

R/C RACING

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NEWS

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HALSEY AND LOSI WORLD CHAMPIONS!

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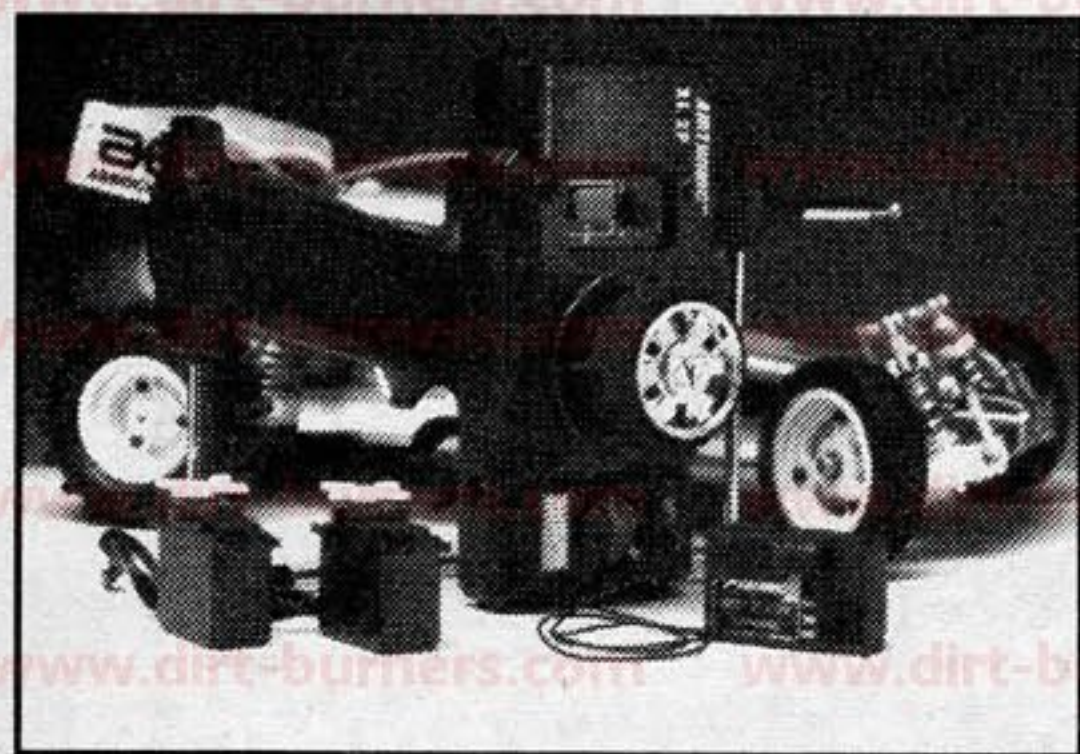
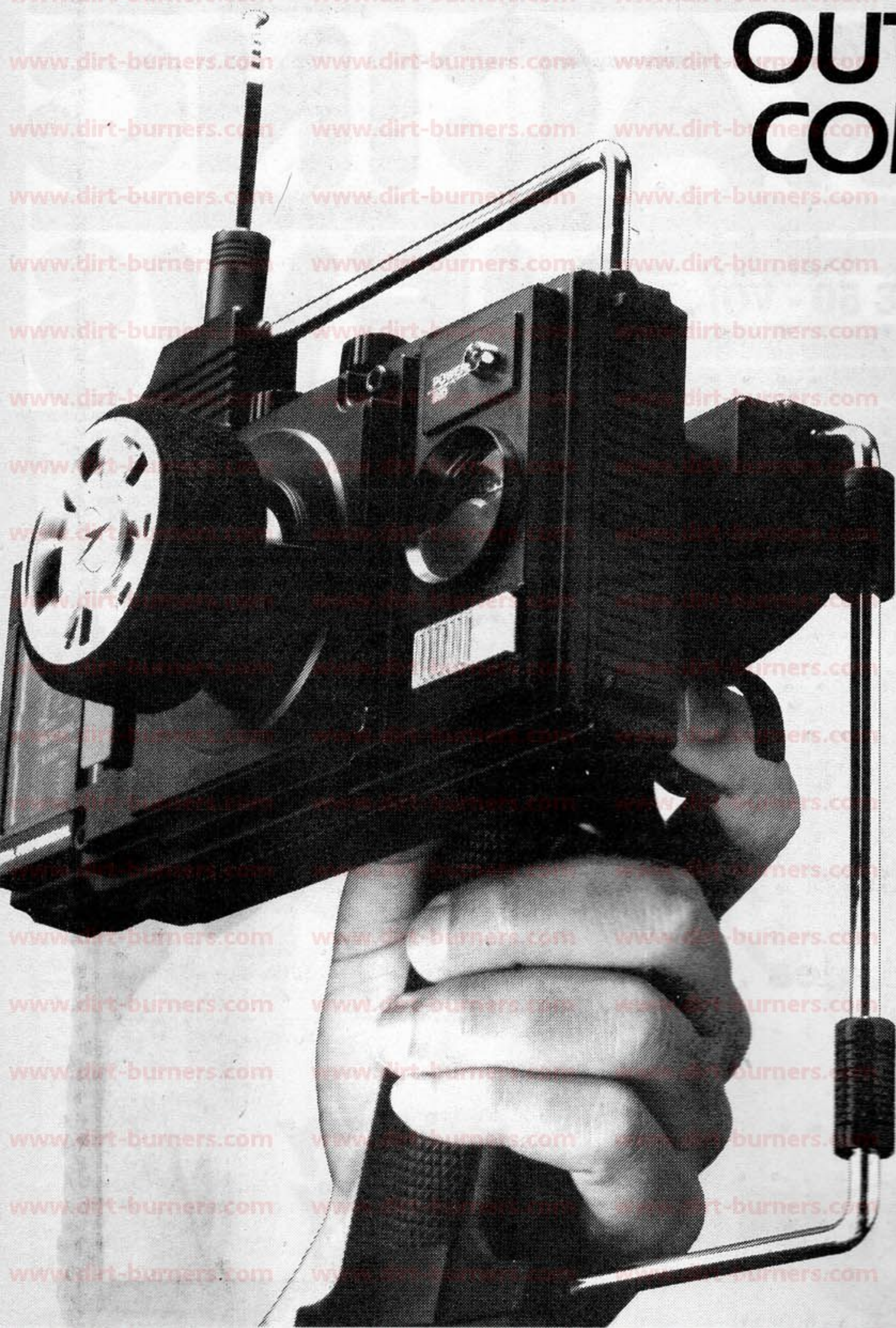
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ON THE COVER: Jay Halsey (left) was the winner of the Stock World Champion title, and Gil Losi, Jr. (right), was the winner of the Modified World Champion title at the recent IFMAR-SANYO Off Road World Championships, which took place at the Ranch Pit Shop in Del Mar, CA. Photo by LP.

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Race Corner

Congratulations to Gil Losi, Jr., and Jay Halsey for picking up the Modified and Stock IFMAR/SANYO Off Road World Championship titles respectively. The first-ever event was held at the Ranch Pit Shop, Del Mar and after six grueling days of competition in both classes, the two picked up their individual titles to add to their already large stockpile of trophies in 1/10th off road. Interestingly, Halsey finished first in the Stock Class while Losi, Jr., finished second; but then in the Modified Class, their roles were reversed with Losi taking the top spot and Halsey finishing in the runner-up position. See complete coverage of the event in this issue.

Speaking of complete coverage. We were hoping to have coverage of the ROAR Nationals by now but somehow our channels of communication did not come through. Consequently, we have to wait until our next issue to bring you the Nats coverage.

Opening date for entries for the R/C RACING NEWS FRONTIER HOTEL "R/C SPEED WEEK" is not until August 1, 1985, but we have already received quite a few envelopes with entries. Just to be fair, none of the envelopes have been opened and they won't be until August 1, 1985. On that date, we'll pick up any entries at the post office and mix them with the ones we have already received and draw from the batch. It appears that there are many racers who are very eager to make the event and don't want to be left out. We've heard from many 1/8th scale racers from as far away as Boston, MA and Buffalo, NY, who will be making the trek to Las Vegas, Nevada on December 16-22, 1985. The site of the "R/C SPEED WEEK" is the Frontier Hotel and Casino, located on the famous Las Vegas Strip. For more information check out the ad in this issue.

OFF ROAD'S NEXT PHASE? Perhaps. We recently had a chance to drive a 1/4 scale R/C off road gas car manufactured by RACO of Santa Ana, California. I must say that we were very impressed with the Jac-Rabbit's handling and performance. We used the large dirt parking lot next to the Ranch Pit Shop at Del Mar to test the car and it performed better than any other off road gas car we've driven before! It's a rather heavy investment at first, with a price tag around \$875.00 for the complete kit which includes everything but a receiver and radio. Large steering and throttle servos are also included in the kit, but what really sets this kit apart from others is the fact that it uses regular gasoline fuel (2 pints) and a bit of 2-stroke oil mixed with it and it will run for one hour! The engine is a 1.25 hp chainsaw 2-stroke engine that can be started with an on-board recoil starter. We hope to do an in-depth test shortly and to have some information available. All we can say is that you'll need plenty of room to run these cars. But I can see were racing them for as long as one hour, without stopping for re-fueling, could become addictive. When you think about the fact that all you need to use is regular \$1.25 a gallon gasoline instead of the very expensive nitro fuels used in 1/8th gas, the price tag does not seem all that bad. For more information about the Jac-Rabbit you can contact RACO at (714) 546-2347.

ORRCA met recently to discuss the improvement of its racing rules for the 1985-1986 racing season and the results of the meeting appear in this issue along with

the newly proposed rules. In a nutshell, ORRCA has reconstructed its racing classes from the three classes it previously had (Stock, Modified, & Open) to a total of five new classes. One of the proposed classes will be the Sportsman Class for entry-level racers using any type of 1/10th scale off road car. This class is determined by driving ability and not race equipment. Racers will be "bumped-up" according to the frequency of first-place finishes. Then there will be two Stock Classes — 2-wheel-drive and 4-wheel-drive. Cars in these two Stock Classes are limited to six-cell battery packs and an ORRCA-approved stock motor. Any type of modification to the cars is OK as long as it meets with the size requirements. There will also be a 2-wheel-drive and 4-wheel-drive Open Class. Limits in this class are size and seven-cell battery packs with an open motor. A complete report of the ORRCA meeting is in this issue, so check it out for more details.

We think it's a very good move by ORRCA as this should make the racing more fair. This is especially true in the Stock Class, where the current ORRCA rules have become harder and harder to enforce and there is too much room left for interpretation. In any case, the membership will have a couple of months to mull over the class changes and give their input before the changes become effective on September 15, 1985. We suggest you call or write to ORRCA (see their ad in this issue for address and telephone number) and give them your opinions or suggestions.

Racers in NERCAR (Northeast Radio Control Auto Racers) of Enfield, CT have obtained a new 1/8th scale gas race site behind their Community College which will help to solidify the balance of their 1985 racing schedule.

They've also established a Sportsman class which, they say, will "hopefully give the hobbyist a place in which to start from." Check out our Calendar section for their race dates.

FROM THE "WE GOFFED" DEPARTMENT. In our last issue we mentioned that Rick Davis, winner of the 4-WD class at the McCoy, won with a "Paris Engine." We also assisted in preparing the Paris Racing Engines ad in that same issue and because we took the information over the phone wrong, we once again mentioned Rick as having won with a Paris engine. In both cases we were wrong! In fact, Rick Davis won with an OPS Pro engine, the one he has been racing and developing for quite some time. We hope we didn't embarrass Rick with his sponsors.

Don't forget the First Annual Chicago Model & Hobby Show on October 3-6, 1985 at the Arlington Park Raceway in Arlington Heights, Illinois. The show will be for R/C planes, cars and boats as well as for trains and games. For more information about exhibiting at the show contact Susan Lind at their toll free telephone number 1-800-323-5155.

The ROAR Region 6 Championship Series schedule arrived and is listed in our Calendar section. This is a nine-event race series for 1/10th off road cars. There will be two "throw-out" races and the series will culminate on November 30th. Check it out.

Just as we were going to press, most of the U.S. contingency of 1/8th scale gas

racers were leaving for the Gas World Championships in Tokyo, Japan. Spirits were very high among some of the Southern California racers we spoke with. Most feel that their chances for the world title are excellent. Obviously the 4-WD Associated car looms quite strong to finish among the top in the world. The Associated team spent countless hours testing and fine-tuning their cars at the Ranch Pit Shop track in Pomona and they appear very confident that they will do quite well.

Another racer who has also been burning the midnight oil is Ron Paris. He's been preparing quite a few of his engines for many of the U.S. drivers and he too feels very confident that they will have a rocket to race with. Unfortunately, Paris, who qualified to make the trip to Japan with the rest of the team, was not able to go because of work commitments, but his heart is with them and he will probably be waiting anxiously to hear what's going on during qualifying.

R/C RACING NEWS will have complete coverage of the 1/8th scale Gas World Championships in our next issue.

The Region 1 1/10th Oval Championships are set for August 16-18, 1985 at M.A.R. and B & H Hobbies, in Mechanicsville, Virginia. Entry fee is \$22.00 for Stock Class (includes handout motor), and \$15.00 for each 2-WD and/or 4-WD Class. There's also a \$5.00 late fee for registration after August 1, 1985. Body style is "closed wheel" (Camaro, 55 Chevy, Mustang, etc.). For more information you can contact B & H Hobbies at (804) 746-2758.

There's a good possibility that the United States will be hosting both the 1/12th Electric and the 1/8th Gas World Championships next. The 1/12th Electric Worlds will take place next year and then the 1/8th Worlds the year after. Locations for the two world events have yet to be determined. All parties interested in hosting either or both events should contact ROAR for more details. On the other hand, the 1/10th Off Road World Championships will probably take place in Japan next year.

Speaking of the Off Road Worlds, we'd like to congratulate Gil Losi and family for a fine job in hosting the first IFMAR Off Road Worlds at their Ranch Pit Shop in Del Mar. We didn't have too much of a chance to chat with Gil during or after the race as he was very busy, and then he was getting ready to take off for Japan, but he indicated that he would like to share with us some of the "pros and cons" of the event in our next issue. We look forward to his input, which I'm sure will help the next host of the IFMAR Off Road Worlds.

Don't forget the ORRCA Nationals on August 23-25, 1985 at the R/C Race Prep Raceway in Van Nuys, CA. Everyone is welcome and even if you're not a current ORRCA member, you can either pick up a "day membership" at the track for \$5.00 or get your 1986 full membership there as well. Butch Dunn, owner of R/C Race Prep, has all the details should you want more information. He can be contacted at (818) 341-0842, or check the ORRCA Nationals ad in this issue. The track is being specially prepared for the Nats so that everyone has a good shot at it. There's plenty of overnight parking should you want to bring your camper, trailer or motorhome. This is the

(cont'd on page 8)

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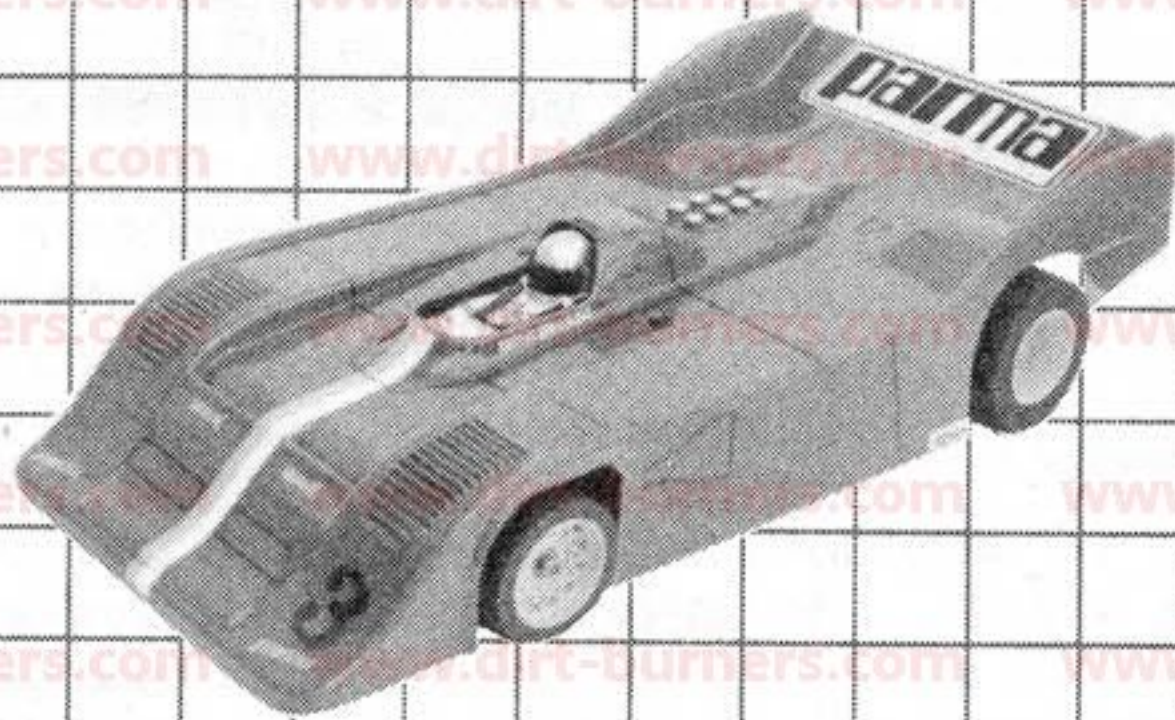
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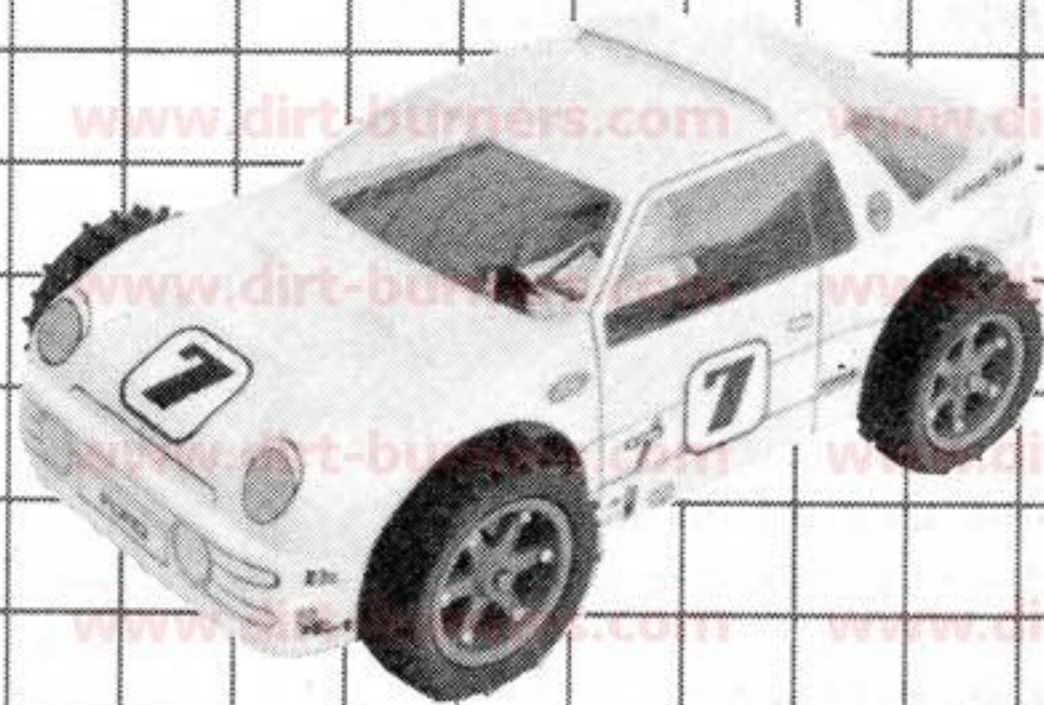


#10213 Grasshopper \$13.00
tough replacement, auth. by Tamiya

1/10

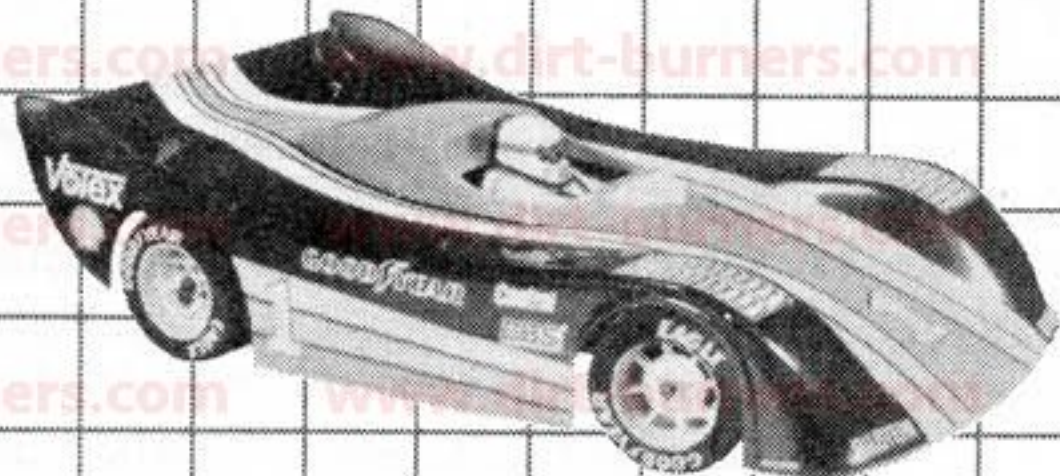


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1/8



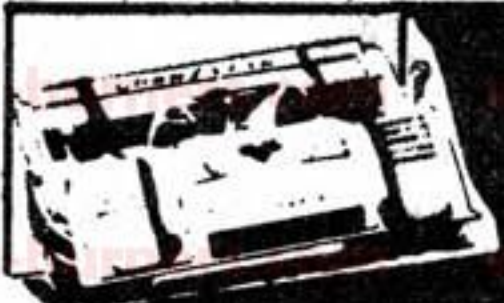
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On the Line

FINALLY GOT GOING

You have been so helpful this year in publishing our articles that I wanted to personally thank you. Other companies and the school administration helped us also this year, but it was due to us getting publicity in your magazine. I doubt if we would have been very successful if you had not helped.

I included our final article of the season. Once again, I've managed to ruin a roll of film, though.

We should have both outdoor and our indoor tracks all ready for September. We just have to "improve" them at this point. They are not the largest tracks, but they do require a great deal of driving skill and reduce high speed destruction of equipment.

Thank you again. I'll be writing in September.

Sincerely,
Wayne Labenda
Hackensack High School
Hackensack, New Jersey

• Glad to hear we've been of some help in getting your school and group of racers started. The only payback from you we want is to get photos and race coverage of your forthcoming events. ED

NEED MORE INFO

Enclosed is my check for your mag, new subscription, 12 issues.

I would (have) liked to get more information on the Lincoln Nebraska track now that (you've) told me about their computer.

Keep up the good work.

Rusty Race
"1/10 off road driver"

• Check out our Calendar section to get more information and to find out how to get a hold of them. ED

NO NEED TO PUT US DOWN!

This letter is in response to Chuck Wiggins' article in the June R/C NEWS issue.

I'm sure Mr. Wiggins is a super racer and a fine gentleman. I just don't understand why he has to put down 1/12 electrics in order to promote 1/8 gas because most of what he says is not true.

I have raced for three years using a box Stock car (Associated 12-i) which retails for \$150.00. And I compete on a national level.

The two Nationals I have entered this year so far, I have managed to come in the top 25 of the field (Winter Nats 24th (place) and U.S. Spring Nats 21st (place)).

The reason I come in so low in the field was not because of the car, it was because I am pushing 50 years old and I am half blind and I have arthritis in both hands.

I do build my own little tin cans and I stuff the copper wire in myself. And they are built from Stock motors costing \$10.00 or less.

Mr. Wiggins compared 1/8 gas to 1/12 & 1/10 electric by saying 1/8 gas has more to offer than any of ROAR's other divisions because they are faster, quicker, louder, more exciting, larger, more realistic and more sophisticated than the electric divisions.

I agree on three of these points. They are louder (so what) and they are larger (a big apple costs more than a little apple) and they are more sophisticated (as any poor boy knows, sophistication equates into dollars).

Mr. Wiggins, your comparison of 1/12 & 1/10 electrics to the Radio Shack variety of cars is a sure fact you have been drinking your expensive "nitro."

Anyone can choose to put \$1,000.00 to \$1,200.00 dollars into an electric race car, but that does not mean it is faster, only better looking. The best looking car I have ever seen is the one in front.

Sandy Strunk, Sr.
Secretary/Treasurer K-RCAR

CALLING ALL TOLEDO R/C'ERS!

This is to inform the readers of R/C RACING NEWS of the formation of a new racing club in the Toledo, Ohio area. The new club is the Glass City Radio Control Car Club. This club's activities are geared towards 1/10 and 1/12 scale electric car racing. For more information, contact: Clayton White (1/12 scale) — (419) 882-2518 or Mike Marshall (1/10 scale) — (313) 241-5321.

• Thanks for the information. As soon as you get going, we want to hear about your club's activities. ED

WE FINALLY GOT IT!

I am happy to announce that Reno, Nevada, has finally got it together and built a very nice off road track. It is located at 640 Kuenzli Lane in Reno, Nevada, which is on the corner of Kuenzli Lane and Wells Avenue. The track is built on what used to be a car lot.

We have brought in soil and filled a box that is about 60 feet wide and 100 feet long. As you can imagine, it took a lot to fill it, but with a lot of help we got it done.

We designed it (to include) a scale 1/5 mile oval that is built into the off road course. The lanes are six feet wide except on the oval, which is eight feet wide, so it makes for some close racing.

The races are sponsored and organized by Little City Hobbies and the Northern Nevada Radio Control Off Road Club and trophies and plaques are given for first through third in a six-car race in the A, B and C Mains.

Races are held on the second and fourth Sundays of every month. Practice starts at 9:00 a.m. and races start at 10:30 a.m. We have had two races so far and things are looking good, so come join us and have some fun and maybe show us a few things.

Anyone wanting information on our racing program can call either Dan Corbit at (712) 355-1074 or Richard Albright at (702) 677-0164.

Dan Corbit
N.N.R.C.O.R.C.

• Congratulations. It looks like you're going to have a great time racing. Keep us posted and send us photos and race coverage. We would also like to see photos of some of the racing equipment you guys have. ED

MIXED EMOTIONS

I have just returned from the 13th Annual McCoy Championships and I'm sorry to say I have some mixed emotions. I have been heavily involved in full size car racing since 1957. Having been a driver, builder and owner in fuel dragsters, stock cars and sprint cars, I've seen how big money in race cars has taken control and dictated to race tracks, of how the good clean spirit of competition and sportsmanship has given way to rudeness and cut-throat driving. So I believe I can speak with experience about what can happen to the fine spirit of car racing.

1. First of all, Mr. Losi is to be complimented on the track conditions. Although I am fairly new to this form of racing, I found the track to be challenging and the traction good. A couple of points for improvement would be to:

a) Mount a speaker on the roof of the concession stand so that people, like myself, who had to pit at the end of the straightaway could hear what the announcer had to say.

b) There should be more trash cans positioned around the track.

c) Someone should be there early each morning to answer questions and help place people in an orderly manner in the pit area.

2. I was disappointed in the turn-out of cars for the concours competition. But as

On the Line

I was watching the judging, I overheard several drivers complaining that they had entered in previous years and felt the judging was not fair. One driver made a point worth giving some thought to, and that was (to) set up printed judging sheets and give points for best paint, wheels, tires, detailing, imagination, etc. Then the sheets would be totaled and the car with the most points would be the winner and so on.

3. For the most part, the turn marshals did not exist. Planning was also not a main item. Two cases in point: (A) The first main had only five drivers, which meant that there would only be five turn marshals for the next main. This was not fair to the drivers in the second main. Regardless of what main, be it J thru M, these drivers should be given the same consideration as the drivers in the A and B Mains. (B) Explanation of turns — Some drivers were going by the turn numbers on the outside of the track and some by the numbers on the inside. Since getting drivers to work (and I emphasize the word) as turn marshals (is hard), maybe some thought should be given to hiring permanent people to work and therefore eliminate the problem of drivers B.S.'ing with other drivers or crew members and not concentrating on the race track.

4. RULES — (A) Not impounding radios this year was a big mistake. One driver thought that because a certain frequency pin was hanging on its nail that no one was using that frequency and, by not using common sense, (he) just turn(ed) on his car to see if there was any reaction in his servos. He just turned on both switches and started turning knobs and pulling triggers and almost totally destroyed another driver's car. (B) We were told that when refueling cars, both feet were to be kept off the race track. During one main, a driver's wife stood in the middle of the pit area and refueled her husband's car. Was anything said or done?? Also, I saw, on three different occasions, (where) drivers (had) stopped their cars in front of the drivers' stand and had people fix their car bodies on the track. Was anything said or done?? We were docked a lap during qualifying because we put a car back on the track in the wrong spot and during one of our main events, when a body came loose, we were told to remove the car from the track and fix it, which was fine because that is what the rules state. But for the previous infractions I mentioned, I heard nothing said over the P.A. system. (C) Returning of frequency pins during open practice — Now most of you drivers probably have some sort of a track in your hometown to practice on. Here in Las Vegas, we have nothing. The so-called track we do have isn't big enough for

1/12, let alone 1/8. Therefore, we have to drive 250 miles to try and practice and dial our cars in only to spend half our time going through the pit trying to find (out) who is hoarding the frequency pins.

I realize everyone needs to practice, but hoarding frequency pins makes it difficult for other people.

I have had enough experience in promoting and running full size racing events to know that when you make rules — right or wrong — (that) if you stand by the rules for one and all, you will get better cooperation from everyone.

I know that most of us from Vegas are novices and have a lot to learn, but remember, you were once a novice yourself, and an extended hand of friendship, a little courtesy and sportsmanship, would help to make this a much more enjoyable sport.

I want to thank Ron Paris who, as busy as he was, took time to help us get our engine problems solved; Gil Losi, Sr., who was concerned enough to see if we had our radio problems solved; and to Ralph Burch, Jr., who, during one of our mains when everyone else stood around, came over and helped get one of our cars started.

We are all in this to have a good time, but when you live in an area like ours and you can't even go to a local so-called hobby store and get any kind of an answer to a technical problem, we have to rely on you other racers. A little courtesy and friendship goes a long way.

Let's all work together and make 1/8 scale racing the most fascinating sport there is.

Norm Schultz
Las Vegas, NV

P.S. We will be back next year!

• You make some very good points which could apply to many other events that we've attended. Your constructive criticism is appreciated, I'm sure, not just by the folks at the Ranch Pit Shop, but by anyone who operates a track or is planning to promote an event in the future. We look forward to seeing you in Las Vegas in December during R/C SPEED WEEK. We can also use your help. ED

MORE ON THE MCCOY AND OTHER THINGS

Enclosed is another package of stuff. Too bad I didn't get you more tech material sooner, but the McCoy definitely comes first.

And it was worth it. I don't know when I've had as good a time racing. If I could just go faster, now. As you might guess, I was pitting with Jim Cook and his Cobra

Crew. Chuck Wiggins, Pierre and Paul Dionne started as early as Monday to (dial) the car (in) to the track. This is a brand new design and had been raced twice — once by Roxanne Cook and once by John Hodgson — so what could you expect? Well, after qualifying, Paul had it in the 4WD A Main. Not bad for the car's third time out. Then, to top that off, a 4th place finish with cars still running behind it was a pleasure to watch. Much more can be wrung out of the car and it has already proven to be indestructable, like all of Jim's cars. Look to see what it does at the Nationals and the World Championships.

If I had to criticize this race, it would be in the areas of corner marshalling and frequency control. Both could have been better. Sure, most racers are supposed to be mature enough to respect other's rights, but in the heat of getting ready for racing, only one thing matters — the car. So it seems that it must be up to the Race Director to make these matters as important as the car. Then you'll see the (frequency) pins come back and the corners fill. But these are really minor when compared to how well the race was run — compared to any race, not to mention one with 160 entries.

Enclosed also is the Fall schedule for the RIO GRANDE RACERS. Can Am's and GT's all at our regular site. We're going to try an exhibition race in conjunction with an antique car show at the Civic Center. Should draw a good crowd and maybe pick up some new members. I'll try to get coverage. Should be a different viewpoint.

Just two months until our Fifth Annual El Paso Can Am on Aug. 31, Sept. 1. We're smart enough, now, to have a rain date on Sept. 2. It will be a little different format. A separate race on each day with the winner determined by the overall results. Somewhat like the Twin 125s that USAC has raced. The reason is that this race will be part of a TRI-STATE Series between New Mexico, Arizona, and Texas, and cutting down travel was the intention.

The El Paso Can Am, otherwise, will follow El Paso's pattern of a good racing time, a nice banquet, lot's of prizes and super trophies. Many want to get this race out of the KLOEBERS' KLUTCHES. Ross or Butch have won three out of four and Ross told me at the McCoy that they'd be back. Incidentally, Butch is getting better and better. Second in (the) A (Main) at the McCoy ain't bad.

Hope to get to California one more time this year. Or maybe Las Vegas. (What is the chance of getting an entry in before Aug. 1st?) Seriously, your SPEED WEEK sounds like a super event and Las Vegas

(cont'd on next page)

On the Line

is the natural location. If the McCoy can draw 160, I'll bet you could get 200 (at that time of the year in Vegas.

Thanks,
Lee Chapin

• Thanks, as always, for your fine reports, Lee. Your comments on the McCoy race I'm sure are equally appreciated by all. We look forward to coverage of your races and most of all, we look forward to seeing you and perhaps many of your El Paso gang members in December at the **R/C SPEED WEEK**. Tell Ross Kloeber that we are buying special non-destructive wood to place around the track. He can drive as hard as he wants! ED

R/C RACING NEWS, MY GUIDE

I would like to say that I enjoy tremendously the many hours I spend going through and re-reading **R/C RACING NEWS**. Receiving your latest issue is one of the items I look forward to in my mail each month.

I have been subscribing to **R/C RACING NEWS** since last year but always under the name of other members of my family. My first subscription was in the name of my mother, Pacita L. Romero, who previously lived in Virginia (now in Chicago) and who mailed the issues to me in the Philippines as soon as she received them. My second subscription, which started in February 1985, was in the name of my wife, Trina J. Romero, and was mailed by you directly to her office in Makati, Philippines.

I was happy to receive the February '85 and March '85 issues. Up to now, however, I have not yet received the succeeding issues. I am hoping you could look into this and let me know of its status. Unfortunately, I was not able to write you earlier because I just came back from a two-month tour of the United States with my family. When I left in late March, this situation had not yet cropped up, otherwise I would have contacted you when I was in California.

While in the U.S.A., I was able to visit various hobby shops and R/C manufacturers, the addresses of whom I got through **R/C RACING NEWS**. Your magazine also provided me with helpful information on race schedules, some of which I was able to witness, such as the R.G. Canning 1/12th indoor race at the Anaheim Convention Center. I am now anxious to see the final results and write-up on the races I watched.

I am a member of the Greenhills R/C Association, Inc., of the Philippines. The club was formed in the '70s and, at that time, was heavy on 1/8th scale racing. Newer members like me, however, have concentrated more on 1/10th and lately 1/12th racing. As soon as we are better organized, we hope to be able to send you more information of our activities, including some pictures and race results.

Thank you for your kind consideration and attention.

Very truly yours,
Henry L. Romero

• Sorry I missed you while you were out here. I think we've gotten your

subscription matter straightened out. Keep us posted as to what goes on in the Philippines. ED

HERE WE ARE!

I recently bought your magazine and saw your column (where) one racer was telling you about his club and he had trouble getting his report in the magazine and you told him to send pictures and a race report.

I have a small group of guys here in Venise en Quebec, Canada, 45 miles east of Montreal. Our race site is (at) a restaurant and quite a few people stop to see us race. Our rules are stock motor, 1/12 electric stock car GN bodies, 6-cell batteries, no shock assisted suspension, no electronic speed control.

If possible, I would like to have this letter published with my name, address, and our club name. Later I will send some race reports and photos.

For information contact:

CLUB *ACCAR
c/o Daniel Drapeau
526 RR 133
Pike River, JO1P0
Canada

(*ACCAR: Association Canadienne des Compititeur Automobiles Reduit)

P.S. Our racing is done on (an) oval short track.

• No sooner said than done! Let us know what results from our publishing your letter. ED

Race Corner

(cont'd from page 4)

fourth ORRCA Nationals and it promises to be bigger than ever.

This year's ORRCA Nationals is sponsored by C.R.P (Custom Racing Products), MRC/TAMIYA, McALLISTER RACING, REV-TECH, and AIRTRONICS.

Speaking of sponsorships; with the growing tide of 1/10th off road events and the growing number of 1/10th off road tracks and racers, 1/10th off road manufacturers are having a tough time selecting whose race to help sponsor and just how many races can they afford to support. There's also a concern with the growing number of sponsored or "team" racers. As a result, a group of manufacturers are getting together to discuss the possibility of forming a manufacturers' association to tackle all these concerns and perhaps set up some guidelines for sponsorship of events and for team selections. We don't have any further details of their agenda but if you're a manufacturer in 1/10th off road and would like more information, you can contact Mike Tobey at C.R.P. or Bob Rule at BoLink.

R/C RACING NEWS - AUGUST 1985 - Page 8

We've never heard such an outcry as this past month when we left several tracks and club dates out of our Calendar section. We apologize but we just didn't have any room to include them. In fact, we ran out of room this month but at the last moment we decided to add more pages. So those of you who called us because we didn't have your dates, please check this month's Calendar section. Happy? Speaking of room. You'll note that this issue has 88 pages, which makes it one of the largest **R/C RACING NEWS** issues ever. Hope you enjoy it.

Someone approached us at the recent Off Road World Championships and asked us how we felt about a "new" R/C car magazine coming into the sport. They thought we would be very upset and unsupportive. Nothing could be further from the truth. We enjoy competition and we feel it's healthy for the sport and industry. It only shows that what we have been doing now for the past five years was right. It also shows that the R/C car sport and industry is growing and others want to ride on the crest of the growth-wave. I think we've been instrumen-

tal in helping many of the tracks and clubs grow and in keeping the enthusiasts well informed. We'll continue to bring you the best coverage possible and give you as much information as it's available. We have a large and very loyal group of readers who have supported us from the very beginning and I'm sure they'll continue to do so. For that, we thank you!

One quick word about the "**R/C SPEED WEEK**." We hear that room reservations at the Frontier Hotel are going quick and the "special rate" of \$16.00 per person (double occupancy) won't last too long. So if you're planning to attend, make your reservations now!

There will be exhibition space for manufacturers, distributors and dealers to display their product(s) at the "**R/C SPEED WEEK**" event in Las Vegas. The location will be near the tracks. Those of you who are interested in booth space should contact us immediately.



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HALSEY AND LOSI, JR., DOMINATE FIRST IFMAR- SANYO OFF ROAD WORLD CHAMPIONSHIPS



Story and photos
By Lou Peralta

Del Mar, CA.
July 8-14, 1985

The first-ever IFMAR 1/10th Scale Off Road World Championships, sponsored by SANYO Batteries, with CRP and AIRTRONICS as co-sponsors, took place July 8-14, 1985, at the Ranch Pit Shop, in Del Mar, CA. When it was all over, two racers, who have been dominant forces in the sport here in the United States for the past couple of years, continued their dominance by each winning one of the two titles available.

Jay Halsey, winner of the Stock World Champion title, drove his Associated RC10 to three A Main wins to capture the overall; Gil Losi, Jr. settled for second.

In the Modified Class, their roles were reversed. Gil Losi, Jr., ran two great races out of the three A Mains to capture the Modified World Champion title with his RPS Yokomo 4WD car. Jay Halsey followed in second.

The format for this premier IFMAR 1/10th Off Road World Championships called for eight qualifying rounds of five-minute heats in each of the classes. The best qualifying run of the eight qualifiers would "seed" each driver to their respective mains. Drivers were separated into two groups - "A" and "B" — not necessarily because of their driving skills but to divide the entries into a morning

session and an afternoon session of qualifying. By doing this, half the group would not need to make their runs until mid-afternoon, thus allowing them time to relax and work on their cars. The group that ran in the afternoon one day would run in the morning the next day.

After qualifying, the mains were set up. Those whose qualifying times put them in the A Main would be going after the title of World Champion by competing in three A Main events. The best two A Main finishes (laps and times) would determine the World Champion in each class.

Under this format, it was possible for a driver who might have been sitting in the A Main after his eight qualifying rounds to go through the suspense-filled waiting period to see if his times would hold up through the next group of qualifiers.

Such was the case, for example, in the Modified Class A Group, when both Nelson Kracke and Ron Dyer sat in the A Main after their eight qualifying runs. They waited for several hours to see if anyone in the "B" Group would post faster qualifying times. It was on the last round of the B Group qualifiers that both Nelson and Ron were knocked out of the A Main by Glen Glass and Eric Soderquist. This was a great disappointment for Kracke and Dyer but you can imagine the exuberance that Glass and Soderquist felt having pulled it off on their very last chance.

World Championships activities got officially underway on Monday, July 8th, with open practice early in the morning and then a controlled practice session prior to final registration.

But in reality, racing started much earlier than that. There were some drivers who had arrived two and three days earlier and were already parked around the Del Mar track getting in as many practice laps as possible. While the event was scheduled for only six days of racing, we spoke with some racers who had been there for ten solid days. Needless to say, when the whole thing was over they were "burned out" but glad that they had been part of this event.

The first of four Stock Class rounds of qualifiers started on Tuesday, July 9th. Group A and Group B would each take turns with the A group going in the morning and the B Group in the afternoon.

The tone was set early by Tony Neisinger when, on the very first round, he logged 19 laps in 5:09.2 (19/5:09.2). Kris Moore stepped in and ran a 19/5:07.0. Both drivers were racing out of the A Group.

Erik Soderquist and Mike Mayberry led the B Group when, on their first qualifier, they logged a 19/5:06.9 and 19/5:07.8, respectively, thus leading all qualifiers. Everyone thought at this point that those times, while fast enough, would not hold up through the next seven rounds of qualifiers. Nevertheless, a "target" was

set from which racers would take aim.

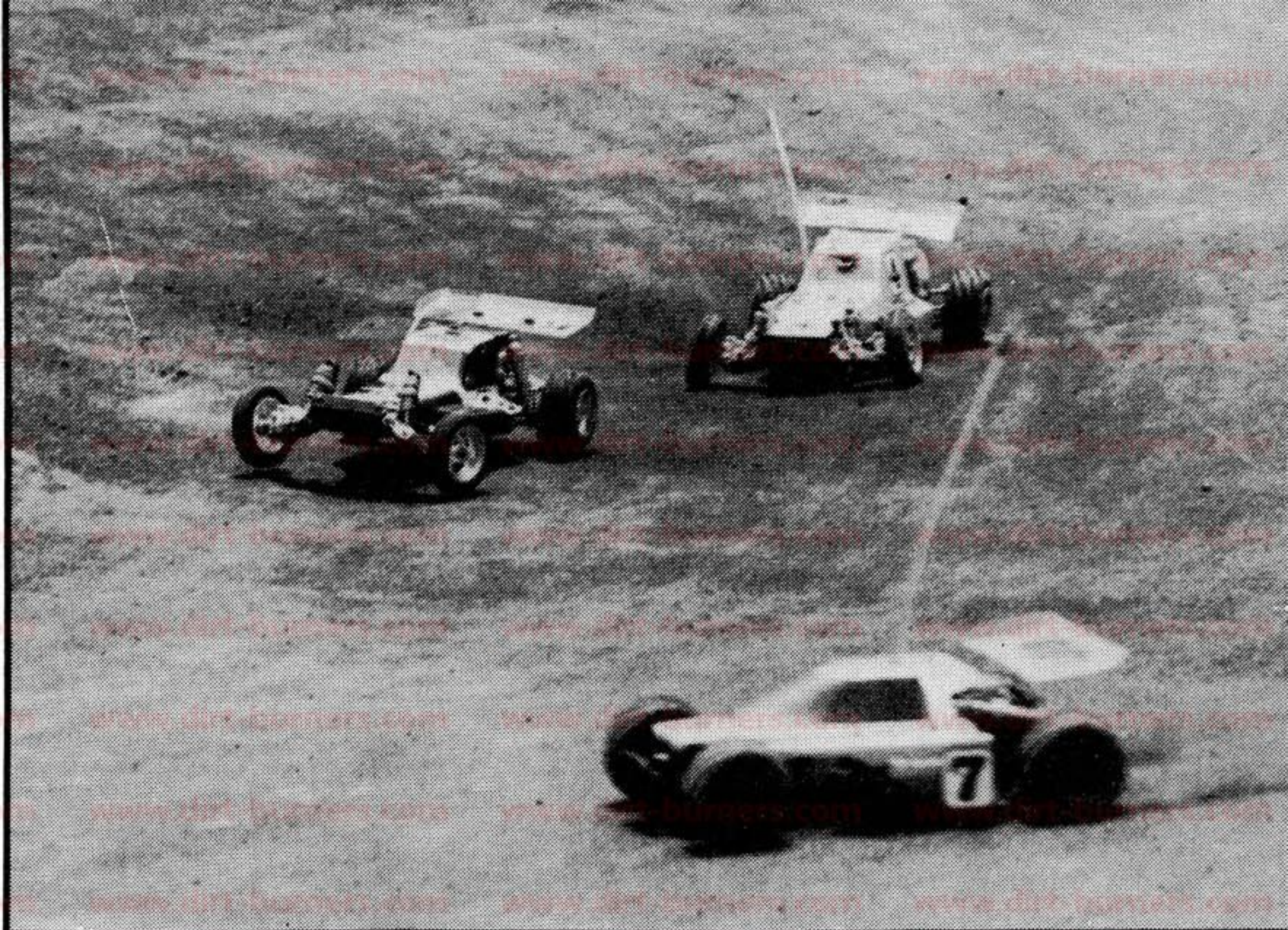
There were a great number of racers who began to climb into the low 19-lap level and for a while it looked like 19 laps would be the limit.

Through the first four rounds and the end of the first day, no one was able to reach 20 laps. But, as we all know, there would be a lot of homework done overnight and by the time Wednesday, July 10th, rolled around many of the racers were confident that a 20-lap effort was within reach.

As it turned out, only five racers out of the 94 who were actually competing in the Stock Class made the magic 20-lap range.

Top Qualifier was Gil Losi, Jr., with a 20/5:08.9; he was followed by Tony Neisinger with a 20/5:13.9. The top ten were:

1. Gil Losi, Jr. 20/5:08.9
2. Tony Neisinger 20/5:13.9
3. Kris Moore 20/5:16.4
4. Gary Kyes 20/5:17.4
5. Mike Dunn 20/5:21.9
6. Jay Halsey 19/5:00.0
7. Mike Giem 19/5:00.2
8. Paul Dionne 19/5:00.6



Jay Halsey (left, #2) diced it out with Paul Dionne (#7) during one of the three A Main events. Jay went on to capture the Stock World Championship title and finished second in the Modified Class.



Mike Giem (#4, top) fared quite well, qualifying in both the Stock and Modified World Championship A Mains. He finished 8th overall in Mod and 4th in Stock. Eric Soderquist (#3, above) waited until his last round of qualifying to place third best qualifier in the Modified Class.

9. Eustace Moore 19/5:02.3
- 10 Jerry Case 19/5:02.7

As you can see, the qualifying was particularly close...but the real battle was among Halsey, Giem and Dionne, who finished within 4/100ths of a second from each other.

Using the automatic lap counting system really proved that this sport has come of age and only under these scoring conditions can the closeness of this high-caliber type of racing be recorded.

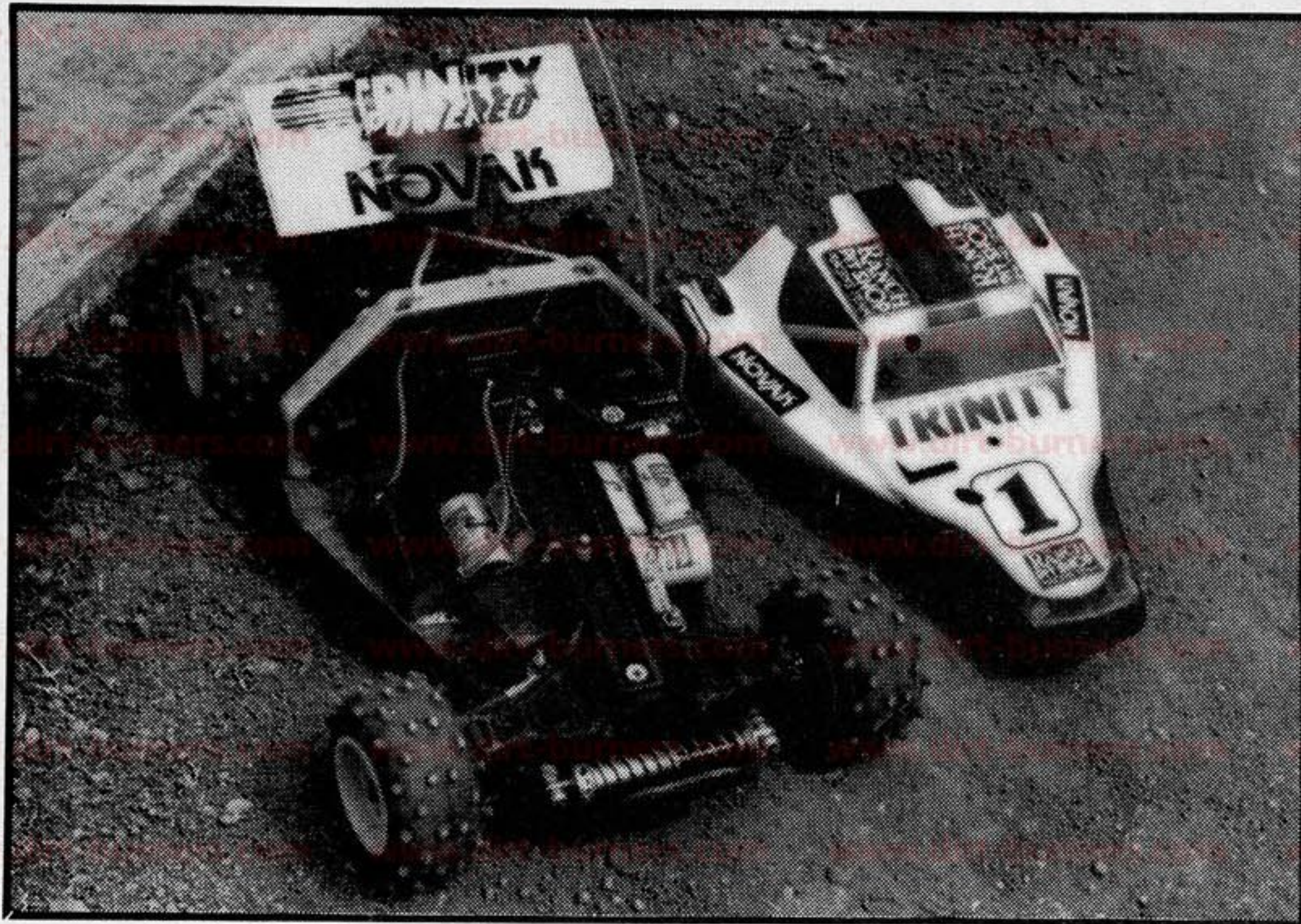
Just missing the prestigious A Main cut in the Stock Class were Erik Soderquist, who had a 19/5:03.2, Kim Rethwish with a 19/5:03.3, and Gil Losi, Sr., who logged in a 19/5:03.7. All three drivers were ob-

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The Modified World Champion's car (#1). Gil Losi, Jr., drove his RPS Yokomo/Trinity/Novak flawlessly.

viously very disappointed. They were so close!

As we said, the format called for three five-minute A Main events from which the two best finishes were combined to determine the world champion.

Thursday, July 11th, the first of three A Mains got underway. The mains were

sandwiched between the other lower mains.

In the first A Main (A-1), it was Jay Halsey who led the way, with 20 laps in 5:14.1 min. This was the first time that Halsey had moved into the 20-lap bracket, which proves that all great racers save their best for last. Halsey was the

only racer to reach 20 laps in this main. In second place it was Mike Giem, with a 19/5:00.9. Mike narrowly missed that magical 20-lap mark by 9/100ths of a second! In third place it was Kris Moore, with a 19/5:04.1.

In the second A Main (A-2), Jay Halsey once again reached the 20-lap mark but this time he bettered his first effort when he logged a 20/5:03.1. He had shaved off eleven seconds from his first main event win! Two other racers moved into the 20-lap level when Gil Losi, Jr., finished in second, with a 20/5:12.4, and Tony Neisinger came in third, with a time of 20/5:15.4.

Going into the third and final A Main (A-3), Jay Halsey was virtually assured of the Stock World Championship title, even if he didn't finish his last A Main. Whomever would challenge for the title would have to put in a very fast 20-lapper in order to knock Halsey out of the title. Twenty-one laps would certainly do it, but in this class, that many laps looked almost impossible to reach.

Halsey didn't leave anything to chance as he went out and won his third A Main (A-3) in a row by posting a very fast 20/5:06.2. Thus, he had captured the world title in a convincing fashion with three perfect A Main runs. Finishing in second place in the final main and in the overall was Gil Losi, Jr.; Tony Neisinger won the third spot.



