

R/C RACING

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NEWS

EXCLUSIVE REPORT FROM TOKYO, JAPAN!

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TOPS**

**ROEM
WORLD
CHAMP
1/8TH
GAS!
LOSI, JR.
HIGHEST
YANK!**



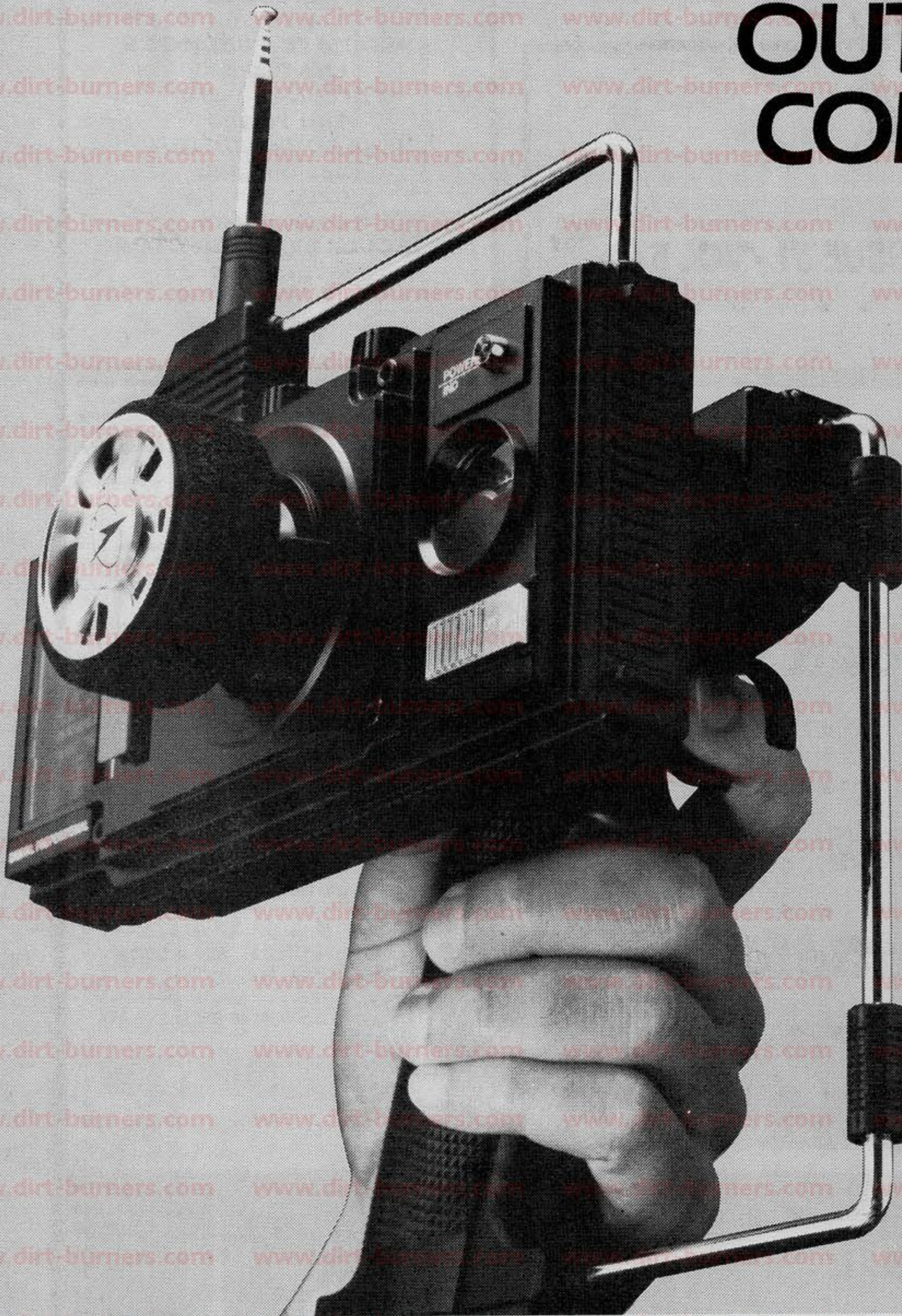
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ON THE COVER: Rody Roem of Holland was this year's winner of the 5th Annual IFMAR 1/8 World Championships, which took place in Tokyo, Japan. At the top is a view of the World Championship track and drivers' stand. Photos by Susumu Ohumura.

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Race Corner

Congratulations to Rody Roem of Holland for capturing the 5th Annual IFMAR 1/8 World Championship in Tokyo, Japan. We have the story in this issue thanks to input from Susumu Ohumura, and notes from Mark Miranda and Ron Calvin Tensu. We heard that Roem drove a "perfect" race without making a single mistake! While he may have not been the fastest, he had made the most amount of laps by the end of the one-hour World Championship Final Main. Placing second was Japan's newest star, Junich. Koma; third place went to another Dutch racer, Pieter Bervoets. Both the world champion and the third-place driver drove Serpent cars, while Komo drove the Kyosho 4WD car.

In fact, all ten cars in the finals at the World were 4WD cars, which sets the tone for things to come in the future, I am sure. Highest placing American was Gil Losi, Jr., who qualified and placed fourth. Gil, according to reports, drove one of the smartest races and was able to maintain a constant level of competition throughout the qualifying rounds and, of course, during the main. There were four Americans in the Final, three drivers from Holland and three drivers from Japan.

The general consensus among all racers was that the Americans had the fastest cars out there, but also the worst luck. Little nagging things kept popping up, which kept such notables as Bill Jianas; former world champion, Art Carbonell; Dana Smeltzer, Curtis Husting and, yes, even Ralph Burch from grabbing the title. Sometimes you just can't beat the odds!

More on the Worlds: Ralph Burch, Jr., was TQ for the event, having logged 27 laps during the 10-minute qualifying rounds (the only one to make as many laps), but was later penalized one lap for rolling slightly before the start. He was indeed the fastest one there — this was even admitted to by some of the other competitors — but racing also involves luck and he just ran out when his wing fell off during the Final. Check out the complete story and results in this issue.

Congratulations also to Mike Dunn and Eustace Moore who went to Hilo for the Hawaiian Open and came back with two titles. Eustace grabbed the Modified Class while Mike Dunn brought back the Open 4X4 title. Mike was the defending champion of both the Modified and Open Class titles. See complete coverage in this issue as well.

By the time this issue is out, the ORRCA Nationals will be in full progress. The R/C Race Prep Raceway has been shaped up and is ready for the onslaught of ORRCA racers. We will have complete results and coverage of the event in our next issue. Remember, the 1985-1986 Southern California ORRCA season starts right after the Nationals with the first event scheduled for September 22, 1985 at RC RC in Gardena, CA. RC RC is the newest track to join the So. Cal. ORRCA Series. Check our Calendar section for all the race dates.

The So. Cal. ORRCA Series has been broken down into two segments. The first series starts September 22, and finishes February 16, while the second series starts March 16, 1986 and concludes July 20, 1985. Winners in all ORRCA classes will be crowned for each segment, and then there will be one final race at the end of the season. It was thought that by breaking down the 10-race series into two five-race series, more racers would want to take part and would be less

hesitant about not being able to compete for the entire ten months. For more information about the series you can contact your local ORRCA track or call (818) 341-0842 or (818) 340-5750.

Thank you all for the many calls about our last issue and the plethora of information, coverage and photos that we ran. We appreciate hearing from you and we can assure you that we will continue to bring you the up-to-the-minute news and information about our sport.

For those of you who have been asking why we don't run some color on our pages, your requests are being answered. With this issue we are beginning to run four-color on our covers and soon we hope to be running color in the body of the book as well. We hope you enjoy this issue.

Ron Paris, of Paris Racing Engines, must be feeling pretty proud to see three of his engines make the IFMAR 1/8 World Championship finals in Tokyo, Japan. Ralph Burch, Jr., made the most laps although he was later penalized one lap for rolling at the start, as previously mentioned. Gil Losi, Jr., finished fourth and Gary Kyes finished in seventh. All three racers were running Ron's Paris-OPS engines. The only other American in the Final was Curtis Husting, who ran Associated's OPS.

The Americans did not have it too bad, from what we hear. Many who went to Japan were hesitant about the language and the food, but as it turned out, the hotel in which they stayed was directly across a big shopping mall which had everything from a Kentucky Fried Chicken, to Wendy's and McDonald's, to a Victoria Station restaurant, a Denny's 24-hour coffee shop and even a 31 Flavors ice cream parlor. "It was like being at home," said Mark Miranda. "All that junk food was great!"

Next month we'll be featuring a special "Inside Lines" section. We are going to run as many new products as we can as our "Pre-Christmas Grab Bag." We've had quite a few items sent to us and if you haven't sent yours, you better do so right away, because this next issue will be a biggie. You racers and hobbyists should check those pages out and support the people who manufacture those great products.

From the "We-Try-But-Can't-Always-Help-It" department. We often receive information about a club, event or race track that the sender would like us to include in our pages, but unfortunately that person fails to give us an address or telephone number. Such is the case with WINROC (Winchester Radio Operated Cars) of Winchester, Virginia. Kenny March sent us a nice letter letting us know that R/C racing is alive and well in his area and that they are in the process of building a track with the help of the Winchester Parks and Recreation Department. Apparently the track will be built on city property. But Kenny failed to give us any information as to how people can get a hold of them and get more details. Kenny, if you read this, get on the ball and let us know where you're at!

Not that we're trying to tell you how to make up an ad or a flyer, guys, but those of you who are promoting races or a special event should make note of several important pieces of information you should put on a flyer or an ad about your event. Among those are the NAME OF THE EVENT, the SCALE, the DATE, its LOCATION, and the TELEPHONE NUMBER. These pieces of information should be clearly stated on your flyer above everything else.

The Northern Mini-Racers of Minot AFB, North Dakota will be presenting their annual 1/12th scale Enduro for Muscular Dystrophy on Sunday, September 1, 1985. This is for GT-bodied cars only, and I can assure you that your involvement in the event will go towards a great and worthy cause. If you would like more information about the event please call Rod Mull at (701) 727-5673.

The Region 6 Championship Points Series Race, hosted by SORRA (Shoreline Off Road Racers Association) is set for September 14, 1985 at TQ Hobbies. This is a 1/12th scale race and all ROAR members in the Region are invited to participate. For more information you can contact TQ Hobbies at (213) 539-3611.

October 3-6, 1985 is the date for the Chicago Model & Hobby Show which was originally set to be located at the Arlington Park Race Track, Arlington Heights, Illinois. But a fire destroyed the facility, so the real show has been moved to the O'Hare Expo Center in Rosemont Hills, Illinois. For more information about exhibiting at the show or attending, please contact Richard Lewis at (312) 299-3131.

MRC/Tamiya has launched a national advertising campaign for many of their R/C products. Television spots have already been run in New York on all three networks as well as WPIX-TV and WOR-TV. The 30-second commercial gives viewers an "800" telephone number to help them locate the hobby center nearest them. This fall, similar television spots will be shown in Los Angeles, Dallas, Chicago and Philadelphia. MRC/Tamiya's Frank Ritota expects this TV advertising campaign to bring even more "new" enthusiasts to the sport. We congratulate MRC/Tamiya for their support of the entire R/C industry. They are the biggest, but they also put out the most effort to make sure that more and more people get to know how much fun R/C racing and the hobby is.

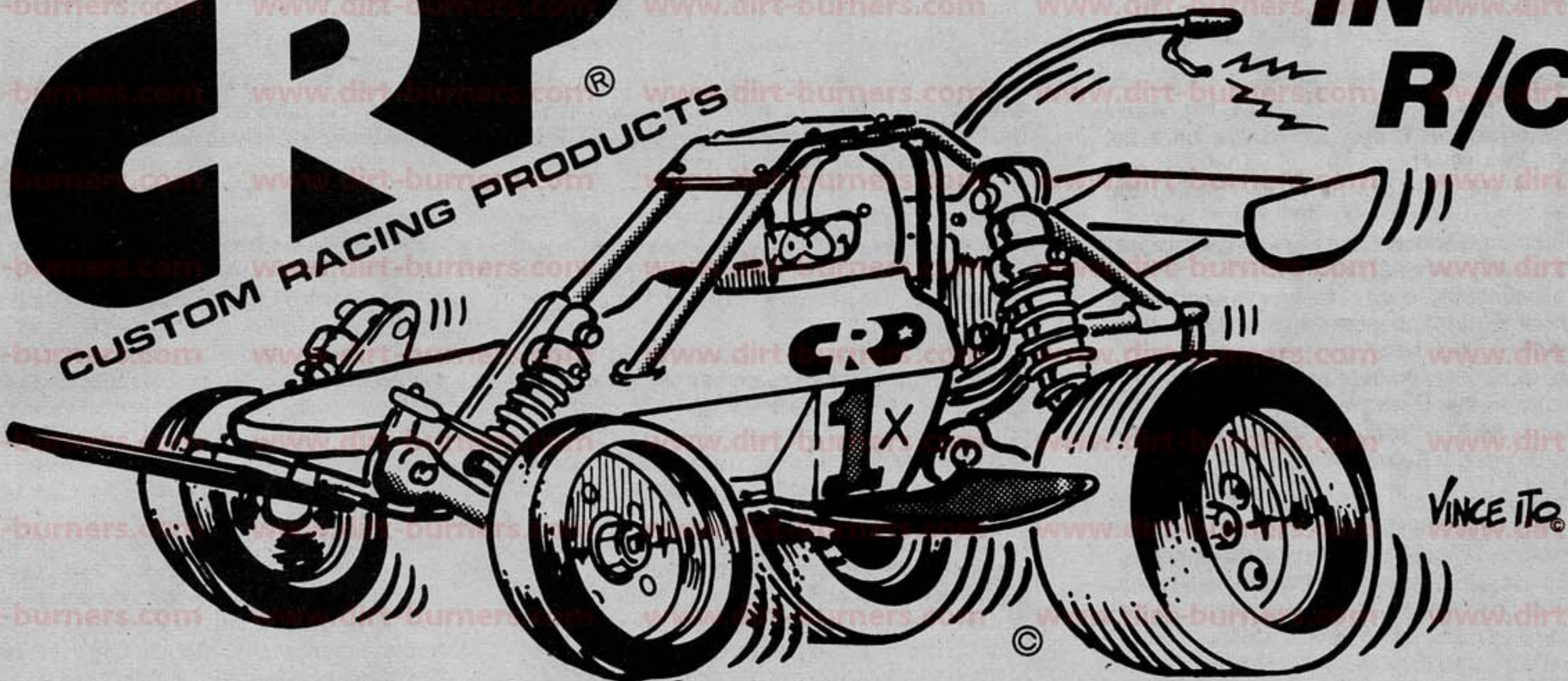
Speaking of MRC, they have signed up as one of the "major" sponsors for the upcoming R/C SPEED WEEK event in Las Vegas, Nevada. They will be the sponsor of the 1/10th scale off road segment. There are still other sponsorships available and although several companies are interested in them, there has been no definitive commitment at presstime.

Regarding the R/C RACING NEWS/Frontier HOTEL "R/C SPEED WEEK" event, we have received quite a few entries and have already logged them by scale and class. Those of you who sent them in will be receiving acknowledgement and more details soon. We failed to put a section on the entry for your preferred frequency. Therefore, those entries that arrived early probably don't have the radio frequency on them. We will be sending out postcards to get that information. Those of you who are planning to attend the event, please be sure you include your radio frequency information.

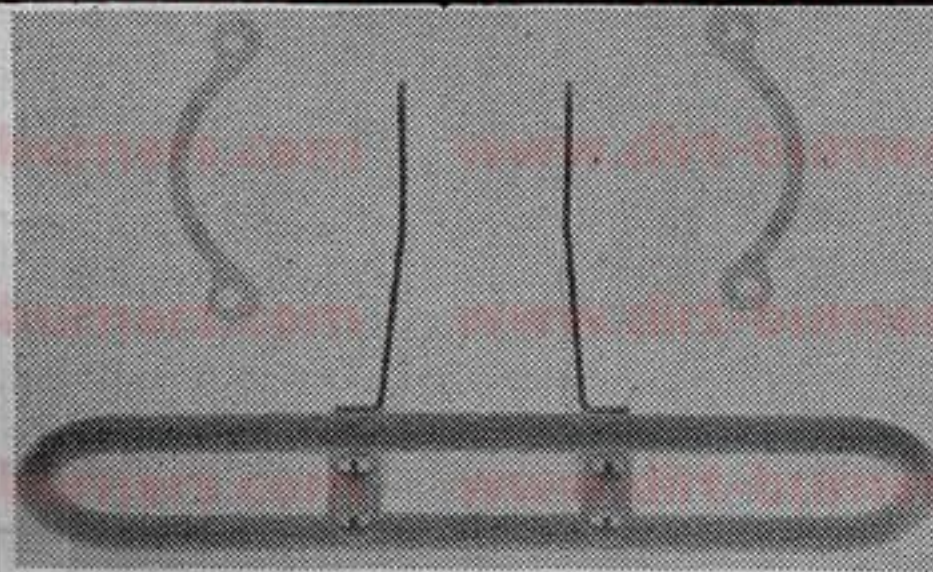
More on the R/C SPEED WEEK. We were expecting quite a few off road entries at first, but we have been surprised to find out that there were quite a few 1/8th scale gas entries as well. There are families coming to Las Vegas from as far away as Massachusetts, New York, Florida and North Dakota. It looks like the event is going to really take on a "national" flavor. Entries are still available so if you haven't sent yours in yet, be sure to do so right away! Don't be left out!

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TITLE FOR HOLLAND AND FOR
SERPENT!**

**JAPAN'S KOMA SCORES SECOND;
BERVOETS OF HOLLAND, THIRD
AMERICANS CAPTURE 4TH, 5TH, 6TH, & 7TH!**



A smiling Junichi Koma brought Japan the highest finish in world competition ever when he put his Kyosho 4WD/O.S into second place, among a field of the best 1/8th gas drivers in the world.

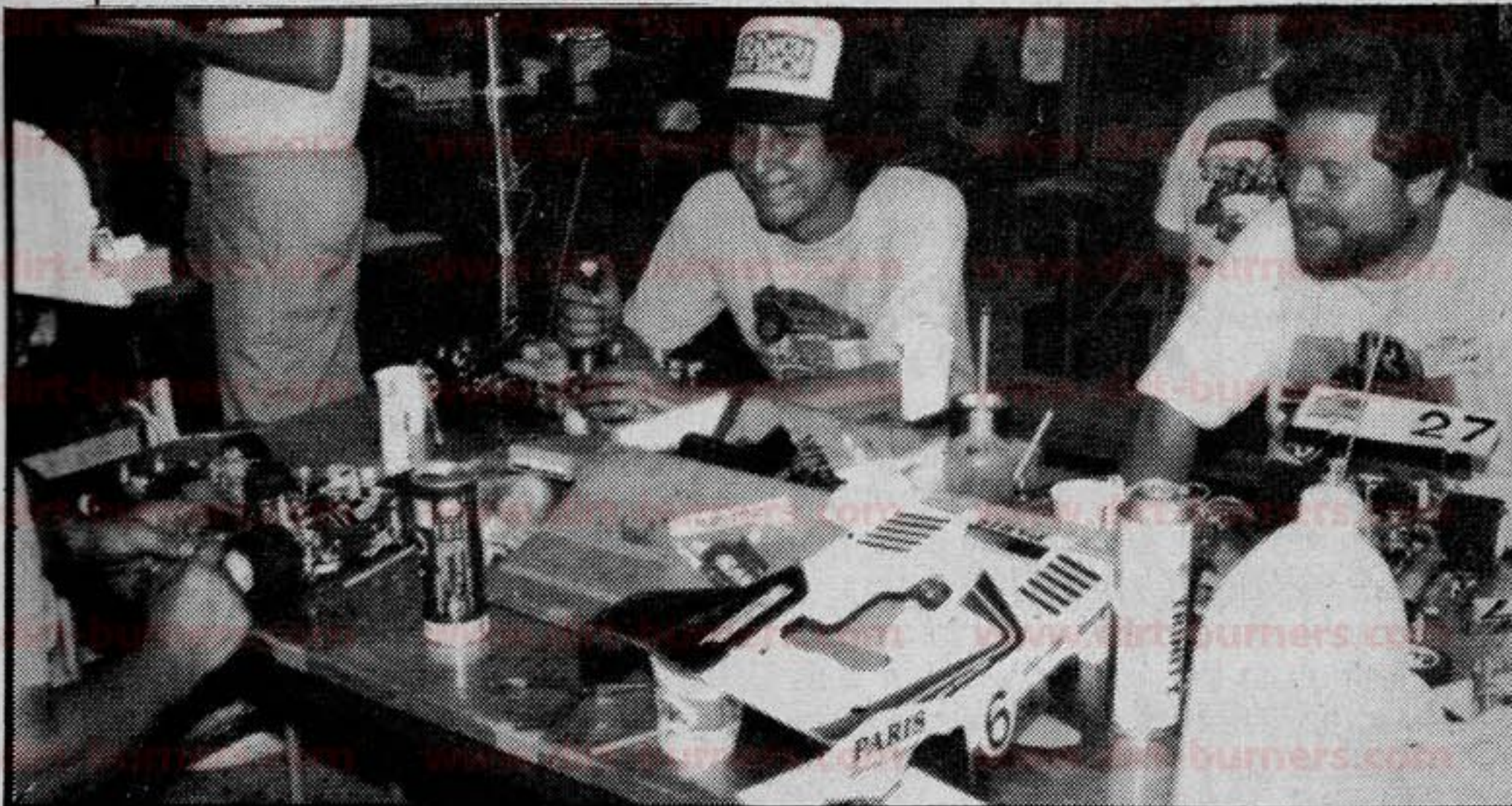
Story by Susumu Ohumura
 Additional notes by Mark Miranda & Ron Calvin Tensu
 Photos by Mark Miranda, Susumu Ohumura and Ron Calvin Tensu

July 22-31, 1985
 Tokyo, Japan

In a field of 98 world-class 1/8th gas R/C drivers, representing some 15 countries from around the world, the Netherland's Rody Roem drove his SERPENT 4WD/OPS/KO gas race car to a 147-lap total, besting one of the world's toughest 10-driver fields in the A Main.

Japan's Junichi Koma (KYOSHO 4WD/O.S./SANWA) finished slightly behind Roem, completing 146 laps and keeping the runner-up spot in Japan. The third place spot went to Pieter Bervoets, another driver from Holland (the Netherlands), who also drove a SERPENT 4WD/OPS/KO.

Top American driver was Southern



Gil Losi, Jr. (center), seems pleased enough with his fourth place finish in the main and fourth in qualifying — he was the highest American finisher. Gary Kyes (right) was 7th. They both ran Associated 4WD/Paris-OPS/Sanwa units.

California's Gil Losi, Jr., who placed fourth with his ASSOCIATED 4WD/PARIS-OPS/SANWA car. In fact, the Americans captured the fourth through seventh places, with Losi, Jr., in fourth, Curtis Husting (ASSOCIATED 4WD/OPS/SANWA) in fifth, Ralph Burch, Jr. (ASSOCIATED 4WD/PARIS-OPS/SANWA), in sixth, and Gary Kyes (ASSOCIATED 4WD/PARIS-OPS/SANWA) in seventh.

The balance of the finishing order in the World Championship A Main was filled by Naoki Ishihara of Japan (PB 4WD/OPS/KO) in eighth, Ron Ton of Holland (SERPENT 4WD/OPS/KO) in ninth, and Kiyokatsu Kishi, also of Japan (Kyosho 4WD/O.S./SANWA), in tenth place.

Noteworthy is the fact that all ten cars in the World Championship A Main were four-wheel-drive cars — certainly a telling factor for things to come from Japan, Europe and the United States in the future.

From the American perspective, the



Pieter Bervoets, of Holland, finished two laps behind leader and teammate Rody Roem, also of Holland, to capture the third spot in world competition for Serpent/OPS/Sanwa.

team felt that they all had an excellent chance at the top spot. This was especially highlighted when Ralph Burch, Jr., went out on his first qualifier and posted a 27-lap qualifier, which was the fastest anyone ran all week. But because of a start line infraction by Burch, when his car crept across the start line before the start of the race, he was penalized one lap and dropped down to second best qualifier. The fact that no one else ran 27 laps after that proved that Burch had the fastest car there but the poorest luck.

The Top Qualifier spot then went to Holland's Rody Roem when he came across the line with 26 laps in 10:02.5.

Ralph Burch, Jr. (USA), was second fastest with 26/10:04.1 and Gary Kyes (USA) was third fastest with a 26/10:06.4.

Noteworthy after the qualifiers was the fact that the Americans clearly had the



The Finalists: (r-l) Curtis Husting (USA), Ralph Burch, Jr. (USA), Gary Kyes (USA), Gil Losi, Jr. (USA), Rody Roem (HOL) (TQ), Junichi Koma (JPN), Pieter Bervoets (HOL), Ron Ton (JPN), & Kiyokathu Kishi (JPN).

fastest cars in Japan, but perhaps the poorest luck ever. Little nagging problems during the final rounds and the Semis caused some of the top Americans to miss making the final.

Of the top ten fastest cars/drivers, six were from the United States. We already mentioned Burch, Jr., and Kyes taking the second and third spots, respectively; Gil Losi, Jr., was fourth fastest, while Curtis Husting was fifth, Arturo Carbonell (Delta) was sixth, and Dana Smeltzer (Associated) was seventh. Calce Domenico of Italy was eighth fastest, Katsunori Kondo of Japan was ninth, and Calpista Stefano of Italy rounded out the top ten fastest qualifiers.

This 5th Annual IFMAR 1/8 World Championship took place in a circuit built in Urayasu City, Chiba Prefecture, right next to the Tokyo Disneyland. By some accounts, it was estimated that it may



Le Mans-style start. Quite impressive!

have cost as much as a quarter of a million dollars to build the World Championship track area, which included bleachers, a massive drivers' stand, telephones for the press, and a newly laid asphalt track.

The track was considered one of the biggest ever and although at times it was extremely difficult to drive on because of water seeping through the ground (more on this later), most of the drivers thought it was a good track and worthy of world-class competition.

The problem of water on the track was quite unique to the area in which it was constructed. There is a serious shortage of available land in Tokyo and its surrounding areas, so the track was laid out in the Disneyland parking lot. The facility was built on reclaimed land (fill land), which sits about 2 feet above sea level.

Apparently as the tide rises so does the water level and at approx. 2 p.m., water would begin to seep through the asphalt. Needless to say, this was quite disconcerting to those drivers who had to qualify in the afternoon sessions. Fortunately, the qualifying schedules were reversed from day to day, so everyone got a chance to qualify under good track conditions.

All the scoring was done by automatic computer and it proved to be flawless.

The competition was run according to IFMAR rules, so that there was a chance for lower ranking drivers to win and move upward.

The top four qualifiers were seeded directly into the Final World Championship Main Event, while all others worked their way through preliminaries, which lasted 10 minutes, the lower ranking final, which lasted 20 minutes, the Semi-final, which was 30 minutes, and the Final World Championship race, which lasted one hour — truly an endurance race.

Early to arrive were the Americans, the Brazilians and, of course, some of the

drivers from the Asian countries. The Europeans were late in arriving because they had just finished their cars and they had also been involved in their off road competition. But almost everyone had arrived by July 23, hoping to get in as much practice time as possible.

For those who like long, fast courses, this was right up their alley. It was possible to hit 100 km/hr (or approx. 66 mph) on the long straightaways. The track was approximately 350 meters long and very similar to the track that was laid out at the 2nd IFMAR 1/8 World Championship race in Geneva, Switzerland.

Right from the start, both the Associated cars and the Serpent cars were noticeably the fastest. They were turning laps in the 22- to 23-second range, while everyone else thought that perhaps 23-24-second laps would be more com-

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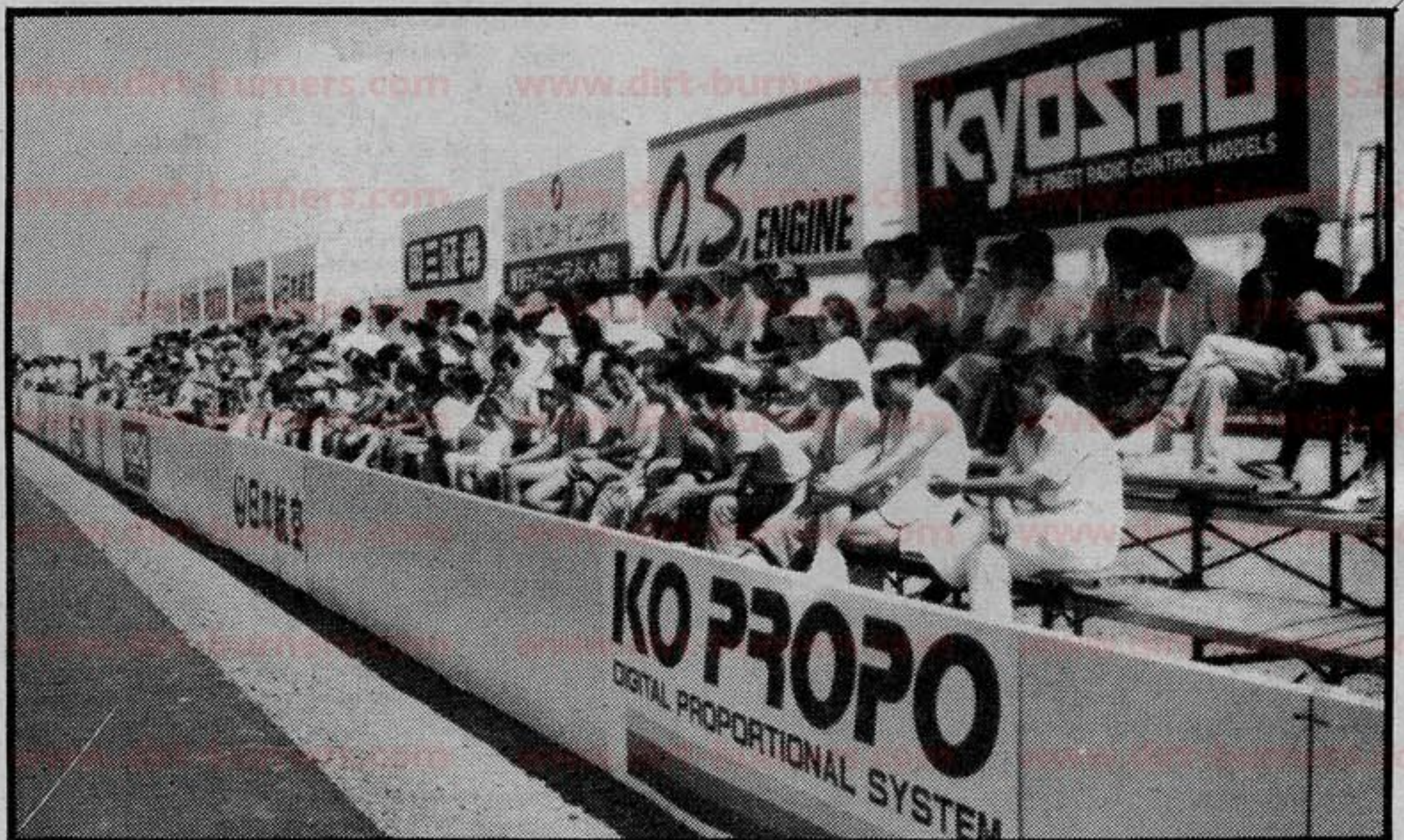
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Rody Roem gives the "power" sign (closed fist) as he crosses the finish line to capture the IFMAR World Champion 1/8th gas title. Burch, Kyes, Losi and Bervoets were still working on finishing.



A Japanese band treated the crowd to a bit of ceremonial music.



Bleachers were set up around the \$250,000 track to accommodate the large crowd which attended the event. The track is scheduled to be dismantled shortly.

monplace. The Japanese cars were also making good marks, but noticeably slower and struggling were the drivers with the S.G. cars of Italy and the PB cars from England.

It was certainly a battle of motors more than anything else. Suspension systems seemed to be well dialed in but the motor

situation was up for grabs.

