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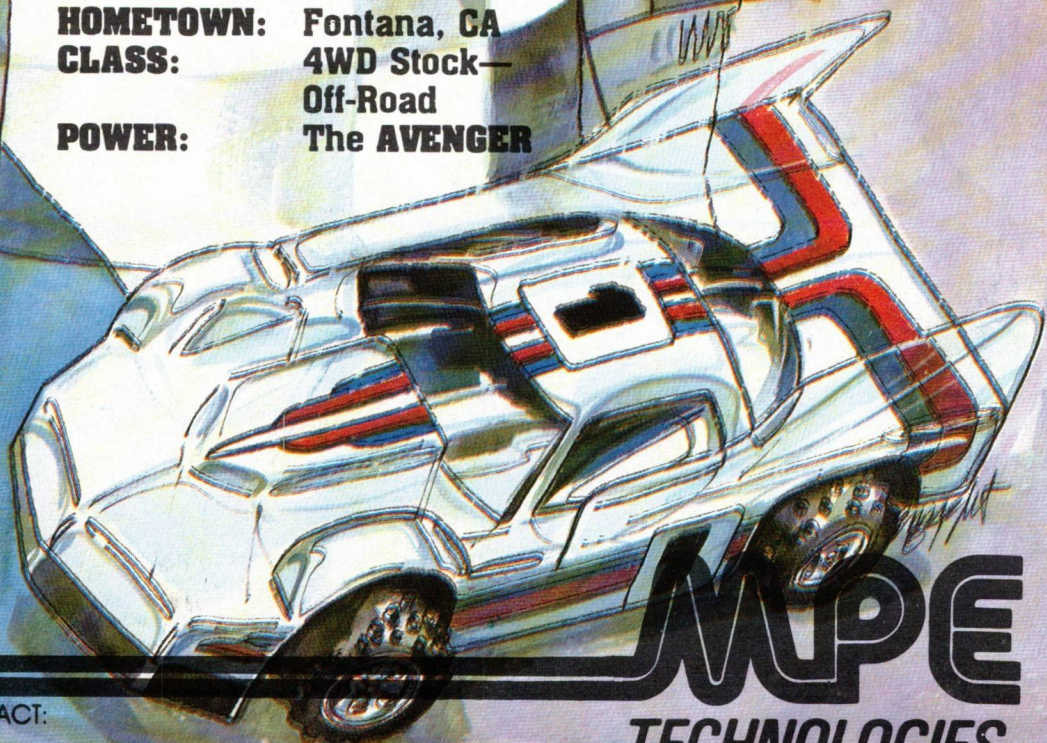
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— ABOUT THE COVER —

This month's cover features the parade of cars at the Lake Whippoorwill's Competition Plus Grand National Stock Car Championships.

Photo By Corky

MAILBOX

Dear Mr. Barana:

I have a MRC Tamiya Bruiser and I think it is the best product Tamiya has come out with. It's sturdy built to take anything in its path and its very powerful. The list goes on and on. I strongly feel that it has been neglected, set aside to collect dust on a shelf. I'm tired of seeing ads of Frogs with big tires on them and called monster trucks (the Black Foot). It's only two wheel drive, the same with the Big Bear, its two wheel drive too. I bet if they put four big tires on an RC10 they would call it a monster truck. Get real!

In my mind there is only one truck with the power, only one truck that looks like a real monster truck down to the smallest detail such as the steel frame, three speed transmission, leaf springs, etc., etc. "the Tamiya Bruiser". I want to see some action! I want these companies to get on the ball! Why can't they put money on quality cars and trucks instead of junk cars and imitation monster trucks. I speak for all those Bruiser owners. I live in Michigan. I belong to an R/C club. I can't get anything started such as sled pulling with weights or mud bog racing.

Let's pay more attention to the Bruiser and put out modifications like stiffer leaf springs, better shocks, sway bars, etc. instead of parts for junk cars. Put their money to better use.

Sincerely,
ERIC T. WAGNER
Ann Arbor, MI

Thank you for your opinion. Hopefully the manufacturers will take your suggestions.

Dear Sirs:

At a recent visit to a local hobby shop I discovered your magazine. It's a very impressive technical

publication. I was particularly impressed with the article by Eric Gudger, "Building the RC10 Part II - The Transmission."

I plan to give my RC10 a thorough going over. Unfortunately I missed "Part I" of the article. If its possible I would like to receive the back issue that contains Part I. Also I would like to receive a subscription to your magazine.

Thank you for your time and keep up the outstanding work.

Sincerely,
SHAWN GREENE

Part I of the RC10 is on its way!

Dear Sirs:

I have been reading your magazine since October, 1986 and I think you do a fine job of telling what's going on in the R/C car world to your readers.

The first thing I saw when I opened your February issue was the picture of the Lake Whippoorwill Speedway. When I started to read the article following the pictures I read about the Desert Custom Works car. I would be interested in the address of that company if you could obtain it for me.

Sincerely,
Allan Beiderman
P. S. Keep up the good work.

Check out Custom Works' Ad on page 10 and 11 for all the information on the Custom Works car. Their address is 13631 Navajo Road, Apple Valley, CA 92308, (619) 247-8180.

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TRC's Pro 12 . . .

. . . The Ticket

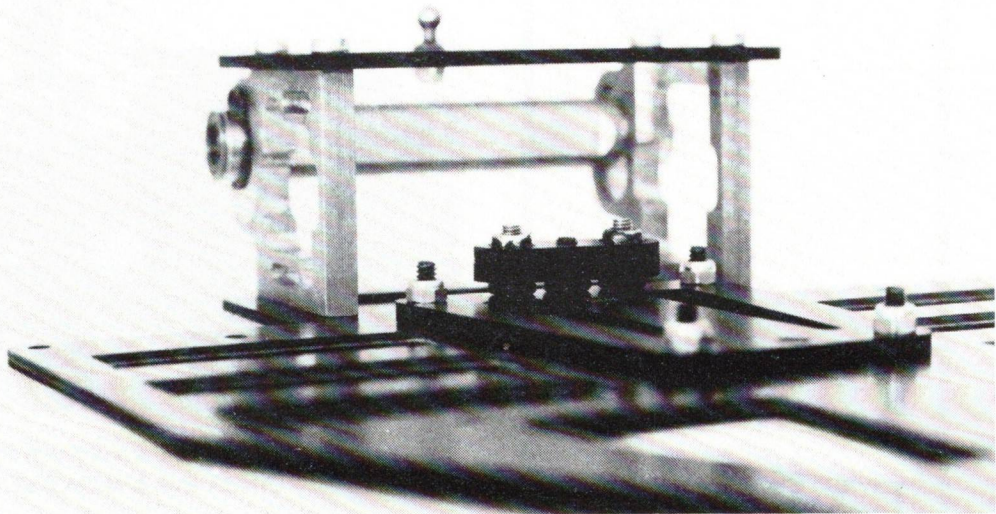
By Eric S. Gudger

1986 was a resurgent year for 1/12th scale activity. The outlook for this year is even more impressive. Ever since last year's World Championship, excitement has heated up about current technology in 1/12th scale radio controlled racing. Since that race, the TRC Pro 12 has maintained its presence as the most dominant production car available. The Pro 12 is a simple, yet effective, car designed by racers for racers.