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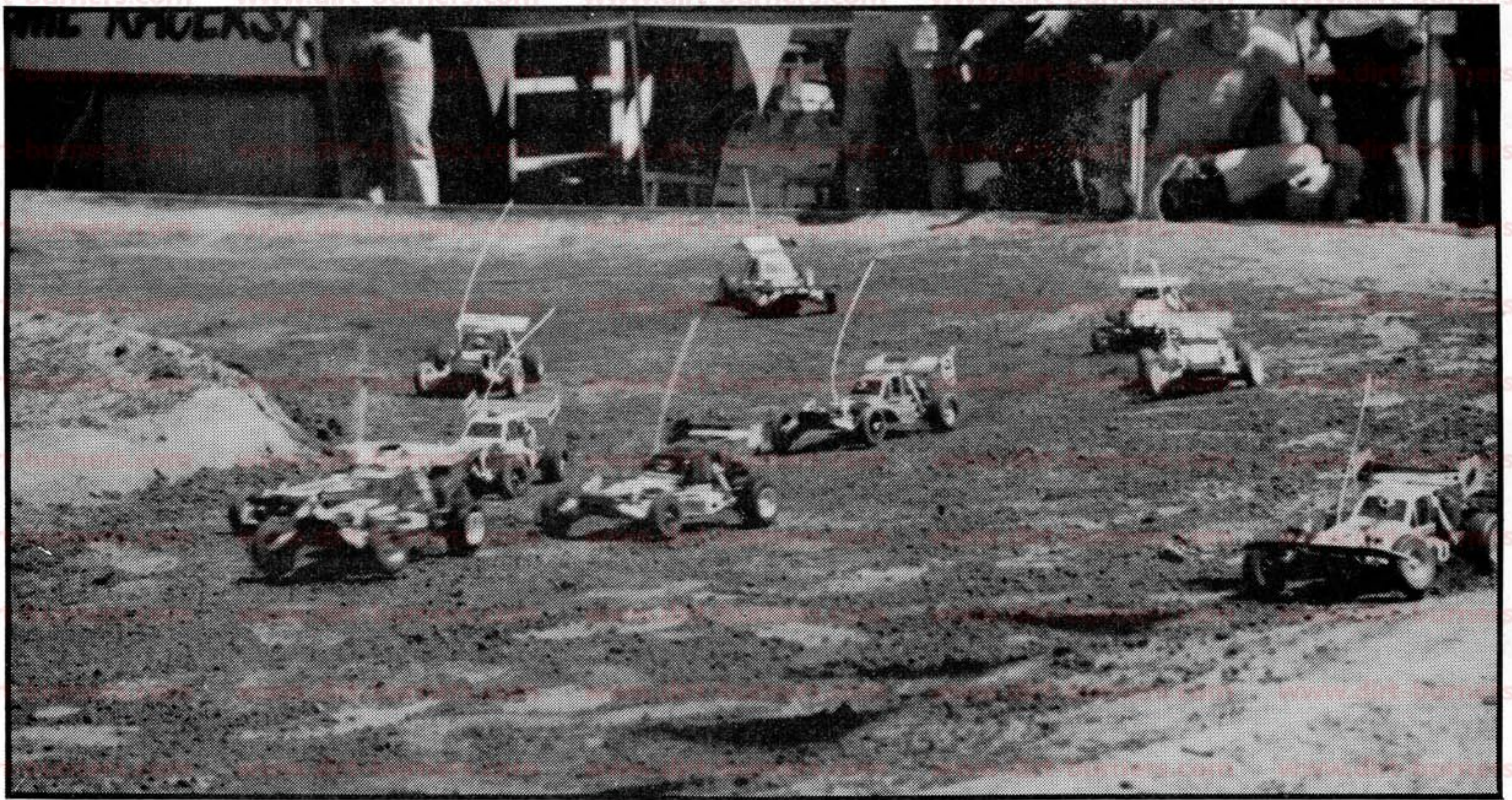
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World Class competition (above) displays a little more composure on the first turn than you would find in a normal race. I wish I could say all starts were this clean, because they weren't. The 16-strong Japanese team that made its mark at this first IFMAR World Championship (below). Rumors are that the next WC will be in Japan. These racers were seen taking a lot of notes.

Jay Halsey (Associated/Reedy/Kraft) had thus added another great title to the many titles he now owns and placed himself into the IFMAR record books as being the first racer ever to pick up the title of World Champion in the Stock Class. The overall A Main results were:

- | | |
|------------------------|---------|
| 1. Jay Halsey | 40 laps |
| 2. Gil Losi, Jr. | 40 laps |
| 3. Tony Neisinger .. | 39 laps |
| 4. Mike Giem | 38 laps |
| 5. Eustace Moore | 38 laps |
| 6. Kris Moore | 38 laps |
| 7. Gary Kyes | 37 laps |
| 8. Paul Dionne | 37 laps |
| 9. Jerry Case | 36 laps |
| 10. Mike Dunn | 27 laps |

With the Stock Class title safely tucked away in the Halsey camp, all the efforts were now being concentrated on the Modified Class title.

The first of eight rounds got started on Friday, July 12th. Immediately one could see the difference between the cars which were now racing with seven cells and an open motor versus the 6-cell stock motor cars that ran in the Stock Class. This was going to be a fast Modified Class and several cars got into the 20-lap mark right away.

Among those to quickly set fast times were Eustace Moore, Mike Dunn, Gil Losi, Sr., Bud Bartos, Derek McDonald, John Gudvangen, Jr., Jerry Case, Joel Johnson, Nelson Kracke, Tony Rossetti, Scott Montgomery, and Glen Glass — all on their first qualifying round.

Where was Gil Losi, Jr., among all



these fast first-round racers? He was in a class of his own as he was the first and only racer in the first round to reach the magical 21 laps! His 21/5:07.7 was the fastest qualifier and held up for the next six rounds until he set a 21/5:07.5 — his fastest run and one good enough crown him Top Qualifier. It should be interesting to note that all eight of Gil's qualifiers were in the 21-lap range which proved his great skill and consistency and the fact that he's got that RPS-Yokomo 4WD well dialed-in. Gil has spent quite a few hours working on the development of the 4-WD Yokomo and all those hours of hard work really paid off. So did the fact that he was running with Trinity Motors. Ernie Provetti, of Trinity, put all his efforts into making sure that Gil's motors did not miss a beat and performed to maximum

capacity for all eight rounds. On the other hand, Jay Halsey was

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Gary Kyes

WORLD CHAMPION

Tony Niesinger

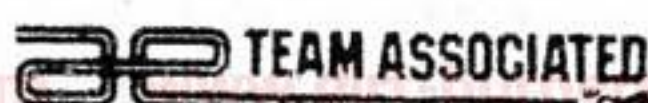
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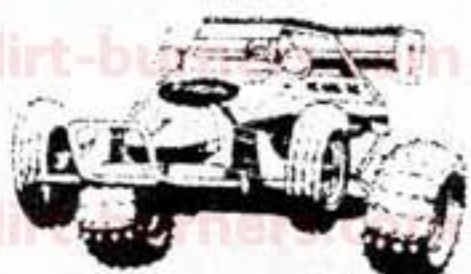
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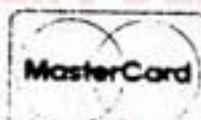


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The World Championship track was well groomed but still there were enough jumps to launch the race cars.

having all kinds of problems qualifying. His first round netted him only 12 laps! Round two gave him a 21/5:14.3 but then on his third round Jay dropped down to 20 laps and on the fourth round he didn't even start! Apparently, he was having quite a few problems "dialing-in" his RC10 4WD prototype car, which he and his dad (with the help of Gene Husting



The Concours d' Elegance line up. There were plenty of unique ideas on display.

and Roger Curtis of Associated) were feverishly trying to get to work right.

It was on the second day of qualifying and during Jay's sixth qualifier that he reached his best time and tied Gil Losi, Jr., with a 21/5:07.5 for the Top Qualifier spot.

Because of the better overall qualifying runs, Gil Losi, Jr., was given the #1 plate and Jay Halsey got the #2 plate. Third-best qualifier was Erik Soderquist, who came out of nowhere from the "B" Group. On his eighth and final qualifying round Erik logged in an excellent 21/5:08.7! He'd had problems through his first six qualifying rounds but on the seventh round he moved into the slow 21-lap range. He then made his move into the top three with a great last effort run.

The top ten racers in the Modified Class were:

- | | |
|--------------------|-----------|
| 1. Gil Losi, Jr. | 21/5:07.5 |
| 2. Jay Halsey | 21/5:07.5 |
| 3. Erik Soderquist | 21/5:08.7 |
| 4. Mike Dunn | 21/5:08.9 |
| 5. Chris Allec | 21/5:08.9 |
| 6. Mike Giem | 21/5:09.1 |
| 7. Paul Dionne | 21/5:10.4 |
| 8. Gary Kyes | 21/5:11.9 |
| 9. Glen Glass | 21/5:14.5 |
| 10. Eustace Moore | 21/5:14.5 |

It's also interesting to note the closeness of the qualifying times for the top ten racers. Only seven seconds separated first and tenth place. Also, the fourth and fifth places were tied with identical laps and times, as were the ninth- and tenth-best qualifiers.

As we said before, Ron Dyer and Nelson Kracke were knocked out of the A Main during the last round of qualifiers when their times of 5:14.7 (both had identical times) were just 2/100ths of second slower! It was that close!

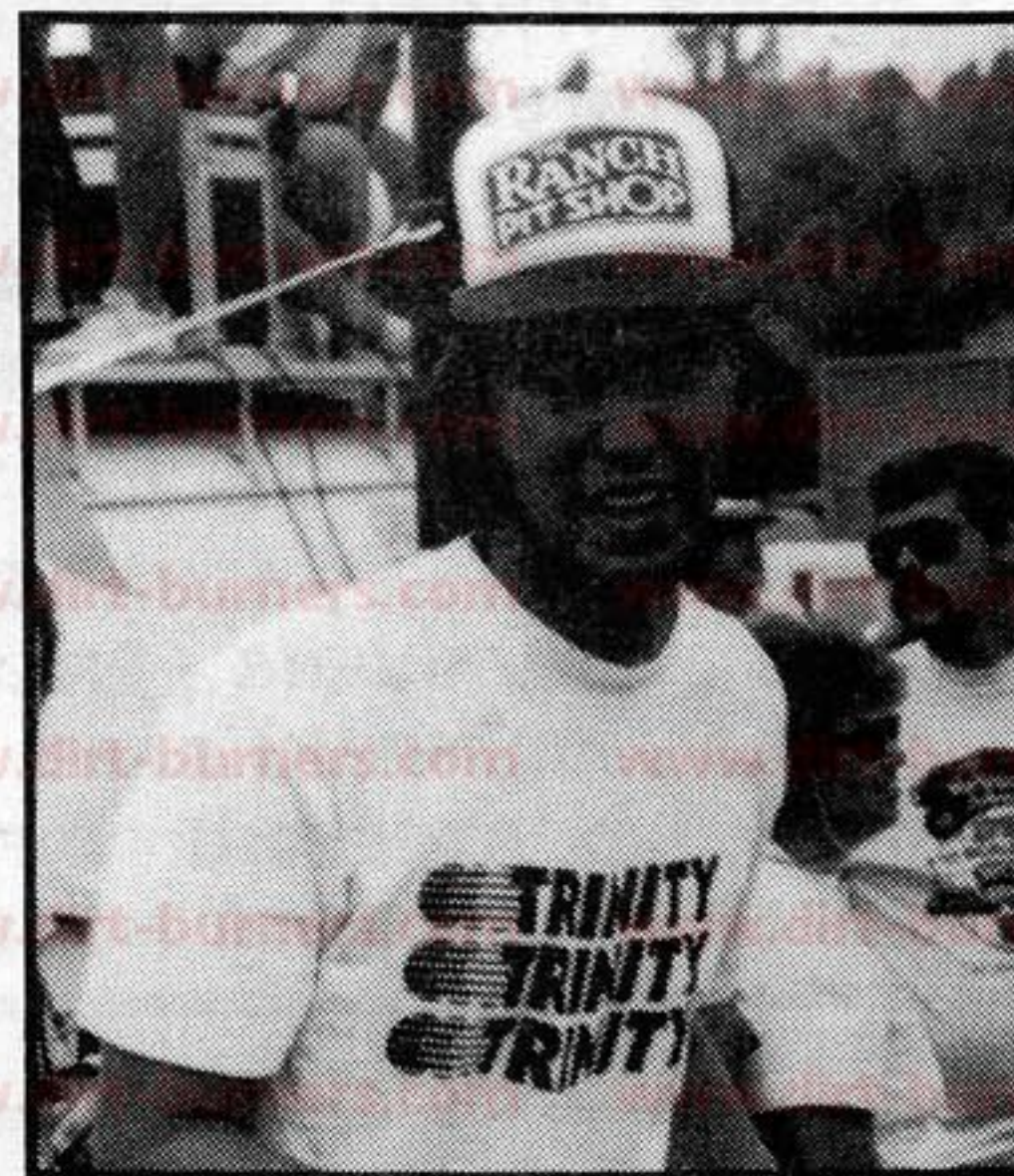
The same format used in the Stock Class was used in the Modified Class, with three A Mains being run to determine the world champion.

Sunday, July 14th was the final day of the week-long event.

In the first A Main (A-1), Gil Losi, Jr., got the hole shot and was gone! In fact, he went so fast that he set the fastest time for the week! He finished first, with 21/5:03.1, and this was recorded as the best time of the entire meet! Finishing in second place was Mike Giem, who battled hard with Gil during the early minutes of the main but then dropped back to finish with 21/5:07.2. Third place went to Gary Kyes, with 21/5:11.4.

In the second A Main (A-2), things became very interesting. Gil Losi, Jr., grabbed the lead again, but inexplicably, about halfway into the race, his car went straight when it should have turned right! Radio glitch, stuck throttle, or brain fade may have been some of the causes and this opened the door for Jay Halsey to move by and take the lead and the eventual win. Jay finished first with 21/5:06.3 — good enough for the win but not good enough to get close to Gil's first A Main winning time of 21/5:03.1.

Remember, under this format, it wasn't enough to win the main — you had to do it fast enough so that when two of the three A Mains were combined, your total would be faster than anyone else's.



The Modified World Champion, Gil Losi, Jr., well spent after the Modified main.

Finishing second was Paul Dionne, with a 21/5:13.6 and third place went to Chris Allec, with a 21/5:14.6. Gil Losi, Jr., was out of this one, finishing in fifth place. To be sure, Gil would not use this main to determine his overall position.

The third and final A Main was a typical showdown. Would the prototype Associated RC10-4WD car, which had required a lot of time to get dialed-in, hold up against the tried-and-true RPS-Yokomo? Would Jay Halsey, already the World Champion in the Stock Class,

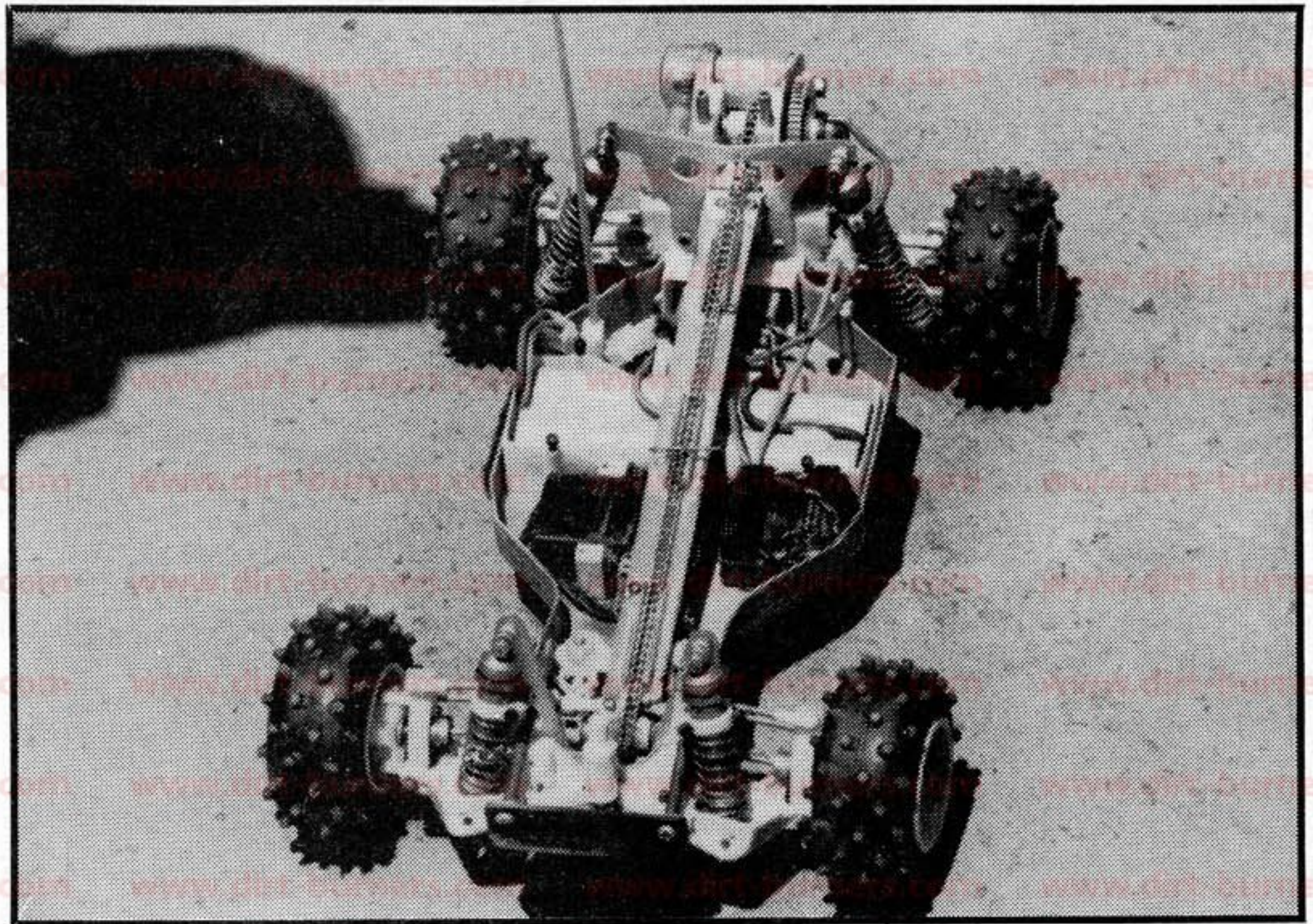
repeat his winning ways again in the Modified Class or would Gil Losi, Jr., prove that he can still save his best for last? Would other racers such as Chris Allec and Mike Giem, who were still in the hunt for the world title, step right in and grab the title away from the aforementioned Messrs. Losi and Halsey?

The answer came fairly quickly in the final A Main (A-3) as a classic encounter ensued between Gil Losi, Jr. and "Jammin" Jay Halsey.

Gil broke out early and appeared to be on his way to an uncontested win. Jay Halsey, on the other hand, was caught in traffic and had to fight his way through the pack. Suddenly, Gil made a mistake and rolled his car over a jump just when he appeared to have an insurmountable lead. Losi's car was righted but Halsey had wasted no time in moving in right behind him.

It was now a duel between the two best 1/10th R/C off road racers in the world. The title was at stake.

Losi maintained a slight lead for about a lap but then faltered and Halsey moved past him to take the lead. Halsey's lead



This is the Associated RC-10 4WD (above) prototype that Jay Halsey used during the Modified WC. There was little time to dial it in as it was finished only a few days before the event.



Concours d' Elegance top three: (center, l-r) Herb Hanss, first; Yoshiaki Shimotori, second; and Larry Grant, third. Getting the power down to the ground is Jay Halsey, the Stock World Champion.

- 7. Glen Glass 40 laps
- 8. Mike Dunn 40 laps
- 9. Eustace Moore 40 laps
- 10 Gary Kyes 37 laps

FINAL NOTES

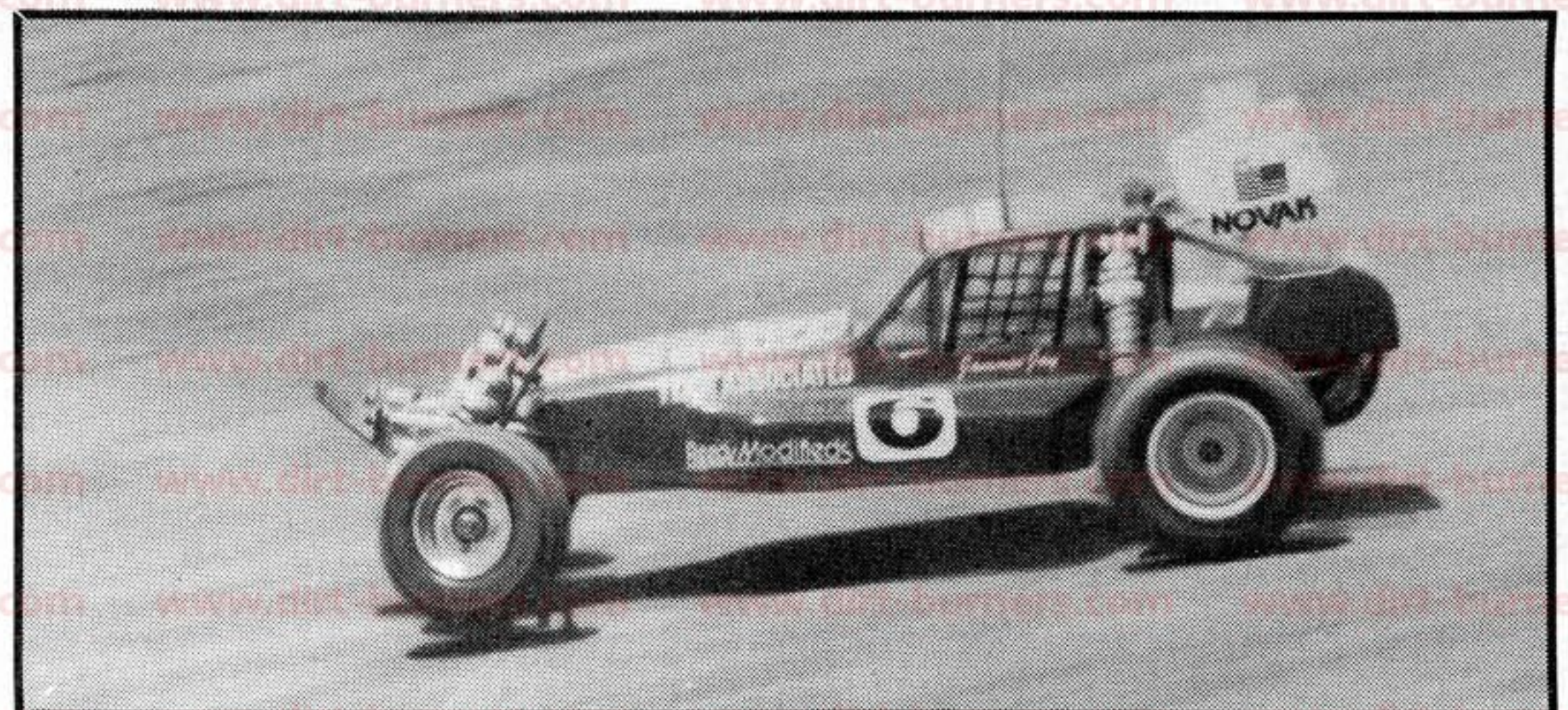
You may have noticed that both A Mains, in both classes (Stock & Modified), were dominated by the Americans. Although there was a large contingency of Japanese racers (15 of them), three from England, two from Australia and one racer from South Africa, the majority of the entries were from the United States and of those, most were from California.

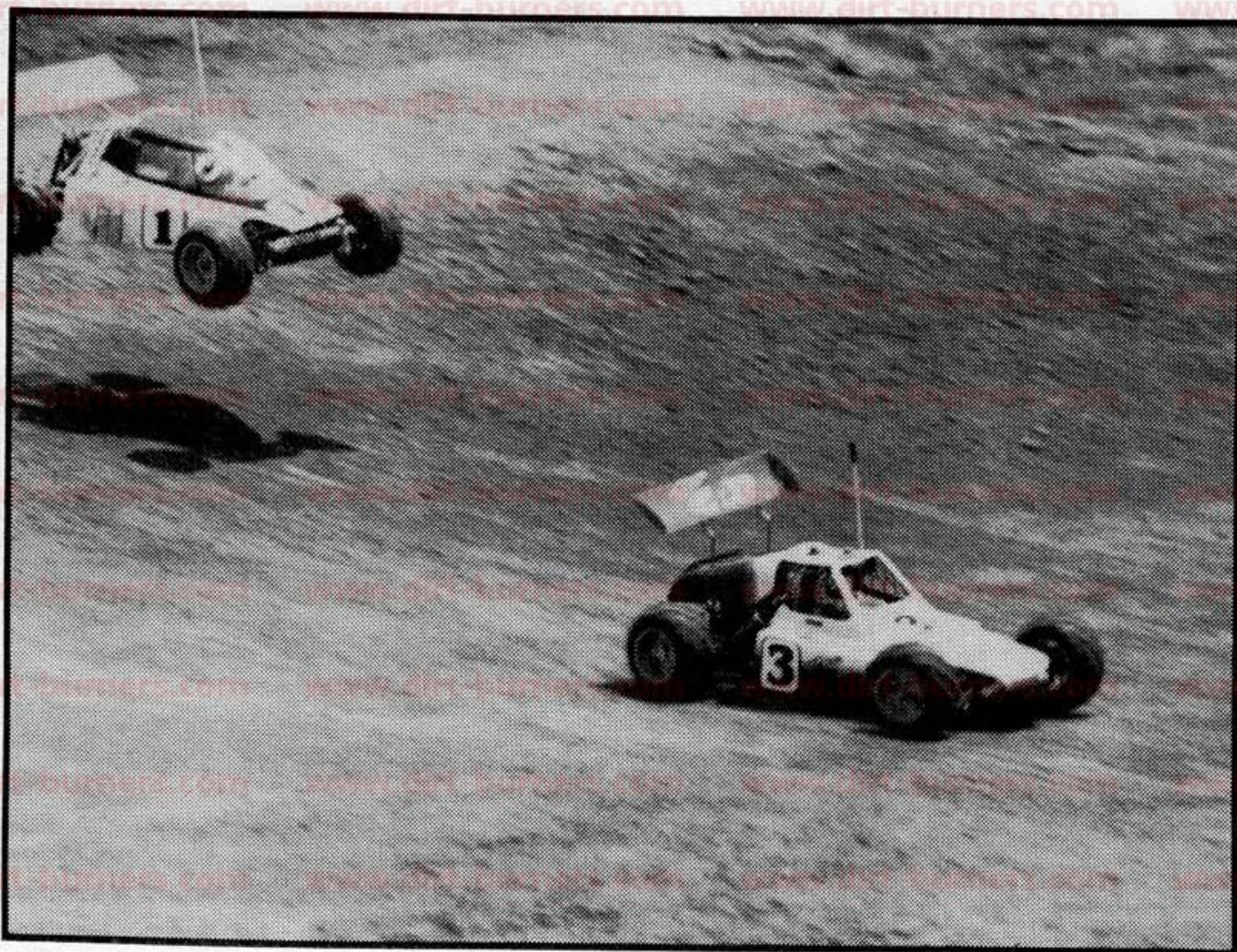
After all, this is where 1/10th Off Road racing really got started and although R/C off road is raced extensively in Europe and Japan, most of the racing abroad is in 1/8th scale gas off road.

was short-lived though, as he and Losi came up on traffic. Halsey got stuck behind a slower car and Gil Losi, Jr., wasted no time in taking advantage of Halsey's misfortune. Losi skillfully threaded his way through the melee to grab the lead again. This time it was for good and when the five minutes were up, Gil had captured the Modified World Champion title. Jay Halsey was able to untangle himself from the crowd and finish in second and Chris Allec finished in third.

The top ten overall world positions were:

- 1. Gil Losi, Jr. 42 laps
- 2. Jay Halsey 42 laps
- 3. Chris Allec 42 laps
- 4. Mike Giem 41 laps
- 5. Paul Dionne 41 laps
- 6. Erik Soderquist 41 laps





Gil Losi, Jr. (#1), high flying and ready to overtake on his way to the Modified World Championship title.

ning event and keeping everyone happy is a tough job and they did it.

We will have a follow-up to this article in our next issue, which will be a "Retrospective" by Gil Losi, Sr., who has offered to share his thoughts on the event and point out some of the good and not-so-good things from his point of view. He would like to share his thoughts with others so that improvements can be made for the next world championship event.

On a personal note: I think the overall behavior of the racers was exemplary. Our sport has finally come of age and while there's still that tenacity and competitive drive in each racer's heart to do well, the majority who participated displayed great sportsmanship. This was especially evident during the mains and in particular during the A Mains, when the slower cars moved over without a fuss to let the leaders go by. How many times have we seen just the opposite in the 1/12th and 1/8th scale world championships events? Let's hope that the example set at this race sets standards that will never change.

The off road track was excellent, well kept and great effort was made to make

As an world-class IFMAR event, this race may have lacked a great number of competitors representing other countries. Other IFMAR World Championship events, such as the 1/12th and 1/8th scale world championships, usually draw 33% of the entries from the United States, 33% from Europe and 33% from the Asian countries.

But this was a start and perhaps by the next IFMAR Off Road World Championships (we understand the event will take place in Japan) there will be more



Ted Graf and Neal McCurdy assisted during motor tech, immediately following the A Main. Jay Halsey (left) watched carefully as he finished second in the Modified. It's a family affair (below, left) as Jay and dad, Jim Halsey work together to earn their wins.



representatives from other countries.

Nevertheless, at this point and time, the best drivers are in the United States and the two who won the Stock and Modified World Champion titles are truly representative of being the best in the sport. There's no doubt in my mind that had there been many more racers from other countries Jay Halsey and Gil Losi, Jr., would still have emerged as the World Champions.

Congratulations to Gil Losi, Sr., and his family and staff for a job well done in hosting the event. It was a great effort and a long week for the Ranch Pit Shop - Del Mar folks. Trying to keep a smooth run-

sure that it remained consistent throughout all the qualifying rounds and mains. It was also great that a diagram of the track was sent to all racers to study prior to arriving at the track.

Honorable mention must go to Mike Dunn, Mike Giem, Eustace Moore, Gary Kyes and Paul Dionne, who all made the A Mains in both classes.

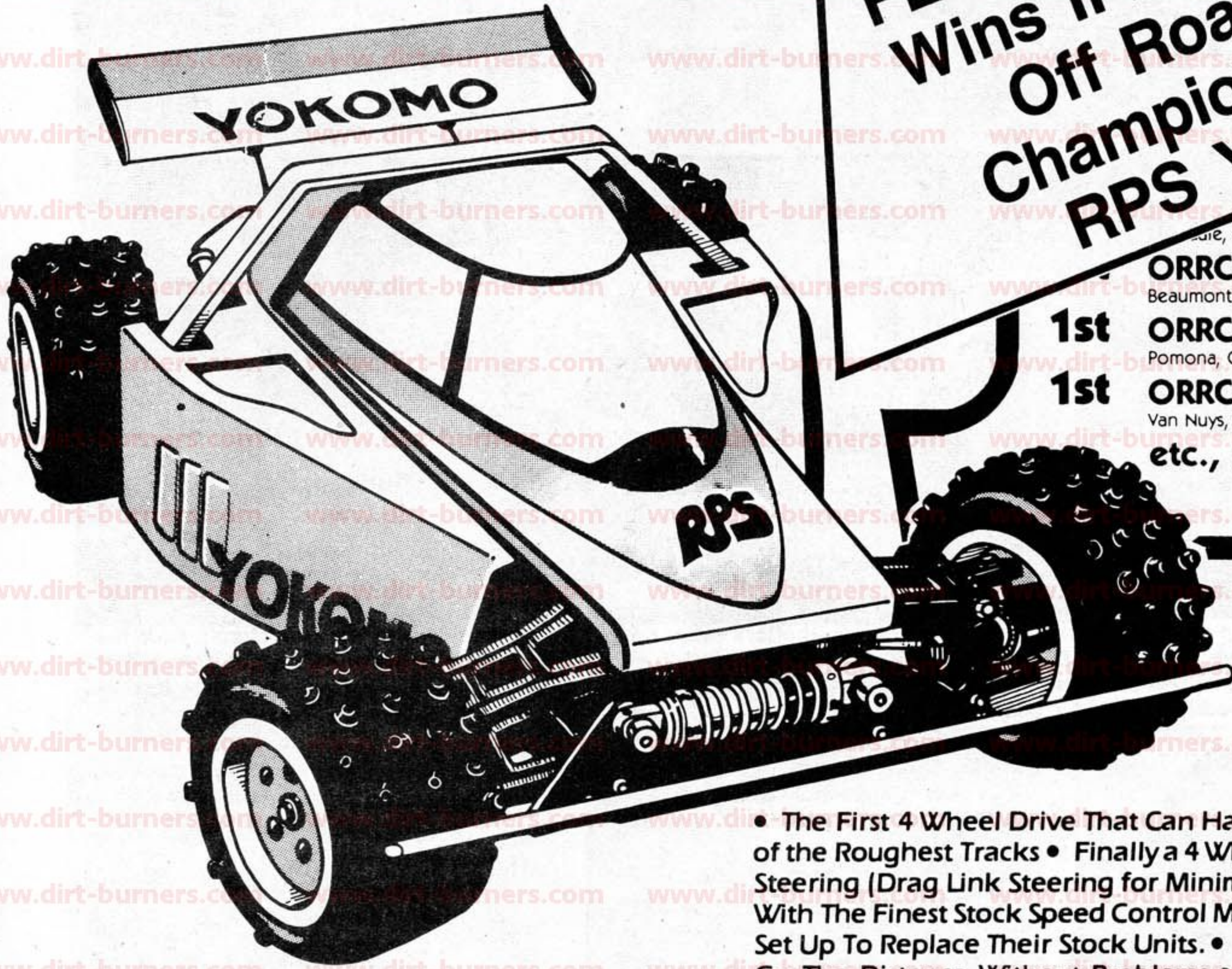
Finally, we also like to congratulate SANYO Batteries for their sponsorship of this first-ever IFMAR event and co-sponsors CRP and AIRTRONICS, without whose combined support and backing this would have not been possible.

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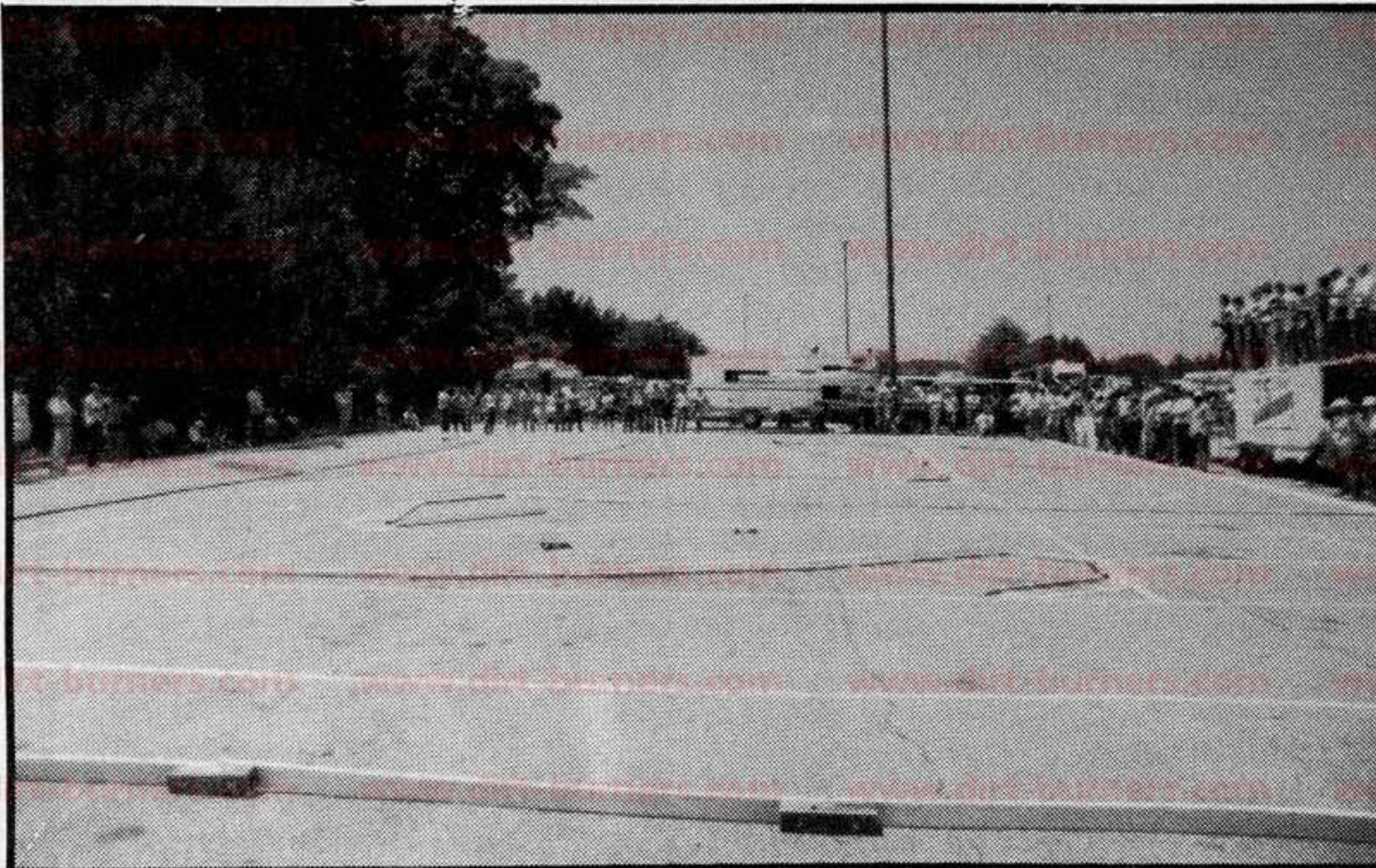
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1985 U.S. SPRING CHAMPIONSHIPS



The Sportsman A Main line-up (above). BoLink's huge drivers' stand offers every driver an excellent view of the race circuit. Note the numbers in front of every driver for crowd I.D. At the U.S.S.C., your car number is everything: grid spot, marshalling spot, transmitter impound — this makes for a smoother program. The track (below) was designed and layed out by BoLink's general manager, Rick Jordan, and Production manager supervisor Harold Trader.

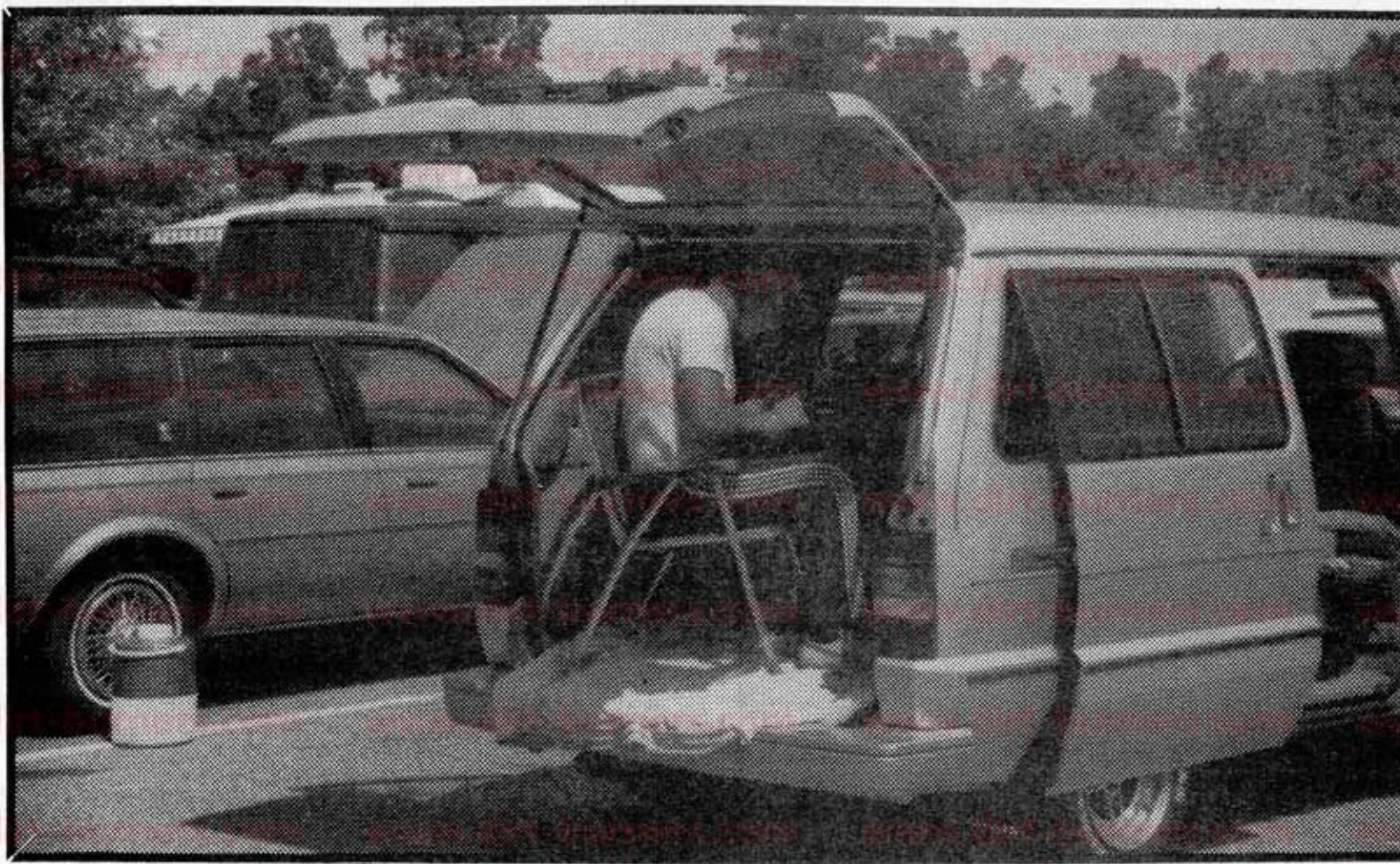


Story and photos
By Bob Rule

May 17-19, 1985
Atlanta, GA

The Third Annual U.S. Spring Championship is now history. It will go on record as one of the largest-ever asphalt races and definitely the largest and best ever run in the Southeast. Over 150 racers descended upon Atlanta on the weekend of May 17, 18, and 19. One hearty soul, Howard Bennett of Atlanta, had not pre-entered the race. When he found the entry list full, he spent two days helping us in transmitter impound. Thanks, Howard.

Running and working a race doesn't give much of a chance to actually watch what's going on and to record the little



BoLink's Fall Finale winner, and one of the fastest independents in the country, Sandy Strunk, of Lenoir City, TN, winds all his own motors and goes fast. Is he trying to get out of the sun or hide his motors?

things that happen so this won't be a newsy race report — just the facts.

One thing that seemed to work extra well for us was the protest committee. It was made up of drivers in the program who had a good working knowledge of the rules. Ernie "Mr. Trinity" Provetti was the race representative of the U.S.S.C. Racers with problems or requests went to Ernie and then he took their request or complaint to the proper person, Nick Piro of South Jersey. George Hamor of Oklahoma City served on the protest committee. Buddy Bartos, "Mr. Socks," of Parma International, Jim Greenemeyer of Checkpoint Motors and Ernie of Trinity Motors, acted as the motor protest committee. Only a few minor incidents came up and the two committees were never really taxed.

Each entrant received a participant plaque for their tool boxes and a U.S.S.C. T-shirt. The shirts were so much in demand that by race morning only a few



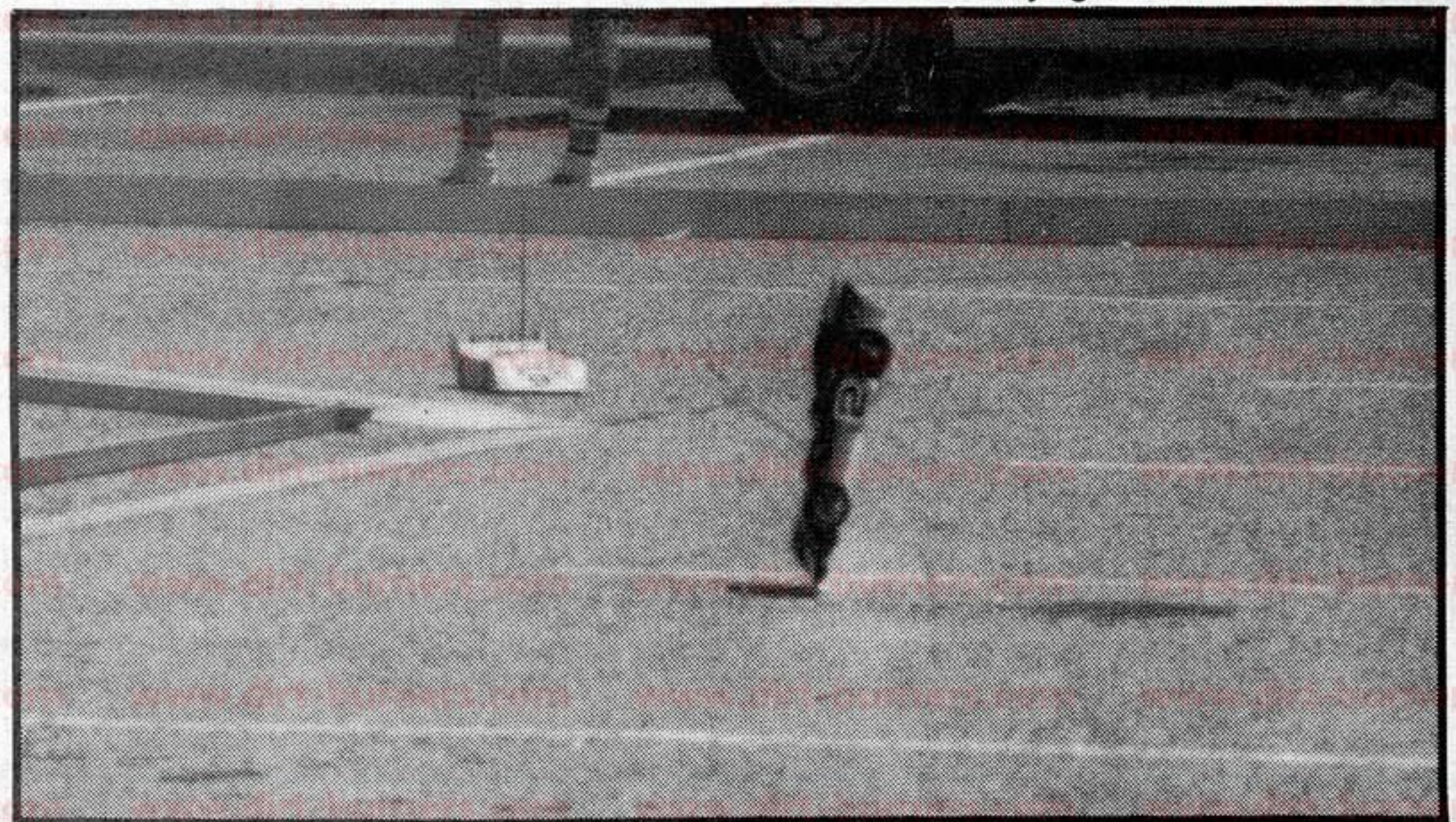
How can you go wrong with three great minds like this? (L-r) Big Jim Greenemeyer, Ernie Provetti and Frank Killam all pitched in to make the 1985 U.S.S.C. the most successful one ever.

extra-larges were left.

The hit of the weekend was the computer results that were posted at the end of each round. The racers gathered around to see exactly how they stood. Also, the read out from each and every race was posted so racers could check their laps. They really seemed to appreciate this.

Of course the race also featured the A.M.B. Computer/Auto Count scoring system which BoLink imports and sells. Each car carried a 25-gram transmitter (called a transponder). When the car passed under the scoring bridge, it was automatically scored. It's the scoring system of the future that is here today! Until you run in an Auto-Counted race or use the equipment personally, you really don't know just how good it is.

Another twist in this year's program occurred in the Sportsman Class. We used ROAR Stock rules, except for the motor. We passed out the blue endbell .05 motors made by Igarashi — 30 turns of



Track photographer Harold Trader caught this unusual photo of a car that appears to be standing exactly on end.

22 wire. The purpose of this class was to take the pain out of the motor/battery struggle at every major race, and to give the racer a more relaxed time to enjoy his fellow racers. This year we attracted a top notch field. Next year maybe we'll split the class — non-sponsored and sponsored. I heard several remarks such as, "Oh, what's this guy or that guy doing here?" The class was meant for everyone who wanted a more relaxed race and it worked. Next year the Sportsman Class will probably be \$40 but they'll get a \$25 hand-out motor, possibly our club racer motor called "The Sprint." It's already been tested and highly successful with the MART series and is now also being used in Okalhoma, Ohio and the Southeast. If you want to put some fun back into your club races, contact me for special club prices on "The Sprint."

The weather was absolutely perfect — high 70's, a cool breeze and sunshine.



Parma's Buddy "Mr. Socks" Bartos, the Stock World Champion, goes over the results of his Parma racers with race director Bob Rule. Bubba Wilkins (center) looked on.

seconds, who in turn was just 8 seconds ahead of South Jersey's Carl Ford.

F MAIN: Tom Bawlin of Los Angeles beat out Houston's Stan Sanders for the win. Stan came in just 6/10ths of a second ahead of Florida's Eric Gudger.

E MAIN: "Mr. Servo" himself, Bob Novak, took the win in this main by one lap over Richard Sylvester, who came in 2nd and Gary Crumb in 3rd.

D MAIN: This main had four cars, all on the same lap and just 14 seconds apart, but Alan Dyches was the lucky winner. Mike Wilborn came in 2nd and was followed by Jim White and Hugh Ebner.

C MAIN: Fall Finale winner and ace motor builder Sandy Strunk had a full lap on the field. Behind Sandy were six other cars, all on the same lap. Lee Muse was 2nd, just 1.8 seconds ahead of Rick Hunsaker, who came in 3rd. Rick was 3.7 seconds in front of Dave Pulfer in 4th, who had a 4.5-second lead over Jeff Jackson in 5th. Patrick Miller came in 4.1 seconds later to take 6th and he was followed by Jim Eversole in 7th by the slightest of margins — 1/10th of a second! Thank you, Auto Count!

B MAIN: The crowd was getting restless. There had been super close racing so far and the 20 fastest drivers were still to come — and they didn't disappoint anyone! You couldn't find an open spectator spot around this spacious track layout. Five cars were running within the 35-lap margin! To give you an idea of how fast that is: Seven cars with 35+ laps were in the A Main, so 35 laps in this B Main race was super!

Donny Pyle of South Jersey came in 1st, just 2.2 seconds ahead of Mike Hamilton from Texas in 2nd place; he beat 3rd placing Tim O'Sullivan, Jr., of Orlando, by just 1.6 seconds. Tim was only 2/10ths of a second ahead of Robert Bartlett of Los Angeles in 4th, who in turn was 4.9 seconds ahead of Jimmy Simmons in 5th. The next five cars all netted 34 laps and were only 14 seconds apart. Mike Hickman came in 6th followed

We had three qualifiers on Saturday and two qualifiers and a main on Sunday.

SPORTSMAN CLASS

F MAIN: Taking his first ever main event win in a major race was Atlanta's own Bubba Wilkins. Bubba beat out North Carolina's Curtis Turner by 1.8 seconds. Kevin Cree came in 3rd.

E MAIN: Steve Rule beat out Tom Zaken of Atlanta and Jimmy Mills from Virginia to take over the checkered.

D MAIN: South Jersey's own Nicky "Meaness" Piro took a one-lap victory over Birmingham racer Randy Ash and Atlanta's Bo Pirkle.

C MAIN: This main saw Birmingham's Bruce Ponder edge out Omar Millard and Hal Travis by a lap. Omar beat Hal by 1.3 seconds to take 2nd.

B MAIN: This was a very close race for 2nd thru 5th. Birmingham's Mark McWilliams took a full-lap victory over the field. But not far behind him was some very tight racing. Only 12 seconds separated the next four cars. Steve Dawkins took 2nd place, less than two seconds ahead of Jay Dodson. Jay just barely beat out Jerry Evans by 2.3 seconds, and Jerry, in turn, beat Frank Vales by just less than 8 seconds.

A MAIN: John Huron took home the TQ honors but this wasn't to be his day. Early problems plagued him and he was only able to run three laps. It was, however, Henry Lee's day from Houston, Texas. Henry qualified 6th and won the main by over a full lap. Atlanta's young Jimbo Kinnett was 2nd. Jimbo was involved in one of the most exciting qualifiers I've ever watched. He dueled for a full two minutes at the end of qualifier and he and the other car (name unknown) both got beat at the line by South Carolina's James Gillespie. You could have covered the three cars with a towel — a small towel — at the finish. Thank goodness for the Auto Count!

Following Jimbo across the line for 3rd

and just 3.3 seconds behind was 2nd fastest qualifier Denny Smith. Denny edged out the 4th place car of James Gillespie by 6 seconds. Rick Knight was 5th; Joe Manis, 6th; Carlton Coleman, 7th; John Huron, 8th; George Hamor, 9th; and Darrell Witherspoon, 10th. George and Darrell were dropped to 9th and 10th after an earlier race inspection showed a small hole drilled in the endbells. The Sportsman Class, however, allows you to do nothing to the motors.

MODIFIED CLASS

The Modified Class was equally as exciting and the A, B, and C Mains looked like a "Who's Who" in R/C cars. This year the U.S.S.C. drew the cream of the crop from at least five of ROAR's most competitive regions.

I MAIN: Dave Copeland of Birmingham took a one-lap win over Glen Prunyi and Tim South.

H MAIN: South Jersey driver Mike Pyle took a one-lap victory over his dad, Don Pyle, and Harvey Albert.

G MAIN: Tampa driver Bob Wold edged out Houston's Ed Ricks by 2.4



One of the leading distributors of R/C products, Bob Haines, of REH Distributing, watches Frank Vales prepare for his qualifier as Frank Killam looks on.

by Tate McDaniel, Pete Peterson, Chris Doseck and Steve Hickman, in that order.

A MAIN: As usual, everyone had gathered together to watch someone, anyone, try to catch the high-flying Joel Johnson. Joel had identical times of 37 laps in 8.12.2 seconds on his third run on Saturday and his fourth run on Sunday. Terry Rott, Bob Light and last year's winner, Frank Killam, were here trying to duplicate last year's finish. Also present from last year's A Main were Bill Davis (6th place last year), Greg Fox (9th in '84) and Ron Schuur (10th in '84).

The green flag dropped and the drivers charged hard for that first position. Only one driver had serious problems and that was our reigning Stock Class World Champion, Parma's Buddy Bartos. Buddy, or "Mr. Socks" as he's known, only ran a minute and half, turning in just six laps. Everyone else turned in at least 33 laps.