The Japanese team made a much better showing than it did at the previous world championship event, placing eight team members in the A group, and it remained in the bid for the title. Among the fastest Japanese drivers were Kondo and Hasegawa of the Fantom group, who

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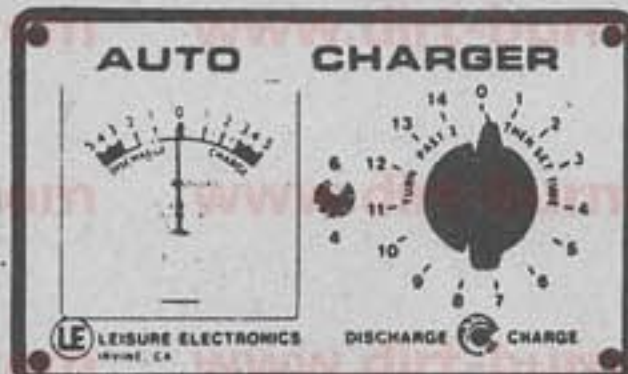


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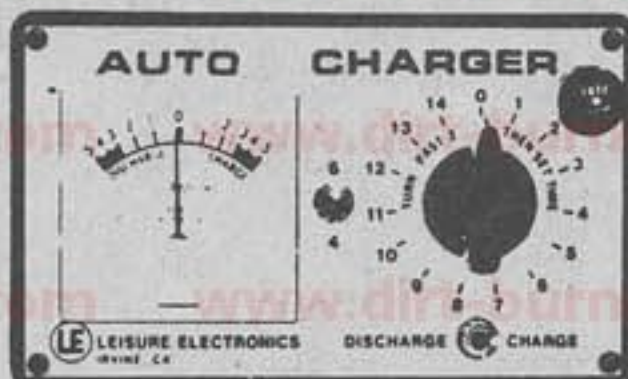
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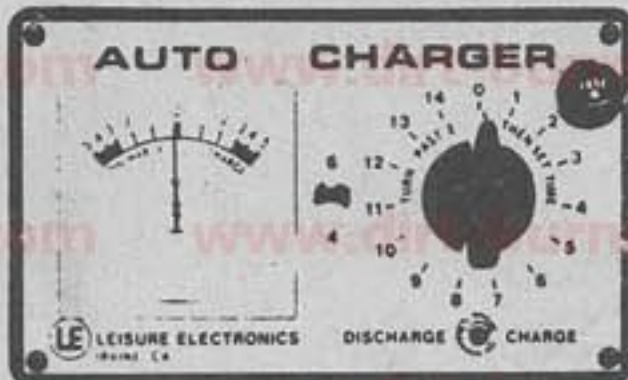
Matched up with our 109 charger, the DC power supply gives you a complete charging system with unmatched versatility.



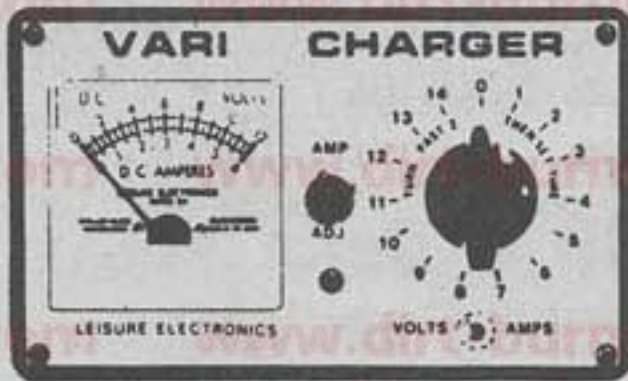
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Input: 12vDC
Rate: 4/6 cell



Leisure 106
Input: 117vAC
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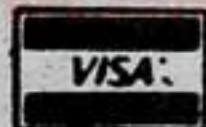
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IFMAR

(cont'd from page 10)

worked their way among the top ranking drivers. Junichi Koma of Japan ran extremely well, and although he's only been competing in 1/8th scale gas for six months, proved to be one of the rising stars of the sport. Keep an eye on this guy.

A quick look at the top ten shows the changing of the guard is in process. Drivers like Bill Jianas, Arturo Carbonell, David Lecat, Tadiello Ermes — some of the top in the world, and those with the most experience — were being replaced by the likes of Koma, Burch, Jr., Losi, Jr., and Rody Roem, among some of the young lions.

THE WORLD CHAMPIONSHIP FINAL

The final race took place July 30, 1985, and started at 2 p.m. There had been nine long days of practice and competition to narrow the field down to the top ten 1/8 drivers in the world. The cliché of "just making it to the Main Event is good enough" is often used but it holds true. In this caliber of competition, being one of the ten top drivers is a feat in itself and all ten who made it should be extremely proud of their accomplishment. But no one remembers the top ten — just the world champion. So the final race of the tournament was necessary.

The hole shot was grabbed by Holland's Pieter Bervoets who held the lead until Rody Roem (Holland) grabbed it near the five-minute mark. Curtis Husting (USA) moved into second while Naoki Ishihara (Japan) was right on his tail, in third.

Making a strong move was Junichi Koma but at the 30-minute mark, he flamed out. He returned to the track a couple of laps down and began to demonstrate his excellent skills as a driver as he started to pick his way back to the top five spots. Curtis Husting was now challenging for the lead but he suffered the misfortune of losing a rear shock clip. This dropped him back. Gil Losi, Jr., had moved into second with Ishihara in third, but in a single spurt, Koma went by to regain the second spot.

The real disappointment came when Ralph Burch, Jr., while getting around Gary Kyes, tangled and went off course, losing his wing in the process. Ralph was on a tear at the moment and looked to be the fastest car on the track.

But you can't take anything away from Rody Roem, as he drove a very tactical and very smart race. He was "flawless" for the entire one hour of the race, never even coming close to making a mistake. This is quite amazing when you consider that the temperature hovered around the

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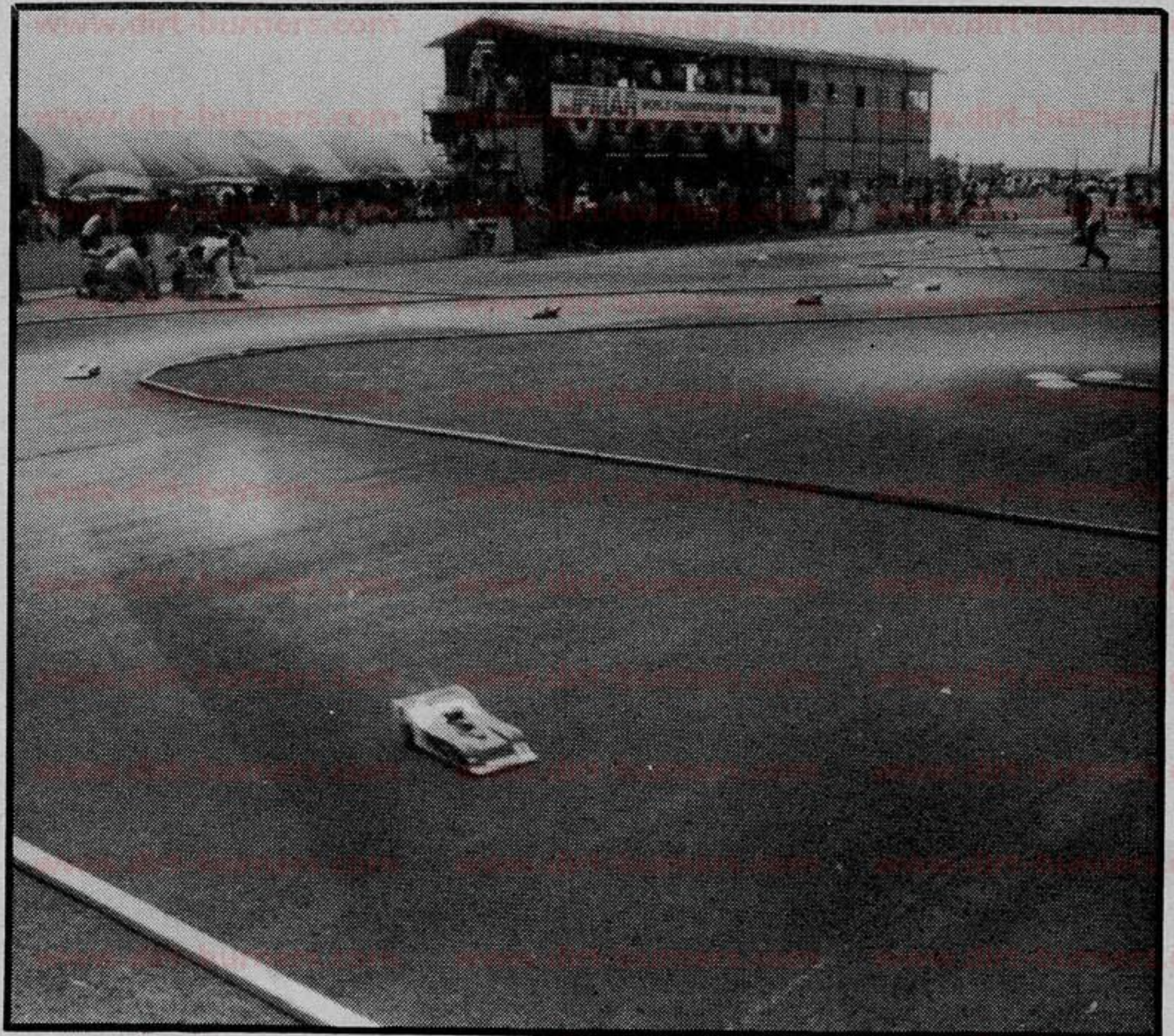
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The very large world championship track, with its huge driver's stand, had new asphalt as well, but still had problems with water seeping through the ground when the afternoon tides rose. The track was located on reclaimed land on the Disneyland parking lot, which is situated two feet above sea level!

mid-nineties with a 95% humidity factor — a fact that would tire most drivers.

But as we said, there is a new and younger group of drivers who seem to be able to cope with this predicament.

Of all the USA drivers, Gil Losi, Jr., must be singled out for his fourth place finish. While he may have not been the fastest or flashiest on the track, he, perhaps more than all others, was the

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*(Ralph Burch, Jr., ran 27 laps at the Worlds but was penalized one lap for rolling over the start. No other racer reached that many laps!)

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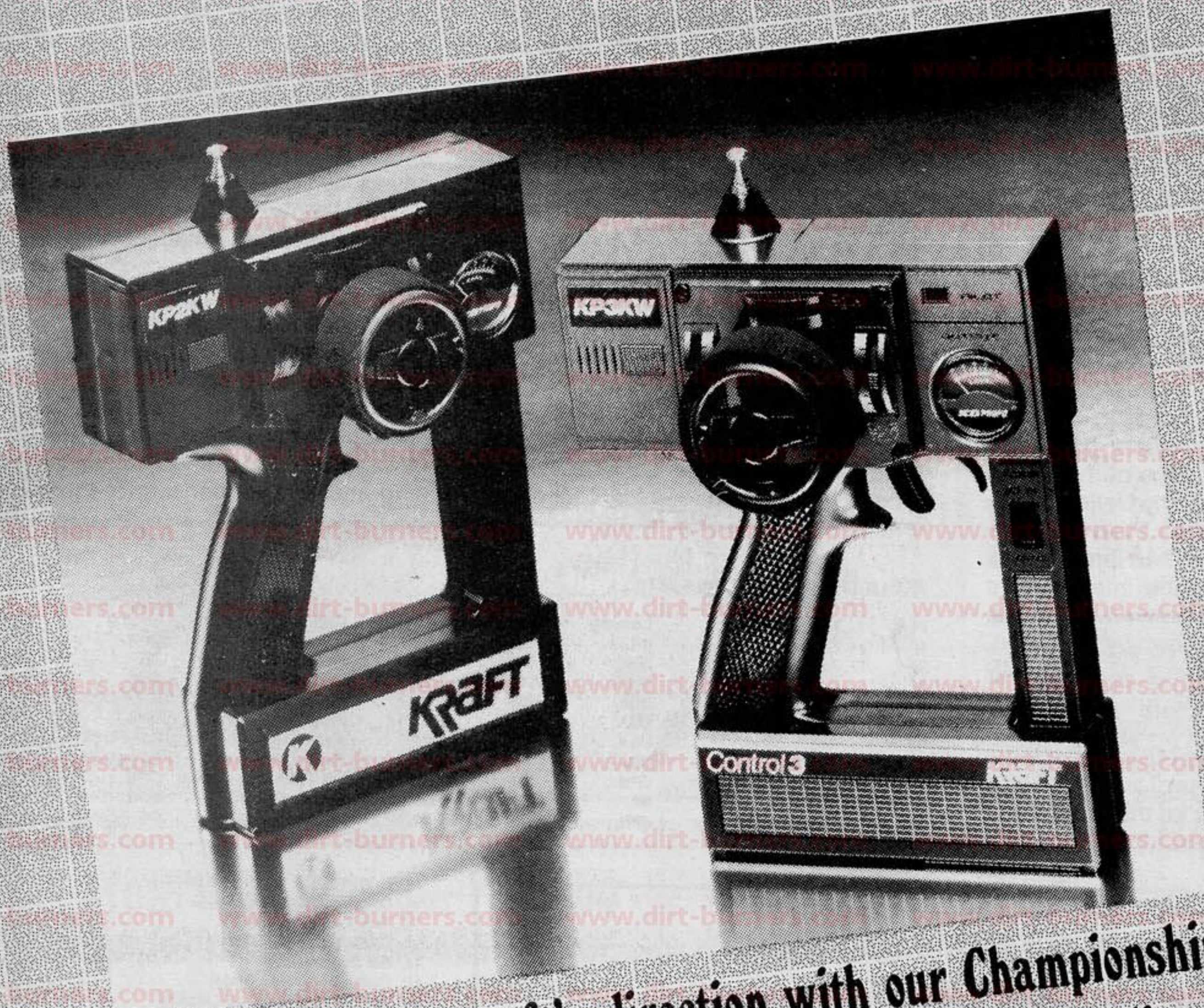
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IFMAR

smartest, because he set a pace for himself that he was able to maintain throughout the qualifiers and the Final race. Gil drove an excellent race which displayed his very steady and consistent driving skills.

And, of course, Japan appears to have a new star on its team and possibly a future world champion. Junichi Koma has only been racing 1/8 scale for about six months, but appears to have all the skills necessary to be a force to reckon with in the near future.

One might say that this 5th IFMAR 1/8 World Championship was a battle between just three countries of the fifteen that were represented. The United States placed four drivers in the Final while the Netherlands and Japan had three drivers each. The most noticeable improvement was made by the Japanese team. Most disappointment was shown by the Italian, English and French teams, which usually are well represented in the Finals.

The next IFMAR 1/8 World Championship will be in the Americas. There's a possibility that both Brazil and the United States will be bidding for the race. Brazil has already made an overture to host the

1987 Worlds, and its representatives were even lobbying at the race with photos and prospectus for their track.

Gil Losi, Sr., owner of the Ranch Pit Shop in Pomona and Del Mar, CA, is also interested in bidding for the 1987 race.

But these are only two of perhaps quite a few clubs and promoters that may be interested in hosting this world-class event. Anyone who is interested in more information should contact ROAR for further details.

In talking with some of the American contingent after the race, we heard of their obvious disappointment, especially since all indications throughout the time trials showed that they had some of the faster cars on the track. Little nagging problems, weird things began to happen that prevented the Americans from doing better. This according to Mark Miranda.

Gene Husting said, "We were not meant to win...or weren't supposed to win," noting that Lady Luck just seemed to be on the wrong side. But that's part of racing and that's why there were ten cars on the starting line.

Congratulations once again to Rody Roem and to the Dutch team for a great effort. And congratulations to all the drivers who participated in the 1985 IFMAR 1/8 World Championships.

A special congratulations should also go to FEMCA, the Asian counterpart to the ROAR and EFRA associations, which did all it could to make things great for all the racers. In fact, it went above and beyond that which was expected of the Host association and country. And great appreciation should also be given to Oriental Land, Issei Corporation, Horiuchi Planning and all the sponsors of the event.

RESULTS

WORLD CHAMPIONSHIP FINALISTS:

Pos.	Name	Country	Laps	Time	Car	Engine	Radio
1.	Rody Roem	(NL)	147	1:02.7	Serpent 4WD	OPS	KO
2.	Junichi Koma	JPN	146	1:13.5	Kyosho 4WD	OS	Sanwa
3.	Pieter Bervoets	NL	145	1:22.2	Serpent 4WD	OPS	KO
4.	Gil Losi, Jr.	USA	144	1:04.7	Associated 4WD	Paris-OPS	Sanwa
5.	Curtis Husting	USA	138	1:07.5	Associated 4WD	OPS	Sanwa
6.	Ralph Burch, Jr.	USA	136	1:24.0	Associated 4WD	Paris-OPS	Sanwa
7.	Gary Kyes	USA	135	1:03.3	Associated 4WD	Paris-OPS	Sanwa
8.	Naoki Ishihara	JPN	132	1:15.7	PB 4WD	OPS	KO
9.	Ron Ton	NL	126	1:20.0	Serpent 4WD	OPS	KO
10.	Kiyokathu Kishi	JPN	121	1:02.0	Kyosho 4WD	OS	Sanwa

11TH THROUGH 24TH FINISHERS:

- Calpista Stefano (Italy)
- Yuji Takagi (Japan)
- Dana Smeltzer (USA)
- Bill Jlanas (USA)
- Calce Domenico (Italy)
- Tomonori Hasegawa (Japan)
- Buehler Jakob (CH)
- David Lacat (France - Former World Champion)
- Takashi Ishijima (Japan)
- Garbani Romano (CH)
- Art Carbonell (USA)
- Kathunori Kondoh (Japan)
- Maurizio Busnardo (Venezuela)
- Pezzini Roberto (Italy)

NOTABLE AMERICAN FINISHERS:

- Gil Losi, Sr.
- Paul Dionne
- Rich Lee
- Barry Grossenbacher
- Bob Leckron
- Mark Miranda

TOP QUALIFIERS:

- Rody Roem (Holland) 26/10:02.5
- Ralph Burch, Jr. (USA) 26/10:04.1*
- Gary Kyes (USA) 26/10:06.4
- Gil Losi, Jr. (USA) 26/10:07.4
- Curtis Husting (USA) 26/10:14.1
- Arturo Carbonell (USA) 26/10:16.1
- Dana Smeltzer (USA) 26/10:16.6
- Calce Domenico (Italy) 26/10:16.7
- Katsunori Kondo (Japan) 26/10:17.4
- Calpista Stefano (Italy) 26/10:18.5

* (Burch logged 27 laps but was penalized one full lap for a rolling start.)

OTHER NOTABLE QUALIFIERS:

- Pieter Bervoets (Holland) 26/10:19.0
- Bill Jlanas (USA) 26/10:22.0
- David Lecat (France) 25/10:00.0
- Junichi Koma (Japan) 25/10:02.0
- Naoki Ishihara (Japan) 25/10:03.6
- Rich Lee (USA) 25/10:04.0
- Ron Ton (Holland) 25/10:06.0
- Tadiello Ermes (Italy) 25/10:10.0
- Debbie Preston (England) 25/10:22.0
- Paul Dionne (USA) 25/10:23.0
- Paul Pagdin (England) 24/10:01.0
- Gary Culver (England) 24/10:01.2

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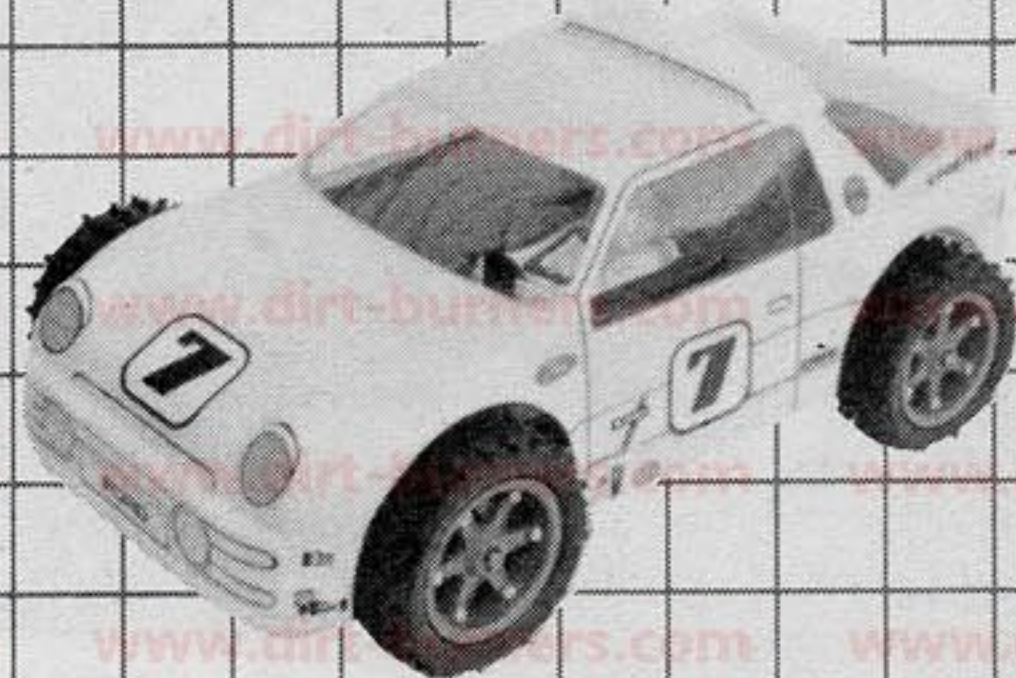


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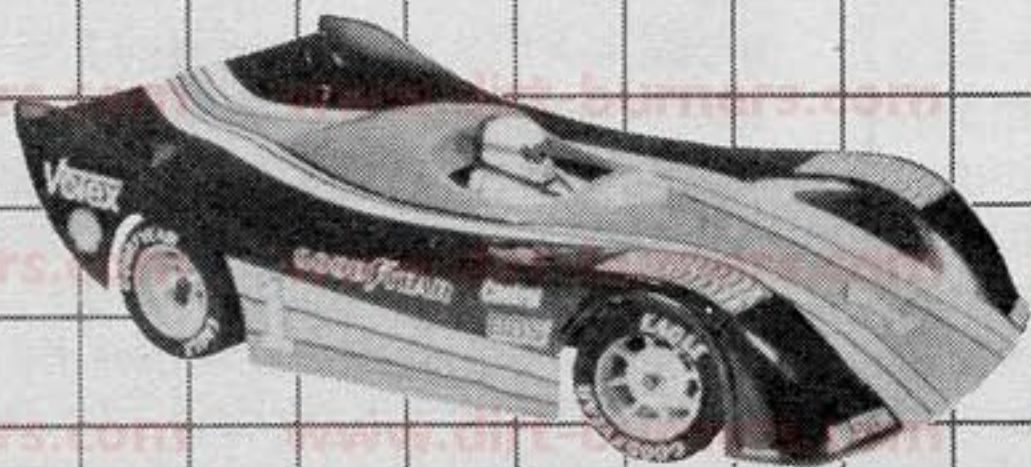


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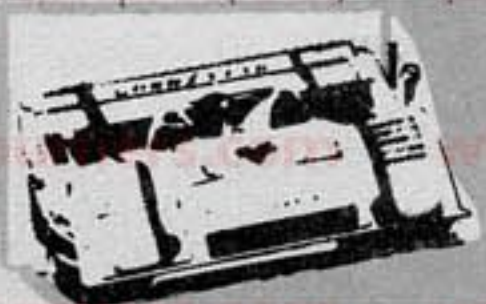
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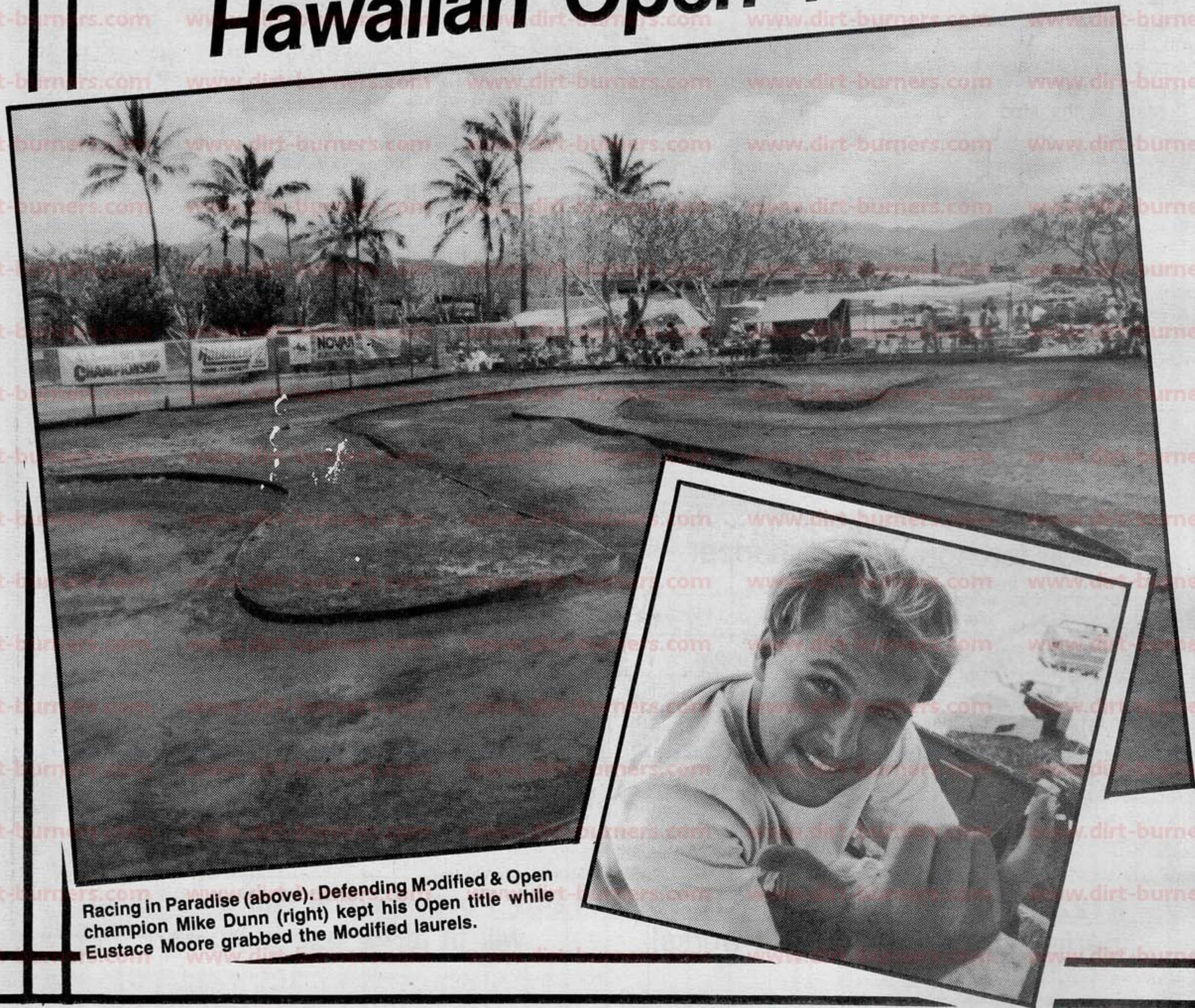
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DUNN, MOORE & SMITH Hawaiian Open Winners!



Racing in Paradise (above). Defending Modified & Open champion Mike Dunn (right) kept his Open title while Eustace Moore grabbed the Modified laurels.

Story & photos by
Eustace Moore

August 2-4, 1985
Hilo, Hawaii

Mainlanders Mike Dunn and Eustace Moore walked away with the Open and Modified Hawaiian Open titles respectively, while Kimo Smith of Hawaii took the Stock Class honors.

What can you say about a race taking place in paradise? It's not who wins or loses but who can get the best tan and enjoy the tropical atmosphere the most. Well, not quite!

We kid you not. This race, Hawaii's fourth annual, has become a very important race on the 1/10th off road calendar. It's one of the more prestigious races of the year and everyone who participates has one thing in mind — making the A Main in each of the three classes and then "going for it" to capture the Hawaiian Open title.

This year there was good representation from "mainlanders" who went against some of the fine racers from the Islands (Maui, Hawaii, Honolulu, etc.).

The track is made up of very hard-packed red soil with plenty of cushion for traction. Mother Nature saw fit to keep it

moist during the three days of competition and practice. Plywood barriers marked the course, which is one of the largest off road courses in the United States, measuring 150' X 60'.

All the scoring was done by the new automatic computerized system that is more commonly being used at all major events.

Friday, July 2, was open practice only. There was plenty of time for those divers who arrived early to begin setting up their chassis and gearing, and to choose the right motor and battery combination.

Saturday was an all-day qualifying day, with three heats of qualifying on tap. The 2WD cars were given five-minute heats

while the 4WD cars were given four-minute heats.

The Top Qualifier (TQ) on Saturday in the 2WD Modified Class was Race Prep's Steve Dunn. Kiyle McLeod was the 2WD Stock Class TQ and Mel Lum Ho was the 4WD Open Class TQ.

On Sunday, local R/C club members worked hard on the track to get in shape for the day's final qualifying run and then the main events.

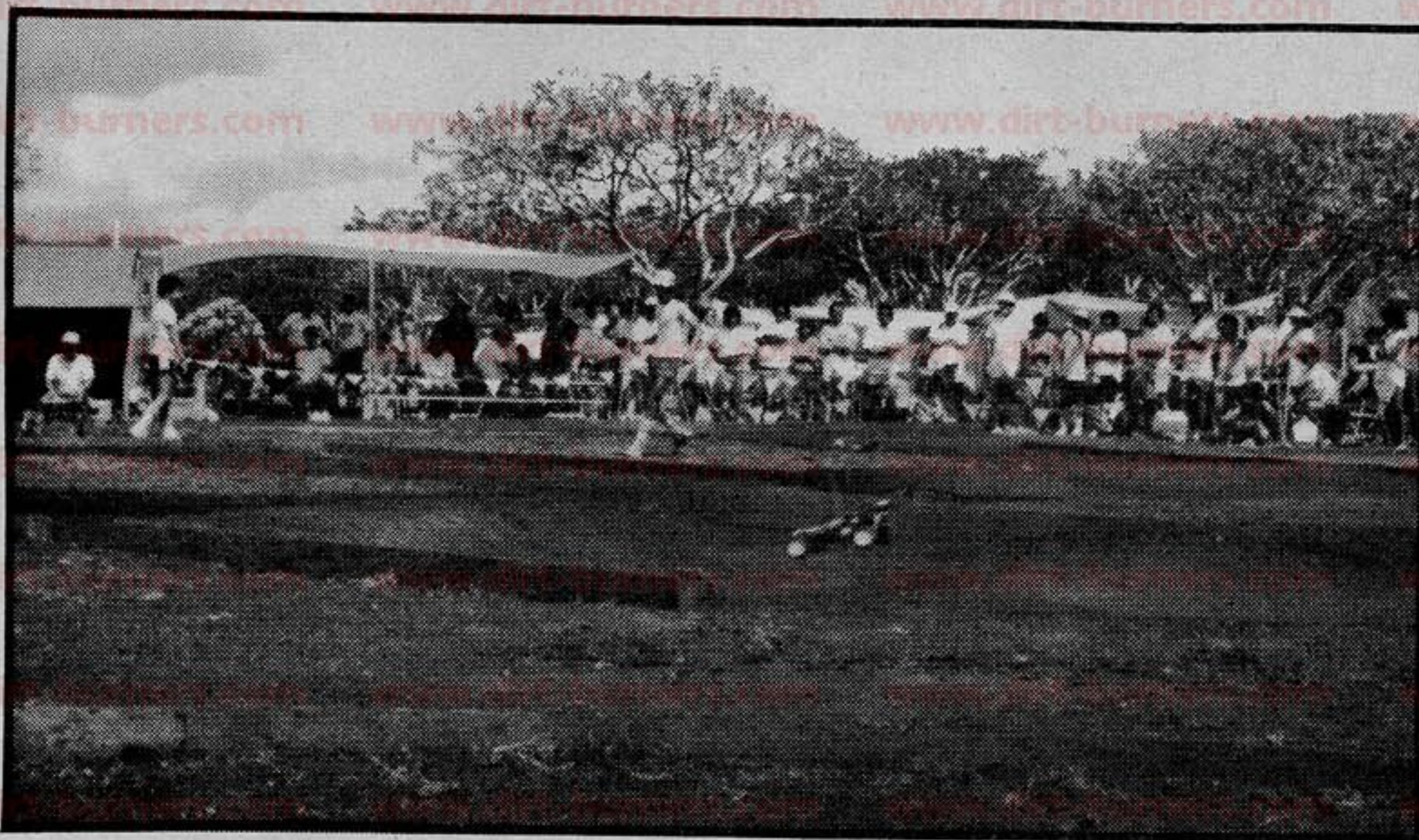
The pressure was really on for Mike Dunn, last year's Modified and Open Champion. He had barely qualified in the Open A Main and was somewhere in the "Z" Main in the Modified Class. But pressure is what Dunn thrives on; in his last rounds of qualifying for both classes he pulled off the "TQ" spots in both the Modified and Open 4WD classes. How's that for delivering when it counts?

The Stock Class saw many surprises but none were greater than seeing two lovely ladies make the A Main. Kathy Kuwahara put her Scorpion car in the top ten, as did Gail Isono with her Tamiya car.

Another surprise occurred in the 4X4 Class as Ron Galang and Mel Lum Ho



Some of the racers attending the 1985 "Hawaiian Open." The relaxed mood prevailed.



Trade winds and a bit of rain here and there, kept the track quite moist with plenty of traction.

put their MRC/Tamiya "Hot Shots" in the A Main as well.

There were no "bump-ups" at this race, something that many drivers have gotten used to and clearly did *not* appreciate. But that's the way the program was set up and it was well known by everyone who participated.