Tate McDaniel built the original prototypes using components modeled after various cars on the market. The production car continues this practice. A quick inspection by the knowledgeable racer will identify these various theories. But the Pro 12 goes beyond the sum of its different parts. The TRC Pro 12 could quite possibly be the best car for the beginner, intermediate, or independent expert racer.

What makes the Pro 12 so adaptable to all levels of racers is the use of high quality yet simple components throughout the car. The beginner or intermediate racer can race the car as it comes in the kit. The expert racer can simply and easily adjust the car to his requirements. Whatever the need, the TRC Pro 12 is easily adaptable.

The instructions do an excellent job in helping with the assembly of the car. As always you should begin assembly after you have read the instructions thoroughly. It is a lot easier to put a car together once you are familiar with the correct procedures. Instead of referring to certain pictures or steps in the instructions, I will give you some guidance with the important areas and with areas that I have changed to my car. This car can and is run as it comes from the factory by many racers throughout the country. To whatever degree of competitiveness you build the car, just rem-



This is the correct location for the o-rings.

er to continue using the same quality components it originally came with.

To prepare the chassis, elongate the middle chassis holes so that the batteries can be taped into place. Be sure to file the chassis so the tape is not cut by a sharp edge on the chassis. File the battery slots so that the batteries fit as low as possible in the chassis. The batteries must not extend below the bottom of the chassis or the tape will be ineffective in holding the batteries in place. Once all the slots are filed, the batteries can be

glued together using silicone sealant or a glue.

Begin assembly of the front end by polishing the king pins with crocus cloth. The steering blocks must slide freely on the king pins. Once the action is smooth, apply some blue loctite to the bottom of a king pin and install that king pin. Position the axle blocks and a Delta No. 11325 collar on the axle. The collar is used as a reference point when adjusting caster on the car. Install the final king pin. It is important that you measure the king pins for straightness in rela-

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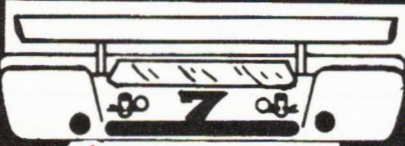
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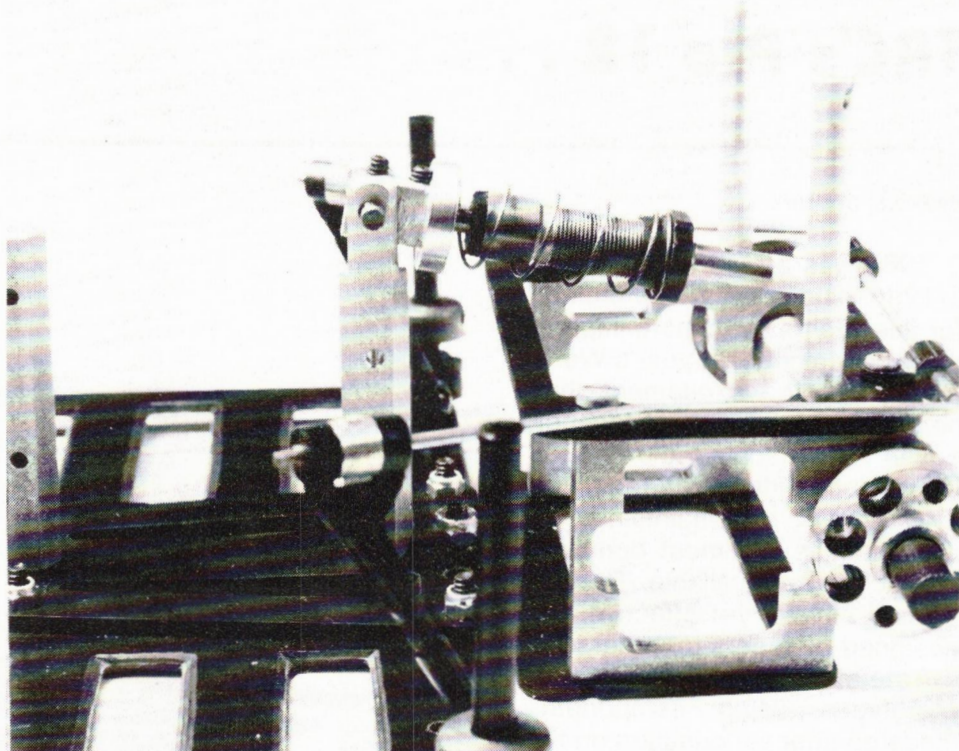
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Installed are the All Pro Racing aluminum shock and antenna mounts, the Delta Aluminum shock end, and the Bud's Racing Products sway bar.

tionship to each other,

Once you are sure that everything is straight, install the two set screws in the end of the axles. File the excessive length of the king pin sticking below the axle. Install the front axle assembly using a Delta No. 10965 high torque screw in the front axle block, and use a Delta No. 10981 screw in the left axle block. These screws require a Delta No. 10387 socket bit for correct installation. They do an excellent job of keeping the front axle from rotating during a crash. I use them wherever a 8/32 screw is required.

In place of the plastic shock and antenna mounts, use the All Pro Racing No. 500 machined aluminum parts. These parts will greatly improve the rigidity of the chassis shock mount.

When installing the rear axle tube, it is very important that the axle remains loose in the left plastic axle block. In a severe crash a tight tube can cause the pod to tweak. The right block and the axle should fit tightly.

Probably the most important set up on the Pro 12 concerns the pivot bushing. This bushing must

pivot smoothly without sticking. There should be no lateral motion in the support brace.

The o-rings go on top of the support brace. Use one red silicone o-ring, Associated No. 5407, on the middle screw. Install a 3mm Dubro No. 2101 nylon nut so that the nut barely makes contact with the o-rings. Mount a Bud's Racing No. 1650 roll bar. Although the multiple o-ring set up works well, some drivers will find it beyond their ability to easily dial in the tweak with more than one o-ring installed. The roll bar allows the racer to easily and efficiently adjust the rear roll and tweak of the car.

Soften the shock internal spring before assembling the shock. Etch the spring for two hours in Radio Shack No. 276-1535 printed circuit board etchant. Complete the shock assembly using a Delta No. 16343 aluminum shock end.

For racers racing outdoors it will be necessary to fashion some wing tubes for the car. Thread one end of the Delta No. 11369 wing tubes with a 3mm x .5 tap. Use red loctite and install a Dubro 3mm x 25mm hardened screw in each

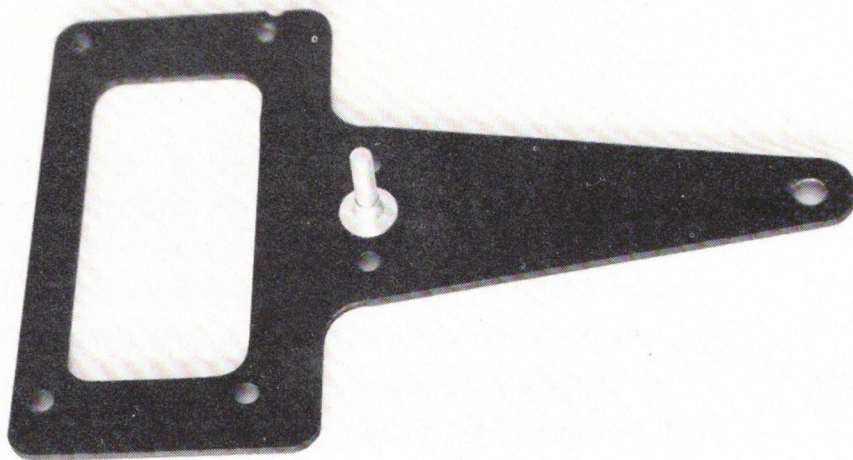
wing tube. Once the loctite has dried, cut the head of the screw off. Be careful at this step because the remaining thread must hold the top brace on the car. Finally, saw a slot in the top of the wing tube so that a screwdriver can be used to tighten the top brace.

