

JUST IN!

AIR MAIL
PAR AVION



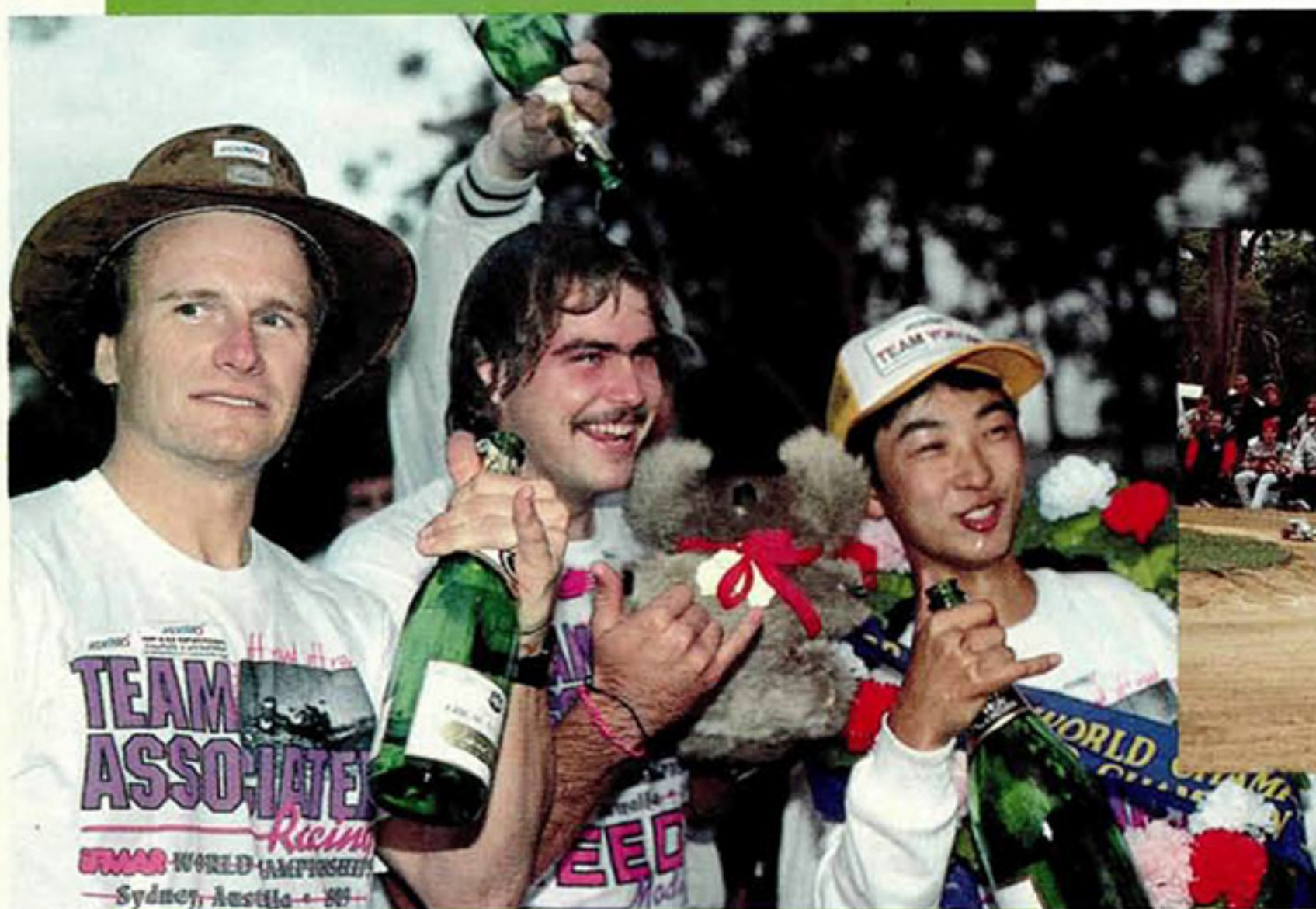
An Aussie native scopes out the action. No, this is not Rick Houle!

FIRST REP

by RICK HOULE

G'DAY MATES! Your intrepid, traveling reporter greets you from Australia, the land "down under." Now that the World Championship titles have been decided, I can kick back and enjoy a little of this beautiful land of strange marsupials!