When all was said and done, Kimo Smith was the big-time winner and Stock Champion in the Hawaiian Open when he drove his Tamiya to the A Main win. He logged 14 laps, 2 laps more than the second place finisher, "Chubs," driving a Scorpion. Third place went to Cory Asato, also driving a Scorpion. Fourth through tenth place finishers were: Kiyle McLeod, Kathy Kuwahara, Robert Igarashi, Ed Sonoda, Sandy Lawrence, Gail Isono, and Matthew Osumi.

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The Open 4WD lineup. Ten cars made the main with no "bump-up" system used.

Winner of the Stock B Main was B.J. Christensen with his Associated RC-10.

In the Modified Class, Eustace Moore of MIP drove his RC-10/MIP/Revtech to the top of the field. He cruised on to a 16-lap main event win while second place finisher and TQ in Class, Mike Dunn, finished with 15 laps for second place. Bud Bartos, all the way from N. Royalton, Ohio and representing Parma, finished in third place, also driving an RC-10/Parma car. The balance of the A Main field was comprised of: Ron Dyer, Steve Dunn, Guy Shimabukuro, Francis Aki, Kris Moore, Dale Smith and Juan Sat, in that order.

Other Modified Class main winners were Ron Galang (B Main), Galen Mizuguchi (C Main), Baline Oguma (D Main), Bill Spencer (E Main), "Chubs" (F Main), Keith Kamahale (G Main), and Eugene Williams (H Main).

In the Open Class Mike Dunn emerged victorious by putting his Yokomo/Revtech-powered 4WD car at the top of the field with a total of 14 laps in 4:12.4 minutes. Closest to Mike was Ron Galang with 13 laps; Mike's younger brother, Steve Dunn, placed third in the A Main. Mike Giem, Eustace Moore, Chuck



Rich Robertson (right) kept everything under control and the racers well informed. Butch and Paula Farm, of Hobbitat, were the hosts of the event.

Keehne, Bud Bartos, Mel Lum Ho, John Gudvangen, Jr., and Butch Farm made up the balance of the ten-car finishing order respectively.

Other Open Class winners were Peter

Okano (B Main), Glenn Kawamae (C Open), Keevan Inouye (D Main), Reynold Kam (E Main), and Kimo Queypo (F Open).

As always, the Hawaiian Open is truly one of the great races of the year. Everyone who participated in it really enjoyed it and is looking forward to coming back next year.

A great effort was put forth by Paula and Butch Farm, race directors and owners of Hobbitat, sponsors of the event. Rich Robertson was the race acct., while Barbara Mizik did a fine job of scoring. Waynette Gum was one of the officials and Velma and Lynda Kawamae and Albert Yamamoto handled tech. They should all be thanked for a job well done.

Concours winners were Peter Watts in Stock Class, Peter Okano in Modified and Open Classes and the Production Class

Concours title was grabbed by Glen Muraoka.

'Til next time, keep the trade winds blowing the motors wound!

(cont'd)

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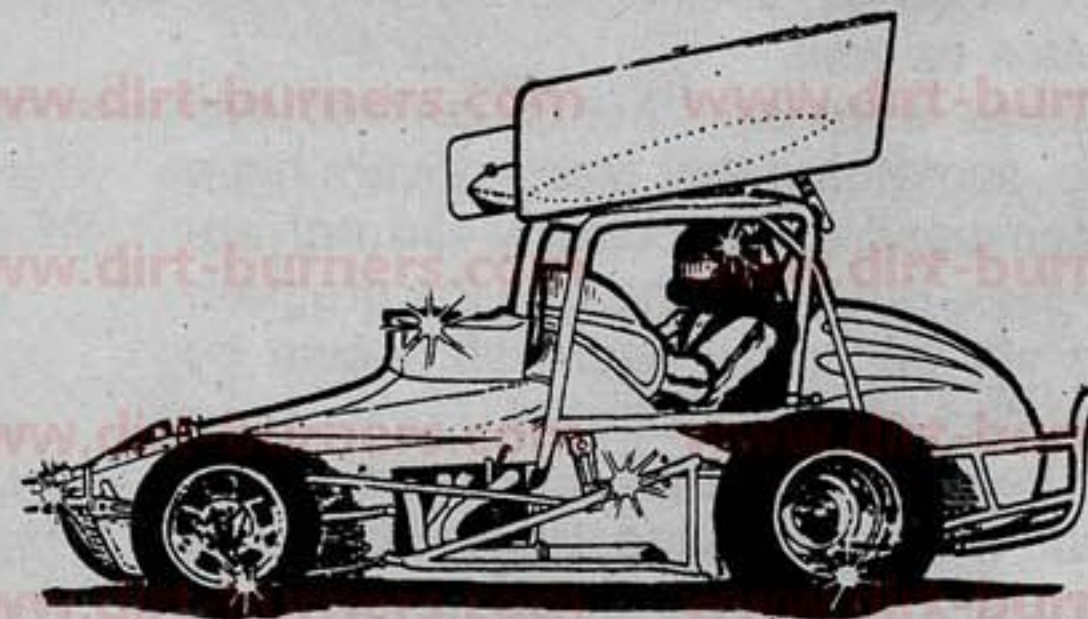
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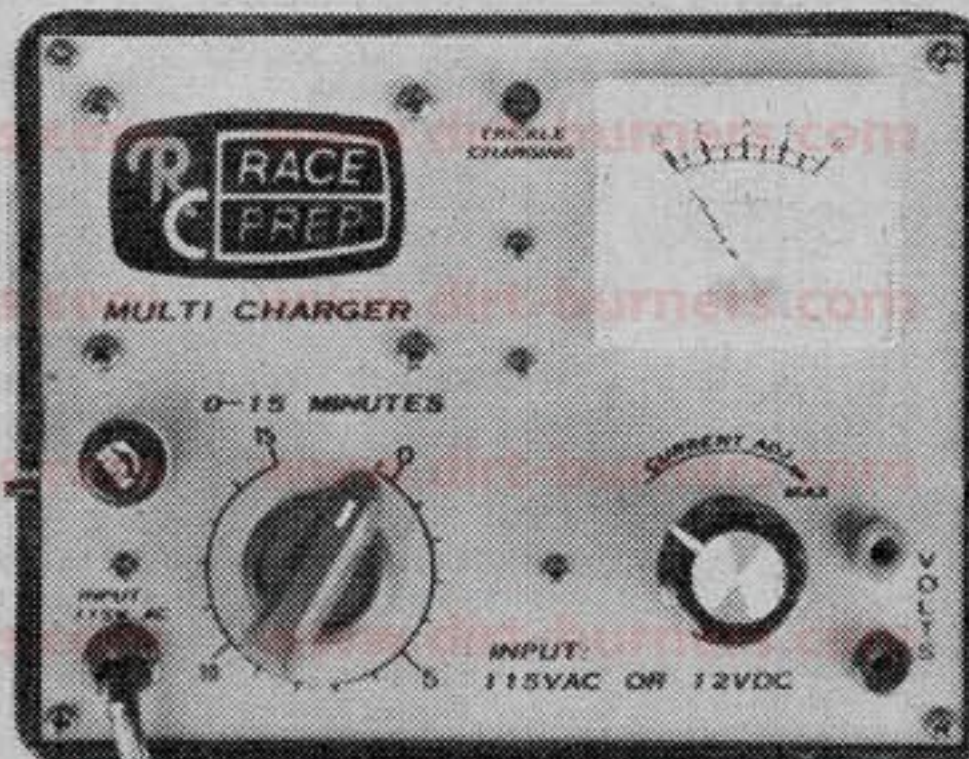
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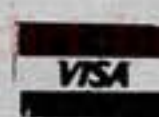
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HAWAIIAN OPEN RESULTS

4TH ANNUAL HAWAIIAN OPEN CHAMPIONSHIPS

OPEN CLASS RESULTS

MODIFIED CLASS RESULTS

A MODIFIED	NAME	CAR	MOTOR	QUALIFYING LAPS/TIME	MAIN EVENT LAPS/TIME	POS
	EUSTACE MOORE	RC-10/MIP	REV-TECH	15 5:10.9	16 5:04.8	1
	MIKE DUNN	RC-10	REV-TECH	* 16 5:14.7	15 5:04.3	2
	BUD BARTOS	RC-10	PARMA	16 5:19.2	15 5:08.7	3
	RON DYER	RC-10	REV-TECH	16 5:16.7	15 5:17.1	4
	STEVE DUNN	RC-10	REV-TECH	15 5:02.8	15 5:20.9	5
	GUY SHIMABUKURO	RC-10	REV-TECH	15 5:19.6	14 5:00.8	6
	FRANCIS AKI	RC-10	REV-TECH	15 5:08.8	14 5:02.1	7
	KRIS MOORE	RC-10	REV-TECH	15 5:13.6	14 5:13.7	8
	DALE SMITH	RC-10	ASSOC	14 5:01.2	14 5:18.1	9
	JUAN SAT	RC-10	REV-TECH	15 5:25.6	13 5:18.8	10

B MODIFIED	NAME	CAR	MOTOR	QUALIFYING LAPS/TIME	MAIN EVENT LAPS/TIME	POS
	RON GALANG	RC-10	ASSOC	14 5:04.2	15 5:12.1	1
	KEEVAN INOUE	RC-10	PARMA	* 14 5:02.0	15 5:20.6	2
	CHUCK KEEHNE	RC-10	REV-TECH	14 5:07.4	15 5:25.0	3
	MIKE CHRISTENSEN	RC-10	ASSOC	14 5:05.0	14 5:07.2	4
	ALLEN CORDIERO	RC-10	ASSOC	14 5:05.6	14 5:10.6	5
	REYNOLD KAM	RC-10	REV-TECH	14 5:07.5	14 5:30.0	6
	PETER OKANO	YOKOMO/2WD	TRINITY	14 5:10.6	13 5:02.3	7
	GLENN KAWAMAE	RC-10	ASSOC	14 5:04.5	13 5:07.8	8
	BUTCH FARM	RC-10	PARMA	14 5:11.4	13 5:23.9	9
	MEL LUM HO	RC-10	REV-TECH	14 5:06.2	12 5:11.1	10

C MODIFIED	NAME	CAR	MOTOR	QUALIFYING LAPS/TIME	MAIN EVENT LAPS/TIME	POS
	GALEN MIZUGUCHI	RC-10	TRINITY	14 5:17.3	14 5:14.6	1
	SCOTT HEDANI	RC-10	REV-TECH	14 5:22.9	14 5:21.4	2
	JOHN GUDVANGEN	RC-10	REV-TECH	14 5:19.3	12 5:04.2	3
	EARL HONBO	RC-10	REV-TECH	14 5:17.4	12 5:14.3	4
	MIKE KAKAZU	RC-10	REV-TECH	13 4:25.7	12 5:17.9	5
	RYAN SAKAI	RC-10	REV-TECH	13 5:00.2	11 5:02.7	6
	ROY MURAKAMI	RC-10	ASSOC	14 5:14.7	11 5:03.7	7
	KIHO SMITH	RC-10	REV-TECH	* 14 5:13.8	10 5:12.3	8
	KENT UYEUNTEN	RC-10	ASSOC	14 5:23.9	9 5:01.9	9
	AL HARAGUCHI	RC-10	TRINITY	14 5:14.9	3 0:58.4	10

D MODIFIED	NAME	CAR	MOTOR	QUALIFYING LAPS/TIME	MAIN EVENT LAPS/TIME	POS
	BLAINE OGUMA	RC-10	REV-TECH	13 5:09.5	14 5:19.9	1
	BRIAN YOUNG	RC-10	ASSOC	13 5:09.0	14 5:24.4	2
	PETER WATTS	RC-10	REV-TECH	13 5:17.7	13 5:09.9	3
	JASON KOHAMA	RC-10	ASSOC	13 5:04.0	13 5:19.2	4
	WHEELIE	RC-10	REV-TECH	13 5:15.5	13 5:28.0	5
	KEONI BLOEDE	YOKOMO/2WD	TRINITY	13 5:11.6	13 5:28.1	6
	GLENN MURAOKA	RC-10	ASSOC	* 13 5:02.6	11 5:03.3	7
	FLOYD MIYASAKI	RC-10	REV-TECH	13 5:17.4	2 0:36.7	8
	NORMAN UYENO	RC-10	REV-TECH	13 5:13.7	2 0:36.7	9
	BILL STEELE	RC-10	REV-TECH	13 5:05.2	2 0:51.1	10

E MODIFIED	NAME	CAR	MOTOR	QUALIFYING LAPS/TIME	MAIN EVENT LAPS/TIME	POS
	BILL SPENCER	POI	REV-TECH	* 13 5:20.6	14 5:11.2	1
	WAYNE ONOYAMA	ATK/MIP	REV-TECH	13 5:21.7	13 5:04.2	2
	S. WONG-LEONG	RC-10	REV-TECH	12 5:06.5	12 5:02.1	3
	GARY ISONO	RC-10	ASSOC	12 5:03.7	12 5:06.0	4
	KEVIN UEHARA	RC-10	ASSOC	12 4:58.1	12 5:32.9	5
	LEONARD LAI	SCORPION	REV-TECH	12 5:06.8	11 5:18.1	6
	ROXANNE YU	RC-10	ASSOC	12 5:01.5	10 5:15.8	7
	ED SONODA	RC-10	REV-TECH	13 5:22.7	8 3:18.1	8
	MIKE ROSS	RC-10	ASSOC	12 5:15.2	5 2:16.2	9
	JAMES KEIKI	SCORPION	REV-TECH	12 5:04.9	4 2:17.2	10

F MODIFIED	NAME	CAR	MOTOR	QUALIFYING LAPS/TIME	MAIN EVENT LAPS/TIME	POS
	CHUBS	SCORPION	ASSOC	12 5:08.4	13 5:10.9	1
	WALTER JOYCE	TAMIYA	ASSOC	12 5:11.6	12 5:19.9	2
	HARBERT NUUANU	RC-10	REV-TECH	12 5:21.0	11 5:01.1	3
	MATHEW OSUMI	RC-10	PARMA	12 5:21.0	10 5:04.5	4
	GREG SUI	RC-10	ASSOC	12 5:15.4	10 5:04.8	5
	RON YURONG	RC-10	ASSOC	12 5:18.6	9 5:01.8	6
	JAY WILLIAMS	RC-10	REV-TECH	* 12 5:07.4	9 5:04.2	7
	SAM VIERRA	RC-10	ASSOC	12 5:12.5	7 3:15.8	8
	RYAN HONBO	RC-10	ASSOC	12 5:09.5	6 3:06.3	9
	BOBBY MAHINU	RC-10	REV-TECH	12 5:09.5	1 0:03.3	10

G MODIFIED	NAME	CAR	MOTOR	QUALIFYING LAPS/TIME	MAIN EVENT LAPS/TIME	POS
	KEITH KAMAHELE	RC-10	REV-TECH	10 5:09.6	13 5:11.8	1
	CAPT. HIPOLITO	RC-10	ASSOC	11 5:02.7	12 5:13.5	2
	ROBERT ONGIAS	RC-10	REV-TECH	12 5:29.3	12 5:19.9	3
	LEONE KAMAHELE	FROG	ASSOC	11 5:33.7	12 5:31.8	4
	EVAN CORREA	RC-10/MIP	REV-TECH	11 5:04.8	8 4:20.4	5
	SANDY LAWRENCE	RC-10	ASSOC	11 5:00.3	3 5:00.6	6
	CLYDE ALEXANDER	RC-10	ASSOC	12 5:26.5	2 0:42.4	7
	ANDREW LUM	SUPERCHAMP	ASSOC	11 5:21.2	1 0:03.4	8
	DARIN ESPINDA	FROG	REV-TECH	11 5:22.3	1 0:04.8	9
	JON WATANABE	RC-10	REV-TECH	* 12 5:22.9	DNS	10

H MODIFIED	NAME	CAR	MOTOR	QUALIFYING LAPS/TIME	MAIN EVENT LAPS/TIME	POS
	EUGENE WILLIAMS	RC-10	ASSOC	9 5:13.4	13 5:12.5	1
	BEN MINOR	RC-10	REV-TECH	9 4:56.9	12 5:23.1	2
	GUY MIYASAKI	TAMIYA	ASSOC	9 5:23.9	9 5:01.1	3
	COREY YAMA	TOMAHAWK	ASSOC	9 4:37.7	9 5:08.0	4
	IAN HUNT	RC-10	ASSOC	9 4:53.4	9 5:27.3	5
	JOHN HUNT	GRASSHOPPER	ASSOC	9 5:20.8	8 5:27.1	6
	STEPHEN MIZAK	RC-10	ASSOC	7 4:24.0	7 5:50.1	7
	SHANNON CASTRO	TAMIYA/MIP	REV-TECH	* 10 5:15.4	6 2:40.8	8
	WEDGE LEE	RC-10	ASSOC	9 4:48.1	5 5:01.3	9

A OPEN

NAME	CAR	MOTOR	QUALIFYING LAPS/TIME	MAIN EVENT LAPS/TIME	POS
MIKE DUNN	YOKOMO	REV-TECH	* 14 4:08.8	14 4:12.4	1
RON GALANG	HOTSHOT	PARMA	13 4:17.8	13 4:14.1	2
STEVE DUNN	YOKOMO	REV-TECH	13 4:21.2	13 4:15.6	3
MIKE GIEM	YOKOMO	REV-TECH	13 4:06.4	13 4:15.7	4
EUSTACE MOORE	RC-10/MIP	CHECKPOINT	13 4:03.8	13 4:26.8	5
CHUCK KEEHNE	YOKOMO	REV-TECH	12 4:02.8	12 4:04.9	6
BUD BARTOS	PARMA	REV-TECH	13 4:17.7	12 4:05.7	7
MEL LUM HO	HOTSHOT	PARMA	13 4:00.5	12 4:09.8	8
JOHN G. JR.	YOKOMO	REV-TECH	12 4:01.5	12 4:16.6	9
BUTCH FARM	YOKOMO	PARMA	13 4:20.5	12 4:20.6	10

B OPEN

NAME	CAR	MOTOR	QUALIFYING LAPS/TIME	MAIN EVENT LAPS/TIME	POS
PETER OKANO	YOKOMO	TRINITY	12 4:08.4	12 4:06.2	1
BOB NOVAK	YOKOMO	ASSOC	12 4:06.7	12 4:11.2	2
EARL HONBO	YOKOMO	PARMA	12 4:10.3	12 4:13.6	3
MIKE ROSS			12 4:11.0	12 4:20.9	4
BLAINE OGUMA	RC-10	CHECKPT	* 12 4:06.5	11 4:18.0	5
WAYNE ONOYAMA	PROGRESS	TRINITY	12 4:15.5	10 4:08.0	6
DALE SMITH	RC-10	CHECKPOINT	12 4:17.0	10 4:14.3	7
GALEN MIZUGUCHI	YOKOMO	RC PREP	12 4:17.2	10 4:15.2	8
KRIS MOORE	YOKOMO		12 4:12.2	6 2:06.5	9
FRANCIS AKI	HOTSHOT	PARMA	12 4:11.5	1 0:02.4	10

C OPEN

NAME	CAR	MOTOR	QUALIFYING LAPS/TIME	MAIN EVENT LAPS/TIME	POS
GLENN KAWAMAE	HIROBO	REDDY	11 4:04.1	13 4:22.0	1
JOHN RATHJEN	YOKOMO	TRINITY	* 12 4:18.7	12 4:07.4	2
MIKE CHRISTENSEN	RC-10	PARMA	11 4:00.9	12 4:14.5	3
ROY MURAKAMI	YOKOMO	REV-TECH	11 4:07.3	12 4:20.5	4
GUY SHIMABUKURO	RC-10	TRINITY	12 4:18.7	11 4:07.0	5
AL HARAGUCHI	RC-10/MIP	CHECKPOINT	11 4:00.0	11 4:12.1	6
KENT UYEUNTEN	RC-10	PARMA	11 4:06.9	10 4:06.9	7
KEONI BLOEDE	YOKOMO	TRINITY	12 4:24.5	8 2:53.0	8
BILL STEELE	YOKOMO	REV-TECH	12 4:26.4	1 0:02.7	9
WHEELIE	RC-10/MIP	CHECKPOINT	11 4:05.5	1 0:03.5	10

D OPEN

NAME	CAR	MOTOR	QUALIFYING LAPS/TIME	MAIN EVENT LAPS/TIME	POS
KEEVAN INOUE	RC-10/MIP	PARMA	11 4:18.1	12 4:15.1	1
JEFF LEW	YOKOMO	CHECKPOINT	11 4:11.6	11 4:03.7	2
JAMES FLETCHER	RC-10	REV-TECH	10 4:03.2	11 4:14.3	3
BILL SPENCER	HOTSHOT	TRINITY	11 4:22.7	11 4:32.9	4
JUAN SAT	HOTSHOT	CHECKPOINT	10 3:30.4	10 4:05.6	5
EUGENE WILLIAMS	RC-10	REV-TECH	11 4:20.2	10 4:06.7	6
JAY WILLIAMS	RC-10	PARMA	11 4:23.0	10 4:21.5	7
SCOTT HEDANI	RC-10	REV-TECH	* 11 4:07.8	8 4:28.1	8
JIM CADE	YOKOMO	REDDY	11 4:09.7	1 0:04.2	9
NORMAN UYENO	HIROBO	PARMA	11 4:10.1	1 0:05.1	10

E OPEN

NAME	CAR	MOTOR	QUALIFYING LAPS/TIME	MAIN EVENT LAPS/TIME	POS
REYNOLD KAM	YOKOMO	CHECKPOINT	10 4:14.7	10 4:23.8	1
PETER WATTS	YOKOMO	REDDY	8 3:36.0	10 4:14.9	2
ROBERT ONGIAS	RC-10	PARMA	* 10 4:09.9	10 4:23.8	3
BOBBY MAHINU	HOTSHOT	TAMIYA	10 4:21.7	9 4:01.4	4
BRIAN YOUNG	RC-10	ASSOC	7 2:30.7	9 4:05.6	5
FLOYD MIYASAKI	RC-10	PARMA	10 4:14.2	9 4:20.9	6
S. WONG-LEONG	YOKOMO	REV-TECH	8 4:12.8	8 4:07.4	7
CHUBS	YOKOMO	CHECKPOINT	8 3:42.9	7 4:01.9	8
DAVID KAIO	HOTSHOT	SCORPION	9 4:05.9	7 4:06.6	9
LEONARD LAI	SCORPION	REV-TECH	10 4:20.3	7 4:09.8	10

F OPEN

NAME	CAR	MOTOR	QUALIFYING LAPS/TIME	MAIN EVENT LAPS/TIME	POS
KIHO QUEYPO	YOKOMO	TRINITY	6 2:29.8	11 4:01.3	1
KEITH KAMAHELE	SCORPION	REV-TECH	* 7 2:54.8	10 4:00.8	2
TODD YAMAUCHI			3 1:11.2	9 4:17.4	3
RYAN HONBO	YOKOMO	PARMA	5 3:25.2	5 4:04.3	4
MATHEW OSUMI	YOKOMO	TRINITY	2 0:16.4	5 4:11.3	5
SHANNON CASTRO	YOKOMO	REV-TECH	3 1:14.3	2 0:39.1	6
KYLE NAKAYA	HOTSHOT	PARMA	5 3:40.5	2 0:59.5	7
CAPT. HIPOLITO	HIROBO	CHECKPOINT	4 2:38.9	DNS	8
JOHN HOODIE			DNQ	DNS	9
MIKE KAKAZU			DNQ	DNS	10

STOCK CLASS RESULTS

A STOCK

NAME	CAR	MOTOR	QUALIFYING LAPS/TIME	MAIN EVENT LAPS/TIME	POS
KIMO SMITH	TAMIYA	ASSOC	12 4:41.5	14 5:17.0	1
CHUBS	SCORPION	ASSOC	11 5:16.4	12 5:02.9	2
CORY ASATO	SCORPION	REV-TECH	12 5:24.6	12 5:24.3	3
KIYLE MCLEOD	RC-10	RACE PRE	* 13 5:00.2	11 5:15.9	4
KATHY KUWAHARA	SCORPION	TRINITY	12 5:05.5	11 5:23.9	5
ROBERT IGARASHI	TOMAHAWK	REV-TECH	13 5:16.3	10 5:11.6	6
ED SONODA	TAMIYA	ASSOC	12 5:07.2	9 5:25.6	7
SANDY LAWRENCE	TAMIYA	ASSOC	12 5:08.8	8 5:09.2	8
GAIL ISONO	TAMIYA	PARMA	11 5:04.7	8 4:57.3	9
MATHEW OSUMI	SCORPION	TRINITY	11 5:21.1	8 3:46.0	10

B STOCK

NAME	CAR	MOTOR	QUALIFYING LAPS/TIME	MAIN EVENT LAPS/TIME	POS
B.J. CHRISTENSEN	RC-10	ASSOC	9 5:29.4	13 5:04.4	1
JAMES KEIKI	TAMIYA	REV-TECH	* 10 5:00.2	11 5:05.4	2
PETER WATTS	SCORPION	REV-TECH	8 5:22.4	11 5:24.0	3
JAY WILLIAMS	SCORPION	REV-TECH	4 1:53.5	10 5:08.9	4
BENNY PADILLA	TAMIYA	ASSOC	10 5:22.4	9 5:02.9	5
CRIS SIMMONS	TAMIYA	LEISURE	10 5:31.6	8 5:10.0	6
LYNDA KAWAMAE	SCORPION	ASSOC	10 5:30.6	6 5:23.3	7
LYDIA MIYASAKI	TAMIYA	ASSOC	7 5:52.7	2 1:09.4	8

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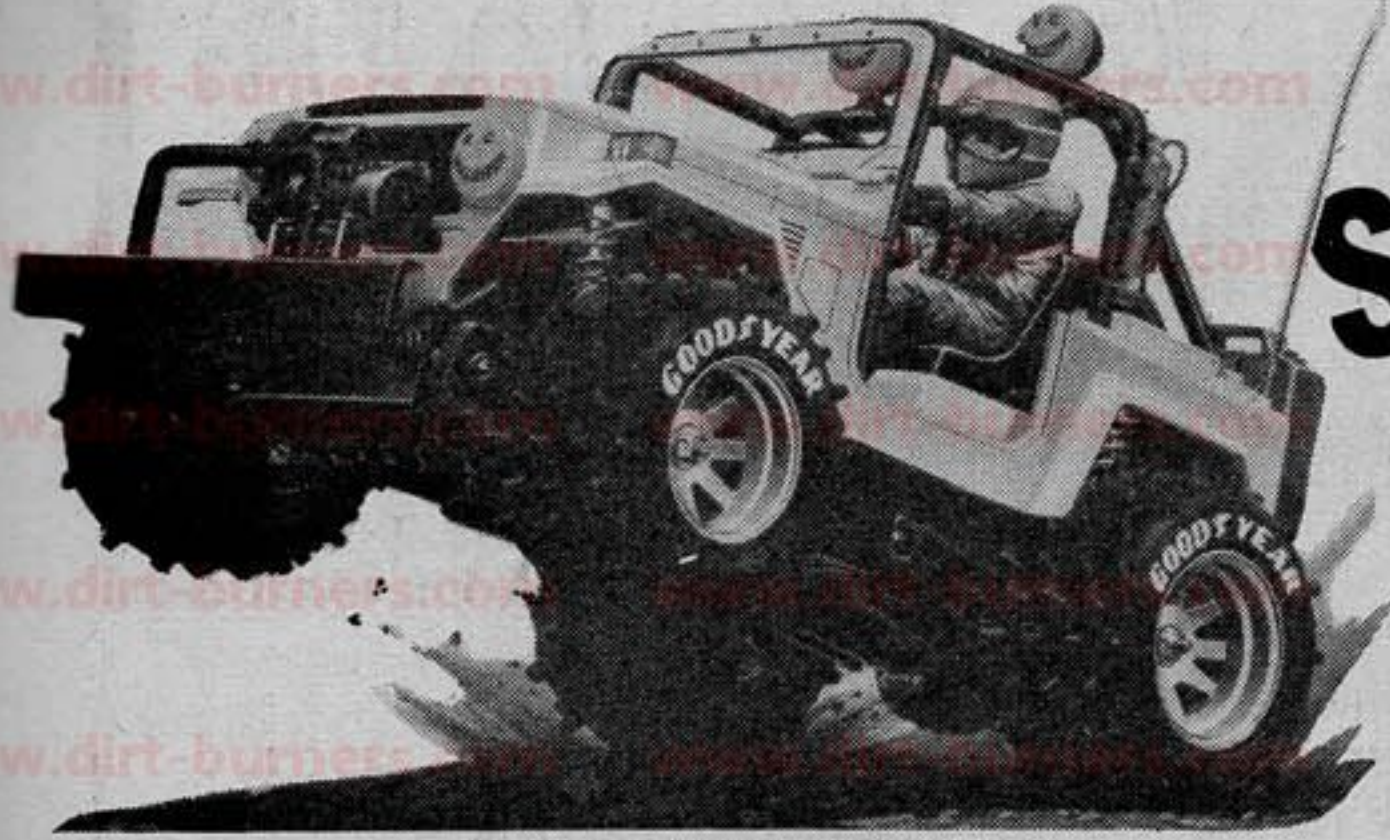
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Above is Concours winner Joan Porter at the 1985 Alaska State Championships.

Story and photos
By Bob Peters
ARCORR & AROARA Race Director

Anchorage, Alaska

Greetings from the Far North! R/C racing is alive and growing here in Anchorage, Alaska, and we have just concluded our first summer series in 1/10 off road, 1/12 electric and 1/8 gas.

R/C racing has been going on here for several years but has really caught fire during the last year. We have two ROAR-affiliated clubs here: Alaska Radio Controlled Off Road Racing (ARCORR), for 1/10 scale, and Alaska Radio Operated Auto Racing Association (AROARA), for 1/12 electric and 1/8 gas cars. Our outdoor season began in May, after running electrics indoors during the winter.

1985 ALASKA STATE CHAMPIONSHIPS

The highlight of the winter racing season was the First Annual Alaska State Championships for 1/10 and 1/12. The race took place March 1-3, 1985, at the Egan Convention Center, in conjunction

RACING ALASKA STYLE!

with the annual World of Wheels Custom Car Show.

The event was quite successful and had 77 entries, the majority of them in the 1/10 class. The off road cars seemed to be the crowd favorites as their racing looked more like a demolition derby than a race!

We had several hundred spectators almost continuously during show hours, with close, wheel-to-wheel racing in the 1/12 Expert Class, frequently eliciting applause from those on hand. For almost all of the off road drivers, it was their first time racing on carpet.

The 1/12 club had been racing all winter on the carpet while the off roaders had been racing on a linoleum floor in an elementary school gym — quite a difference, let me tell you! Racing on linoleum is like ice racing, which we tried while closing out last year's fall series.

The off roaders generally spent the entire weekend trying to find the right tire combination while the road racers found the groove and dialed in.

Butch Feco and Tony Glenn provided excellent, close racing to lead the 1/12 Expert racers. The crowd was obviously impressed with the skillful driving in the Expert Class. Butch came on to take first in his Delta car, edging out Tony's Associated. Butch was TQ and fast all weekend, but Tony was right there with him and it made for exciting viewing.

During the awards ceremony, it was announced that Butch had been added to Team Parma, a first for Alaska.

Since the results of the off road mains have been lost, I can only tell you that the Modified A Main state champion was Randy Albright, driving a Hirobo, and that the Stock Class A Main state champ was Russ Bradford. Randy had quite a weekend. Along with his Modified 1/10 win, he won Concours for 1/12 and, after smoking the electrics in his Delta car, came back for a second place A Main finish in Novice, after a close duel with Dean Snyder and his Associated car for first

place. Russ drove a Frog for his Stock win; virtually every car in the Stock Class was a Tamiya.

SUMMER SERIES I

The summer got off to a cool start and we've had fairly poor weather for our race dates. Actually, the first race of the outdoor season for off roaders was still indoors. We moved to a gravel parking lot for the next six weeks and opened our new track in time for the last race in Summer Series I.

The new track is great and club participation is rising. We've had 77 cars entered, although only about half show up every week. This series also inaugurated our Four-Wheel-Drive Open Class, a split from the Two-Wheel-Drive Modified Class. The Stock Class allows two-wheel-drives with six-cell batteries and stock motors.

Ernie Nidiffer took up where he left off, winning the series for Modified and also taking Open. Ernie's won the Modified Class so many times it's hard to remember who else has won. He drove an old but smooth and reliable Tamiya Sandscorcher to the Mod. win and a new RPS Yokomo to the Open victory.

The running of the new Open Class was a "feeling out" process for the four-wheelers. Our track is rough, rocky, hard and includes a tight, twisting course. This helps negate some of the Yokomo advantage and allows some of the super modified Hirobos to be competitive. I managed to pull a second overall, barely edging out Al Bagely's Hirobo in third. Ernie's brother, Terry, pulled his RPS Yokomo into fourth and after that no one was really competitive as the track took its toll on the high-tech four-wheelers.

Terry recouped from his fourth in Open to press his brother in Mod. and finish second. The Modified Class was quite competitive, with several different drivers taking home wins during the eight-week series.