When fashioning a support between the forward shock mount and the antenna mount, make a three point support brace. Along with the aluminum shock and antenna mounts, this set up will greatly add to the rigidity of the shock mount.

When centering the axle in the car, use the rear shock mount as the locating center for the center-line reference point. Use the new Bud's Racing No. 2110 diff pinning kit to keep the drive rings from spinning. Composite Craft computer matched "Super Balls" are installed in the Checkpoint 64 pitch gears. A Bud's Racing No. 2130 plastic spring washer is used to complete the right side assembly of the diff. The left side of the diff is completed with the installation of a Bud's Racing light weight hub No. 2350 and TRC No. 531 green tires.

Use Bud's Racing stainless steel 2/56 thread rod part No. 2020 and Dubro No. 181 2/56 ball links to connect the steering blocks to the Kimbrough servo saver. This has proven to be a successful method of tying the front end together. Use Associated No. 4340 springs on the front end before installing the TRC No. 435 full width green front tires. Silicone lube is used to dampen the front suspension action.

To complete the TRC Pro 12 we used the following equipment: Tekin ESC190 electronic speed controller, Novak NER-2S receiver, Futaba S32SH servo; Bud's Racing No. 5270 body washers, No. 6920 silicone wire, No. 6925 battery braid, No. 7460 silicone lube, No. 7510 4/40 hollow set screws, Reedy matched Sanyo batteries, A CAM Yokomo motor,



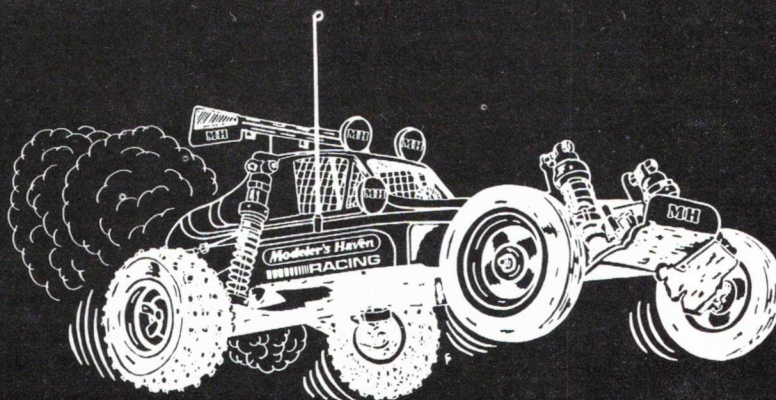
It is very important that the aluminum bushing mounts tight against the t-bar and in this position.

and Team Pit Stop No. 8000 mini ty-raps.

How did the car work? It was very predictable and smooth in its operation. The car is more than capable of winning considering its past successes. There were three Pro 12s in the A main at the World Championships, a Pro 12 set fas-

test time at the Cleveland 4 cell championships, the two fastest cars at the recent Trinity/Reedy were Pro 12s, the Florida State 1/12th Champions in both classes were Pro 12s, and the Region 2 Champion and all but one of the A Main finalist drove Pro 12s.