Masami Hirosaka, the 19-year-old wonder kid of the Yokomo empire, was the undisputed king of the hill in both the 2WD and 4WD classes. I swear he can't be human: He drives his car like a robot, as if the car were on rails; lap after lap, he enters each turn on exactly the same line! Rumor has it that Masami, who's a shipping clerk at the Yokomo warehouse, practices two hours each day at his home track. At the completion of the 4WD finals, his overall score (which is computed by combining the best two finishes of the three final runs) showed him to be a full lap ahead of the en-

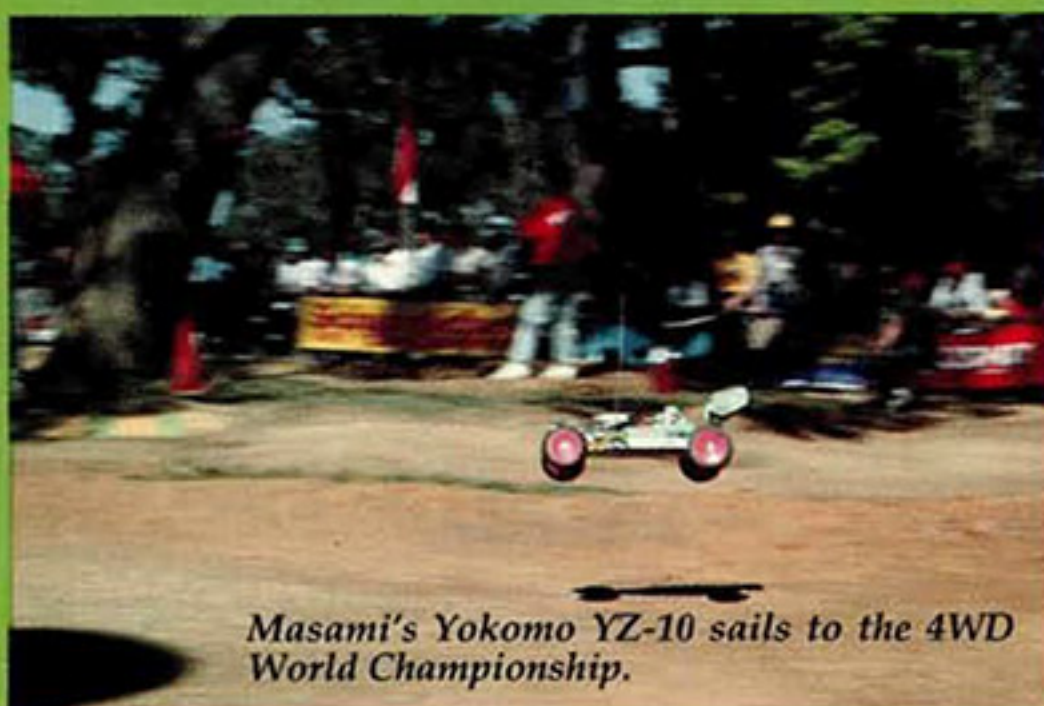


From left: Cliff Lett, Jammin' Jay Halsey and Masami Hirosaka celebrate Team Associated and Yokomo's success at the Worlds.



MASAM

FRAGILE



Masami's Yokomo YZ-10 sails to the 4WD World Championship.

