat Plummer from Model Car World who sat and counted laps all day.

It was a great day for all and thanks to each of you who came to race. It's up to all of us to keep our hobby alive. Our next race will be October 7, 1984. Until then!



Don Brown giving out the driver's instructions.

RESULTS

MODIFIED A MAIN

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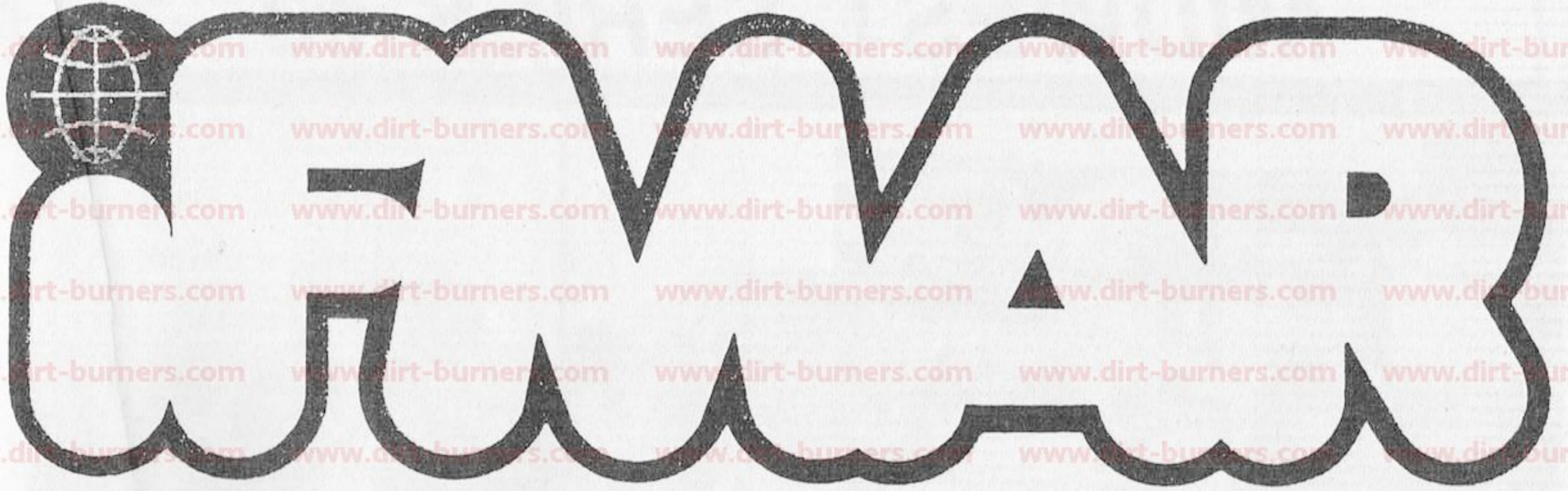
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INTERNATIONAL FEDERATION OF MODEL AUTO RACING



By Ted Longshaw

August 31, 1984

Well the 2 meetings (one in Switzerland at the EFRA 1/8 Euro-Championships, and one in Denmark at the 1/12 World Championships) to finalize the 1985 1/8th World Championship details have both taken place, and the following points have been agreed. Minutes of these meetings are being circulated by Saul Manashe and Mike Reedy.

Mr. Tomita acted for both the host country (Japan) and as President of FEMCA, and agreed to the following.

A) Actual registration dates through to Main Event, August 4-11. There is difficulty in extending it beyond these dates due to normal Japanese practice of only one week's holiday, making it difficult to find officials, turn marshalls, etc...

B) The Honda circuit at Susuka (400 kms from Tokyo) is available, but will only be used if the current search for a site in Tokyo itself is unsuccessful. Wherever it is, Tomita stressed that all International flights come into Tokyo. Actual race site will be confirmed by the end of November at the latest. Before then, Mr. Tomita will also have details of package deals available through a Japanese Tourist Agency which will include flights, probably by JAL, and hotel accommodations. The total cost of a 7 day stop in Tokyo including flight, plus 7 more days in Singapore, Hong Kong, or somewhere, looks to be in the region of \$1,700 - \$2,000 U.S. dollars. A 7 day Tokyo-only trip including food looks to be around \$1,100 - \$1,300 U.S. dollars. You should also know that the Electric Voltage in Japan is 100v. In Susuka, it is 60 cycles and Tokyo is 50 cycles per second.

Other things like security, spectators, control, etc., all seem as though they can be satisfactorily organized, and the organizers have copies of the regulations of the best organized large scale race so far (Geneva '79) to help them plan.

C) They agreed to the appointment of

a nominated Race Director, and the IFMAR suggestion of Mike Reedy was accepted. Mike, for his part, offered to be on site one week before the event to ensure that everything goes well. Regarding any disputes or protests that may occur so there will be one named representative from each IFMAR block (EFRA, ROAR & FEMCA), plus the Race Director. The Race Director, while taking part in the deliberations, will not have a vote. This jury will be able to call on any evidence they wish from referees, time keepers, or whoever, to help them reach their decision. The IFMAR President may also take part in these discussions, but he also will not have a vote. The 3 blocks are requested to start considering now, who their representative for this important job will be.

D) Lap Counting & Timing. IFMAR reiterates its determination to ensure that at this event, any dispute or protest will be subject to IFMAR jurisdiction. This is the *IFMAR WORLD CHAMPIONSHIPS* being held in Japan. To try and eliminate the main cause of concern for all competitors, the automatic lap counting system developed in Holland and tested and approved throughout '83 in EFRA competitions, will be used. There will be a backup system in operation for the entire time, and the plan is to have Fons Bervoets (the designer and manufacturer) on site to ensure all is well.

The allocation for each block already agreed is EFRA 50, FEMCA 40, and ROAR 30. It is necessary that drivers taking part must be notified to IFMAR and organizers by no later than the end of April 1985. This is the minimum time to allow re-allocation. PLEASE NOTE THE DATE!

THE IFMAR ELECTRIC WORLD CHAMPIONSHIP

This event in Herning, Denmark was really very well organized in a superb new building that really was almost purposely built for the event.

An informal IFMAR Committee meeting took place, and several changes to future 1/12th rules were put forward.

Once again, the automatic lap counting system proved its worth in many ways, not the least of which is in the amount of physical labor required.

A discussion also took place on the control of off road racing, rules, etc...It was agreed by everyone at the meeting that in order for an event to retain a credible title of "World Championship," the only organization that should be able to co-ordinate this would be IFMAR. While not everyone is going to agree that this is so, there was pretty influential support for this point at the meeting. To help this along, IFMAR has asked Mike Tobey, 8903 Jaylee Drive, San Gabriel, California 91775, U.S.A., Telex 215 406T8, and Elvind Lloyd Pettersen, P.O. Box 609, 1601 Fredrikstad, Norway, telephone (day) NORWAY 3297044 or (home) NORWAY 3240897, to act as co-ordinators with a view to holding an IFMAR 1/8th and 1/10th OFF ROAD WORLD CHAMPIONSHIP in 1986.

Both ROAR and EFRA have offered to host the event and it will be up to organizers, etc., to submit applications and talk to these two gentlemen.

As you will note from the minutes of the IFMAR meeting held in Denmark, it was agreed that from here on, there should be a separate 1/12th electric section, 1/8th gas section, and an off road section in future IFMAR affairs. Actual details regarding representation voting, etc., will have to be decided at the IFMAR General Meeting in Japan in '85, but it all looks like a workable proposition.

There is quite a lot of information in this report. If you agree or disagree with any of it, I would be pleased to hear from you - even if it's just a phone call. I realize you can't please all of the people all of the time, but I'd like to try!

Ted

MIDWEST SERIES #3



Jeff Leckron, B Superstock winner. Jeff was also Flat Pan Can-Am Champion & TQ at the Nationals in Montreal, Can. Photo Bob Leckron

Jack Mueller, A Open Main winner and two-time defending Midwest Series Champion. Photo Jeff Leckron

Story by Bob Leckron
Photos by Bob & Jeff Leckron

July 7-8, 1984
Indianapolis, IN

The third race of the 1984 Midwest Series was held July 7th and 8th at the Osco Drugstore parking lot on the east side of Indianapolis. Fifty-one drivers - the best turnout of the season - were on hand to test the tight road course. This is a smaller track and it is at a different location than the 1982 Nationals, and the pavement is considerably older. The traction was good, but tire wear was a problem for some drivers (more on that later). Warm and sunny weather created ideal racing conditions; and the competition in both Open and Superstock divisions was close, as usual.

Qualifying heats were 15 laps with a six minute time limit. In the Superstock class, Tim Hartman took the lead after the first round of qualifying with a time of 312.5 seconds. He lowered that to 310.1 on his second run - a time which held up through the third and fourth runs for top qualifier honors. Bob Yelle matched Hartman's time in the fourth round, but Hartman had the better backup time. Others making the A Main were Don Shreve, Tony Gagliardo, Roy Moody, Chris Monday and Bob Paradis.

In the Open class Dale Smith took the first round lead with a time of 270.3 seconds. That time held until the fourth round, when defending series champ Jack Mueller ran a 266.4 to take the top qualifying position. Smith was second

with Greg Zielinski, Bob Leckron, Louis Przybyla, Tom Miller and Jim Reilly also making the A Main.

Main events were 60 laps with a 1500 second time limit. First up was the C Superstock Main with six cars running. Jerry Argalas took the lead on the first lap and stayed in front all the way. Dave Kryszak was the only driver able to stay close to Argalas, but Argalas went a lap ahead of the field on lap 17 and was never seriously threatened. Barbara Pipchok and Bob Spencer crashed on lap 21 and had to retire. Pipchok held onto third for the rest of the way followed by Frank Barnhouse, Spencer and Dwayne Yeary.