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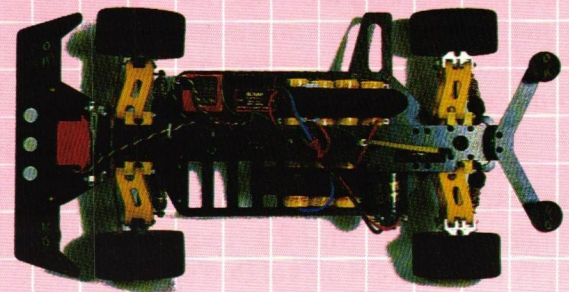
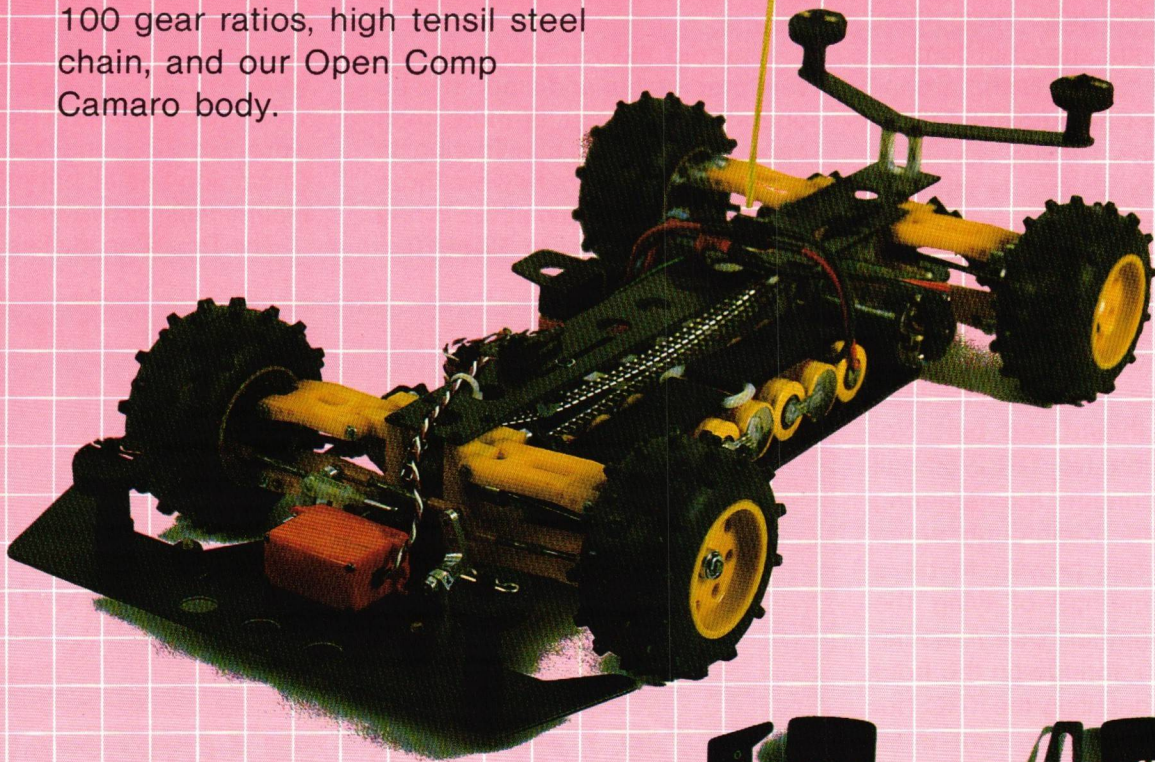
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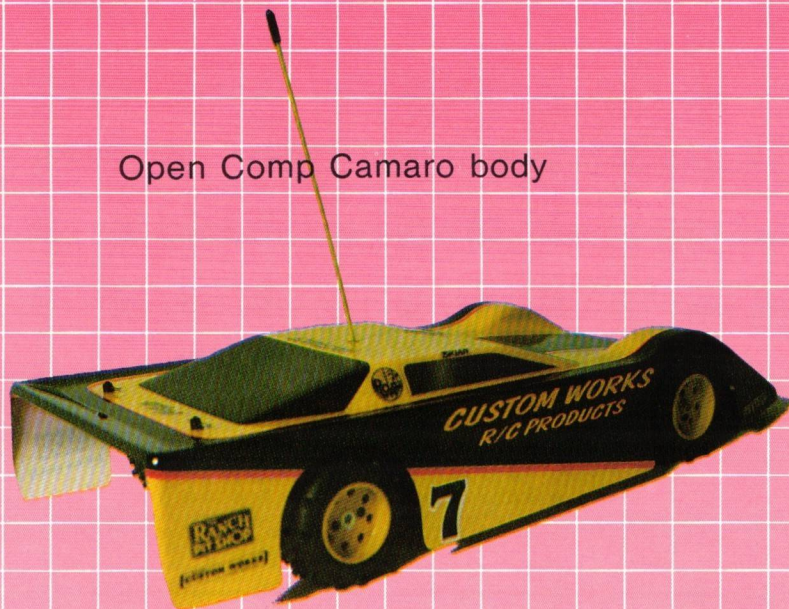
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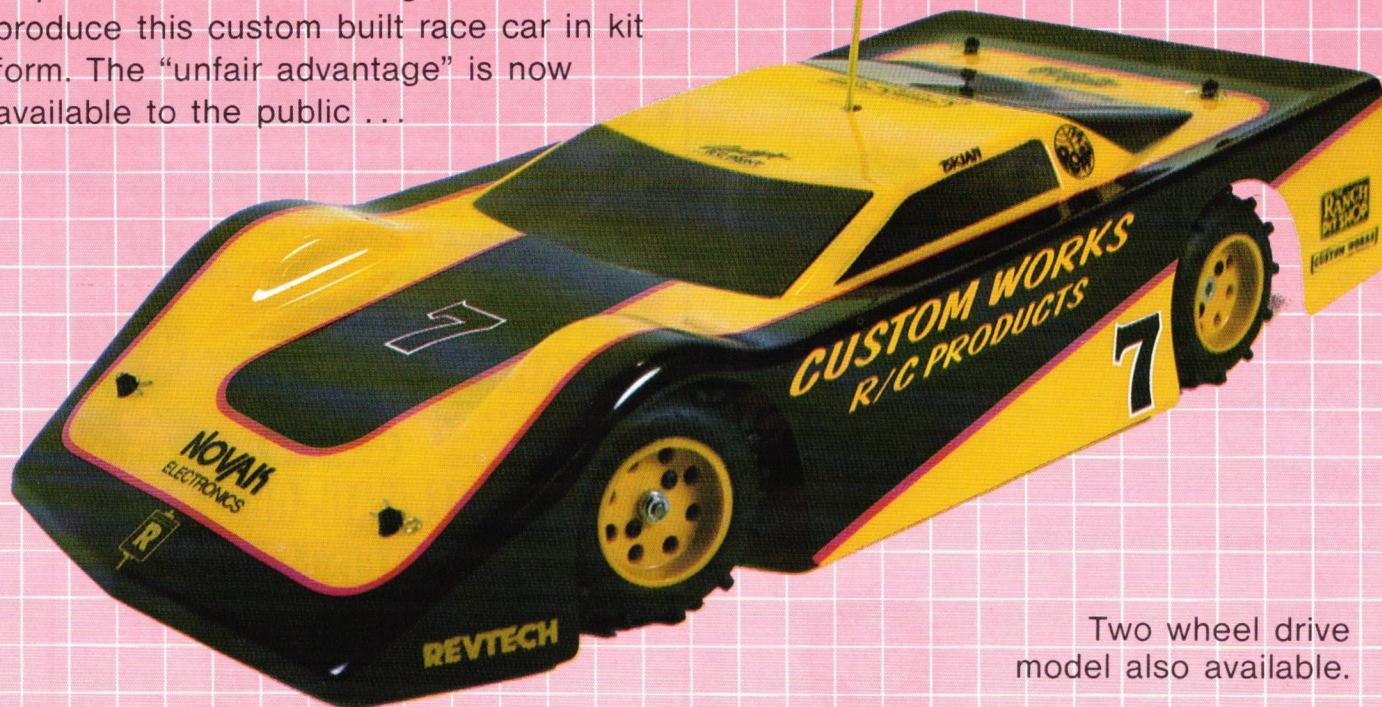
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different configurations to fit the requirements of the discriminating buyer. For those racers with a Delta Super Phaser, TRC offers a conversion kit, Part No. 102, complete with a graphite chassis. Just remove soon existing hardware for a complete car. For the local racer wanting a little more, TRC has a rolling chassis kit No. 101 available with a fiberglass chassis. For the seasoned veteran or the enthusiast, TRC has a full blown kit, part No. 100, with graphite chassis and all the required components, including the super smooth working Pro-Diff, to get you racing in a short period of time. Whichever kit you choose, you can be sure that each car comes with the latest technology available in 1/12th scale racing.

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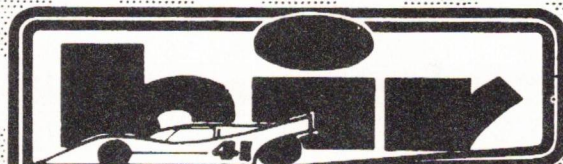
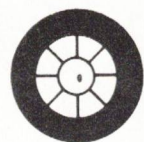
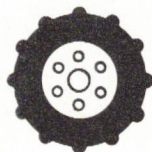
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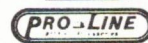


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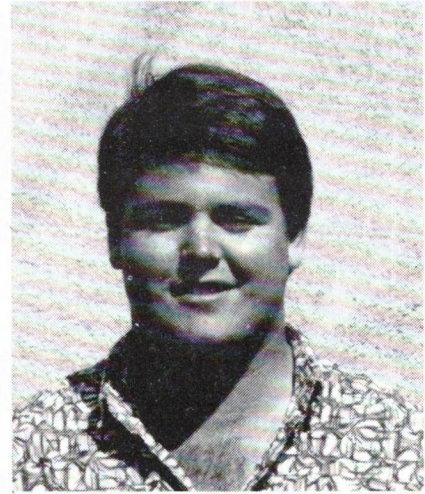
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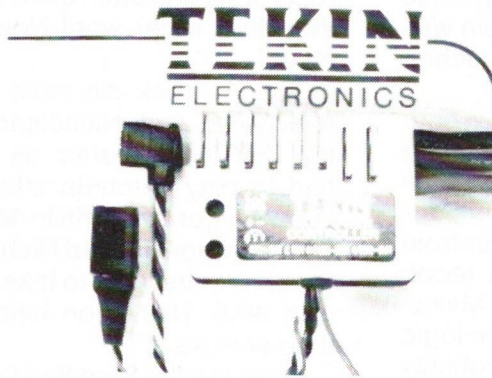


RICK HOHWART
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SECOND PLACE

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Oklahoma 4-Cell Championship

By Ken Seratte

In usual, dominating fashion, Oklahoma City's Bob Light won the Oklahoma 4-Cell Modified Championship, held March 28 and 29 in Tulsa. With similar domination, Tulsan J. C. Shipley ran away with the stock championship. Each champion lapped his fields during the main events, and each finished the seven rounds of qualifying with greater than one lap advantage.