In order to see the effects of separating four-wheelers from the two-wheelers, I recombined standings and lap counts. As things turned out, the first four Open cars would still have been in the same place with the first two-wheeler in fifth overall. We'll see if this trend continues in future racing.

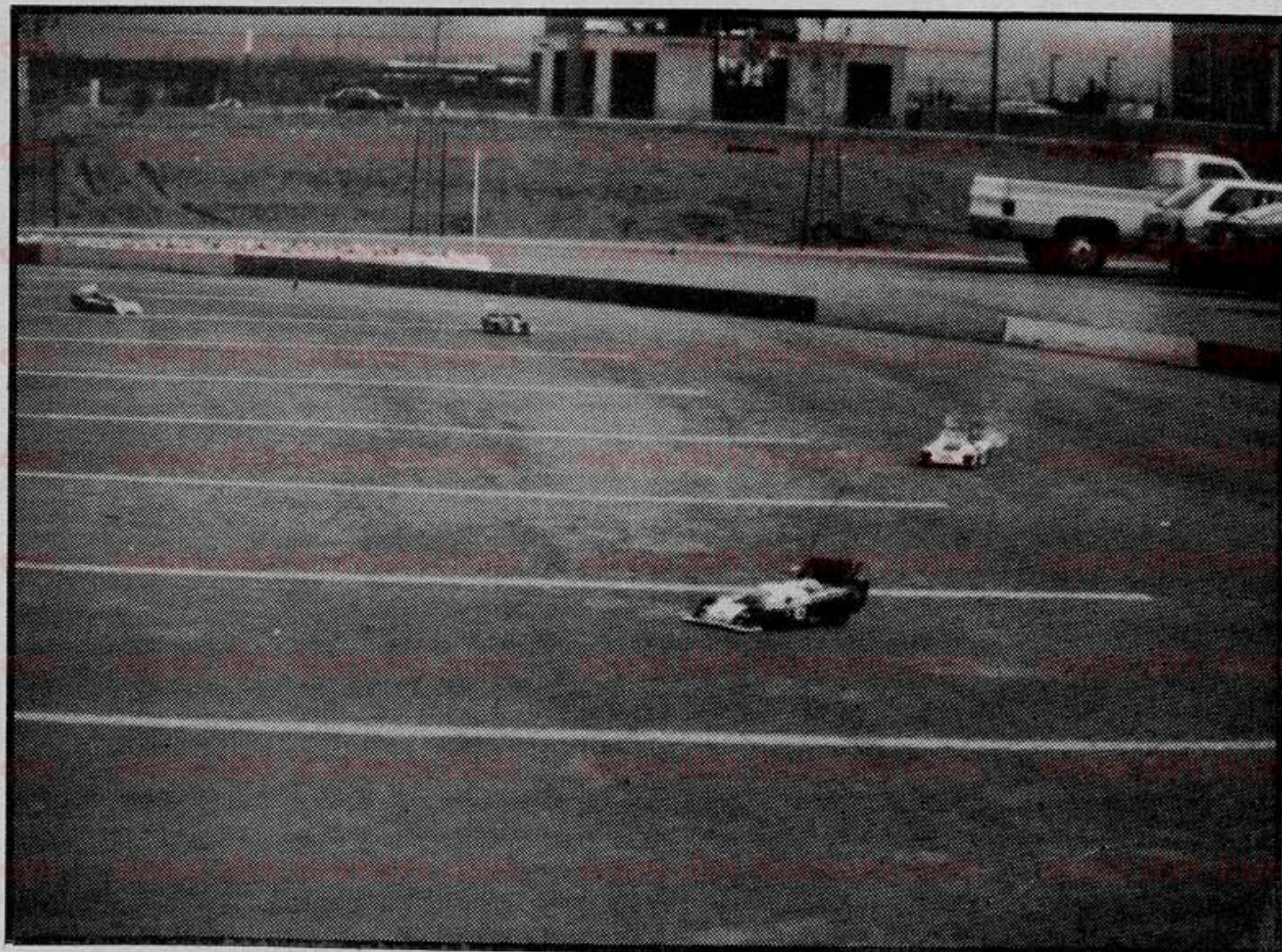
Stock Class tended to be of the crash 'em and smash 'em variety, but smoothed out as the weeks passed. This largest class also gave us the greatest number of different weekly winners.

FIVE-HOUR ENDURO

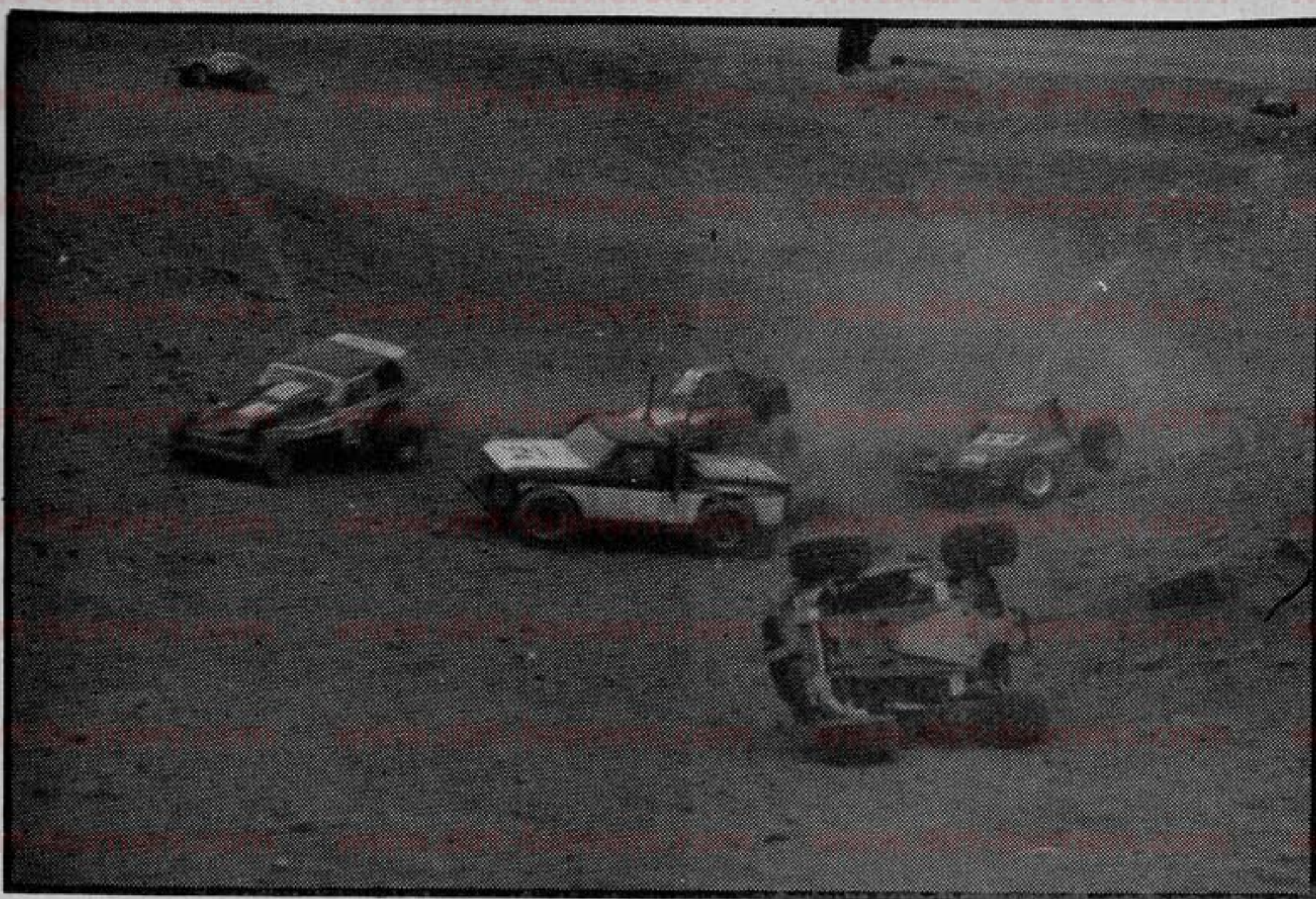
AROARA drivers highlighted the mid-point of the first summer series with a five-hour gas car enduro. Limited to nine entries, the field filled almost immediately. One provision for the race required each team to have an "electric only" driver on their team. This meant someone who hadn't previously driven gas cars.

This was implemented in the hopes of maintaining competitiveness and keeping the three best drivers from teaming up and running away with the event.

We set up the track at our usual race



Enduro action at the sweeper! Alaskans do it with style.



Believe it or not, the curve actually goes to the right in this photo, which was taken during the height of the action in the Stock A Main.

site for the summer. The Alaska USA Federal Credit Union has graciously allowed us the use of their fine parking lot on Sundays throughout the summer. Without the assistance of folks like that, we'd be hard-pressed for a good race place. The track measures out at nearly 1/10th of an actual mile, with the main straight being about 175 feet long.

Action began about noon with the Concours judging — the Fleetwood Team took the trophy. Many of the cars looked great, but it seemed to be a lot of work considering what they'd look like in five hours. What was probably the most amazing, though, was that eight of the nine cars

were still running at the end. I think our cool weather helped with engine longevity and the track's not too bad on tires.

It would be difficult to recap the action in detail, particularly since I was in the race as the "electric only" driver for the Hopkins Team. I drove the car for two laps before the race started for my first gas car experience. It ran out of gas after two laps and I hoped that that wasn't a preview of things to come.

The Raffuse Team moved into the lead early and stayed there throughout the day. That team included Jim's seven-year-old son, Sean, as their electric man. Sean's our youngest regular member.

The race for second was close 'til the waning moments of the race. After four hours, three teams were still within a few laps of each other. The Flettwood Team recovered from early troubles, came from way back (like about 50 laps) and stormed to a second place finish. Had it been a six-hour race, it could have been a real shooting match for third as the Albright car caught a board and lost a front wheel with five minutes left. The Hopkins car, with Royce Morton at the wheel, pushed hard at that point and made up a six-lap difference to take third by one lap. The winning Raffuse Team had 722 laps while the fourth-placing Albright Team finished 685 laps. After that, there was a large gap between fourth and fifth.

Butch Feco, last year's winner and this year's race director, organized a great time for all and got us some terrific trophies. I think he planned on having one of them in his already overcrowded trophy cabinet, but he was gracious enough to part with one for the awards ceremony.

RESULTS

FIVE-HOUR ENDURO

1. Jim and Sean Raffuse, Tim Higdon (RC-500)
2. Kim Fleetwood, Brad Streeter, Gary Worzniak (Delta)
3. Pat Hopkins, Royce Morton, Bob Peters (Delta)
4. Randy Albright, Dean Snyder, Tracy Slatten (Delta)
5. Butch Feco, Tony Glenn, Bruce Lyons (RC-500)
6. Ernie and Terry Nidiffer, Chris Anton (RC-500)
7. Dan Collie, Richard Hartley, Aaron Cornils (RC-500)
8. Dick Hall, Mike Sawada, Russ Bradford (Delta)
9. Joan Porter, Ray Raffuse, J.C. Smith (RC-500)

1985 ALASKA STATE CHAMPIONSHIPS

1/12 EXPERT

1. Butch Feco (Delta/Checkpoint)



Above is a view of the new ARCORR raceway and drivers' stand.

2. Tony Glenn (Associated/Checkpoint)
3. Tracy Slatten (Delta/Checkpoint)
4. Kim Fleetwood (Associated/Associated)
5. Jim Raffuse (Associated/Associated)

1/12 NOVICE A

1. Dean Snyder (Associated/Checkpoint)
2. Randy Albright (Delta/Checkpoint)
3. Bill Hill (Associated/Associated)
4. Tim Higdon (Associated/Associated)

5. Joe Mikus (Associated/Associated)
6. Bob Peters (Associated/Associated)

1/12 NOVICE B

1. Aaron Cornils (Associated/Associated)
2. Brad Streeter (Associated/Associated)
3. Jeff Adzima (Associated/Associated)
4. Dick Hall (Associated/Associated)
5. Ron Kreiger (Associated/Associated)
6. Mike Snyder (Tamiya/Tamiya)

SUMMER SERIES I

(points given after cars and motors)

1/12 EXPERT

1. Tony Glenn (Associated/Parma) — 44
2. Randy Albright (Delta/Checkpoint) — 37
3. Ernie Nidiffer (Delta/Parma) — 34
4. Butch Feco (Parma/Parma) — 26
5. Tracy Slatten (Delta/Pro Slot) — 17
6. Dean Snyder (Associated/Associated) — 16

1/12 NOVICE

1. Joe Mikus (Associated) — 41
2. Gary Worzniak (Associated) — 41
3. Tim Higdon (Associated) — 38
4. Bob Peters (Associated) — 34
5. Jeff Adzima (Associated) — 26
6. John Rich (Delta) — 7
7. Joan Porter (Associated) — 6
8. Aaron Cornils (Associated) — 5

1/8 SUSPENSION

1. Kim Fleetwood (Delta/OPS) — 42
2. Jim Raffuse (RC-500/OPS) — 39
3. Butch Feco (RC-500/K&B) — 35
4. Tony Glenn (RC-500/K&B) — 33
5. Royce Morton (Delta/K&B) — 33
6. Randy Albright (Delta/K&B) — 33
7. Tim Higdon (RC-500/Picco) — 23
8. Pat Hopkins (Delta/K&B) — 19
9. Mike Sawada (Delta/Picco) — 18
10. Brad Streeter (Delta/Picco) — 13
11. John Morton (RC-500/K&B) — 12
12. Terry Nidiffer (Delta/Picco) — 10
13. Ernie Nidiffer (RC-500/OPS) — 6
14. Aaron Cornils (RC-500/OPS) — 2

1/8 PAN

1. Dean Snyder (RC-300/OPS) — 49
2. Joe Mikus (RC-300/K&B) — 41
3. Sean Raffuse (RC-300/K&B) — 17
4. Tim Higdon (RC-300/Picco) — 10
5. Dick Hall (RC-300/K&B) — 9

1/10 OFF ROAD

(best six of eight races — first ten places in each class only)

OPEN 4WD

1. Ernie Nidiffer (Yokomo/Checkpoint) — 559
2. Bob Peters (Hirobo/Checkpoint) — 593
3. Al Bagley (Hirobo/Checkpoint) — 590
4. Terry Nidiffer (Yokomo/Checkpoint) — 588
5. Gary Peterson (Yokomo/RPS) — 292
6. John Mullican (Progress/stock) — 290
7. Paul Bell (Yokomo/stock) — 193
8. Chris Benthien (Hotshot/stock) — 190
9. Mike Snyder (Progress/stock) — 98
10. Sean Raffuse (Hotshot/stock) — 98


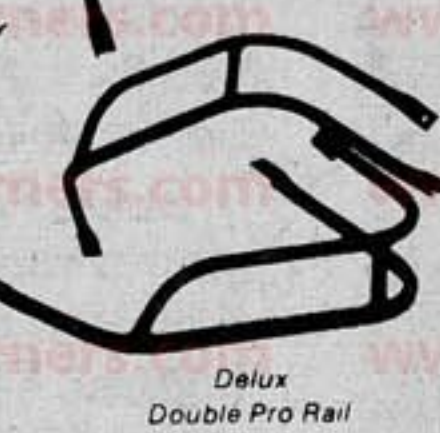

MODIFIED 2WD

1. Ernie Nidiffer (Sandscorcher/Checkpoint) — 597
2. Terry Nidiffer (Sandscorcher/Checkpoint) — 593
3. Joan Porter (Superchamp/Checkpoint) — 584
4. John Benthien (Roughrider/Parma) — 579
5. J.C. Smith (RC-10/Checkpoint) — 578
6. Joe Mikus (scratch/Parma) — 557
7. Chris Anton (Frog/Checkpoint) — 385
8. Arnie Rice (???) — 376
9. Tim Brass (RC-10/Checkpoint) — 297
10. Vern Monette (Sandscorcher/Checkpoint) — 291

STOCK

1. Cal Louks (Roughrider) — 590
2. Jeff Adzima (Sandscorcher) — 587
3. Todd Trigg (Superchamp) — 576
4. Vickie Peters (RC-10) — 547
5. John Benthien, Jr. (Roughrider) — 536
6. Jason Hoagland (Frog) — 527
7. Ken Hoagland (Superchamp) — 5050
8. John Shelton, Sr. (Frog) — 487
9. Gary Johnston (Superchamp) — 484
10. John Shelton, Jr. (Frog) — 467

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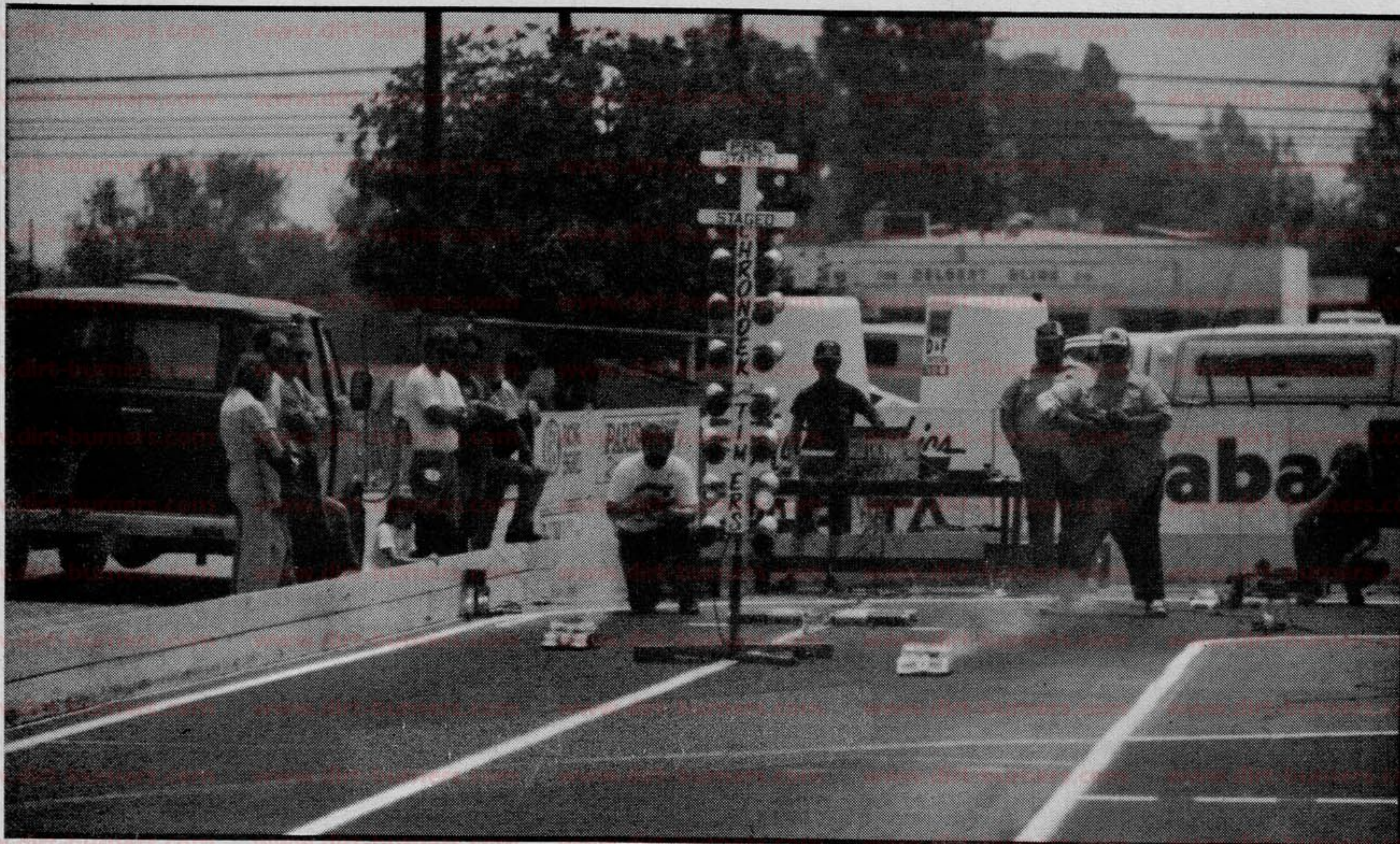
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1/12 SCALE CHAMPIONSHIP DRAG RACING



Gary Kyes and Ron Paris (top, left to right) put on some exhibition runs with these road racing 1/8 scale cars and had some very quick two-second runs. Above, Jerry Cases's 10-celled funny car. It ran strong and held off a wheel-standing Mel Enderlin in the final.

May 25, 1985

Full-size drag racing has been around since the early fifties, but 1/12th scale and radio control drag racing is still relatively new. The 1/12th Scale Regionals, which started in Southern California, all used to have a drag class up until the electric car became the new rage. The last gas 1/12th scale event took place in Southern California at the 1976 Regionals at the Thorp Raceway (now the Ranch Pit Shop-Pomona).

In 1978 Frank Killam sponsored the first true drag race for electric cars at Thorp Raceway. This past May, Frank did it again. This time he went all out — writing new drag racing rules, attaining ROAR sanctioning, and arranging for a professional Chrondek Christmas Tree and timing lights from D.R.A.G.S., Inc., which were acquired from the full-size drag strip at Riverside International

Raceway. He also got the crew from D.R.A.G.S., Inc., to do the timing!

After the track was set up and the lights were adjusted to pick up a 2½-inch tall 1/12th scale car, instead of a "front runner" drag tire, the track was opened for practice runs. Qualifying was conducted according to the four car classes which included Top Fuel, Funny Car, Pro Stock, and Modified Eliminator (ROAR-legal road race car). The fastest cars were the Funny Cars. Mel Enderlin's 10-cell Parma Panther was the quickest, clicking off 2.30's consistently. Top Fuel was disappointing as only two cars showed. Jerry Case's runs were fastest at 2.40 seconds. A real battle was waged in the Pro Stock ranks between Boyd Gaebel and Frank Killam. Killam's Buick Regal-bodied car



Above is Boyd Gaebel's beautiful Reher and Morrison replica Camaro, lettered by Frank Killam in tribute to the late Lee Shepherd. The car ran fine until the throttle locked wide open and the resulting crash destroyed the car. Note the trick ball bearing wheelie bars.



The professional Cronder lights and Christmas tree were supplied by D.R.A.G.S., Inc., out of Riverside, CA. The system was taken right from the drag strip at Riverside Raceway, CA.

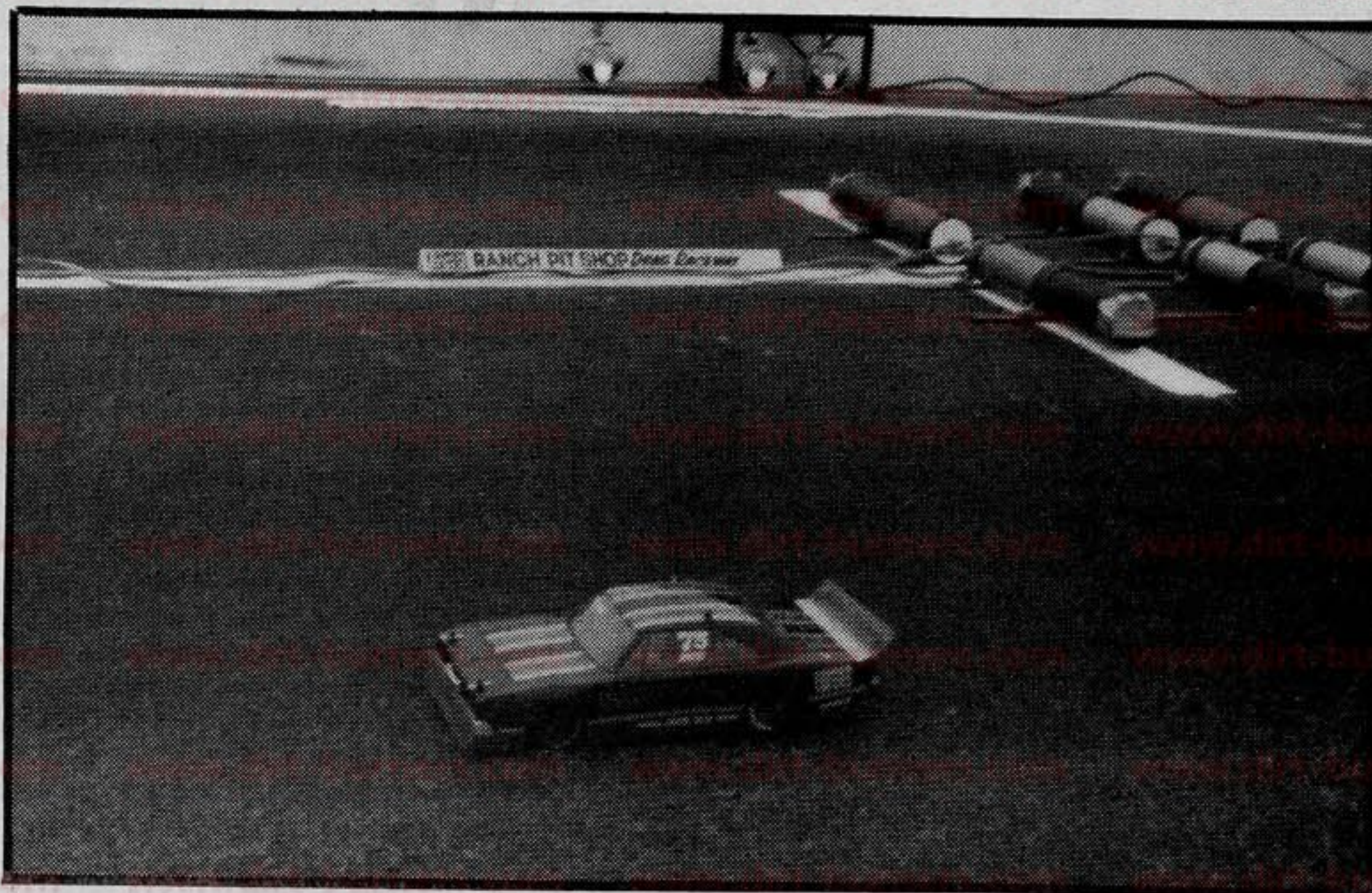
was quicker in qualifying, running 2.50's easily. Gaebel's Reher & Morrison replica Camaro ran a couple 2.50's, but the car was destroyed when the throttle locked wide open during a qualifying pass. Too bad because it would have been an incredible race. In Modified Eliminator it appeared as if it was going to be a close battle, with all cars running in the 2.50's and 2.60's.

Eliminations began with the Top Fuel class. Gayland Hill broke on his last qualifying run, handing the first round win and the title to Jerry Case who's single run broke a 2.316-second National record! The Funny Car class was really exciting, especially with Killam's "animal" Vega Funny Car, although Case was the most consistent, running low 2.30's. Mel Enderlin was the fastest of the group, also running in the low 2.30's. Killam could not hook up his Checkpoint-powered, 8-celled Vega Funny Car to save his life, and lost in the first round to National record-setting Enderlin, with 2.30

seconds to a losing and upside-down 2.73. Case ran a really quick 2.36 on his bye-run, setting up the quickest final of the day. The final race was between Enderlin and Case, with Case taking the win with 2.37 over a wheels-up pass and 2.41 for Enderlin. Conrad Wright was awarded fourth in class. Unfortunately, he also broke in qualifying.

Killam hoped that Pro Stock would be the best class, but only three cars showed up to run. After Gaebel destroyed his Camaro in qualifying, it was up to Robert Vaccari to try and stop Killam's Buick Regal. In the best of three final rounds, Killam won the first run with 2.64 over Vaccari's 2.86. In the second run Vaccari came back with a big hole shot to win 2.59 to a National record-setting run of 2.58 for Killam. In the third and final run, Killam pulled a hole shot of his own to win the class with 2.66 to Vaccari's quicker, but losing time of 2.63!

In the first rounds of the Modified Eliminator, Jeff Mauer defeated Bob Thompson 2.89 to 2.96. Gaebel held off



Bob Thompson's super-clean Modified entry is shown here during a qualifying attempt. Note the timing and staging lights in the background.



The survivors: (left to right) race promoter and director Frank Killam; funny car runner-up Mel Enderlin; Jeff Mauer (3rd in Modified); Boyd Gaebel (runner-up in Modified); Gayland Hill (Modified Class champion); Jerry Case (funny car and top fuel champion); and Conrad Wright (Concours winner, 4th in funny car). Standing in the background are the event sponsors from Autographics: "Pudgy" and Bruce Wilson.



Above is Frank Killam's eight-celled funny car. This car was plagued with hook-up problems all day. After the race, Frank took the car apart to find the cause of its handling problems: The motor had melted the balls into the diff gear on the first pass!

Killam for the win, 2.62 to a losing 2.65. Hill motored through with a bye-run clocking a 4.98. Mauer paired off with Gaebel in round two with Gaebel coming out victorious with a 2.55(1), to a losing 2.60, and in the process establishing a new Na-

tional record for the Modified class at 2.550. The final was set and this time Hill took the win with 2.69 as something went wrong with Gaebel's car as it shut off at 3.25.

Autographics Concours awards were

received by Conrad Wright for first place; Frank Killam, second place; Bob Thompson, third place; and Jerry Case in fourth place. Low E.T. of the meet went to Mel Enderlin with a 2.306 run.

Frank Killam would like to personally thank Bruce and Della Wilson of Autographics for their support, as well as Bob Bierma and his crew of D.R.A.G.S., Inc. He would also like to thank Gil Losi, Sr., from the Ranch Pit Shop for his support.

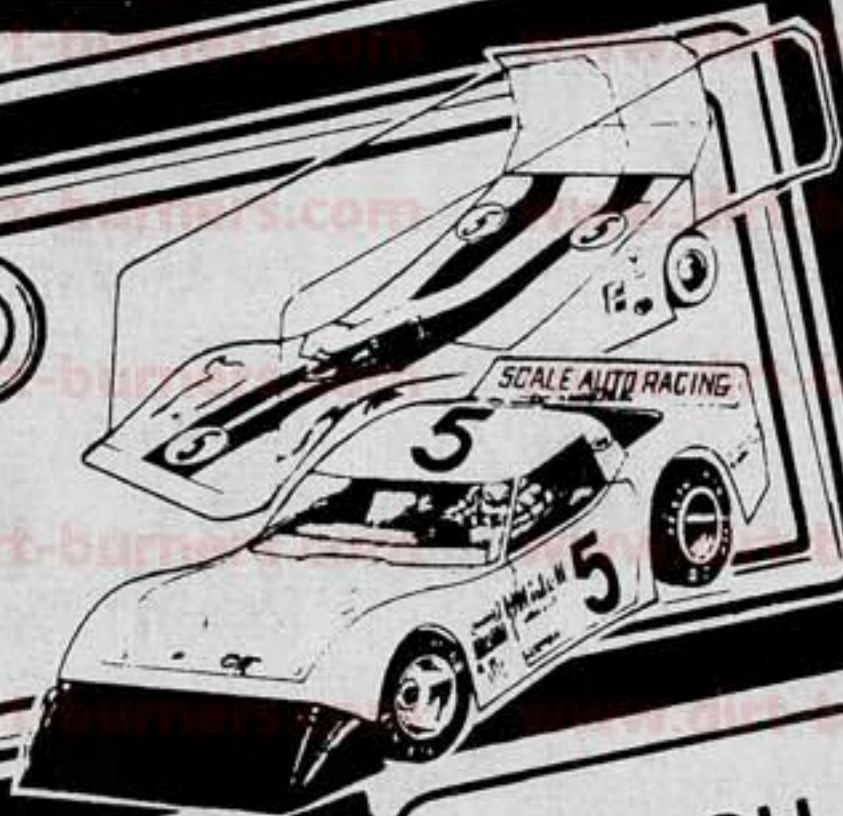
RESULTS

Class Winners

Top Fuel:	First Place: Jerry Case	2.316
	Runner-Up: Gayland Hill	Broke
	National Record Holder: Jerry Case	2.315
Funny Car:	First Place: Jerry Case	2.37
	Runner-Up: Mel Enderlin	2.41
	National Record Holder: Mel Enderlin	2.306
Pro Stock:	First Place: Frank Killam	2.58
	Runner-Up: Robert Vaccari	2.59
	National Record Holder: Frank Killam	2.580
Modified:	First Place: Gayland Hill	2.69
	Runner-Up: Boyd Gaebel	3.25
	National Record Holder: Boyd Gaebel	2.550

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

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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

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

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1ST ANNUAL PLAINFIELD- FEST J.O.R.O.C.C. OFF ROAD RACE



Above is the Joliet Outlaw Radio Operated Car Club's home track,



Just some of the trophy winners from the July 20-21 race are shown above. They look pretty excited, don't they? Below, the 2WD Open A Main line-up: (l-r) Don Meade, Mike Turner, Greg Brown, Mark Novotny, Karl Staelin, John Leback, Milo Valeseias, and Charles Wegner.

we went on with the show, and what a show it was! We had 13 mains of 8 cars each and somehow managed to get all these people out there without any serious radio problems! We have had some minor problems in the past, but we can deal with most of them.