The B Superstock Main was up next and Mike Monday took the early lead. At the halfway mark Monday had lapped the field with Jeff Leckron, Buddy Davis, and Diane Moody close together for the next three positions. After 40 laps Monday still held the lead. But a throttle servo failure on lap 48 knocked him out of the race and left a three-car battle for the lead. Jeff Leckron inherited a 13 second lead over Buddy Davis and Diane Moody. Davis closed to within six seconds on lap 56, but Leckron inherited a 13 second lead over Buddy Davis and Diane Moody. Davis closed to within six seconds on lap 56, but Leckron made no mistakes and held on to win by eight seconds. Davis and Moody were second and third followed by Murray Pipchok. (Murray's time of 1460.8 seconds was 1.4 seconds slower than his wife's third place time in the C Superstock Main.) Al Rovel, Mike Monday and Mark Meyrose took the final three spots.

The A Superstock Main was a two-car battle between Don Shreve and Bob Yelle. Those two drivers left the rest of the field behind, lapping the third place car by lap 25. Shreve started to extend his lead after the halfway mark, as Yelle was slowed by a cracked exhaust header. Yelle held second until lap 54 but the header finally gave way and caused him to be black flagged at that point. Roy Moody took over second place and finished two laps behind Shreve. Chris Monday held third until the last lap, but his receiver wire got caught in the gears and caused him to lose control of the car allowing Tony Gagliardo to take third place. Monday limped in for fourth followed by Bob Paradis. Bob Yelle and Tim Hartman did not finish and therefore took sixth and seventh.

The E Main in Open class was up next. Kevin Kryszak took the early lead and held on for 11 laps until a series of pit stops dropped him out of contention. Lee Besett then took the lead and pulled away from everyone. At 40 laps, Besett had lapped the field three times. At that point, the race had to be stopped when the generator powering the timing system failed. After a few minutes, the generator was restarted and the race was also restarted from the point at which it was stopped. The delay seemed to have little effect on Besett, as he finished six laps ahead of second place Daman Druskinis. Bart DiNardo finished third, followed by Mike Hacker, Kevin Kryszak and Vic Valderrama.

The D Open Main started as if it would be a runaway for Jim Przybyla as he lap-

ped the field within 10 laps and continued to stretch the lead through lap 18. On lap 19, however, his car quit running and sat in the pits for nearly four minutes. Jim Blaha took over the lead with Joel Mabus in second. With 20 laps to go, Blaha led by almost a lap, but Mabus was gaining steadily. On lap 53, Mabus took the lead and went on to win by six seconds. Don Deutsch took third followed by Mike Mantia, Jim Przybyla and Tracey St. Aubin.

The C Open Main was the next event. Gary Andersen and Jon Brannon battled for the lead in the early part, but Andersen flamed out on lap 12 and retired shortly thereafter. Steve Verona and Dan Louis were the closest pursuers, but neither of them could catch Brannon. Brannon eventually won by a lap over Verona, with Louis a lap farther back in third. Dwight Weingard ran the distance to finish fourth with John Kinkead and Gary Andersen completing the field.

The B Open Main was a close race throughout with five cars on the lead lap for most of the way. After ten laps Rich Potempa had the lead over Jim Boehmer, Jim Lehman, Phil Cring, Jr., John Druskinis and Mike Melendy. Druskinis dropped out on lap 11, but the other five remained close. By lap 30 Potempa still led with Lehman now in second and Boehmer, Cring and Melendy still on the same lap. Potempa held the lead for the rest of the way to take the win. Lehman remained in second until lap 57 when his car failed and put him out of the race. Melendy moved up to second and finished six seconds behind Potempa, with Cring five seconds farther back. Boehmer was fourth, nine seconds behind Cring. Lehman and Druskinis did not finish and took fifth and sixth.

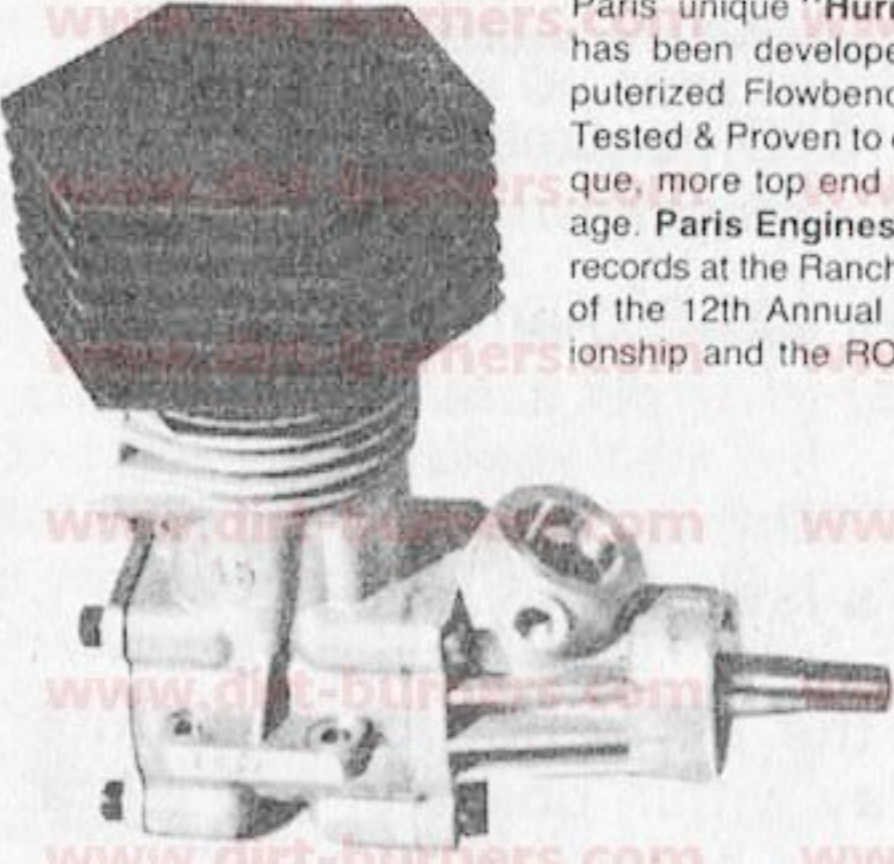
The fastest seven qualifiers of the weekend lined up for the A Open Main. The field was quickly reduced to six as Jim Reilly died at the line and could not restart - a tough break for Jim, who came

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all the way from Kansas City for this race. Meanwhile, Dale Smith and Greg Zielinski took off ahead of the pack with Jack Mueller, Tom Miller and Bob Leckron close behind. Smith and Zielinski continued to lead until their second pit stops on lap 40 when disaster struck both drivers. In trying to make an extra fast pit stop, Smith tagged the barrier separating the pit from the track and suffered a broken king pin which put him out of the race. Zielinski got into the pits cleanly, but

his car died while refueling and he lost nearly a lap getting restarted. Jack Mueller suddenly found himself leading the race, despite intermittent radio interference. Bob Leckron had moved into second place right behind Mueller, but the effect of a pre-race error in strategy was beginning to show. Most of the drivers had chosen firm rear tires, but Leckron elected to go with a very large set of medium tires, gambling that they would be large enough to go the distance.



Main event winners (and one impostor) (l-r front) Lee Besett (E Open), Jerry Argals (C SuperStk), Don Shreve (A Superstk), Jack Mueller (A Open). Photo Bob Leckron



Start of Open A Main (from inside) Louis Przybyla (#1), Dale Smith (#4), Tom Miller (#90), Jack Mueller (#3), Greg Zielinski (#11), Bob Leckron (#7) and Jim Reilly (hidden behind car). Photo Jeff Leckron

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By lap 50 the right rear tire was almost completely gone and Leckron fell steadily back. Meanwhile, Mueller's radio started working again and he cruised on to the victory. Zielinski passed the rapidly fading Leckron on lap 57 to take second place with Leckron, Miller and Louis Przybyla taking the next three places. Smith and Reilly were sixth and seventh.

RESULTS

A SUPERSTOCK

1. Don Shreve
2. Roy Moody
3. Tony Gagliardo
4. Chris Monday
5. Bob Paradis
6. Bob Yelle
7. Tim Hartman

B SUPERSTOCK

1. Jeff Leckron
2. Buddy Davis
3. Diane Moody
4. Murray Pipchok
5. Al Rovell
6. Mike Monday
7. Mark Meyrose

C SUPERSTOCK

1. Jerry Argalas
2. Dave Kryszak
3. Barb Pipchok
4. Frank Barnhouse
5. Bob Spencer
6. Dwayne Yeary

A OPEN

1. Jack Mueller
2. Greg Zielinski
3. Bob Leckron
4. Tom Miller
5. Louis Przybyla
6. Dale Smith
7. Jim Reilly

B OPEN

1. Rich Potempa
2. Michael J. Melendy
3. Phil Cring, Jr.
4. Jim Boehmer
5. Jim Lehman
6. John Druskinis

C OPEN

1. Jon Brannon
2. Steve Verona
3. Dan Louis
4. Dwight Weingard
5. John Kinkead
6. Gary Andersen

D OPEN

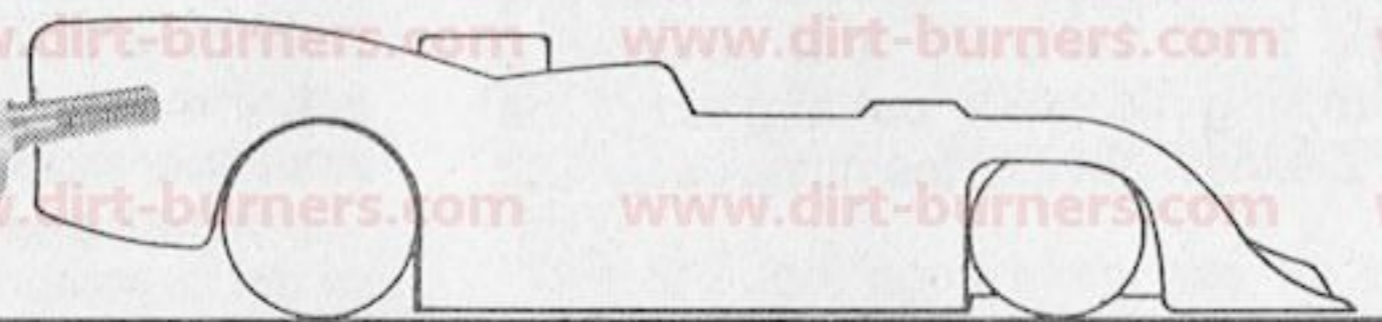
1. Joel Mabus
2. James Blaha
3. Don Deutsch
4. Mike Mantia
5. Jim Przybyla
6. Tracey St. Aubin