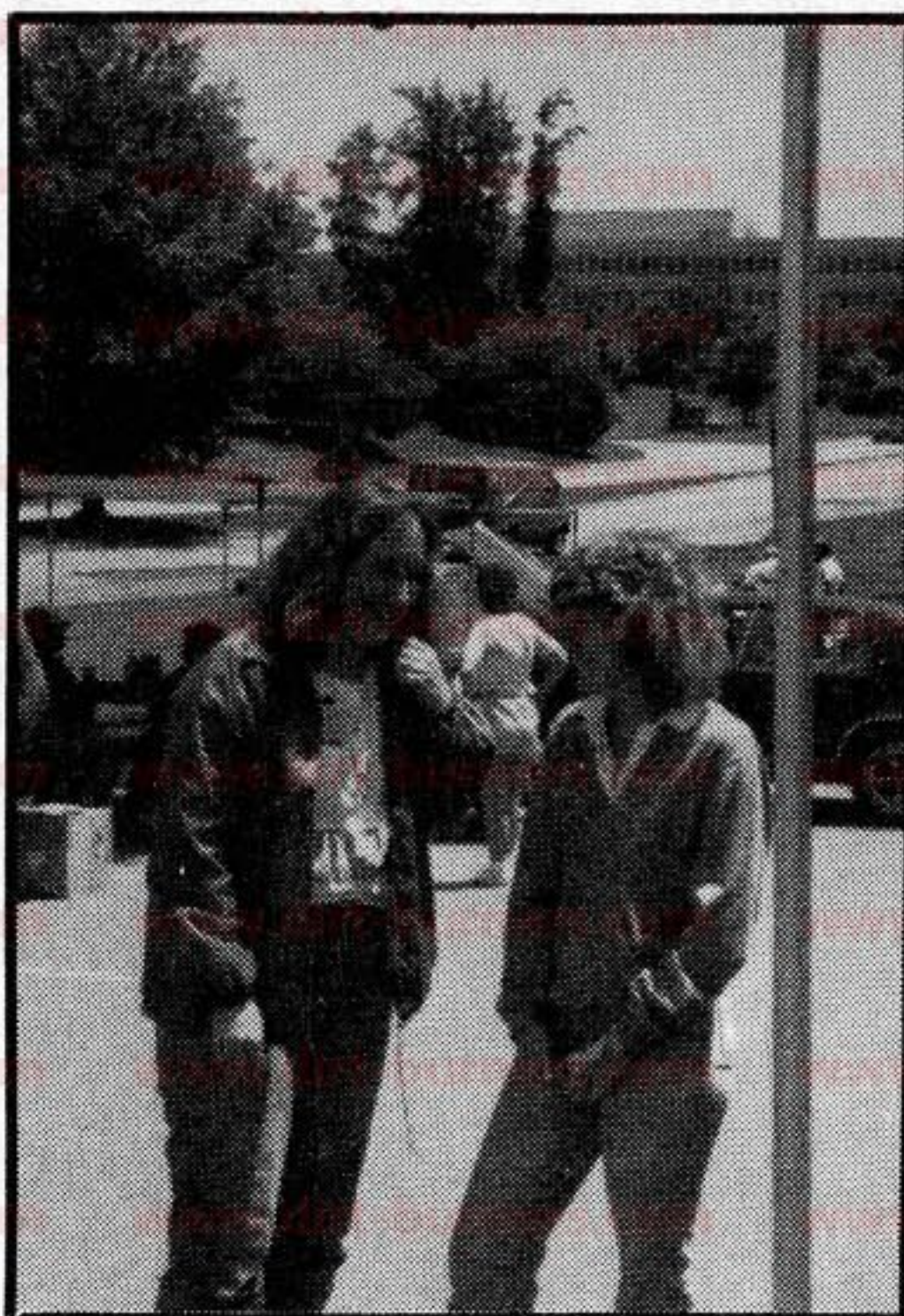
Greg Fox came in 9th again this year. Greg has attended all three Spring Championships and has placed 9th in all three A Mains. He says next year it's his turn! Another twist of fate in this class was that last year Bob Light took 2nd and Terry Rott came in 3rd. This year, however, Terry came in 2nd and Bob took 3rd. Bill Davis was 6th last year but could only do as well as 7th this year.

Joel, as everyone had expected, won the event but only by six seconds over ace Associated driver and all around nice young fellow, Terry Rott from Michigan. Bob Light, as we said before, came in 3rd, just 2.2 seconds behind Terry. Ron Schuur came in 4th, a lap off the pace with 35 laps in 8.01.8. Dave Hechler took 5th with 35 laps in 8.06.5. Just four seconds behind Dave was Frank "Mr. Voice" Killam in 6th, turning 35 laps in 8.10.5. Seventh went to Bill Davis with 35 in 8.12.5; 8th, Mike Klendworth, 34/7.54.8; 9th, Greg Fox, 33/8.13.4; and 10th, Buddy Bartos, 6/1.29.4.

I've heard people say that Joel wins because of equipment, batteries, and motors, as well as Ernie's help. I've heard all the stories but I want everyone to know the inside truth, never before told...He wins because he's damned good! In my opinion, Joel Johnson is the best 1/12th scale driver in the world! He's got good equipment and assistance, true, but he's got an even greater edge — sheer talent. Congratulations, Joel.

Concours and Best Paint judging were held just prior to the drivers' meeting on Saturday morning. First place in Concours went to Carlton Coleman; 2nd went to Craig Schaffer. Chet Ellis took 1st place honors for Best Paint, while Frank Killam came in a close 2nd.

I'd like to thank the manufacturers who sent or brought racers and who, themselves, raced. A special thanks



Transmitter impound went smoothly thanks to Kathy Franklin (left) and Cheryl Porter. Howard Bennet also pitched in, but was camera shy.

should also go to all who served on the various committees and especially to all my race officials. We had plenty of help and everything went very smoothly.

We were also fortunate to have three volunteer announcers — Tim South,

Steve Hickman, and Frank "Mr. Voice" Killam. Frank kept the racers in stitches with his humor as well as keeping them informed with his accurate race announcing.

Every racer who entered received a pre-entry race mailer complete with motel information, race schedule, etc. After they signed up, they then received their registration packages which included participant plaque, T-shirt, name badge, etc. Then after all the racing was finished, the drivers got a complete results sheet showing the entire field, every qualifier, and exact order of finish in each main. The gal responsible for all this is my sweet wife, Kathy Rule. She's one of the biggest reasons that the U.S.S.C. is what it is today — "The most prestigious outdoor 6-cell event in the U.S. outside of the Nationals"!

All the main events were video taped by Jerry Evans, of Birmingham, AL, this year. As of this writing, I still haven't seen it, but I hear it's very good. Copies are available for \$27.50 (includes postage). Send your check or money order to Jerry at 130 Lakewood Ave., Hueytown, AL, 35023.

See ya next year, May 17-18, 1986 for the next U.S. Spring Championships. The field will be limited to 150 entries and entry forms will be available soon.



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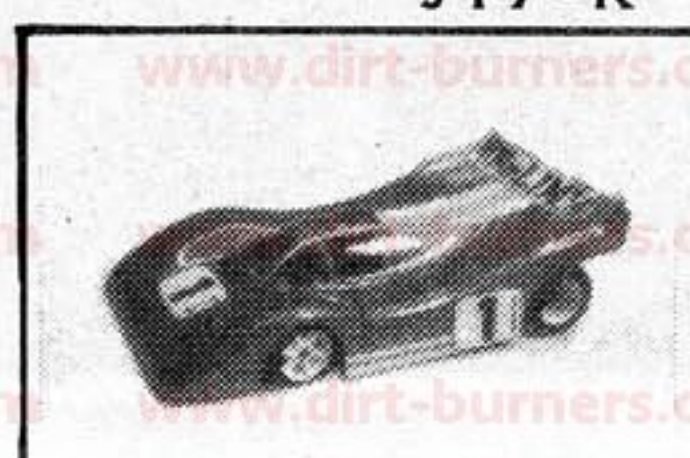
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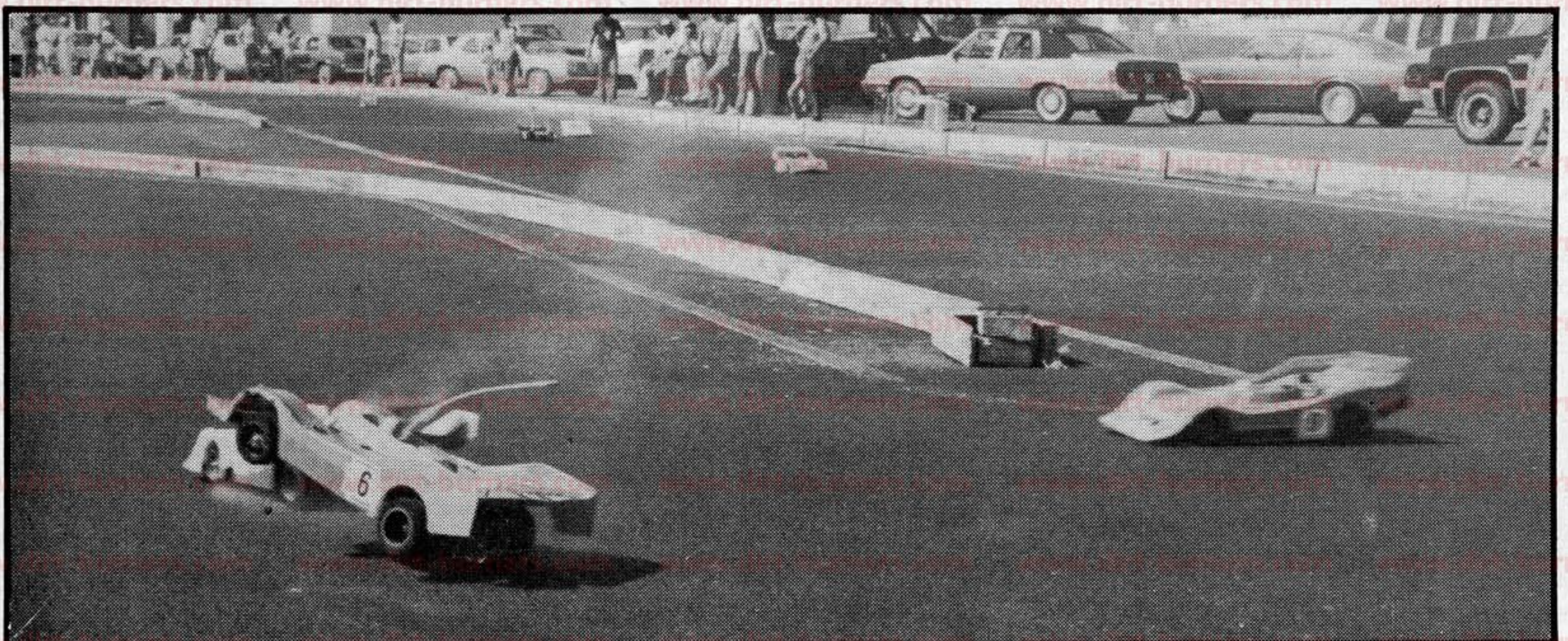


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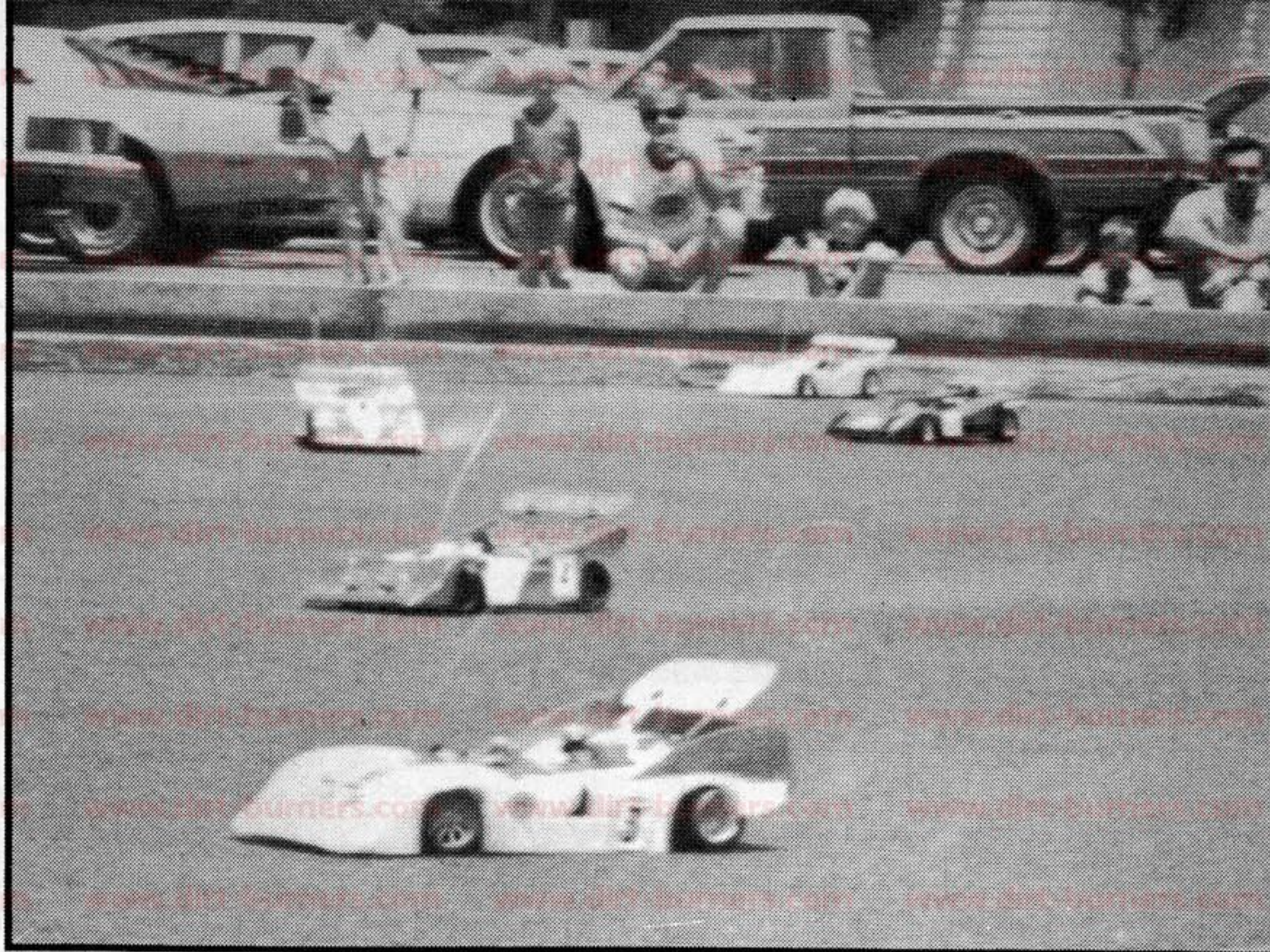
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1/8th SCALE GAS R/C ROAD RACE



The A Main winners (top) were: (l-r) Gary Hill third, Gary Soltys 2nd, and Barry Grossenbacher, 1st. Note how happy Grossenbacher is! Hope no flies landed in there, Barry! Above, "Gimme some racing room!"

Indianapolis 500. Charlotte 600. 2nd Annual, 2nd Chance Rio Grande Can Am. What do they have in common? Well, they're all races held on Memorial Day Sunday. And they're top races in their category. True, the Rio Grande Can Am doesn't quite have their category. True, the Rio Grande Can Am doesn't quite have the status of the other two, but it won't be too much longer if the Rio Grande Racers have their way. One more difference — Danny Sullivan and Darrel Waltrip made lots of bucks for their wins, while the winners' reward in El Paso was a very nice trophy.

Probably some other differences, too, but what matters is that the racers in El Paso had a good time, close competition, and the assurance of absolutely fair scoring with Chuck Wiggins' Autocount scoring system. Throw in near perfect weather and a high traction track with a challenging layout and you come up with a "racing event." The layout was advertised as a "McCoy Replica," meaning it was similar to the layout of the Ranch Pit Shop in Pomona, CA. The Rio Grande racers picked this design knowing it was a "can't lose" choice. It would either give more experience to drivers who can't get to



Above, the cars go through the "esses" before the sweeper. Below, a view of the "almost clean" start.



California ahead of the McCoy Race or it might help in the decision to change the California layout for the McCoy race, taking away some of what many think is a "home team" advantage. Didn't make much difference, anyway. (The Ranch Pit Shop did change the layout to one that is even more interesting. The "home team" was still fast.) And that proves that Fast Racers Go Fast — Anywhere!

And there were fast racers in El Paso on Memorial Day. Not near the sixty plus entrants present for the original January date, but still, plenty enough to make good racing. R.O.A.R. was well represented by Marlene "Marty" Sanders, the Region 4 Director and Chuck Wiggins, the 1/8th National Director. Chuck was fast, winning Top Qualifier spot with his Delta Eagle. And Marty was driving! After years of service to the Albuquerque Club

as Race Director, she decided she would get on the track herself and see what it was all about. With the experience of only a few club racers, her improvement was noticeable from the first lap to the last over the weekend. And she made lots of laps, moving up from the D Main to race some more in the C Main.

Saturday seemed to get off to a slow start. Among other things the bridge for the scoring system still has to be built and on some days it takes more tact than others to get the help needed. Still the track was open for practice by 10 a.m. with lots of time for everyone. In the meantime, there was the judging of the Concours d'Elegance. A very small entry, most likely because of the trend towards super-detailed cars. "Show what you can race," should be the well-

defined guidelines for the education of the judges. The latest R.O.A.R. rule book lists these guidelines, even if they could be more explicit. Anyway, John Adair did what had to be done. His trailered Budweiser Can Am car, towed by a Maserati, was the easy choice of the judges. And John added another first place trophy to his mantle in Albuquerque. To cap off his win, John cranked up the tow car and made a lap just to show it would all work.

The track was open. Anyone who needed to could usually get on the track quickly and it was seldom empty. Next, some shake-down laps for the scoring system and on to qualifications.

Lots of qualifiers ran on Saturday and more ran on Sunday. Autocount worked fine all weekend. Not one complaint of a missed lap. This system is a good investment for any club if they want to make sure the pick-up loop goes all the way across the track. The location chosen in El Paso was at the apex of a 180-degree turn that was pinched narrow to force the cars under the loop. It worked fine and race director Jim Cook was stationed right at that turn to observe and report the progress of each race.

By the end of Saturday's qualifications, most had settled into their level of lap times. The track record fell time after time as Chuck Wiggins, Gary Soltys, Barry Grossenbacher, and Brad Toffelmire took their shots. The warm weather really works wonders on the sugar water when the track is blown free of dust. Of course, too, you heard rumors of 70% nitro for qualifying. Well, even after the rounds on Sunday, Chuck's time was good enough



for the top spot. But the rest knew they were close enough to have a chance at winning in the A Main.

Another Saturday night prize banquet. Again at Grigg's Restaurant. Nearly two thousand dollars in prizes, highlighted by lots of painted bodies from MRP as well as prizes donated by Airtronic, Futaba, Twin-K, SNAP-ON (Jerry McGinnis and Bob Blum), McCoy, Associated, and the Rio Grande Racers. Thanks should also go to Chuck's Racing Parts and Cook Racing Products for the scoring equipment. Delta helped out with the numbers for the scoring. Cook Racing was also ready to award trophies for the 4WD racers. Enchiladas and margaritas consumed, it was back to the "shop" to get the car ready for the final assault on qualifying.

And some did improve their times Sunday morning. But no one could take over Chuck's T.Q. spot. No more 4WD entries. Only Tony Eely's S.G. Columbia and the Cook Cobra that Chuck Wiggins was to



Figure this one out: in the C Main, it was (l-r top) Frank Barron 1st, Lee Chapin 2nd, and John Adair 3rd. **BUT**, in the Concours d' Elegance, it was Frank Barron 3rd, Lee Chapin, 2nd, and John Adair, 3rd. There was a full house for the start (above). "Drop the flag so I can get away from these nitro fumes!"

drive. Two cars wouldn't mean much as a race, so how about an exhibition? Still shakedown time for the Cobra. Much to do to get it ready for the McCoy, so any track time will help. (And it was worth it,

too. At the McCoy, the Cobra made the 4WD A Main out of about 20 entries. And finished 4th ahead of several respectable factory team drivers and cars. Paul Dionne was driving. An impressive performance.)

Race Time. D Main gave the win to Les Pardue. Bill Dunlap and Ricky Curtis were second and third. But frankly, many eyes were on Marty's car. She didn't do badly. And, when the top three declined to move up, it was Marty who took the chance for more track time. Good job, Marty. In C, it looked like you took the Concours winners, shuffled them up and passed out some more trophies. Just reverse the order. Frank Barron was first, Lee

Chapin, second and John Adair, third. And, Marty, you weren't in the way a bit!

The serious racing started in the B Main. Most likely any of these racers could have been in the A under different circumstances. When someone says, "I should have been in a higher main," Jim Cook's answer is, "Did you win the main you were in? If you didn't, then you were right where you belonged!" That's good logic, but what if he did win? And how about all the drivers with him? No way of knowing. But winning was Gary Hill's game on this day. He made the B look easy and decided to move up. Next in the B Main line came Roger Eely, Brenda Toffelmire (the consistent driver who finishes in the Toffelmire family), and Phil Shew, Sr.

A full house of top drivers for the A Main. Ten drivers from five states. Chuck Wiggins from Maryland was T.Q. From New York came Gary Soltys. Barry Grossenbacher represented Arizona, while Bob Sanders and Gary Hill carried the banner for New Mexico. El Paso filled out the field with Brad Toffelmire, Bob Blum, Jerry McGinnis and Rob Blum. One of Rob's best performances.

Chuck made a decent start and was running well until his motor died. That was a setback he couldn't overcome. Bob Sanders and Brad Toffelmire had their



Wait for me! As honorary starter, Marty Sanders (above) prepares to flag off another race.

time of running fast but then faded. And as the time wound down, it was Barry Grossenbacher extending his lead for the win. Gary Soltys and Gary Hill (the B move-up) worked their way up through the pack to win second and third.

Tote up the computer, check the results, and pass out the trophies. Nice trophies with lots of Italian Marble. Heavy, too. Trophy Chairman Bob Blum also came up with a couple of nice cups for Hard Luckers. Mike Adkins and Wayne Clark took these home, but I'll bet they never want to see another Hard Luck Trophy again.

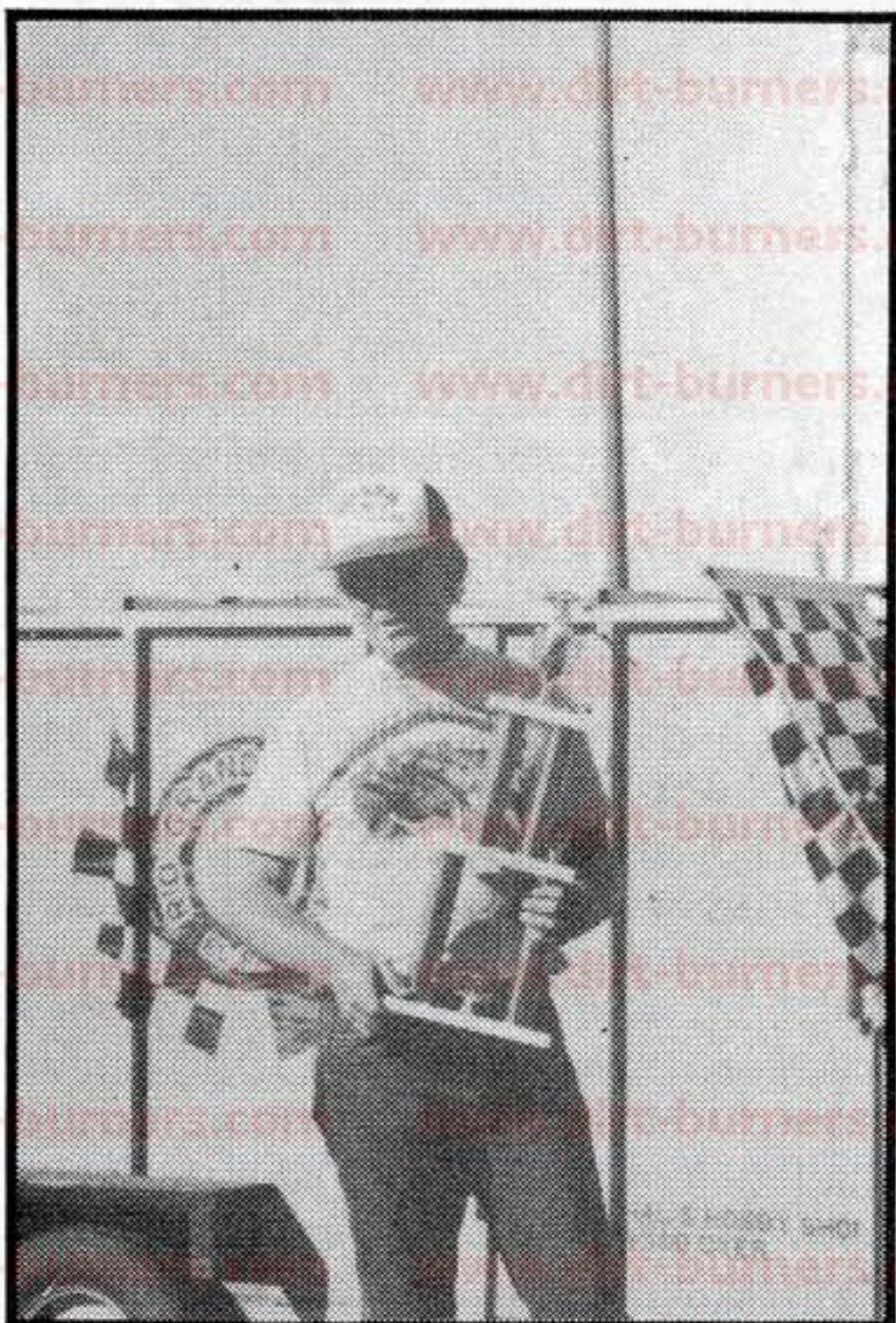
In summary, this was a fun race. Enough outside competition to test the Southwest "locals." A pleasant banquet. Low key operation of the race without the militaristic attitude you find at some. Next time look into one of our races. You'll have a good time!

RIO GRANDE RACER NEWS

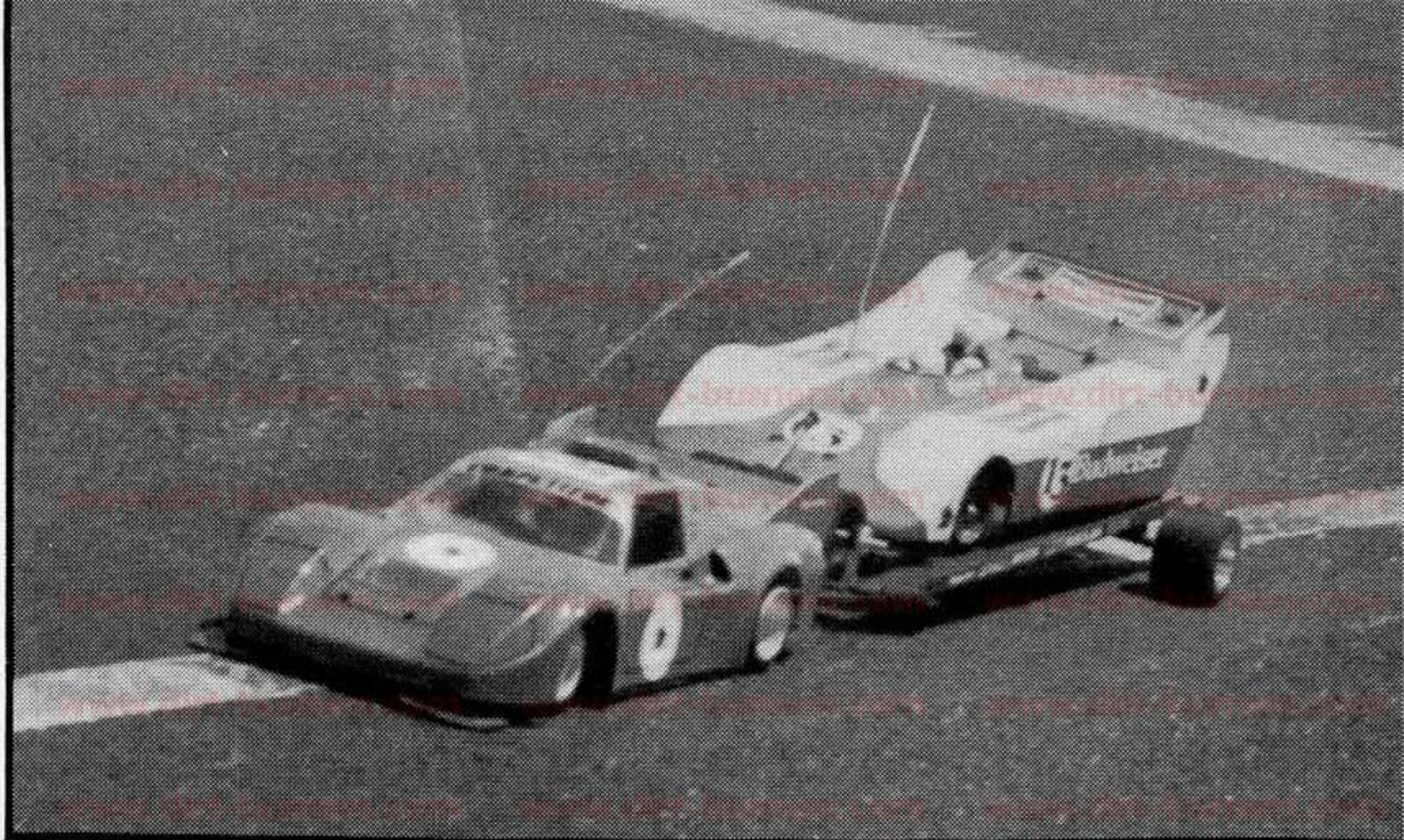
By the time this is printed, the present Rio Grande Series will be completed. Many spots are still open, but Brad Toffelmire looks to be the sure thing for the top spot. "All wins" is hard to beat! A complete turn-around for Brad. Used to be an event when he finished a race!

Election time. Jim Cook is changing his job to president. Jerry McGinnis will be the new race director, while Bob Blum takes over as treasurer. John Benore stays as secretary.

LABOR DAY RACE. The FIFTH ANNUAL EL PASO CAN AM will be held on Labor Day weekend, with Monday, again, as the make-up day. Talked to Ross Kloeber at the McCoy and he says he and Butch will be back to defend their



Chuck Wiggins (above) was Top Qualifier. He races a Delta Eagle.



Above is John Adair's winning Concours combo on the track. Lookin' good! With detail like that, it was no wonder he won.

title. Ross and Butch have won three out of four held. You remember last year when Ross "borrowed" a Cook Eagle and easily won? And Butch is driving better than ever. He'll be fresh from a strong second place in the A Main at the McCoy.

Also on tap, a six race Tri-State Series between Albuquerque, Phoenix, and El Paso. First race will be in Albuquerque in the first part of July, combined with their Enchantment 100.

Looks like a busy, busy summer. Almost more racing than you can get your car ready for. 1/8th gas is alive and well, judging by the near 160 entries (said to be the biggest 1/8th gas race ever) at the 13th Annual McCoy Race. Dust off your car. Get it on the track and . . .

Let's Race!
LLC

THE SECOND ANNUAL, SECOND CHANCE RIO GRANDE CAN AM MAY 25 & 26, 1985 RESULTS

PLACE	NAME	CAR	ENGINE	RADIO
A MAIN				
1	BARRY GROSSENBACHER	RC 500	McCOY	KRAFT
2	GARY SOLTYS	RC 500	PICCO	KRAFT
3	GARY HILL	RC 500	OPS	FUTABA
B MAIN				
*	GARY HILL (MOVED UP TO A)			
1	ROGER EELY	COOK EAGLE	PICCO	FUTABA
2	BRENDA TOFFELMIRE	COOK EAGLE	COOK PICCO	KRAFT
3	PHIL SHEW	DELTA EAGLE	OPS	FUTABA
C MAIN				
1	FRANK BARROW	COOK EAGLE	COOK PICCO	FUTABA
2	LEE CHAPIN	COOK EAGLE	McCOY	FUTABA
3	JOHN ADAIR	DELTA EAGLE	PICCO	FUTABA
D MAIN				
1	LES PARDUE	—	—	—
2	BILL DUNLAP	SG	OPS	KRAFT
3	RICKY CURTIS	SG	OPS	FUTABA

TOP QUALIFIER: CHUCK WIGGINS - DELTA EAGLE

CONCOURS d'ELEGANCE;
FIRST - JOHN ADAIR; SECOND - LEE CHAPIN; THIRD - FRANK BARROW

HARD LUCK: MIKE ADKINS & WAYNE CLARK

RACE CHAIRMAN: BOB BLUM
RACE DIRECTOR: JIM COOK

(My apologies for not including the rest of the entrants in this list. A combination of not being ready for the computer format and the West Texas winds made this data almost irretrievable. I'll be ready the next time. LLC)

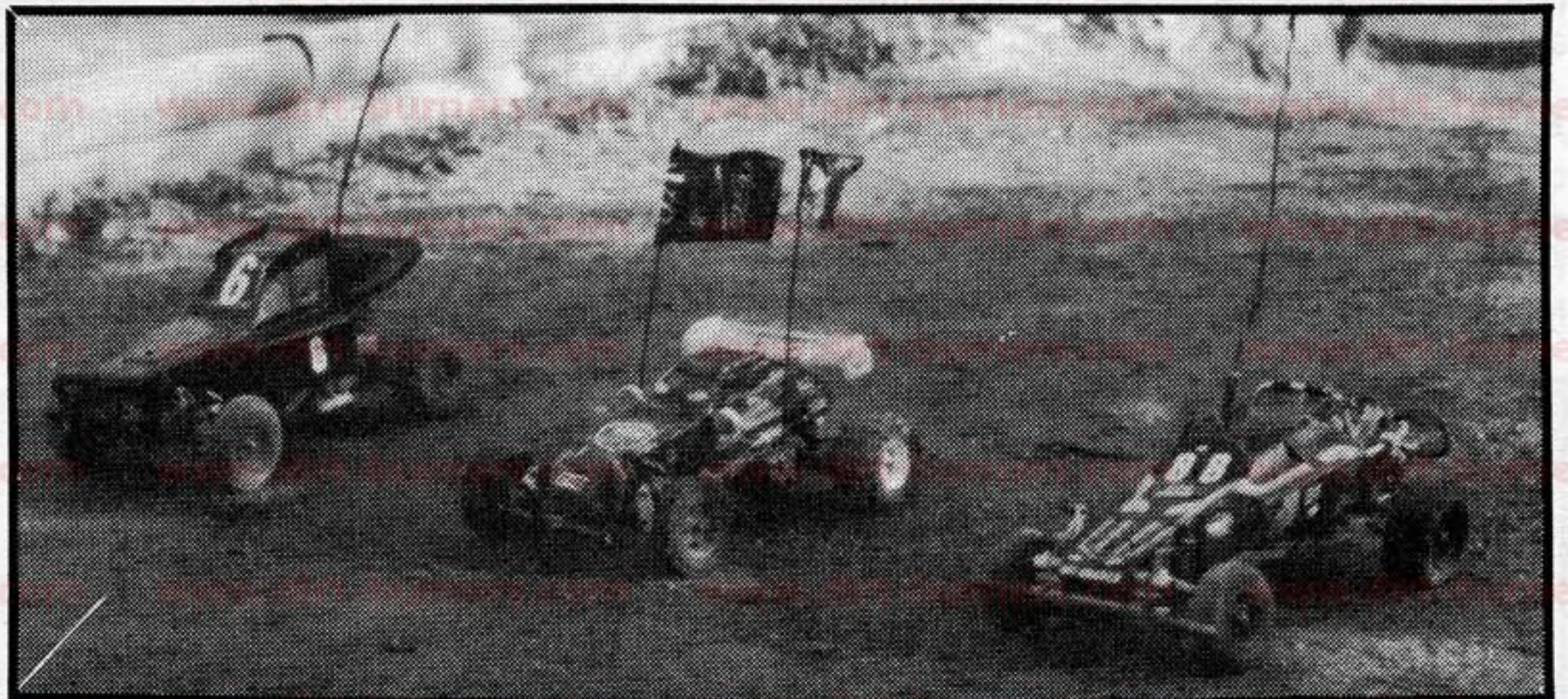


DUSTBUSTERS 2ND MEMORIAL DAY RACE

On May 26, 1985, at the OffRoad Headquarters R/C Raceway in Hyattsville, Maryland, ten Club members met to compete for prizes and trophies in the second annual Dustbusters Memorial Day Race.

The track begins with a main straight-away leading into the right-hand sweeper, then to a short straight leading into a chicane, going then into the first right-hand hairpin turn, then to a short straight and into another chicane, then a quick left into the back straight and down the hill into the second hairpin turn, up a hill and then back into the main straight-away. Although the track is currently flat, we are expecting a load of fill dirt shortly and will be adding a few jumps and obstacles.

Two heats of three qualifiers were run;



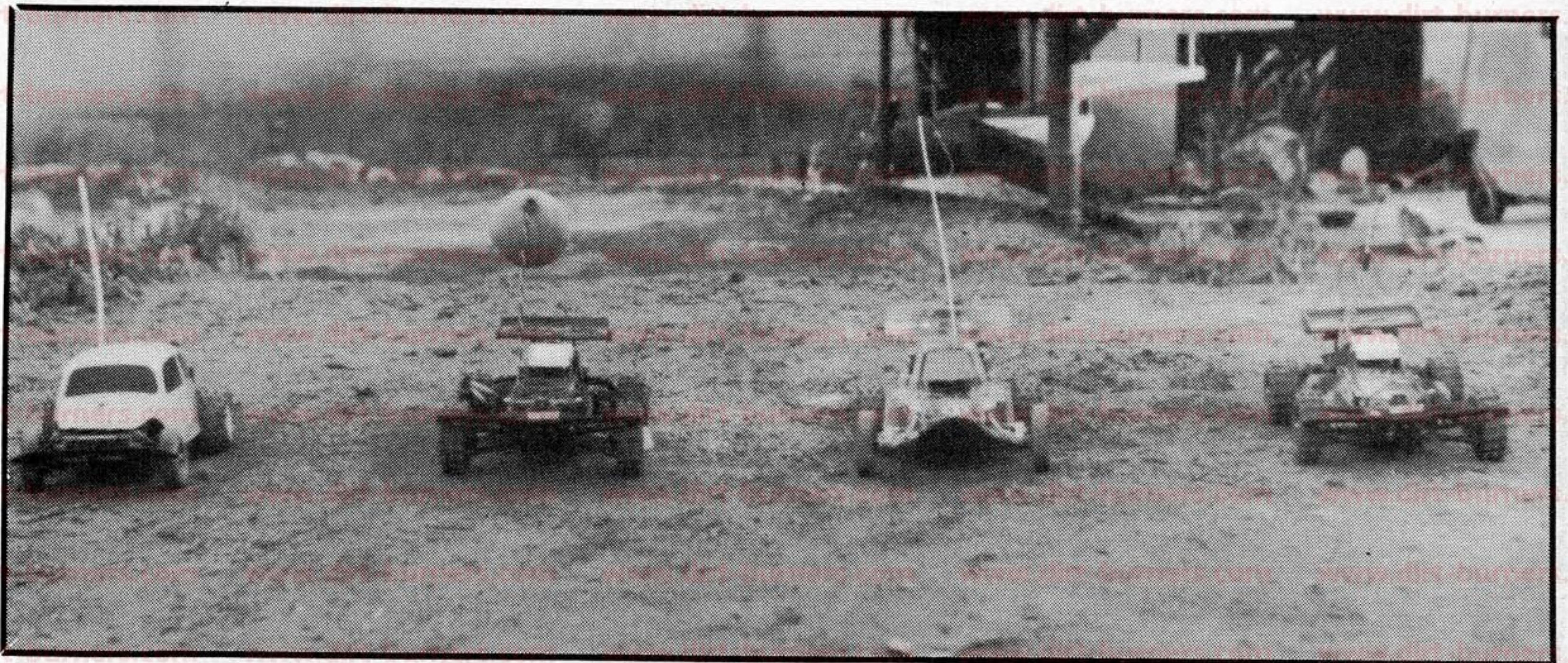
The A Main winners (top) were; (l-r) Pete Hazel, 1st; Jeff Swartz, 2nd; Larry Wentzel, 3rd; and Butch Gryeski, 4th. The B Main line-up (above) was comprised of (r-l) the #88 of Bobby Williams, the #12 of Kenny Shapiro, and the #6 of Bob Williams. Below, Butch Cassidy, vice president of Dustbusters, lines up cars for the A Main.



Pete Hazel was the TQ in the A Main with 17 laps and Kenny Shapiro was TQ in the B Main with 11 laps.

The B Main turned out to be a two-man race from the start as Bob Williams ran into car trouble early in the race. Kenny Shapiro, running a Frog, took the lead, but Bobby Williams with his Super Champ was hanging in there. Kenny Shapiro took first place, with 14 laps, Bobby Williams took second place, with 7 laps, and Bob Williams took third place, with 2 laps (D/F).

The A Main was a very competitive race. At the sound of the horn it was apparent that it was going to be a very close



The A Main line-up had some good looking cars and a balloon in it. From right to left, above: the #7 car of Butch Gryeski; the #8 car of Jeff Swartz; the #3 car of Pete Hazel; and the #66 car of Larry Wentzel.

and exciting race. Jeff Swartz, with his RC-10, and Pete Hazel, with his Hot Shot, took command of the race, but Larry Wentzel, with his Sand Frog (half Sand Scorcher and half Frog), was not going to make it easy for them. Butch Gryeski had early car trouble with his Hot Shot and was out of the race after completing

only one lap. Jeff led the race for the first two laps until he started having radio problems and by the end of the race Pete had gained two laps to take first place, with a total of 17 laps; Jeff Swartz took second place, with 15 laps; and Larry Wentzel took third place, with 11 laps.

Trophies were given out, along with

some special prizes, to the winners of the third qualifiers and to the drivers with the most spectacular crash in the second qualifiers. A drawing for prizes was held at the trophy presentation for all participants.

We would like to extend a special thanks to Beau Cassity and Debbie Hott



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Above are the B Main winners and their prizes: (l-r) Kenny Shapiro took first place; Bobby Williams took second place; and Bob Williams took third place. Note the "I Love R/C Racing" bumper sticker that Bobby is holding.

for helping us run the race and to E.T.E. R/C Discount in Riverside, Maryland, for providing the prizes. Also a special thanks should also go to all of the dedicated Club members for their assistance.

For further information about our Club, contact Jeff Swartz, club president, at (301) 773-7230 weekdays after 6:30 p.m.

and weekends after 12:00 noon.

RESULTS

A Main

1. Pete Hazel 17 laps
2. Jeff Swartz 15 laps
3. Larry Wentzel 11 laps

4. Butch Gryeski D/F

B Main

1. Kenny Shapiro 14 laps
2. Bobby Williams 7 laps
3. Bob Williams D/F

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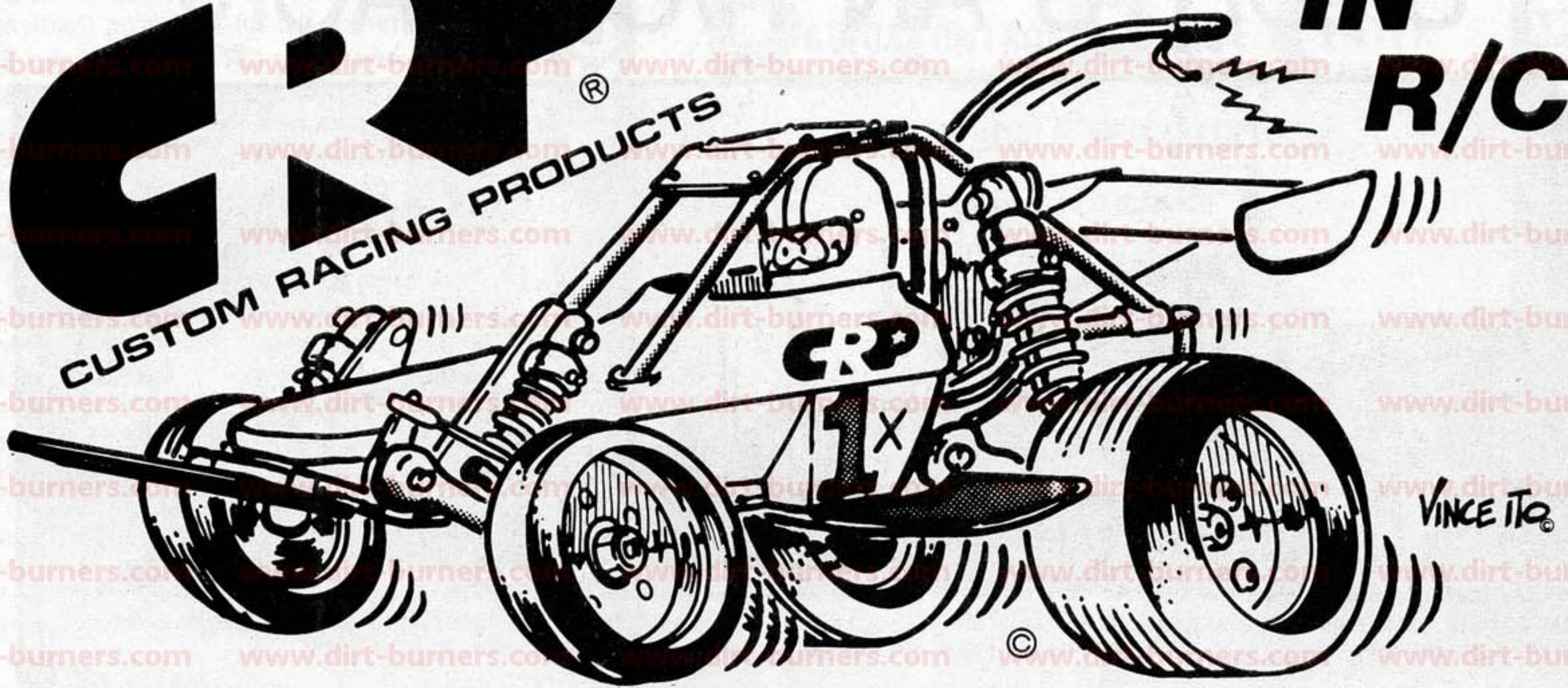
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GARDENA'S ASCOT PARK NOW SPORTS AN R/C TRACK!



By R. Horowitz

At long last, R/C Racing has been recognized for what it really is...RACING! It took an ex-drag racer to appreciate all that's really involved in the radio controlled sport, and to build an environment worthy of real racing recognition. He thought to himself, "I'm tired of being scorned by my racing buddies and having people imply that I build models or play with those little cars."

Thanks to Cliff Fisher, fabulous Ascot Park in Gardena, CA, now sports a huge, custom-made R/C track (105' X 65') and a fully stocked store — for RACERS ONLY!

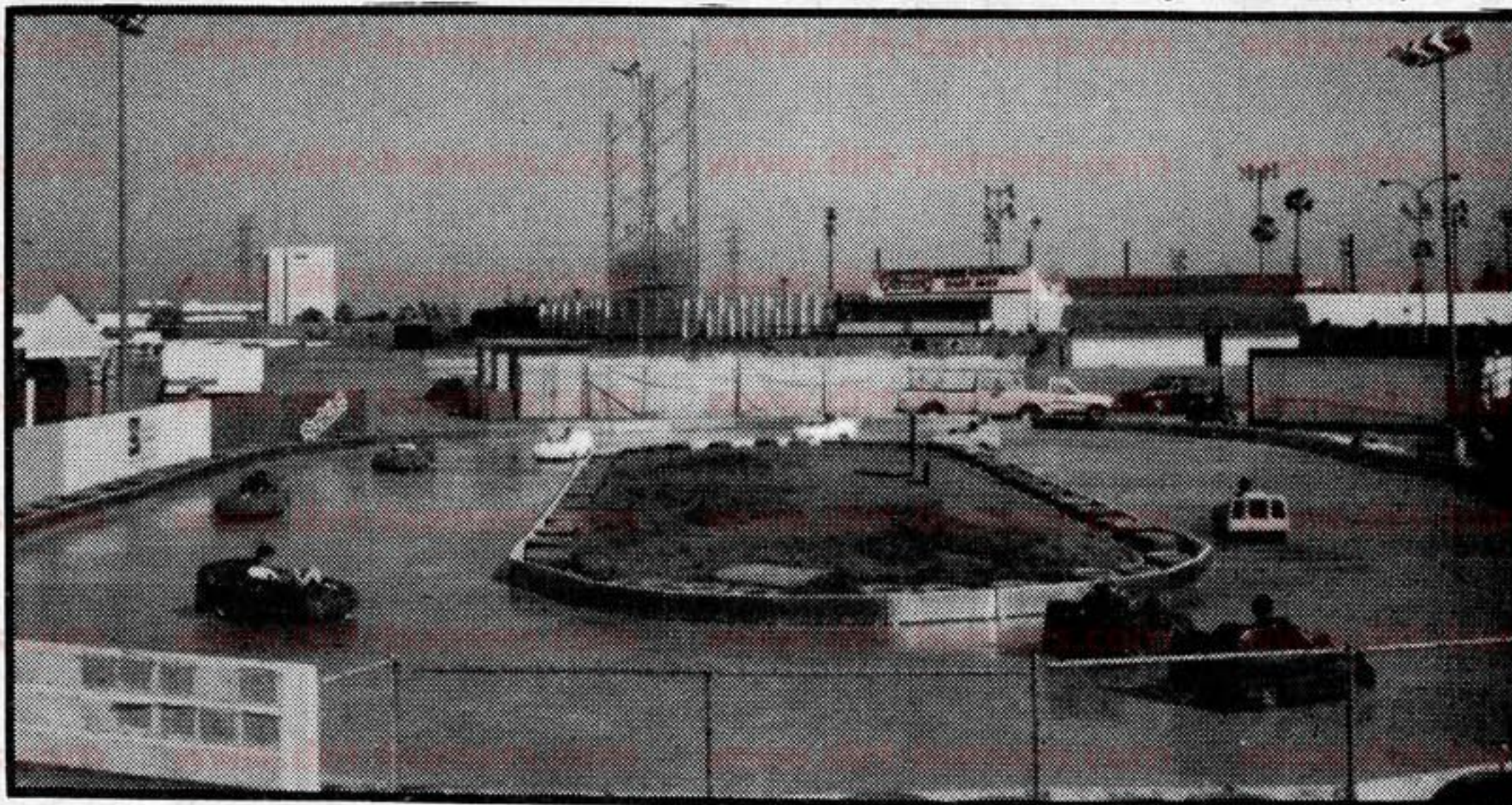
Ascot is the perfect spot for any racing enthusiast. It now has an awesome BMX track, a speedway/motorcycle/go-cart track, a U-Drive (U-Crash 'em) slick car track and, of course, the main sprint car/moto-X arena — all available at one location!

Radio Controlled Race Center incorporates a racer's every dream. Besides having a sponsored Novice Class, there are all kinds of extras and give-aways at R/C RC. In many of the races "Ascot Bucks" are given out in place of trophies. In this way, some of the racers with no incentive for just another trophy can actually get back some of their entry fees by winning bucks good at ANY of the facilities at Ascot — including the restaurant and the sprints!

Every month, there is also an "Ascot Challenge" race for ALL of the winners in the mains. They ALL get a chance to go for it out on the Slick Track (talk about getting even!) after the R/C races are over. This is free of charge and is also a lot of fun. The other R/C RC exclusive is the "King of the Hill" race, open to winners of all the A Mains. A racer of the same ORRCA/ROAR class as the Main champion may challenge for the posted title. When a winner holds the title for 10 consecutive weeks, he then wins a \$100.00 gift certificate good in the store.

Fisher tells his potential customers that "we're not the usual hobby store; we cater to racers and we provide service and stand behind everything we sell and fix." R/C RC will build a car any way the customer wants it, make major modifications for you or just put a stock kit together if you so desire. However, new customers are cautioned that if they don't get involved in the construction of the car then when they most need a repair (during a race) they'll be virtually lost.

The race track has many pleasant surprises in store for you. There is profes-



At top is an overview of the Ascot R/C track, pits and its stadium lighting. Above is the Slick Track, which is adjacent to the R/C track.

sional stadium lighting (casts NO shadows) at both ends, large pit areas with 110v outlets, complete automobile access (so you can park your cars directly around the track if you wish), free parking for the first 5,000+ cars, a restaurant and many more improvements (if that's possible!) promised for the summer.

Every Friday, R/C RC runs off road racing on its incredible track. It is professionally built and made from decomposed granite. This promises for a very smooth, precise race time. The racers are now finding out first-hand why a granite surface is so popular with speedway motorcyclists — it is kind to your cars and gentle to your tires. There is a huge, completely enclosed drivers' stand that towers over the track. This really gives you a bird's-eye view of the whole race, and you're gonna need it while you drive over the vast terrain.

The track sports many trick corners and fantastic jumps, but the favorite is almost sure to be the one designed by Jammin' Jay Halsey. Only the true racers can handle it. And don't be suprised when you come out here to find that your race director is none other than Jammin' Jay. He does a great job of announcing and participating at the same time!

Competition here is tough, so it's all the better. Alternate Sundays are oval racing on the outside track. Records are posted for all races and the speeds really mount on the fast-paced track. Double prizes are awarded to all oval racers who run an oval body on their car. The ovals, needless to say, are taken quite seriously.

The parts store is located just feet away in an always air-conditioned building. The store manager is another national champion/expert, Derek Schmitz. Derek is there all week long to help with any problems and give advice to customers. It is really great to have so much knowledge available. Two national champions both racing at the same home track really makes for serious competition and ample reliability. Most likely, by summer vacation, Jammin' Jay will be working at the store, too. You are definitely going to be suprised when you see the awesome inventory available for your purchase at R/C RC! The store is absolutely complete, and very thorough in its choices. The store has parts you didn't think were even available! Fisher prides himself on this, so you are sure to find what you've been looking for.