We did encounter one out-of-the-ordinary problem, but I disqualified the driver and gave his trophy to the next guy down, which really got this "cheater" quite upset! You see, this guy had his buddy, who is a bit better behind the wheel of a R/C car than himself, drive his car for the first 2 or 3 minutes of the race. Then the guy takes the transmitter and continues the race himself and wins by about 4 seconds. Well, it turns out the father of one of the drivers in this same race caught this act and brought it to my attention. At first I couldn't believe it, then I settled down and disqualified the dude. I am not that familiar with the rules, so a little help here would be much appreciated from an organization such as

Story & photos
By Don Meade

July 20-21, 1985

Joliet,
Illinois

Plainfield Park District put on its annual "Plainfield-Fest" June 20-21, 1985, and, since our track is located on Park Dist. property, we decided to include our race as part of the festivities. We have been averaging 70 cars per race, so when 105 entries showed up, the race director, *Yours Truly*, went into shock! So





situated in Plainfield, Illinois.

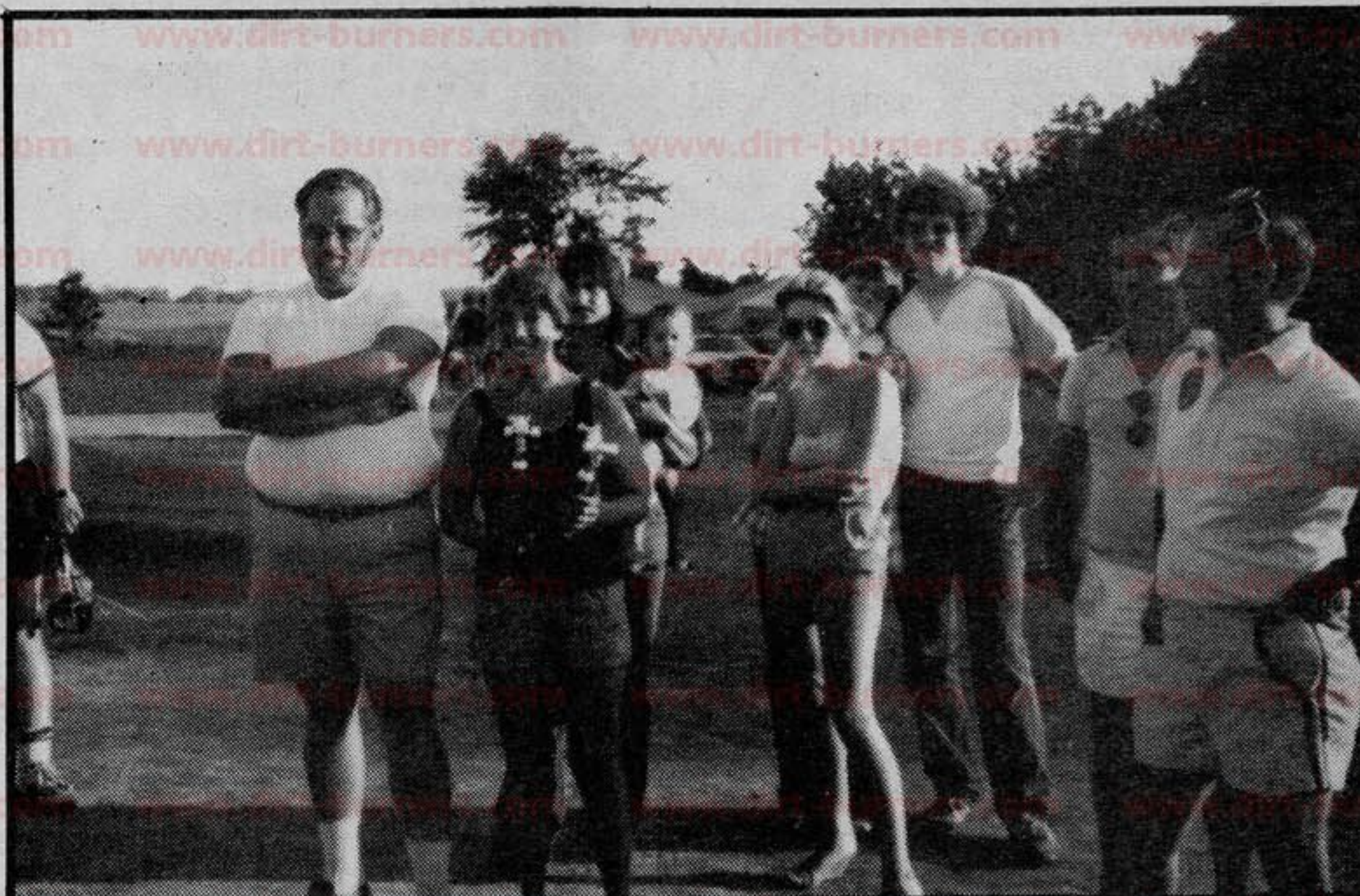
O.R.R.C.A. or possibly R.O.A.R. What would they do in such a situation?

As usual, our Production Class had the biggest turnout with 54 entries. Bill Gill, driving an RC10 that he won in a raffle at our last race, won the A Main after also setting quick time in qualifying. Bill was equally as fast with his MIP-updated Tamiya car, but a flaw in the rear suspension kept collapsing the rear end and he had to park it.

In the Modified Class the hot shoes of the weekend were John Lebak, Greg Brown, John Coonce and Mark Novotny. As I have experienced in my travels from coast to coast, Modified Class is the toughest class of racing in all of 1/10th scale. We usually have the whole field of cars on the same lap at the end of the race in the upper mains. This weekend it was John Coonce in the winners' circle edging out the ever hard-charging John Lebak and new-comer Roger West. Roger was driving Ken Swanson's RC10 and gave it quite a ride into third place in the A Main.

Open 2-Wheel was one of the better races of the whole weekend with "every dog has his day" Don Meade pulling out a strong finish in his TRINITY-powered Scorpion. The lead changed a couple of times per lap for the first 5 or 6 laps and then there was traffic. Lady Luck smiled on me while John and Greg had problems. They managed to recover to finish 2nd and 3rd with another new driver, Mark Novotny, coming across in 4th.

Now it's showtime — 4-Wheel-Drive Class. With a new jog added to the track half way down the long front straight for this special race, the 4-wheel gang was having fits. You wouldn't believe the



Above is Bill Gill and his wife, holding trophies. Bill switched from Tamiya to an RC-10 he won in a raffle...and trophied in two classes!

trouble this little kink caused the hot dogs and their Yokomos. Your normal chassis set-up wouldn't work, and that trusty motor you have been running most of the season just wouldn't get the job done either. We were all reaching for all kinds of new set-ups and motor combinations to the point that it almost got amusing. As they say, when the going gets tough, the tough the tough get going.

Tough is James Dieter, new father of James Junior about two weeks ago. Now that the pressure of being a first-time father is out of the way, it's time for James to get back to racing. Even though he thinks his Yok is still a BOX, he managed to T.Q. all 5 qualifiers. But then you have

to run the main — A Main that is — and here is where the towering oak came tumbling down, but not before running away and hiding for the first 10 laps. It seems a little set-screw backed out and it was trailer time for Mr. T.Q. This misfortune moved me into third for about one lap, then my wire came undone and I was out. In comes Mr. Swanson, 2nd in qualifying and today's winner in the 4-Wheel A Main. After four A Main wins in a row, Mr. 4-Wheel-Drive, Stuart Kay, had to settle for a second place finish, with John Coonce coming in third place.

Anyway, a good weekend was had by all, and the great showing of cars goes to show you where R/C racing is going in the Chicago land area. Considering the 1/12th gang is only getting 20 to 30 cars and gas-scratching for 20, I think our record-breaking 105 entries is like the writing on the wall!

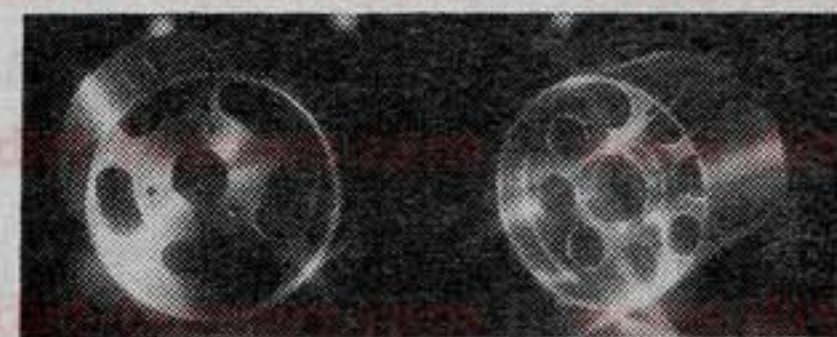
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RESULTS

A 4WD

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Close quarters over the jump: Bill Gill's RC-10 and John Leback's Scorpion get cozy.

- 2. Stuart Kay-Trinity-Yokomo
- 3. John Counce-Checkpoint-Yokomo

B 4WD

- 1. Steve Dobson-Trinity-Yokomo
- 2. Jeff Decker-Trinity-HotShot
- 3. Ed Reinhart-HotShot

C 4WD

- 1. Craig McKinney
- 2. Mike Judy

- 3. Dave Telutki

2-Wheel Open

- 1. Don Meade-Trinity-Scorpion (TQ)
- 2. Greg Brown-Parma-RC10
- 3. John Lebak-Revtech-Scorpion

A Modified

- 1. John Counce-RC10
- 2. John Leback-Scorpion (TQ)
- 3. Roger West-RC10

- B Modified**
- 1. Jim Pirini-RC10
 - 2. Bill Gill-RC10
 - 3. Miles Novotny-RC10

- A Production**
- 1. Bill Gill (TQ)
 - 2. Jay Jurlicicn
 - 3. Scott Zleman

- B Production**
- 1. Tim Smenter
 - 2. Jim Pirini
 - 3. Randy Bales

- C Production**
- 1. Brian Greer
 - 2. Miles Novotny
 - 3. Jeff Decker

- D Production**
- 1. Adrian Perry
 - 2. Gary Adams
 - 3. Frank Wayser

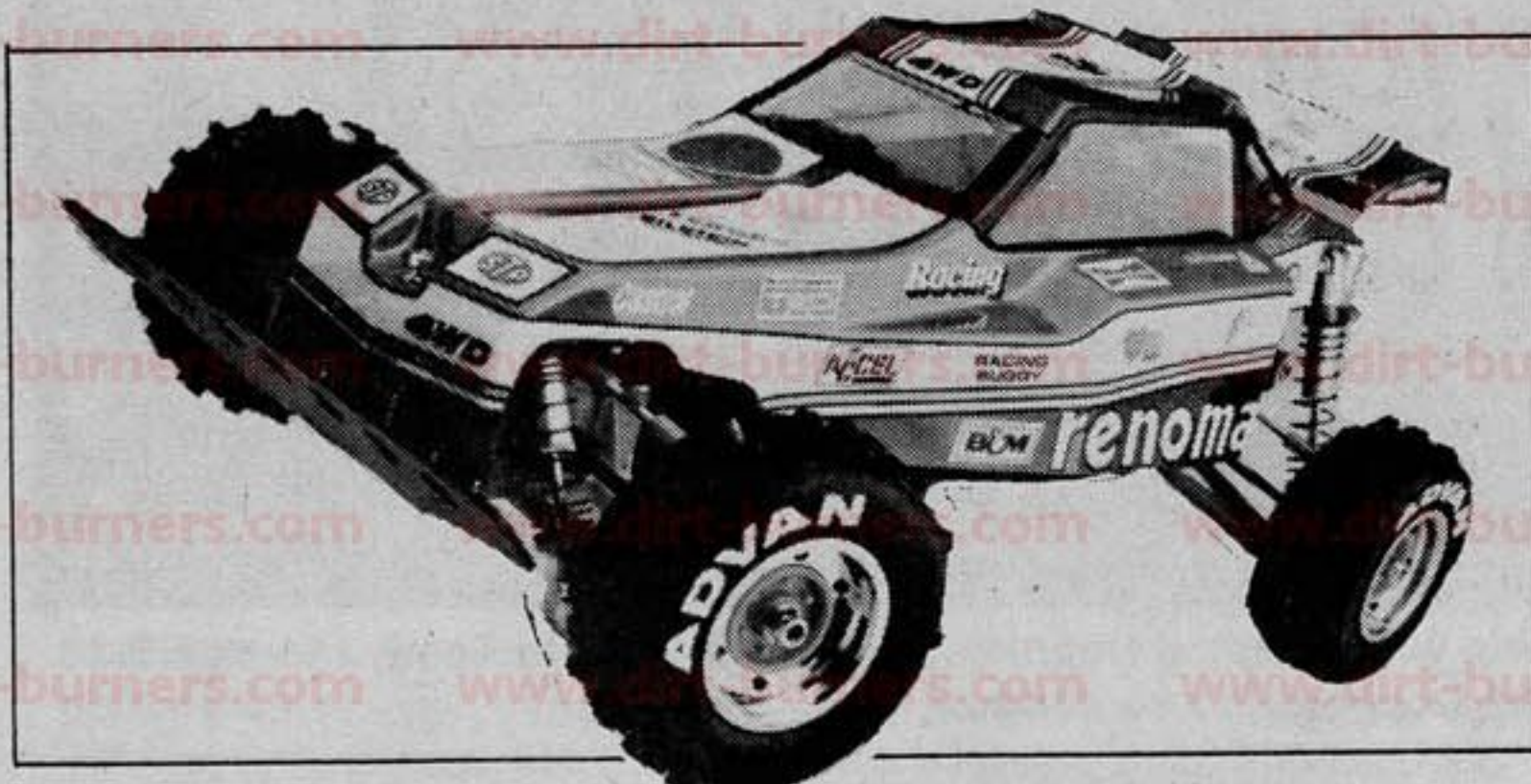
- E Production**
- 1. Kevin Bergland
 - 2. Eric Reinhart
 - 3. Bill Hoffmeyer

- F Production**
- 1. Kelth Katner
 - 2. Tony Rohr
 - 3. Frank Passantino

- G Production**
- 1. Pat Wiest
 - 2. Scott Hoerner
 - 3. Brandon Mason

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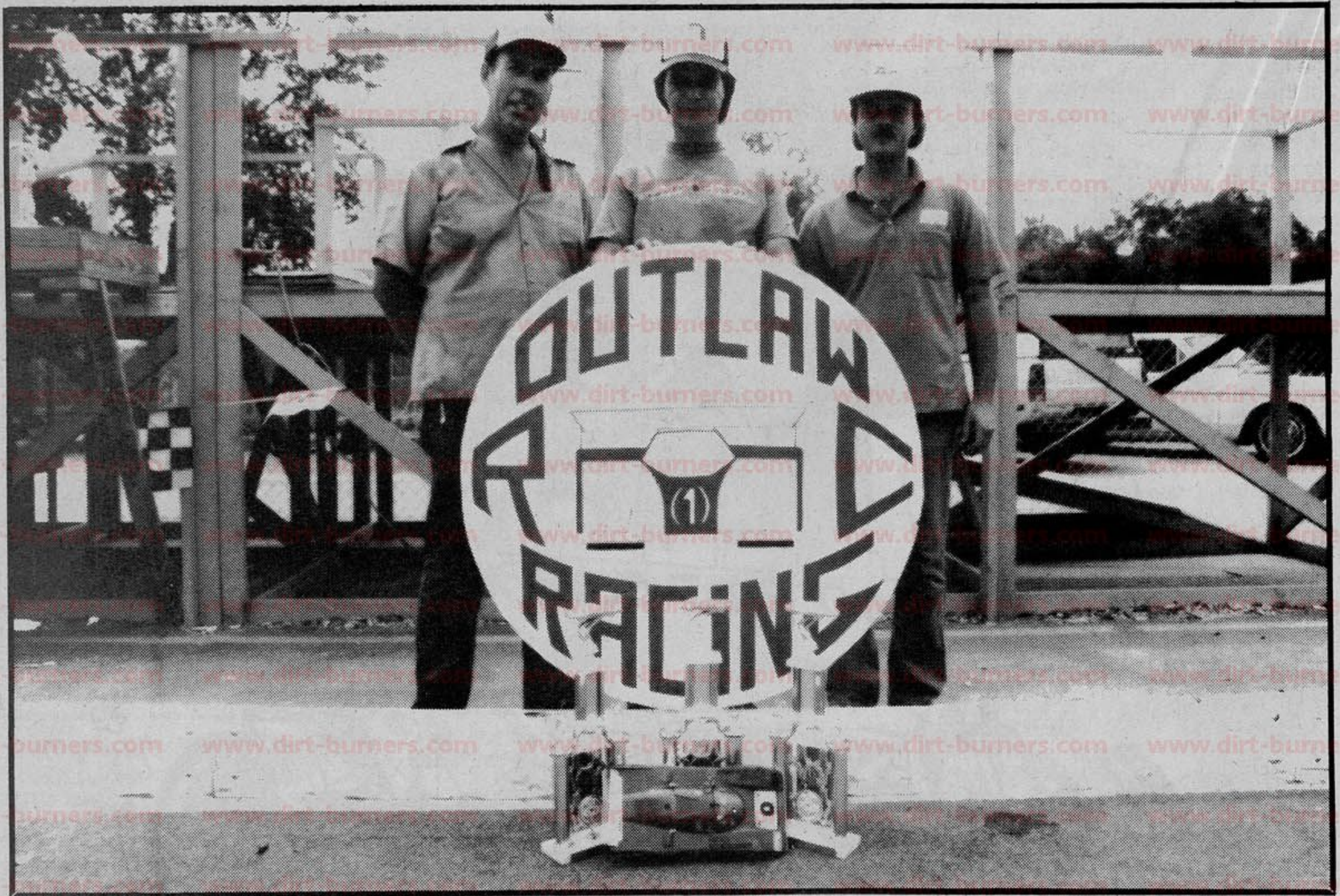
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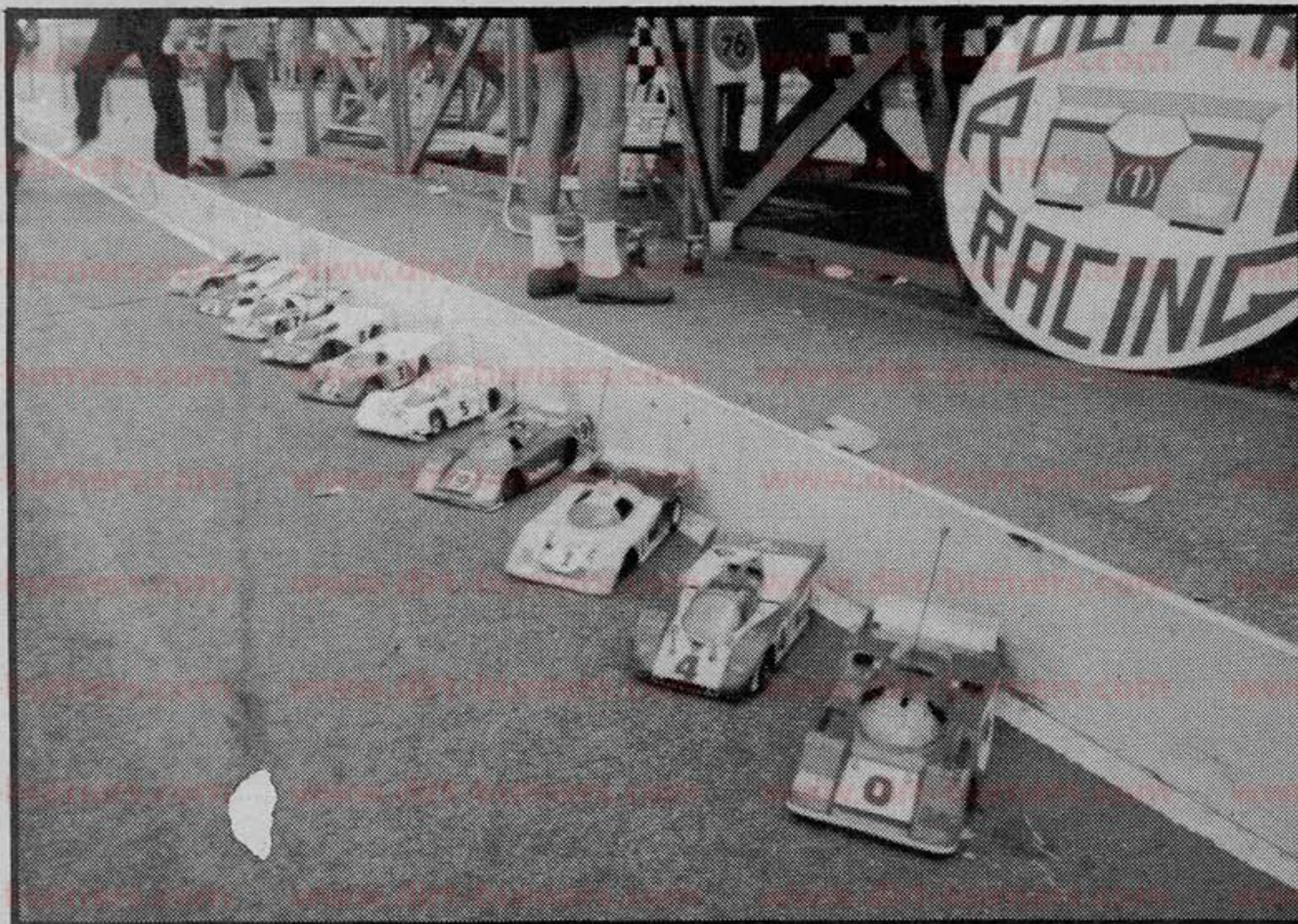
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OUTLAW R/C RACING'S 1/12 SCALE REPORT



Story & photos
By Paul Nadeau (?)

On Sunday, July 7th, we at Outlaw R/C Racing staged our first enduro for electric cars. It was a pre-entry affair with a limit of ten teams only. As this was to be a 4-hour non-stop race from 10:00 a.m. to 2:00 p.m. on a day with predicted highs in the low 100's, everyone was braced for motor failures and hot batteries. There was an abundance of ice everywhere for cooling batteries and drivers. Each team had the mandatory three drivers, along with extra pit men and corner marshalls. They each had their own strategies as well. Some strategies worked and some proved to be a big mistake. Most teams were mainly concerned with battery-change time and tire changes.

With a LeMans-type line up at the start, everyone eased off for what would be a case of the "Tortoise and the Hare" as the "Hare" Team #0 of Ray Zabriskie, Tim Fleener and Richard Savell jumped to an immediate lead and began lapping the field every 20-30 laps.

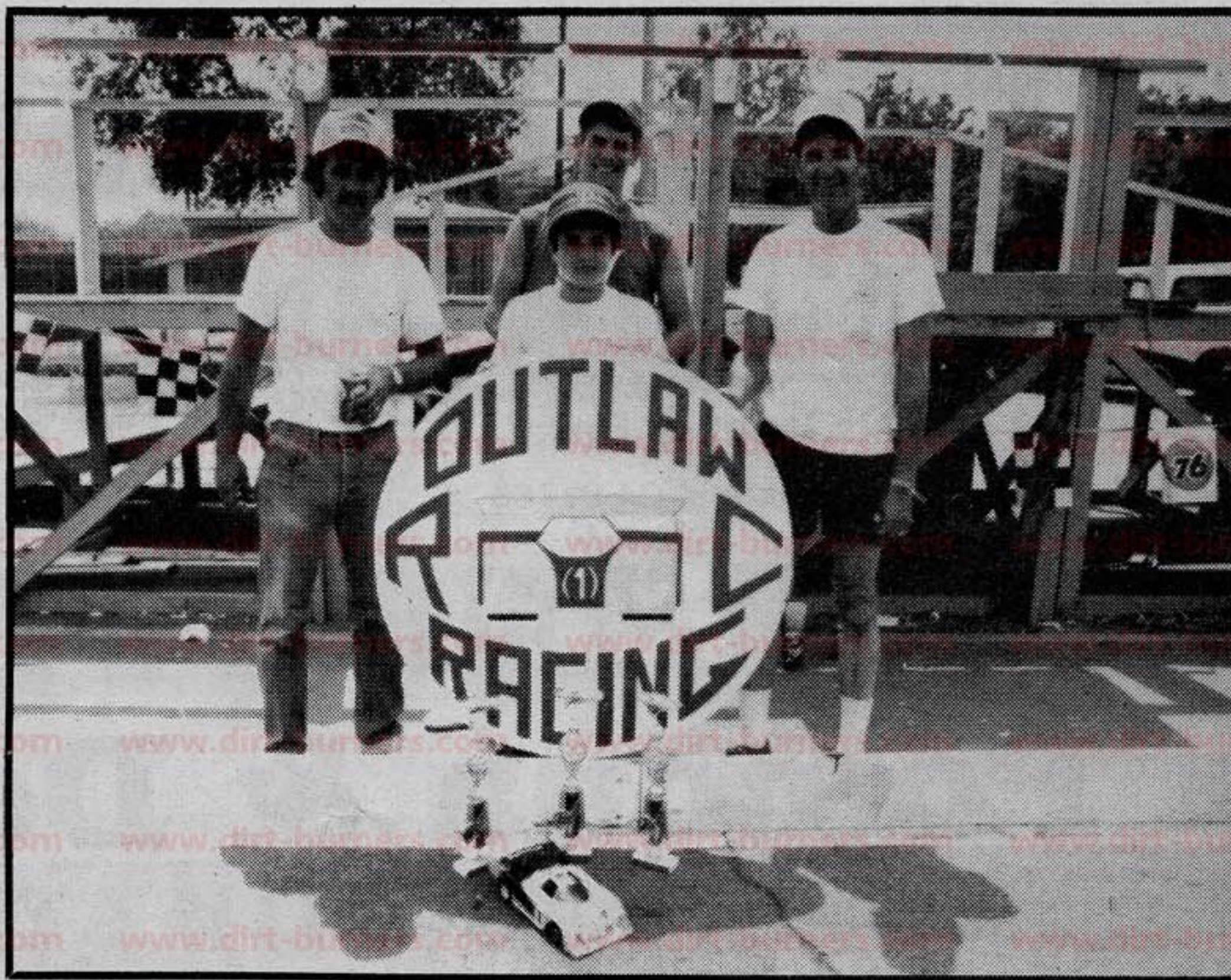
At top is the first overall team, which was comprised of Ray Zabriskie, Richard Savell and Tim Fleener. Above is the "order of the finish" line-up of cars.

With Team #0 well out in front, the battle for 2nd was up for grabs during most of the race. Team #9 of Tom Strong, Jim Hogan and Tom Cox showed up about 20 minutes before the start but were ready to race as they performed well, staying among the top four positions all day. They were even leading at the 1-hour mark while Team #0 was replacing a bad receiver. Their only long pit stop was to change the entire radio system in the car at about the 3-hour mark.

Team #4 of Rick James, Paul Pence, and Kevin Mercadante got off to a horrible start as their radio wasn't working right. But they soon began making up time when the other teams began encountering more and more problems.



The second overall team (above) was comprised of Paul Pence, Rick James and Kevin Mercadante.



The third overall team (above) was made up of Paul Nadeau, Ray Cervantes and Verne Nadeau. Pit man Chris Nadeau is in the background.

Even with Mercadante killing the radio every time he touched the transmitter, Team #4's car managed to stay among the top four all day. The only other team to stay in the hunt was Team #1 of Verne Nadeau, Paul Nadeau and Ray Cervantes who, despite radio glitches and their batteries continually falling out, were able to run in the race for 2nd.

As time went on, it was apparent that Team #0 had it together as they stretched their lead at the 3-hour mark to 26 laps and finished 47 laps ahead after battling with Team #9 during the early stages. Team #3 of Chuck Beeman, Chris Beeman and Ron Heigl dived it out with Team #5 throughout most of the race for

5th, being as close as one lap apart many times. Team #5 consisted of John Keck, Jim Nelson and Dave Barrett.

At the 3 1/2-hour mark the race for second was forming between Teams #4 and #1 with Team #4 just 2 laps ahead. Then they started having radio problems again, along with steering problems. This let Team #1 through to a 7-lap-plus margin. When Team #4 returned, they were running much faster than Team #1 and began closing. As the last battery packs went in the motor, Team #1's car began failing and they lost a front wheel. This allowed Team #4 to catch up and beat them by just one lap after four hours!

RESULTS

1. Team #0 AYK/Associated	Ray Zabriskie, Tim Fleener, Richard Savell Yokomo	561 laps March 85G
2. Team #4 BoLink	Rick James, Paul Pence, Kevin Mercadante Trinity	514 laps Alba Ghinnini
3. Team #1 PCC Associated	Verne Nadeau, Paul Nadeau, Ray Cervantes Revtech	513 laps March 85G
4. Team #9 BoLink	Tom Strong, Jim Hogan, Tom Cox Trinity	507 laps March 85G
5. Team #5 Associated	John Keck, Jim Nelson, Dave Barrett Associated/Yokomo	476 laps Lola T-600
6. Team #3 BoLink	Chuck Beeman, Chris Beeman, Ron Heigl Checkpoint	444 laps March 85G
7. Team #8 Delta	Jack Sheffield, Don Moore, David Navarro Checkpoint	322 laps Jaguar XJR5
8. Team #7 Associated	David Sanchez, Kim Sanchez, Emil Velasquez Trinity	315 laps Porsche 962
9. Team #6 Associated	Jim Evans, Dan Gustafson, Don Gustafson Associated/Yokomo	297 laps Porsche Kremer CK5
10 Team #2 Associated	Paul Thomas, Brian West, Derek Counts Associated/Yokomo	294 laps Porsche Kremer CK5

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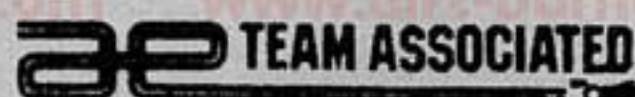
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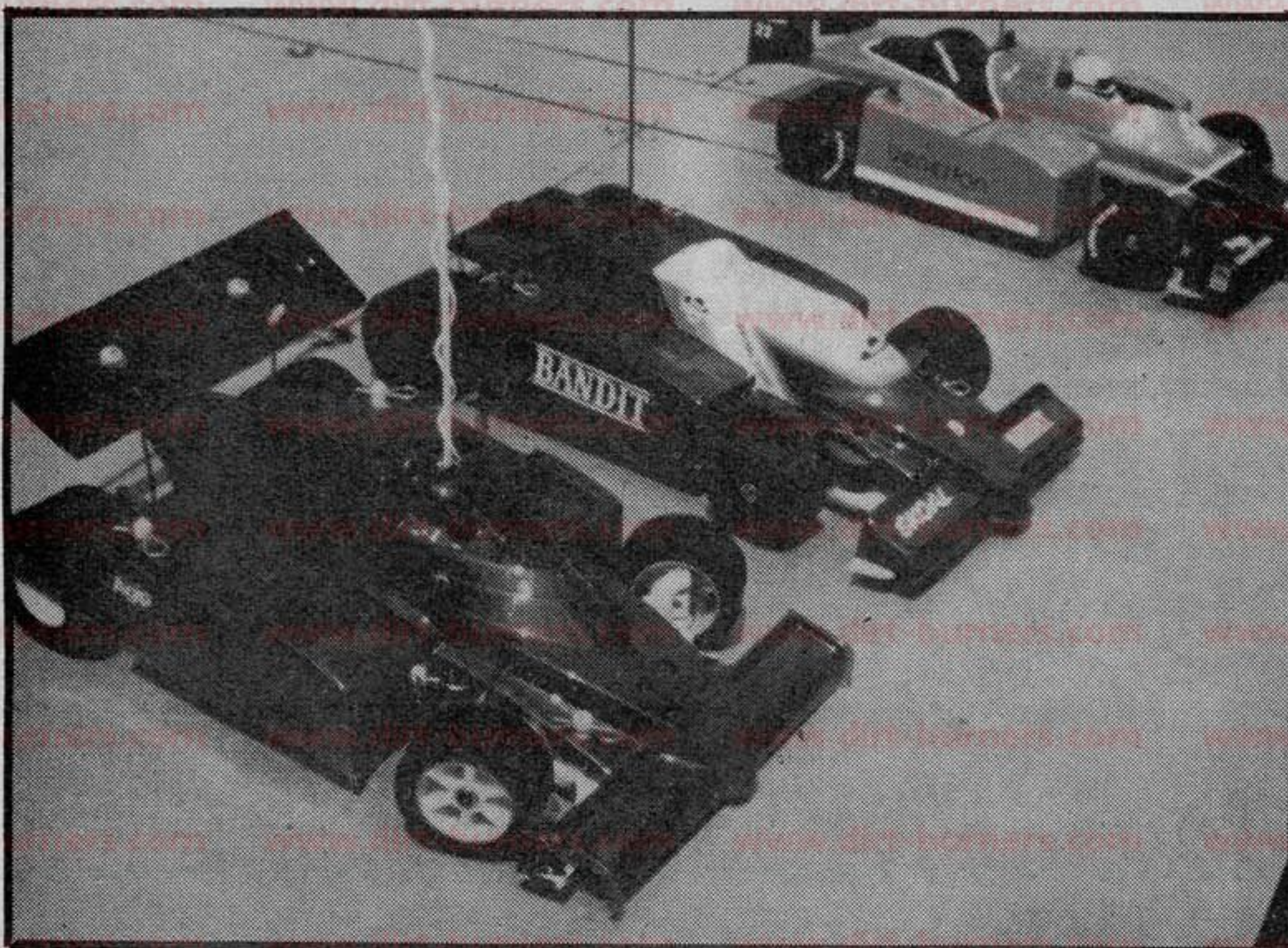
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DETROIT GRAND PRIX FORMULA 1 EXHIBITION RACE

RICK DAVIS AND KEN FRANSISCO TAKE THE WINS!