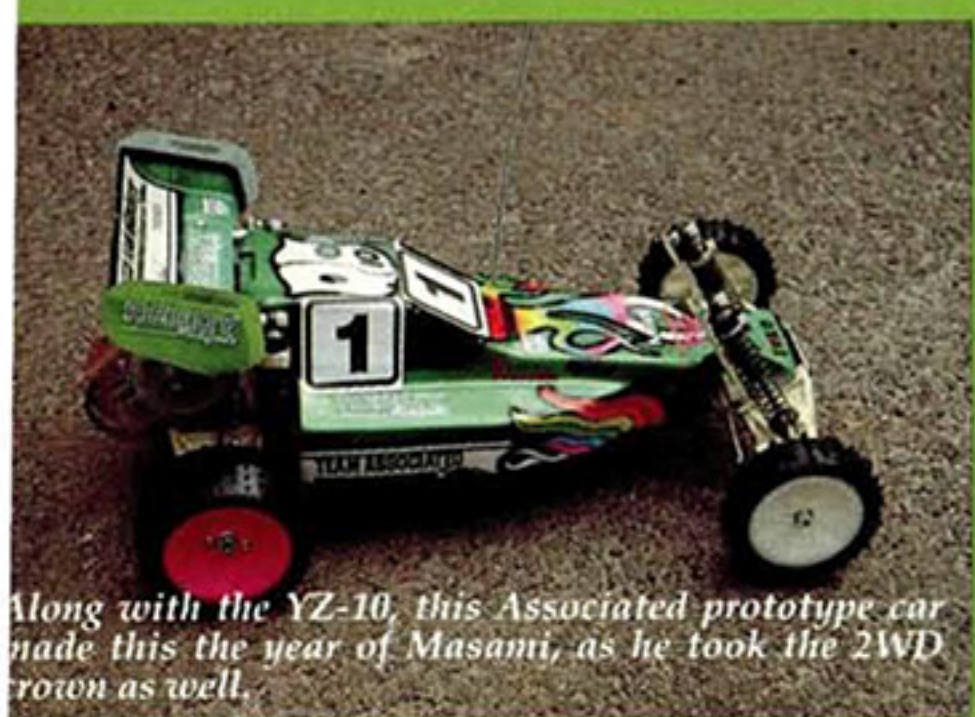
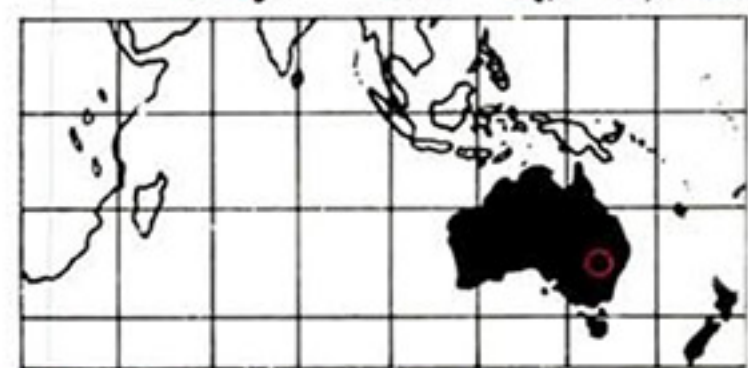
tire field!

Team Associated spared no expense in its concerted bid for a 1-2-3 sweep in the 2WD Class. Efforts made on this prototype car really paid off: Masami, Jay Halsey and Cliff Lett captured the 1st-, 2nd- and 3rd-place spots, respectively, with the new "stealth car," as many drivers called it. Each of the top three Associated drivers amassed 34 laps, and the closest threat to the trio came from Team Losi's Mike Dunn, who also turned in 34 laps with his JR-X2. As Rick Vehlow turned in 32 laps for 5th place (also armed with the stealth car), American drivers cap-



PHOTOGRAPHS
DO NOT BEND

FROM THE AUSTRALIAN OFFROAD WORLD CHAMPS!



Along with the YZ-10, this Associated prototype car made this the year of Masami, as he took the 2WD crown as well.



SPECIAL DELIVERY

S UNBEATABLE!