E OPEN

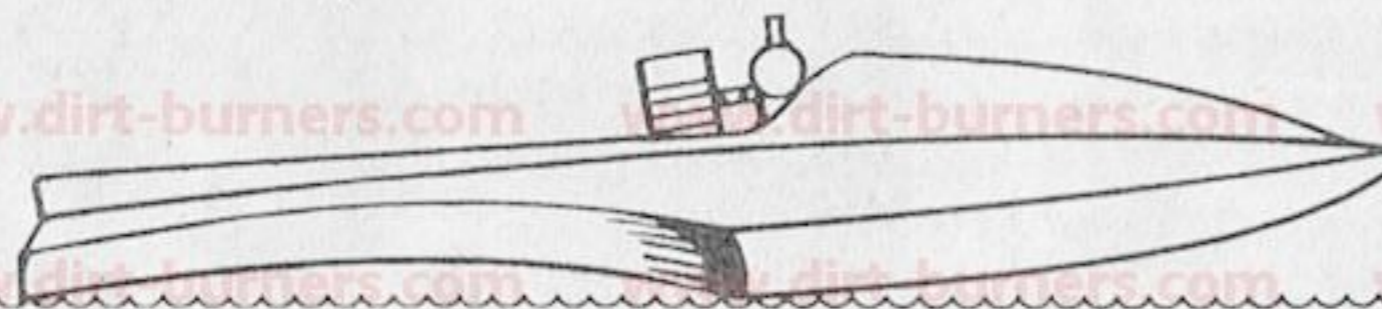
1. Lee Besett
2. Daman Druskinis
3. Bart DiNardo
4. Mike Hacker
5. Kevin Kryszak
6. Vic Valderrama



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MIDWEST SERIES RACE #4

Story by Bob Leckron

The fourth race in the 1984 Midwest Series was held July 28 & 29 at the Orland Square Shopping Center, just south of Chicago. This race was originally scheduled to be held in Cleveland, but the Cleveland club was unable to hold the race.

At the previous series race in Indianapolis, the drivers voted to move race #4 to Chicago, which was also the site of this season's first race. The late change held the number of entries to somewhat below normal, but 32 drivers were on hand to compete in the Open and Superstock classes.

Qualifying heats were 20 laps with an eight minute time limit. Tim Hartman took the lead after the first round of qualifying with a time of 371 seconds in round two and that time held until the fourth and final round. Hartman then moved back on top with a time of 350 seconds in his last attempt. Others making the A Main were Don Shreve, Buddy Davis, Tony Gagliardo, Roy Moody, and David Kryszak.

Bob Chuhuran took command in the first round of Open class qualifying with a time of 313 seconds. No other driver was able to match that time, although Chuhuran himself was able to lower it to 307 in the third round. Others making the A Main were Bob Leckron, Rich Potempa, Greg Zielinski, Jim Przybyla, Don Meade, and Mike Melendy.

The mains were 65 laps with a 1400 second time limit. First up was the B Superstock Main with six drivers scheduled to run. Al Rovel took the early lead with Jerry Argalas and Bob Paradis close behind. Barb Pipchok and Jeff Leckron brought up the rear in the early rounds, while Tom Wisvader, the sixth scheduled starter, did not run. Rovel led the first 45 laps with Paradis moving ahead of Argalas for second and Leckron passing Pipchok for fourth. Rovel lost the lead with a long pit stop on lap 46, and Paradis moved into the lead. Rovel and Argalas battled for second until Argalas dropped out on lap 62. Paradis continued to expand his margin, winning by almost three laps over Rovel, who had handling problems near the end. Leckron got on the same lap as Rovel, but ran out of time and had to settle for third. Argalas was fourth and Pipchok finished fifth after dropping out on lap 61.

Tim Hartman took the early lead in the A Superstock Main but Roy Moody, Tony Gagliardo, Buddy Davis and Don Shreve were right on his tail. Davis fell out of contention with two flameouts, but the other

four stayed close. Moody moved into the lead on lap 46, but he had problems and pitted on lap 50, falling behind to fourth place. Hartman maintained his lead for the rest of the way and won by almost a lap over Gagliardo. Shreve finished third just ahead of Moody, while Davis recovered from his early problems to finish fifth. David Kryszak finished sixth, dropping out after 34 laps.

The C Open Main started as if it would be a runaway for Mike Mantia. He led by almost four laps at the halfway mark, but his engine quit and a six-minute pit stop dropped him from contention. Bill Miller then moved into the lead, with Jim Blaha, Vic Valderrama, and John Kinkead battling for second. Miller led the rest of the way and finally won by two laps. Blaha held second for most of the way but ran into problems near the end and was passed by Kinkead. Blaha held on for third, followed by Valderrama, Mantia, and Frank Barnhouse.

Jim Boehmer and Louis Przybyla put on quite a show at the beginning of the B Main. At the end of 20 laps, both drivers had times that would have been fast enough to qualify for the A Main. Boehmer led by one second after 30 laps, but gained some breathing room on the next lap when Przybyla crashed. Przybyla closed the gap to five seconds, but then fell back as his rear tires apparently got too small and caused the rear end to get loose. Boehmer went on to win the B by nearly two laps with a very fast time of 1077 seconds. (This turned out to be only five seconds slower than the A Main winner.) Przybyla finished second, five laps ahead of third place finisher Joel Mabus. Murray Pipchok ran fourth in his first race with a suspension car, followed by Steve Lazarus, Jon Brannon and Tom Bronner in the final three positions. All seven drivers in this race completed 65 laps, well under the time limit.

The A Open Main was one of the most entertaining races in recent memory with several drivers fighting for the lead almost all the way. After 10 laps Don Meade, Bob Chuhuran, and Jim Przybyla were inches apart with Bob Leckron and Greg Zielinski right behind. Przybyla led after 20 laps, followed by Leckron, Chuhuran, and Zielinski. Leckron moved in front after 30 laps, but Przybyla regained the lead after 40 laps. At the 50 lap mark Zielinski had moved in front, three seconds ahead of Przybyla and four ahead of Leckron. One lap later, Leckron's engine quit. (He had lost the air cleaner and carburetor plug, causing it to run lean.) Zielinski and Przybyla continued their duel, with neither driver getting more than one second

ahead. With two laps to go, Zielinski led by a few feet and the stage was set for a great finish. Unfortunately for the spectators, the final sprint never materialized as Przybyla's motor died on lap 64. At about the same time, third place Bob Chuhuran also flamed out. Zielinski suddenly found himself with a huge lead and cruised to the win. Leckron got restarted in time to inherit second place, although five laps behind Zielinski. Przybyla lost nearly two laps getting restarted but still finished third. Rich Potempa had a long pit stop early on, but ran well late in the race and finished two seconds behind Przybyla. Don Meade went the distance to take fifth, while Chuhuran and Mike Melendy dropped out and took sixth and seventh.

MIDWEST SERIES TOP TEN (After 4 Races)

OPEN CLASS

1. Greg Zielinski 367
2. Rich Potempa 359
3. Bob Leckron 337
4. Mike Melendy 305
5. Jon Brannon 289
6. Jim Boehmer 257
7. Louis Przybyla 254
8. Dale Smith 247
9. Bob Chuhuran 243
10. Joel Mabus 208
10. Mike Mantia 208

SUPERSTOCK

1. Don Shreve 380
2. Roy Moody 370
3. Tim Hartman 358
4. Tony Gagliardo 341
5. Jerry Argalas 318
6. David Kryszak 316
7. Bob Paradis 313
8. Al Rovel 287
9. Buddy Davis 247
10. Jeff Leckron 230

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Story by Don Meade
Photos by Jody Schroder

Plainfield, IL

One-tenth Off Road is finally settling in in the Mid-West. Our close knit group, affectionately known as the Joliet Outlaws in these parts, has finally generated some off road action.

We have put on four races thus far and have had over 60 different drivers come out and give the dirty driving number a try, and most have really enjoyed it. Some of our drivers travel as far as 90 miles to race and there are many from the 40-70 mile away range.

Our Stock class is a bit thin, but our Modified and Open classes are pretty healthy James Dieter, Ken Swanson and Ashby, all accomplished drivers, are

"The Joliet Outlaws"

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On the driver's stand (l-r) are Lee Ashby, Dan Ashby, Jeff Carter (2nd A Open), Ken Swanson, and Don Meade A Open winner.



(Front to back) Smokin' Jeff Carter (#60). Don Meade's Open Class TQ Hirobo (#2), Lee Ashby's Scorpion (#1). Ken Swanson's Revtech/Cox and Dan Ashby's "Wings & Things" Scorpion.



Modified B Main (l-r) Brian Zurek, Tony Gagliardo, Dave Clary, Jr., Mike Mantia, Pete Briggs, Richard Peterson and Scott Feldman. Briggs (5th from left) took first in the B Mod.



Don Meade's Hirobo on its way to the Open A Main victory.



Mike Mantia lands on wheels (not always the case) after a jump during the Modified B Main.



Dave Clary, Jr., narrowly leads Rich Peterson with nice tight lines.



Stock Class A Main winner Jeff Lebak, marshalls. Over to your right, Jeff — Please-



Pete Briggs' Stock-bodied Scorpion on its way to an impressive B Modified win.



Dave Clary, Sr., makes last minute adjustments to Dave, Jr's., Frog.

regulars at our races and are very strong A Main competitors. Cars represented so far include Frogs, Brats, Super Champs, Scorpions and about a half dozen Hirobos.