Drivers from Kansas, Missouri, Arkansas, Illinois, and Texas made the trip to Oklahoma for the Radio Controlled Auto Racing of Tulsa main indoor event. An added attraction was Light's incredible winning streak, both indoors and out, in Tulsa. Light is undefeated since a six-cell carpet loss to then World Champion Art Carbonell in November, 1983. His current streak of more than 30 consecutive wins speaks well of his ability as both a driver and pit boss.

Although the ending turned out the same, many had doubts about it going into the race. Arkansas' Shelby Dillard has defeated Light on more than one occasion on other turf, while Skip Starkey, from Carbondale, IL, ran in the B Main at the U.S. Indoor Championships. Tulsan Mark Blacketter also threw his hat into the ring, doing the near impossible twice this season - out-qualifying Light at two of the R.C.A.R. indoor club races.

After the first round of qualifying, Light was top qualifier with 56.4 laps. This was good enough to get the TQ spot, as no driver ran within a lap of this time in the remaining six rounds. So much for tension. Light, however, improved his mark to 57.2 laps for the official TQ time. Shelby Dillard qualified second at 56.1, Rusty Husband ran third at 55.4, Mark Blacketter ran fourth at 55.3, George Martin ran fifth at 54.3, and Skip Starkey ran sixth at 53.4.

Shipley was the beacon of con-



Left to Right: Skip Starkey, Mark Blacketter, and Bob Brummett.

sistency as all seven of his qualifying rounds fell within one lap of his best time of 48.8. Brad Fabin was second at 47.3 with Jack Nicholson third at 46.7.

With near equal numbers in both stock and modified, there were four mains in each division. There were six automatic qualifiers for each A Main, while one driver from the other seven car mains received a "bump" into their A Mains. The B Mains ran first, with the logic the qualifiers would probably come from those mains. That, of course, meant that in both divisions the winner of the C Mains received the bumps! St. Louis racer David Croy won the modified C Mains in 53.5 laps, as Ray Cason turned 45.0 to win the Stock C Main.

Other main winners included Kevin Schaefer's 39.9 in the stock D Main, Brian Bloxham in the stock B with 44.7, John Cason with 51.2 laps in the Modified B Main, and Dave Cole (or was it Jay Andrews?) in 45.3 plus during the Modified D

Main. Each lap counter thought his racer won, and each driver thought the other racer won! Now, that's close!

The A Stock did have a bit of tension as Jack Nicholson led for the first two minutes, as Shipley had to play catch-up after a bad start. He got by to win in 48.2 laps. Tom Harrison passed Nicholson at the six minute mark to take second with 46.6. Nicholson held on for third with 46.1.

Light led the Modified field from

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start to finish. While he was racing, the others were mostly playing dodge 'em cars. By the four minute mark, he had lapped the field. Ft. Smith's George Martin was the last to be lapped, but faded quickly to the back against the hard charging trio of Blackketter, Starkey and Dillard. Light coasted home with a time of 56.3 laps, with Blackketter finishing second in 54.1. Starkey edged Dillard 53.3 to 52.0.

So ended another season for R.C.A.R. of Tulsa, with Light ending where he had started. But rumor has it that there is "Something old and something new" in the way of sponsors for Bob. There may be some changes, but for now, his incredible streak continues.

MODIFIED CLASS

A MAIN

- 1st - Bob Light
TRC/Cam/Gonzo
- 2nd - Mark Blackketter
TRC/CAM/Gonzo
- 3rd - Skip Starkey
Delta/Trinity/R & R Hobbies
- 4th - Shelby Dillard
Associated
- 5th - David Croy (bump)
Delta/R & R Hobbies
- 6th - George Martin
TRC/Peak Performance
- 7th - Rusty Husband
TRC/Trinity

B MAIN

- 1st - John Cason
- 2nd - Jim Chesnut
- 3rd - Bob Brummett
- 4th - Scott Ferguson
- 5th - Steve Cross
- 6th - Joe Sullivan

C MAIN

- 1st - David Croy
- 2nd - Dave Diehl
- 3rd - Justin Crow
- 4th - Mike Hamilton
- 5th - Jeff Ball
- 6th - Mike Finley

D MAIN

- 1st - Dave Cole
- 2nd - Jay Andrews
- 3rd - Walter Lowe
- 4th - Allen Smith
- 5th - Scott Dickason
- 6th - David Scott

A MAIN

- 1st - J. C. Shipley
- 2nd - Ron Harrison
- 3rd - Jack Nicholson
- 4th - Ray Cason (bump)
- 5th - Dwight Collins
- 6th - Brad Fabin



Bob Light winner of the Modified A Main with a TRC/Cam/Gonzo combination.

7th - Terry Dannar

B MAIN

- 1st - Bryan Bloxham
- 2nd - Gay Sullivan
- 3rd - Clint Kearney
- 4th - Brian James
- 5th - Jeff Hammons
- 6th - Jeremy Bloxham

C MAIN

- 1st - Ray Cason
- 2nd - Jim Nance

3rd - Jason Cain

- 4th - Debbie Bloxham
- 5th - Bill Voland

D MAIN

- 1st - Kevin Schaefer
- 2nd - Shon Deckard
- 3rd - Mel Franger
- 4th - James Blumlee
- 5th - Trey Mosely

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Motor: REEDY #6511

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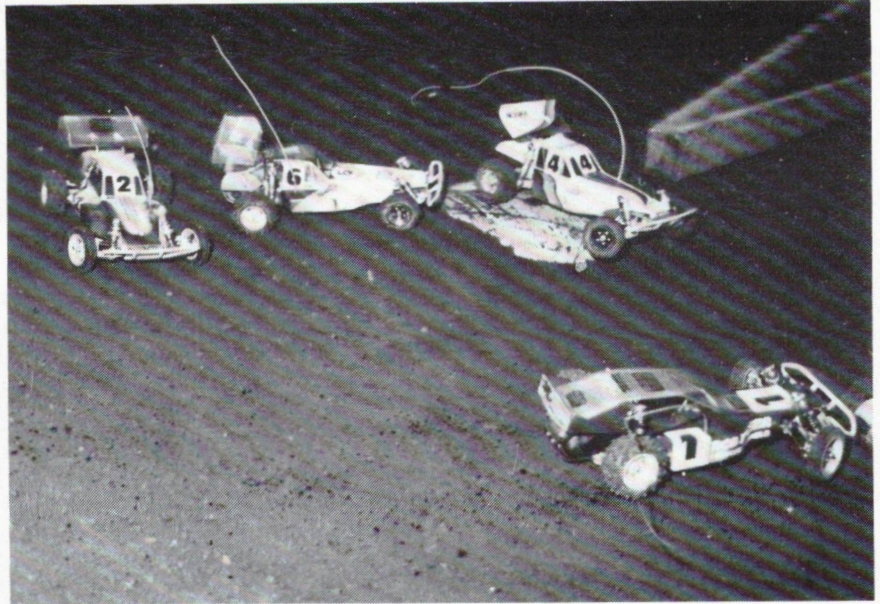
Indoor Off-Road Championships

Story and Photos by Larry Wright
Quincy, Illinois - R & R Hobby Raceway

With the mid-western states being under deep freeze it was my fear that alot of the racers headed to Quincy, Illinois to attend the Off-Road Championships held at R & R Hobby would not be able to make the trip. Upon my arrival I was happy to see the race line-up board with one hundred forty-nine entries made up of eighty drivers, in short there was a full house. Despite the severe cold weather outside the warmth generated inside at R & R Hobby had all drivers concerned with one thing, going fast. This race as all other races was set up for Friday practice, Saturday qualification and Sunday being for the mains. It was the hope of Roy Weast, owner of R & R to have all of the races finished by two in the afternoon Sunday so that the many out of state drivers could make the long trip home and arrive in time to get some sleep before having to be at work on Monday. Roy's plans did work as the races were concluded by two in the afternoon.