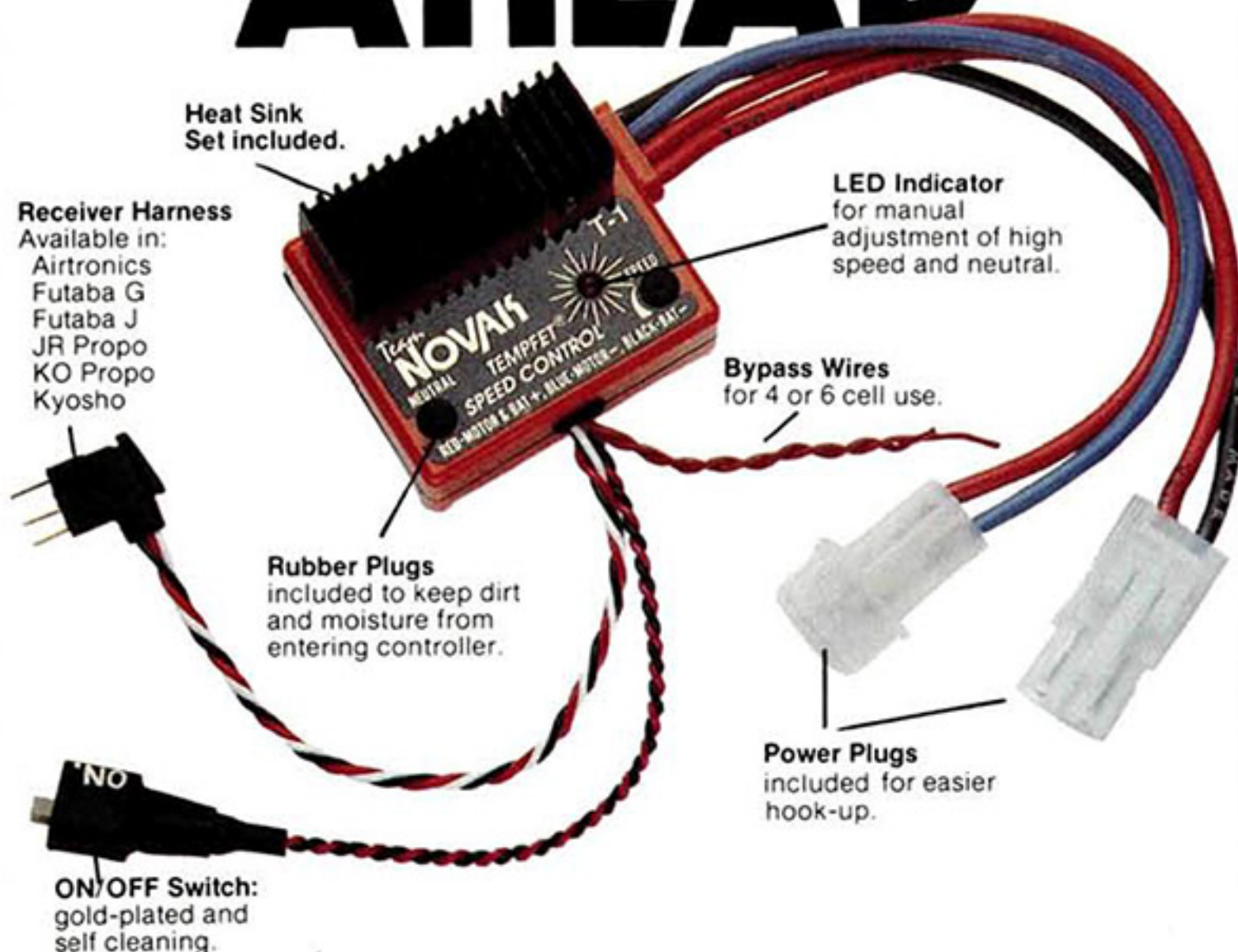
Kyosho pulled out all the stops to try to retain its World Championship, but this little guy just wasn't enough.

tured four out of the top five positions in 2WD. British drivers Jamie Booth (who piloted the new Schumacher Top Cat) and Craig Dreschler (who drove an RC10 Graphite) claimed the 6th and 7th spots, respectively. The last three positions also belonged to the Americans: Jack Johnson came in 8th with a JR-X2; Joel Johnson placed 9th driving an Ultima; and Ron Rossetti took 10th with a JR-X2.

The coordinated efforts of Associated and Yokomo paid big dividends in the 4WD contest, as the potent combo again netted five of the top 10 positions. Though

basically the same car, the Japanese referred to their Yokomo rides as "Super Dogfighters," while their American teammates called their cars "YZ-10s." No matter what they called it, the Yokomo car took 1st and 2nd places, and it just missed a 1-2-3 sweep by less than 2 seconds! Associated's Butch Kloeber came closest to Masami's 36 laps by turning in 35 laps; this earned him 2nd place overall in 4WD. Rick Hohwart foiled the Associated/Yokomo blitz with his Kyosho Lazer: He claimed the 3rd spot with his combined time of 34/10.15.84, as he edged out Cliff Lett's time of 34/10.17.39

FULL SPEED AHEAD



TEMPFET® Speed Controls™

Designed to keep you ahead of the competition.

National & World Champions.

Discover why 15 of the 17 1988 ROAR National events were won by racers using NOVAK speed controls, and why Masami Hirosaka won the 1988 1/12 Scale IFMAR World Championship using our NESC-T1 speed control.

No Brake Failures.