The site was donated by the Plainfield Park District and their employees have contributed an endless amount of energy and equipment to our cause. With big plans in the making for next season, we should have a good group from our area in the top 2 or 3 Mains, a pleasant switch from this year's race.

A number of local 1/12th racers are getting into 1/10th as well as some 1/8th drivers. The way things are going now, I would think that 60 to 80 cars will be the norm for next season. With 1/12th 6 Cell about dead in this area, off road will be the only other show in town other than gas.

For next season, a solid season long schedule will be made so that racers travelling in the greater Chicago-land area will be able to take in a Mid-West style race at our Plainfield facility.

Well, enough flag waving for our track and competitors; some photos are included to give you a hint of what's going on out here.

For information, get in touch with me at: (815)723-1105, Don Meade, 906 Hickory, Joliet, IL 60435.

Don

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Magic City R/C Car Club

THE BIRMINGHAM 1984 SUMMER CHAMPIONSHIPS

September 2, 1984

Well the Birmingham '84 Summer Championships are history. The event was well received by the 32 racers that participated and racing in the streets of downtown Birmingham added an air of excitement, as did the contribution of prizes to be given away to lucky racers. Such fine companies as Associated, BoLink, Cox, Parma, TRC and Futaba all sent contributions to our event.

Two new products were introduced to Alabama racers as Team BoLink showed up with their new car, the "Bandito". This is a trick car, light in weight and basic in design. The best feature of the Bandito is that the car works! The second item was the TRC radius edge racing tires brought over by Roy and Craig Kelley of Atlanta, GA.

Jimmy Simmons tried out Chet Ellis' new Bandito and he said the car was smooth in the corners and really handled well. It looks like BoLink has come out with another good car to go along with their already popular Renegade.

Roy and Craig handed out a couple of pairs of the TRC Tires to let some racers get a first hand experience to see what their tires would do. I, for one, was lucky enough to receive one of those pairs of tires to try out. I ran two heat races and four minutes into the main before I notic-

ed any loss of rear traction, and this was without using any kind of traction compound!

After two weeks of rain, we were very skeptical as to what race day would be like. But as we arrived on Saturday morning, we were welcomed by pure Southern sunshine. Temperatures were in the low 90's at race time, but things got a lot hotter when the racing began.

This first round of qualifying started at 11:30 and when it was over, we broke for lunch. Round two showed plenty of improvement and by round three, we could tell that the mains would really be a top notch show for the crowd of spectators and racers alike. Many thanks to the Downtown Action Committee for giving us this chance to race and put on a show for the people of Birmingham, Alabama.

I am not able to give you a play by play of each main this week as racing my own car and helping my wife with her car plus other race responsibilities kept me from seeing much more than just the races I participated in. So I will just give you a scoreboard of the way everyone finished.

A MAIN

1. Craig Kelley - 34/8:09.6
2. Roy Kelley - 34/8:12.8
3. Tommy Lee - 33/8:17.6

B MAIN

1. Bruce Ponder - 31/7:56.4
2. Chet Ellis - 31/8:15.4
3. Jerry Evans - 30/8:10.7

C MAIN

1. Chuck Baader - 32/8:14.8
2. Greg Smith - 29/8:10.5
3. Tim Smith - 27/7:20.6

D MAIN

1. David Franklin - 29/8:15.9
2. Mark McWilliams - 28/8:02.0
3. Don Wadkins - 27/8:05.8

E MAIN

1. Woody Trimble - 26/8:01.7
2. Ricky Jordan - 23/8:02.8
3. Robert Ragsdale - 21/8:12.9

At the trophy presentation, an award was given out that we really don't like to award to anyone - the "Hard Luck Award." It was given to Randy Ash for all the problems he experienced during the day.

We had 21 racers from Alabama followed by 10 Georgians and 1 Mississippian. We would like to thank all the racers that came to race with us and all the companies that donated prizes, especially our club sponsor, Homewood Toy & Hobby, for their generous backing. We will be getting together in the coming weeks to

start plans for next year's race, possibly a two-day event.

Good luck to Jimmy Simmons, who has carried the Magic City colors, at the Region 2 Championships in Melbourne, Florida. Jimmy and his wife Janet are making this trip a vacation/racing week and will be back to town around Wednesday.

Speaking of racing, I want to remind all of you again that the Fall Finale in Atlanta, GA will be taking place on October 12-14 at the Northlake Mall. We had twelve drivers attending the Spring Championships in May and after the turnout last Saturday, I don't see any reason why we can't have twenty drivers at Atlanta for the Fall Finale. I will be getting some pre-registration forms as soon as I can.

Points were given to club members who ran in the downtown race. So after sorting things out, this is how everyone finished:

A MAIN

1. Jimmy Simmons
2. Bruce Ponder
3. Jerry Evans
4. Chuck Baader
5. Greg Smith

B MAIN

1. Tim Smith
2. George Bacon
3. John Hancock
4. Mark McWilliams
5. Joe Manis

C MAIN

1. Ann Ponder
2. David Swearengin
3. Tim South
4. Tom Blocker
5. Pam South
6. Randy Ash

SERIES STANDINGS

1. Jimmy Simmons 925.114
2. Jerry Evans 907.66
3. Tim South 829.51
4. David Swearengin 769.42
5. John Hancock 762.15
6. Tim Smith 714.105
7. Mark McWilliams 711.116
8. Bruce Ponder 709.28
9. Ann Ponder 641.117
10. Randy Ash 627.30
11. Pamela South 617.15
12. Tom Blocker 569.27
13. George Bacon 536.09
14. Greg Smith 498.90
15. Mike Davis 415.59
16. Joe Manis 310.15
17. Ricky Long 228.06
18. Richard Blocker 220.65
19. Will Gowers 146.04
20. Chuck Baader 135.00

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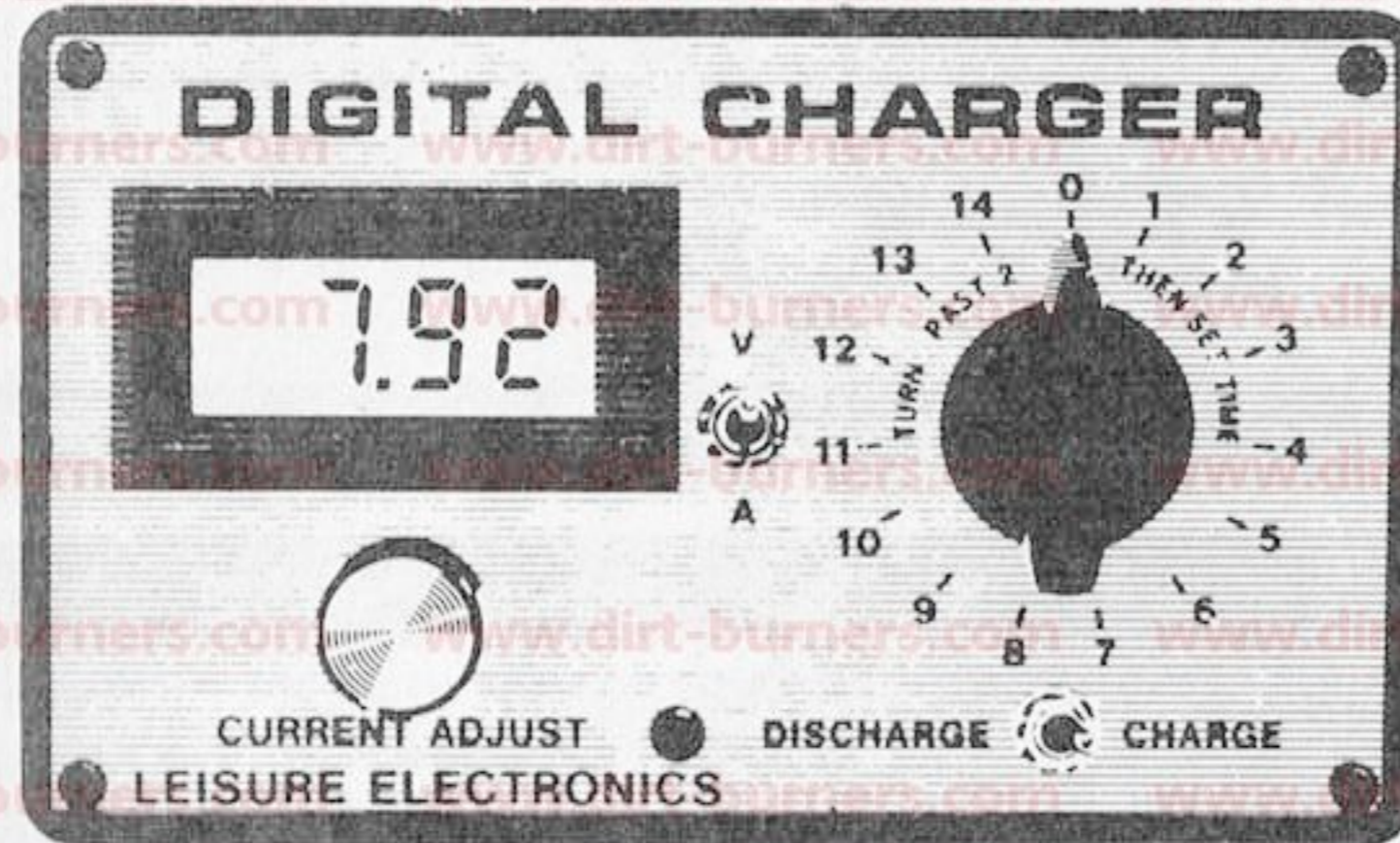
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The Leisure 109 also includes our popular standard features like built-in discharge cycling, convenient 15-minute timer and overnight equalizer circuitry.