The whole facility is decorated with fixtures, banners and flags from the 1984 Olympics, which look very pleasing to the eye. Ascot is making everything a lot of fun and is becoming a national landmark at the same time. Rumor even has it here that there will soon be a Space Needle ride for everyone's enjoyment.

Be sure to check out all the Ascot action for yourself.

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POS	NAME	PMD	DM	TQ	BAU	RPS	RP	CAR	RCH	HB	TOTAL	DROP	FINAL
1	JAY HALSEY	100	100	100	100	100	100	100	100	100	600	0	600
2	EDDIE SIMMONS	57	97	69	92	97	98	96	94	94	700	126	574
3	GARY DEMORY	99	93	93	73	88	92	98	98	98	636	73	563
4	RON DYER	93	82	99	99	37	80	100	100	100	590	37	553
5	DENNIS TAYLOR	85	91	95	93	95	87	73	91	91	710	158	552
6	KIM RETHMISH	89	90	81	79	98	79	96	95	95	707	158	549
7	RAY BAHR	97	88	80	85	98	99	99	99	99	548	0	548
8	CHRIS FONZO	96	89	80	84	95	98	90	90	90	543	0	543
9	CARL THOMPSON	92	89	69	78	89	87	85	98	98	687	147	540
10	EUSTACE MOORE	67	92	92	88	75	90	85	93	93	682	142	540
11	VINCE ITO	94	94	90	80	97	76	84	615	76	615	76	539
12	RON ROSSETTI	70	89	48	86	86	90	93	92	92	654	118	536
13	DENNIS NEFF	82	86	86	67	94	53	65	70	605	120	483	
14	GIL LOSI JR.	95	98	96	96	94	94	94	94	94	479	0	479
15	HOSS ONENN	96	79	70	67	75	82	469	0	469	0	469	
16	GARY PETERSON	84	68	80	92	64	68	70	74	600	132	468	
17	MIKE GIEN	99	99	94	72	99	95	95	95	459	0	459	
18	NELSON KRACKE	98	98	98	76	98	92	95	95	459	0	459	
19	JIM SCHAUER	75	75	73	68	76	78	86	86	456	0	456	
20	STAN SCOTT	68	75	66	70	88	79	88	79	446	0	446	
21	JOHN VILLAREAL	87	78	63	76	74	64	64	64	442	0	442	
22	AL HESS	55	77	69	64	86	87	87	87	438	0	438	
23	ROGER WAGNER	63	63	88	96	89	90	90	90	426	0	426	
24	JR SITHAN	55	72	58	48	67	75	67	80	522	103	419	
25	STEVE DUNN	72	72	41	89	99	97	97	97	398	0	398	
26	BOB NOVAK	78	80	86	59	78	76	76	76	381	0	381	
27	JIM BROPHY	64	83	60	56	27	76	76	76	366	0	366	
28	CHAD CUMMINGS	95	95	97	79	82	82	82	82	353	0	353	
29	SCOTT BROWN	93	93	77	99	84	84	84	84	353	0	353	
30	CHRIS ALLEC	90	72	36	77	47	80	80	80	352	0	352	
31	HERB HANSS	66	70	77	47	80	80	80	80	340	0	340	
32	JAY THOMPSON	63	63	87	87	88	97	97	97	335	0	335	
33	KEVIN NEFF	88	88	83	78	79	79	79	79	328	0	328	
34	KELLY PORRAS	76	76	85	90	75	75	75	75	326	0	326	
35	DON ARNDT	62	67	85	45	60	319	319	319	319	0	319	
36	PETE CAUDILLO	77	56	74	44	69	94	85	292	292	0	292	
37	STEVE BOMERS	77	56	74	49	35	291	291	291	291	0	291	
38	RON ERICKSON	74	78	89	45	286	286	286	286	286	0	286	

(cont'd on next page)

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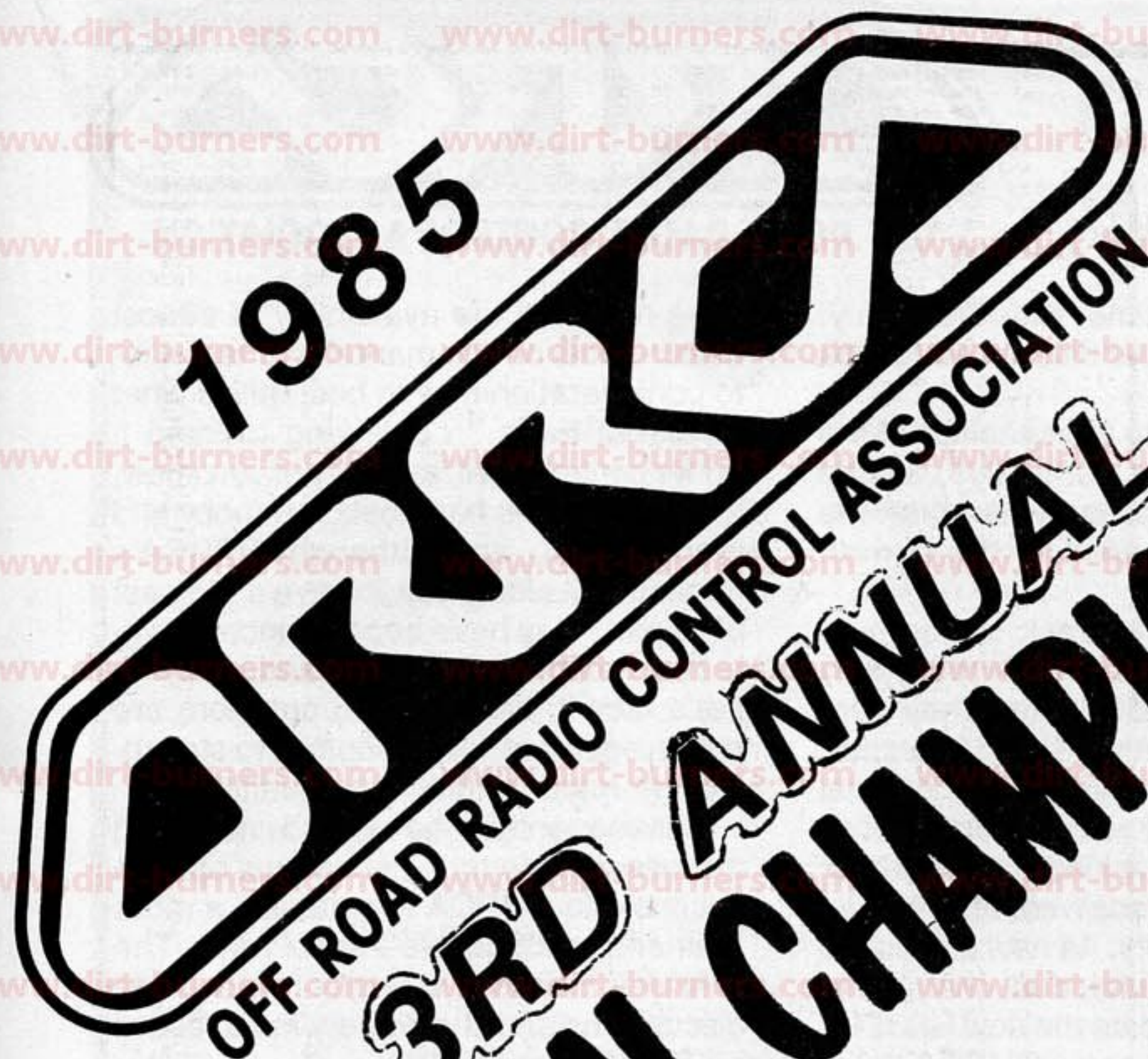
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ORRCA BOARD MEETING REVIEW



OFF ROAD RADIO CONTROL ASSOCIATION

June 27, 1985

The ORRCA Board of Directors got together recently to finalize plans for the ORRCA Nationals to take place August 23-25, 1985, at the R/C Race Prep Raceway, and to discuss a number of other matters dealing with the current ORRCA rules. The Board members also discussed ORRCA's current financial situation and insurance, among other things.

Here are some of the highlights of the meeting:

NEW RACING RULES: One of the boldest moves made was one calling for a re-vamp the existing ORRCA racing rules. To be perfectly honest, this was a difficult decision and one that had been

coming for a long time. But fortunately, the final outcome appears to be for the benefit of all.

Before getting into the specifics of the suggested rules for 1985-1986, a little background is necessary so that the membership can see how the current rules evolved.

When a handful of track owners first started this sport, there were really only two basic 1/10th R/C car kits. They were the Rough Rider and Sand Scorcher, both from MRC-Tamiya. The original rules were basically set up around those two kits to keep some kind of control over the racers. The classes were also formed around those two kits. As new kits hit the market, rules were amended, changed or added to accommodate the new kits. During the past two years, ORRCA ru!

have reflected the availability of almost all other kits on the market and taken into consideration how to best utilize what was "out there," continuing to keep it under control. Well, as many of you know, the racing rules have become more and more liberal, and although ORRCA's intention all along was to have a "fair set of rules," they have become increasingly more difficult to police and enforce. Let's face it, some of you out there are pretty ingenious when it comes to stretching the rules to their outer limits.

Consequently, the Board met and discussed, at length, the various options available to ORRCA to establish a more "fair and manageable" set of rules. The following proposed changes reflect those discussions and should become effective by September 15, 1985.

PROPOSED ORRCA RACING RULES

1A. INTRODUCTION:

The purpose of this set of rules is to establish a consistent basis for the racing of 1/10th scale off road cars. This is important to drivers and promoters alike to ensure that races will be run fair and equal on all ORRCA-sanctioned tracks and so that racers can participate at any one of the many ORRCA tracks and feel comfortable that they are competing under the same basic rules.

2A. CLASSES:

NOVICE: For the entry-level type of driver (someone who's just getting started) with a 2WD 1/10th off road car using 6-cells and one ORRCA-approved stock motor only! Any modification to the car can be made as long as it stays within the maximum length and width as hereafter outlined. A racer may race in this class until he or she has won three "A" Main events or until the race promoter or an ORRCA Board director deems that said racer's capabilities are far beyond the average of the class. A racer may chose to move from this class at any time, but once said racer has raced in any other class other than in this class, he or she MAY NOT revert back to this class unless a written approval is given by the ORRCA Board of Directors.

STOCK 2WD: Available to anyone with a 2WD 1/10th scale off road car running 6-cells and one ORRCA-approved stock motor. Any modification to the car can be made as long as it stays within the maximum length and width as hereafter outlined.

STOCK 4WD: Available to anyone with a 4WD 1/10th scale off road car running 6-cells and one ORRCA-approved stock motor. Any modification to the car can be made as long as it stays within the maximum length and width as hereafter outlined.

OPEN 2WD: Available to anyone with a 2WD 1/10th scale off road car running a "maximum" of 7-cells and an unlimited motor. Any modification to the car is allowed as long as it stays within the maximum length and width as hereafter outlined.

3A. LENGTH & WIDTH:

The maximum length of a 1/10th scale off road car is eighteen inches (18") from front to rear bumper. The maximum width is nine-and-a-half inches (9 1/2") measuring from the outer face of either front or rear tire to its opposing tire's outer face.

4A. NOVICE & STOCK MOTORS:

Motors must be commercially available with a retail cost not to exceed \$15.00. If the motor has been "broken in" or "timed," its cost may not exceed \$20.00. All motors must be ORRCA-approved and either the header card on the package or the motor should bear the ORRCA-approved seal. No modifications are allowed, including re-timing, re-balancing, epoxy, or ball bearings. Zapping of the motor is approved but any removal of the end-bell will disqualify the motor. Motors must have a .05 displacement with windings of 27 turns of 22 gauge wire (error factor of one turn allowed on two of the

three poles only). Motors with more than 27 turns of 22 gauge wire must be approved by ORRCA's rule committee. A minimum of 2000 motors must be produced and distributed by a manufacturer of a STOCK motor. Motors are subject to inspection by tech officials at any time.

5A. OPEN MOTORS:

Open Class motors must be of .05 displacement. No cobalt magnets allowed. Ceramic magnets only. Motors may be rewound, epoxied, balanced and may have ball bearings, custom brushes and cooling holes. Open motors must be available through dealers with a maximum retail price of \$75.00. Motors are subject to tech inspection by race officials at any time.

6A. BATTERIES:

Propulsion batteries must be six (6) or seven (7) (according to class) Sub-C cells with a maximum of 1.2 volts per each cell, in series only. They must be of a rechargeable nature and must be commercially available through hobby shops at a maximum cost of \$6.50 per cell.

GENERAL RULES

It is the intention of ORRCA to promote family oriented racing. With this in mind, unruly or unsportsmanlike conduct will NOT be tolerated. People deemed to be in violation will be requested to leave the area. Due to insurance regulations, no consumption of alcoholic beverages is allowed at races.

OPEN 4WD & 2WD: Available to anyone with a 4WD or 2WD 1/10th scale off road car running a maximum of 7 cells and an unlimited motor. Any modification is allowed as long as it remains within the maximum length and width as hereafter outlined.

1B. BODY:

Bodies used in all ORRCA classes must be strictly "Off Road" or "Dirt Track" type bodies which resemble the real racing bodies. No "Funny Car" type or "Road Racing" bodies allowed. All bodies must be easily removable.

A race car must race and finish a race with its body fully affixed to the chassis at all times. If the body cannot be kept on, the car must be pulled off the course until said body is securely attached.

2B. RACING NUMBERS:

Legible ORRCA numbers must appear on both sides and the top (hood, roof, wing, etc.) of all race cars. Numbers must be readable, preferably black with a white background. It's the responsibility of the racer to make sure that official scorers can read the racing number.

3B. ORRCA MEMBERSHIP:

All racers participating in an ORRCA-sanctioned race **MUST** have current and valid ORRCA membership. Racer must show proof of membership at track. If he or she cannot, they may be charged a one-day membership fee of \$5.00 (non-refundable) or be charged the full membership rate and later reimbursed if a valid membership is determined. The best way to avoid problems in determining your membership status is to carry your ORRCA membership card with you at all times!

4B. PROTEST PROCEDURES:

Class protests should be lodged by the end of the following race or **WITHIN 15 MINUTES OF THE OCCURRENCE** or **AFTER THE OFFICIAL RESULTS HAVE BEEN POSTED**. A protest must be in writing and it must be accompanied by \$20.00 in **CASH ONLY!** A race director or official will determine the validity of the protest. If protest is found "valid" protest fee will be returned to the person issuing the protest and the driver found to be in violation will be **DISQUALIFIED**. If a protest is found to be "invalid," the person being protested will receive the protest fee. **ONE PROTEST FEE PER OCCURRENCE**. For example: If a racer is being protested for an illegal motor **AND** for an illegal battery pack, the protest fee will be \$20.00 for each, or a total of \$40.00.

The decisions made by the race director or ORRCA officials at the track are final.

A member may submit a written appeal

to any decision made at the time of the race to the ORRCA Board of Directors. Said appeal will be considered by the Board at its next meeting and the results of the appeal will be sent to the member in question.

A driver who is found to be in violation of class rules on more than one occasion may be **SUSPENDED OR EXPELLED** from future ORRCA races. A driver who fails to submit his or her vehicle for inspection will be deemed in violation and can be disqualified or expelled from any ORRCA competition.

5B. QUALIFYING:

A driver can qualify with any car as long as it meets that class's requirements. Each car to be used for qualifying must be "teched" by an official and any subsequent changes of the car must be ORRCA-approved. A driver must race the car with which he or she has qualified and said car **MAY NOT BE RACED BY OTHERS**. Under no circumstances can one driver qualify for another driver.

Qualifying must be by laps and time with the fastest qualifying time for each racer being used to "seed" him or her into the Mains. The number of qualifying rounds runs is optional but ORRCA recommends having at least three rounds for each class if time permits.

Qualifying times can be used to determine winners if, for some reason beyond the control of race officials, a Main or all Main Events cannot be run. One complete qualifying round for all classes is necessary to make the race "official."

6B. HEATS & MAINS:

All qualifying heats and Main events are four minutes (4 min.) in length. If, for some reason beyond the control of race officials, it is necessary to change the length of the qualifying heats and/or Mains, drivers will be made aware of said changes during the "drivers' meeting" or at such a time that the need arises. In such cases all classes will run under the same format.

All heats and Mains are to be filled with ten (10) cars/drivers except if the "bump-up" system is used (see "bump-up" below, 9B.).

There should be at least five (5) entries to make up a Main event.

7B. OPTION OF MAINS:

If there are 120 or more entries in an ORRCA event and because of time availability the race director feels that there will not be enough time to have all participants race in a Main Event, then the race officials may choose to run a minimum of 60 percent of the top qualifiers in each class in a Main Event.

ORRCA recommends that all racers get to race in a Main Event but it also recognizes that at times there's just not enough time to do so. In any event, every

racer who has participated in the event, whether he or she has run in a Main Event, receives ORRCA points, nevertheless. The points will be doled out based on qualifying times, with placement in a Main depending on same.

8B. ORRCA POINTS SYSTEM:

Everyone who participates in an ORRCA-sanctioned race will earn ORRCA points. A person winning the "A" Main in each of the ORRCA classes will receive 100 points. A person finishing in second place in the "A" Main will receive 99 points; a person finishing third receives 98 points and so on.

A person winning the "B" Main receives 90 points, and those below receive points in increments of one less, in descending order. A person winning the "C" Main receives 80 points; "D" Main, 70 points; "E" Main, 60 points; and so on. If a racer does not run a Main event because of an act of God, or because of an official's option, he or she will still receive ORRCA points based on qualifying times, which will determine placement in the Mains which were not run.

9B. BUMP-UP:

ORRCA encourages the use of the "bump-up" system, allowing a racer who wins one of the lower Mains (other than the "A" Main) to move up to the next higher Main. A driver can only move up one Main at a time. The driver is the only one who can take advantage of the "bump-up" system.

When using the "bump-up" system, all Mains will be filled with only nine (9) drivers. The tenth entry for each Main will be filled with the winner of the preceding Main. Only the lowest Main in each class should have 10 entries.

10B. SPORTSMANSHIP:

A "black flag" will be given to a racer whose driving or car operation constitutes a hazard to the other cars in a race.

If a driver ignores a "black flag" he or she will be disqualified from the event and may be suspended or expelled from future ORRCA races.

Unsportsmanlike driving (i.e. the intentional hitting of other cars, blocking, short-coursing, and corner diving) is not allowed.

Abusive language by a driver or his or her pit crew (family, etc.) **WILL NOT BE TOLERATED** and immediate disqualification will result.

Anyone who is deemed to be abusive, unable to follow rules, inebriated or projecting a bad image of the sport will be disqualified from the event and may be suspended or expelled from future events. He or she will not be allowed to remain at the facility.

11B. DRIVING RULES:

A car must finish the race under its own

power. It cannot be pushed or shoved across the finish line. If a car is unable to complete the final lap, the previous lap and time will be used to determine its finishing or qualifying position.

No car will be driven backwards on the course. A one-lap penalty in the Main will be levied on a driver who runs a car against traffic. A driver must not hit the throttle while his or her car is being handled by a turnmarshall. A turnmarshall has the option not to pick up a stuck car if he or she deems it dangerous to do so as a result of a driver not waiting until the car is righted to hit the throttle.

12B. TURN MARSHALLING:

Drivers must turn marshall the race immediately following their own race. Failure to do so will result in disqualification, loss of a lap in the Main, loss of time in qualifying, or any other penalty that the race official may deem appropriate. All drivers must attend the drivers' meeting and be aware of the penalty for not turn marshalling. If a driver cannot turn marshall for physical reasons or extenuating circumstances, he or she must get another qualified "driver" (non-drivers not allowed) to substitute. A racer must also get approval from the race director or officials to substitute. **NO EXCEPTIONS TO THIS RULE!**

A turnmarshall CANNOT or should not be expected to repair a race car on the track, even if it's a "minor" repair. All that is required of a turnmarshall is to right a car or untangle several cars and drop them onto the racing surface. If a turnmarshall shows preference for one car over another, he or she may be disqualified from the event. Each turnmarshall has his or her own section to oversee and should neither be involved in what's going on in another section or be watching the race.

A car running in the race has the

RIGHT OF WAY over any car that is stuck or upside down and turnmarshall **MUST NOT** interfere with the progress of a car or cars that are running!

13B. TRACK DIMENSIONS & GENERAL RULES:

Opposing traffic should be separated by at least 2 feet or by a barrier of no less than 4 inches high. All tracks must have a clearly marked start/finish line and racing surface. Spectators must be kept at least four feet from the racing surface and it is recommended that 8-foot-high boards, burms or fencing be used to separate spectators.

The scoring area should be at the start/finish line and a back-up scoring system is recommended. If the finish line is different from the start line, all drivers must be made aware of it and both lines must be clearly marked.

GENERAL TECHNICAL RULES

1C. TECHNICAL INSPECTION:

Every racer is required to submit his or her car for technical inspection. Especially in the limited classes, the first three cars may be required to be inspected immediately following each race. But any car may be inspected during the event without warning. Any car not passing "tech inspection" may be disqualified from the event and will not earn any points.

The race director may choose to inspect cars on a random basis during the course of the event.

It is the racer's responsibility to make sure that his or her car meets the ORRCA rules. If you're not sure, it's best to show your car to the race director prior to the start of the race for his or her opinion about whether or not the car is legal. It is **NOT** the responsibility of the race officials to tell you whether your car is legal

or not until he or she has called it for inspection.

2C. FRONT BUMPERS:

Non-shock absorbing front bumpers are **NOT** allowed. **NO METAL FRONT BUMPERS.** Most stock bumpers are acceptable, as well as many aftermarket ones. No sharp protruding objects are allowed on cars.

3C. RADIO FREQUENCIES:

Only authorized radio frequencies for R/C car racing are allowed. No airplane frequencies can be used for 1/10th off road car racing.

In the event of a conflict of radio frequencies between two or more racers in a Heat or Main, the racer with the better qualifying or finishing position has the first option of radio frequency. All others must change to a different frequency **IF AVAILABLE.** If there no more frequencies available, the racer or racers with the lower qualifying times or finishing positions cannot race. This is in particular when setting up Main Events or when "bumping up" from a lower Main to a higher Main.

4C. RULES CHANGES, ADDITIONS, DELETIONS:

ORRCA reserves the right to make changes, delete or add rules that ORRCA feels important to maintain the original purpose of these rules and which will make the racing more equal and fun. These rules may be made without notice although in most cases ORRCA prefers to give its membership ample time to discuss and form their own opinions.

All members are encouraged to suggest any changes, deletions or additions to the current rules. If the Board feels that said suggestions are valid and good for the sport, then those changes will be made.

As you can see, the ORRCA rules have been noticeably simplified. In particular, the Stock Class rules have been done

away with for all intents and purposes. The Stock Class had gotten out of hand and there were many racers who were

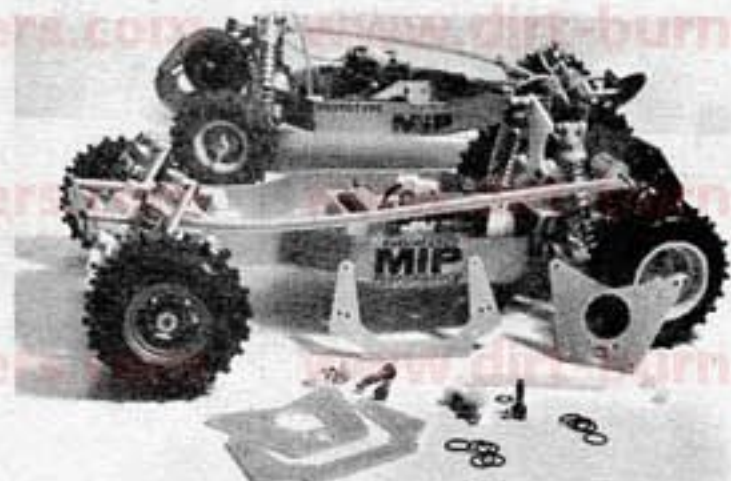
really stretching its original intent.

The Board feels that by implementing this new set of rules, many of the "technical" problems will be avoided and racers will be able to concentrate on the racing itself.

The Novice Class is set for just that — racers who are just getting into the sport. They will not have to compete with those who have had more experience and have the knowledge to "trick out" their cars. This class does not limit a racer from doing some "tricking" of his or her own, but it does keep those racing in this class within an equal range of driving ability. Once a racer demonstrates an increased racing ability, then he or she will be moved out of the Novice Class and into Stock or Open Class.

(cont'd on next page)

Moore's Ideal Products is proud to announce the completion of the new R/C 10 Custom 4x4 Kits and R/C 10 Accessories. The designs of the future are here for you. T.Q.'s and Track Records have been set by Eustace Moore Jr. Eustace Moore Jr #1 in 4x4 in the U.S.A. has the Engineered MIP Performance systems for you. MIP also has 1/10 scale off road accessories available for Tamiya, Cox/Kyosho and Yokomo cars.



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It should also be kept in mind that ORRCA suggests that the Regional ORRCA Series organizers install a criteria which will move the top five or ten finishers in the Novice Class, after one season, out of that class and into the other four available classes.

The Board would like input from ORRCA members with respect to the preceding proposed rules. There will be a "General Meeting" at the ORRCA Nationals, August 23-25, 1985, and everyone is welcome to attend the meeting and voice their opinion. These new rules will become effective by September 15, 1985, unless otherwise amended prior to said date. Until then and through the ORRCA Nationals, the current ORRCA rules apply.

ORRCA would also like to have local and regional representatives chosen to represent their region at future ORRCA meetings or to act a liason with other tracks around the country. Each ORRCA track is encouraged to choose one racer/representative so that he or she can send input to the Board and receive pertinent information from the Board. Whenever possible, all representatives are encouraged to attend the ORRCA meetings. A call to the president or vice president of ORRCA asking to include the representative's name in future meeting is all that is required. The president's

telephone number (Lou Peralta) is (818) 340-5750. The vice president's telephone number (Butch Dunn) is (818) 341-0842.

ORRCA NATIONALS:

R/C Race Prep will be the host and will provide the facility for the three days of competition.

The track is located in Van Nuys, California, and it is easily accessible from the San Diego (405) Freeway (exit Victory Blvd. and travel west for 2 miles), or from the Ventura (101) Freeway, exiting either at Balboa Blvd. (travel north (towards mountains) to Victory, then turn left and go about 1/2 a mile) or exit on White Oak Blvd., (travel north (towards mountains) to Victory Blvd., then make a right and go about 1/2 a mile).

For more information about the Nationals you can contact R/C Race Prep at (818) 341-0842.

Entry is \$25.00 for each class (Stock, Modified and Open) and \$40.00 for two classes. Current ORRCA rules apply for the Nationals.

There will be a new "TAMIYA" two-wheel-drive class, with stock motors only, run as a fun race. ORRCA membership is required.

1985-1986 SO. CAL. ORRCA SERIES:

The Southern California Chapter of ORRCA has set its 1985-1986 series schedule, which this year will have two series instead of one.

Rather than wait for eight or nine months to see who wins each class, the nine-race series will be divided into two individual championships.

SERIES I is set as follows:

- Sep 22, 1985 RCRC (Gardena)
- Oct 20, 1985 TQ Hobbies (Harbor City)
- Nov 17, 1985 Ranch Pit Shop (Pomona)
- Jan 19, 1986 R/C Race Prep (Van Nuys)
- Feb 16, 1986 Metro Raceway (Bakersfield)

SERIES II is set as follows:

- Mar 16, 1986 Ranch Pit Shop (Del Mar)
- Apr 26, 1986 Cycle Arts Raceway (Fresno)
- May 18, 1986 Beaumont Raceway (Beaumont)
- Jun 15, 1986 Radio Controlled (Costa Mesa)
- Jul 20, 1986 Hobby Bench (Glendora)

A racer will have the option to throw away one race from each series to determine his or her overall position at the end of the series.

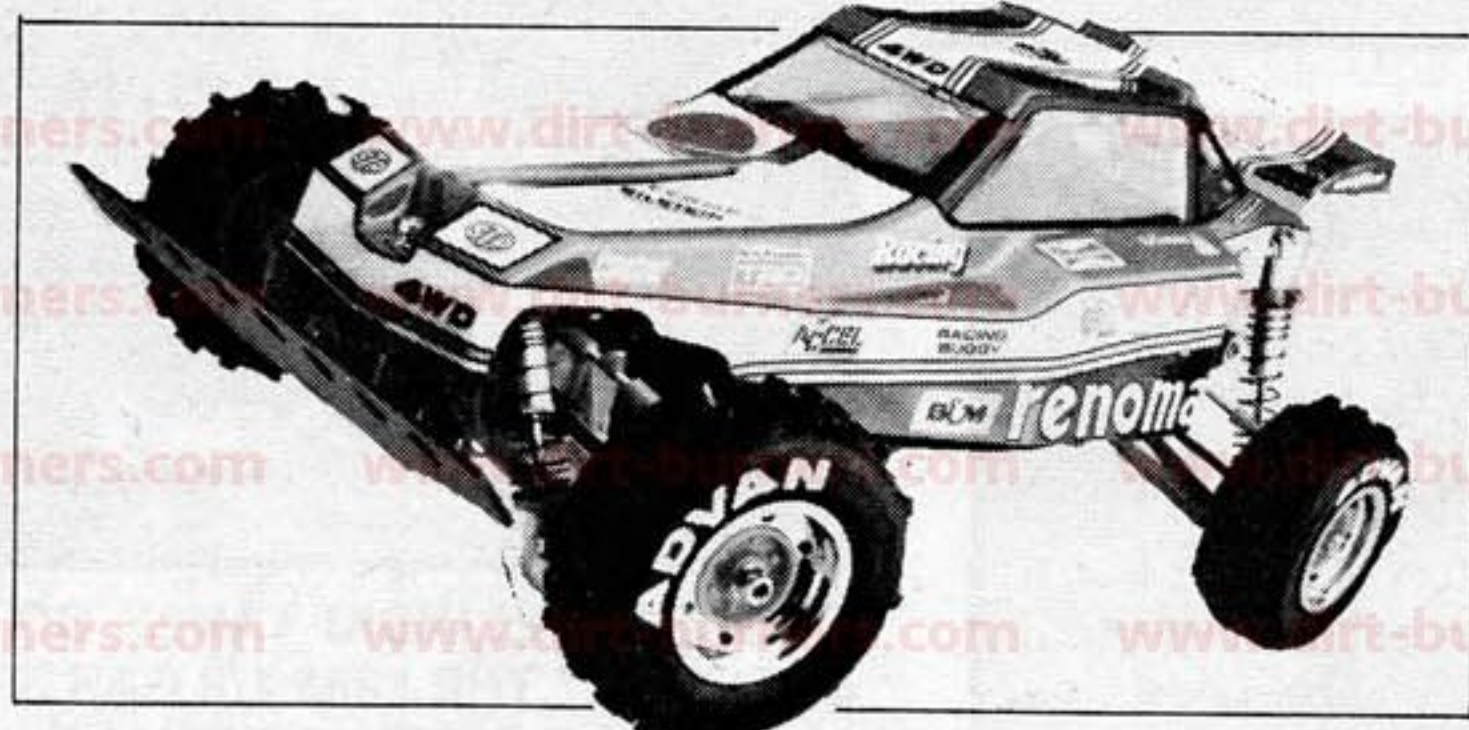
The top ten winners in each class in each series will have a special race prior to the 1986 Nats to determine the "King of the Hill" in Southern California.

Entry fee for the SO. CAL. ORRCA Series races has reverted back to \$7.00 per class. ORRCA membership is required.

Each ORRCA track in the series will be responsible for providing trophies or plaques for their individual races.

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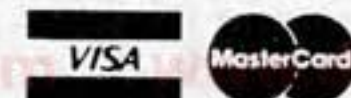
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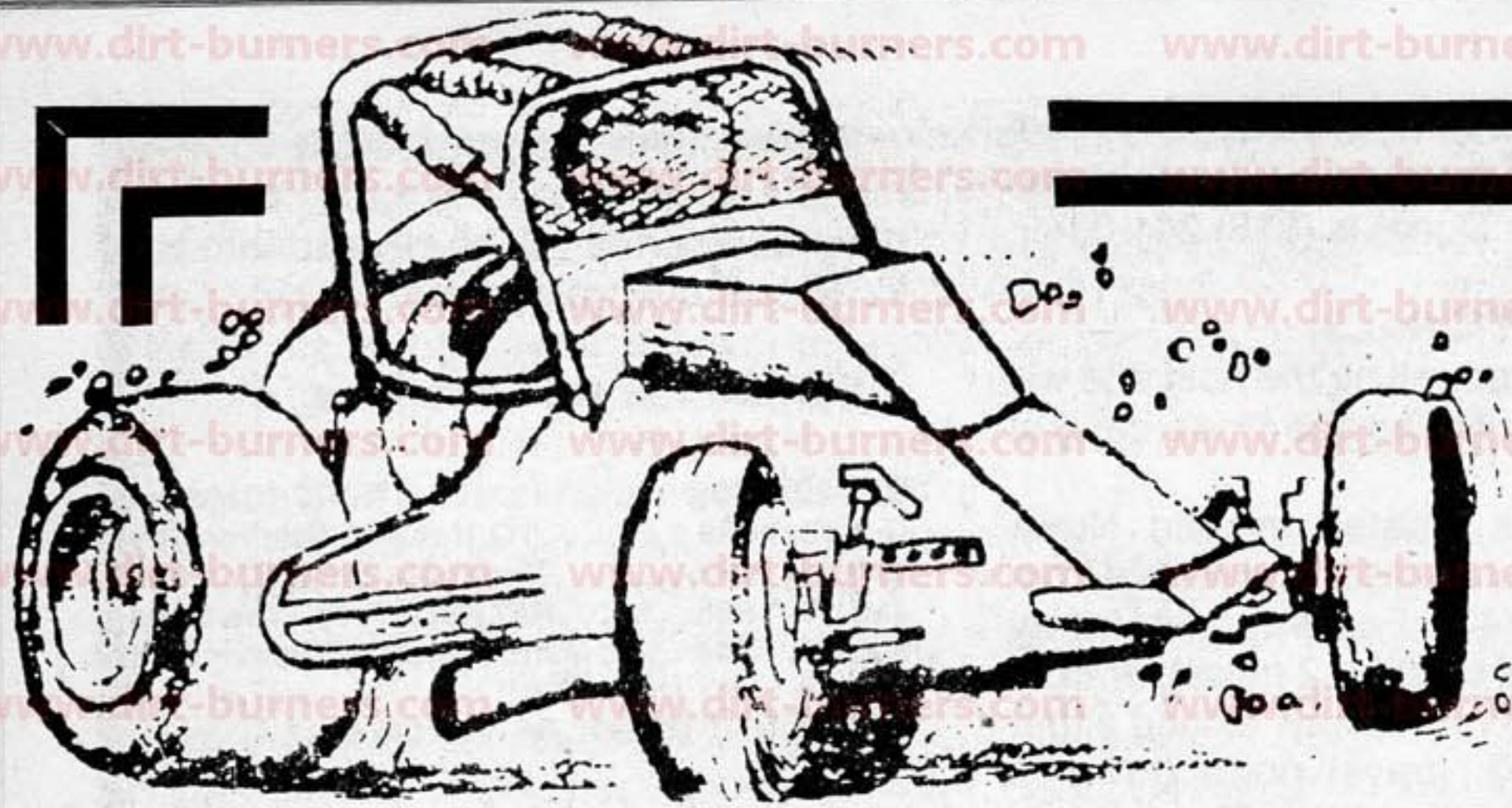
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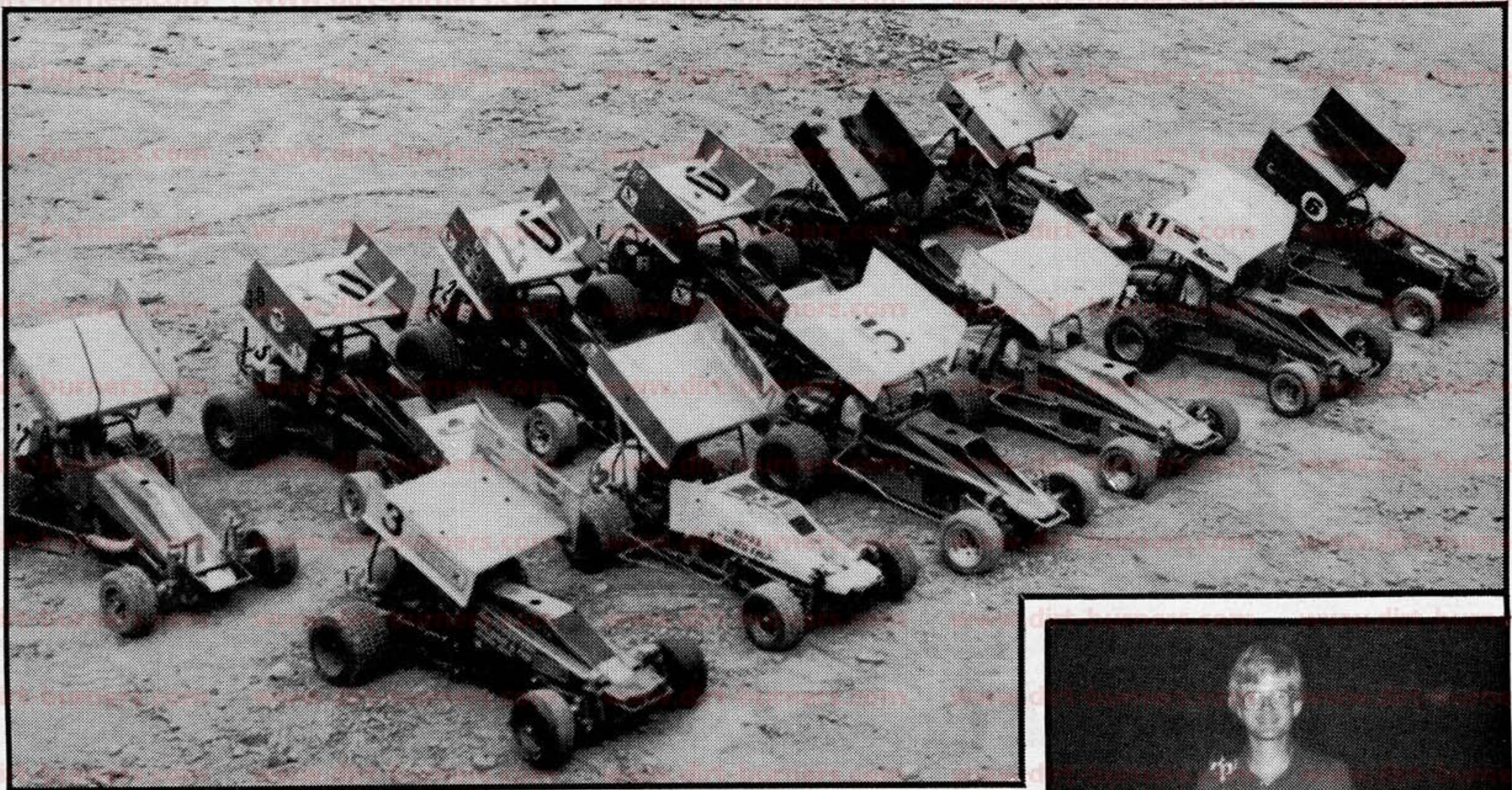


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MOODY UPDATE



**GREG ZIELINSKI TAKES BOTH
EVENTS AT THE 1985 1/8 GAS SPRINT
CAR DIRT NATIONALS**

June 29-30, 1985

The 1985 Nats are history, and it was absolutely the best one we ever had.

John and Glen Davis, the Braxton, Mississippi track operators, had the Davis Bowl surface in great shape, and they had put in a new feature: A six-inch-high flexible fiberglass fence all around the outside, with six inches of mesh wire catch fence above this. After a little bit of running it was obvious that the fence was a great help in getting around this track. Firstly, it gave good visual reference to the outer edge of the racing surface; secondly, it reduced turn marshalling; and thirdly, it kept any cushion of dirt that



The line-up (top) for the Outlaw portion of the Spring Nats. Greg Zielinski (top right) was TQ and winner of the USAC event. Drivers mugging for the camera (above) were: (l-r) Bob Sullivan, J.-John Davis, Glen Davis, Carl Mollitor, John Davis, Harold Mitchem, Randy Butler, Greg Zielinski, Diane Moody, and Roy Moody. Not pictured: Floyd Clark.

was created on the upper edge of the track surface next to the fence. This cushion area improved the tire bite as a car neared the outer edge, which is quite the opposite to the effect you get on the curved edge of a non-fenced track.

All of the major racing, except for Friday's open practice, was done in the evening so that the track would hold moisture longer and the weather would be a little cooler, too. We found the bite never went away while running under the lights, and new track records were set in most categories.

Eleven racers, with 13 cars, showed up from Texas, Ohio, Michigan, Illinois and, of course, Mississippi. New faces on the scene this year were Bob Sullivan and Floyd Clark, from Dallas, TX, while Fostoria, OH, was represented by Harold Mitchem and Randy Butler. Carl Mollitor came down again from Kalamazoo, MI, and the Moody Auto Team, from Chicago, IL, consisting of Roy and Diane Moody, and Greg Zielinski, made its third trip to this event. Local racers John Davis, son John-John and brother Glen Davis were the host competitors, and all the Davis Team members were driving new John Davis-built cars, which featured chromoly tube frames, torsion bar suspension, Picco engines and a 7 1/2 to 1 rear axle gear ratio. Bob Sullivan was running a Dark Star (Conrad) chassis, and Floyd Clark was running his own car, which he plans to manufacture and sell. All Moody Auto cars were obviously built by Moody plans, and Carl Mollitor had built his own OS Max-powered car, which he also ran last year.

First off, the USAC event, which runs without wings, took place Saturday night. Top Qualifier Greg Zielinski exactly matched his last year's single-lap time of 7.62 seconds, and proceeded to take the Main Event by one lap over Roy Moody, while John Davis took third place. The 15-lap heat record time was lowered four seconds from the 1984 time to two minutes and two seconds by John Davis.

The next day, Sunday, the racers started showing up about 3:00 in the afternoon ready to go for the final round of Outlaw (winged) sprint car racing. Again, Greg Zielinski dropped the one-lap record time from 7.50 to 7.33 seconds for the Top Qualifier spot. He also lowered the 15-lap time from two minutes and four seconds to one minute and 57 seconds in his third heat.

In both the aforementioned events, three rounds of heats were run to determine who moved to the Main, and a consi gave all others a second chance at the Main.

The Outlaw Main started with six cars, after Diane Moody dropped out to help call the cars for the scorers.

Scoring is more difficult during night racing and six cars turning eight-second laps require a lot of concentration on the



Track grooming before the Outlaw events: Glen Davis is driving while John Davis watches. The Davis brothers carved the dirt oval out of the woods.

scorers' parts, as well as plenty of race scoring experience. Diane was assisted by Van Davis, and the race was called by John Davis on the P.A. — a great help in keeping track of your position and the number of laps completed.

After two false starts, Greg Zielinski took the lead on the first official lap and never looked back. Randy Butler, Harold Mitchem and Roy Moody were running in a group about half a lap back in the middle of the race, but Mitchem lost a tie rod and Moody broke a servo saver, letting Randy Butler hang on to second until the checkered flag. Bob Sullivan ran smoothly and conservantly, copping 4th place. Carl Mollitor had troubles and fell out after 20 laps.

So, after all the smoke cleared, Greg Zielinski had repeated last year's record by being TQ in two events and winning both Mains again this year.

The winning car had a Moody chassis, was OS Max-powered, with MRC knobies on the rear, MRC tires with an MW tread pattern on the right front, an MRC Chevron on the left front, 6 1/4 to 1 gearing, 11-inch wheel base, weighing about six pounds, and was the same car he used in 1984.

In summary, 1/8 Gas Sprint racing is getting better and closer, and night racing is the way to go.

RESULTS

USAC (non-winged)

1. Greg Zielinski — 35 laps completed
2. Roy Moody — 34 laps completed
3. John Davis — 31 laps completed
4. Randy Butler — 23 laps completed
5. Carl Mollitor — 22 laps completed
6. Floyd Clark — 18 laps completed
7. Harold Mitchem — 11 laps completed
8. Diane Moody — qualifying time: 8.06
9. Bob Sullivan — qualifying time: 8:78
- 10 J. John Davis — qualifying time: 8:85
- 11 Glen Davis — qualifying time: 8:99

OUTLAW (with wings)

1. Greg — 35 laps completed
2. Randy — 35 laps completed
3. Harold — 32 laps completed
4. Bob — 27 laps completed
5. Roy — 27 laps completed
6. Carl — 20 laps completed
7. John Davis — qualifying time: 7:98
8. Diane — qualifying time: 8:02
9. J. John — qualifying time: 8:68
- 10 Glen Davis — did not qualify

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ENTRY: \$30.00 PER CLASS

LIMIT ON ENTRIES AS FOLLOWS:

	1/8TH Scale	1/10TH Scale
2WD SUSP =	80	STOCK = 30
4WD SUSP =	40	MRC/TAMIYA (Stock Grasshopper, Hornet, FAV, & Frog Cars ONLY!) = 20
	1/12TH Scale	
MODIFIED ONLY =	120	MODIFIED = 80
		2WD OPEN = 50
		4WD OPEN = 30

EACH SCALE & CLASS WILL RUN SIX (6) QUALIFYING RUNS. EVERYONE RUNS IN A MAIN IN ALL CLASSES! BEST QUALIFYING TIME DETERMINES MAIN OR OVERALL POSITION IF MAIN OR MAINS CAN'T BE RUN.

RACE SCHEDULE

(Mon & Tues Open Practice Days by Scales 4 Hours Each!)

WED, DEC 18

1/8TH = 8am to Noon
1/12th = 1pm to 5pm
1/10th = 6pm to 10pm

THUR, DEC 19

1/10th = 8am to Noon
1/8th = 1pm to 5pm
1/12th = 6pm to 10pm

FRI, DEC 20

1/12th = 8am to Noon
1/10th = 1pm to 5pm
1/8th = 6pm to 10pm

SATURDAY, DEC 21

10am to 7pm ALL MAINS
(All Scales & Classes)

SUNDAY, DEC 22

AWARDS CEREMONIES
(Rain Date if necessary)

NAME _____ ADDRESS _____
CITY _____ STATE _____ ZIP _____ TEL () _____

Entry information: (Make check or MO payable to "R/C SPEED WEEK")

1/8TH SCALE: (open)2-WD 4-WD 1/12TH SCALE: Modified = \$30 (each) X _____ = \$ _____
1/10TH OFF ROAD: Stock MRC/Tamiya Mod 2WD Open 4WD Open = \$30 (each) X _____ = \$ _____

Car:....., Radio:....., Motor:....., Batteries:..... T-SHIRT SIZE: S M Lg XLg

Sponsors:

ENTRIES "CLOSE" NOVEMBER 25, 1985

WE WILL NOT EXCEED ENTRY LIMIT SO SIGN UP EARLY! EARLY! EARLY!

MAIL ENTRIES TO: R/C SPEED WEEK, PO BOX 6246, Woodland Hills, CA 91365 - (818) 340-5750



FIGURING OUT YOUR FLATS

Many R/C cars use lengths of music wire (drill rod, titanium rod, etc.) as pivot pins. Take the swing arms on the Delta Eagle, for example. These are usually held in place by set screws and by now you've probably learned to grind a flat on the rod where the set screw tightens up. See Diagram 1. You can "free-hand" these flats with a cut-off wheel in a Dremel tool. If two flats are needed on one shaft, be sure to keep the bottoms parallel.

But, once you have the flats ground, how do you know they're lined up with the set screw? Look at Diagram 1 again. Put a short "flat" on the end of the shaft that you can see as you install it. Make sure it is also parallel with the other flats. Now, use this flat as an indicator when you install the rod. The set screws should tighten up in the right place.

SPARE PARTS CONTAINERS

I take a lot of pictures using 35mm film

and then develop it. The film comes in these nice little round plastic cans that have a snap-on, water-proof lid. After a few races, you can collect a bushel basket full. Don't throw them away! They make perfect parts boxes for your tool box or work bench. Write on the lid with a felt tip pen or on the back side with a "silver"

pen. Nuts, bolts, collars, glow plugs, springs — all can be kept clean and separated with these film cans. You can even bolt the lids to a stick or piece of metal strip, snap the cans in place and have a "parts stick."

Don't take 35mm pictures? Bet you know someone who does. Talk him out of his cans. Even if he doesn't process his own film, get them. The first thing the gal at the photo lab window does is take the cassette out of the can. Maybe you could talk her out of a handful of empty cans.

Another nice package for small parts

in your tool box is available at the drug store (REVCO, in El Paso). It's a small pill box with seven compartments. Each has a separate lid that is marked with the day of the week. Who cares? A felt tip will write on this plastic, too. There are at least four sizes and they cost around a dollar.

Many of you don't have the problem we have sometimes in West Texas. On race day, a dust devil can come past and you'll find the whole lower forty in the bottom of your box. These small containers help a lot in cleaning up and taking inventory, too.

MAGIC IN A TUBE

Do the threaded caps (seals, guides) on your shocks back out, losing all the oil in the middle of a race? Do your engine back and front plate bolts vibrate loose even though you used Loc-tite? And do your fuel line fittings leak because your glue won't stick to the plastic tank?

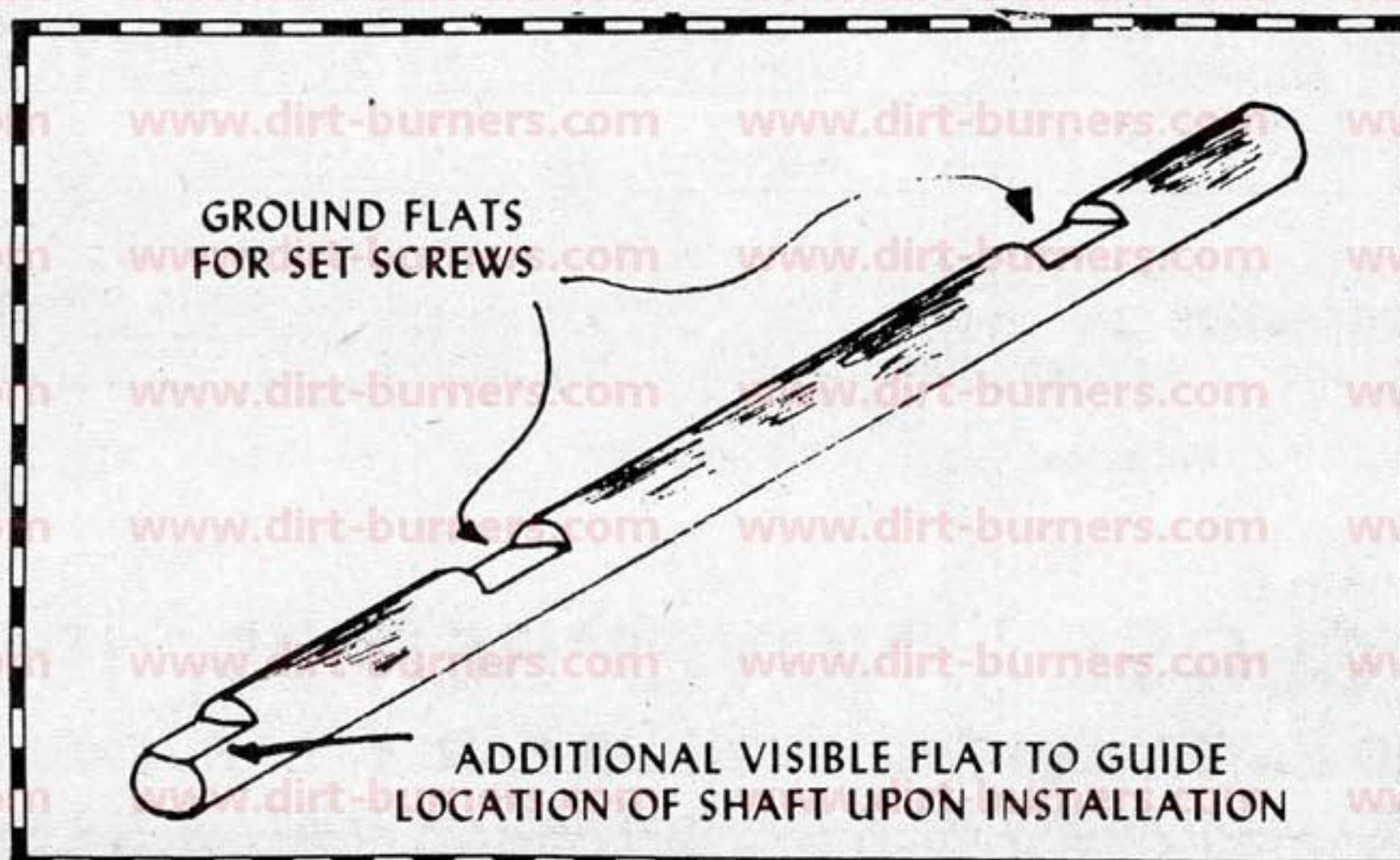
There's an answer! Goodyear Pliobond adhesive. It has been around a long time and once was the miracle of the model world. New adhesives took away its popularity, but not its usefulness. It's a rubbery type of glue which is fuel-proof for alcohol, nitro and gasoline. Properly applied, it dries to a very thin film that has excellent tack to many materials and that remains flexible.

Uses: For shocks, using Deltas as an example, fill the shock according to instructions. Wipe off excess oil from the threaded seal and the shock body. A paper towel with a bit of lacquer thinner helps here. Next, hold the shock in your left hand and the opened tube of Pliobond in your right. As you slowly rotate the shock, apply a small amount of Pliobond around the joint (see photo 2). Not too much, just a complete film. Be very careful not to get any on the rod of the shock. Set the shock aside for ten or fifteen minutes, then continue assembly.

For engine bolts, motor-mount bolts, etc., go through your regular procedure for tightening bolts. Clean off the bolt head and surrounding surfaces with solvent. Squeeze a dab of Pliobond on the head of each bolt. Make sure it runs down onto the metal of the engine (see photo 3). Finish motor installation. After trying many things and methods for these bolts, Pliobond seems to work the best for me. See what you think and let me know.