Upon my arrival the first item on the agenda was to start to check with many of the drivers to see how the cars were set up for qualifying. As with anything if you talk with two different people you will get two different answers and that is what happened to me. My concerns were with what was happening in the 2WD Stock Class because this class had by far more entries than the other classes. The motors were all handed out and the drivers were now installing their Race Prep prepared motors in their cars.

I thought that I would wait until a couple of qualification rounds had been run to start inquiring as to car setups, but as I walked I tried to pay a lot of attention to tires and what I found was about half of the drivers using high traction tires and the other half using low trac-



With corner 3 being a good action corner we this time find Rusty Kaiser (1) with a good line followed by David Croy (2), Lou Quintero (4) on the dot and Raymond Weast (6) just a little sideways.

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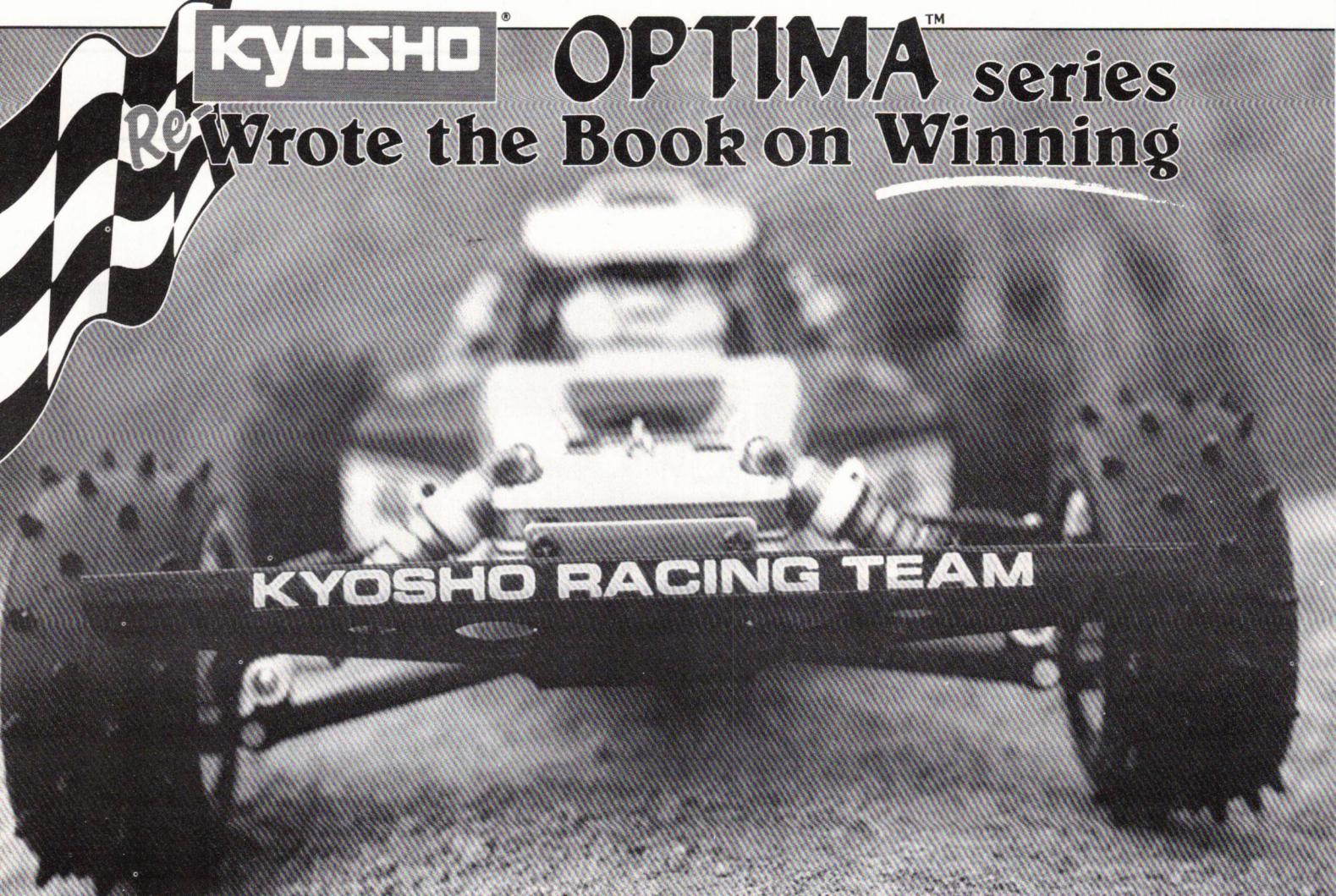
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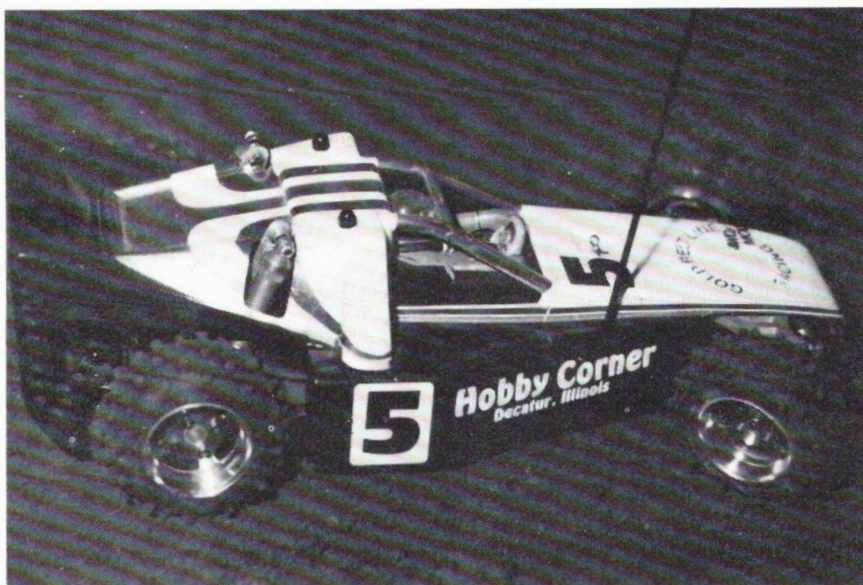
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tion tires. The drivers wanting high traction were using You-G spikes for rear tires and the drivers wanting lower rear traction were using Holiday Buggy tires. The front tires that were most used were the spiked fronts or the waffle fronts but I did see some other types used but not nearly as often. I mentioned the Holiday Buggy tires as what a lot of the drivers were using that wanted lower traction but I later found out that there was also a generic Holiday Buggy that looked the same but had much harder spikes and thus had a different handling trait. So now we are looking at three grades of traction for the rear tire setup and I will tell you now that based on the finish of the 2WD Stock A Main there were more cars with Holiday generics than any other.