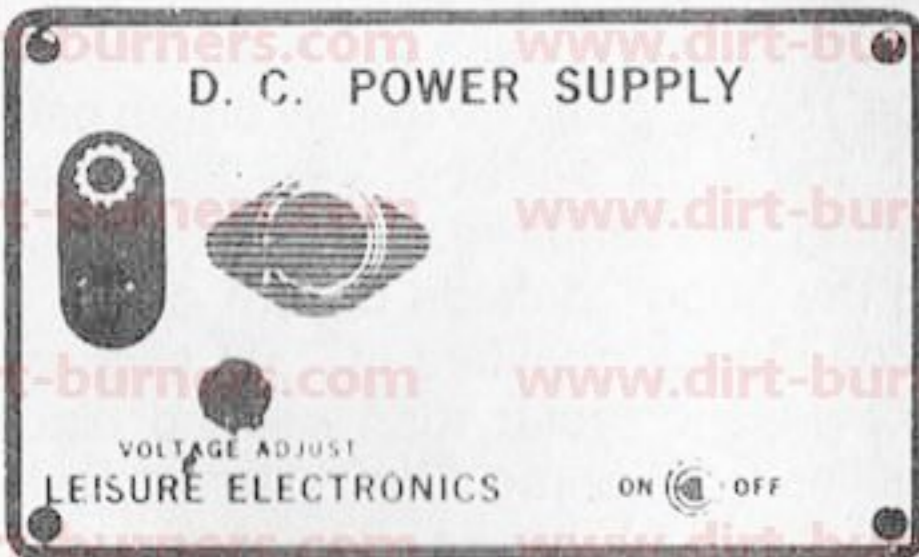


Leisure 109 Digital. Designed for 12vDC operation, either from automotive battery or Leisure DC Power Supply. LCD display for volt/amp meter. Adjustable constant current (0-4 amps).

5 Models to Choose From.

The 109 Digital and DC Power Supply aren't our only great way to charge nickel cadmium batteries.

We've designed a complete selection of Leisure Auto Chargers to suit every kind of enthusiast and condition.

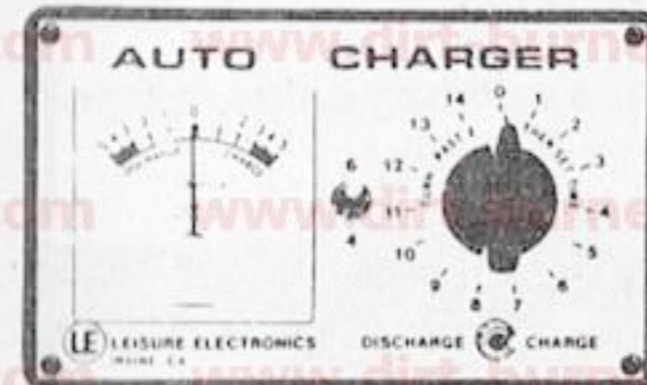


Leisure 110 DC Power Supply. A precise, adjustable power converter that delivers a healthy 3 amps (@9-12 volts) of continuous current. Built-in short circuit and overload protection.

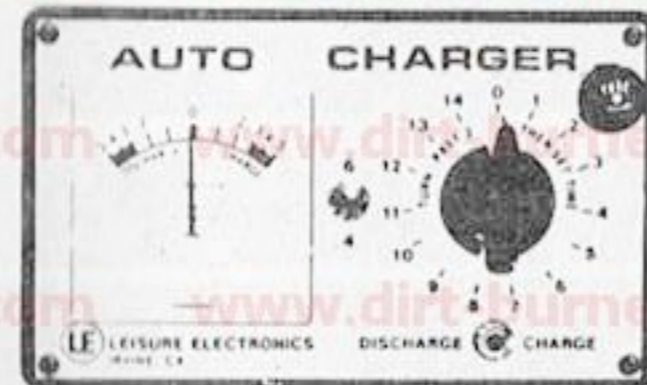
New DC Power Supply.

Charge transmitter NiCads in 15 minutes. Charge 4, 6 and 8 cell packs indoors. Even break-in new motors. The Leisure DC power supply operates off standard 117vAC wall current and provides filtered and regulated DC power from 9 to 13.5 volts.

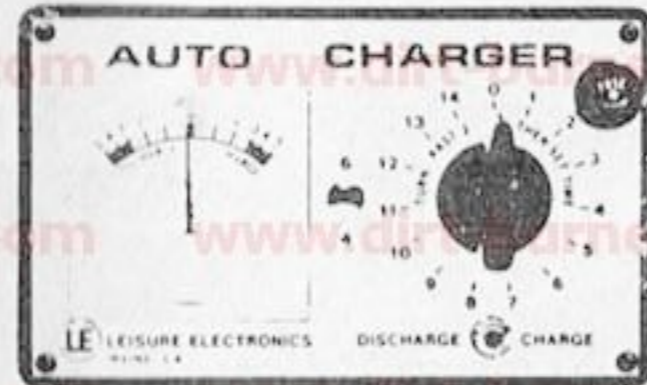
Matched up with our 109 charger, the DC power supply gives you a complete charging system with unmatched versatility.



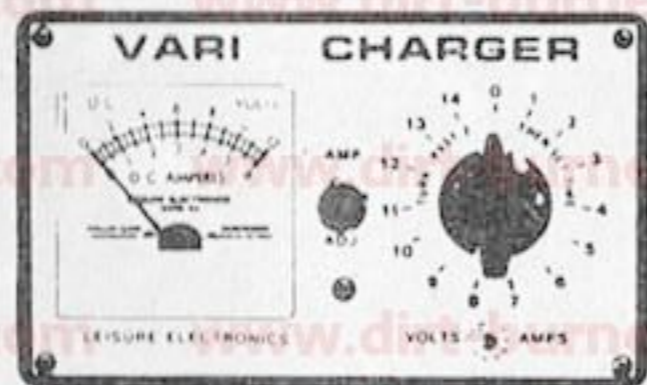
Leisure 105
Input: 12vDC
Rate: 4/6 cell



Leisure 106
Input: 117vAC
Rate: 4/6 cell



Leisure 107
Input: 12vDC/
117vAC
Rate: 6 cell



Leisure 108
Input: 12vDC
Rate: Variable
(0-4 amps)

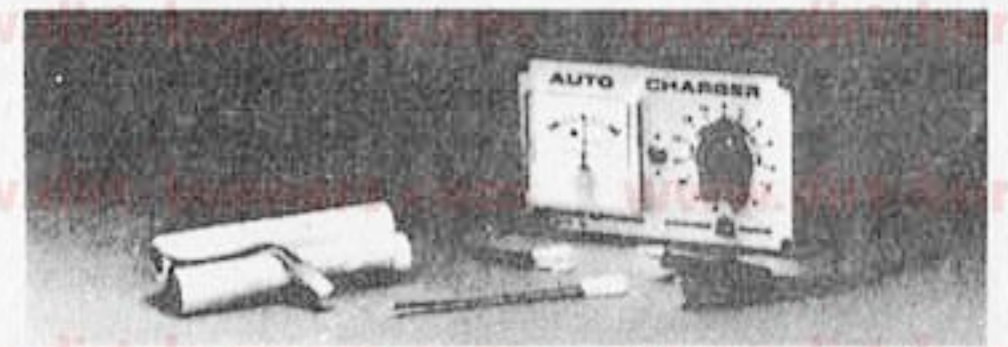
Safe, Simple NiCad Charging . . . Automatically.

Each Leisure Auto Charger offers hassle-free, efficient and effective NiCad charging.

No tangled cords. No battery temperature to check. No waiting and wondering.

Just plug in your batteries, set the timer and relax. Each Leisure charger constantly checks battery capacity and switches off at the end of the cycle.

Our resistor-type chargers (105/106/107) also use our exclusive Declining Rate Charge, which senses battery condition and automatically reduces the current rate to safe levels.



Off-Road Power Combo. Special Leisure 105 charger with wired 6-cell pack (fits Tamiya radio case).

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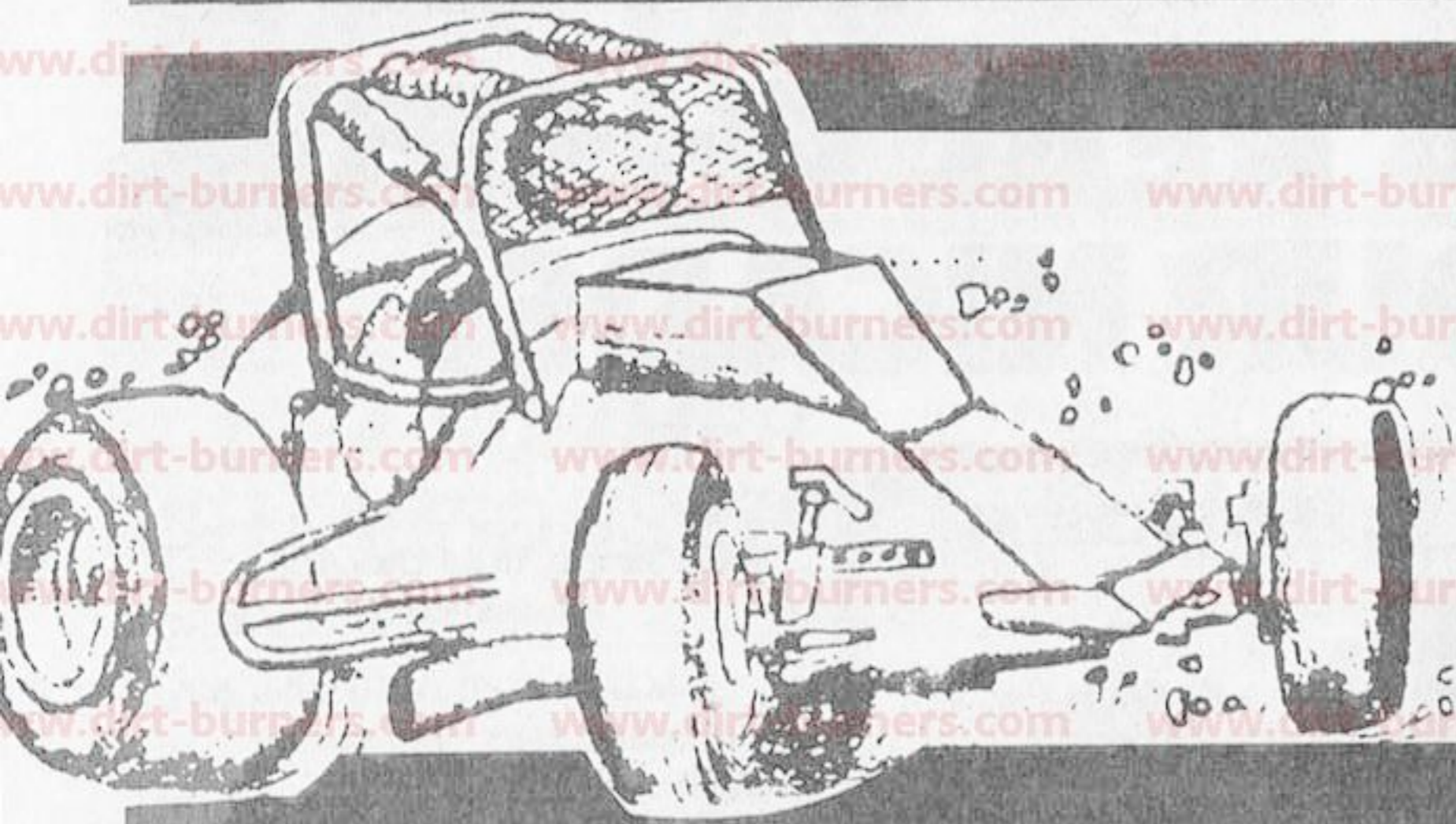
We built and flew the first, practical RC electric airplane over 10 years ago. In 1975, we introduced our R.O.A.R. National Champion 1:12 scale electric car, a design still winning races today. Even our revolutionary 1:12 scale differential was a product, in part, of our continuing effort to extract maximum performance from electric power.