By the use of temperature-sensing MOSFETs, we have eliminated aggravating speed control failures due to overloads such as shorted motors, locked-up transmissions or inadequate ventilation. Our new circuitry gives complete protection (except against reverse voltage to the controller) without the use of a fuse or a loss in performance.

Lower Voltage Drops.

The voltage drops of our new TEMPFET® Speed Controls™ have been improved to allow greater acceleration at the starting line and a longer running time. And, most importantly, greater performance for a lower cost.

Specifications	T4	T1	T1X
Weight with Wires (oz.)	1.74	1.74	2.46
Voltage Drop (V/A)	0.0045	0.0030	0.0015
Continuous Current (A)	176	276	576
Voltage Input (cells)	4-10	4-10	4-10
Braking Power (A)	26	26	52
Response (msec)	15-20	15-20	15-20
Current Efficiency	99%+	99%+	99%+
Motor & Battery Plugs	yes	yes	no

Team
NOVAK

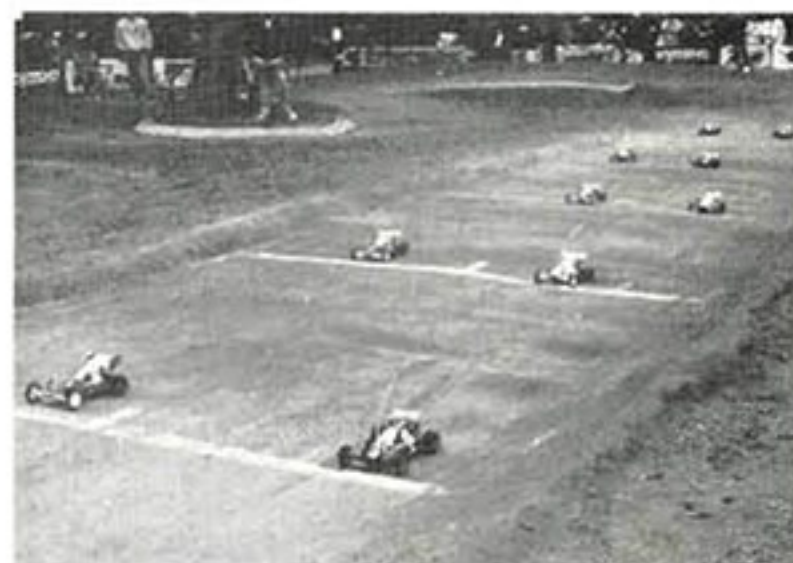
...because you're not the only one who dreams of winning.

NOVAK ELECTRONICS, INC. 128-C East Dyer Rd., Santa Ana, CA 92707 (714) 549-3741

TEMPFET® is a registered trademark of Siemens Components, Inc. TEMPFET® Speed Controls is a trademark of NOVAK ELECTRONICS, INC.

WORLDS REPORT

for 4th place. The new Schumacher Pro Cat made a healthy showing: West Germany's Jurgen Lautenbach and Great Britain's Phil Davis drove their Cats to 5th and 6th places, respectively. Mike Dunn (USA) placed 7th with his AYK Pro Radiant; Satoshi Kayano (Japan) claimed the 8th spot with a Dogfighter; Rory Cull (Great Britain) drove his Pro Cat to 9th place; and the 10th position went to Jay Halsey (USA) with another YZ-10.



In places like Europe and Australia, "track maintenance" means something entirely different from what it means in the U.S. The St. Ives track was groomed at the end of each day, and it was left virtually untouched throughout the following day's racing activities (unless the surface suffered such serious damage that repairs were absolutely necessary). As the day wore on, racers had to deal with the constant deterioration of the track.

The event's biggest controversy centered on the oversize wheel-and-tire combo used by Associated and Yokomo drivers. Apparently, the oversize wheel (about 2 3/4 inches, compared with the more conventional 2-inch wheels), coupled with a secret new rubber compound, enabled the Yokomo cars to handle the track's chuck holes and loose dirt better than the other cars could. Don't expect to find these controversial wheels and tires at your local hobby store, however: They aren't legal under ROAR or NORRCA rules, so they're useless in the United States.

Well mates, what started out as a simple overview has almost turned into a full-blown race report. There's simply too much information to cover in this article, but I promise to bring you a complete story, with news of all the juicy behind-the-scenes happenings and race action, in next month's *Car Action*. Until then, steer clear of "bargers," and don't be a "yobbo"!