Story & photos
By Bob Leckron

The full size Formula 1 cars recently took to the streets of Downtown Detroit for their annual race where radio controlled cars were a part of the festivities. Racers from the Detroit area, as well as from Indianapolis and London, Ontario, brought out their 1/8th and 1/12th Formula 1 cars to put on exhibitions between practice sessions of the full size cars.

The R/C car track was layed out on Jefferson Street in front of the City-Country Building. Space was rather limited since we had to keep one lane of the street open, so the resulting layout was very tight with many turns better suited to 1/12th scale cars. During some of the Open practice sessions, the two classes

The track was layed out on Jefferson Street in Downtown Detroit (top). At left is the #27 Ferrari of Jim Sproviero, the #9 Skoal Ram of Scott Dumaresq and the #22 Alfa Romeo of Mario Morello.

of cars ran together and the electric cars were early equal to the gas cars everywhere, except on the backstretch.

Most of our racing consisted of 5-lap sprints, with the cars being called to the line whenever a sufficient number of them were ready. Nobody really kept track of who won the sprints, but the crowd seemed to enjoy the action. At times, several hundred people crowded around the track to watch the races. On Sunday morning before the Grand Prix, we lined up the cars for the 5-minute main events in the 1/8th and 1/12th scale divisions. The top finishers were as follows:

1/12TH SCALE

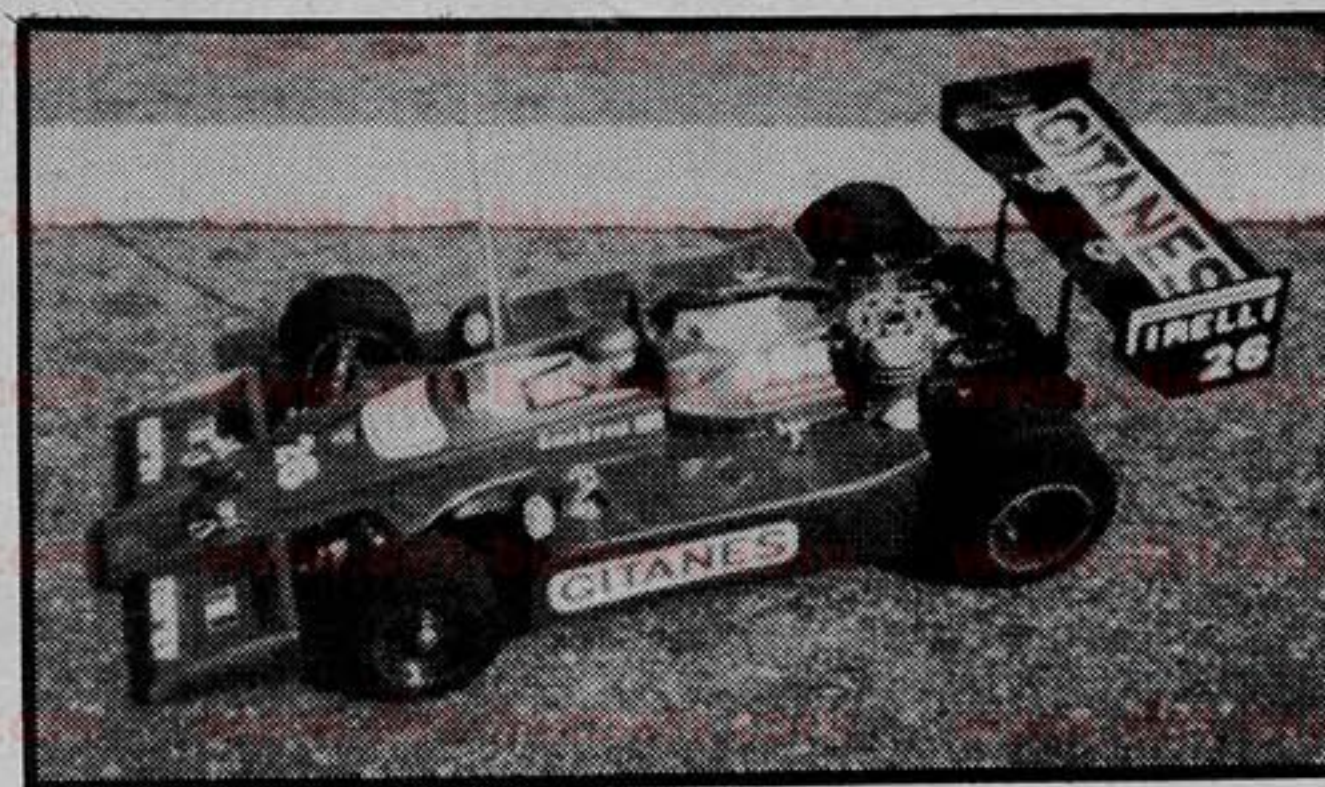
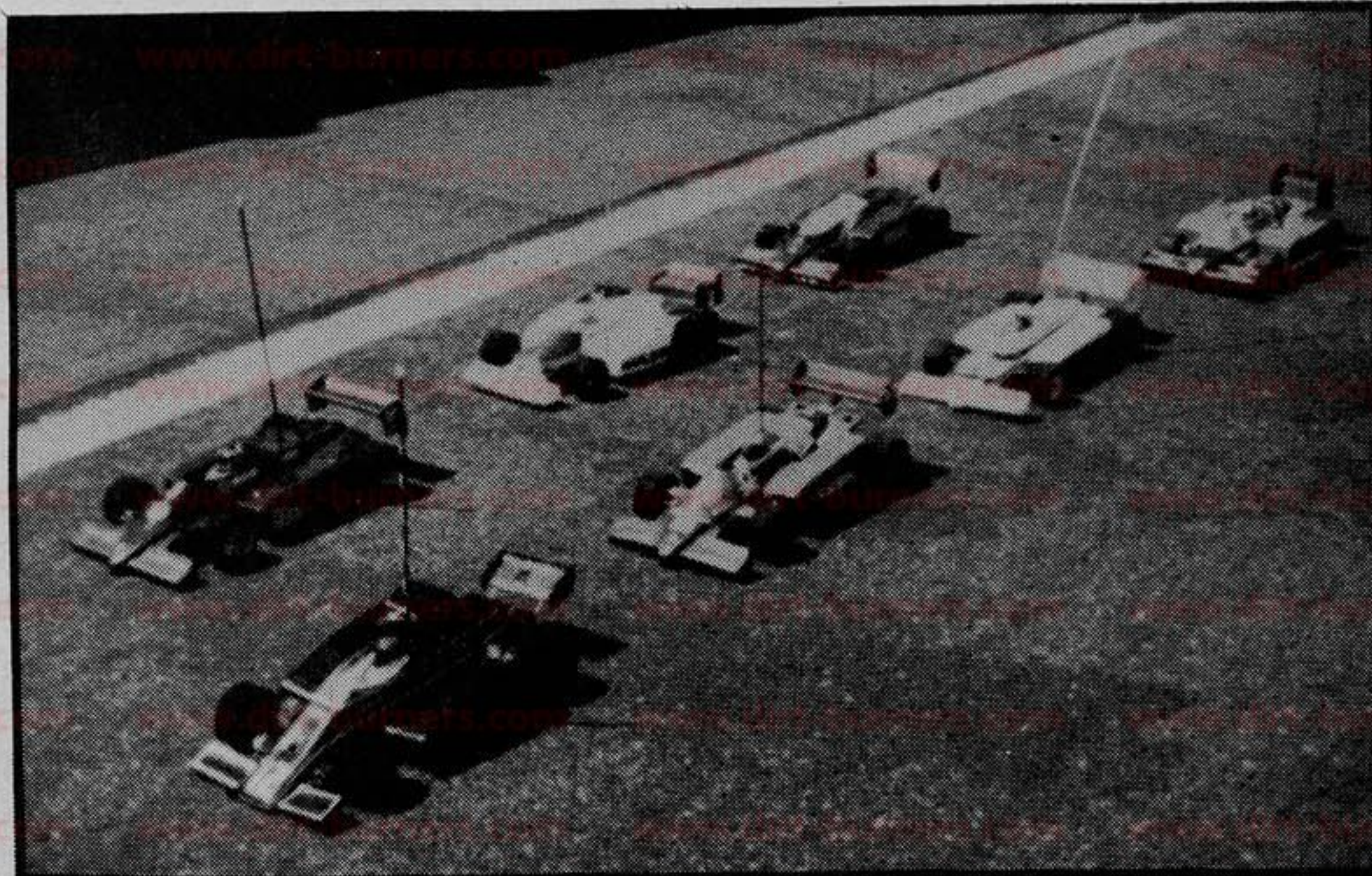
1. Ken Francisco #2 McLaren
2. Dan Englebreth #28 Ferrari
3. Steve Stevenson #23 Alfa Romeo

1/8TH SCALE

1. Rick Davis #6 Williams
2. Bob Leckron #26 Ligier
3. Ken Francisco #2 McLaren

The main objectives of this exhibition were to have fun and to put on a good show for the crowd. I think we succeeded very well on both counts.

A big thank you is in order to Detroit racer Dennis Harris who arranged for us to put on this exhibition and obtained the necessary passes for the racers.

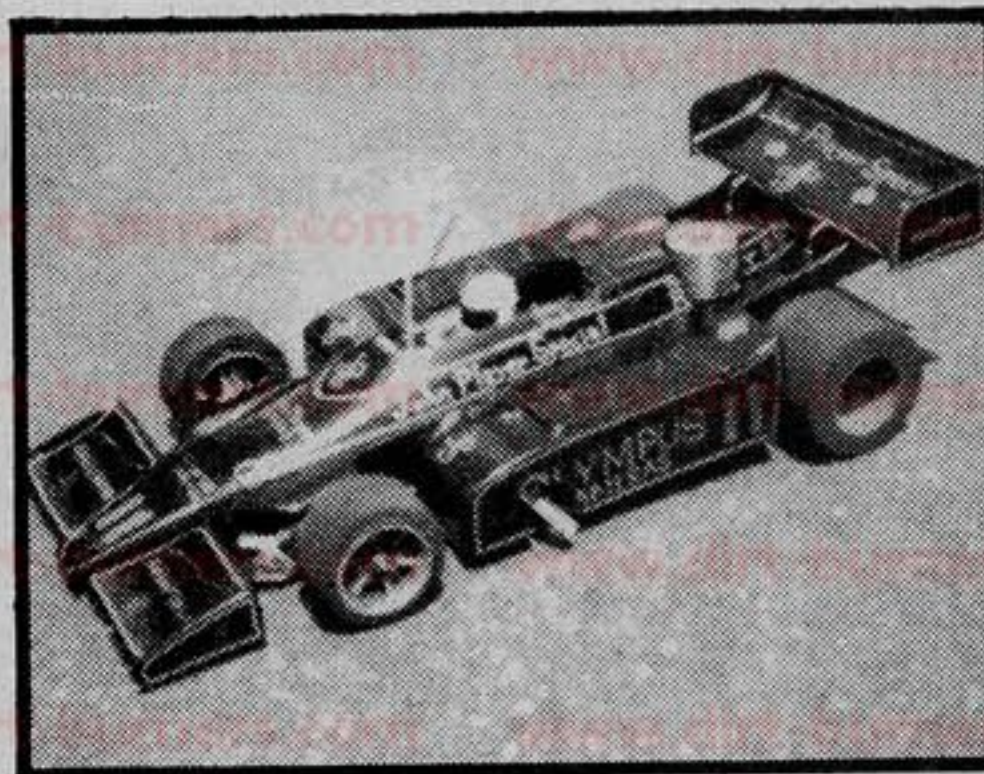


Above, the cars line up for the 1/12 scale main. Eventual winner Ken Francisco is on the outside of the second row. At left is the #26 Ligier owned by Bob Leckron.

(More photos on next page!)



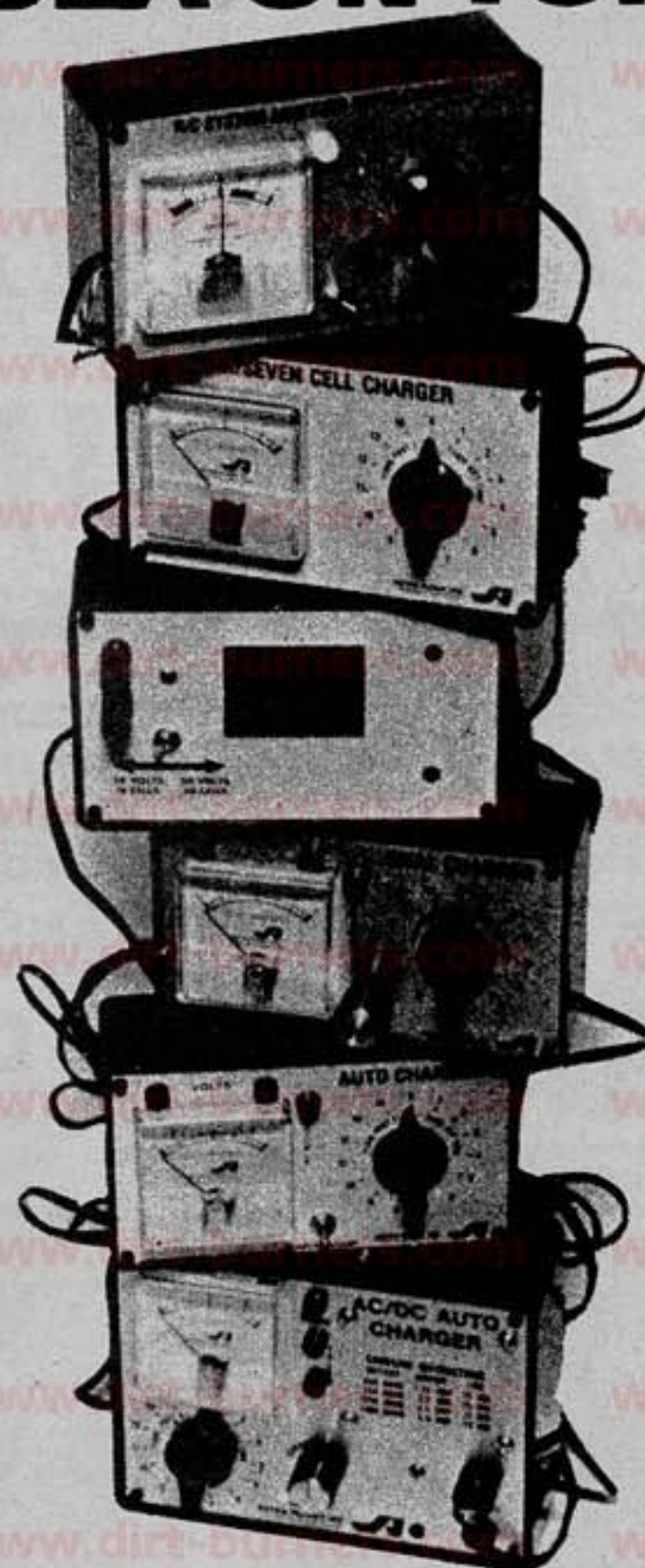
Above is the #28 Ferrari of Brad MacKarić. He won the Flat Pan Class at the 1/8 ROAR Nationals.



The green #11 Lotus owned by Keith Stover is shown above.

IDEA ON TOP OF ANOTHER

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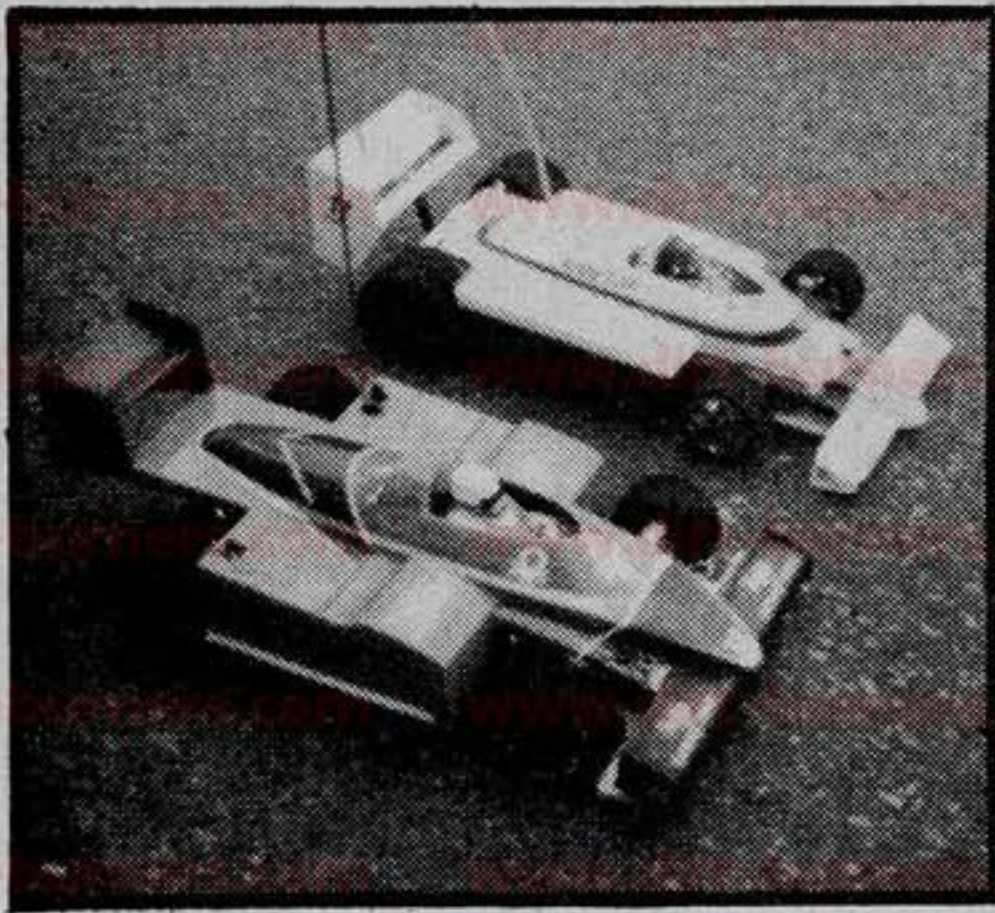
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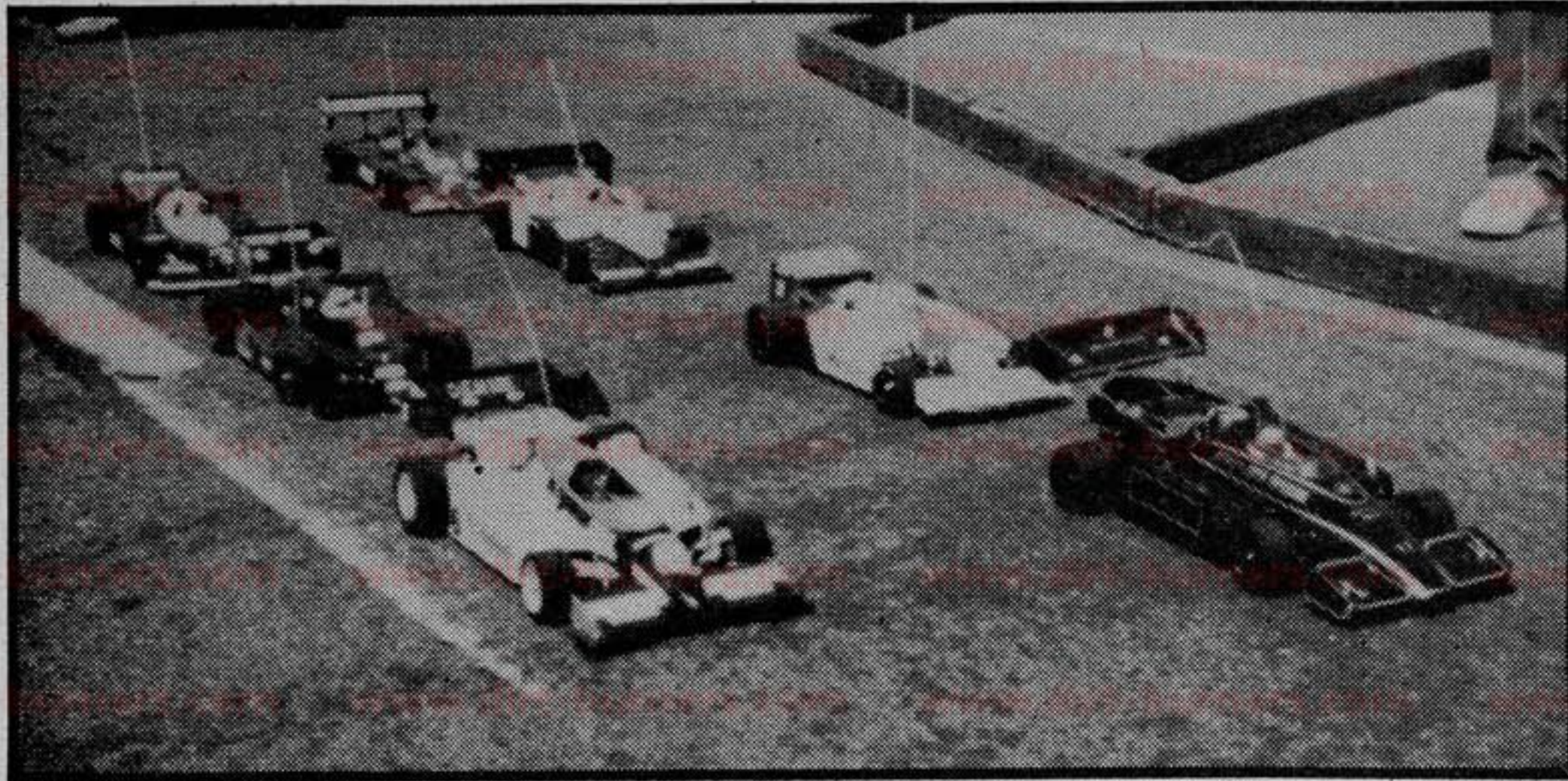
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Above is the blue and white #4 Brabham of John Cary. Below is the #2 McLaren owned by Ken Fransisco.



At top left is the #22 Alfa Romeo of Mario Morello and the #17 Arrow of Paul Meadows. Top middle is the #4 Brabham owned by Bob Chuhran. Above is the line-up for the 1/8 scale main. Eventual winner Rick Davis's car is on the outside of the front row.



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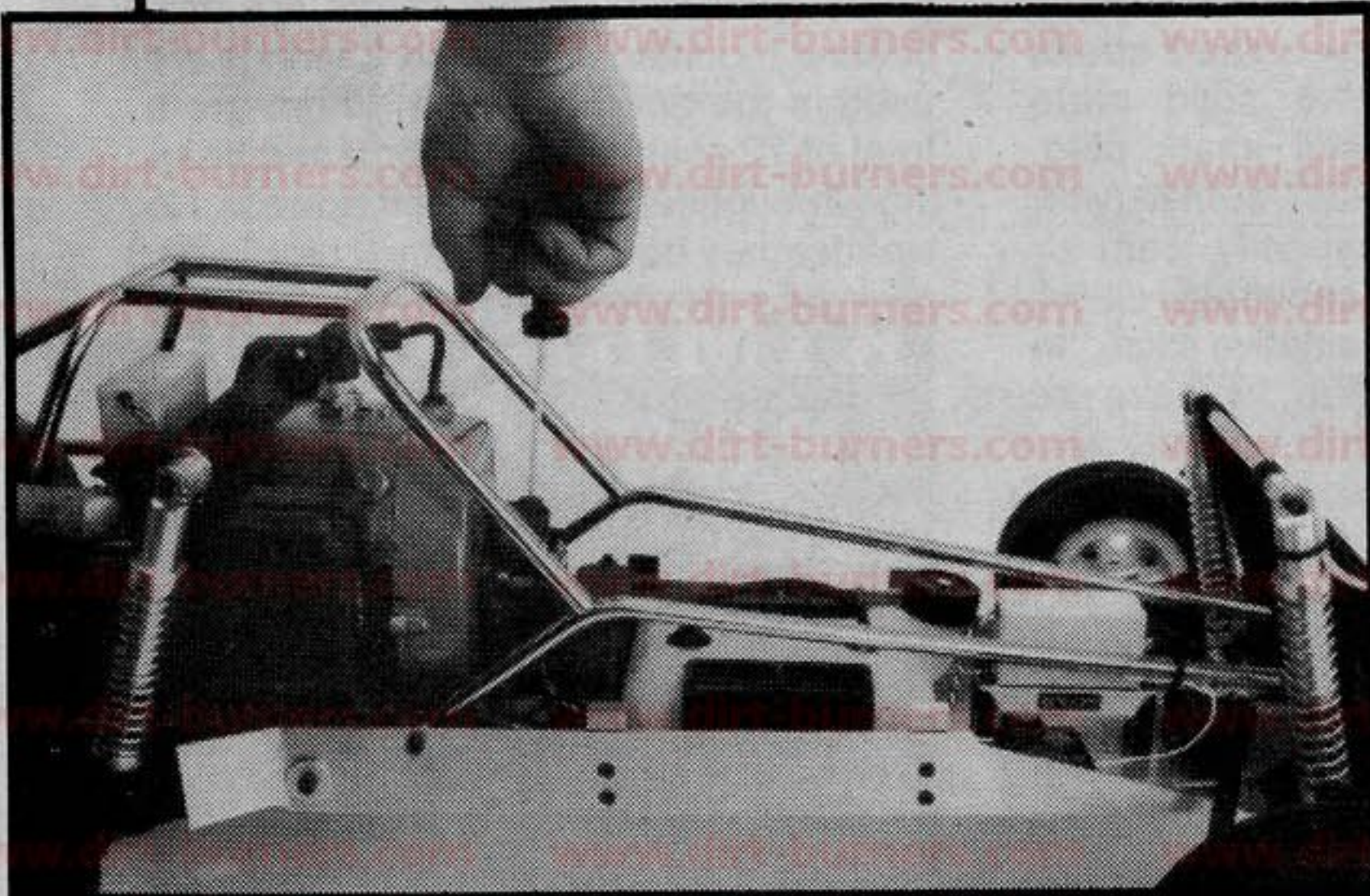
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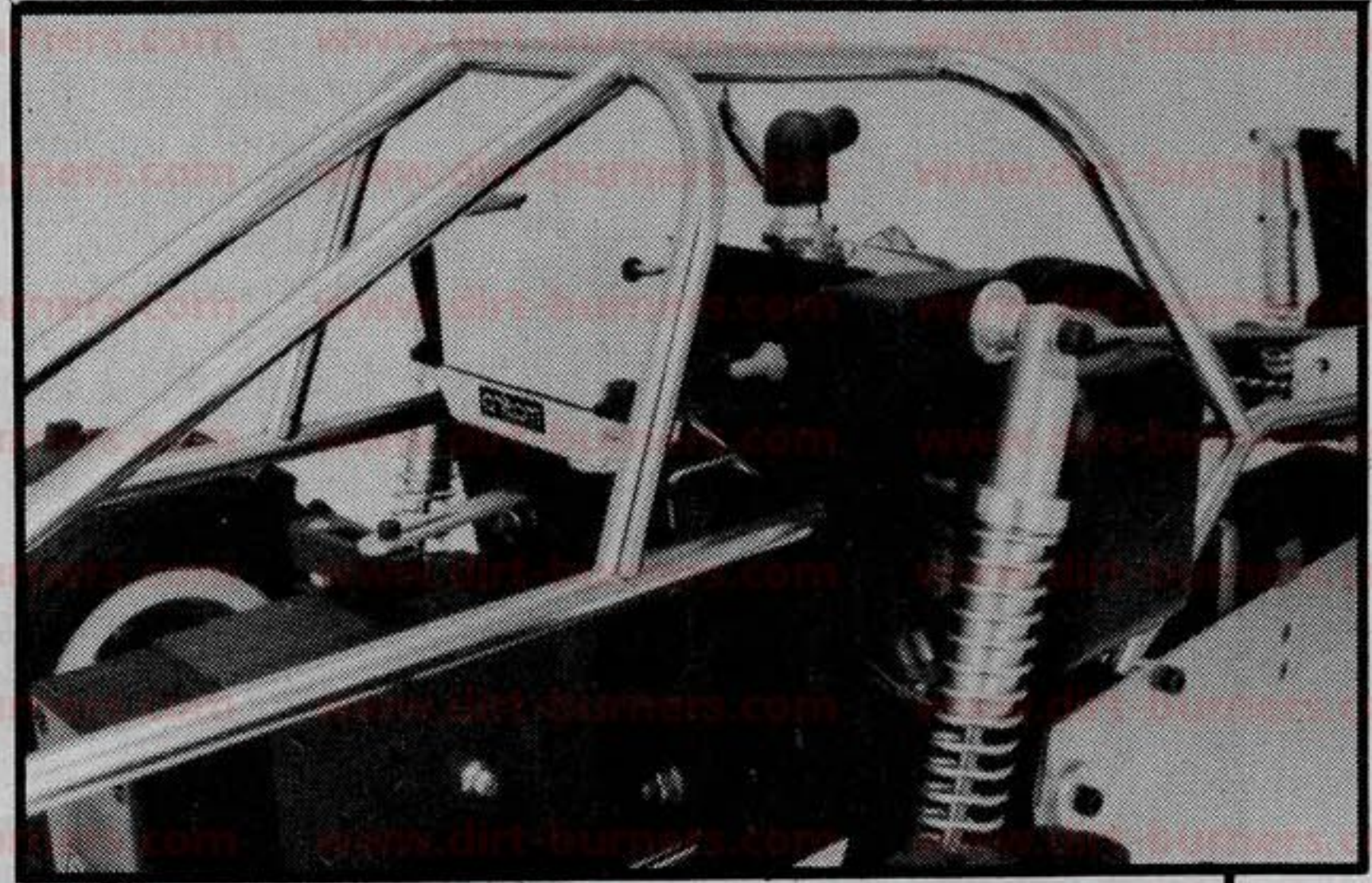
: 1/4 SCALE



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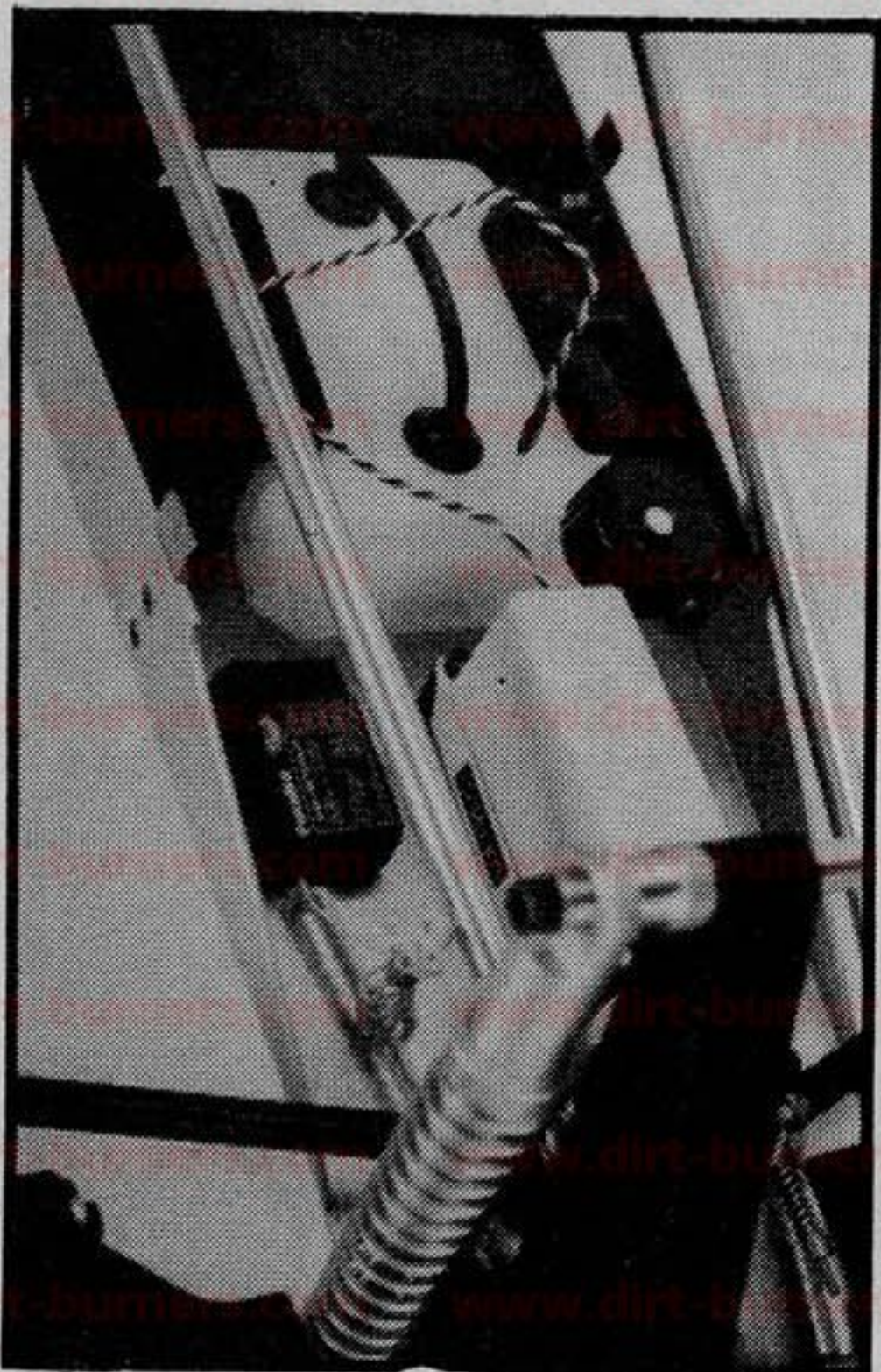
The chassis is made out of formed aluminum and the roll cage is constructed out of tubular steel for added strength. Radio system is safely tucked away.