For tank fittings, hardly anything will stick to the polyethylene plastic of the current fuel tanks. Silicone rubber will a little bit, but it takes a long time to dry. Plio-

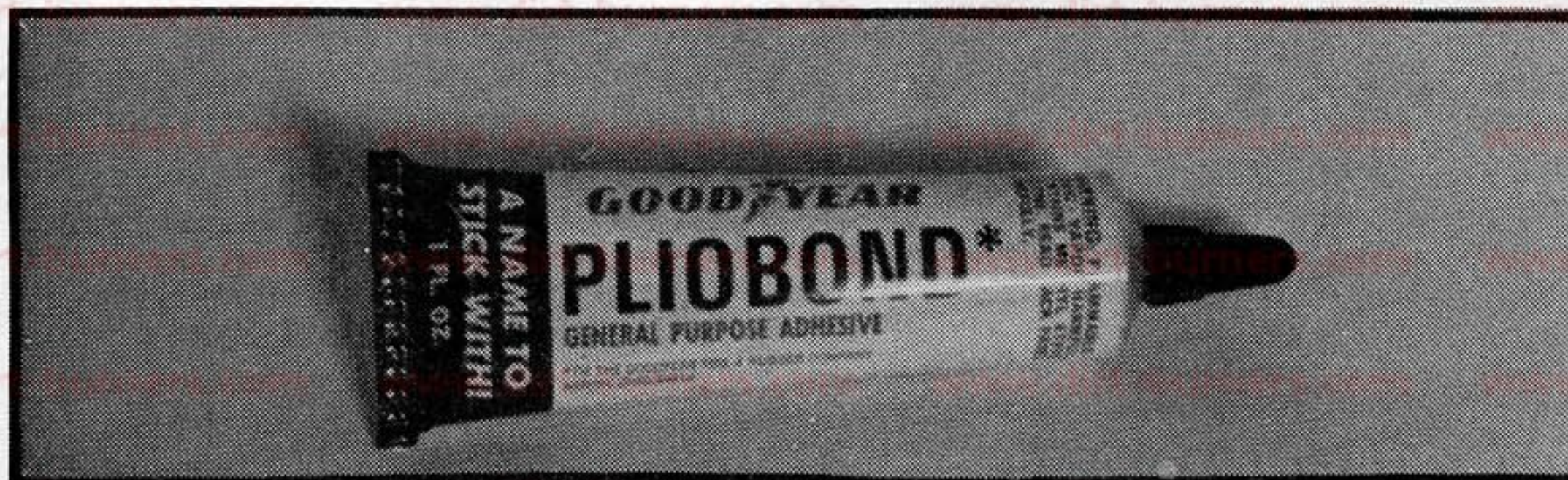
FIG. 1



bond sticks much better and dries enough to use right away. Its own solvent will "cut through" many oily surfaces and still give a good seal. Pliobond has a useful temperature rating to about 300 degrees F. Above that, it will char, but still stick, in most cases. It can be used to hold pressure fittings threaded into the downstream end of the exhaust pipe. I've used it on fittings right on the engine exhaust header with good luck.

Still with the fuel system, Pliobond works well to seal the carburetor in place. Whether as a quick fix at the track or on an original installation, a small bead of Pliobond on the carburetor flange or o-ring before tightening it in place will quickly prevent air leaks. A few minutes to dry, and your engine should be ready to run.

Pliobond is also good for holding bearings in place. The outer race of a ball bearing should not turn in its housing. But, on the other hand, a press fit or a



tight glue can lock in mis-alignment that will lose power. A spot of Pliobond connecting the outer race to the housing will hold the bearing in without forcing mis-alignment. Watch that you don't get any on the inner race or on the balls.

In general, you can use this glue almost any place. It is mild mannered, but you should read the precautions on the tube. It is easy to remove. Scrape it away. Or dissolve it with MEK.

REVTECH

NEWS - NEWS - NEWS

RON DYER
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Cox Scorpion - RPS Yokomo
Ron's Motors
Revtech 4181 Contest

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***** FLASH *****

IFMAR Offroad World Championships

MIKE GIEM - 3RD Place Overall
RON DYER - 1ST Place both B Mains.

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4184 EXPRESS

>>>> For the OVAL fanatic. <<<<

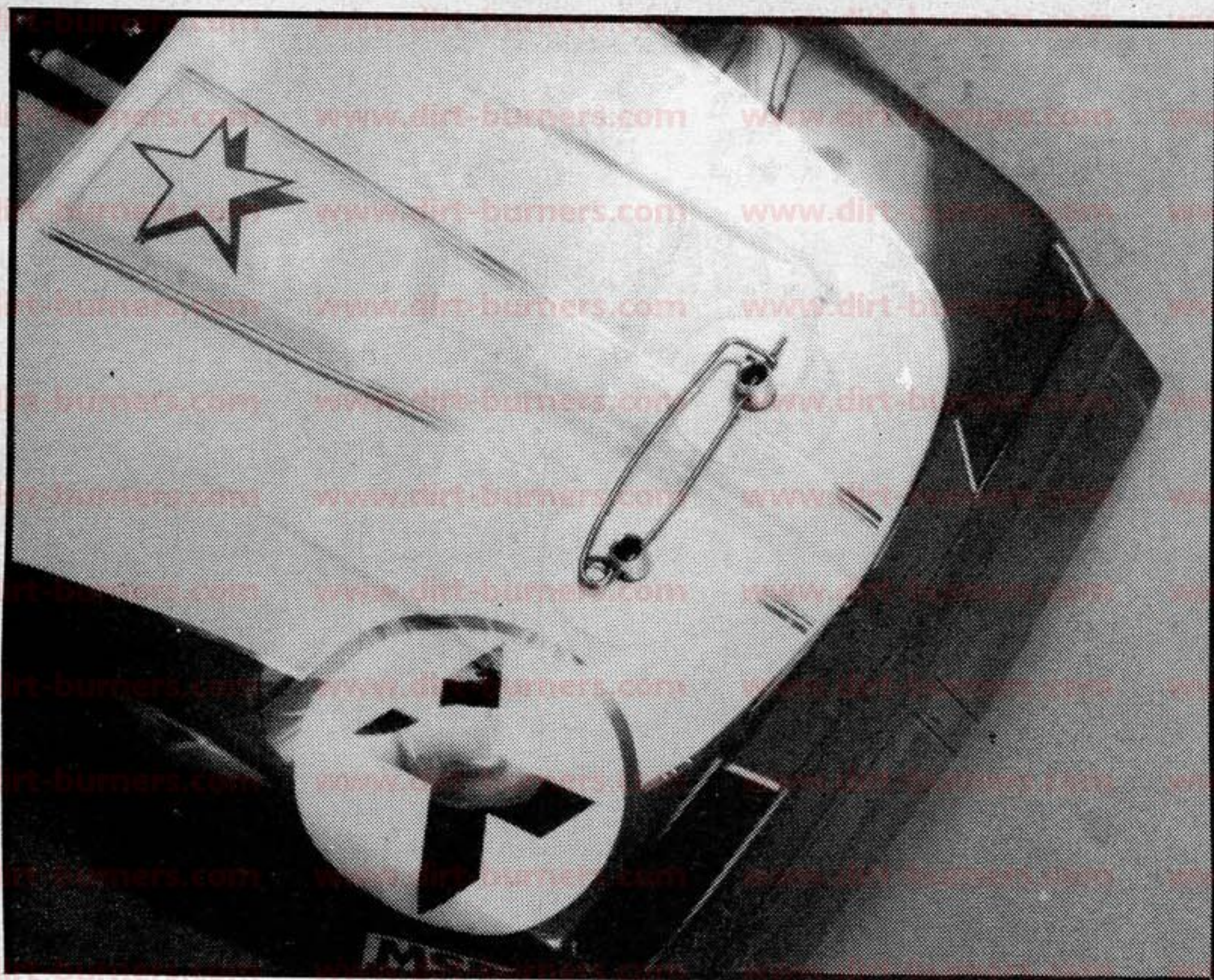
Extra hot wind motor. Not intended for offroad racing, you better have good batteries for this baby. * \$75.00 *

KYOSHO STYLE MOTORS

All models of Revtech Open class motors will now available using the Kyosho LeMans style can setups. These motors feature an anodized aluminum end piece & a color matched endbell. Good looks and good performance. An excellent buy!

REVTECH R/C

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PUTTING DIAPER PINS TO YOUR BODY

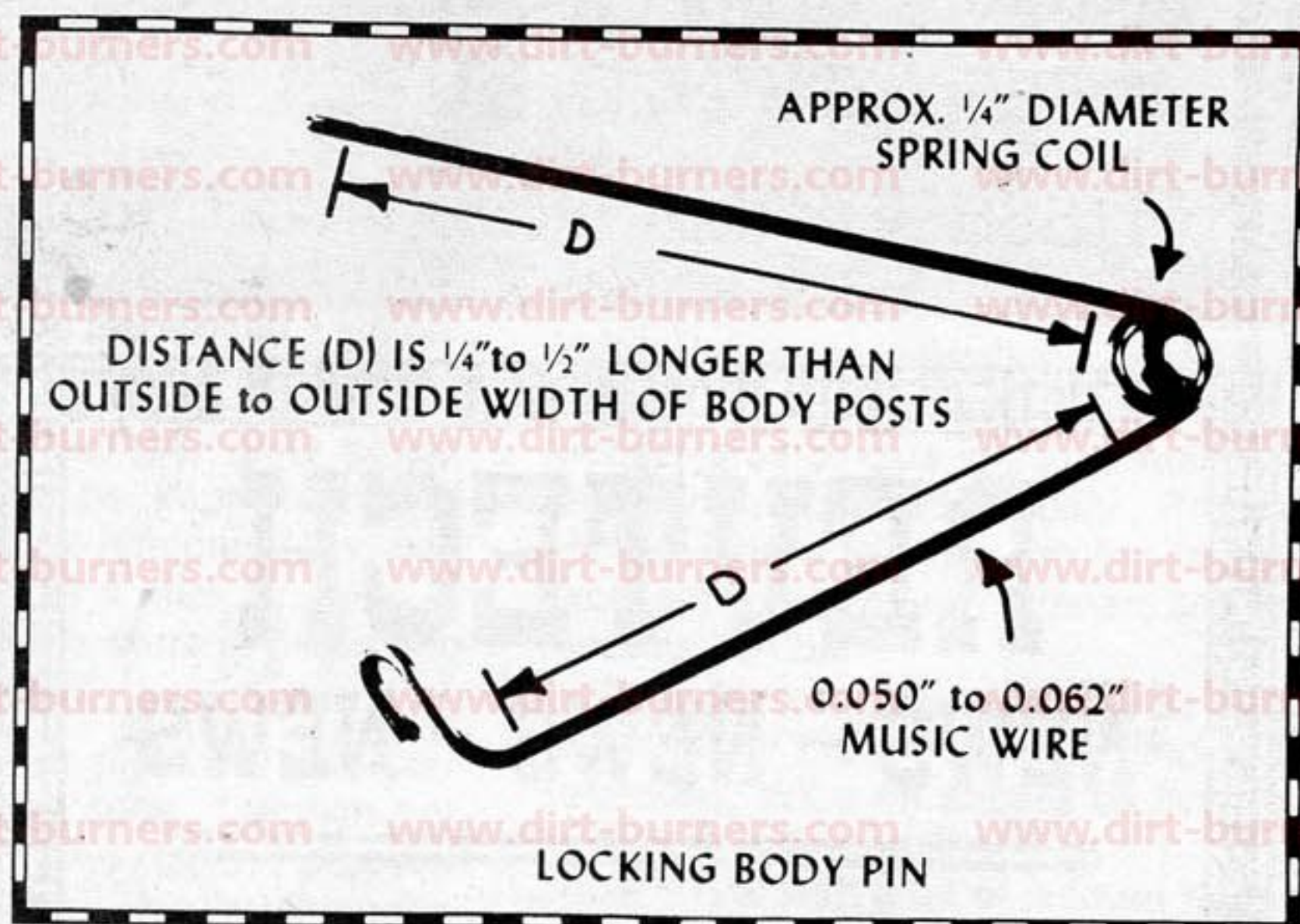
They used to be called diaper pins or blanket pins. But now, they're seen more and more on R/C cars — as the newest (?) body pin. No one knows who first used it, but if you want your body to stay on, these are almost *THE* guarantee. Try one. Easy to make from 0.045" to 0.062" music wire, the hook gives a locking action to withstand impacts. Adjust the length for the distance between your body posts. You can bend the loops around a pin or bolt held in a vise, with one of those fancy wire benders, or with a pair of round nose pliers (chain nose). The pliers let you adjust as you go and they're useful for lots of other jobs as well.

When you install your body posts, the holes for the body pin must line up. Hold this alignment as you tighten the screws for the posts by sticking a straight length of music wire through both posts. Follow Diagram 2 as you make the pin. Be sure to finish with the angle shown. This provides the spring that locks the pin in place. Not only do these pins hold your body on, but I've even seen them bring back a broken off body post. As with anything that's different, you need to practice using this pin. Get your pit man to practice, too. In the end, I think you'll spend less time in the pits with the pin. Whether used for diapers or bodies, it can truly be called a "security pin."

CORRECTING A DIFFICULT DIFF

Here's one from Jim Cook on the Eagle style cars (and many others, too.) The differential can have a lot of side to

FIG. 2



side motion. It is commonly eliminated by pushing the differential to the right and holding it in place with the gear hub. This can cause problems — even lose races. If the wheel gets hit just right the gear hub is knocked loose, the diff pushed in, and the gear hub slips or a dog bone falls out or the bearing is forced out its pocket. All trouble sooner or later.

Cook's solution? Shim the bearing during initial installation. The overall length of the Delta diffs vary, so no single shim thickness can be recommended. You'll have to "cut and try." Five to ten thousandths of an inch of side plays is about right.

What do you use for shims? How do you measure that small? Use engine head shims under the bearings and you'll have both answers. Put the diff in the bearing hangers and bolt them dry (no Loctite) to the base plate. Slide the diff body back and forth. Estimate the side

play and pick out that thickness in head washers. Remove one bearing hanger and place the head washers under that bearing. Bolt it up again and check for end play. Add or remove washers. Remember, you know how thick your washers are so you have a good idea of the final end play.

Whatever you do, don't leave it tight. One of Jim's speed secrets is that everything must spin as freely as a top or it won't go fast. Other cars are different from the Eagle, but perhaps you should check yours over, just the same. With the diff shimmed correctly, the bearing hangers will take the side loads, not the clamping to the diff or the "glue" holding the bearings. You'll take the advantage of the best strength of your car.

OH, OIL!

Here's an update on the choice of

shock oil. I found a "perfect" silicone oil. It won't change viscosity from the coldest to the hottest R/C racing weather. And your shocks always dampen the same. Yes, it sounds good, but there's one problem. The o-rings last just a few laps, then turn "square." So, on to the next test. (The oil tested was Dow Corning 200, in case you're tempted to try it.) Associated is now packaging various weights of oil that seem to work. If you do experiment, remember to give your o-rings the soak test first. There's still a need for a constant viscosity oil. Here in El Paso, TX, our winter season is coming up and when you're racing in 30- to 40-degree temperatures, ordinary oil turns the shocks to rocks. The next test will be one of the synthetic polyesters. I'll let you know. Better yet, let me know if you've found anything.

OFF-ROAD IS HOT!!

... AND SO ARE PARMA MOTORS



1ST PLACE 1/10TH SCALE INT'L AUSTRIAN GRAND PRIX
 Pete Stevens TQ's and wins this race running a #1561 Parma Yokomo Sprint motor and matched Sanyo 7-cell pack #11270. Pete was top qualifier by one full lap and then won the "A" main by a full 5 laps - **AWESOME !!**

1ST PLACE 1/10 SCALE R.O.A.R. REGION 4 CHAMPIONSHIPS
 Scott Montgomery wins combined 4-WD & 2-WD running a #1561 Parma Yokomo Sprint motor & matched Sanyos in his 2-WD car.

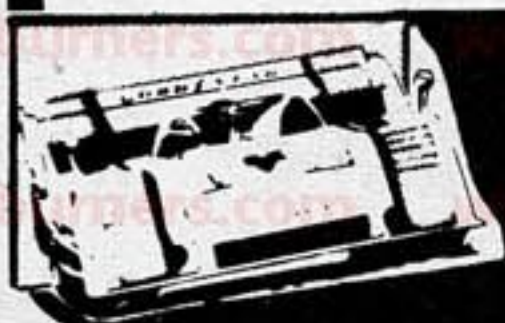
- #1550 PARMA PULSAR MODIFIED \$60.00
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 (FOR LONGER RUN TIME AND LOOSER TRACK CONDITIONS) \$60.00
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 (SUPERFAST FOR 4WD AND WELL HOOKED UP 2WD, BUT STILL MAKES THE TIME EASILY) \$60.00

IT'S FINALLY HERE, AND PARMA'S GOT IT!!

WE ARE NOW THE EXCLUSIVE AGENT FOR THE FABULOUS NEW PB 1/8 SCALE GAS OFF-ROAD BUGGY FROM ENGLAND.

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- OPEN LAYOUT FOR EASY ACCESSIBILITY •
- SIMPLE MODULAR CONSTRUCTION FOR EASY ASSEMBLY •
- BUGGY BODY INCLUDED •

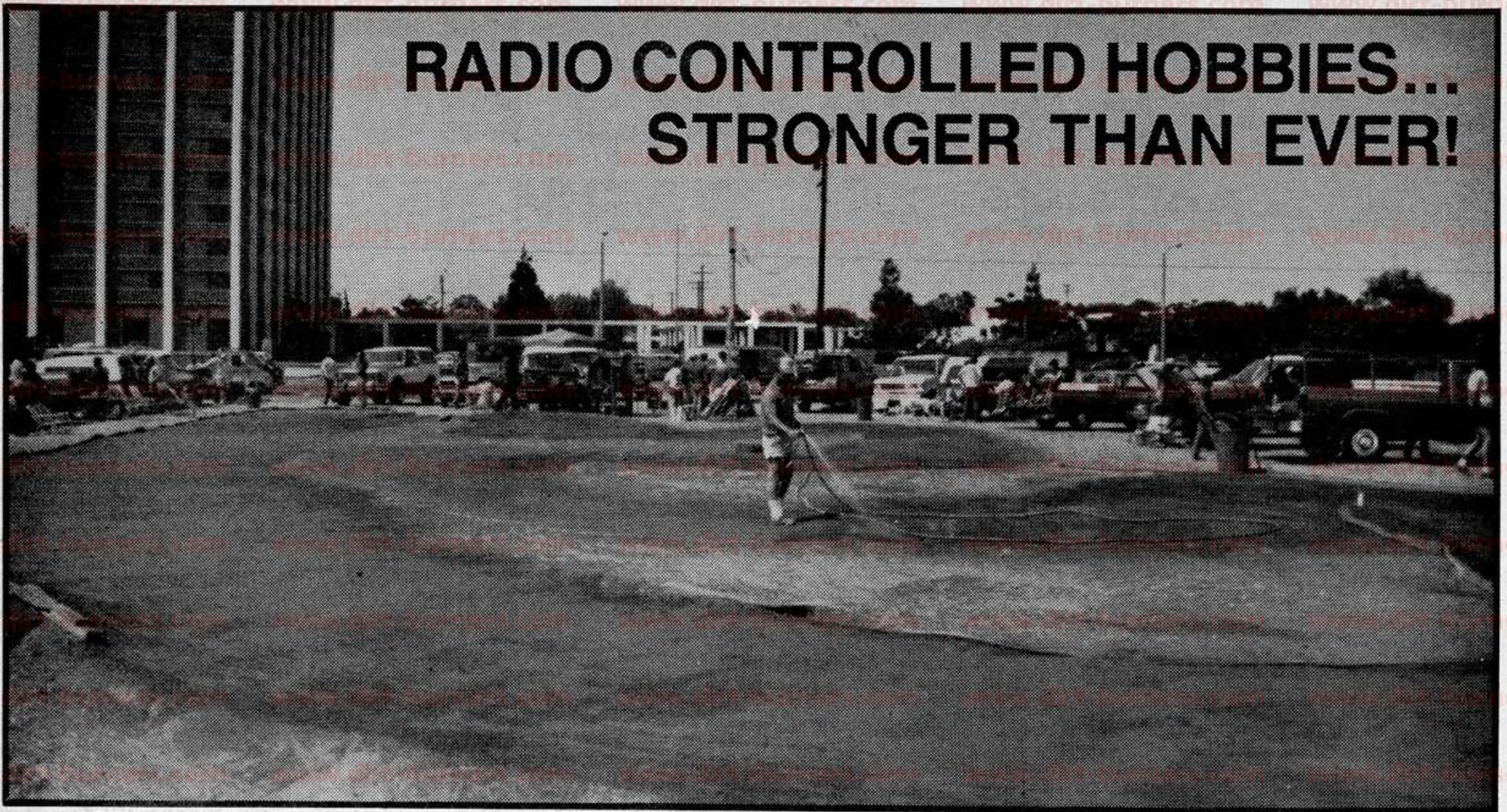
\$425.00 (less muffler and engine)



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RADIO CONTROLLED HOBBIES... STRONGER THAN EVER!



The facility is ample enough to take care of large entries. It's not uncommon to see 200 or more entries at just one of the monthly races. Check out the drivers' stand in back. Just kidding!



Ron Williams (above right) is owner and operator of Radio Controlled Hobbies. Next to him is veteran 1/10 racer Erwin Bragg, who also races motorcycles. Bragg (also shown below) continues to be an avid racer. Are all those your cars, Erwin?

Review by Furn Delgado
Photos by Eustace Moore

Costa Mesa, CA.

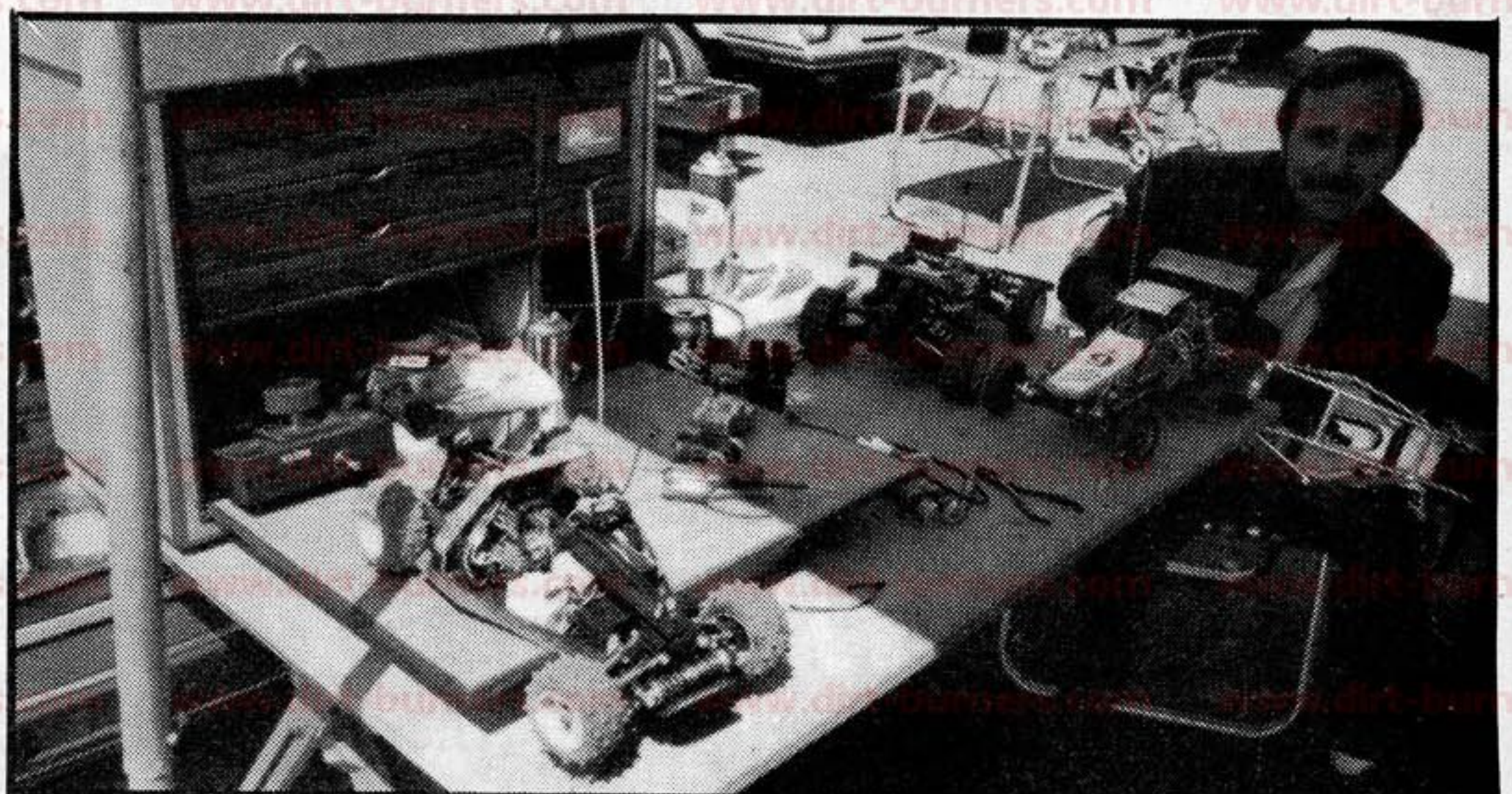
The oldest 1/10th off road track in the United States, and perhaps even in the entire world, the Radio Controlled Hobbies track continues to bring in a ton of racers each month.

This unique track, which blends many of the "old-timers" (there are guys there who have been racing for four or five years) with the new, wide-eyed kids just getting into the sport, has for many years; continued to attract some of the largest entries anywhere.

Their large entries aren't just for one

of their special events, such as the upcoming Western Off Road Championships, which always draws close to 200 entries, but it seems that at every one of their monthly races the Radio Controlled Hobbies track is jam-packed with new and old entries. In our opinion, this track still remains one of the most popular tracks in the country.

Ron Williams, who has operated the track from the very beginning when he and partner Larry VanOsten first got it rolling (Larry dropped out about three years ago), has patiently nurtured his clientele and the enthusiasts. His shop, which is located next door to the track, has kept up with the times and has provided the racers and enthusiasts (hobbyists) with the latest information about the equipment, sport and rules of racing. He has provided invaluable help to those who have asked for it and the core of the "old-



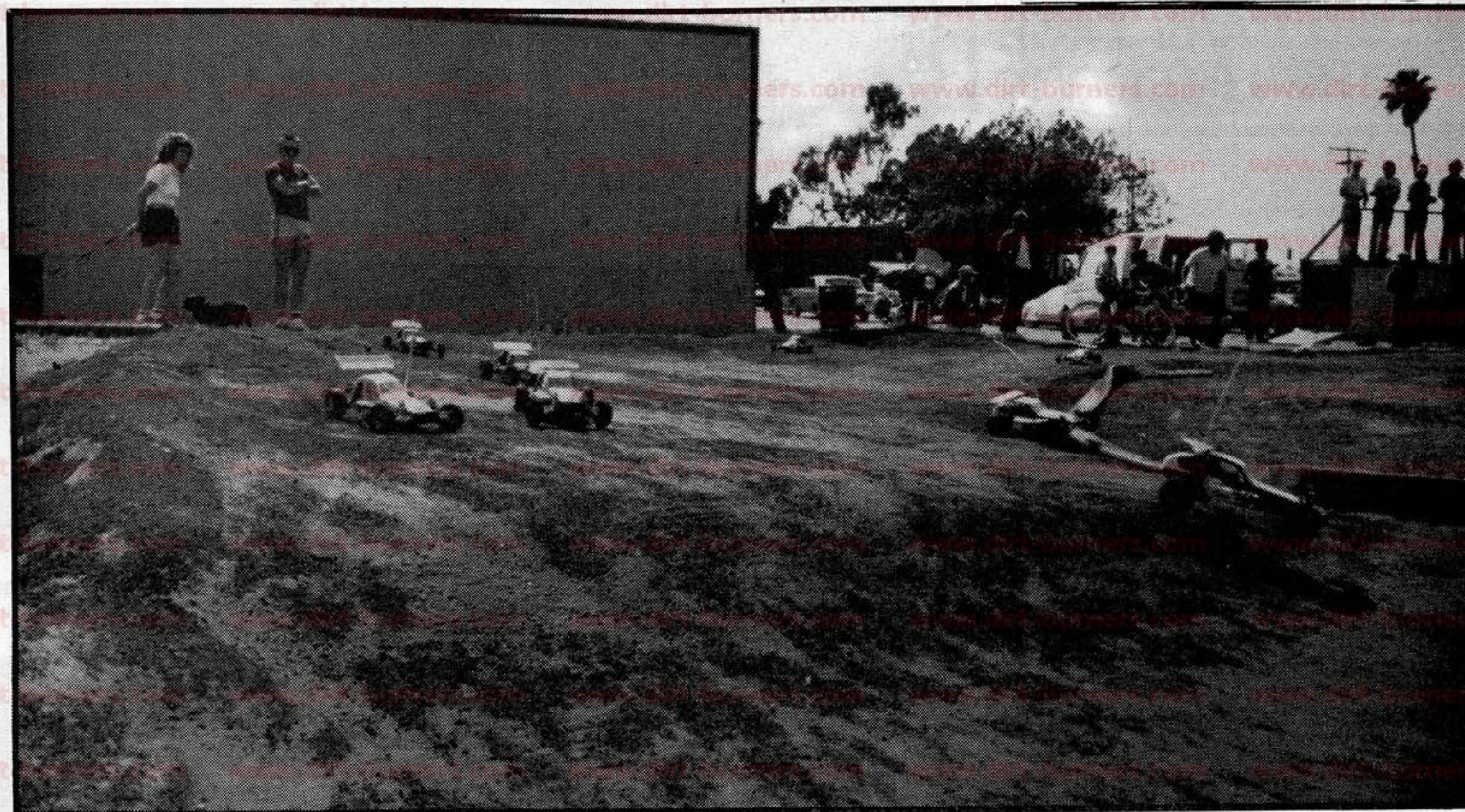


One of the favorite gathering spots is in front of the qualifying board. It's here where the whole story is told.

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DEALERS ONLY!



Ron Williams and crew continue to change the configuration of the track "Just so no one gets too much of an advantage," says Ron. This periodic changing keeps all the racers on their toes and the racing more even and fair.

timers" continues to be an inspiration to the younger or novice set.

Amazingly, the track has never had lighting for night racing. The grounds are leased and the owner has not allowed Williams to set up lights. Still, this has not been a major problem as their racing schedule has always remained full. One thing though, if you plan to race at Radio Controlled Hobbies, you'd better get there early because they do like to start their races early (especially in the winter) to take advantage of whatever light is available.

We thought some of our newer readers, some of you who have just gotten into the sport, would appreciate knowing about one of the truly successful tracks in the

country. If you're ever around the Costa Mesa area in Southern California, or if you plan to take a vacation trip out here, you might want to consider dropping by the Radio Controlled Hobbies race track to meet some of the nicer people in our sport today. For more information call Ron Williams at (714) 631-1555, or stop by 653 West 19th Street, Costa Mesa, CA 92627.

Oh, yes, don't forget their 5th Annual Western Off Road Championships on September 7-8, 1985, one of the bigger events of the year. The event is limited to the first 200 entries, so send yours right away!

MINI-MAGS

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THE 16TH ANNUAL MODEL AND CRAFT SHOW (MACS)...

BIG CARS TAKE THE LIMELIGHT

Report by Sach Habiba
Photos by Eustace Moore

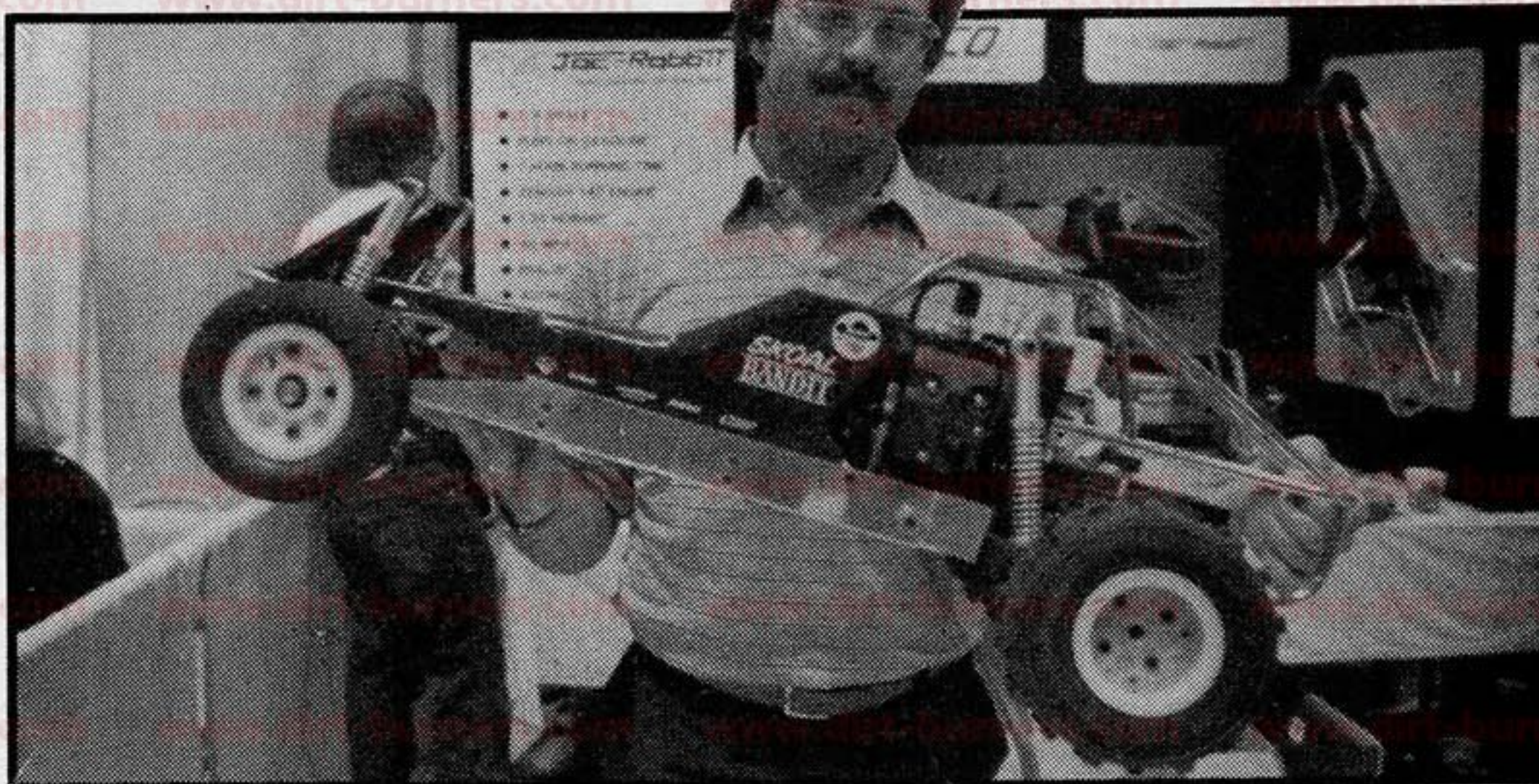
Long Beach, CA

The MACS show has been one of the big yearly events in Radio Controlled Modeling for the industry and for the enthusiasts. Every year, new and exciting things in the hobby/sport are featured, which set the tone for the next twelve months of the industry.

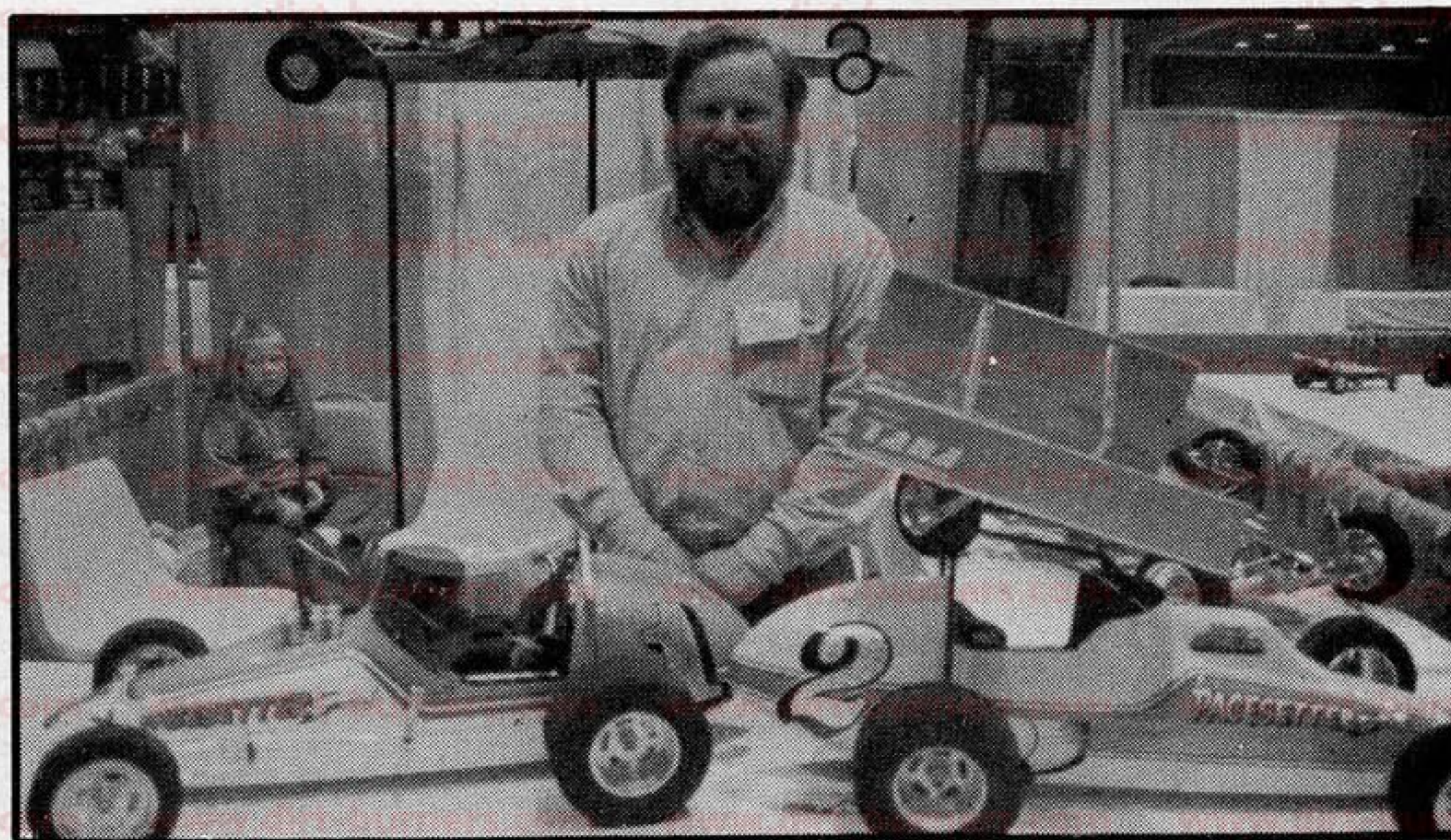
This year's show was no exception, but unlike years past, where we've been concentrating on featuring 1/8th, 1/10th, and 1/12th scale displays, we thought you might be interested to see a side of some of the lesser known and lesser exposed world of large-scale racers.

While most people who get into 1/8th, 1/10th, and 1/12th scale usually have a kit from which to start, many of the large-scale builders have to resort to their own ingenuity and resourcefulness to fabricate and design their parts and equipment.

We've spoken to several of the large-scale builders who have indicated that they have as many as 1000 hours of work on their sprint car, dragster, etc. In looking at the end results of their labors of love, we were certainly convinced that building some of these large-scale models is something that only the most dedicated and patient hobbyist should attempt. Still, there are now more and more kits becoming available for "large-scale" building and people like Roy Moody, of Moody Automotive, have been influencing more people to attempt getting into "large-scale" building. Here are some of the neat racers we saw at the recent MACS Show:



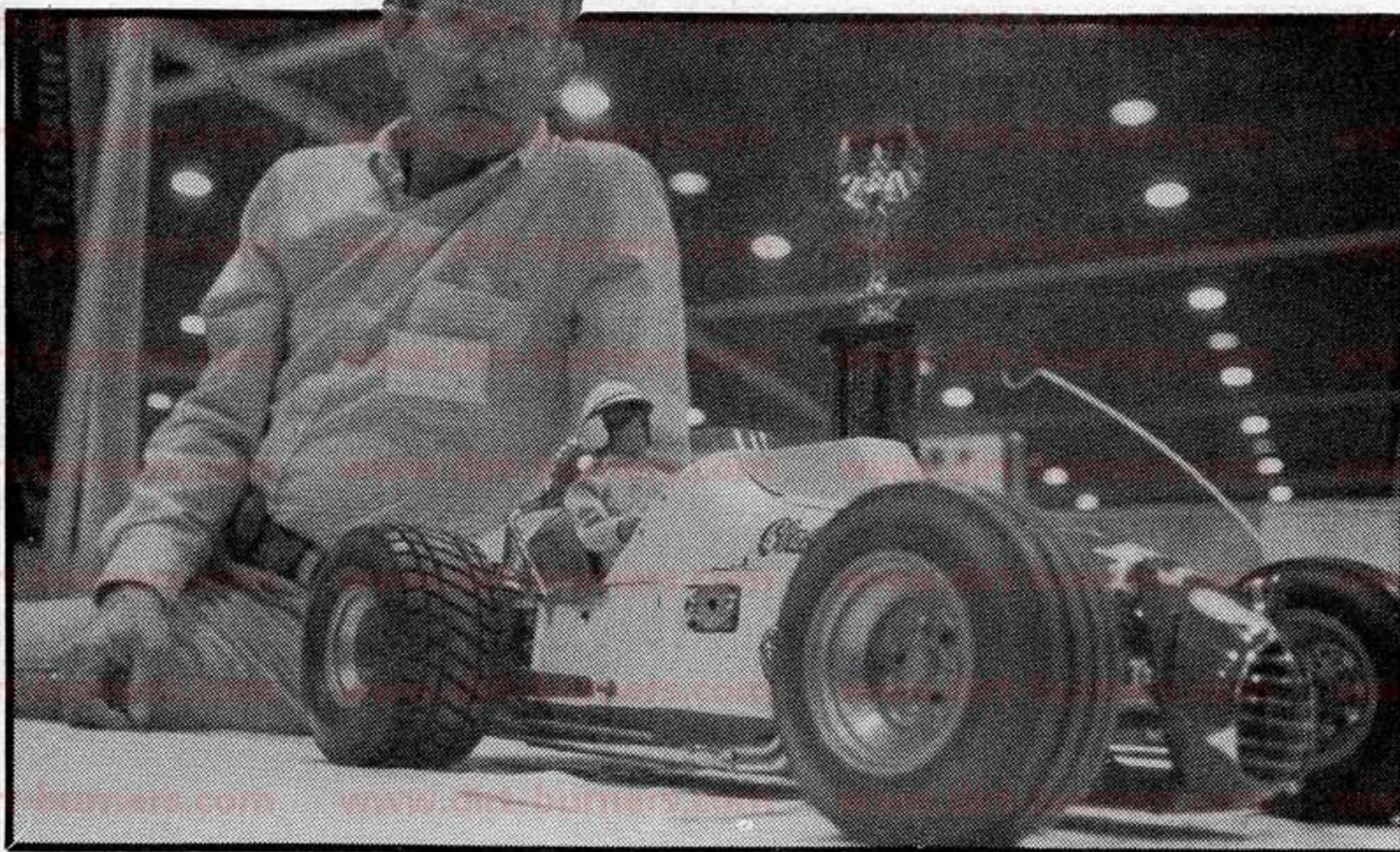
The "Jack Rabbit" by RACO is a 1/5th scale off road buggy that features quite a bit of tubing detail and the very recognizable "Skoal Bandit" sponsorship logo as is seen on some of the real off road buggies. Jon Rahe, president of RACO, displays his car.



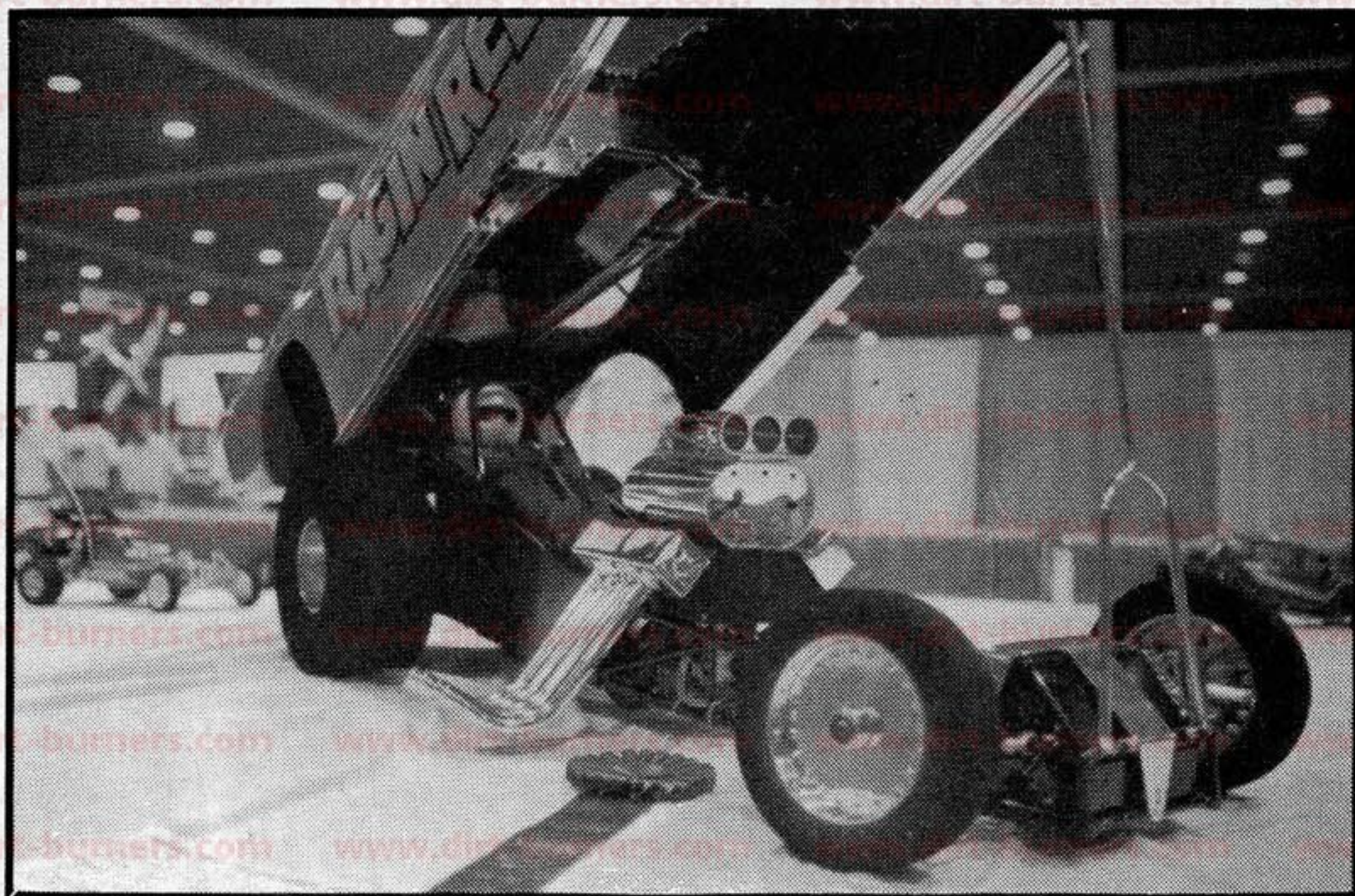
Two 1/4 scale sprinters and one drag car are on display at Pacesetters Production by Jeff Schmidt. These are really a work of art and worth spending some time in checking out all the detail work.



When it came to off road cars and models, the Radio Controlled Hobbies booth had everything you could ask for. From the state-of-the-art 1/10th scale full-on racers to the fun and very practical MRC/Tamiya Jeep Willys, pickup trucks and super modified dirt oval racers.



Paul Knierim is the builder of this 1/5th scale Sprint car. Every detail, down to the exact type of rubber for the front and rear tires that were used in racing, is on this car. These are great examples of an era in car racing gone by.



Even "Funny Cars" were featured at the MACS Show. This model belongs to Cory Savage and it's a 1/4 scale model which took Cory more than 1 1/2 years to build!



These two beautifully prepared 1/8th scale drag cars belong to Jimmy Warner and Jim Christenson, who, as we understand, spent well over 300 hours in getting their models ready for the show. After looking at the detail up close, you can understand why it took so many hours.

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CAR Engines



The K&B 3.5cc Square Head Engine. If you're looking for fun and championship performance, the K&B 3.5cc Square Head is the engine for you. It is "the Choice of Champions" nationally and internationally in races and enduros (6 hour and 12 hour). Doesn't this tell you ... it's fast, it's durable, and it's dependable? Have Fun! Start with a winner ... The K&B 3.5cc SQUARE HEAD.

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If you aspire to the freedom and maneuverability of flying ... again your best choice is K&B model airplane engines. K&B introduced their first model airplane engine in 1946 and has been a leader in this field ever since. With engines ranging in sizes from 3.5cc up to 10cc to meet the many demands of the various events, K&B has the correct engine for your specific requirements. Tried and tested in the field, they are all proven engines ... again "the Choice of Champions".

Whatever is your preference be it cars, boats, or planes you can see the engines that meet your requirements at your local hobby shop. Also, look over the popular K&B Fuels, Glow Plugs and the "Matched Finish System" — Fiberglass Resin Paint, etc. especially formulated for cars, boats and planes.



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MIDWEST

SERIES RACE #1



Dennis Harris' car (above) was somewhat worse for the wear after the racing. Some of the winners: (below, l-r) Rich Potempa, 2WD Open A Main winner; Bob Appelle (mostly hidden), 3rd in the Superstock B Main; and Dennis Harris, 7th in the Open B Main.

Story & photos
By Bob Leckron

May 18-19, 1985

The Orland Bowl in Orland Park, IL, was the scene for the opening race of the 1985 Midwest Series. Thirty-six drivers were on hand to test this tricky track laid out by the host, Chicago Radio Control Car Club. The weather looked threatening early Saturday with occasional sprinkles, but the skies had cleared by Saturday afternoon and weather was no problem for the rest of the weekend.

Before the racing started on Saturday, two rules questions were decided for the season. It was decided that four-wheel-drive cars would run in a separate class for points and trophies. If there are enough of them at any given race, they will run in a separate heat — if not, they will run with the regular Open Class. Since only two of the 21 Open class entries were four-wheel-drives, they ran with the Open Class cars at this race.

The other question concerned the Superstock Class. The Superstock drivers voted to reaffirm the earlier ruling that suspension cars not be allowed in Superstock, even with the suspension locked.



HOW TO GET A REAL CHARGE OUT OF YOUR NICADS.

The Ultimate Charger.

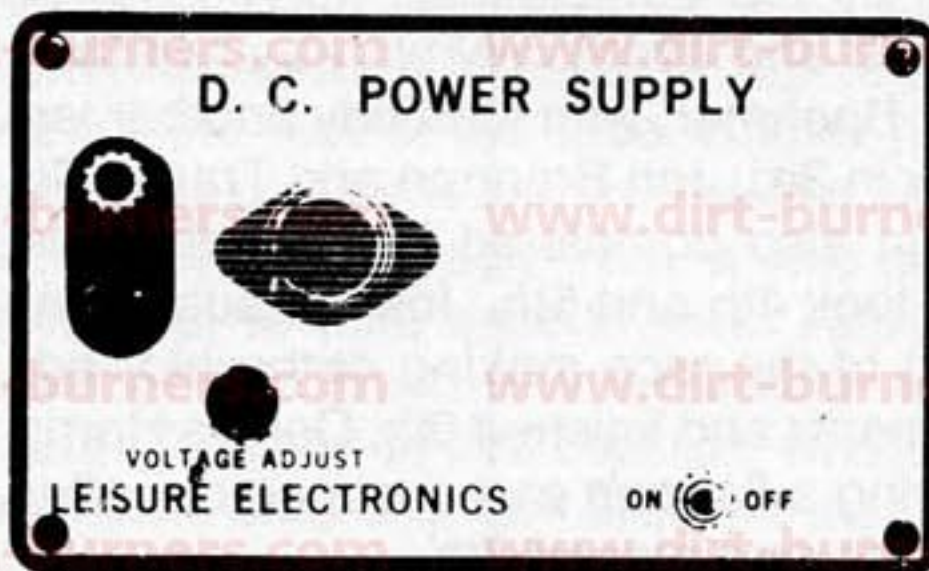
When it comes to getting the most from RC car, boat and buggy NiCads, the Leisure 109 Digital is in a class by itself.

We built the sophisticated 109 with the features and functions you need for peak performance and extended battery life.

With the 109's built-in digital LCD display and ampmeter, you can select and set any constant current charge rate from 0 to 4 amps. That means you can charge every size NiCad from 250mAh to 1.2AH with maximum efficiency.

Using the voltmeter function of the 109, you can also monitor battery voltage while charging with incredible ($\pm 1\%$) accuracy.

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



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.

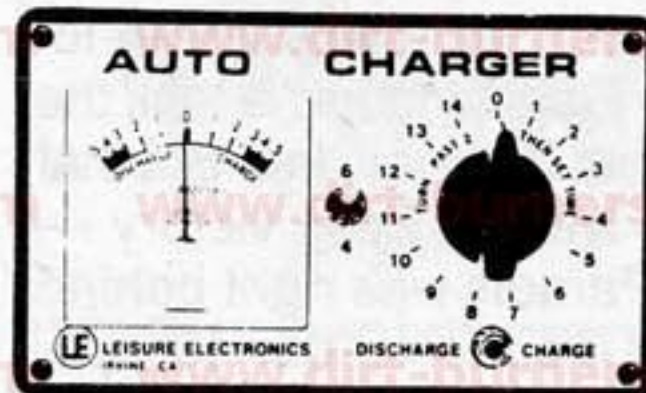


Leisure 109 Digital. Designed for 12vDC operation, either from automotive battery or Leisure DC Power Supply. LCD display for volt/amp meter. Adjustable constant current (0-4 amps).