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FLASH: The New ORRCA Legal Sagami Off Road Motors are HERE!
ORRCA Stock (No.1002-A): \$15.00 - ORRCA Open (No.1002-E): \$35.00



1/8TH R/C SPRINTERS SIDEWAYS IS THE ONLY WAY TO GO!

R/C RACING NEWS - October 1984 - Page 44



Spectators' view of County Line Speedway. Note protective fence and hay bales in front of drivers' stand. The track is banked all around.

So for the second time this season, Tom Krygiel copped the final race at New Berlin. The next New Berlin event is scheduled for Septemeber 8th, starting at noon.

FOSTORIA, OHIO OPENER TAKEN BY MOODY

Eleven cars and drivers showed up to compete at the newly completed County Line Speedway in Fostoria, Ohio. The track is the result of a lot of work by local racer Harold Mitchem and Tim Hartman. The oval is banked all around, about 230 feet long in the center lane, with a well-prepared smooth, dirt racing surface. It was also contoured outside the racing surface so that in case you went over the edge, the car could be readily driven back onto the track surface. Very little marshalling was required, unless you drove into the "bog" outside of turn one.

Roy Moody qualified at 7.09 seconds - 1/2 second faster than second place qualifier Tim Conrad. Old Yeller #4 really liked the high banks. The top seven qualifiers were within .8 seconds of each

NEW BERLIN MAIN TO KRYGIEL



Nine sprint racers showed up to try the smooth, fast clay surface of New Berlin on this warm July 14th afternoon. No time trials were held, and two heats were each run twice to determine Main Event starters. The 10-lap A Heat, consisting of Tom Krygiel, Dave Burgad, Tim Conrad and Carl Mollitor, was won for the first time by Tom Krygiel and the second time by Dave Burgad. The B Heat, made up of Karl Kuenzel, Roy Moody, Tim Hartman, Herb Zieman and Dave Kryszak, was won both times by Dave Kryszak.

After the heat races, a 15-lap consolation was completed to determine who would move up to the Features. Carl Mollitor won the Consi, followed by Conrad, Zieman and Kuenzel. Mollitor moved up to the Main along with Kryszak, Krygiel, Burgad, Moody and Hartman, making it a 6-car event.

After the dust had settled 25 laps later, the main order of finish was Tom Krygiel, 25 laps; Dave Burgad, 24 laps; Dave Kryszak, 23 laps; Roy Moody, 23 laps; Carl Mollitor, 16 laps; and Tim Hartman out with mechanical problems on lap 12.



Most of the cars at County Line Speedway in Fostoria, Ohio line up before heat racing begins. Seven out of the nine cars are using molded treaded tires.



Greg Zielinski looks for an inside line to get around Moody's #4 sprint car during hot lap practice on August 11, 1984.

The outside of the track is contoured so that an R/C sprinter can be driven back onto the surface after going over the high side. This cuts down on turnmarshalling.

other. Sprint car racing is getting closer and the racing quality is rapidly improving as the drivers gain experience with dirt racing.

Dick Zimmerman of Wauseon, Ohio acted as Race Director and Roberta and Diane Moody handled the scoring chores along with Robin and Harold Mitchem.

A 6-lap trophy dash was won by Greg Zielinski over Ned Schmaltz, Roy Moody and Tim Conrad.

Two rounds of 10-lap heat races were won by Tim Hartman (twice), Dave Kryszak and Greg Zielinski.

A Semi-Main of 15 laps was copped by Zielinski with Moody in second and they both moved into the Feature, which was already made up of Tim Hartman, Ned Schmaltz, Dave Kryszak and Carl Mollitor due to their heat finishes. By the time the Feature started, Kryszak and Mollitor were unable to start, so it became a 4-car 20-lap Main Event.

Roy Moody took the lead on lap 1 and held that spot until the finish. Zielinski (20 laps), Hartman (19 laps), and Schmaltz (17 laps) battled it out during the early laps, and became slightly separated as the race wore on. Only Greg was on the same lap with Moody at the checkered flag.

Several records were established since this was the first official event at County Line Speedway.

1 lap - Roy Moody - 7.09 seconds/lap

6 lap - Greg Zielinski - 7.86 sec/lap

10 lap - Tim Hartman - 1:13.09 sec/lap (7.31 secs/lap avg)

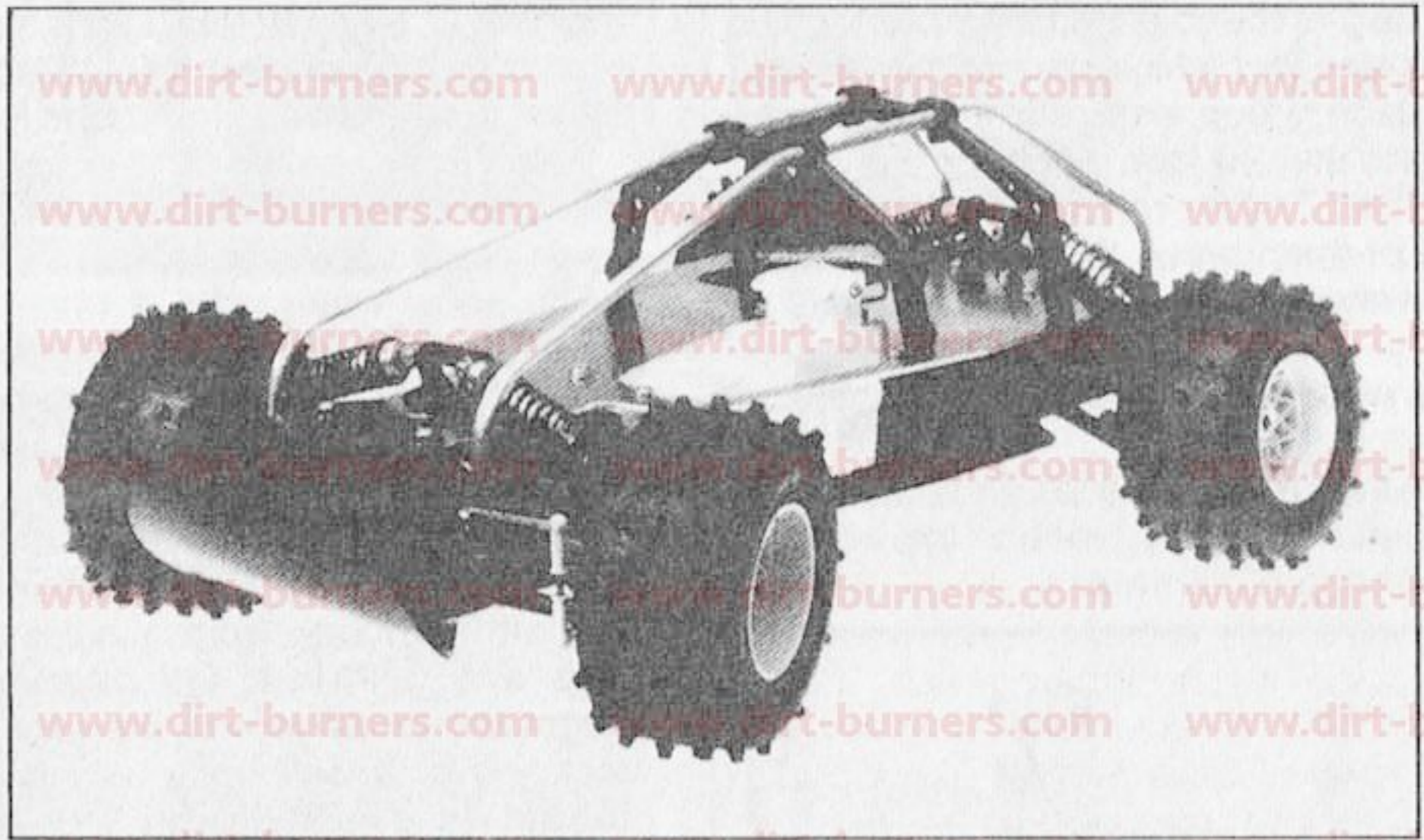
15 lap - Greg Zielinski - 2:04 sec/lap (8.26 secs/lap avg)

20 lap - Roy Moody - 2:50 sec/lap (8.50 secs/lap avg)

(Average scale speed for the Feature was 144 mph - real speed of 18 mph.)

All racers present really liked the track and it was decided to return on September 29th for a final Season Championship race.