We all know about the evolution of the radio controlled airplanes, sailplanes and boats into larger and larger scales and sizes. Five- to six-foot racing boats and ten- to 16-foot wingspan airplanes and sailplanes are almost commonplace these days. What is happening with cars? Where are their big ones?

Be aware that the car *revolution* has just begun. Quarter scale will be the next generation of radio controlled cars and if the Jac-Rabbit from Raco Modelcraft Inc. is an example of what's to come, then we should all start looking for buyers for our 1/12, 1/10 and 1/8 scale collection of goodies right now. This gas-powered off road racer has everything the car enthusiast could want, plus a few extras.

First, it's big. Thirty-three inches long, 19 inches wide and 12 inches high and almost large enough to ride! Its size alone is impressive compared to any other on- or off road car, but it's even more impressive when you study it with the critical eye. Size is nice but to put it in a package as realistic as this and then mass-produce it is almost sinful. The formed aluminum chassis and tubular welded steel roll cage (chromed, by the way) alone makes the car seem like it came from somebody's "one-of-a-kind" racing shop somewhere near Indy. The trailing arm suspension, so popular and durable on real off road racers, is used on all four corners, as are large 5/8" diameter oil filled shocks with 3/16" diameter shafts. These shocks have real shaft seals, not just o-rings, and coil spring suspension, of course...adjustable, of course.

In the steering department you'll find a world S-16, 130 oz., inch servo along with a bunch of special tricks.



The fuel tank is well protected and requires filling with regular pump gas after an hour's running time! Check out the large servo, but the normal receiver.



Quarter scale is certainly a handful (above, and left, across page) but they sure are fun to drive. Best place to run them, at the moment, (we hear that several tracks are being constructed for them) is in open fields, in the desert or the woods.

The servo output shaft is splined and is brass along with the main and intermediate gears inside. These gears, along with the adjustable spring type servo saver, nylon tie rods (yes, nylon) and steel aircraft rod ends will take any punishment, outside of hitting a stationary Sherman Tank. I told you it was trick.

At the business end of the car, you'll find a Zenoah 22.5cc fan-cooled 2-stroke engine with things like solid state magneto ignition, resistor spark plug, recoil starter, super quiet muffler (with spark arrestor), large capacity foam air cleaner and a two-shoe, centrifugal clutch attached. A Raco representative says, "In nearly 500 hours of testing, we have not had a single ignition clutch failure," and furthermore, "the engine is the most reliable part of the car next to the gearbox." What, no clutch or transmission problems? How about you 1/8 scale off road guys?

That's because the clutch is fully enclosed and taken from an age-old proven design, with shoes that have a bonded lining (like a brake shoe), and adapted to be used in the Jac-Rabbit. Good idea.

The gearbox is also fully enclosed, dirt free and its two-stage reduction produces

an overall ratio of 6 to 1, with quick-change optional gear sets of 5 to 1 (more speed) and 7 to 1 (more power). Actually, the car will buzz the tires with all the ratios. Inside are what appear to be the best gears you could expect — hardened steel spiral bevel ring and pinion gears and heat-treated steel quick-change gears. Naturally, all the shafts are ball-bearing mounted. In fact, six bearings are used in the gearbox alone. There are a total of 12 sealed and pre-greased bearings throughout the out-of-the-box car. No wonder they don't have tranny problems.

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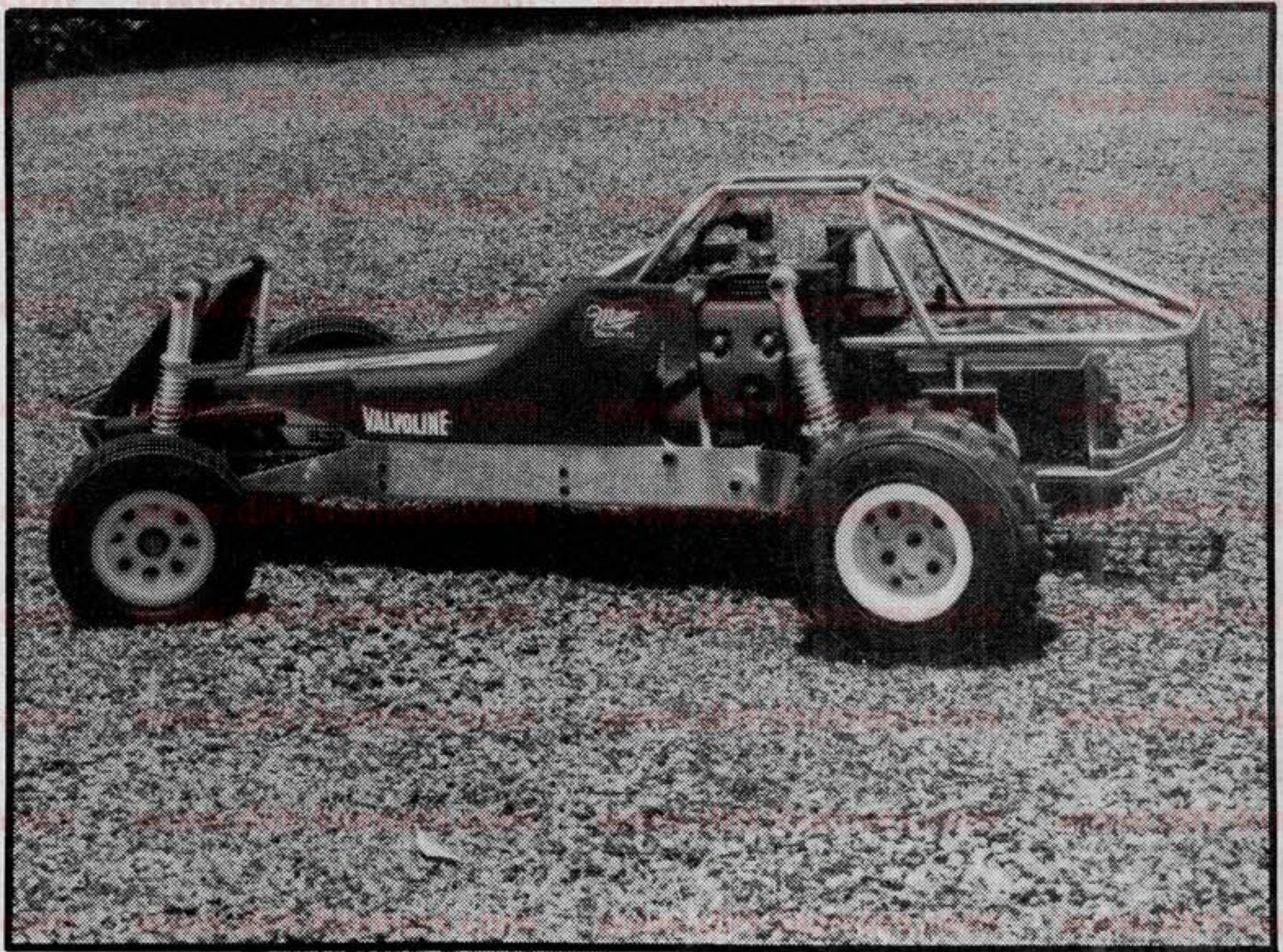
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This thing even has a grease fitting to re-grease the ring and pinion!

As if that's not enough, the car has adjustable oval disc brakes mounted to the gearbox and controlled by the throttle servo. I guess a car that goes 40 mph right out of the box should be able to stop, too. They've thought of everything, including 3-piece nylon wheels and foam-filled molded tires that can be reversed for longer tire wear and a new bite on life. The nylon front and rear trailing arms and shock towers are interchangeable from left to right, meaning you carry only one spare of each. The tie rods are threaded left and right so you can adjust toe-in/toe-out in seconds. The steering rate has twelve adjustment positions for novice to expert drivers. The fuel system is leak proof.

The car operates on, but is sold without, a 2-channel radio and receiver and the kit comes with all the major stuff assembled such as gearbox, wheels and tires, shocks, front and rear suspension and the body is trimmed for you. All you need to finish it is a few handtools, a radio with receiver, a charger, 4 sub-C Nicads and an hour of your precious time.

The best features of this car, you won't believe! It starts in seconds with a recoil rope starter. It runs on a 40 to 1 gas/oil mix...that's right, regular gas right out of the pump! It runs for an hour on a fill-up and a battery charge. It's made in the



United States, not over there somewhere (parts, parts, parts), and it sells for \$895.00 with servos and engine included.

The Jac-Rabbits (five of them) were recently demonstrated at the 1/10 World Off Road Champs in Del Mar, California to a standing-room-only crowd of the best in the world. All the top drivers enjoyed their "test drive" of the Jac-Rabbit and

were amazed at its power, handling and stability.

There's only one flaw in this car. You don't own one . . . yet.

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ARROW HOBBIES UPDATE



At top, wild and woolly action! Above are the Stock Closed Wheel A Main winners: (l-r) Tony Taylor (TQ), Mike Kingery, and Carl Coco.



Story and photos
By KC

HI YA ALL!

June 30 saw 45 racers gather for the 1st Annual 7-Upper Race, hosted by Arrow Hobbies and the 7-Up bottling company. Other prizes were donated by Associated and CRP. Out thanks to all of these fine people for really taking an interest in our Texas racing efforts.

The race opened up with the Concours competition. Ron Moore won it with his fine RC-10, done up by himself.

After the Concours competition, the racing started. It was close in the Stock Open Wheel A Main, with Marvin Fletcher eventually edging out Gary Stone. Bryan Roden led the pack in Modified Open Wheel and 4WD. The rest of the race results are as follows:

POWDER PUFF

1. Dian Menser (RC-10) — 19/4004 (TQ: 20/4102)
2. Suzie Vowell (Hornet) — 18/4000
3. Paula Griffin (Tamiya) — 17/4137

STOCK OPEN WHEEL A MAIN

1. Marvin Fletcher (AMF) (Mod. Tamiya) — 28/4056 (TQ: 27/4006)

The Modified Open Wheel A Main winners were (top left, l-r) Bryan Roden, Kevin Pulford and David Johnson. The Stock Open Wheel B Main winners were (bottom left, l-r) Randy Dale, Randy Bowron and Ron Moore.

2. Gary Stone (Mod. Tamiya) — 27/4044
3. David Johnson (RC-10) — 27/4050

STOCK OPEN WHEEL B MAIN

1. Randy Dale (RC-10) — 26/4011
2. Randy Bowron (RC-10) — 26/4016
3. Ron Moore (RC-10) — 25/4001

STOCK OPEN WHEEL C MAIN

1. Robert Bynum (Mod. Tamiya) — 26/4028
2. Chris Webster (Frog) — 23/4073
3. Gene Ussey (RC-10) — 20/4057

STOCK CLOSED WHEEL A MAIN

1. Tony Taylor (RC-10) 27/4045 (TQ: 27/4057)
2. Mike Kingery (RC-10) 26/4052
3. Carl Coco (Mod. Tamiya) 25/4021

MODIFIED CLOSED WHEEL

1. Ron Moore (RC-10) 26/4012 (TQ: 28/4082)
2. Gary Stone (Mod. Tamiya) 26/4034
3. Casey Neubauer (RC-10) 24/4087

FOUR-WHEEL-DRIVE

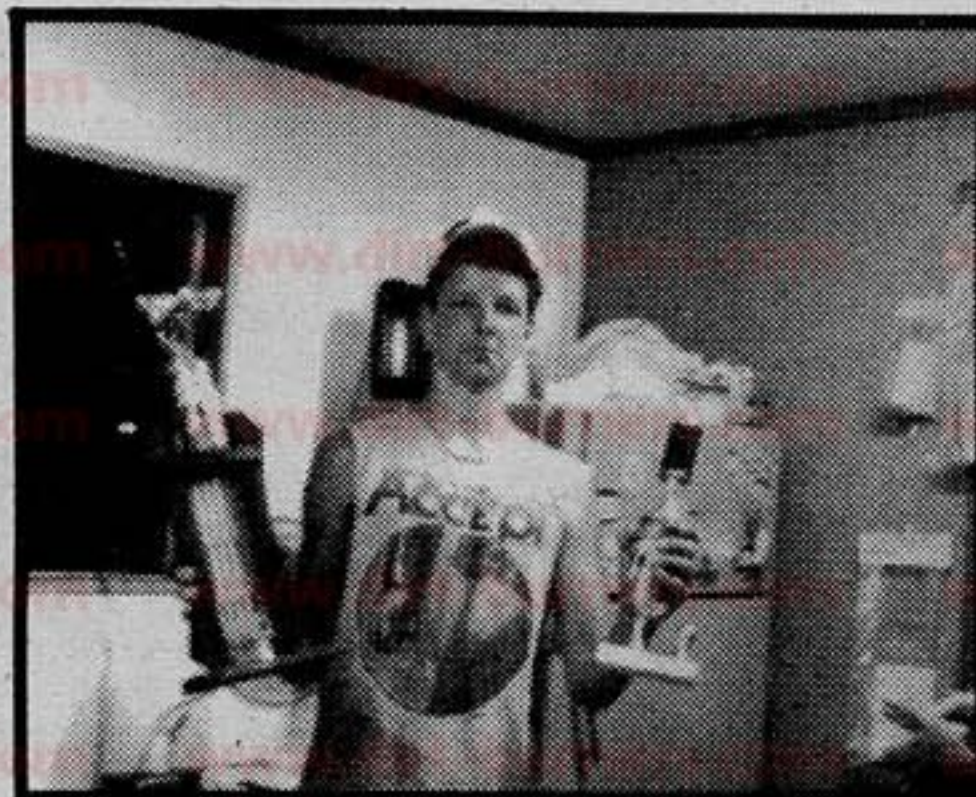
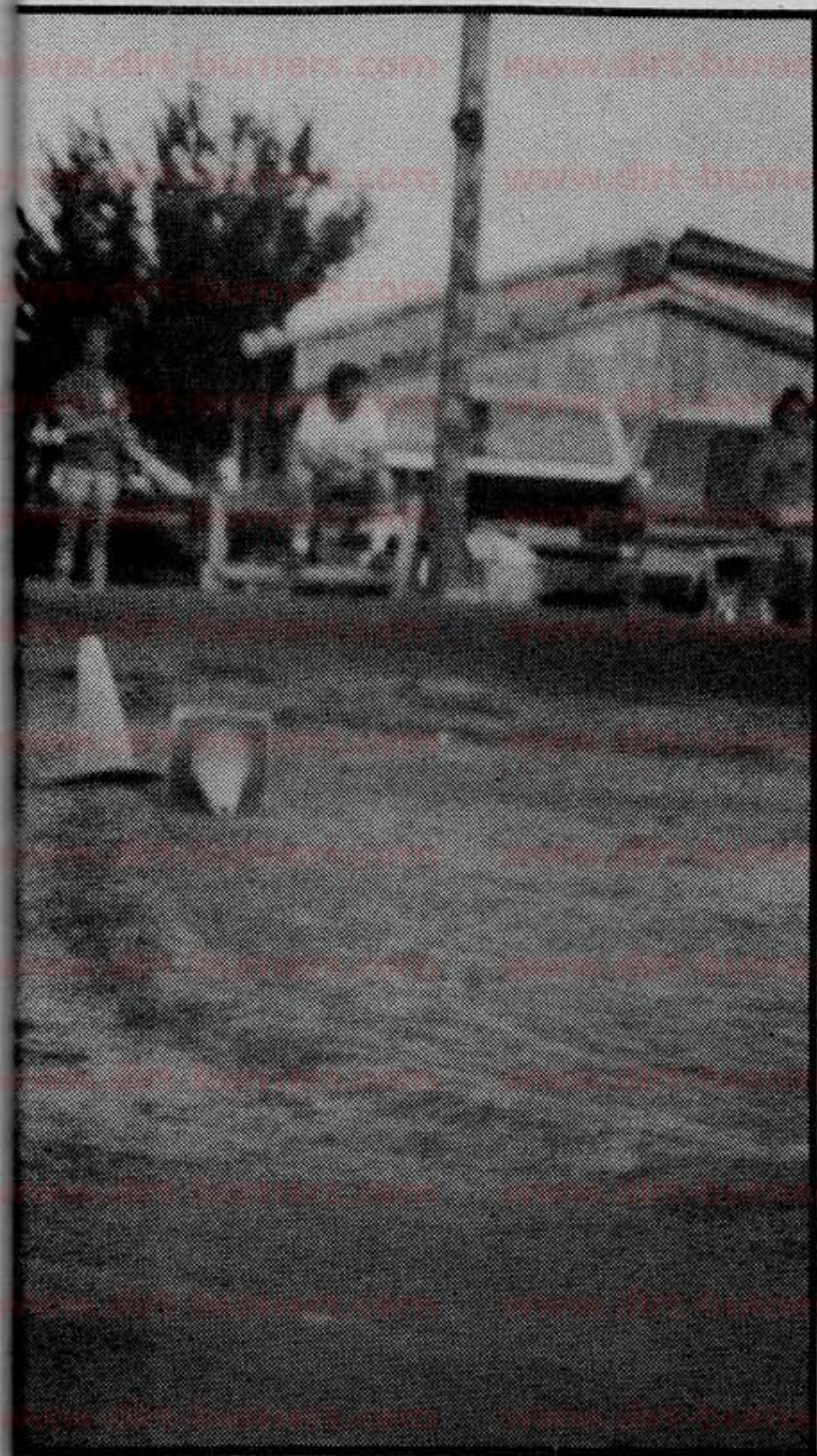
1. Bryan Roden (Yokomo) — 31/4067 (TQ: 31/4061)
2. Larry Marshall (HotShot) — 26/4050
3. Mike Chamblee (HotShot) — 25/4058

MODIFIED OPEN WHEEL A MAIN

1. Bryan Roden (Scorpion) — 28/4065 (TQ: 28/4029)
2. Kevin Pulford (RC-10) 27/4062
3. David Johnson (RC-10) 26/4034

MODIFIED OPEN WHEEL BA MAIN

1. Bill Geer (RC-10) — 25/4034
2. Coe Griffin (MIP) — 24/4049
3. Greg DeBaro (?) — 24/4092



Above is Bryan Roden with just some of his gold TQ and first place trophies.



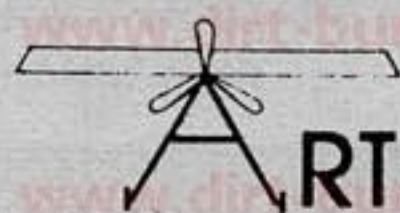
Dian Menser flashes a smile as big as all outdoors while holding up her gold first place and TQ trophies (above).



At top, the Modified Closed Wheel A Main winners: (l-r) Ron Moore (TQ), Gary Stone and Casey Neubauer. 4WD winners were (bottom, l-r) Bryan Roden (TQ), Larry Marshall and Mike Chamblee.

Trophies were awarded after the race, including one for the most spectacular crash, which was won by Tony Taylor — not for crashing his car, but for crashing himself while doing an outstanding job of turn marshalling.

Trophies were given to all 1st, 2nd and 3rd place winners, plus to TQs in each class.



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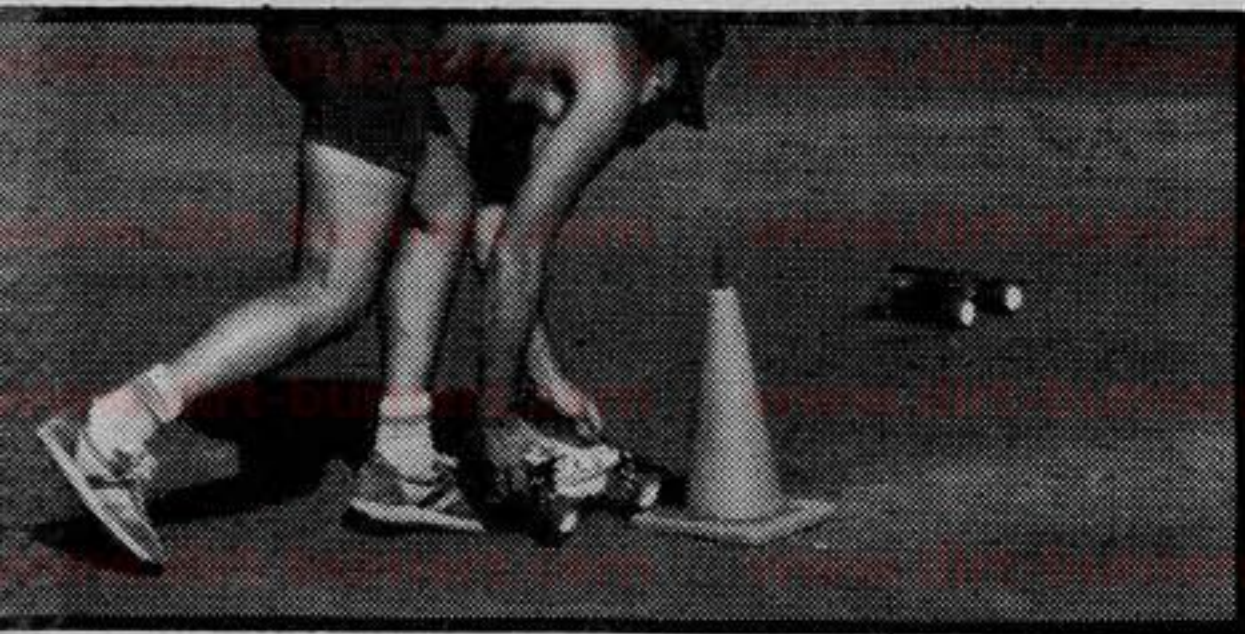
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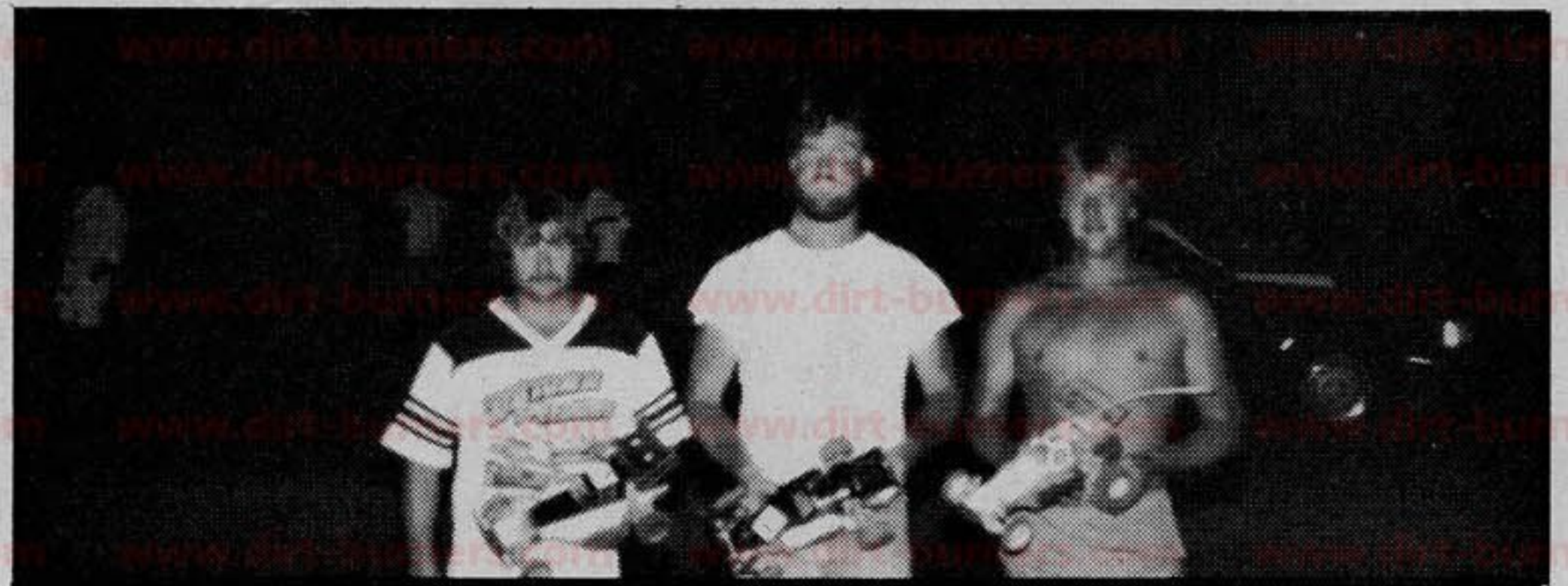
The Stock Open Wheel C Main winners were (left to right) Robert Bynum, Chris Webster and Gene Ussey.



The Powder Puff winners were (left to right) Dian Menser (TQ), Suzie Vowell and Paula Griffin. The Modified Open Wheel B winners were (below, l-r) Bill Geer, Coe Griffin and Greg DeBard.



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2nd Place & T.Q. : Gil Losi Jr.

4th Place : Mike Giem

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

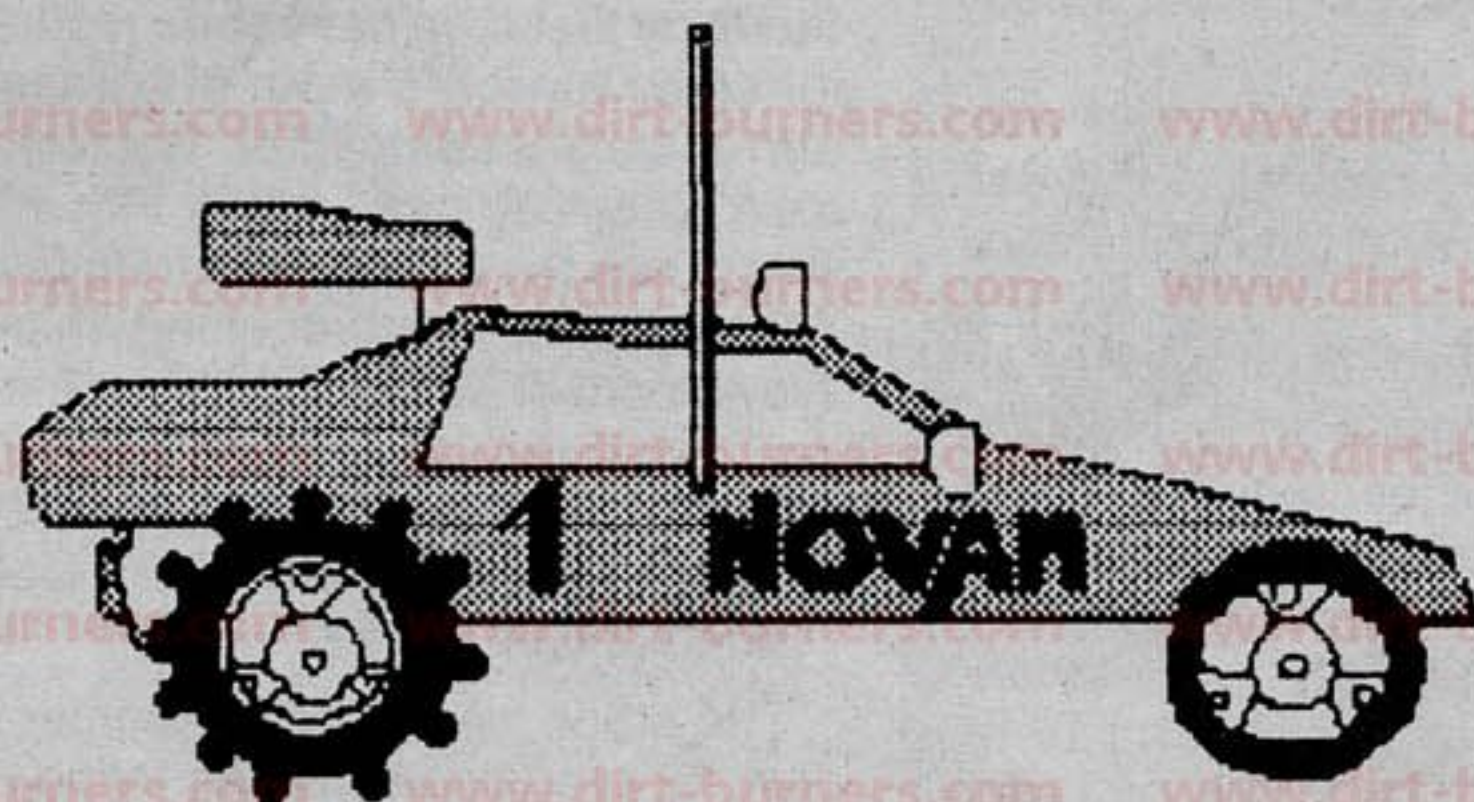
5th Place: Mike Giem

6th Place: Eric Soderquist

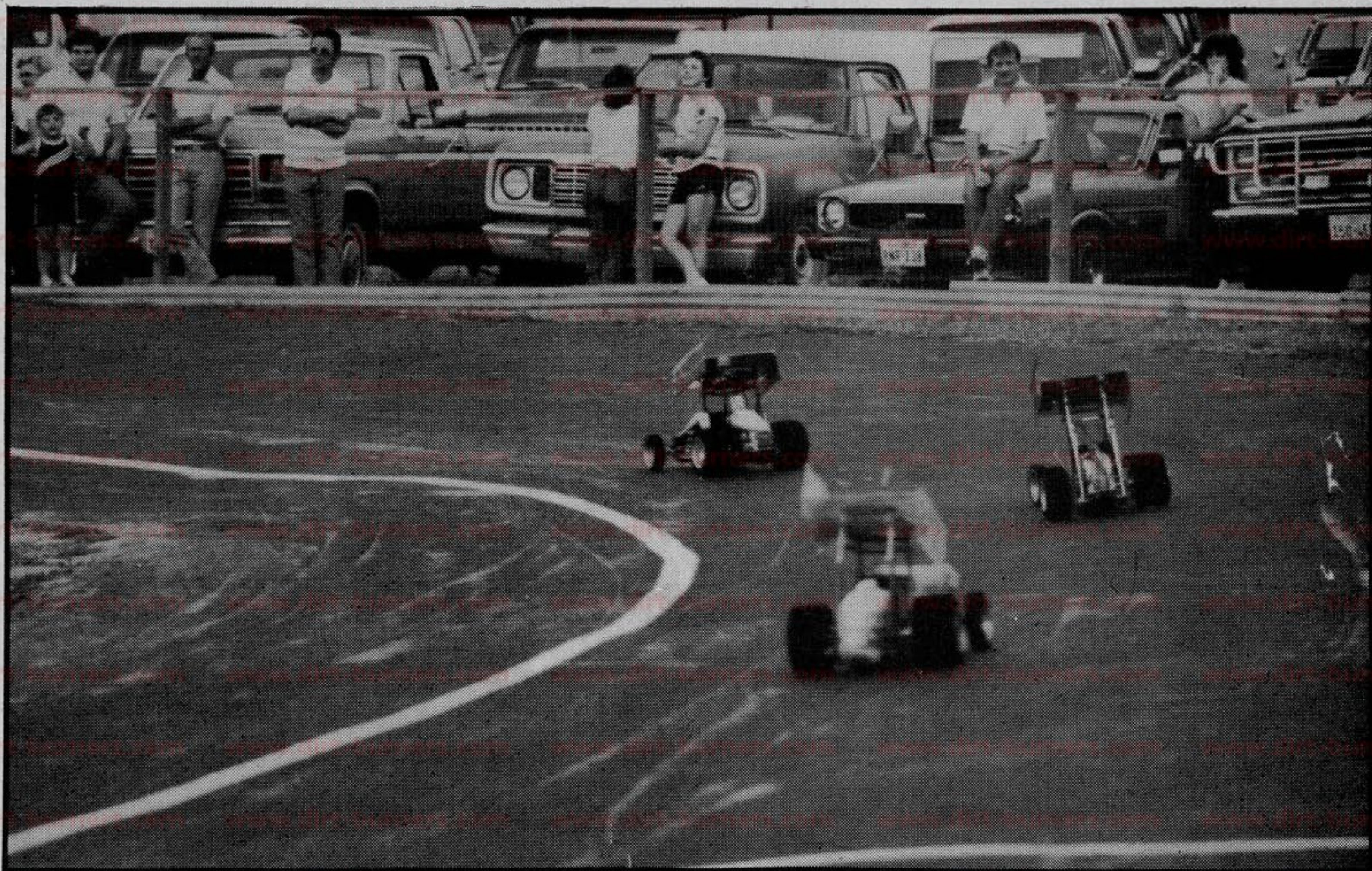
7th Place: Glen Glass

9th Place: Eustace Moore

10th Place: Gary Kyes



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A from-the-behind glimpse of the Fast Car Dash is shown above. Leading the way is the #24 of Carroll Cheek from Buffalo, TX, followed by the #2 of George Hamor from Edmond, OK, and the #32 of Garry Bell, from Sugarland, TX.