What I found out about shock oil was of interest to me also, of the drivers that I spoke with I found than ten weight to fifteen weight was most prominate for use in the front shocks and twenty weight was most often used in rear shocks. I did find two drivers that had different ideas about shock oil weights, one driver that did qualify for the 2WD Stock A Main used no oil in the front shocks, and the other driver who also was in the A Main used thirty weight oil in the rear because of a major difference in the rear suspension design.

With 2WD Stock class drivers all using equally prepared Race Prep motors any major differences in speed most be accomplished through different gear ratios or in the use of batteries, and we all know that all Sanyo batteries are created equal. (ha! ha! ha!) Getting serious again the gear ratios that I found were all pretty standard in the stock class ranks and what I found was 13/54 and 14/54 being the most widely used gears. However, the number four fast qualifier was running a 18/54 ratio and the number six qualifier was running a sixteen tooth pinion and was planning on going to a eighteen tooth pinion for the mains. Enough of car setups lets talk about qualifying now, after four rounds of qualifying we ended up with four local



One of the nicer looking cars at this event belonged to Larry Crisler.

drivers, three drivers from the Kansas City area and two drivers from the Chicago area set up as the nine fastest 2WD Stock drivers and thus the A Main. All of the nine

drivers despite the drastic differences in car setup all ran thirteen laps in a four minute time period with only twelve seconds separating fastest time from ninth fastest.



Q. WHAT DO THESE WINNING DRIVERS ALL HAVE IN COMMON?

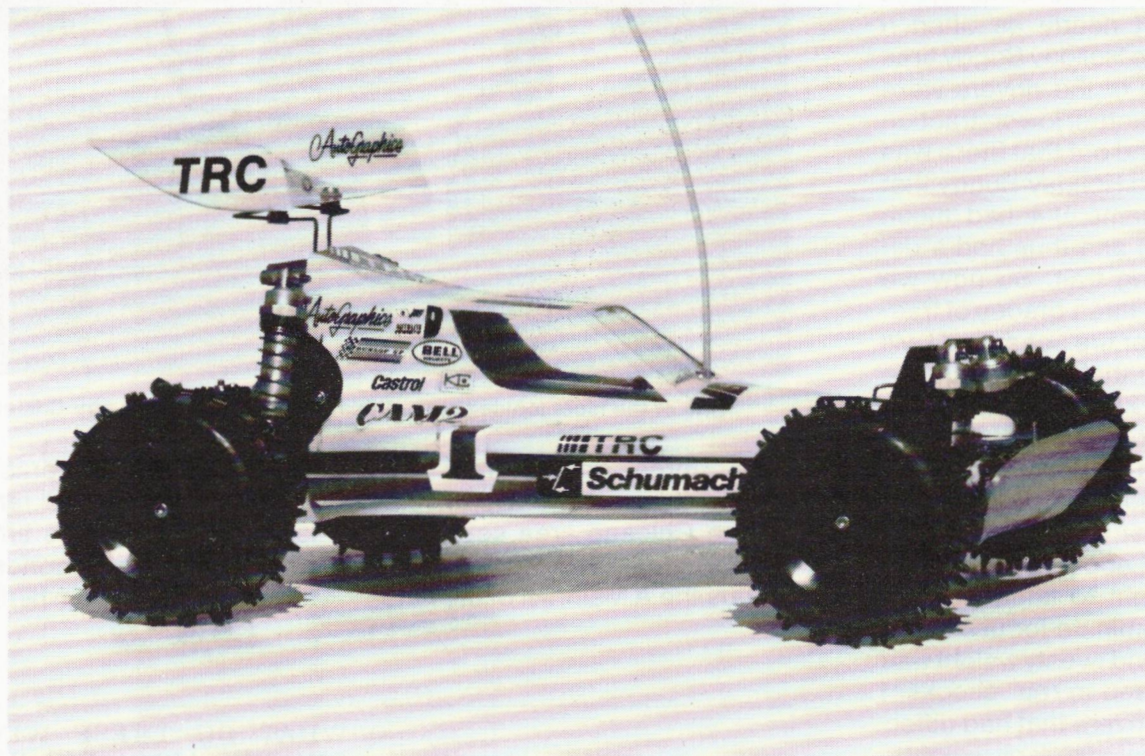
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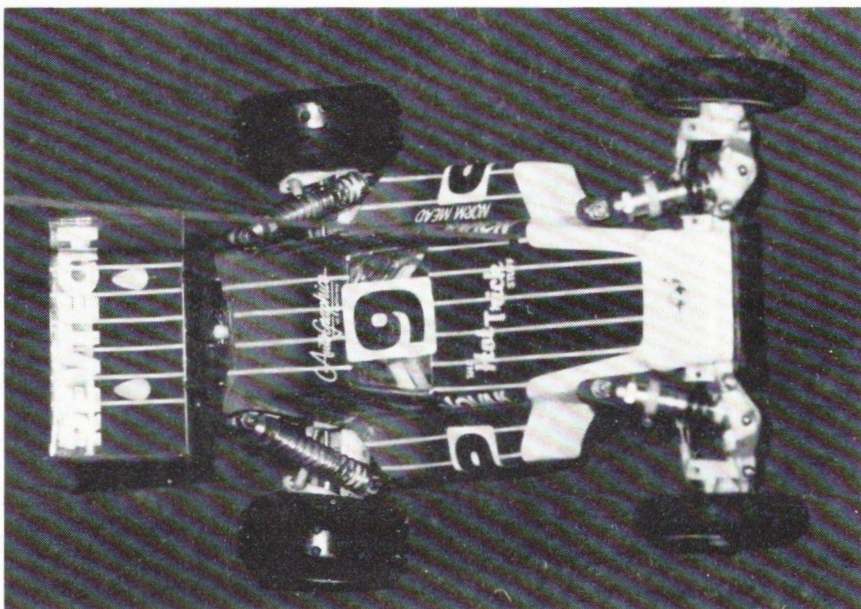
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The track setup for this race was set more as a power high speed track, than tracks in the past at R & R so for any wreck that a driver may have may cost him a lap at the blink of an eye.

Doing a super job of qualifying and taking the top spot was Bill Williams of Riverside, Missouri with a fast time of 13 laps 4:05.3. Williams was followed by teammate Rick Boomsma of Riverside, Missouri with a time of 4:05.4, Louie Quintero, Jr. of Quincy, IL with 4:06.4, James Hoffman of South Holland, IL with a 4:09.9, Michael Weast of Quincy, IL with 4:10.4, David Diehl of St. Louis, Missouri with 4:12.9. Don Meade of Plainfield, IL with 4:13.3, Walt Siemens of Quincy with 4:13.4, and making up the trio from Riverside, Missouri Dale Shirley with 4:17.5 rounding out the field for the A Main 2WD Stock. Having only twelve seconds separating nine drivers should be ingredients for one super race. The top nine drivers all felt that if the race was a clean race with few to no acci-



The concours winning car of Norm Mead on the line before the start of one of the heat races.

dents they themselves could win.