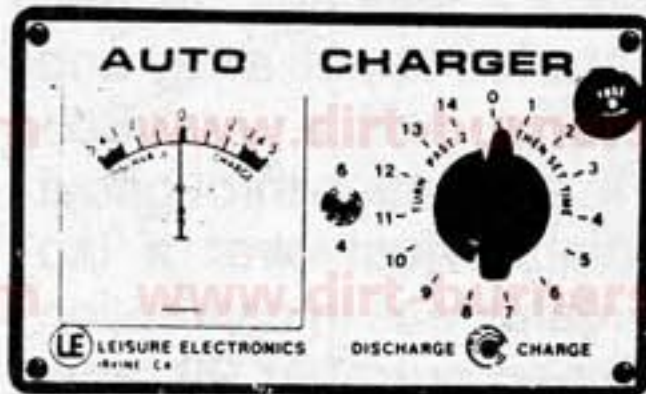
5 Models to Choose From.

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

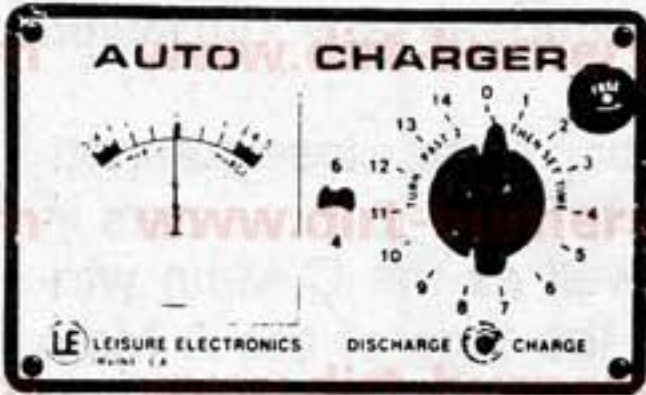
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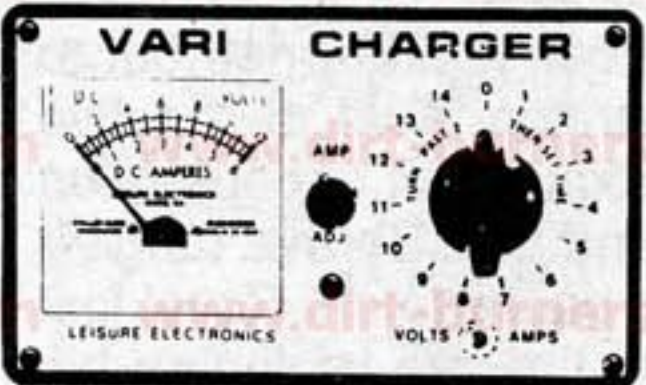
Leisure 105
Input: 12vDC
Rate: 4/6 cell



Leisure 106
Input: 117vAC
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Leisure 107
Input: 12vDC/
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Rate: 6 cell



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ORRCA Stock (No.1002-A): \$15.00 - ORRCA Open (No.1002-E): \$35.00



Some more of the winners: (l-r) Tony Gagliardo, Superstock B Main winner; Don Meade, Superstock A Main winner; and Al Rovel, Superstock A 4th place winner.

A little editorializing here: This was an excellent move by the Superstock drivers. Even with suspension locked, the suspension cars would have advantages such as adjustable camber and ride height, in addition to the different flex characteristics. Superstock was intended to give racers a relatively low-cost class of racing where car preparation and driving skill, rather than high technology, determine the winner. The result has been extremely close competition at a much lower cost than Open Class. End of speech, now onto the racing.

Qualifying heats were 15 laps with a 360 second time limit. As always, Superstock qualifying was extremely close. After Saturday's three rounds, only 14.9 seconds separated leader Don Shreve from 11th place Jeff Leckron. If all 11 cars had been on the track together, they still would have been on the same lap with those times.

Several drivers improved their positions in Sunday's final round, with Al Rovel and Roy Moody moving into the top two spots. Jeff Leckron moved from 11th to 3rd, with Don Meade and Don Shreve taking the final two spots in the A Main.

The situation was a little different in Open Class where Rick Davis was the dominant force with the Associated prototype four-wheel-drive car. Not only did he have the best single run, but all four of his runs would have been good enough for Top Qualifier honors. Lou Przybyla moved up to second on his final qualifier and was the leader of the two-wheel-drive cars with his Delta Super Eagle. Others making the A Main were Dale Smith, Bob Chuhuran, John Druskinis (with a Serpent 4WD car), Bob Leckron, and Rich Potempa.

The main events were 60 laps long with a 24-minute time limit. First up was the C Superstock Main. Five cars started the

race, but from the beginning this event belonged to Tom Shafer. He took the lead on lap 4 and led the rest of the way, finishing with a time of 12:74.8. Diane Moody chased Shafer all the way and finished about 1 1/2 laps behind. The other three cars all had various problems during the race, but all three were still running at the end. Chris Spaay completed 49 laps to take 3rd and Mike Ross was ten laps further back in 4th. Young Scott Spaay, in his first race, gained plenty of experience while completing 37 laps for 5th place.

The B Superstock Main was a wire-to-wire win for Tony Gagliardo as he took the lead off the line and led every lap. But that doesn't mean it was an easy victory — far from it! Bob Paradis was right behind Tony for most of the race. After 40 laps, the lead was only 2.2 seconds. At that point, Gagliardo started to pull away and finally won by about half a lap. Bob Appelle was also in contention throughout the race and finished just over a lap behind. Gerald Argalas was in contention early on, but dropped out after 29 laps. Brad Mackaric started the race, but lasted only one lap.

Another indication of the close competition in Superstock: The top three cars in the B Main, as well as the C Main winner, all bettered the time of the A Main winner for the 60 laps.

The A Superstock Main turned out to be a race of attrition. Two of the five starters were knocked out of contention when Al Rovel and Don Shreve tangled at the end of the backstretch. Rovel lost about 10 laps in the pits replacing his muffler, while Shreve had his carburetor knocked loose and retired after only nine laps. Roy Moody took the early lead, followed by Don Meade and Jeff Leckron. Meade was the first to run into trouble as a flameout on his first pit stop cost him

about three laps. Moody held the lead until lap 24 when he came into the pits with front end problems. Jeff Leckron then moved into the lead and appeared to hold a commanding position. Jeff was still in front on lap 40, but his car died on his second pit stop. By the time he got restarted, Don Meade had moved in front. Meade and Leckron ran together for one lap, then Leckron's engine quit again and Meade was not seriously challenged the rest of the way. Meade won by two laps over Roy Moody, with Leckron in 3rd and Rovel coming back to take 4th. Shreve was unable to restart and retired in 5th place.

Six cars lined up for the C Open Main. Jim Blaha moved into the early lead, with Martin Runge, Mike Mantia, and Steve Lazarus right behind him. Gary Andersen lost a muffler on lap 3 and Vic Valderama got a late start. Blaha led the first 30 laps, but ran into engine problems at that point. By this time, most of the other drivers had made at least one long pit stop, and Andersen was able to make up enough ground to take the lead. Andersen held the lead to the end, with Blaha returning to take second on the same lap with the leader. Only the first two cars completed 60 laps, but Vic Valderrama was still running at the time limit and finished 3rd with 56 laps. Lazarus, Mantia and Runge all dropped out before the end and took the final three positions.

The B Open Main was Greg Zielinski's race from the start. Jim Boehmer and Mike Melendy stayed close behind at the beginning, but Zielinski had lapped the field by lap 25. Zielinski stayed out of trouble and eventually won by two laps over Boehmer, with Melendy another lap back in 3rd. Jon Brannon and Tracey St. Aubin also completed the full distance and took 4th and 5th. Joel Mabus spent most of the race making carburetor adjustments and finished 6th. Dennis Harris (driving a flat pan car) dropped out after 26 laps and placed 7th.

The A Open Main featured both of the 4WD cars as well as the top five 2WD qualifiers. Rick Davis was the strong favorite here, but the race took an unexpected twist when Davis' car flamed out at the line and started almost a lap behind. Rich Potempa, Bob Chuhuran and Dale Smith led the race in the early going. Potempa started to open the gap on Smith about midway through the race, but Davis was charging up from the rear. Davis finally took the lead on lap 42 and went on to take the win. Potempa ran strong all the way to finish 2nd overall and take 1st place points in the 2WD division. Dale Smith, Lou Przybyla, and Bob Leckron also went the distance and took the next three places. Bob Chuhuran broke with three laps to go and took 6th, while John Druskinis (with the other 4WD) went out after 32 laps and finished 7th.

MIDWEST

SERIES RACE #2

Story by Bob Leckron
Indianapolis, IN

The second race of the 1985 Midwest Series took place at the Major Taylor Velodrome on the west side of Indianapolis, IN. Saturday's schedule was wiped out by rain, so the entire schedule had to be run on Sunday. Twenty-four Open Class drivers and fifteen Superstock drivers managed to squeeze in two qualifying rounds Sunday morning. Top Qualifiers were Rick Davis in 4WD, Dale Smith in 2WD Suspension, and Tony Gagliardo in Superstock.

All Mains were 60 laps long with a 20-minute time limit. First up was the Superstock C Main. Mark Parus jumped into the early lead and held it for 21 laps until a long pit stop dropped him back to second. Murray Pipchok then took the lead and held it the rest of the way. Parus made another long stop later in the race but held on for second. Mike Ross took third, followed by Jerry Argalas and Barb Pipchok.

Bob Appelle took the early lead in the Superstock B Main and led for nine laps. Tom Shafer passed Appelle on lap 10 and led for the rest of the race. Shafer had almost no problems and won by five laps. Al Rovel came back from a mid-race flame-out to take second, with Appelle another lap back. Diane Moody was fourth, followed by Jeff Leckron, who had six flame-outs and one tired pit man.

The Superstock A Main was a close battle throughout, with four drivers in contention for the win. Don Shreve, Tony Gagliardo, Don Meade and Bob Paradis were all on the same lap for much of the race. Shreve finally took command for good after the final pit stops and went on to win by almost a lap over Gagliardo. Meade and Gagliardo took the next two spots, while Roy Moody broke during the warm-up and was unable to start.

The first half of the Open D Main was a wheel-to-wheel duel between Jim Blaha and Steve Lazarus. After that, Blaha pulled away to win and was the only car to complete 60 laps within the time limit. Lazarus was second, followed by Vic Valderama, John Kinkead, Dwayne Yeary and Mike Mantia.

Martin Runge and Jon Brannon were the front runners for most of the Open C Main, but Ed Roberts, Dennis Harris and Dan Dougherty were within striking distance all the way. Brannon held a nar-

row lead at the halfway mark, but Runge moved ahead shortly afterward and stayed there 'til the end. Brannon finished second, followed by Roberts, Harris, Dougherty and Chet Wietek, who came back to run well after a late start.

Phil Cring, Jr., had missed making the A Main by less than two seconds and he took out his frustration on the Open B Main field. Cring led from the ninth lap until the end and finished with a winning margin of six laps. Louis Przybyla edged out Tracy St. Aubin for second place. Joel Mabus was another lap back in fourth, with Jim Przybyla fifth. Dwight Weingard retired after 17 laps with his four-wheel-drive car and took sixth.

The final event of the day was the Open A Main, featuring two 4WD cars and four 2WD cars. As expected, Rick Davis took the immediate lead in his prototype 4WD car and led for the entire race. Meanwhile, Bob Leckron took the lead among

the 2WD cars and had a lap on the others at the 35-lap mark. Leckron seemed to have things under control until lap 38, when his car coasted to a stop two laps before a scheduled pit stop. (A later examination showed that the exhaust pipe had gotten pushed under the body, which caused the motor to run rich and use more fuel.) Dale Smith then moved into the lead and held on until lap 53, when he, too, flamed out and Rich Potempa took the lead. Potempa managed to stay out of trouble, finishing first among the 2WD cars and second overall behind Davis. Greg Zielinski was next, followed by Leckron, Smith and John Druskinis, driving the other 4WD car.

We're sorry we didn't have any pictures of this race. With all the rain, we were running late and nobody wanted to stay around for pictures.

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JOLIET OUTLAW RADIO OPERATED CAR CLUB



Judges Mike Mantia and Vic Valderama (above), both 1/8 scale racers, look over the Concours cars. Below, Concours winners: (l-r) Jim Walton, 3rd; Lee Ashby, 1st; and Steve Dobson, 2nd.

Report by Don Meade
Joliet, IL

To begin with, we are off to a great start. Six off road races to date, two ovals, four road course races, one gas sprint and *no* rain-outs! That's quite remarkable in its own right. I would have expected at least two rain-outs by now, but no one is complaining...especially not me!

As a non-hobby shop owning race promoter, my main concern is putting on major league races on a major league track that is not a car destroyer, yet is challenging enough for our more advanced drivers. There are a few other minor league tracks in the Chicago land area with races being run by people who



have no knowledge of how races should be run and don't know about ORRCA or ROAR.

After a day of racing at our track, our competitors go away knowing what a big time 1/10th scale race is all about. The quality of our competition is above and beyond anything I've ever dreamed of coming into this, our first full season.

With the Serpent Computer for scoring and using the "Heart of America" qualifying format, our races have had numerous "photo finishes." When other racers are standing around the track screaming and yelling their approval during the races and applauding the winners, along with exciting P.A. work by myself, Todd Tribbett and Jeff Reuland, well, we really make an event out of our Sunday club races.

Our last two races brought out more than 70 entries each and since the opener on April 28th, we have had over 120 different drivers enter at least one or more races. Every week we have at least six to ten new faces; if they all showed up at once, I don't know what I'd do! We have had racers from as far away as Ft. Wayne, Indiana — about 180 miles away — and they said they would be back!

Here's a bit of a run down on our races as a whole:

In 4WD the first race was won by Don Meade, while the third, fourth, fifth and sixth races were won by Stuart Kay. In the second race of the season, James Dieter borrowed Ken Swanson's Yokomo and put a whippin' to all of us!

In Open 2WD, again it was Dieter and his Scorpion winning it a couple of times. But John Lebak and Jeff Reuland each got their chances at a couple of wins each — John with his Scorpion and Jeff with



Brandon Manson won his first trophy in six attempts. Was he thrilled? To say the least!



Jim Pirini (above) was the Production Class Trophy Dash winner.



Bob Thompson (above) was the Production Class A Main winner.



Above, Jody Schroder hikes left and she pokes her turn one with Jeff Reuland in hot pursuit.

his Parma-powered RC-10. Tony Gagliardo, a local gas car hot shot, blew away the field once in this division, too.

Modified has been shared for most of the season by Jeff Reuland and John Lebak with a lot of close competition coming from Greg Brown, Lee Ashby and Tony Gagliardo.

Out of the Production classes (6-cell stock motors) Burney Hoogstra won the

opener. Greg Brown then took over and won two with his RC-10 as did John Kay, also with an RC-10. Bob Thompson also picked up one last Sunday with his new RC-10. Remarkably, Bill Gill, driving his tricked-out Tamiya, has a string of five 2nd and 3rd place finishes to his credit. Needless to say, Bill was very pleased when he won an RC-10 last Sunday in a raffle put on by Walt's Hobby Shop

located here in Joliet.

Well, six down, eight to go! Our next race was a two-day affair on July 20 & 21 (look for coverage in future issues of **R/C RACING NEWS**). The Plainfield Park District, donors of the property upon which our track is located, sponsored our July 20 & 21 race as it coincided with the park's "Plainfield-Fest" on that same weekend.

We always have spectators at our races, probably because I advertise every race in the Joliet newspaper. But this time the park district people are putting up bleachers for this one!

After we get a few more races under our belt, I'll send another update. Until then...

Good Racin' To Ya!



Bob and Ron Mueller (above), of Walt's Hobby Shop, stand with the race awards prior to the start of the July 7th program.

ROCKY MOUNTAIN RACEWAY'S MARATHON 1000-LAP ENDURO

Story by Ed Kissell

Racers are a strange breed, and R/C racers are no exception. If a challenge is established, more often than not, it's met and overcome. Such is the case of the few who braved the 1000-lap Enduro for 1/10th scale off road vehicles in Denver, Colorado. To our knowledge, no one has attempted (let alone achieved) a race of this magnitude with electric powered cars.

Six determined teams were on hand for this test of man and equipment, held on Sunday June 2, 1985. The field ranged from experts to optimistic new comers, with little more than luck to decide the final outcome.

The rules were simple: Each team would be allowed 4-6 members, 3 vehicles powered by stock motors, and 15 battery packs (6- or 7- cell). Only one team vehicle was allowed on the track during the race, with car changes to be made in the pit area whenever possible. The goal was to complete 1000 laps in the five-hour time limit. Suprisingly enough, every team managed to finish this grueling off road battle. Pit work and smooth driver and vehicle exchanges were the keys to a successful race for the winners.

Team #5, Colorado Team Associated, jumped out to an early lead and never looked back. Completing the 1000 laps in just under 5 hours was no small accomplishment. With four team members from the Denver area and two from Fort Collins, CO, little preparation was feasible. Nevertheless, individual talent and know how carried them to a decisive victory. Their Associated RC 10s proved to be superior to the torturous conditions

presented, and experienced few serious problems.

Team #3, Aloha Bros., executed a smooth race, despite the 71-lap split between first and second place. Utilizing MIP 4WD and RC 10 cars, they managed to complete 929 laps, thanks to a solid team effort.

Team #2, D&B Racing, finished a disappointing third, after being plagued with motor failures in the late going. Eight-hundred-ninety-four completed laps was little consolation for disheartened team members, especially after holding the second position throughout most of the race.

Fourth place went to Team #6, Lloyd-Scattergood, with 819 laps. Team #4 was fifth, tallying up 807 laps. The Rocky Mtn. Raceway Team came in sixth and had to be satisfied with 732 laps, after suffering massive breakdowns early in the race.

The fellowship and sense of team accomplishment experienced by all involved opens many new avenues for R/C off road in Colorado and plans are being made for more team enduro races in the near future. Overall, this was the most exciting and challenging event in Rocky Mtn. Raceways' schedule to date. Innovation and diversity continue to stimulate intense competition in all major undertakings. With high hopes for the future, Denver stands tall in the R/C community.

FINAL RESULTS

- First Place - 1000 Laps**
Team #5 (Colorado Team Assoc.)
 1. Brian Gisi
 2. Matt Snogren
 3. Rick Mustard
 4. Craig Rigler

5. Tom Leazer (Ft. Collins)
 6. Ted Schilling (Ft. Collins)

Second Place - 929 Laps

Team #3 (Aloha Bros.)

1. Bob Senti
 2. Wes Rounds
 3. Bobby Bills
 4. Tom Miyahara
 5. Bob Parker
 6. Bob Cross

Third Place - 894 Laps

Team #2 (D & B Racing)

1. Don Brown (Ft. Collins)
 2. Bob Campbell (Col. Springs)
 3. Jody Shull (Col. Springs)
 4. George Rude
 5. Steven Beitz (Ft. Collins)

Fourth Place - 819 Laps

Team #6 (Lloyd-Scattergood)

1. David Lloyd
 2. Ernie Lloyd
 3. Ray Scattergood
 4. Gene Scattergood

Fifth Place - 807 Laps

Team #4

1. Eldon Younger
 2. Jerry Drew
 3. Marty Price
 4. Darin Hamilton

Sixth Place - 732 Laps

Team #1 (Rocky Mtn. Raceways)

1. Kyle Popejoy
 2. Tom Moore
 3. Jack Jensen
 4. Dennis Gordan
 5. Steve Kissell

(Special thanks to Billy Moore and Mike Payne for their help)

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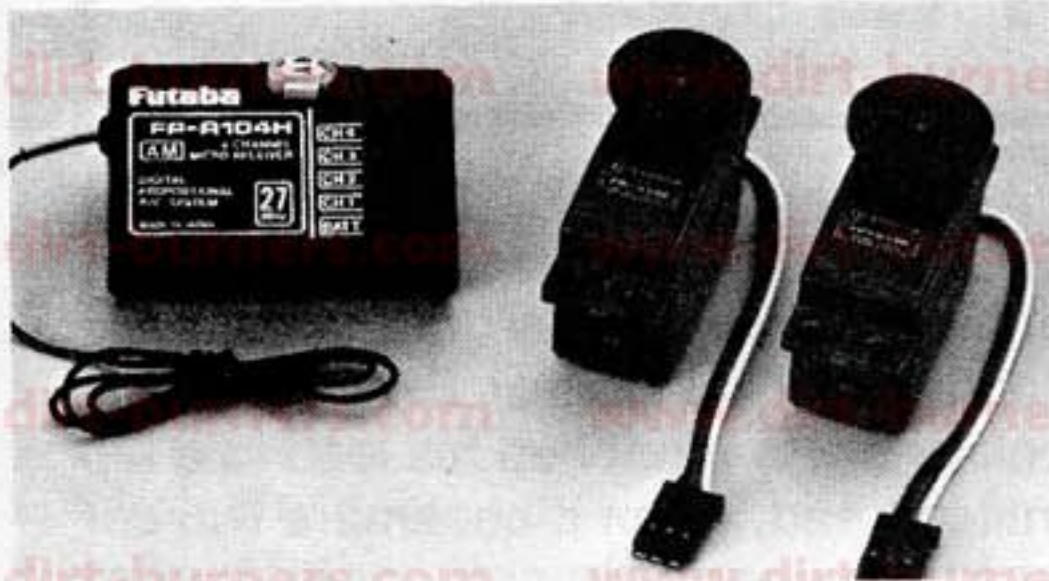
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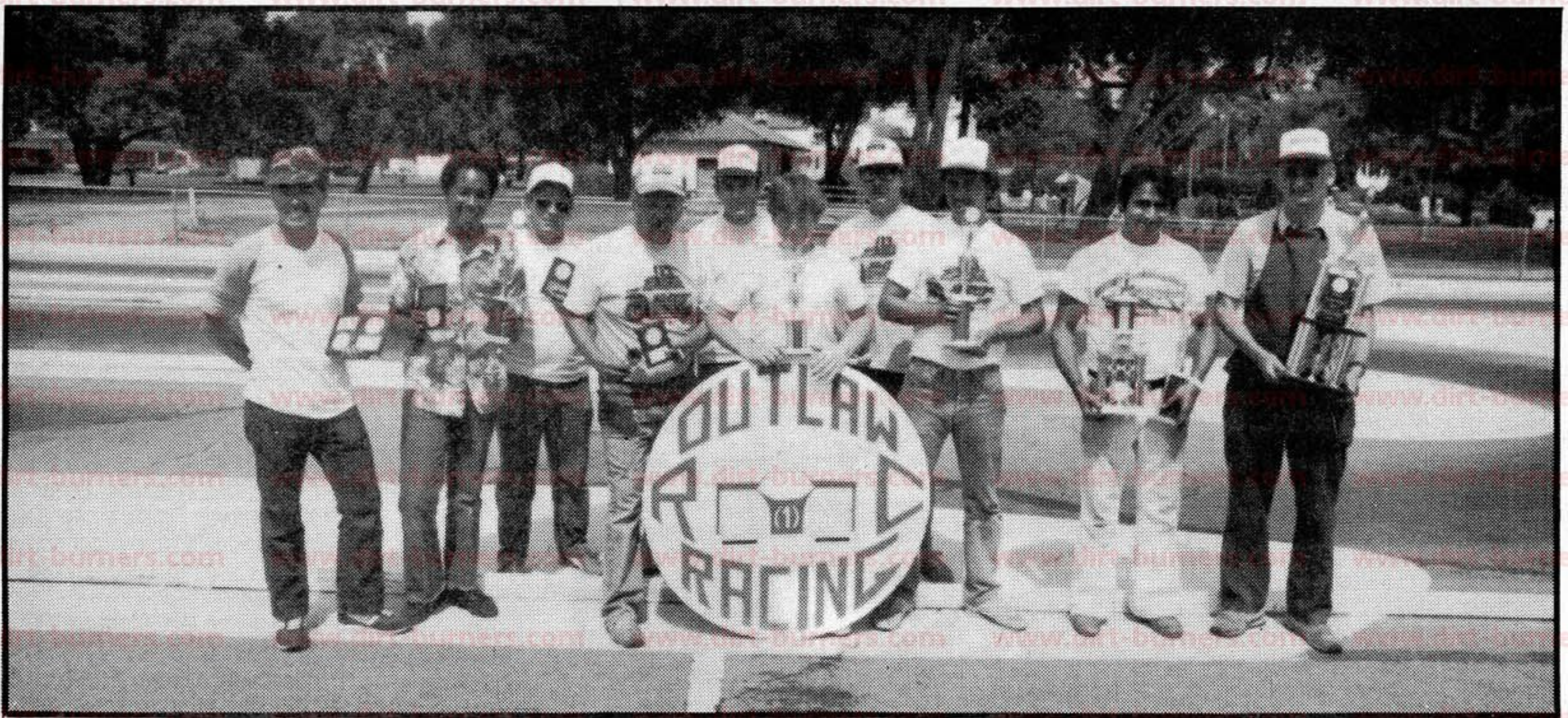
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OUTLAW R/C RACING UPDATE



The Outlaws of R/C racing (top): (l-r) Ron Heigl, Ernie Nicholson, Gus Gustafson, Ben Bullock, Barrt Newman, Kevin Mercadante, Roy Petre, Paul Nadeau, Ruben Serrano and John Thorp. John Thorp (above) accepted his first place trophy from Club President Paul Nadeau while club official and race director Rick James looked on.

By Paul Nadeau
Outlaw R/C Racing president

On Sunday, June 23, the folks at Outlaw R/C Raceway had their final "GT" 1/8 scale race. This race finished a three-race series for American GT bodied cars and crowned a series champion.

Going into the race, John Thorp was first in points, with Paul Nadeau second and Ruben Serrano a close third. Both Nadeau and Serrano would have to beat Thorp by at least five positions in the A Main to take the title away.

As qualifying ended, it looked pretty good for Serrano, Nadeau and Kevin Mercadante (when he had an outside

chance) as they all qualified for the "A"; Thorp qualified for the "B." Lucky for Thorp they were running bump-up Mains so he still had a chance to make the "A" the hard way. Serrano served notice as he qualified TQ with Mercadante second fastest and Nadeau in at fifth. So all the players were there except series leader Thorp.

The five-car C Main proved to be a runaway for Roy Petre as he streaked to a four-lap lead over Steve Bartel in the 10-minute event. With Petre deciding not to bump, the B Main would be a seven-car race, which meant one less car for Thorp to worry about in his attempt to win and bump to the "A."

At the start of the "B," Ernie Nicholson jumped out to the lead and held onto it for the first five minutes until he made pit stops, and Thorp driver Barry Newman took over. He stretched his lead to a lap until the end, when it became a two-car race between himself and Thorp. Mysteriously, Newman's car flamed out (out of fuel) and it took a loonnngggg time to get it re-started. Anyway, Thorp went on to win and, indeed, bumped to the "A."

The "A" started with some confusion as some of the pit men hadn't released the cars in time to go and Nadeau had been off to refire, getting back just in time to be thrown down, on the throttle, to lead the first lap. That would be his only good lap as on the second time around the car began traction rolling in every corner. This gave the lead to Bill Clark, who duelled with Serrano until he flamed out. It was all Serrano from then on as he was six laps in front at the end. Mercadante, with an outside chance for the series title, went about 50 feet and quit with the car parked in turn 1 with the radio not responding at all. That was his second radio of the day to fail.

Thorp, meanwhile, was doing exactly what he needed to do. He needed to finish in the top five to assure himself the series victory and he was playing it cool, staying out of trouble and staying in the top five despite a tire wear problem. Nadeau was still rolling and now flaming

(cont'd on next page)



John Thorp's series winning Corvette was in a class all by itself on its way to a fourth place finish, which was all John needed for the series win.

out, too! At the end, it was Serrano winning, which was all he could do and still have a chance at beating Thorp for the title. Bill Clark worked his way back to second after being dead last and newcomer Frank Wong drove to a third place finish. John Thorp came home fourth with enough points to capture the beautiful first place series trophy. Upside-down Nadeau drove until the antenna was ground off to finish fifth. Bad luck Ben Bullock ran a few minutes to finish sixth. Gus Gustafson (bad radio) played to seventh with Merc coming in eighth.

RESULTS

A MAIN

1. Ruben Serrano
2. Bill Clark
3. Frank Wong
4. John Thorp
5. Paul Nadeau
6. Ben Bullock
7. Gus Gustafson
8. Kevin Mercadante

B MAIN

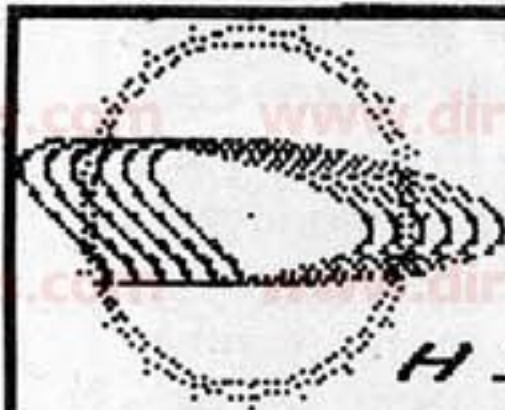
1. Ernie Nicholson
2. Ron Heid
3. Barry Newman
4. Ken Davenport
5. Bill Heyworth
6. Jim Jones

C MAIN

1. Roy Petre
2. Steve Bartel
3. Dave Conley
4. Bob Walker
5. Mike Phillips

OUTLAW R/C RACING ALL-AMERICAN GT CHAMPIONSHIP SERIES WINNERS

1. John Thorp
2. Ruben Serrano
3. Paul Nadeau
4. Kevin Mercadante
5. Bill Clark
6. Barry Newman
7. Gus Gustafson
8. Ben Bullock
9. Ernie Nicholson
10. Ron Heigl

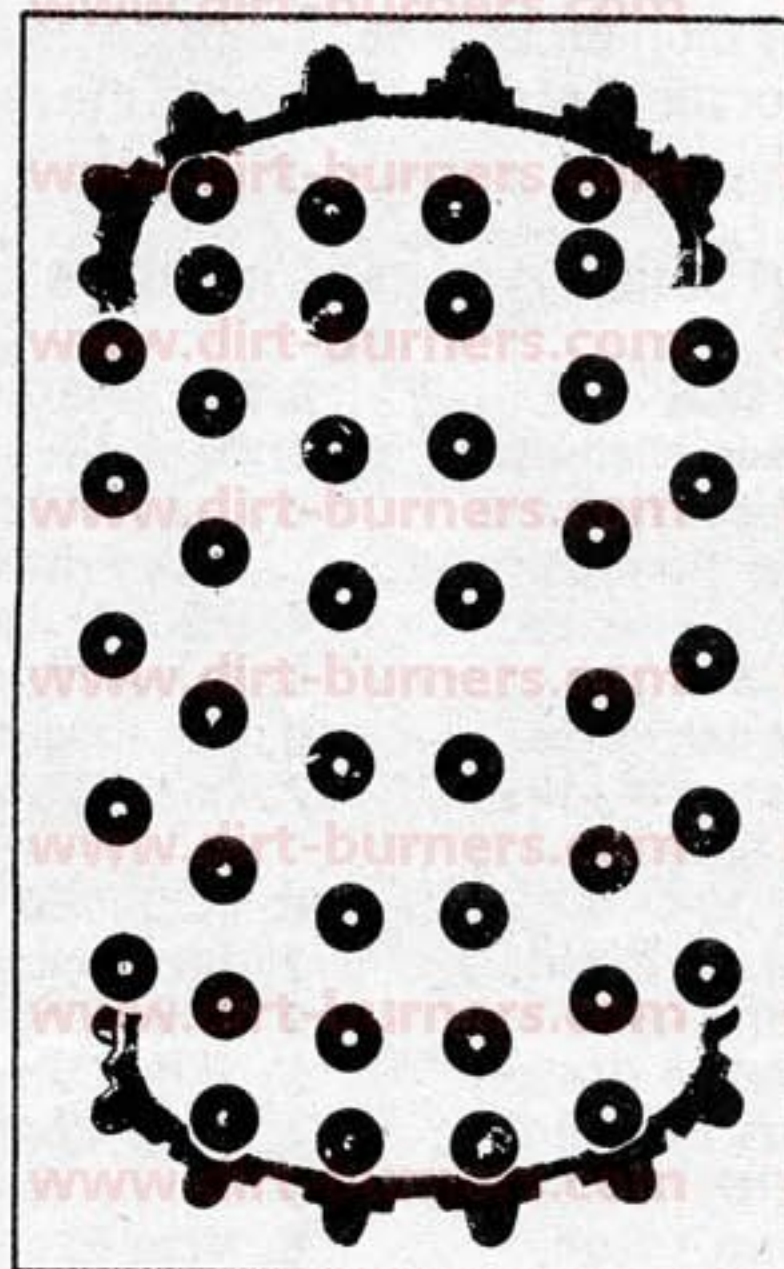


DYNAMITE

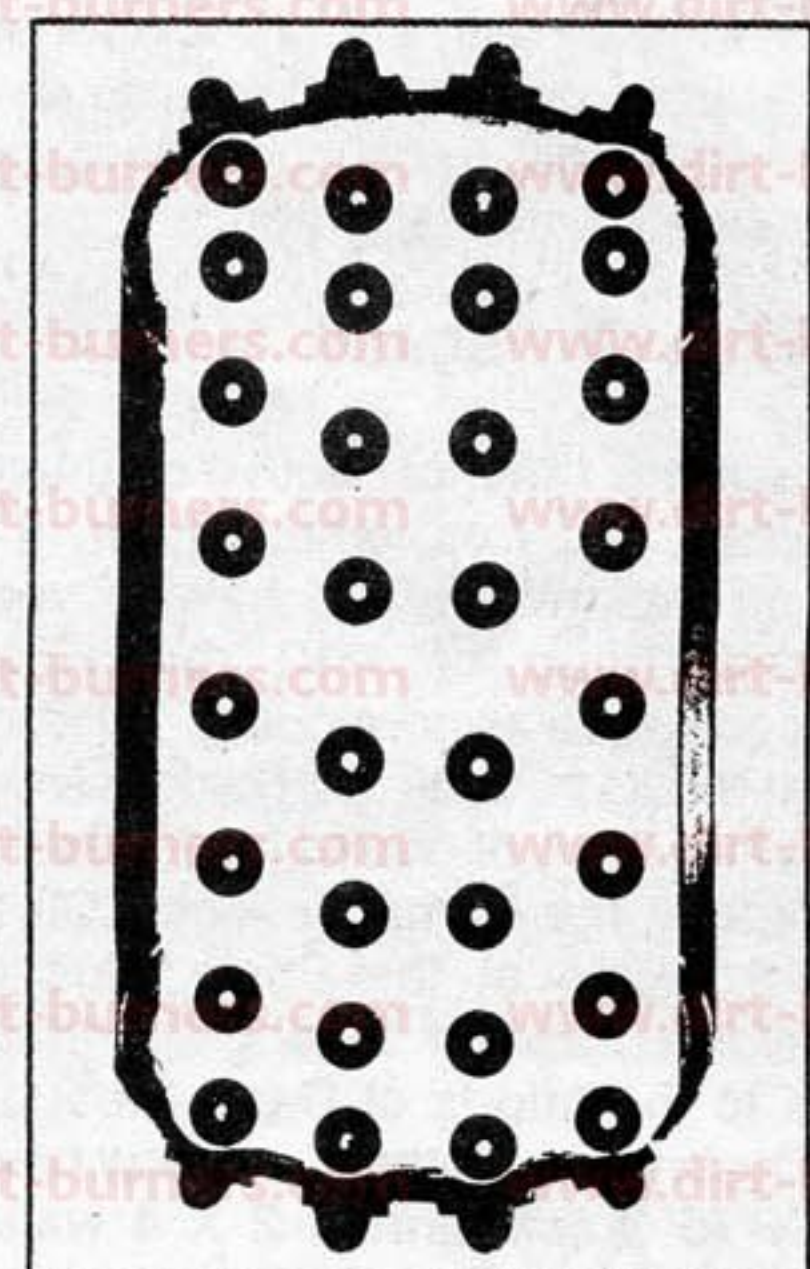


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VENTURA ROADRUNNERS

JUNE MEETING

The June club meeting was a very productive get together. I sense a very positive mood within the active members. We also are drawing new members who are willing to do more than just race. Let's utilize this active group to get a quality racing program going in all scales in Ventura County. We are one of the very few clubs left in Southern California and we are alive and healthy thanks to some very dedicated members. We are hurting because we don't have a local gas track, but I don't doubt for a minute that we will in the near future. We now have 59 Ventura Roadrunner club members. An updated club roster will be handed out at our next club meeting.

Carpet racing was a big topic at the meeting. Yes, we have been having problems with the carpet coming up. We have a solution, though, but more about that in the 1/12 section. A new schedule for carpet racing was approved. From now on, we are racing carpet on the first Sunday of the month with a four-race series having started on July 7. We also discussed additional race locations, including the County Fairgrounds.

1/12 SCALE

1/12 scale is the most active segment of the club, and from what I hear, it's taking off nationwide. We have a very dedicated group of 1/12 racers as evidenced by our continuing outdoor series at the Las Posas Shopping Center in Camarillo and, of course, the new indoor track at the Camarillo Boy's Club.

Carpet racing at the Boy's Club in Camarillo is now off to a great start. Thanks to the efforts of Dean Niebuhr, Marty Desbrow and others, we now have a 48' X 75' track pinned 2 X 4 walls. We attempted to buy the exact same carpet material, but something is different. We are having a problem with the fibers coming up in the high-wear corners. Marty and Dean are working on this problem.

JUNE CARPET RACE RESULTS

STOCK A MAIN

1. M. Desbrow
2. D. Pritchett
3. D. Hironaka

MODIFIED A MAIN

1. M. Desbrow
2. D. Pritchett
3. D. Hironaka

STOCK B MAIN

1. D. Meeks
2. J. Rushing
3. S. Eads

MODIFIED B MAIN

1. L. Criger
2. J. Truman
3. J. Rushing

STOCK C MAIN

1. J. Canete
2. D. Bosman
3. M. Fencel

MODIFIED C MAIN

1. J. Bosman
2. R. Vorba
3. J. Bosman

STOCK D MAIN

1. D. Decker
2. R. Carrington
3. D. Slinker

MODIFIED D MAIN

1. B. Smith
2. J. Duhan
3. D. Bosman

The June club race at the Las Posas Shopping Center provided some very interesting results. Three of the six mains were won by lady drivers, with Sharon Eads winning the C Stock, Bev Pritchett the B Stock and Barbi Smith the C Modified. I would venture to say that we have more lady drivers racing locally than any other club in the country. And they are winning!!!! Keep it up girls.

Another surprise was Dean Niebuhr. Dean has not been having a good year but he made up for it today. He qualified well all day and went on to sweep both A Mains. Another surprise is Roger Vorba. Roger has only been racing for two or three months and he is already qualifying for the A Mains. Check out the results below.

JUNE CLUB RACE RESULTS

A STOCK

1. Dean Niebuhr
2. Mace Horowitz
3. Les Ammann
4. Dick Pritchett
5. Lee Criger
6. Roger Vorba
7. Danny Meeks

A MODIFIED

1. Dean Niebuhr
2. Les Ammann
3. Dick Pritchett
4. Mace Horowitz
5. Bev Pritchett
6. Lee Criger
7. Denis Bosman

B STOCK

1. Bev Pritchett
2. John Canete
3. Wayne Breault
4. Joe Bosman
5. Kirby Criger
6. Tom Tilson
7. Denis Bosman

B MODIFIED

1. Joe Bosman
2. Kirby Criger
3. John Canete
4. Dave Cochrane
5. Danny Meeks
6. Mike Eads

C STOCK

1. Sharon Eads
2. Dave Cochrane
3. Barbie Smith
4. Dave Decker
5. Dave Slinker
6. Ardy Tilson
7. Karen Hurley

C MODIFIED

1. Barbi Smith
2. Wayne Breault
3. Sharon Eads
4. Mace Horowitz
5. Bev Pritchett
6. Lee Criger
7. Denis Bosman

We are halfway through the club series. The current standings are listed below, including the June race. The point total has had the racer's worst race removed, so these are the actual standings at this time. An asterisk indicates the racer has

missed at least one race, so there is no tomorrow for you guys. Congratulations to Mace, who is dominating Stock, but Modified is very close and every race counts.

1985 VENTURA SERIES STANDINGS

STOCK (position, name, points)

1. Mace Horowitz — 398
2. Marty Desbrow — 392
3. Lee Criger — 380
4. Dean Niebuhr — 380*
5. Tom Tilson — 379*
6. Larry Siela — 373*
7. Rick Kutin — 371*
8. Wayne Breault — 370
9. Dave Cochrane — 365
- 10 Kirby Criger — 364
- 10 Dave Slinker — 364
- 12 Dick Pritchett — 288*
- 13 Bev Pritchett — 284*
- 14 Joe Bosman — 270*
- 15 Les Ammann — 197*
- 16 Danny Meeks — 189*
- 17 Ken Koch — 184*
- 18 John Rushing — 180*
- 19 Denis Bosman — 175*
- 19 Sharon Eads — 175*
- 21 Mary Pritchett — 172*
- 22 Karen Hurley — 170*
- 23 Steve Pritchett — 100*
- 24 Les Ammann, Jr. — 97*
- 25 Roger Vorba — 95*
- 26 John Canete — 94*
- 27 Ed Blaker — 89*
- 28 Jon Richmond — 88*
- 29 Dave Decker — 87*
- 30 Ardy Tilson — 85*
- 31 Eric Thomas — 84*

MODIFIED (position, name, points)

1. Dean Niebuhr — 391*
2. Mace Horowitz — 389
3. Marty Desbrow — 387*
3. Tom Tilson — 387*
5. Les Ammann — 384*
6. Lee Criger — 383
7. Kirby Criger — 371
8. Dave Cochrane — 368
9. Dave Slinker — 367
- 10 Larry Siela — 366*
- 11 Danny Meeks — 365*
- 12 Wayne Breault — 361
- 13 Dick Pritchett — 291*
- 14 Bev Pritchett — 284*
- 15 Joe Bosman — 273*
- 16 Rick Kutin — 267*
- 17 Roy Barslund — 261*
- 18 Steve Pritchett — 200*
- 19 John Rushing — 182*
- 20 Denis Bosman — 179*
- 21 Mike Eads — 175*
- 22 Les Ammann, Jr. — 95*
- 23 John Canete — 93*
- 24 Jon Richmond — 90*

(cont'd on next page)

- 25 Ken Koch — 88*
- 25 Sharon Eads — 88*
- 27 Roger Vorba — 87*
- 28 Ardy Tilson — 86*

The 3rd Annual Reno Race took place June 21-22 and some of the club racers attended this prestigious event. About 95 racers endured the heat, a slippery track and some very heavy competition. Mike Lavacot won it all, but our local members did very well, including Gary McAllister, fourth in the B Main; Steve Pritchett and Les Ammann, third and eighth in the C; and Mace Horowitz, fifth in the D. Mace was the highest qualifying and finishing Amateur. Maybe now he will move up to expert. Bev Pritchett drove a perfect race to win the F Main while Dick had problems in the E. Mike Eads finished fourth in the G, Barbie Smith finished fifth in the J, while Mary Pritchett was third in the K Main. Also on hand were Gary Wilson and Jim Truman. Unfortunately, I don't have their results.

Everyone had a great time and most are planning to return next year.

OFF ROAD

The first Saturday race of June was an oval. We didn't have a big turnout, but we did have some out-of-town racers who certainly made things interesting, Bob Mathisen, and Bev and Dick Pritchett were down from Santa Maria while Neal and Carlos were up from the Valley; the McAllisters came up from Simi Valley.

Neal had the fastest motor, of course, but it was too much for our small track. Cathy was racing in her first off road race and managed to turn more laps than her husband in the Open Main. I probably should mention that he broke and she didn't. Carlos ran well all day and topped it off with winning the Modified A. The story of the Open Main was Bob Mathisen. Bob was down a couple of months ago with an old Tamiya-based car. He was completely disgusted with the car's performance and Mace's penetrating remarks on the microphone.

Well, Bob came loaded for bear this time. With his tricked out Hirobo car (which only broke once), and his smooth as silk driving style, Bob easily won the Open Main. What most of the racers don't know is that Bob has been driving gas and electric cars for about 20 years and has enough experience to put us all away. All in all, it must have been a very satisfying day for Mr. Mathisen.

We are going to do it all again in August. All of the out-of-towners have promised to give the locals another chance on August 3rd. Come on out and show them that we are no pushovers. See you at the oval, Las Posas Shopping Center in August.

1/8 SCALE

As I said earlier, we still don't have a

gas car track. Denis Bosman has been exploring the possibility of using a school parking lot near the Camarillo Boy's Club. If anyone has any ideas for a possible site, please contact John Pagel at 484-1516.

The big race in June was, of course, the 13th Annual McCoy Championship Race. This has typically been the biggest gas race in the country but this year was an exception. With more than 150 entries, it was probably the biggest gas race ever to take place in this country.

Several local club members participated in the 2WD event with our president, John Pagel, finishing highest at 3rd

in the D Main. Gary McAllister, who spends most of his time racing 1/12 scale and races gas only once a year, finished seventh in the D Main. Just goes to show you that 1/12 scale is good practice for gas racing. Having raced in the McCoy for several years myself, I know that the D Main in the McCoy is very difficult to make. Congrats to both of these gentlemen.

Other results include Bob Coughran, at sixth in the E Main, John Douglas, 5th and Rick May, 9th, in the F Main, and Terry and Jim Baker 1st and 3rd in the J Main. Frank Gularte was 4th in the M.

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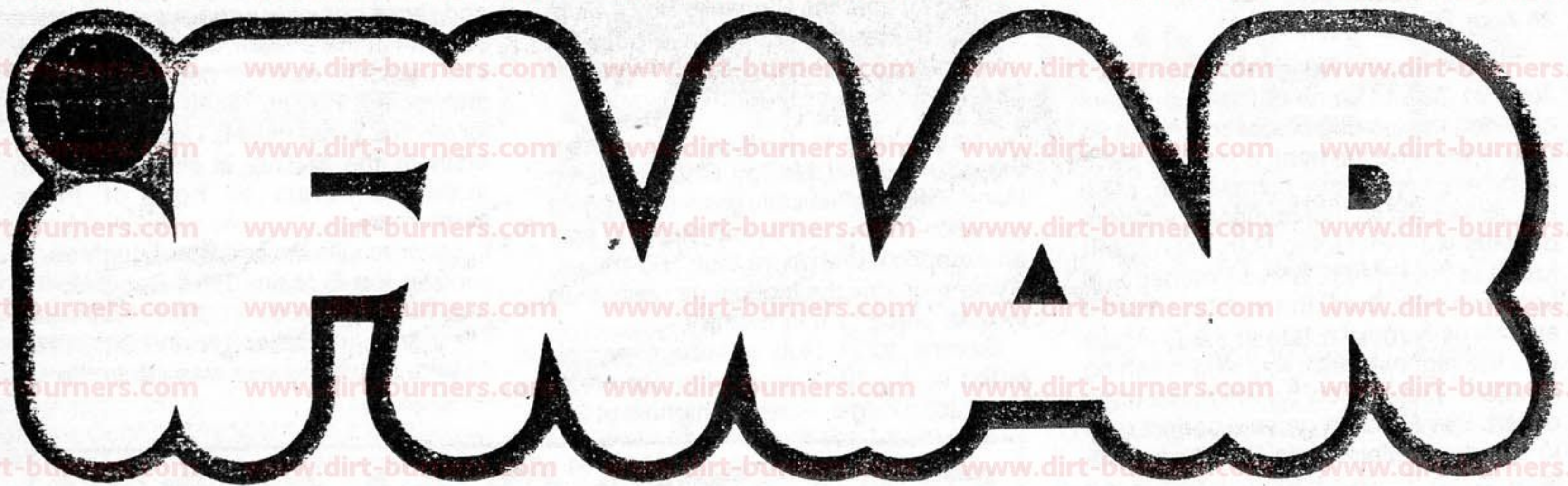
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IFMAR PROPOSALS: IF YOU HAVE EXCEPTION, SPEAK NOW OR FOREVER HOLD YOUR PEACE!

Report by Ted Longshaw
President, IFMAR

July 3, 1985

It looks as though it is not going to be possible to finalize the Agenda for the General Meeting, and post it to ensure delivery before departure of the delegates for Tokyo. Therefore, I will endeavor to have it distributed when you arrive. It will be posted to all who are not going, but you should know that your IFMAR official and representative in EFRA is Bernard Poupaert, and for ROAR it is Gene Hustings. Please contact them before they leave if you have anything specific to say.

The present operation of IFMAR necessitates it being possible to discuss and vote on items brought up under "any other business" at the end of the agenda.

The delay is because I still have not received any indication of the final list of proposals from any bloc.

Among the things that will be discussed on Tuesday, July 30, are the following:

- (a) Location of next 1/8 World Championship.
- (b) Permanent dates for all 4 World Championships.
- (c) Is the present 1/8 circuit & 1/10 off road (odd years) as well as 1/12 circuit & 1/8 off road (even years) the best way around.
- (d) The formation of a new N/S America block to take over from R.O.A.R. plus allocations & total numbers.
- (e) EFRA application to host 1986 1/8 off road.
- (f) EFRA application to host 1987 1/10 off road.
- (g) Lack of confirmation from FEMCA regarding 1/12 World Championship due to be held in 1986.
- (h) Adoption of International Sporting Code as prepared by Bernard Poupaert for use with all IFMAR affairs.
- (i) 1986 World Championship Contract in use in Tokyo.
 - (1) Shall we retain this?
 - (2) Which clauses should be modified?

- (3) Max entry fee for competitors?
- (4) Sanctions?
- (5) Fees or dues to IFMAR?
- (6) Should manufacturers be asked to contribute to blocs, or IFMAR, according to numbers of their marque appearing in major events?

These are just some of the items that must be discussed, and hopefully decided. I will arrive on Monday around lunchtime fully prepared to work through until the banquet on Wednesday evening, but I must have your cooperation. Do not complain after the event if your point of view has not been heard. You all have the opportunity, and every official has the good of the hobby as his main aim, so try to help us give you what you want.

I fervently hope that this event will achieve the international friendship and cooperation so dear to my heart. The AMB timing equipment will remove the major fault in our hobby, and hopefully the presence of three experienced, intelligent, and impartial referees will not be needed to ensure a fair and enjoyable competition. May the best man win!