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HOT LAPS AT THE HOUSTON INVITATIONAL!

June 17, 1984
Houston, TX

A year has gone by since the First Annual Houston Invitational, so the Houston Quickchargers decided it was time for a second. We had 53 drivers show up from all over Texas - and this is a long haul for some - for our largest turnout ever. It was a typical spring day in Houston with the temperature in the mid 90's and a threat of rain. By the end of the day the high temperature and humidity took its toll on both cars and drivers.

The day started out with some Open practice and then a round of controlled practice. This gave our guests some time to make up for our home field advantage.

The first round of qualifiers started and everyone was well dialed-in for the track. As each group went off, it became apparent that 30 laps would be the magic number. The A group took the track and half of them broke 30. Mike Quellar led the way with an amazing 31.7 laps.

The second and third rounds of qualifiers were run with very few people surpassing their first marks. The heat was showing on the batteries and motors and the performance tailed off as the temperature went up.

While the board was reset for the mains, Concours judging was held. Tommy Porfirio finished second with a far from standard TOJ. The winner with a beautiful pink and blue RM-1 was Ed Ricks. Each received a nice trophy for their efforts.

The mains started off with the F group with Lew Denbow running away from Mike "The Hammer" Castleman and Ivan Pla.

The E Main was handily won by Mike Hughes after a long absence from racing with Ralph Foose in second and Alex Bondar in third.

David Milby led the D Main to win narrowly over James Hayes. David Roberson was a close third.

In the C Main Jerald Lewis smoked everyone by 2 laps over Joel Wilson who battled to take second from John Holmes.

Ralph Posey pulled off the closest victory over Gene Roberson with Johnny Lewis close behind in third.

The show was in the A Main where Scott Ferguson took off like a rocket with the other 9 drivers in hot pursuit. Eventually, Mike Hamilton and Jeff Masterman broke from the pack and took up the chase. At about the four minute mark disaster struck and Scott went over the wall with a nudge from a backmarker. Mike and Jeff took the opening and fought the remainder of the race going back and forth. Jeff finally won the battle and the war over Mike with Scott making a valiant comeback to take third.

We would like to thank Associated, BoLink, Issac's Models, MRP, Parma and Trinity for their sponsorship in which everyone got at least one prize. We would like to thank Issac Ben-Ezra for being Race Director on this hot and busy day. The out of town participation was appreciated and we hope to see them at the Third Annual Houston Invitational.

RESULTS

A MAIN

1. Jeff Masterman - Delta
2. Mike Hamilton - BoLink
3. Scott Ferguson - Associated
4. Jim Eversole - Associated
5. Pat Miller - Delta
6. Mike Quellar - Associated

7. Craig Schmidt - BoLink
8. John Cinadr - Delta
9. Tommy Porfirio - Delta
10. Dale Jones - Delta

B MAIN

1. Ralph Posey
2. Gene Roberson
3. Johnny Lewis
4. Terry Wood
5. Sandro Tambourri
6. Dan Goffinet
7. John Koss
8. Rusty Husband
9. Carl Petri

C MAIN

1. Jerald Lewis
2. Joel Wilson
3. John Holmes
4. Ed Ricks
5. Doug Caraway
6. Issac Ben-Ezra
7. Henry Lee
8. Gary Maley
9. Don Shirley

D MAIN

1. David Milby
2. James Hayes
3. David Roberson
4. Tim Welch
5. Pat Ledford
6. Don Lyons
7. Wes Welch

E MAIN

1. Mike Hughes
2. Ralph Foose
3. Alex Bondar
4. Kenneth Coker
5. Len Abbeduto
6. Arnold Silcox
7. Robert Baudier
8. Jim Shannon
9. Al Davis

F MAIN

1. Lewis Denbow
2. Mike Castleman
3. Ivan Pla
4. Nels Nielson
5. Robert Miller
6. James Stevens
7. Scott Martin
8. Richard Galonek
9. Steven Sondereger
10. Stan Saunders

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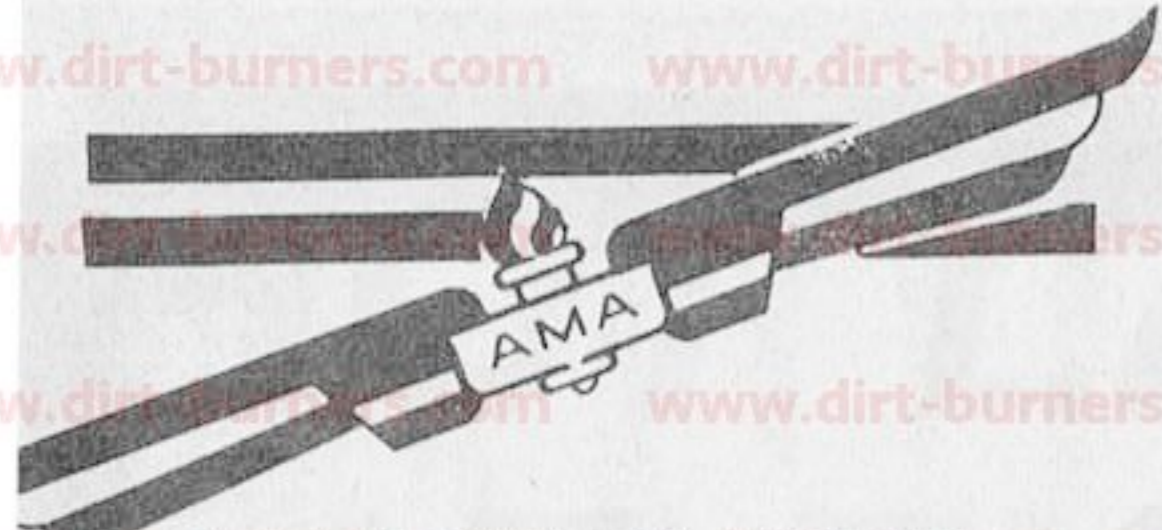
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ACADEMY OF MODEL AERONAUTIQUES

CONTROL LINE WORLD CHAMPIONSHIPS

The Academy of Model Aeronautics is pleased to confirm that three teams from the People's Republic of China have registered to compete in the 1984 Control Line World Championships. The Chinese teams will bring with them an event judge who will be one of the key officials of this world event.

When registrations closed, twenty-four nations were listed as competitors and they will start arriving in Chicopee, Massachusetts for the championships in mid-September 1984. Practice sessions commence on September 13th with the official opening ceremonies scheduled for 8:00 am, Tuesday, September 18, 1984.

The location of the contest is Westover AFB. The event is hosted by the United States Air Force and the Academy of Model Aeronautics, under jurisdiction of the Federation Aeronautique Internationale. All events are open to the public and there is no admission charge.

For further information, contact Geoffrey Styles, Director of Public Rela-

tions, Academy of Model Aeronautics, 1810 Samuel Morse Drive, Reston, VA 22090, (703) 435-0750.

FIDELITY OPENS NEW DOORS FOR MODELERS

At the recent HIA Model Trade Show in Chicago (August 24-26), Fidelity Computer Products, Inc., unveiled two new innovations for modeling enthusiasts:

1) For the first time ever, LIFE-LIKE, ACCURATE HO GAUGE SCALE TRUCKS AND BUSES WERE DRIVEN ON THE STREETS AND HIGHWAYS OF A MODEL LAYOUT UNDER FULL AND INDEPENDENT CONTROL OF AN OPERATOR.

Until today, model layouts - meticulously constructed down to the minutest detail and equipped with the last word in model hardware still lacked the final touch of realism in a major aspect of the layout - automotive. Roadways, with vehicles glued into permanent positions, were always a passive part of the scenery. Fidelity has changed that and has opened a whole new dimension of modeling possibilities!

Fidelity created a battery powered,

radio controlled system that causes scale model trucks, busses, fire engines, military vehicles, etc., in tiny HO gauge, to duplicate true-to-life action with amazing realism. Precisely scaled forward and reverse speeds, turning left or right, backing into parking places or loading docks - everything a real vehicle can do! And several vehicles can be operated at the same time using transmitters with different frequencies. Using a 2-channel transmitter, proportional control is obtained to literally "drive" the vehicle with true model realism.

2) A second new innovation introduced at the show was Fidelity's Modular Circuit Systems. Scale-sized electronic circuits that provide a variety of lighting and movement configurations that a modeler can accomplish without the need for electronic experience and without the use of a soldering iron.

By using Fidelity's Modular Circuit Systems, the modeler can now easily build into a layout such lighting systems as fully operating traffic lights, street lights, emergency vehicle and police vehicle rooftop lights, road barrier lights, bill board lights, etc...The scale model truck can even be equipped with operating turn signals, tail lights, headlights, and more. The Modular circuits are also ideal for planes, boats and many other devices.

All this to accurate scale by simply making an opening for the bulbs, gluing a prewired circuit into place, and connecting to a power source.