1ST 1/4 SCALE SPRINT CAR NATIONAL CHAMPIONSHIPS

Story and photos
By Carroll Cheek

Buffalo, Texas

The July 4th Summer Nationals was designed primarily as a race competition with the Concours thrown in as an added attraction. Since our sport is in its infancy, I was shocked to see the number of show quality race cars entered for Concours points.

Words alone cannot describe the 7x car from Fresno, CA, owned and built by Gary and Marla DeLara. Things like the functional "knock off" hubs, the leather covered four-spoke steering wheel, the profile steering box, and the full complement of gauges in the dash rocketed the 7x to 1st place in the Engineering Excellence category.

The red #53 Gulf Coast Plumbing car, from Spring, TX, owned and built by Phil and J.P. Ellis, a father-son team, grabbed

the heart of Texas sprint car fans because it is a duplicate (in quarter scale) of the red #53 driven on the Texas clay tracks by Larry Bell of Houston, TX.

The scale realism of this car extended to even the "Clear Rhea" electric tear-off that Larry Bell uses driving the full-scale sprinter. Although the judges' points were close, Phil and J.P. deservedly won 1st place in the Scale Realism category.

We also understand that Larry Bell won the A Main in the big brother to this car the following Saturday night in Houston, TX!

Probably the most difficult area of all judging was the Best Paint category. There were so many beautifully painted cars. There are many sprint car fans who have watched the "West Memphis" gang, which includes Sammy Swindell, Jeff Swindell, Bobby Davis, Jr., Terry Grey, and Larry and Garry Bell, and who have grown to love the "West Memphis" sprinter look. Another little "West Mem-

phis" sprinter, the #15 owned and built by Rob Taylor, was judged 1st place in the Best Paint and Graphics category. This car, sponsored by Rob's Trick Paint, also grabbed Best of Show because of its combined points in show and racing. Congratulations, Rob Taylor!

And now on to the racing!

Sprint car racers are an unusual breed. So many times we have seen racers, who for some reason are out of competition, turn to help a competitor. Such was the case Saturday night when Floyd Clark, who drives the #19 sprinter from Garland, TX, took over the wrenching chores for Troy Moore of Dallas, TX. When the noise had subsided and the pandemonium settled, Troy Moore had won the First Quarter-Scale Sprint Car National Championship.

The stage was to be set earlier in the day. As everyone else was trying to find the fast way around, Troy went out and

(cont'd on next page)

carved another notch in his six-gun by setting fast time for the evening. When qualifying was over, it was Troy Moore, with 6.908; Garry Bell, with 6.942; George Hamor, with 7.043; and Carroll Cheek, with 7.044.

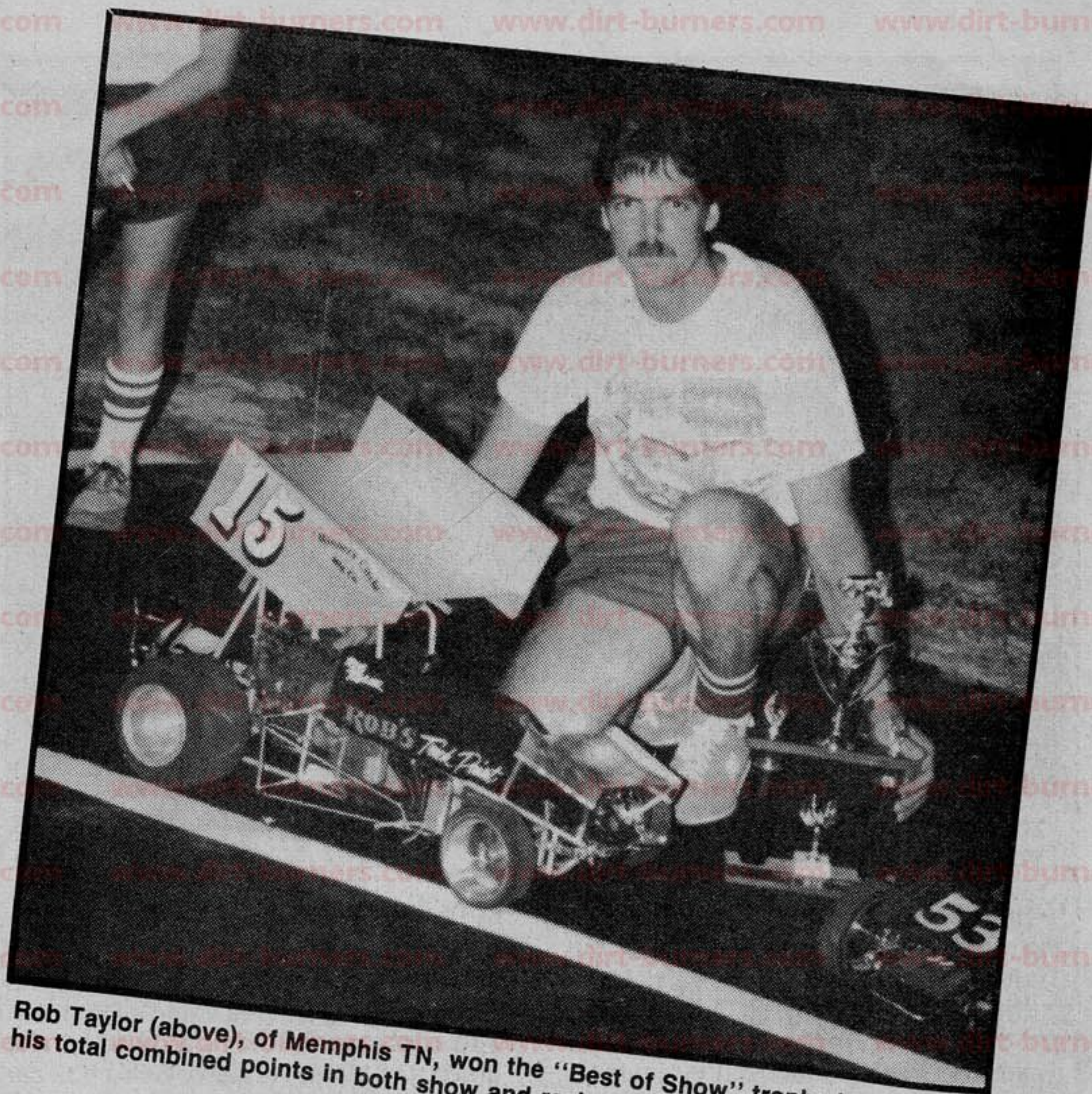
The Fast Car Dash was comprised of the four fastest qualifiers...only in inverted order! The first race of the evening was five laps for fifty bucks — winner take all. This first race saw the fans on their feet and cheering as Carroll Cheek won the money. As in the tradition of the full-scale sprinters, all four cars were on the same straightaway when the checkered flag fell.

Although time and space will not permit, we would have liked to have been able to give a lap-by-lap account of every race since the close competition was mind bending.

All in attendance knew that one really needed to win his heat race to guarantee a spot in the A Main, but that a 2nd or 3rd place finish in the heat would put one comfortably up in the field of the B Main and...if all went well...you could still start from midway back in the A Main. Really now, isn't it unthinkable for one to start back in a field of 12 cars in the "consi" and to expect to run in the A Main? After all, you would have to win the C Main to be able to start last in the B Main. Then, with the tough competition and all.... But Shane Reeves of Deer Park, TX, and his little red zero car didn't know this was impossible because when it was over, Shane not only won the "consi" and started at the tail end of the B Main, but was paid \$100 for his 3rd place finish in the A Main. The sprinter was a surprise present from Shane's wife, Sherri, who gave it to him less than one month ago. Our hats off to you, Shane — NEVER GIVE UP!

Gary Bell, in his smooth and error-free tradition, was on the pole for the first running of the Quarter-Scale Sprint Car Nationals. To the surprise of everyone but George Hamor, his little duece car was comfortably situated in the second starting spot. And as was certainly no surprise to anyone familiar at all with radio controlled car racing, Ralphie Burch, Jr., was calmly awaiting the start of the race in 3rd place. Oscar Guerra of Hurst, TX, was in the 4th starting spot by virtue of his heat win. The balance of the field, Troy Moore of Dallas, TX; Shane Reeves of Deer Park, TX; Bill Geer of Arlington, TX; and Rob Taylor of Memphis, TN, had thrashed their way through preliminary features to start the Nationals.

Since this report is already bulging, I will only mention some of the highlights. Several people said after the main that they had watched races all their lives and had seen few races equal to the battle that went on for the first 24 laps between Garry Bell, in the #32 car, and Troy Moore, in the #27 car. (cont'd)



Rob Taylor (above), of Memphis TN, won the "Best of Show" trophy because of his total combined points in both show and racing.

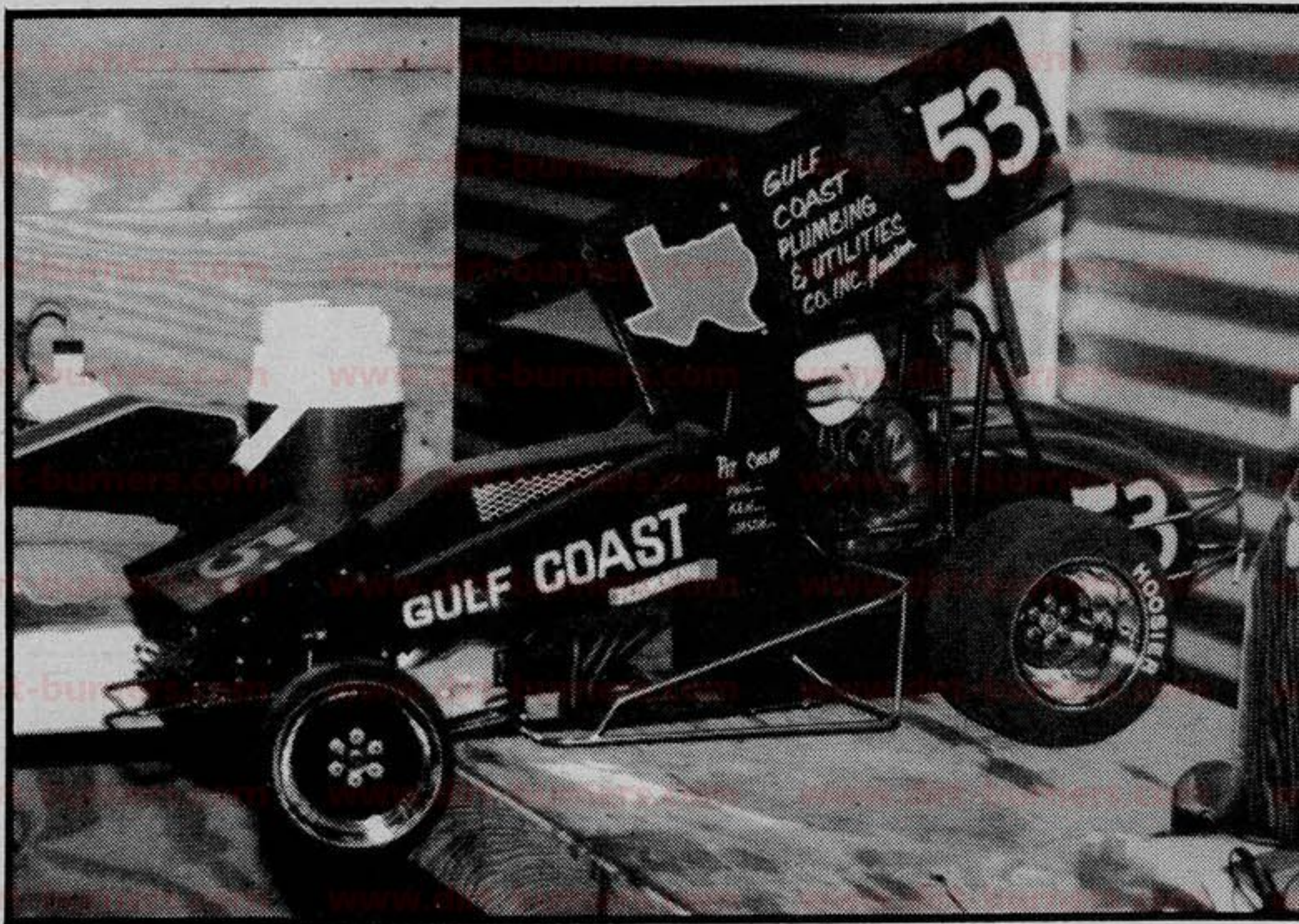
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The father-son team of Phil and John Ellis, from Spring, TX, built this fantastic car, which won the Scale Realism trophy.

But as Troy was trying to pass Garry, the two got stuck together coming off Turn 4. Both cars went off the track, Garry in the infield and Troy off Turn 1. They had to sit it out awaiting a red flag so that repairs could be made and they could re-enter the race.

Several laps had gone down when the

red finally flew for Oscar Guerra, who flipped in Turn 1. This allowed the cars that had been lapped early on to catch up and Garry and Troy started again a lap down. The same torrid duel resumed at the green and lasted 'til Garry Bell's #32 car blew a right rear tire toward the end of the race.

Each driver who started the A Main knew from the start that he had already succeeded and the rest was merely an execution of the plans that had been long made.

Congratulations to the eight best quarter-scale sprint car drivers and mechanics in the world: Troy Moore, Garry Bell, Shane Reeves, Bill Geer, George Hamor, Oscar Guerra, Rob Taylor and Ralph Burch, Jr.

FOOTNOTE: The entire crowd of more than 300 paying spectators stood and gaped as the #45 car of Ralphie Burch, Jr., was eliminated in a devastating crash on the back stretch early in the A Main. Ralphie had arrived on Friday with his sprinter only partially assembled, so the eight-time national champion had little time to make chassis adjustments. His set-up and practice was done mainly in the races that preceded the A Main on Saturday. But at the start of the main, let there be no doubt that Ralphie was a contender for the top money. Every chassis adjustment that was made by Ralph, Sr., was the right one. The whole Winners' Circle Mfg. (WCM) organization was also disappointed that Ralphie was eliminated. In the tradition of a true champion, Ralphie was heard to say from his seat in the grandstands, "That's racin'." C.C.

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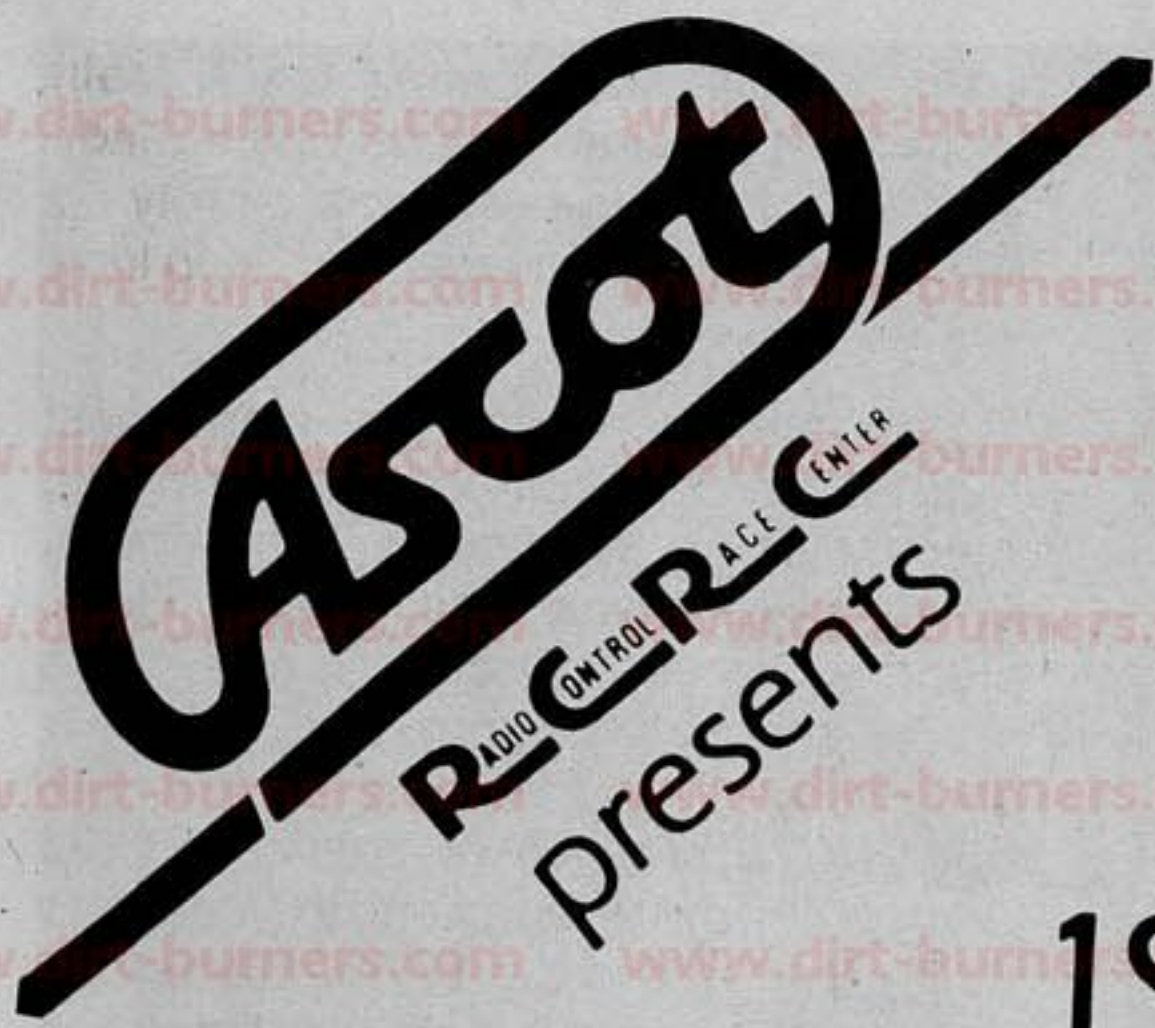
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RC RC'S FIRST SANCTIONED EVENT



At top, two cars go for it! Note the "Jammin' Jay Halsey Jump" in the background. Above is an overview of RC RC during the July 21 race. According to its proprietors, there are acres and acres of parking available! Photos by Alfred Hathaway, Jr.

RC RC'S FIRST SANCTIONED EVENT

On July 21, 1985, Radio Control Race Center, located at Ascot Park in Gardena, CA, had its first ROAR-sanctioned points race. This was the second race in a series of seven, counting for points in determining the champions of the series.

The turnout was great, with 141 entries running in four classes: 2WD Modified, 4WD Open, Production, Stock.

The race director for the event was national champion Jammin' Jay Halsey. Everyone commented on what a great

facility we have here and how surprised they were to find such an accommodating track and well-stocked store. Most of the newcomers to RC RC said this was the nicest track they'd ever seen. The track has terrific lighting, a full-service snack bar, plenty of free parking and uses computer scoring for its results.

Everything went very smoothly during the races and everyone had a very good time. The biggest surprise of the day was probably the winner of the Stock A Main: Jim Halsey. Jim, father of the famous Jammin' Jay, had been practicing unbe-

knownst to anyone. He walked away the winner that day, and the crowd went wild.

Be sure to check out the Ascot action September 22, when RC RC will sponsor the first ORRCA (Off Road Radio Control Association) points series race for 1985. Pre-registration is available in the RC store and a good time is guaranteed for all!

The official race results are as follows:

RESULTS

(* denotes bump up from another main)

4WD OPEN

A MAIN

1. C. Allec
2. M. Martin
3. J. Case
4. L. Grant
5. J. Gudvangen
6. T. Rossetti
7. E. Moore
8. D. Schmitz
9. M. Giem
- 10 J. Kaiser (*)

B MAIN

1. J. Kaiser
2. R. Extra
3. D. Ryan
4. R. Baehr
5. P. Cirelli
6. D. Pandemanan
7. E. Norris
8. G. Mitchell
9. B. Smith
- 10 B. Steele

C MAIN

1. B. Steele
2. A. Hess
3. W. Schilly
4. D. Ervin
5. A. Meir
6. D. Hill
7. R. Bishop
8. D. Bossett
9. M. Walker
- 10 J. Delyado (*)

D MAIN

1. J. Delyado
2. M. Snyder
3. J. Cade
4. T. Gable
5. N. Gong
6. J. Brownfield
7. S. Mitchell

(RC RC RESULTS CONT'D)

STOCK

A MAIN

1. Jim Halsey
2. E. Simmons
3. J. Thompson
4. D. Inouye (*)
5. C. Lett
6. A. Anderson
7. M. Christensen
8. S. Arellano
9. S. Quillen
- 10 G. Haskill

B MAIN

1. D. Inouye
2. G. Mitchell
3. J. Hathaway
4. R. Johnson
5. B. Kaufman
6. B. Drefus
7. L. Grant
8. D. Johnson
9. R. Wagner
- 10 J. Case (*)

C MAIN

1. J. Case
2. R. Baehr
3. Bob O.
4. T. Rossetti
5. P. Cirelli
6. D. Bossett
7. D. Tice
8. R. Extra
9. L. Petersen
- 10 D. May (*)

D MAIN

1. D. May
2. R. Middaugh
3. J. Johnson
4. B. Steele
5. T. Reece
6. C. Straun
7. E. Knoles

PRODUCTION

A MAIN

1. T. Cline
2. E. Knoles, Jr. (*)
3. C. Slick
4. C. Bartalone
5. J. Peterson
6. K. Reed
7. M. Ebert
8. B. Lucido
9. R. Roberts
- 10 B. Tabarango

B MAIN

1. E. Knoles Jr.
2. M. Shimabukuro (*)
3. J. Bartalone
4. C. Mintag
5. B. Richardson
6. C. Vandeweghe
7. G. Naworski
8. S. Hill
9. D. Satow
- 10 R. Rice

C MAIN

1. M. Shimabukuro
2. A. Hathaway
3. R. Yarak
4. B.J. Christensen
5. F. Johnson
6. R. Zambrana
7. R. Ocean
8. J. Fleming
9. J. Degen
- 10 J. Davidson (*)

D MAIN

1. J. Davidson
2. M. Wheeler
3. J. Mifsud
4. N. Jourdan
5. C. Knoles
6. J. James
7. G. Cirelli
8. P. Pat
9. J. Brownfield
- 10 P. Brownfield (*)

E MAIN

1. P. Brownfield
2. C. Fleming
3. J. Wenniwan
4. J. Ramos

2WD MODIFIED

A MAIN

1. C. Lett
2. S. Arellano
3. E. Simmons
4. M. Christensen
5. R. Wagner
6. S. Quillen

B MAIN

1. E. Moore
2. D. Inouye
3. P. Williams
4. D. Johnson
5. K. Rethwish
6. T. Hipsher

7. G. Haskill

8. K. Porros
9. E. Moore (*)
- 10 R. Johnson

7. J. Maulucci

8. A. Meir
9. K. Fukagawa
- 10 Bob O. (*)

C MAIN

1. Bob O.
2. D. Arellano
3. D. Brizzi



Above, Cliff Fisher and crew do some track maintenance between the heats. Photo by Alfred Hathaway, Jr.

RACING HEADQUARTERS



RADIO CONTROL RACE CENTER

1/10 SCALE SPECIALISTS

||||||| RACING

EVERY FRIDAY & SUNDAY

HOME OF THE CHAMPIONS

THE LARGEST TRACK & MOST COMPLETE STORE IN THE ENTIRE SOUTH BAY.



18240 SOUTH VERMONT GARDENA, CA 90247 (213) 324-3105

FIRST



POINT RACE FOR 1985-'86 SEPTEMBER 22 RACING AT 10 A.M. SHARP!

ASCOT

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ASCOT

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Calendar

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

Large indoor off road track for 1/10th scale. Course completely changed each month. R/C Hobby Shop on premises — full line of cars and radios.
Races every Thursday & Saturday night 2:30 p.m. Closed on Tuesday.

PRE SEASON MINI SERIES:
SEP 14, 28, OCT 5 Racing starts 5 p.m.

RMR WINTER CHAMP SERIES:
(Best 4 of 5 races)
NOV 2, 23, DEC 14, JAN 5, 25, 1986. Qualify at 5 p.m.

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

Monday nights, practice and/or race. Sat. morning races most weekends. Hobby Shop (Enderle R/C) on premises. Club affiliation: "Team Tucson Racing Club." Contact Bruce Enderle (602) 298-1253 or Scott Enderle (602) 299-4879. Off Road (1/10th) and On-Road (1/12th) tracks.

RACING SCHEDULE
(No summer schedule available)

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

Site of off road track located at a Trail Head Public Park. Two tracks, also club races for 1/8th scale.

1985 ORRCA NATIONALS
PO Box 8938
Calabasas, CA 91302
(818) 340-5750
or
R/C Race Prep Raceway
Butch Dunn
(818) 341-0842

Off Road 1/10th — AUG 23-25:
Open to all ORRCA members, membership required or race membership can be purchased at track. Also 1985-1986 memberships can be obtained at the track. Giant trophies and three full days of competition in Stock, Modified and Open Classes. Entry: \$25.00 Stock & Modified (motor included), \$20 Open Class. Two classes for \$40.00. Make plans to make this, the "biggest off road race of the year!" Contact Butch Dunn for additional information at (818) 341-0842.

SO. CAL ORRCA SERIES

SERIES I:
SEP 22: RCRC, 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.

NYROC
(New York Radio Operated Cars)
Joe Fiero (718) 272-1917
Larry LaBounty (203) 763-1940

SERIES EAST 1/8th scale gas series run at two track sites: Brooklyn, N.Y. and Enfield, Conn.

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.

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.

NOV 2-3: 1st Annual JG MFG. & SPEED & SPORT, 1985 Grand National Championships. For ASA 1/10th Oval bodied cars. ROAR rules. Entry \$20.00 per class, 2 classes \$25.00. 4 minute races, Sat qualifiers, Sun, one qualifier and main events. Call (213) 324-3105 for more details.

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 2WD and Unlimited Class for 4WD 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 any time 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.

RICHMOND R/C RACE CLUB
Richmond, VA

1/12th Electric:
AUG 11: CAN AM Stock
AUG 25: NASCAR Modified
SEP 15: CAN AM Modified
SEP 29: NASCAR Stock
OCT 13: CAN AM Stock

Calendar

OCT 27: NASCAR Modified
NOV 10: CAN AM Modified
NOV 17: VA Invitational Championship, Stock

1/10th Off road:

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

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

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 200 entries. 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 2WD, & Open 4WD 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

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.

NOV 1-3: ARCC presents the ROAR Region 6 1/8th Gas Championships. Minimum of 4 qualifiers, automatic lap computer, lighted track for practice. Can Am bodies, Running Concours, ROAR rules. Entry \$20.00. Trophy first 5 places. Call (602) 829-9117 for more info.

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

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.

SEP 14 ROAR Region 6 Championship Points Series Race. Hosted by SORRA.

MIDWEST SPRINT CAR SERIES
c/o Moody Automotive
755 Ash Street
Flossmoor, IL 60422
Roy Moody (312) 799-5597 or
Harold Mltchem (419) 435-4675

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:
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

Entry fees: pre-registration \$6.00, late fee or non-ORRCA member \$8.00. Pre register the Friday before. Call for more info.

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.

Calendar

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

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

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!

1985 1/12th FALL SEASON

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 non-race dates. Electronic lap counting, refreshment stand, restrooms, and hobby shop on premises.

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!

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 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
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

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

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, Eric Grisham, (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:

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.

CLASSIC R/C SPEED SHOP & RACEWAY

N90 W16519 Roosevelt Dr.
Menomonee Falls, WI 53051
Joel Gish (414) 251-2000

Off road every Thursday nite. Hot laps at 6 p.m., time trials at 7 p.m., racing starts at 7:30 p.m. Hobby shop on location as well as concession, lights, scoring, PA and bleachers. Track located 3 miles north of Milwaukee.

K & W RACEWAYS

Hardrock (1 block N. Shady Grove)
Grand Prairie, TX
Matt Hafer (214) 986-5063

Race on the 1st & 3rd Sundays of the month. Auto-count, refreshments, etc. Friday night racing soon.
SEP 1 & 15, OCT 6 & 20 Track opens 10 a.m., racing starts 12:00 noon.

SMALL TORQUE R/C RACERS OF LONG ISLAND

267 Clay Pitts Rd.
East Northport, NY 11731
Jim Grego (516) 368-1954

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

Off Road:

SEP 1, 15, 29, OCT 13, 27, NOV 10, 24: Off Road
SEP 8, 22, OCT 6, 20, NOV 3, 17: Oval
OCT 27: 2nd Annual Fall Classic

RAMS

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

1/8 Gas Club:

AUG 31-SEP 1: 15th Annual West Coast Championships at Town & Country Shopping Village, San Jose. Entry \$10.00, 2WD & 4WD Classes. Late Entry \$15.00, after Aug 23rd.

WINROC

(Winchester Radio Operated Cars)
(703) 667-2468 Kenny March

Off road & Oval:

SEP 1, 15 & 29, OCT 13 & 27 No other information available. They have own racing rules. Call for more details.

ALASKA RADIO CONTROLLED OFF ROAD RACING

ALASKA RADIO OPERATED AUTO RACING ASSOC

(ARCORR & AROARA)

200 Galleon Dr.
Anchorage, AK 99515
Bob Peters (907) 345-3269/278-3695

1/10th Off road:

Every Monday 6 p.m. at ARCORR Raceway, 4970 Fairbanks Street, Anchorage. (907) 345-3269.
SEP 28-29: Summer Championships.

1/8 & 1/12 AROARA:

Alaska USA parking lot "C" St. and Tudor Rd., Anchorage.
SEP 21: Summer Championships

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 |



JOIN THE WINNERS!!

GO RACING WITH THE TEAM



OFF ROAD

ROAR

ROAR & ORRCA NATIONALS

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.

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

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

Call or write for free catalog

PHONE (714) 547-4986

1928 EAST EDINGER · SANTA ANA, CALIFORNIA 92705 · U.S.A.

TEAM ASSOCIATED



ONCE AGAIN, WE DRIVE OFF-ROAD TECHNOLOGY INTO THE FUTURE...



Introducing the HOTSHOT

From the time Tamiya created off-road racing, we've been the unquestioned leaders. By continually raising the level of technology, we've continued to raise the level of performance. From our out front vantage point, we've watched the copies come and go. A new gimmick, another compromise, and always they were out flanked by Tamiya's next wave of technology.

TECHNOLOGY COMPETITION CAN'T CATCH

For instance, just when others thought they had the speed to compete with us, we leaped into the future with the Frog . . . turning their fastest times into yesterday's news.

No longer able to compete on speed, some cut corners and introduced economy buggies. Again they were too late with too little, as our Grasshopper gave new meaning to high performance and low price.

NOW THE HOTSHOT MAKES ALL OTHER COMPETITIVE BUGGIES OBSOLETE

And now, once more, as competitive drivers are being lured by copies of what were our fastest machines. . . it's again too late. Because we've just taken competitive off-road racing to yet

another plateau with the introduction of the Tamiya Hotshot. This shaft driven, 4-wheel drive, high performance racer is without equal. Compare it to the fastest buggies on any off road circuit . . . and you'll find there's no comparison.

To begin with, 4-wheel drive in itself means high speeds, and better handling. And marvel that it is, this magnificent 4x4 piece of engineering has no chains to stretch or come loose. Its shaft driven design utilizes all the power while minimizing the resistance. But that's just the beginning. Put it side-by-side with the best 2 or 4 wheel drive racers and again you'll see we've raised the total level of performance beyond comparison. Here are just a very few of the features.

- Shaft driven, full time 4-wheel drive
- Double wishbone 4-wheel independent suspension system with anti-roll stabilizers
- Centered drive shaft of tempered steel
- 3 step forward 2 step reverse speed control
- Low profile all terrain tires
- Chassis and suspension of low weight, high strength engineering material
- Requires 2-channel radio system not included.

The Hotshot . . . the next generation in competitive off-road racing machines. See it at your hobby dealer.

MRC™  

Model Rectifier Corporation
2500 Woodbridge Ave.
Edison, N.J. 08817

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