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- REV-UP, the official ROAR magazine

MRP

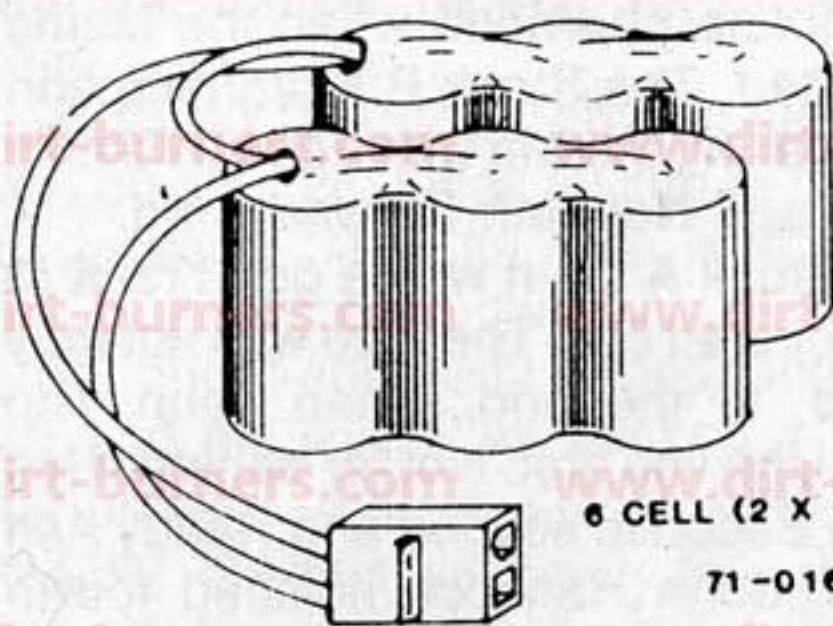
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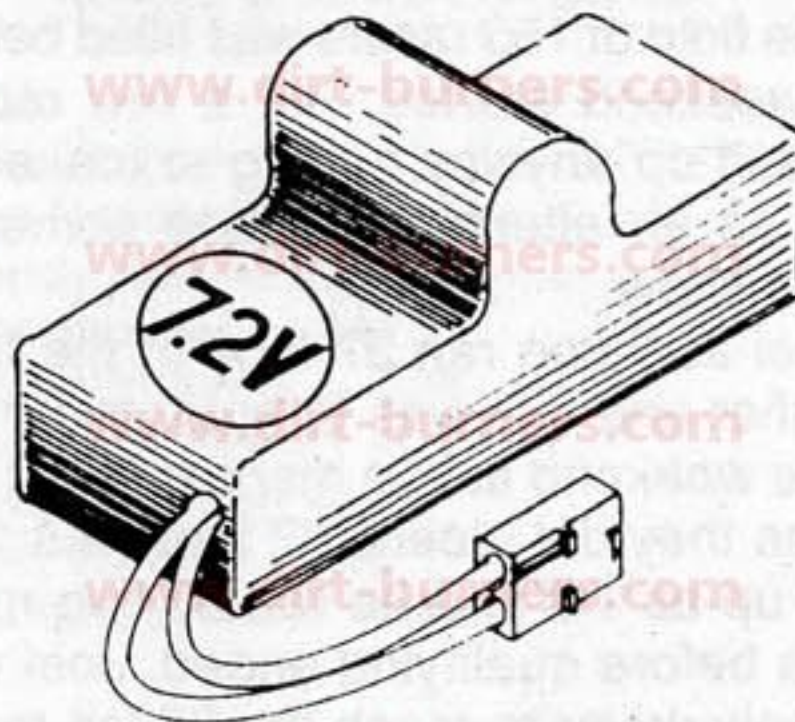
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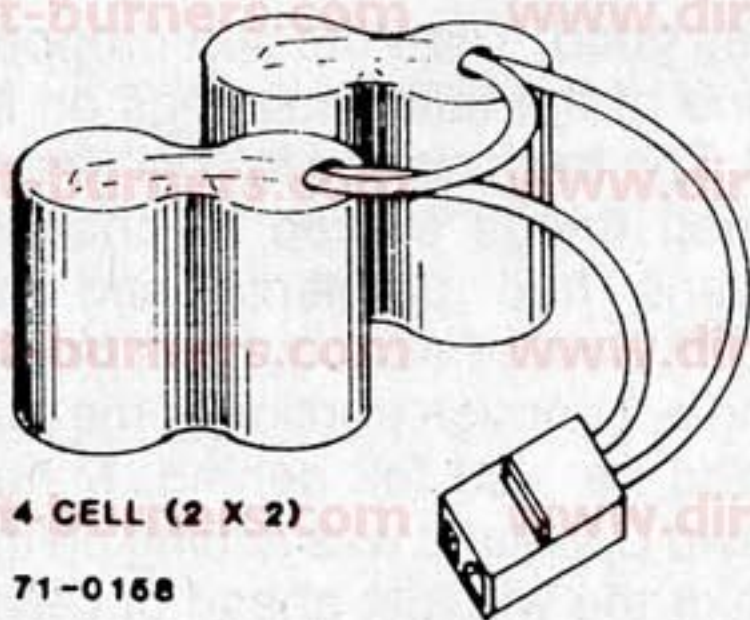
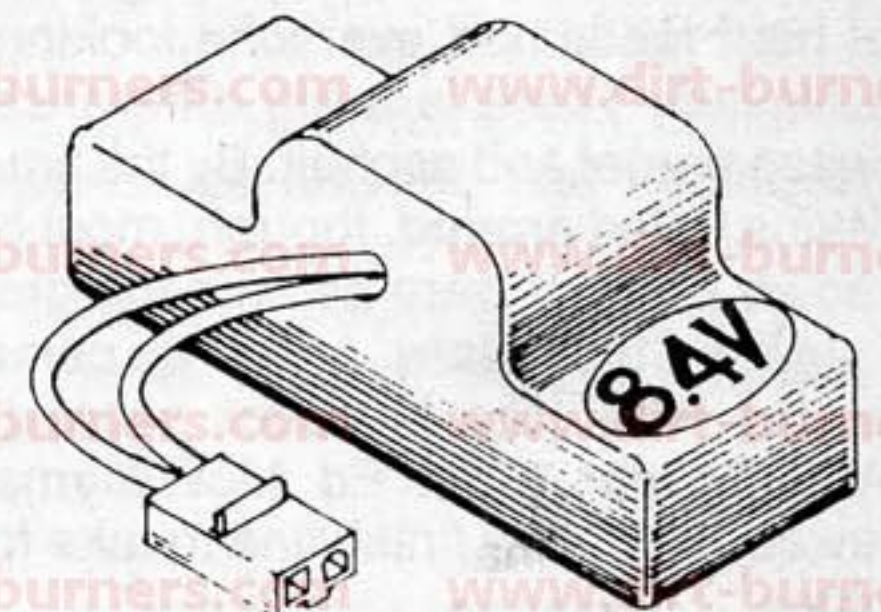


6 CELL (2 X 3)
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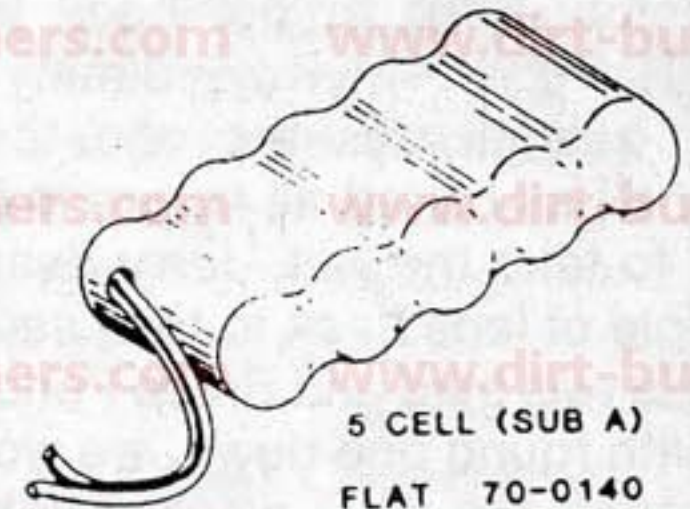
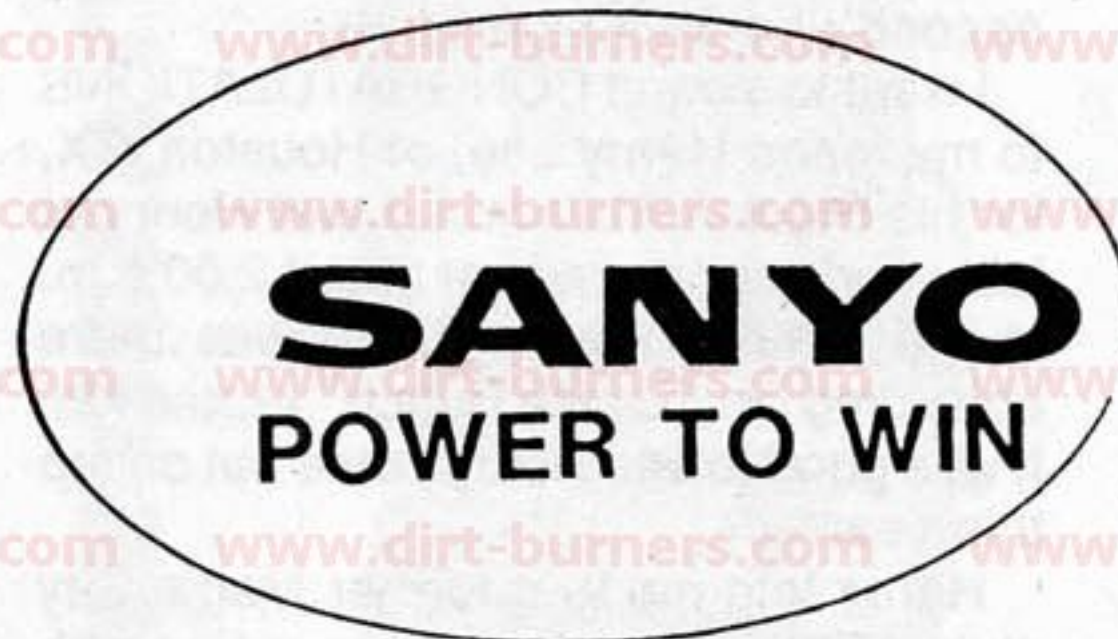
6 CELL IN PLASTIC BOX 71-0171



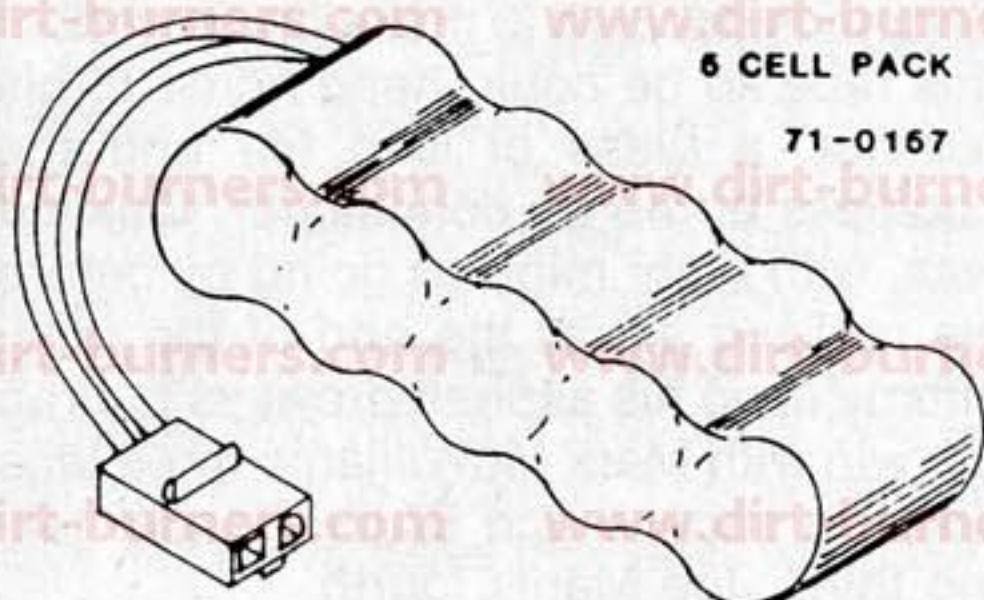
7 CELL W/COVER 71-0176



4 CELL (2 X 2)
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5 CELL (SUB A)
FLAT 70-0140

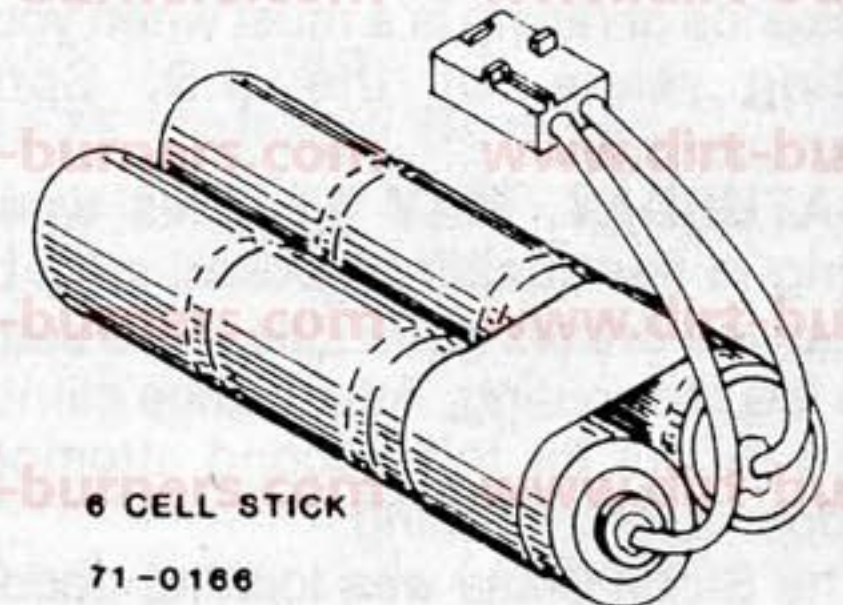


6 CELL PACK
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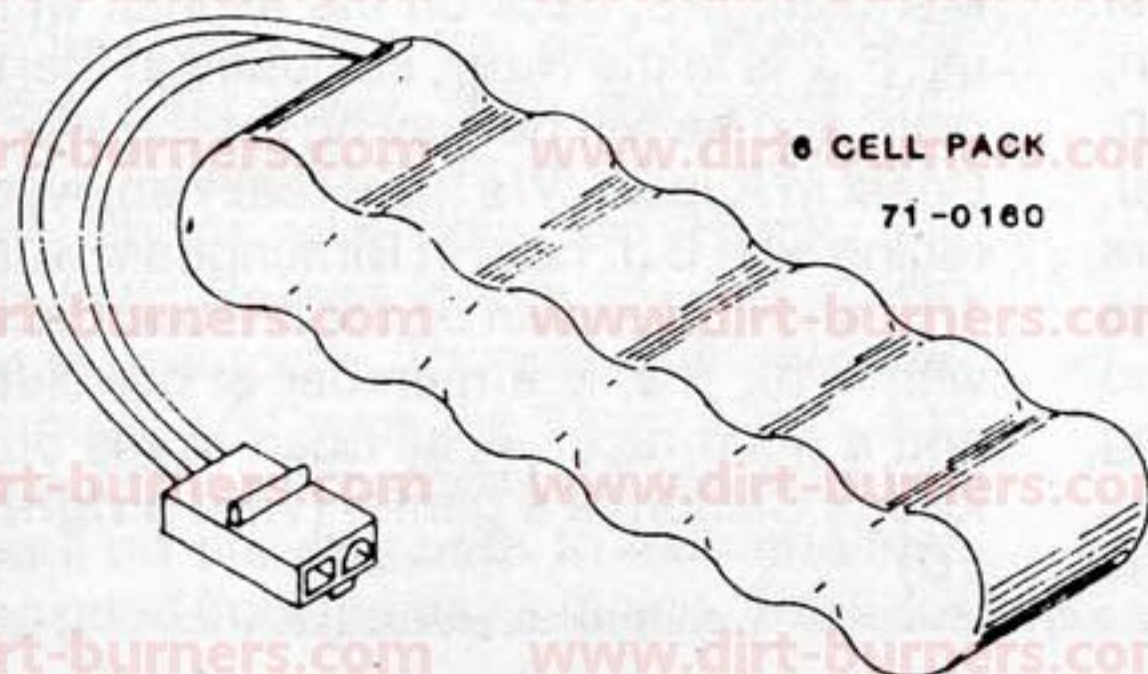
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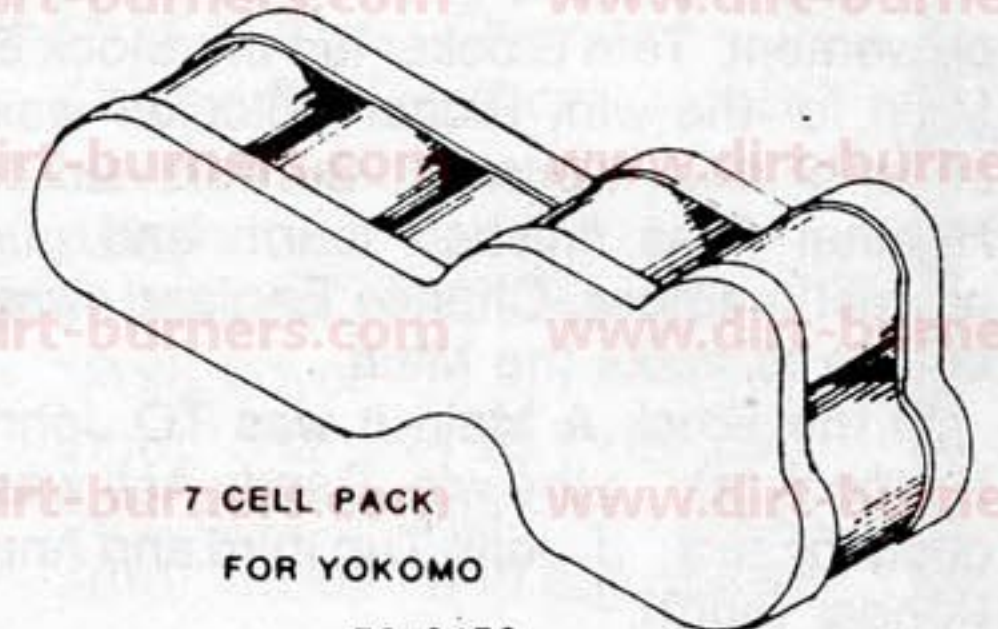


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Magic City R/C Car Club

Don't panic! We haven't stopped writing reports — we've just been so busy with races every weekend that we haven't had time to stop and write anything!

We would like to say "THANKS" to everyone who helped make our winter indoor series a big success. We had 28 racers take part in the series and averaged more than 20 racers per race. Again, THANK YOU! And we do mean YOU!

We hit the asphalt for our first outdoor race on Saturday, May 4. We were wanting to give the club members a chance to practice on asphalt before heading to Atlanta, GA, and the U.S. Spring Championships. We have made very good showings in Atlanta within the past year and this would hopefully continue if we could get a few practice races under our belts.

SATURDAY, MAY 4: The first couple of heat races had everyone looking like a Novice. There is a big difference between carpet and asphalt. By the time the Mains rolled around, though, most of the racers present were back in the groove.

In the Stock Class, John Tup came out on top with John Hancock second and Ann Ponder third. Ed McWilliams followed Ann to the finish line to take fourth place.

In Modified, it didn't take Jimmy Simmons long to get back to normal (NORMAL?). Anyway, Jimmy showed why he's always the one to beat on asphalt as he led all racers to the finish line to take the win. Jerry Evans was a couple of laps back to take second, Joe Manis was third and Bruce Ponder fourth.

With round one down, we would head to round two next week. Back to back weekends of racing is a must when you're getting ready for the U.S. Spring Championships.

SATURDAY, MAY 11: This week's racing in the qualifiers looked a lot better, as the drivers got a little more settled into the old routing. Attendance climbed to 18 racers for this second attempt at outdoor asphalt racing.

The Stock Class was looking good all day, and the Mains showed definite improvement. Tom Blocker led the Stock B Main for the win, Richard Blocker was second and Kenneth Stewart third. Heather Files finished fourth and our newest member, Charles England, was unable to make the Main.

In the Stock A Main it was TQ John Hancock taking the win, Randy Ash was good for second, John Tup third and Ann Ponder fourth.

The Modified B Main had Mark McWilliams taking the win, Bruce Ponder second, Chuck Baader third and Tim South fourth.

It was dark when the Modified A Main

started and it was a wonder that anyone could see their car. But "HAWKEYE" Simmons came through again for the win, Joe Manis second, Jerry Evans third and David Copeland fourth. It would have been nice to have headlights wired into your car for that Main. If driving in darkness won't get you ready for Atlanta, then nothing will.

FRIDAY, MAY 17: We arrived in Atlanta, as did most of our club members, to get settled in for a full weekend of racing. In all, 16 club members would show up for this major race of the 1985 season.

It was good to see old friends again and hob-nob with some of the biggest names in 1/12 R/C racing. Joel Johnson, Bob Novak, Terry Rott, Frank Killam and Big Jim Greenemeyer were in attendance, to name a few.

Bob Rule and crew had layed out a fast track and traction was there without the aid of sugar water or tire compounds.

The field of 150 racers was filled before the weekend started, but a few racers showed up anyway hoping to make the field as an alternate in case someone didn't show.

Joel Johnson ran 37 laps in the third qualifier and this was to hold up for the entire weekend as the mark to shoot for. Try as they did, Joel's 37 laps in 8:12.2 held up as TQ and he ran 37 two more times before qualifying ended. Joel was the only driver to reach the 37-lap mark.

Joel Johnson went on to win the Modified A Main with Terry Rott finishing second and Bob Light third.

I want to extend CONGRATULATIONS to my friend Henry Lee, of Houston, TX, for his Stock A Main win. I met Henry at last year's spring race at about 2:00 a.m. in the Waffle House. Henry was there upholding his "Lunch Bunch" reputation. It was good to see Henry come out on top this year.

Henry told me that former Magic City club member Mike Davis was racing with them in Houston. Glad to hear Mike stayed in R/C racing. Again, CONGRATULATIONS Henry and, if they ask, just say, "I know Tim."

Now, the local club members doing well and bringing home some gold are as follows: Jimmy Simmons, 5th, Modified B Main; David Copeland, 1st, Modified I Main; Tim South, 3rd, Modified I Main; Joe Manis, 6th, Sportsman A Main; Mark McWilliams, 1st and Jerry Evans, 4th, Sportsman B Main; Bruce Ponder, 1st and John Tup, 5th, Sportsman C Main; and Randy Ash, 2nd, Sportsman D Main.

We had a good time again, as usual, and want to thank all the club members who were present. We especially want to thank Bob Rule and all the people who helped make this year's U.S. Spring Championships a big success.

SUNDAY, MAY 26: Meridian, MS, is

the place, off road is the race. Joe Manis, John Tup, and Tim & Robin South took off to run with the Meridian Fast Trackers and TEAM RACE, of Jackson, MS. There was some good and some bad. For the bad, Robin burnt up her motor and John Tup broke the chassis on his Frog. Their day ended before it got started. The good was that Joe won the Stock Main and Tim wound up third in the Modified Main. I guess two out of four ain't bad. Now for the trip back home to rest a week and get ready for some more 1/12 racing.

SATURDAY, JUNE 1: Saturday morning came bright and early. It was hot and sunny by 10:00 a.m.; the radio forecast said it was 89 degrees and going to be a high of 95. The pavement would be hot today and a canopy would be in order. Qualifying went O.K. but an air-conditioned driving stand would have been great.

It was late afternoon when the Mains got started. The Stock B Main had Ann Ponder taking the win with Ed McWilliams second and Kenneth Stewart third.

The Stock A Main was a good race to the checkered flag. The race was not truly decided 'til the end, when John Tup crossed the line first. Not far behind were George Bacon in second and Randy Ash in third. John Hancock finished fourth after some mechanical problems.

The Modified B Main started out in a terrific fashion. Speeds were high and racing was good. Then the sun dropped behind one of the taller buildings on its way west. The track started to cool off and that's when things started to change. Jerry Evans had problems and fell behind, Tim South had too much horsepower and not enough traction at the rear wheels and he also fell behind. Meanwhile, David Copeland was adding up the laps to take the win just ahead of David Swearengin in second place. Tim finished third and Jerry fourth.

In the Modified A Main, Jimmy Simmons decided to make quick work of this race so he could head home to his recliner, a glass of iced tea and the coolness of the air conditioner. Quick it was, with eight minutes going by before we realized it was the end of the race. Jimmy used his asphalt prowess to grab the win with Mark McWilliams three laps down in second and Bruce Ponder taking third, Joe Manis fourth.

It was good to have B.J. Scheible, of Meridian, MS, back on the asphalt with us. B.J. is in the Navy, stationed at Meridian, and he will be leaving for the West Coast in August. We have really enjoyed racing with B.J. here in Birmingham with 1/12 and in Meridian on the off road track with 1/10. B.J. is a member of our club and a good racer — all I can say is our loss is California's game. (*That's right!* ED)

A goodbye is also in order for Don Wadkins, of Meridian. We have raced both 1/12 and 1/10 with Don, too. If you want a competitive racer, then Don's your man. Don will be stationed in Jacksonville, FL, and hopefully he can revive R/C racing in all scales in Jacksonville. With the program he helped set up in Meridian, it shouldn't be long before we hear good things coming out of Florida.

This brings me to ask, where have all the Alabama racers gone? We started the year with 23-25 drivers at a race and now we are down to 15-18 at each race. **WANTED ALIVE AND WITH A TRANSMITTER IN THEIR HANDS:** Lewis Giles, John Montgomery, Paul Gardner, Shane Wilks, Tim Smith, Lou Adrehold, Charles England, Neal Shamblin and the Vick clan. If you see any of these people, show them your latest copy of *Rev-Up*, **R/C RACING NEWS** or *Competition Plus*. This is a great club and these people, along with our regular racers, are needed to keep it that way.

SUNDAY, JUNE 2: While in Meridian, MS, on May 26, I was invited to go over to Jackson, MS, to race with TEAM RACE, an off road club.

So, bright and early Sunday morning, me and my wife Pam packed a cooler with Cokes and a picnic lunch and headed towards Jackson, MS, at 7:00 a.m. armed with two RC-10s. I planned to run the Stock and Modified classes. This would give me a chance to try my new Novak NESC 2-speed control and one (Baaadd) Checkpoint Yokomo gold off road motor.

Jackson is just getting started in off road racing and has about 10 members in its club at present. Upon our arrival, I was pleasantly surprised to find the track located next door to the R.A.C.E. Hobby Shop. The shop was opened for parts, repair facilities, restrooms and air conditioning, as the temperature had soared to 95 degrees. Outside, we had water accessible to the track, an air compressor to blow the dirt off your car and electricity. Tom Bullock, the owner, had made a trek out West last month to one of the off road meccas, the Ranch Pit Shop. Shortly after his return, they started to change the design of the track to correspond with what Tom found at the Pit Shop. Up front I can say that this is a first-class operation they have in Jackson. I hope we can have half the facilities they have when our track is finished here in Birmingham.

Qualifying was fun and I liked their track right away. With the great R/C RACER looking down on me, I was lucky enough to win both the Stock and Modified classes in this, my first outing on a new track. Thomas Bullock came through and won the Open Class and took TQ in the process. All too soon, we were on our way back to Alabama feeling good from the day's racing. The track

layout was good, track condition was of the highest quality and most of all, it was the friendly racers themselves who really made this day so pleasant. (Of course, the two trophies next to me helped some!) **NOW JACKSON, MS, HAS FELT THE MAGIC, THE WAY ATLANTA, GA, AND MERIDIAN, MS, HAVE!!!**

Tom called the other night to say that a newspaper reporter had taken some pictures of our racing and it appeared in the Monday paper. Shortly thereafter, he had two T.V. stations get in touch with him wanting to film some racing the next time they run. He called to say he wanted some of the Birmingham club present for the big goings on. (Just a glutton for punishment, I guess!) Well, we're going to be there to help our brothers get things started in a big fashion. Guess I'll get the old MO-JO working so we can put the magic on them again. **NOW FOR THE GENERAL BULL!!!**

POINTS STANDINGS THROUGH THREE RACES ARE AS FOLLOWS:

STOCK

1. John Tup — 149
2. Jon Hancock — 148
3. Randy Ash — 143
4. Ann Ponder — 141
5. Ed McWilliams — 138
6. Kenneth Stewart — 132
7. George Bacon — 49
8. Tom Blocker — 45
9. Richard Blocker — 44

9. Charles England — 44
- 11 Heather Files — 42

MODIFIED

1. Jimmy Simmons — 152
2. Joe Manis — 145
3. Jerry Evans — 139
3. Bruce Ponder — 139
3. Mark McWilliams — 139
6. David Swearingin — 136
7. Tim South — 129
8. David Copeland — 92
9. B.J. Scheible — 46
- 10 Chuck Baader — 43

Homewood Hobby will have **R/C RACING NEWS** and *Competition Plus* on the newsstand in the near future. That will give our copies of *R/C Modeler* some company.

The off road track at Bessemer Kart Speedway is coming along O.K. Once we can get the racing started, I believe you will see a new surge in R/C racing in the Birmingham area. We've already sold the owner of the speedway a Cox Tomahawk off road car.

Remember, we have two big races coming up: The Birmingham Summer Championships and the Fall Finale, to take place in October.

Let's make a special effort to be present at the races. Until then, take care of yourselves.

Tim South

IDEA ON TOP OF ANOTHER

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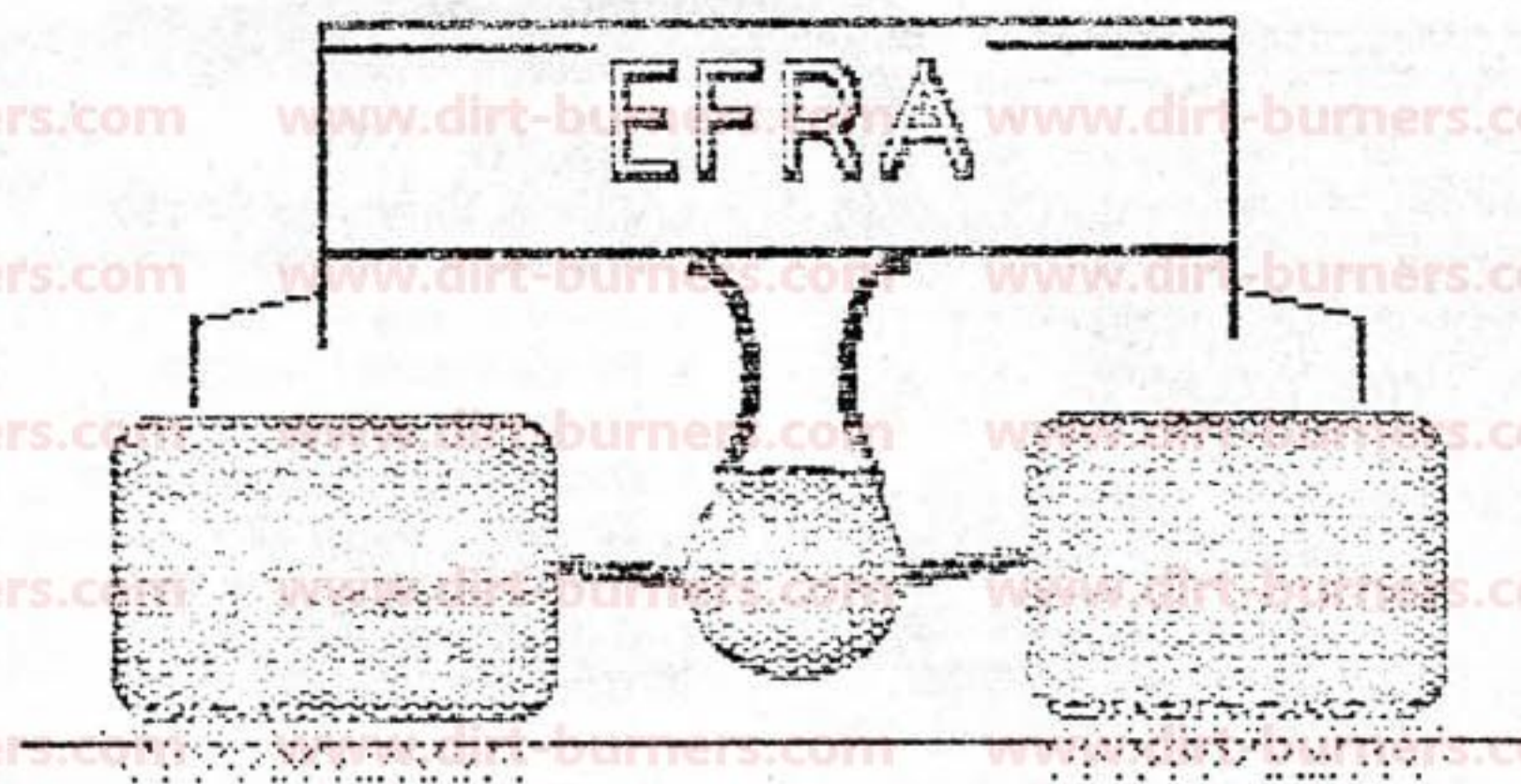
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Following the European Championship in Holland, where a definite problem showed up concerning the starting procedure, I would like to suggest the following solution:

It would be possible to start the cars in the qualifying heats at intervals of some number of seconds to be decided by the race director. Basically, Fons Bervoets can reprogram the computer so that when the Main start is given, the master clock will run for six minutes. The cars may start anywhere within the first minute and as they cross the start/finish line for the first time, the computer will start a five-minute cycle for the car concerned.

This would avoid all of the problems associated with cars starting together and arriving at the first corner together and causing either a bottleneck or a series of accidents. It would seem to be in nobody's interest to continue with our current system which has turned into a game of chance.

The computer will be re-programmed (the possibility of using either system will still exist) for the European Championships flat-chassis on July 13 & 14. Andre Van der Linden and Silvio Manfroi will evaluate its usefulness then.

The starting system for all the sub-finals and the final will remain as they are.

MOTORS

Some 30 drivers came to me during the Dutch European Championships and said they thought it was time that the engine power be limited. I think everybody must agree that the cars are going faster and faster, so perhaps it is not a bad idea. This could be implemented simply by restricting the air entry to the carburetor to 6mm. The advantages would be less engine wear, lower fuel consumption, reduced tire wear, lower exhaust noise and the car would become easier to set up. All this for only about a 10% reduction in power. I would be very interested to hear from you with your views on this subject.

1985 1/8 EGM, HEEMSTEDE

The chairman opened the meeting and welcomed the delegates. He pointed out

that no voting was allowed and that the main purpose of the meeting was to fix the racing calendar for 1986.

1. 1/8 WORLD CHAMPIONSHIPS — JAPAN

The chairman passed the chair to Mr. Longshaw, who distributed an IFMAR booklet concerning the World Championships. Mr. Poupaert pointed out to the members of the meeting that the booklet was not up-to-date as it did not include the latest modifications to the rules. It was decided to photocopy the correspondence that had circulated between IFMAR Secretary Bernard Poupaert and the race director, Mike Reedy, which would explain clearly the latest modifications.

Saul Manashe pointed out that he had written to IFMAR explaining why EFRA had not filled its 50 allocations for Japan. The main reason was the very late publication of the information and the uncertainty as to the location of the race site.

Mr. Longshaw said he had noted these points and would transmit them to the IFMAR meeting in Japan. Exceptionally, EFRA gave two places to Brazil due to the fact that they had been unable to get an answer from R.O.A.R. President Mr. Joe Werner. To avoid future problems of this type, EFRA would like to remind IFMAR members that IFMAR blocs are not particular countries but geographical areas.

EFRA is making the following proposition to IFMAR for inclusion in the IFMAR constitution:

"That IFMAR be composed of three blocs (at present time), each bloc representing several countries:

Europe and South Africa represented by EFRA

Asia and Australia represented by FEMCA

North and South America (to be decided)

(And) that IFMAR decentralizes its power to these bodies in their respective geographical areas."

EFRA proposes that IFMAR no longer accept those W/C tracks which do not

conform to certain standards to be formulated. This rule must be applied to the next W/C event following Tokyo.

The following countries have advised us that they will be sending competitors to Japan as per the following list:

Brazil	2
England	2
France	2
Germany	5
Holland	3
Italy	14
Sweden	2
Switzerland	6

Total 36

The members have asked Mr. Longshaw to insist that FEMCA must make a definite decision concerning the 1/12 W/C 1986 by the date of the IFMAR meeting to be held in Tokyo, 1985. The reasons are that if another bloc should organize this race, they will need at least nine months to prepare.

The EFRA president reminded members that the 1/10th W/C in California this year had only 20 Europeans entered and they should try and find some more participants if possible.

It was noted that candidates for the 1986 1/8th Buggy W/C, to be held in Europe, would have to present their propositions at the 1/8th Buggy E/C to be held at Graz on July 19. The result of this decision will be communicated to the IFMAR meeting in Tokyo.

The following countries showed interest in presenting various circuits: Germany, Austria, France and Denmark.

2. THE 1986 EUROPEAN CHAMPIONSHIPS WILL BE DISTRIBUTED AS FOLLOWS:

- Prototype E/C — Clermont Ferrand, France — August 8, 9, 10
- Saloon E/C — Brugg, Switzerland — April 26, 27
- Youth E/C — Holland — July 26, 27

The Youth E/C is open to all persons under the age of 19 years old on the opening day of the race.

3. 1987 EUROPEAN CHAMPIONSHIP PROTOTYPE

The members decided to accept the option given to Denmark as they had organized a G.P. as asked by the A.G.M. and have shown that their organization is up to EFRA standards.

The meeting would like to see Portugal organize an EFRA G.P. before they apply for a European Championship.

4. 1986 RACING CALENDAR

France	Paris Demo Race	Feb. 15,16	Paris
Portugal	G.P.	Feb. 22,23	Lisbon
France	G.P.	Apr. 12,13	Louviers

Switzerland	E/C Saloon	Apr. 25,26,27	Brugg
Belgium	G.P.	May 10,11	Rumst
Sweden	G.P.	Jun. 14,15	Staffenstorp
Italy	G.P.	Jun. 28,29	Assisi
England	G.P.	Jul. 12,13	Mendip
Holland	E/C Youth	Jul. 25-27	Clermont
France	E/C Proto	Aug. 8-10	Ferrand
Austria	G.P.	Sep. 7,8	Sollenau
Holland	3 Hr. Heemstede	Sep. 28	Heemstede
Monaco	G.P.	Oct. 4,5	Monaco

5. RULE BOOK

Add to the Rule Book Regulation concerning the following:

"Delayed Start Rule, 10 mins. for semi's and final."

You will be sent this page as soon as it is printed. EFRA now has rules books for sale. Please send an international money order to Saul Manashe for 14 pounds. Don't forget to enclose your full address.

6. NOISE LEVEL

At this point, ICAR does not seem to be able to offer any solution. Saul is taking expert advise to see if it is possible to find a solution to apply the 70Db. rule.

7. A & B LICENSES

The 1/8th committee will make a proposition regarding the selection procedures.

8. DRIVERS' NATIONALITY

EFRA will ask IFMAR to confirm the decision made in Paris (16.2.85) that every competitor or driver who has obtained his R/C car license from a national federation takes the nationality of that federation for the period of the license.

In international competitions, where official teams are represented, a driver will take the nationality of his passport or the country of residence if it has been approved by EFRA.

9. PROPOSITIONS FOR ZURICH A.G.M.

Please remember that all propositions must be in 60 days before the A.G.M. This year we will be forced to rigidly apply this rule due to the fact that the committee will be meeting specifically to discuss national federation propositions received. This committee meeting will take place in Zurich six weeks before the A.G.M.

10. OTHER MATTERS

The committee will make a proposition concerning the distribution of re-allocation money taken during European Championships.



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Motor Tech: Q & A

By "Big Jim" Greenemeyer

I'd like to start this month off by saying there was a mistake in my last column. It is in regards to the timing of motors. That column (April 1985, Issue 46, Volume 6) states that to advance the timing of the motor, you should turn the endbell in the direction of the "armature rotation." Well, as a lot of you may already know, it should have read, "to advance the timing of the motor, turn the endbell in the opposite direction of armature rotation." Hope this didn't screw anyone up too badly. Now on to the fresh stuff:

• WHAT'S THE BEST WAY TO CHANGE YOUR BATTERIES?

Well, it seems that everybody has their own way that works for them. It's really hard to say what the best way is. I can say, though, what has worked the best for me since the battery condition and charge have a lot to do with motor performance. I don't store my batteries in the refrigerator, nor do I discharge them after every run, the way some do. Call it laziness, apathy or whatever, but I very seldom "dump."

Start with a good set of matched batteries. I know everybody says theirs is the best, but see who is winning your local

races and who always seems to have power left at the end of the heat and find out which batteries they use. Disregard the factory-sponsored racers as they always have good packs and their performance is not necessarily indicative of what the batteries are like that you can buy. Check around and see who buys their batteries and what they have to say about them. At this time, I'd like to say that I have found that there is nothing better than Sanyos, so no matter what anyone says, stick with that.

Now, once you have matched Sanyos, charge them at a 4 amp rate until they peak. By peak, I mean the point at which the voltage starts to drop off. To read this accurately, you'll need a good digital volt meter. I still prefer a Leisure #109 Charger, because it charges a constant current and it's fully adjustable. Once you have your batteries peaked on their first charge, run out the charge in practice — not in your heat race.

It has been my experience that the first charge is not necessarily the best, so why take a chance? Run out the charge and put that pack on a 30 ohm resistor overnight. Save them 'til your next race, because this should be enough to break them in.

Always charge them at a 4 amp rate. If you're charging 7-cell batteries, you may not be able to charge them at that rate until peak. Just try to keep the 4 amp rate as long as you can and then as high as your charger will allow after that. If you're using a digital charger, let the voltage drop .05 on the meter or until the batteries are warm to the touch. This little step should give you a little more snap, as some of the heat is converted to power.

Also, in my opinion, never trickle your batteries (except in cycling, which will be discussed later). The batteries seem to put the power out in the same manner as it's put in. If you charge them at a slow rate, well, you get the picture. You can put your 30 ohm resistor across the pack about every three or four runs. This is enough to keep the memory erased. You can keep the resistor on overnight, a few days, or whenever you remember to take it off. Discharging at this slow rate will not cause cell reversal.

Another thing: Have enough packs so that you don't have to use a pack more than once a day. This amount of time between uses allows the interval pressure to return to normal. This is necessary to keep the cells from wearing out prematurely.

Remember, these batteries were not designed to be subjected to the abuse we put them through. If the packs eventually start not performing the way they used to, they can sometimes be brought back to normal by "cycling" them. Charge the packs at a trickle overnight and then put them on the 30 ohm resistor for about 12 hours. Then trickle again. Do this for 3 or 4 cycles. If anything can save them, this will.

There are some good battery chargers out today that a lot of people swear by. There are peak detector chargers that shut off automatically and one that senses heat build-up. These work fine for some people, but for me, I like to see what's going on with meters. If you have one of these chargers, I'd suggest installing Volt and Amp meters on them for your own piece of mind. Good batteries are definitely needed for the new "hot" winds that are currently being produced.

Remember, always gear your running time — not maximum power. You can't win a race if you don't finish!

Until next time, as my wife always says, "CHARGE IT!"

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PIT STOP... RACING IN RICHMOND, VIRGINIA



BROUGHMAN WINS NASCAR EVENT

For the seventh time in seven races, a different car entered Victory Lane at the end of an RRCRC event. This time it was Larry Broughman, of Roanoke, VA, driving the #22 Miller American Special, who turned the trick and took the checkered flag. Its obvious that no carburetor restrictor plates are needed in the Richmond R/C Race Club.

The temperature was more than 90 degrees, making the track extremely slick for the seventeen entrants in the fourth NASCAR event of the season. David Langston showed himself to be quickest in qualifying and the Mains were ready to go.

In the B Main, Ron Birckhead ran away and hid from the rest of the field. Starting from the pole position, Birckhead led every lap, besting the fast-improving Rhonda Pond by three laps. BoLink factory driver, Jim Giles took third place, 16 laps behind the leader.

In the A Main, Langston bolted to an early lead from the pole position. Broughman, starting from the rear of the field, carefully worked his way through traffic until he caught the leader at the five minute mark. Langston's stock Trinity motor was no match for the modified powerplant in Broughman's #22 and he

pulled away for a half-lap victory. Troy Blanton drove a smooth race to finish third, one lap down.

The Goody's Headache Award went to Sam Bass. Bass, driving in his first race of the year, had a servo lock up during practice and was unable to enter a qualifier.

The Tenacity Award goes to J.C. Booker, who broke a chassis during practice, but purchased a new one and made the necessary repairs and conversion in time to enter the first qualifier.

AUTHOR'S NOTEBOOK

By Bill McDonald

Well, here we are at the halfway point of the 1985 season — all ready for another exciting Firecracker Enduro — and it seems like just yesterday that we were electing officers and setting up a schedule. My, but doesn't time fly when you're having fun!

Seven races, seven faces. That by itself says something about the season so far. Here we are at the midway point and we still are yet to have a repeat winner. The competition has been close and exciting and everyone has been pitching in to help with set-up and take down — that has helped make the race day much shorter.

On the down side, entries per race are down this year, especially in Can-Am events. This is really a shame. For all of you reading this who haven't ventured out to run with us this season, please DO SO. Not only is the race day shorter and more manageable, but the track directors are doing an excellent job of keeping everything moving close to schedule. Also, there are more trophies being given away for more places than ever before, thus more chances to take home some gold.

So, even if the old car is just sitting on a shelf, dust it off and come on out and see how much fun you've been missing!

The PIT STOP staff sees nothing but good coming from the use of the new computer system. Even though it is still only semi-automatic, it is a giant step in the right direction for the club in an effort to cut down scoring errors. The PIT STOP is still in favor of the club continuing to raise money to buy a FULLY automatic

system that would do away with the chance of human error and could bring in money by renting it to other area clubs for their events.

Well, that's the news and views for this month. 'Til next time, Good Racing!

AREA DRIVERS ATTEND U.S. CHAMPIONSHIPS

By Ron Birckhead

Five drivers from the Richmond area made the 500-mile trip to Atlanta, Georgia, to compete against the best R/C racing has to offer in the U.S. Spring Championships sponsored by BoLink, Inc. Some of the big names in attendance were Joel Johnson, U.S. national champion Terry Rott, and Parma's Bud Bartos.

A field of 150 competitors descended on Atlanta's North Lake Mall parking lot on the morning of May 18. Ninety of the drivers were there to compete in the prestigious Modified Class, with the other 60 competing in the Sportsman Class.

Saturday was spent handing out mildly Modified motors to the Sportsman Class and running practice and a couple rounds of qualifiers. Sunday saw the rest of the qualifying rounds and the Mains run.

Of the local drivers competing, Troy Blanton and Ken Harris competed in the Modified Class and Ron Birckhead, Jim Giles and Herschel Nelson participated in the Sportsman Class.

Blanton made the best showing of the local contingent. He qualified 5th in the D Main. A tremendous crash at the start of the race, involving most of the field, left Blanton's car without a right front wheel. Despite this obvious handicap, Blanton was able to continue and brought his "tricycle" home a respectable seventh.

Ron Birckhead started on the pole in the Sportsman D Main, but quickly slipped back to third position. Several encounters with an inhospitable plow disc resulted in a fourth place finish.

Herschel Nelson and Jim Giles started at opposite ends of the field in the Sportsman E Main with Nelson on the pole and Giles starting in tenth as the green flag fell. When the checkered fell it was Giles finishing 7th and Nelson right behind in eighth.

Ken Harris, nursing a sick motor, held

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on for eighth spot in the Modified H Main.

Other participants from Virginia who are familiar to local racers were Kevin Arrington, of Rocky Mount, who finished 9th in the E Main Modified; Pat Arrington, who finished 9th H Main Modified; Jay Dodson, of Roanoke, finished a very respectable 3rd B Main Sportsman class; Tommy Ferguson, 8th D Main Sportsman; and Jimmy Mills, 3rd E Main Sportsman.

The BoLink semi-automatic scoring machine worked flawlessly and should be a big help in future RRCRC races.

Joel Johnson, from California, beat national champ Terry Rott and Bob Light to the finish line by six seconds to win the featured event, the Modified A Main.

WISNER CAPTURES FIRST RRCRC VICTORY

The field was unusually small for the second Can-Am event of the year. The field was probably held down because the two local dirt tracks had races both Saturday and Sunday and thus divided the drivers among the tracks. However, the field did not lack for impressive names, with the likes of North Carolinian Steve Shepherd, 1983 points champ, Mike Dayton, rookie sensation Chris Wisner, and California transplant Troy Blanton.

In the A Main, Wisner and Blanton

quickly moved away from the field. The two drivers exchanged the lead on numerous occasions. However, Wisner held on in the end to record the first victory of his short career. Blanton took second with Dayton finishing third.

Steve Shepherd was unable to start the A Main because of an illness to one of the members of his pit crew. He loaded up his car and headed back to Carolina early.

DISA and DATA:

The ROAR 1/12 Electric National Championships will be held this month in Lansing, Michigan.

The ROAR Region I 1/10 Oval Champs will be held August 16-18 at the local B&H Hobbies race track. Entries can be picked up at local hobby stores.

Entry fees for RRCRC races will rise slightly with the introduction of the new computer scoring system.

RRCRC POINT STANDINGS (as of July 1)

NASCAR

- 1. Wayne Warman 346
- 2. Dave Langston 297
- 3. Bill McDonald 273
- 4. Rick Wisner 267
- 5. Larry Broughman 264

- 6. Troy Blanton 256
- 7. Ron Birkhead 246
- 8. Jerry Pond 246
- 9. Bill Johnson 234
- 10. Rhonda Pond 228
- 11. Hunter Davis 222
- 12. Butch Spicer 210
- 13. J.C. Booker 210
- 14. Ray McMurray 186
- 15. Rich McDonald 152

CAN-AM

- 1. Chris Wisner 294
- 2. Mike Dayton 276
- 3. Ron Birkhead 270
- 4. Dave Langston 252
- 5. Larry Broughtman 249
- 6. Wayne Warman 222
- 7. Troy Blanton 249
- 8. Ken Harris 182
- 9. Hunter Davis 182
- 10. Charlie Rutherford 161
- 11. Allan Cole 158
- 12. Rhonda Pond 140
- 13. Jim Giles 137
- 14. Dwayne Harris 134
- 15. Ray MacMurray 128

OVERHEARD COMMENT OF THE MONTH

"My motor is such a dog, instead of the bushings squeaking, they bark."

"Oh yeah? Well, my engine is such a dog that the only humane thing to do is to find a vet and have it put to sleep."

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SOUTH JERSEY R/C RACING ASSOCIATION UPDATE

Our day began at 8:00 a.m. at our permanent site in Williamstown. We obtained a large truck to move our temporary driver stands, all the gas and electric barriers, scoreboards, track markers, flags, banners, computer — the whole shootin' match. After about 45 minutes of loading, we trucked across town to the shopping mall. When we arrived at the site we immediately saw a problem. Right in the middle of our location was a fully loaded dump truck with out-of-state tags and, unfortunately, no driver in sight. But, SJR/CRA being a resourceful and determined lot, that large obstacle was soon nicely tucked away at the lower end of the parking lot. After a little grooming, our equipment was unloaded and set up; by 10:00 a.m., cars were out practicing.

Soon after we were set up and running, we realized a funny thing was happening. We noticed that quite a few people would drive up and come over to the pit area where all our tables and workbenches were, but they would quickly turn away and return to their cars. Finally, someone asked us who was running the flea market!

Consider all the paraphernalia and equipment a racer has spread across his work table. How much so you think the average person would offer for it? \$100.00? \$50.00? How about \$10.00? After we explained, to those interested, what we were doing and told them what it cost, the looks of disbelief told me how much they'd have offered.

1/12 racing was first. The course was sort of an "E" inside a "C" design on a sloping parking lot. This made the switchbacks inside quite challenging because one 180 was uphill, the other down and the sweeper also being slightly downhill allowed the cars to really get rolling before having to turn hard back into the infield. The 24 entries were pleased with the simple yet challenging course. A pleasant surprise was the low tire wear. Traction was quite good, yet after four rounds, very little tire wear could be seen. This was quite a change from our home track, which has excellent bite but is very abrasive.

After the electric drivers completed a round, the gas cars took to the track. Their layout was simply two "U's," one inside the other. While very simple, it did allow the gas drivers to show the crowd the speed and sounds that this type of racing is known for. And show them they did! The three- or four-car heats were all very closely contested, which brought obvious approval from the crowds. All they kept asking me was when the smokey, loud cars were racing again. They did

enjoy it.

After the gas round, the off road racers had their moment in the spotlight. Unfortunately, this most exciting and fastest growing form of racing could not be shown to the spectators very well because of the lack of a suitable track. We were forced to run the cars on hard, gravelly dirt and grass. Still, the 18 or so cars really had the fans standing on tiptoe to see the action. We first tried a road course, but it was oh so slow. The last two rounds were run as an oval, which provided constant action. We heard a lot of, "I could do that," or "I've got to have one of those." We just smiled.

Well, it was a good, fun day of racing. A lot of people now know what the SJR/CRA is and, best of all, \$175.00 was donated to a very worthy cause. SJR/CRA hopes you can be a part of this event the next time we do it. The club would like to thank all those who helped make the day a success.

What does Memorial Day weekend mean to most red-blooded Americans? Remembering those who did so much for us and this country, and the "500," right? Well, SJR/CRA has reserved this traditional weekend, since the club's formation in 1980, to do just that. To serve the community, to remember those who sacrificed much for us and, finally, to race.

We have, in years past, been part of park dedications, Memorial Day parade festivities and, on a number of occasions, had races in conjunction with Special Olympics activities.

The race formats have been quite different. We have had three-hour enduros, with four drivers and one car and, one year, had a 500-lap Indy car team oval — four-lap, single-car qualifier and all.

With this year's race, we were presented with a new opportunity to race for the benefit of children and adults stricken with terminal illnesses. The organization is the Sunshine Club of South Jersey. This group helps those families that have loved ones who are fighting for each breath and moment of life. Community leaders provided a location near the center of town in a highly visible area. When the local cable T.V. station wanted to cover the action, we realized we had an opportunity not only to help some needy people, but also to promote the sport of model auto racing. So we quickly put together a race schedule that would display to the public all popular forms of our hobby. We would put on demonstration races for 1/8, 1/10 and 1/12 R/C cars.

1/10 RACE #2: VINELAND TRACK — MAY 4, 1985

The Production Class consisted of 22 drivers; the Stock Class 30.

The Production Class A Main was won by George McDonald, with his Frog turning 11 laps, followed by Linda Vogel and her Frog, 10 laps; Jim Geare (TQ) took 3rd, 10 laps; Scott Davis, 4th, nine laps; Joe Curcio, fifth, nine laps; Gary Pustizzi, 6th, eight laps; Dave Curcio, 7th, six laps; and Bill Benjamin, 8th, DNS.

The Production Class B Main was won by Henry Davis, with nine laps; Jason Grant was 2nd, Bill Pustizzi 3rd, both with nine laps; Brian Archer 4th, Steve Tyree 5th, Duane Allen 6th, all with eight laps; and Keith Tepper, 7th, with four laps.

The Production Class C Main was won by Ruth Mensing, Chris Dibeneditto was 2nd, Tom Ervin 3rd, all with eight laps; Steve Detwiler came in 4th, Jose Garcia, 5th, both with seven laps; Tracy Mensing was 6th, with six laps; and Steve Selestok was 7th, DNS.

The Stock Class A Main was won by Top Qualifier Don Pyle, Jr., with his Associated car; he turned in 13 laps. Fred Mensing pushed his Associated car hard but couldn't quite catch him and finished 2nd with 12 laps. Carlton Coleman took 3rd; Chris Shaffer, 4th; Ron Boorman, Jr., 5th; Ron Boorman, Sr., 6th; Charlie Notabartolo, 7th; and Richard Carper took 8th — all with 11 laps each! Talk about a close race!

The Stock Class B Main was won by Ron Fillman with 12 laps. Don Pyle, Sr., came in 2nd with Nick Piro, 3rd and Ron Webb in 4th, all with 11 laps. Bob Clark came in 5th followed by Al Caldiero in 6th; Bob Vanelli, Jr., 7th; and Joe Burgmann, Sr., in 8th, all with 10 laps. Another close one!

Paul Marziani won the Stock C Main. He was followed in by Winnie Morgan in 2nd; both turned in 11 laps. Bob Vanelli, Sr. came in 3rd with 10 laps while Rip Pinkston, Liz Peterson, and Shawn Shute came in 4th thru 6th, all with 9 laps each. Sid Tepper, finishing 8 laps, came in 7th.

Stock D Main saw Gary Alexander, Joe Burgmann, Jr., and Dave Bicknell coming in 1st thru 3rd, respectively, all completing a total of 9 laps. Joey Piro in 4th and Nick Piro, Jr., in 5th both completed 8 laps. Phil Cabano came in 6th after completing only one lap, and he was followed by John Walker in 7th, who DNF'd.

1/10 RACE #3: MILLVILLE — JUNE 2, 1985

The Production Class consisted of 13 drivers. The Stock Class had 27.

The A Main was won by Top Qualifier Linda Vogel and her Frog, with 11 laps. Linda was flipped over onto the grass at the start but managed to pick her way through the traffic to Scott Davis, who had led the race from the beginning with his Super Champ. Scott got tangled in traffic and Linda got by, leaving Scott to finish in 2nd place with 10 laps.