R/C RACING NEWS - October 1984 - Page 48

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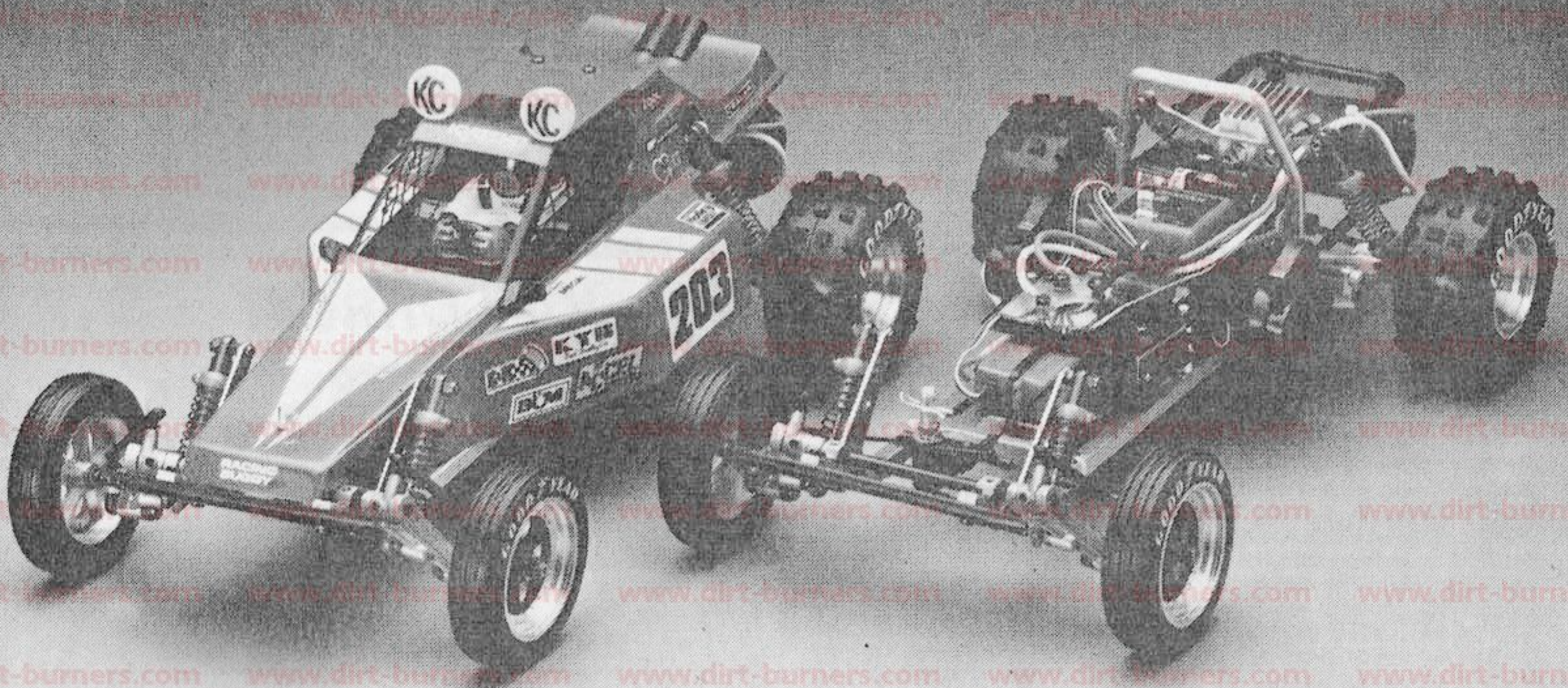
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Available in two body styles — Porsche Kremer (shown) and Racing Mate Special. Motor, batteries and radio system not included.

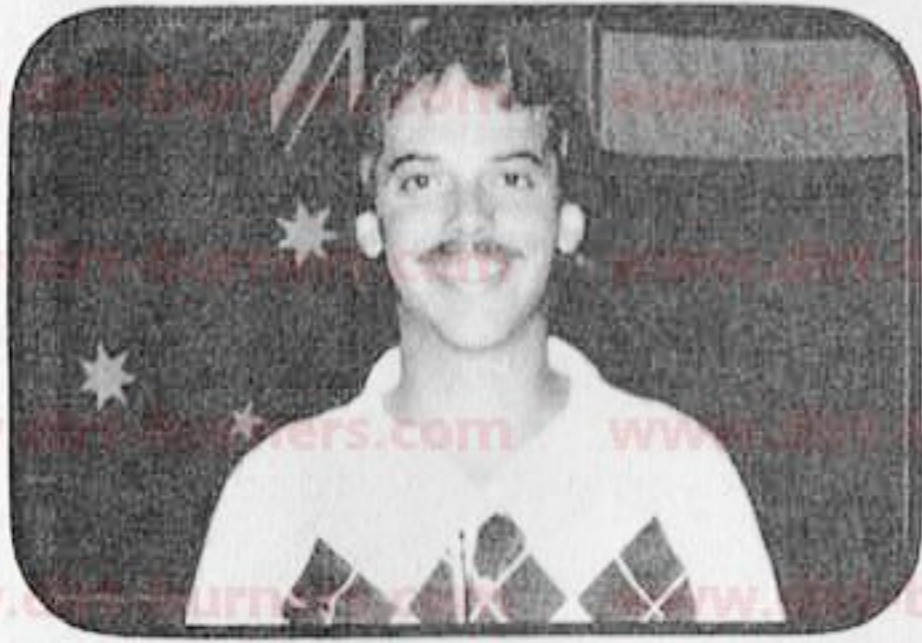


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| 6 | Kent Clausen | USA |
| 7 | Mike Lavacot | USA |
| 9 | Christian Keil | GER |
| 10 | Rick Hohwart | USA |



TONY NEISINGER
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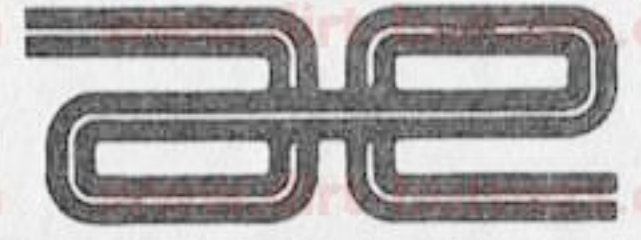
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|---|----------------|-----|
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ROAR - Jammin' Jay Halsey, on the left, won both Stock & Modified classes at the ROAR Off Road Nationals. Gil Losi Jr. was Top Qualifier in both classes and finished 2nd in Stock. Tony Neisinger was 3rd in Stock & Curtis Husting was 4th.

Ralph Burch Jr. 1984 ROAR 1/8 scale Gas National Champion in GT & Can Am classes.

ORRCA - Jammin' Jay is Top Qualifier in both Modified and Open classes and wins Modified Class.

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- Unlike some other cars which use nylon in their rear axle mount, the Porsche 956 uses light diecast aluminum. It's more rigid and durable.

- Ultra light nylon resin wheels. With two ball bearings and a mounted front sponge tire, each set weighs less than a comparable front wheel/tire combination with a brass bushing.

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- Four gear ratios let you match track conditions — 3.875 to 1, 3.647 to 1, 3.444 to 1, 3.100 to 1.

- Differential gear drive with two internal ball bearings provides optimum power transfer and handling.

- Well detailed polycarbonate body included as standard equipment.

- RS-540 Black Endurance Motor ensures top power and longer running time, producing 14,100 RPM at 6 volts, 6.8 amps.

- A speed control that features proportional forward speed, variable braking, one speed reverse.

- Flat wound resistor speed control delivers heavy duty performance with low weight and foolproof, spring-loaded contacts. Heavy 18 gauge copper wiring with highly flexible silicone insulation deliver top current with low power loss.

- On-off switch with two diodes eliminates the need for a receiver battery. It uses the motor battery as a power source—most of the wiring is already done.

Steel antenna provides an easy hookup to the receiver antenna and helps the car land right-side-up after flip-overs.

Specifications

(#5842) Porsche 956 Racing Master Mk. 5

Length = 14.84 inches

Width = 6.69 inches

Wheelbase, front to rear axle centers = 7.99 inches

Height (without antenna) = 3.00 inches

Weight (with 7.2 volt 1200 MAH battery without R/C equipment) = 1 lb. 12 oz.

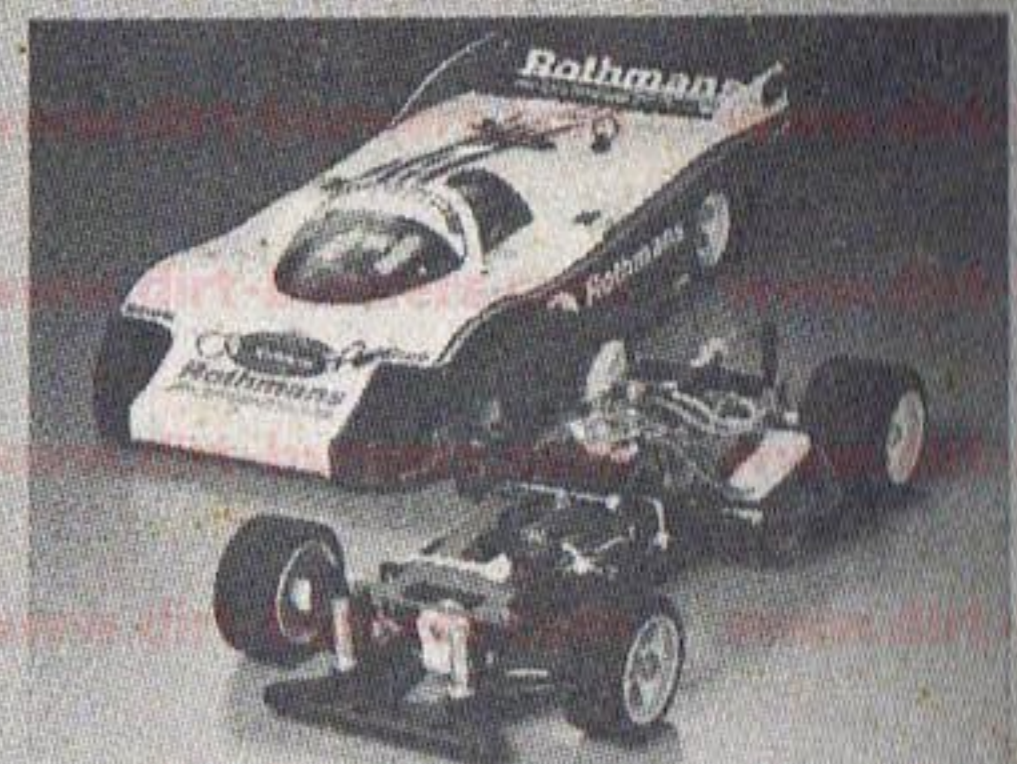
- Standard features on the 956 not found on comparable cars.

It's the fastest 1/12 electric car we've ever built.

It was only a matter of time before MRC-Tamiya turned its attention from off-road buggies to on-track racing.

The result . . . one of the fastest competition car kits ever made.

And because reading about the Porsche 956 isn't half as exciting as running it, why not get your hands on one today.



MRC 



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