The rest of the race went as follows:

PRODUCTION

A MAIN

1. Linda Vogel — Frog
2. Scott Davis — Super Champ
3. Bill Benjamin — Hornet
4. Keith Tepper — Frog
5. Preston Jackson — Grasshopper
6. Ruth Mensing — Super Champ
7. Brian Archer — Frog

B MAIN

1. George Webb — Cox
2. Chris Irrgang — Frog
3. Tracy Mensing — Brat
4. JoAnn Mensing — Super Champ
5. Allison Newcomer — Frog
6. Steve Geraci — Hornet

The Stock Class A Main was won by Ron Boorman, Sr., and his Associated car. Ron ran side by side with Top Qualifier Don Pyle, Jr., around the first turn until he got nudged into the grass. After getting straightened out, Ron was running behind Donny until he saw his chance, passed Donny and held onto the lead.

STOCK

A MAIN

1. Ron Boorman, Sr. — Assoc.
2. Donny Pyle, Jr. — Assoc.
3. Fred Mensing — Assoc.
4. Ron Boorman, Jr. — Assoc.
5. Nick Piro — Assoc.
6. Joe Burgmann, Sr. — Assoc.
7. Chris Schaffer — Assoc.

B MAIN

1. Carlton Coleman — Assoc.
2. Richard Carper — Assoc.
3. Don Pyle, Sr. — Assoc.
4. Ray Bojarski — Assoc.
5. Ron Webb — Assoc.
6. Carl Ford — Assoc.
7. Ron Fillman — Assoc.

C MAIN

1. Paul Marziani — Assoc.
2. John Walker — Assoc.
3. Michael Green — MIP
4. Liz Peterson — MIP
5. Sig Tepper — Assoc.
6. Joe Burgmann, Jr. — Assoc.
7. Charlie Notabartolo — Cox

D MAIN

1. Ron Peterson — Cox
2. Jason Densten — Assoc.
3. Joey Piro — BoLink
4. John Mason — Assoc.
5. Bill Densten — Assoc.
6. Shawn Shute — Assoc.

CLUB MEETING — JUNE 6, 1985

The following are the highlights of the topics discussed at the June meeting; 14 members were present.

SPORTSMAN TIRE RULE PROPOSAL — Sportsman drivers have asked that some type of tire rule be considered for this class. A number of approaches were discussed but no proposal or motion was made. One good possibility was the spraying of the track with some traction additive (i.e. sugar water). Those who have raced on a similarly prepared surface claim excellent traction and reduced tire wear. Bill Davis is researching the matter.

REGION 1 O/R CHAMPIONSHIPS — Scheduled for July 26, 27 and 28. We need a sponsor. We need your support. A flyer will be mailed by the end of June to all O/R racers.

REGION 1 1/12 CHAMPIONSHIPS — Scheduled for Labor Day Weekend, August 30-31 and September 1. We need a sponsor. Please contact Bill Davis if you can help in any way.

AUTO LAP COUNTER — We have the computer. As of this date the first use of the device has not been determined. But don't be surprised if you see it at the next race you attend.

CLEAN-UP, FIX-UP DATE — Many things need repair and building at the Williamstown site. We will make and paint new boards and other tasks along this line. Please attend if you can — August 7, 10:00 a.m.

1/10 NASCAR OVAL — There appears to be some interest in developing a class for this type of car. We will run exhibition races between rounds at our Friday oval races.

If interest grows, we will schedule a series. If you have any questions, call Nick or Carl.

The meeting was adjourned at 10:20 p.m. Those who could stay were shown a 16mm movie about SCORE off road racing. The film was very good. It was interesting to see that real off road cars do not fly. I can't imagine why we think our models should.

1/12th RACE #3

Race #3 was our first night race of the season. It turned out to be a long and tiresome one, though, as it finished around 12:30 a.m. Sunday morning! The Unlimited Class A Main produced a new winner, Nick Piro, Sr., and a new TQ, Jon Laster.

The short track was used and the seven-car Main was just too much — everyone drove as though they should be in the "Z" Main, with one exception: Nick Piro had his stuff together and went on to win in a big way.

Kent Weaver continues to impress everyone by taking the Sportsman A Main with his nearest competitors, Nick Marino and Ray Bojarski, close behind. Chris Morris finished 7th, making the A Main for the first time.

Bob Vanelli, Sr., topped the Unlimited Class B Main over Maryland racer Tom Adams. The big story was the improvement of Rich Schlosser, who topped the Sportsman B Main (I understand Rich has been practicing!). The improving Cam Marziani came in second to Rich.

1/12th RACE #4

Race #4 was decidedly better than Race #3 in that we were finished around 10:30 p.m. and the quality of racing was outstanding. Our first 10-car Sportsman A Main was great; all 10 cars made it through lap 1 without incident!

The regular A Mainers were there with the addition of Ralph Case, Joanne Billmers, Bill Edgar and Rich Schlosser. The race was excellent with the lead changing hands and everyone staying on the same lap for most of the race. Kent Weaver finally took the lead and held on to win. "Who will stop Kent Weaver?" seems to be the big question in the Sportsman Class. The other top Sportsman racers need to really start working or else they're going to fall behind.

The Unlimited Class A Main was an equally good race with Carl Ford making the field for the first time in a long while. Bill Davis TQ'd by just seconds over Don Pyle, Jr. — both had 30 laps. In the Main, Don jumped out to a ten-foot lead and held on for about four minutes until Bill got by to hold the lead at the 7:30 mark. Bill started to dump and Don went by to take the win. Don Pyle, Sr., was third with a good drive. Mike Pyle and Bob Billmers won their respective B Mains.

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FINAL H.E.A.R. REPORT OF THE SEASON

Report by Wayne Labenda

Hackensack High School,
Hackensack, New Jersey

Our 1984-85 racing season has just come to an end with a great deal of exciting racing in both 1/10 and 1/12 scales. The high school club has come a long way this year. We started with only a few

members and a parking lot and finished with two permanent tracks, the use of the gym in winter and numerous new members. We have already recruited incoming freshmen for next year!

Many thanks goes to **R/C Racing News** for the publicity we needed to improve our program and to prove its worth. We would also like to thank Bob Rule and BoLink for their much needed assistance when the program began a year ago. Their

initial help was responsible for getting us underway. Donations from Mike Tobey and C.R.P. were truly appreciated and will be used to further improve our club's resources. Finally, we want to thank Dan Schepis and M.R.P. for their help during this year. Without these people our club would have really had little chance for success. It is wonderful to have people who not only love the hobby, but also want to help kids. None of these people had to help us, but they did, and we will always be grateful. Hopefully, the students in the club will remember this and do the same for others when they are adults.

The racing itself was exciting to the finish. Though I lead both series, I limited the official standings to "student drivers" only. Adam Halsband dominated both series. Though he finished first, much of his lead in the point standings came early in the year. His domination diminished greatly as the year progressed. In 1/10, he had 12 firsts and 9 seconds which came during the indoor and off road races. On the asphalt the other drivers surpassed him. Joe Sergi had 4 firsts and with his consistency, finished second overall. From the fall season on, Joe rarely finished below fourth in an A Main. The other three leading racers were John Ingallinieri (5 wins), Rich Diacont (4 wins), and Frank DeMauro (2 wins). John has had more mechanical problems all year than anyone. He is a great driver and is quickly becoming an excellent mechanic. He should do much better next year. His little brother will be joining us in the fall also, which should be interesting.

Adam and Joe once again really had a battle in the 1/12 scale division. Though they both had an equal number of wins, Adam finished with 2530 points to Joe's 2480. The final race decided the champion. John again had mechanical problems to iron out all year, but he still finished a strong third. Keith Armonaitis missed a great number of races due to other commitments, but hung on to capture fourth. New members Ron Brevot and Tom Aletta made great improvements in their skills to finish fifth and sixth respectively.

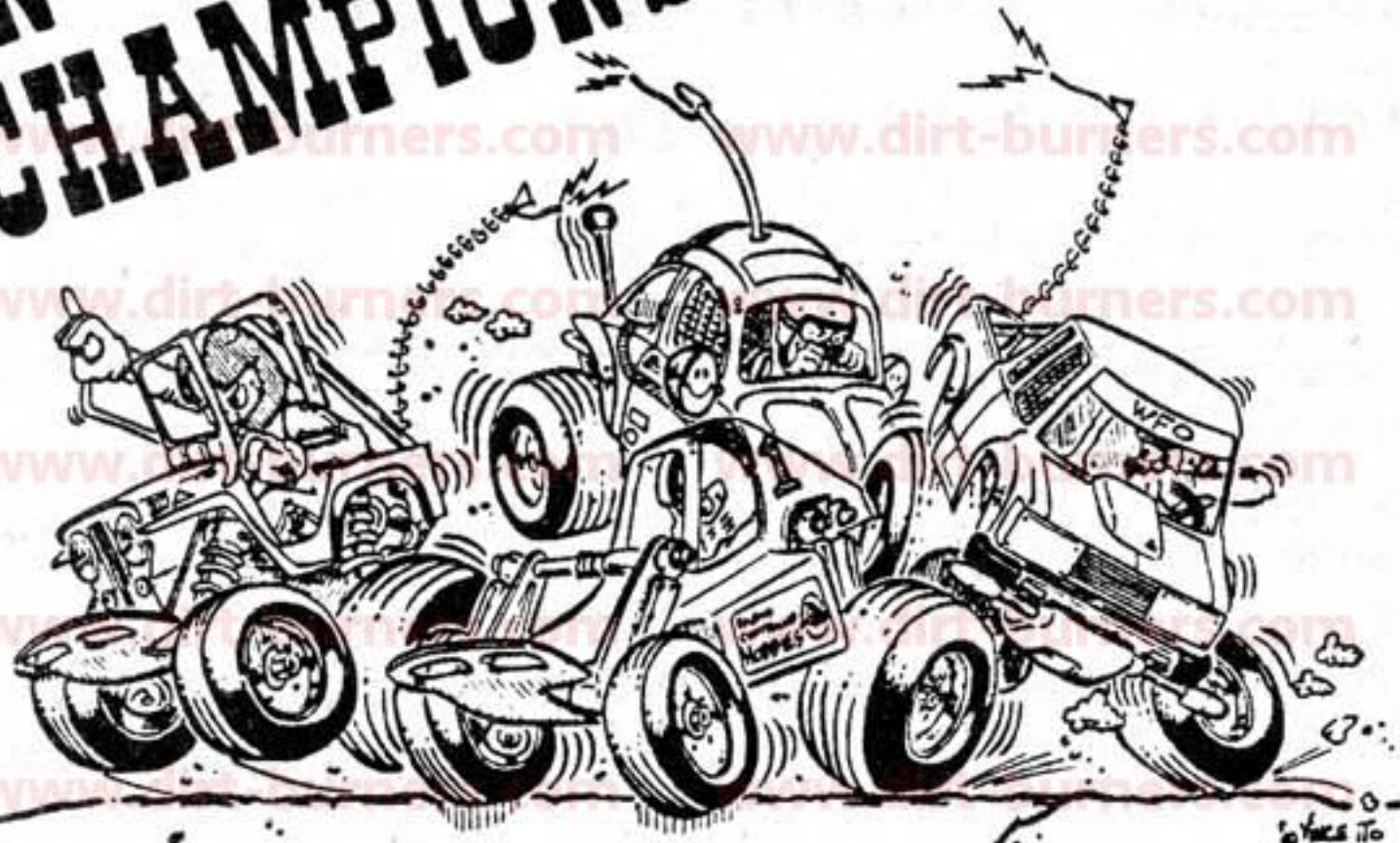
Most of our newer members really drove much better as the season progressed. Due to only having one full-year season, though, they were never really in contention. Next year we will split it into three seasons to allow new members a shot at the championships, even though they did not start in September.

I personally enjoyed watching these students enjoy themselves throughout the year. I am glad that the school's administration and those previously mentioned also felt this program was worthwhile. I hope that possibly other schools will institute programs and further this hobby.



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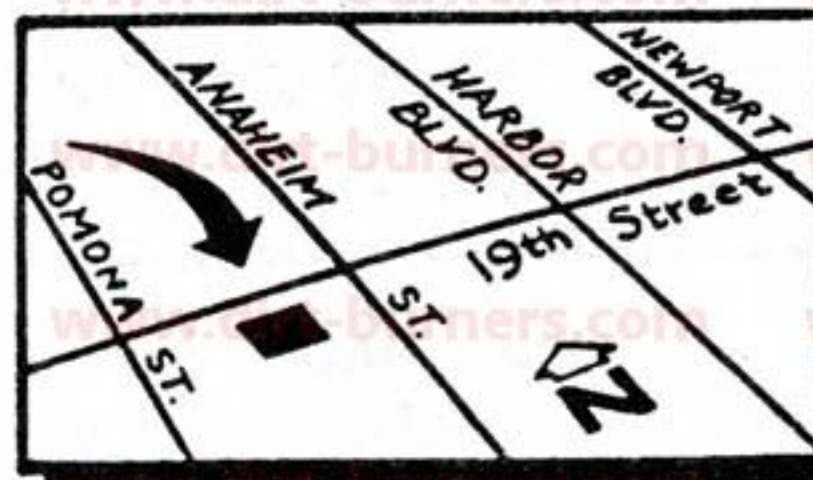
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6th Place: Kris Moore

7th Place: Gary Kyes

9th Place: Jerry Case

MODIFIED

1st Place & T.Q.: Gil Losi Jr.

2nd Place: Jay Halsey

4th Place: Chris Allec

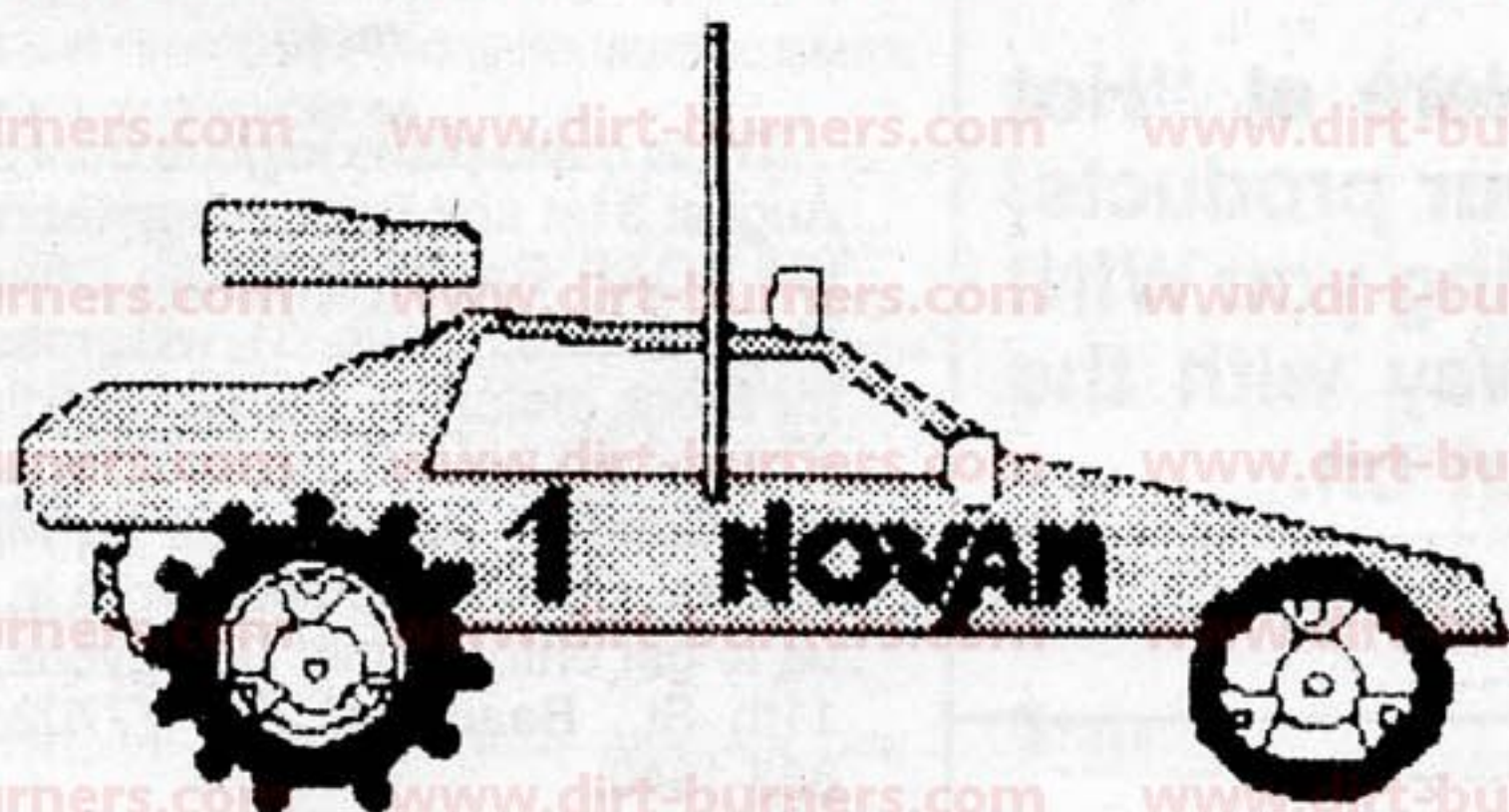
5th Place: Mike Giem

6th Place: Eric Soderquist

7th Place: Glen Glass

9th Place: Eustace Moore

10th Place: Gary Kyes



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GOLDEN TRIANGLE R/C ROAD RACERS

Report by Don Lyons

HELLO RACERS!

The racing wasn't the only thing that was hot in southeast Texas on Sunday, June 2. The temperature got all the way up to 90 degrees. Six members of the Golden Triangle R/C Road Racers, nevertheless, had a good time heating things up in their own way.

After a controlled practice and three qualifiers, Don Lyons was Top Qualifier, with 27 laps.

Everyone in attendance used every strange way conceivable to try to keep the heat from eating up their batteries.

Two mains were run and, on the last lap, Wayne Boswell took first place in the B Main from second placing Andy Redmon. Mark Rush came in third with battery problems. Don Lyons won the A Main, with Ed Billheimer coming in second and Eldon Branham taking third place.

JUNE 16 TRIANGLE RACE

The enthusiasm for 1/12 scale on-road R/C car racing is growing steadily in Southeast Texas and the Golden Triangle road racers raced on Sunday, June 16 (Fathers Day), with a good turnout.

A new track with 14 turns (whew!) was drawn up by Eldon Branham and control-

led practice started at 1:30. After two qualifiers Eldon was TQ with 31.1 laps, but in the third qualifier Don Lyons went three more corners to TQ at 31.4.

The B Main ended with Carey Fracht taking 1st place (26.7), Mark Rush in 2nd (18.4) and Wayne Boswell DNS'd after having problems in qualifying.

Now time for the A Main, with three cars all having over 30 laps. Don Lyons got a clear shot at the lead which he managed to hold onto to take 1st place (31.13). Ed Billheimer came in 2nd (30.3) and Eldon Branham was third (27.7). Super Racing!

CLUB RULES

1) All races will be eight minutes long and drivers must stop their cars until the lap counter can record their position. A one lap penalty will be imposed for not stopping your car.

2) On scheduled stock motor races, the motor must be considered stock by ROAR and the manufacturer (35/23) for 1/12 scale and must not be opened. The motors must sell for less than \$20 suggested retail price.

We have invited the Clear Lake Car Club (South of Houston) to come race with us on July 28 and in return, we will try to help them by going over on September 29 for their tri-oval race. Don't forget that our ROAR Region 4 1/12 scale championship races will be in Houston this year. The Houston Quick Charger

Club will host this event on August 31, September 1 and 2. Let's all try to go!

POINT STANDINGS

(thru 3 races)

Name	May 5	June 2	June 16	Total
Carey Fracht	500	—	485	985
Ed Billheimer	495	495	495	1485
Eldon Branham	490	490	490	1470
Don Lyons	485	500	500	1485
Mark Rush	480	475	480	1435
Donny	475	—	—	475
Andy	470	480	—	950
Wayne Boswell	465	485	475	1425

STRANGE ENDING TO FIRST HALF OF SEASON!

Update by Don Lyons
Beaumont, TX

Well, we've finished our first half of the racing season with a very strange ending in the points standings, but more on this later.

We had a good time racing on Sunday, June 30th, with great weather and lots of heat. After controlled practice and the qualifiers were over, Don Lyons was TQ with 29.8 laps, thus adding a new face to the A Main. Wayne Boswell turned in a nice 26.9+ qualifier to put him in the A Main as well. Here's how things finished:

A MAIN

1. Carey Fracht (29.2)
2. Ed Billheimer (28.4)
3. Wayne Boswell (28.3)
4. Don Lyons (27.3)

B MAIN

1. Eldon Branham (25.0)
2. Mark Rush (23.3)
3. Andy Redmon (8.1)

FINAL POINTS

(Best 3 of 4)

1. Carey Fracht *1485
1. Ed Billheimer *1485
1. Don Lyons *1485
4. Eldon Branham 1470
5. Wayne Boswell 1450
6. Mark Rush 1435
7. Andy Redmon 1420
8. Donny 475

(* 3-way tie for 1st place to be broken at next race!)

Try to make plans to go to our Houston August 31st and September 1st race for the ROAR Region 4 1/12th Championships. Saturday, Aug. 31, will probably be for Stock motors — Can Am bodies and a motor will be included with your entry fee. Sunday, Sept. 1, will be Modified motors, Can Am bodies. Write in or call us to get entry forms: Don Lyons, 65 N. 11th St., Beaumont, TX 77702, (409) 833-1940.

CONGRATULATIONS!!!

GIL LOSI, JR.

1/10th Modified World Champ

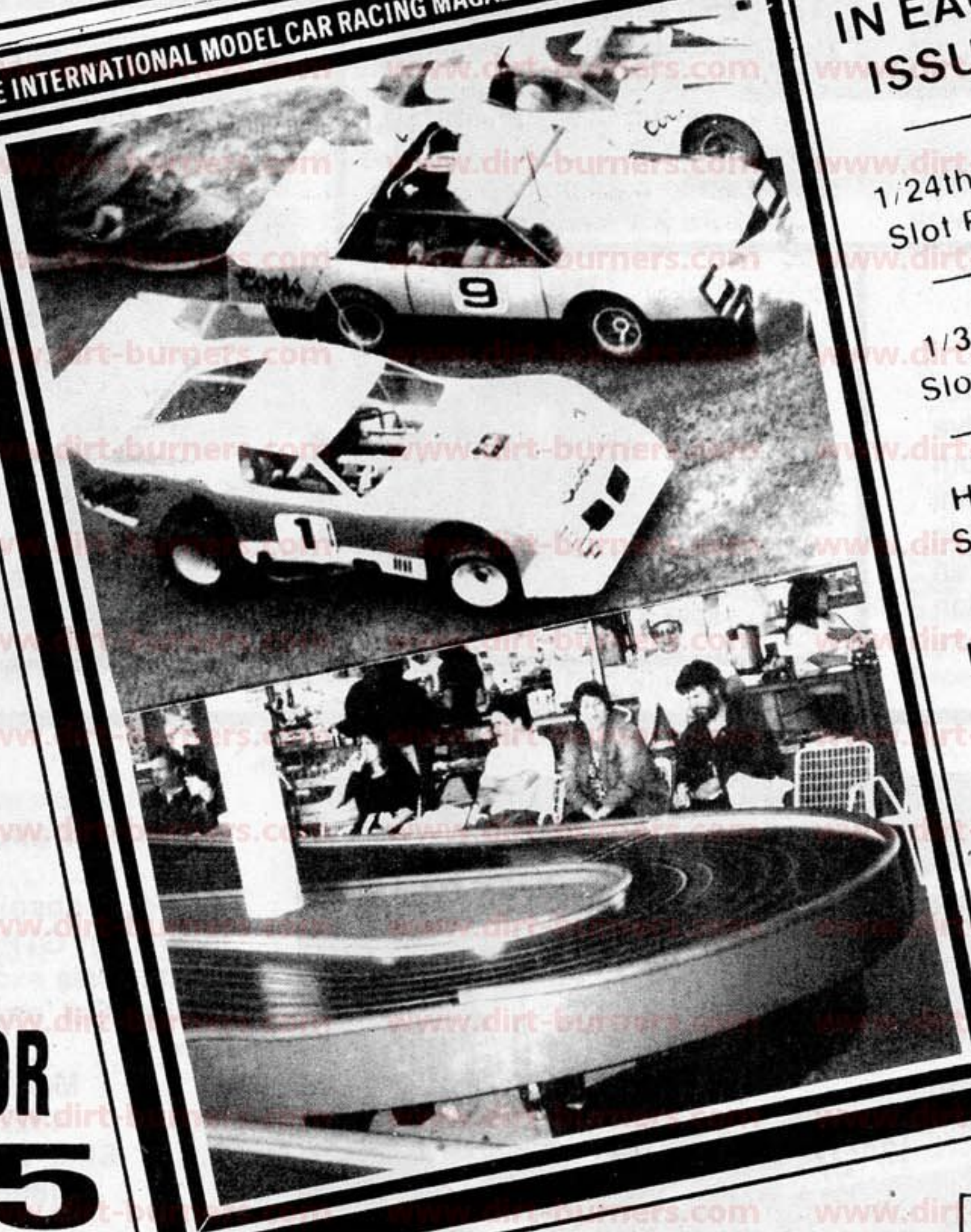
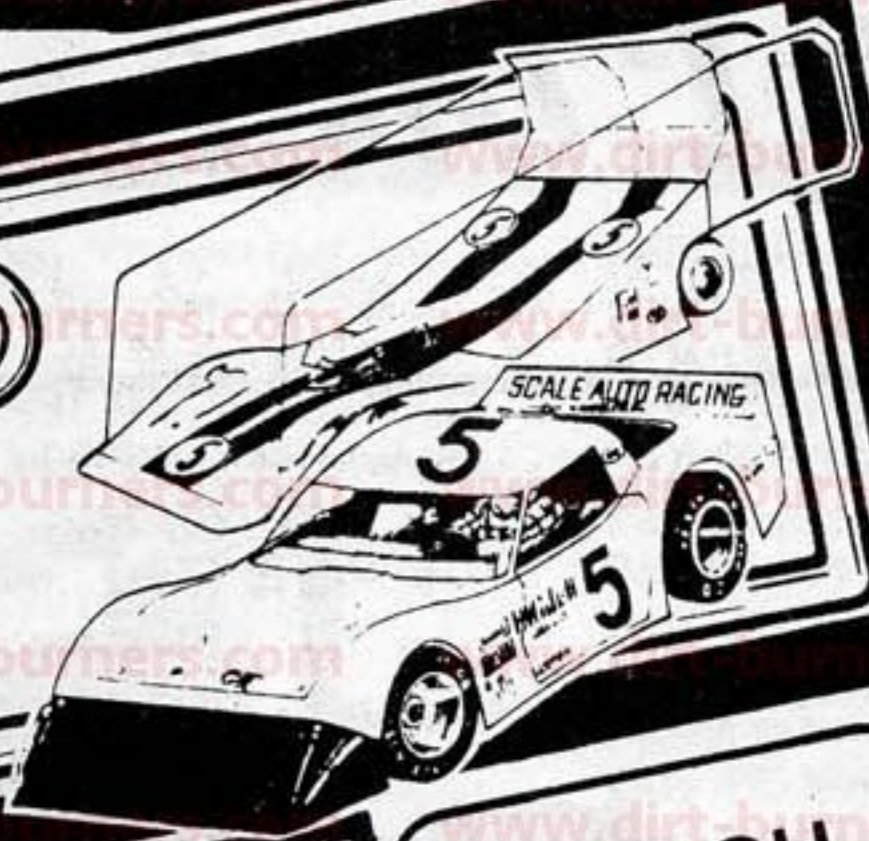
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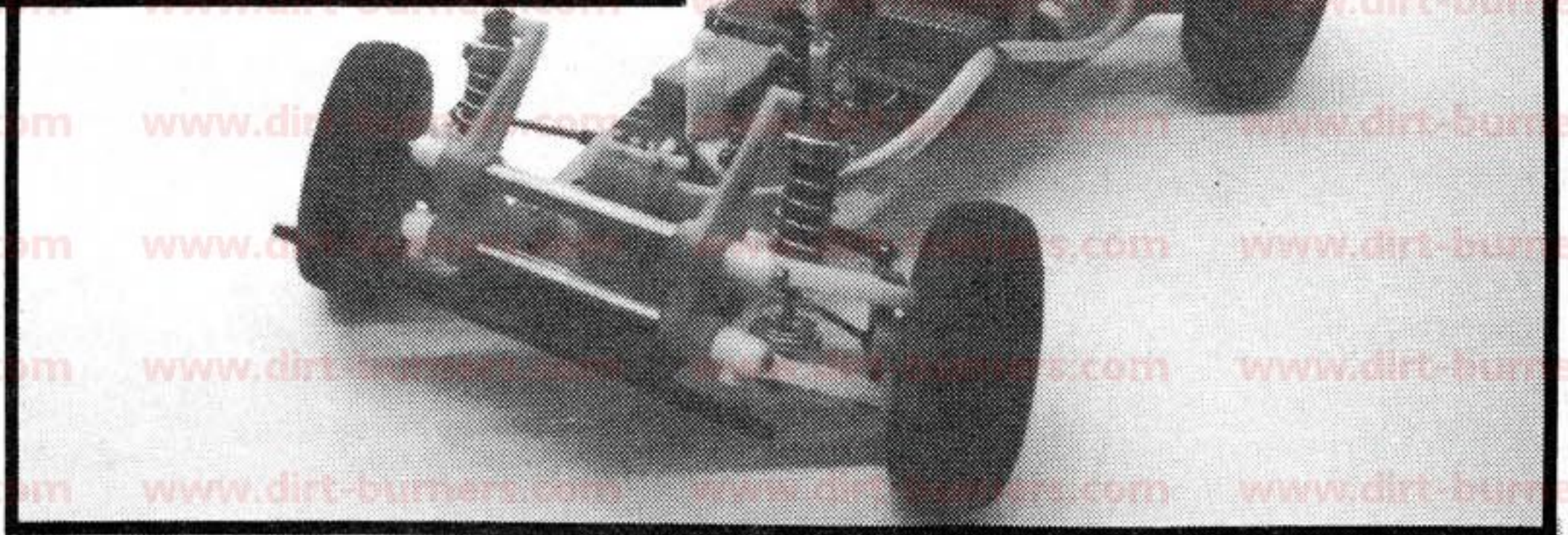
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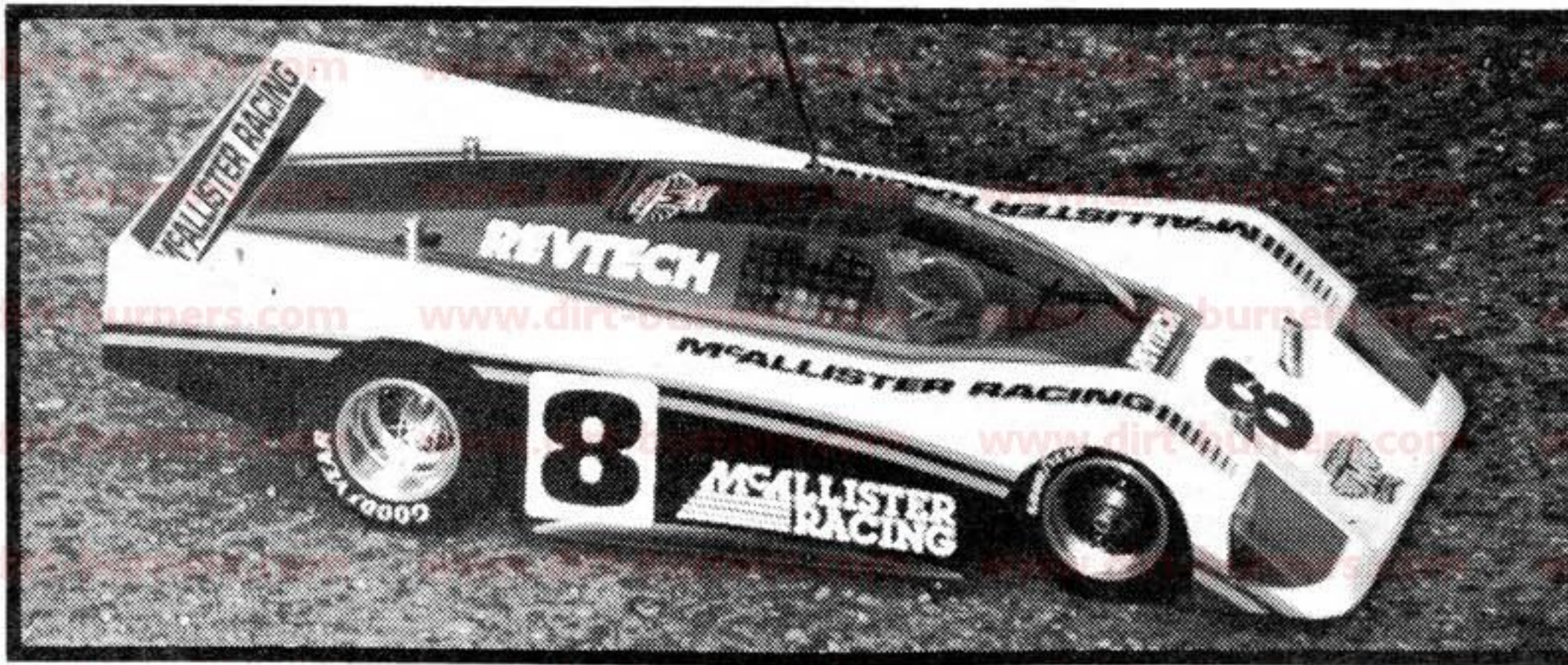
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Off Road (1/10th) and On-Road (1/12th) tracks.

RACING SCHEDULE

(No summer schedule available)

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Butch Dunn

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SO. CAL ORRCA SERIES

SERIES I:

SEP 22: R/CRC, Gardena, CA
OCT 20: TQ Hobbies, Harbor City, CA
NOV 17: Ranch Pit Shop, Pomona, CA
JAN 19, 1986: R/C Race Prep, Van Nuys, CA
FEB 16: Metro Raceway, Bakersfield, CA

SERIES II:

MAR 16, 1986: Ranch Pit Shop, Del Mar, CA
APR 26: Cycle Arts Raceway, Fresno, CA
JUN 15: Radio Controlled Hobbies, Costa Mesa, CA
JUL 20: Hobby Bench Raceway, Glendora, CA

ORRCA membership required. You can buy "day membership" at the track or full membership on race day. Entry \$7.00 per class. Trophies, A, B, C, Mains, with "bump-up." Four minute heats and mains. Drop one race from each series for overall position.

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SERIES EAST 1/8th scale gas series run at two track sites: Brooklyn, N.Y. and Enfield, Conn.

JUL 21: Series East - Brooklyn
AUG 11: Club Race - Brooklyn
AUG 18: Mid-Atlantic Clash - Williamstown, N.J.
SEP 8: Series East - Enfield
SEP 22: Series East - Enfield
SEP 29: Club Race - Brooklyn
OCT 6: Series East - Brooklyn, Trophy presentation.

MOD-STOCK RACEWAY NASCAR Affiliated

3748 Latta Rd. (Corner Rte #8 & 261)
Rochester, NY 14612
Tom Gebhart (716) 392-8208

Race on Tuesday nights and Open races on Sundays and Holidays. Shop on site. Large parking area, plenty of pits. Track is Dirt-Tri-Oval, with 38 degree banking.

N.E.S.C.A.R.

(North East Scale Car Auto Racing)
PO Box 118
N. Greece, NY 14515

Club races at three tracks: **Mod-Stock Raceway (MSR)** 3748 Latta Rd., Rochester, NY 14612, Tom Gebhart, promoter; **Mosquito Valley Raceway (MVR)**, 200 Ogden Parma T.L. Rd., Spencerport, NY, Leo Kellett promoter; **K.D. National (KDN)**, 995 Atlantic Ave., Rochester, NY 14609, Kevin Cole, promoter.

JUL 25: MVR NYS R/C 500 Qualifier, NASCAR points race
JUL 28: MSR 4th Annual July Sizzler "400" Sprint Car Trophy Dash, Twin 100-lap race for 1/10th & 1/12th & 1/8th gas sprinters
JUL 30: MVR Sprint car Series Race 4, 1/8th & 1/10th
AUG 2: NSR NASCAR Triple Crown Weekend
AUG 3: MVR NASCAR Triple Crown Weekend
AUG 4: KDN NASCAR Triple Crown Weekend
AUG 6: MVR Sprint Car Series Race 5, 1/8th gas & 1/10th elec.
AUG 13: MSR Syracuse National Qualifier points race + Baja race
AUG 15: MVR NASCAR Series points race
AUG 18: KDN NASCAR Series points race
AUG 22: MVR NASCAR Series points race
AUG 24: Long Ridge Mall, RCCRMC vs. NASCAR Challenge Race 2, Modifieds vs. Late Models.
AUG 25: MVR Sprint Car Series Race 6, 1/8th & 1/10th
SEP 2: MSR Labor Day Baja "1000", Late Model Championship, Sprinter "Twin 25's", Baja race, NASCAR Late Model, Sprinters 1/8th gas & 1/10th elec.

SEP 8: MVR Sprint Car Series Race 7, 1/8th & 1/10th

SEP 10: MSR NASCAR Series points race
SEP 12: MVR NASCAR Series points race
SEP 22: KDN Late Model Modified & Production Fall Championship, Twin "30's"
SEP 29: MVR Sprinter Championships, 1/8th gas & 1/10th elec.

OCT 8: MSR NYS R/C "500" Qualifier, NASCAR points race & Baja race

OCT 17: MVR NASCAR Series Final points race

OCT 20: KDN KDN Fall Classic "300" NASCAR non-points, 1/12th Modifieds - 200-lap team race.

1/10th Mods/Open - 100-lap team race

OCT 27: MSR NYS R/C "500" Championship MSR Sprint Car Champ Race, 1/10th, 1/12th Twin "125's" & 1/8th gas & 1/10th gas sprinters

NOV 2: MVR MVR Fall Fling, NASCAR & BAJA

NOV 10: KDN Winter Fun "100" 50 laps

NOV 17: MSR Fourth Annual Turkey Derby, NASCAR, BAJA, & Sprints

RADIO CONTROL RACE CENTER

18240 S. Vermont Ave.
Gardena, CA 90247
Cliff & Rhea Fisher
(213) 324-3105

Off road every Friday night & every other Sunday. Oval every alternating Sundays. ORRCA and/or ROAR rules. Plenty of lighting and plenty of parking. Track located next to famous ASCOT Raceway.

FORT COLLINS R/C RACEWAY

Don Brown, Jr.
601 Cook Drive
Fort Collins, CO 80521
(303) 493-1858

1/10th Scale off road racing for the summer. Run Modified and Open Classes for 2-WD and Unlimited Class for 4-WD cars.

SERIES SCHEDULE: JUL 28, AUG 11, & SEP 8.

BREMEN BANDITS R/C RACING CLUB BREMEN HOBBIES

308 N. Bowen
Bremen, IN 46506

Club races at two tracks: Indoor track located at St. Paul's Gym - Outdoor off road track is at Sunnyside City Park, extreme southeast corner, east of Frog Mountain. Practice anytime but membership required to race. Oval racing and off road. Bring your own work table and charging system.

ELECTRIC OFFROAD RACEWAY

601 El Portal Center
San Pablo, CA 94806
(415) 232-7143

Indoor Off Road track, with full shop on premises, R/C repair shop, snack bar, and even private pit area for rent. Video tape races and plenty of parking. Wednesday night racing starts at 7 p.m. Sunday races start 1 p.m. (sign up early!) - Track open for practice 7 days a week. Gift certificates to winners.

Calendar

RICHMOND R/C RACE CLUB Richmond, VA

1/12th Electric:

JUL 28: NASCAR Stock
AUG 11: CAN AM Stock
AUG 25: NASCAR Modified
SEP 15: CAN AM Modified
SEP 29: NASCAR Stock
OCT 13: CAN AM Stock
OCT 27: NASCAR Modified
NOV 10: CAN AM Modified
NOV 17: VA Invitational Championship, Stock

1/10th Off road:

AUG 3: Oval closed wheel
AUG 17: Off Road open wheel
SEP 7: Oval closed wheel
SEP 21: Off Road open wheel
OCT 5: Oval closed wheel
OCT 19: Off Road open wheel
OCT 26: Oval Enduro closed wheel

1985 MIDWEST SERIES

Bob Leckron (317) 849-4303

JUL 20-21: Midwest Series #3 at Toledo
AUG 17-18: Midwest Series #4 at Detroit
SEP 14-15: Midwest Series #5 at Indianapolis
OCT 5-6: Midwest Series #6 at Chicago

HAWAII RADIO CONTROL ELECTRIC CAR CLUB

1423 - 10th Ave.
Honolulu, HI 96816
(808) 737-9582

AUG 3-4:

4th Annual Hawaiian Open Championships, Off Road. ROAR sanctioned for Stock, Modified & Open Classes. A,B,C, Mains, 4 qualifying rounds, 4 trophies in each main, TQ trophies each class. Computer scoring, Concours & awards.

12 HOUR 1/12TH ENDURO

CHARITY RACE FOR MUSCULAR DYSTROPHY
114-1 Shawanee Rd.
Minot AFB., ND 58704
Rodney Mull (701) 727-5673

LABOR DAY WEEKEND 1/12th scale race for charity. All proceeds go to the Muscular Dystrophy Foundation. Modified. For more info call Rod Mull at (701) 727-5673.

RADIO CONTROLLED HOBBIES RACEWAY

653 West 19th Street
Costa Mesa, CA 92627

Ron Williams (714) 631-1555

Off Road:

Race every second Sunday of the month. Track open 7 days a week for practice. Hobby Shop next door. ORRCA sanctioned track.

SEP 7-8:

5th Annual Western Off Road Championships
One of the biggest off road races of the year. Limit of entries to 200. Sign up early! Call Ron for more information.

JOROCC

(Joliet Outlaw Radio Operated Car Club)
Don Meade (815) 436-8574
Ken Swanson (815) 723-5172

Off Road 1/10th Scale - Production. Modified, Open 2-WD, & Open 4-WD Classes. You may enter max. of 2 classes. Sunday racing starts at 8:30 a.m. Track located about 30 miles south of Chicago, on Frontage Rd. between Rt. 30 and I-80, across from Louis Joliet Mall.

RACE SCHEDULE

AUG 11 & 25: Off Road
AUG 24: Gas powered Sprints & Stock cars.
SEP 1: Oval Stock car body only.
SEP 15 & 29: Off Road
OCT 6 & 13: Off Road (last race of the 13th)
OCT 12: Gas powered Sprints & Stock cars

SCALE RACING SPORTS

1120 N. Hayden Rd.
Tempe, AZ 85281

Doug Warren (602) 248-0218 eve.

Complete R/C racing facility for 1/8th, 1/10th, and 1/12th scale. Fully stocked shop and parts for every scale. Affiliated with the ARCC (Arizona Radio Control Car) Club and TMS (Tempe Mini-Sports) Club.

VALLEY FORGE R/C RACING ASSOCIATION

1/10th Off-Road & 1/12th On-Road
Gateway Shopping Center
Wayne, Pennsylvania
Howard Finkelman (215) 563-4800

Racing season began in April (no schedule of races available). Racing is done every Sunday with alternating scales. Call for more details.

FAST TRACKERS R/C CLUB

1412 - 24th Avenue
Meridian, MS 39301

POOR BOY'S HOBBIES AND RACEWAY

Rt 6, Box 31
Mechanicsville, VA 23111
Allen, Nancy or Rick at
(804) 746-5184

1/10th Off Road VR/CDR Race Schedule

JUL 27: Oval — Virginia Beach Enduro
AUG 3: Oval
AUG 10: Off Road
AUG 24: Oval — Virginia Beach
SEP 7: Oval
SEP 21: Off Road
SEP 28: Oval — "Pepsi New Generation Challenge Championship"
OCT 5: Oval
OCT 19: Off Road
OCT 26: Oval — 400 lap Enduro

HAL'S HOBBY SHOP & RACEWAY

4886-A Hercules
El Paso, TX 79904
(915) 755-1914
Carlos Priemer

DENWICK R/C HOBBIES & RACEWAY

14961 Buchanan Trail East
Blue Ridge Summit, PA 17214
(717) 794-5184

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

T.Q. HOBBIES

Bruce Berteau
1358 Pacific Coast Hwy.
Harbor City, CA
(213) 539-3611

Off Road racing every Friday night and every 3rd and 4th Sunday of the month.
1/12th Electric racing every 1st and 2nd Sunday of the month. Call for more information and specific race dates.

MIDWEST SPRINT CAR SERIES

c/o Moody Automotive
755 Ash Street
Flossmoor, IL 60422

Roy Moody (312) 799-5597 or
Harold Mitchem (419) 435-4675

JULY 27: Fostoria, OH — 1/8th sprints & stock cars

AUG 24: Joliet, IL — 1/8th sprints & stock cars

SEP 21: Fostoria, OH — 1/8th sprints & stock cars

OCT 12: Joliet, IL — 1/8th sprints & stock cars

Joliet track at: Rt 30 & I-55.

Fostoria track at: U.S. 23, south of State Rd. 12 (in back of the County Line Machine Co.)

GOLDEN T R/C RACEWAY

11th & Ramirez Street
(not a mailing address)
Marysville, CA

Gordon "GT" Tom (916) 741-2155

Track located one block from Golden T Hobby/Sport Shop. Racing every first and third Sundays. Track open only those days at this time. Club affiliation is NVRCRC (North Valley Radio Controlled Racng Club) of Yuba City, CA.

Racing schedule:

JUL 21, and AUG 4, and 18. Entry fee per class \$7.00. Wild Willy Class as well as Stock and Open Classes. Four minute heats and one four minute main. Qualifying by laps. Call for more details.

ORRCA CENTRAL DIVISION

Cycle Arts Racing
3188 N. Marks, #121

Fresno, CA 93711
(209) 233-3665 or (209) 229-9366

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Calendar

AUG 3: Off Road, 7 p.m.
AUG 17: Off Road Championship race, 7 p.m.

Entry fees: pre-registration \$6.00, late fee or non-ORRCA member \$8.00. Pre register the Friday before. Call for more info.

Race at 1300 Bay Area Blvd. off I-45, near Boeing. 1/12th electric Club motors issued, races start at 1:00 p.m., check in by noon. Entry is \$3.00, non-members \$5.00. Any body may run, except at Texas Tri-Oval which will be NASCAR bodies only!

SEP 29: G.T.
OCT 6: Make-up for GT
OCT 13: GT
OCT 27: Can Am
NOV 10 & 24: Can Am
DEC 8 & 15: Can Am

1985 1/12th FALL SEASON

TEAROR OFF ROAD RACEWAY 8012 So. Tacoma Way Tacoma, WA 98499 (206) 537-9437

The off road track is open 24 hours a day with automatic lights for night racing or practice. Hobby shop nearby at the B & I Fantasy World Toys and Hobbies. Races every other Saturday year around, rain or shine. Registration closes at 9:30 a.m.. Run close to ORRCA rules although not sanctioned. Call for more information.

PETERBUILT JR., RACEWAY 1261 Lick Ave. San Jose, CA 95110 Peter Liu (408) 279-0111

Race days: Tuesdays 6:30 p.m. Off Road; Thursdays 6:30 p.m. Off Road (Series night); Weekends floating racedays, Swap Meet. Call for race each week. Hobby shop open seven days, 11 a.m. to 5 p.m.

BOLINK RACEWAY PARK 420 Hosea Road Lawrenceville, GA 30245 Bob Rule (404) 963-0252

Race every Friday night until October 1985. Oval and off road on Friday nights, and 1/10th scale asphalt on Sunday. Host club is Georgia Roundtrackers.

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

AUG 4, 14, & 18. (First Annual Dustbusters Off Road Rally on the 18th).
SEP 1, 11, 15 (Enduro), 29.
OCT 9, 13, 27

Weekend races; practice at noon, race starts at 2 p.m.. Week nights, 6 p.m. practice, race at 7:30 p.m.

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

AUG 11: Race #3
AUG 31 - SEP 2: Region 4 1/12 Championships, Houston.
SEP 8: Race #4
SEP 29: Texas Tri-Oval Championships, Clear Lake
OCT 20: Race #6
NOV 10: Race #7
DEC 1: Race #8
DEC 22: Race #9

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

1/10th electric racing on Wednesday nights (Oval), Fridays (off road), Saturday nights (Oval), 1st Sunday off road, and 4th Sunday oval. Race track facility may be rented by any race club on none race dates. Electronic lap counting, refreshment stand, restrooms, and hobby shop on premises.

AUG 7, 14, 21, 28: Oval, track opens 6 p.m.
SEP 4, 11, 18, 25: Oval, track opens 6 p.m.

N.E.R.C.A.R. (Northeast Radio Control Auto Racers) Wes Ford (203) 749-7927 Larry Labounty (203) 749-6281 Phil Olson (203) 668-1545

1/8th Scale Gas 1985 Schedule

Race site is Asuntuck Community College, 170 Elm Street, RT. 220, Enfield, CT. Practice starts at 9:30 a.m., racing starts at 12:00 p.m. sharp! ROAR membership required, all oval races GT bodies only. All road races Can Am bodies!
AUG 24-25: Region 1 Championship Race
SEP 8: Road race Series East
SEP 15: Oval race #3
SEP 22: Road race Series East
OCT 20: Oval race #4, Trophy Special

RIO GRANDE RACERS El Paso, TX (Jerry McGinnis (915) 591-9271 1/8th Gas Schedule

AUG 3-4: Civic Center Classic Exhibition
AUG 11: Can Am
AUG 25: Can Am
AUG 31 - SEP 1: Fifth Annual El Paso Can Am, (Rain Date September 2) and Tri-State Championship Series - Arizona, New Mexico, and Texas.
SEP 15: Can Am

All races at Vista Hills Center, except for the Civic Center Classic.

ROAR REGION 6 CHAMPIONSHIP OFF ROAD SERIES Al Hess Region 6 Off Road Assistant (714) 654-3440

AUG 11: Peterbuilt Jr., Raceway, Peter Liu (408) 279-0111, double points.

SEP 14: TQ Hobbies, Bruce Berteau (213) 372-8649.

SEP 28-29: ROAR Region 6 Championship, (double points) Hobby Bench, Brandon Peterson (818) 963-9517

OCT 13: Radio Controlled Hobbies, Ron Williams (714) 631-1555

NOV 9: Pro Line Raceway, Glen Glass (714) 845-1965

NOV 24: Ranch Pit Shop, Del Mar Alan Losi, (619) 755-0411

NOV 30 - DEC 1: Cold Turkey Classic, (double points) Al Sandrini (805) 322-7955.

Three double points races, two throw-outs for overall points. Entry \$8.00 per class.

THE HOBBY DEPOT 81 Old York Rd. Bradley Gardens Bridgewater, NJ 08807 Jim (201) 725-6722

Off Road:
JUL 26-28: Region 1 Off Road Championships, Vineland South Jersey
AUG 4: Oval
AUG 11: Off Road
AUG 16-18: Region 1 Oval Championships, Richmond, Virginia
AUG 30 - SEP 1: 1/12th Scale Electric Championships, South Jersey
SEP 6 - 8: 1985 Eastern States Off Road Championships
SEP 15: Off Road
SEP 22: Oval
SEP 29: Off Road

All races held at the Hobby Depot in Bradley Gardens, Bridgewater.

1/12 WORLD CHAMPIONSHIPS - DENMARK

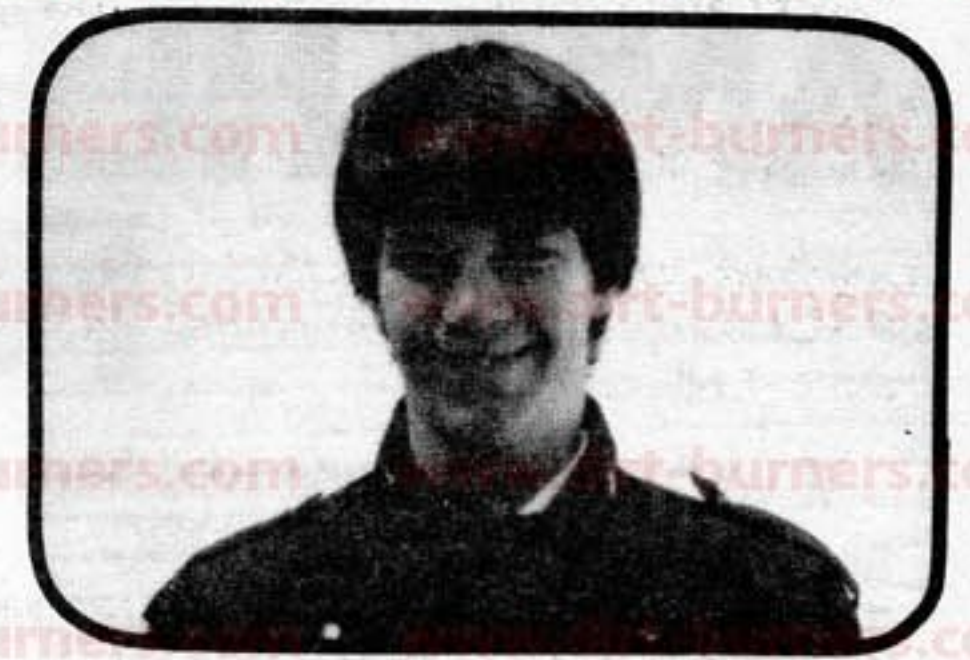


KENT CLAUSEN
Top Qualifier
Stock Class

- | | | |
|----|----------------|-----|
| 2 | Nigel Hale | GBR |
| 3 | Mickey Booth | GBR |
| 4 | Ralph Burch Jr | USA |
| 6 | Kent Clausen | USA |
| 7 | Mike Lavacot | USA |
| 9 | Christian Keil | GER |
| 10 | Rick Hohwart | USA |



TONY NEISINGER
WORLD CHAMPION



CHRISTIAN KIEL
Top Qualifier
Modified Class

- | | | |
|---|----------------|-----|
| 1 | Tony Neisinger | USA |
| 5 | Kent Clausen | USA |
| 6 | Christian Keil | GER |
| 7 | Mike Lavacot | USA |
| 9 | Mike Toland | USA |



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OFF ROAD

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ROAR

GAS NATIONALS



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.

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



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

TEAM ASSOCIATED

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que body and chassis, the Grasshopper is quality MRC-Tamiya.

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