You should now have a good idea as to the standings in 2WD Stock so now on to the curse of R/C racing. Concours to many drivers is bad luck to win because it means you will be slow and or break parts all weekend. Now I

have never had this problem but then I have never won concours competition before either. The winner of the concours competition for this event was Norm Mead who did have a super looking car but as I was taking photographs of him and his car he indicated to me that



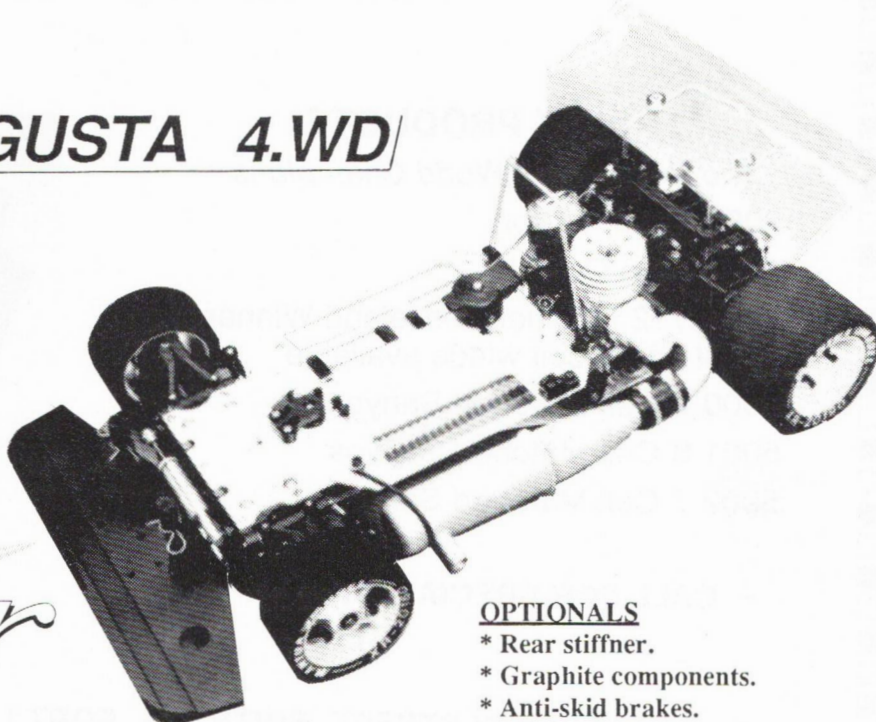
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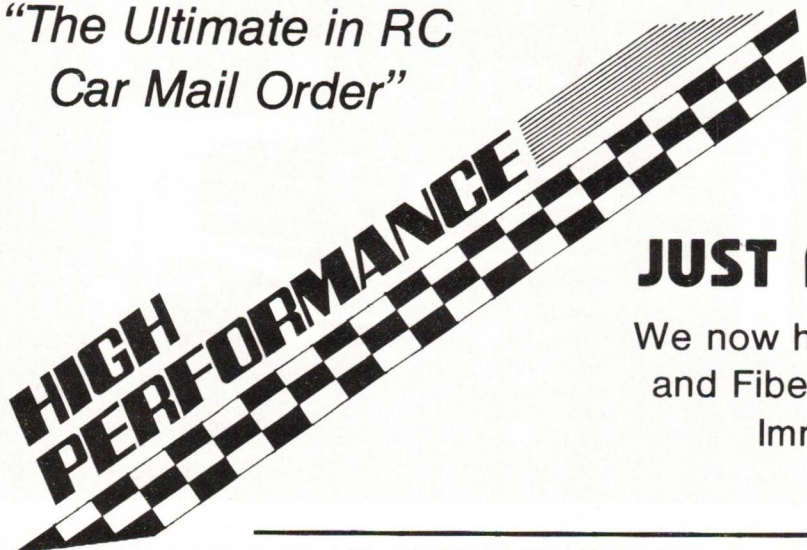


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if you win concours you will have a bad day running, well by the end of the weekend all Norm had to say is maybe next time. Now for some reason I feel that next time I see Norm Mead he will have the most hideous looking car in town. In all reality the Mead car was a fine looking race car.

At every race that I have ever attended and or raced in I have always seen drivers with one problem or another so I thought it would be a good idea to borrow an idea from Nascar to have an award for the driver or sponsor, in some cases, with the most problems at a given racing event. At this race there was no problem in determining who should win the first Weast Headache Award, and that person is Dr. Louis Quintero, Sr. The major and only reason is because Doc must put up with son. Enough of this lets get on with the races.

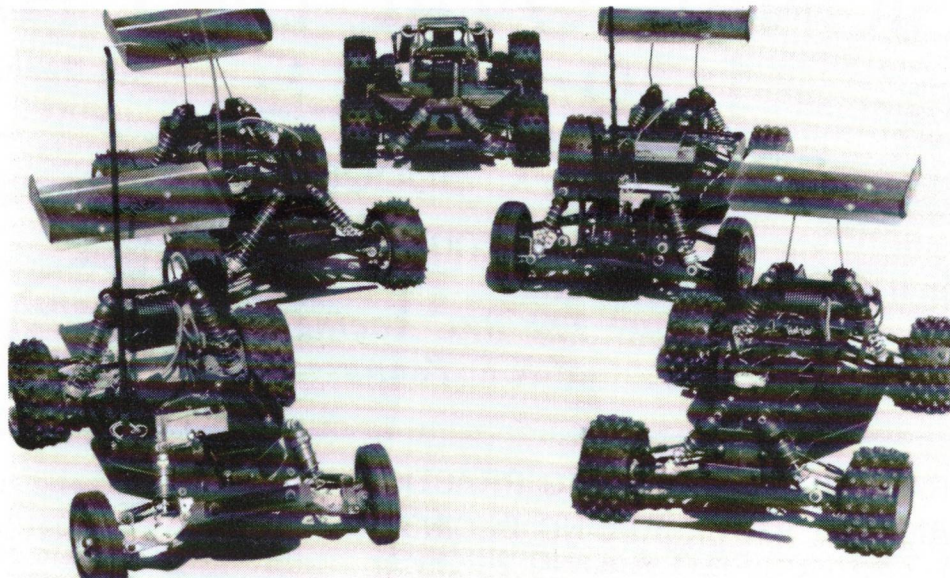
With the buzzer sounding and the 2WD Stock A Main underway eight of the nine drivers must have been just stunned by the whole

shot that Bill Williams displayed as he was halfway down the straight before the rest of the field really got underway. On completion of the first lap Quincy drivers Louie Quintero, Jr. and Michael Weast had closed the door on the lead held by Williams down to five tenths of a second for Quintero and a little over a full second for Weast. The rest of the racers were about ten seconds behind the leaders due to the usual multi car pile up. Lap two stayed the same for the first three cars with Williams and Quintero both turning identical lap times of 16.8 and with Weast just a split second slower. Weast's problems developed on lap three when a broken ball joint put him into the wall and out of the race at that point. Williams and Quintero still running a tight one, two down the straight and through the first corner, were making it appear as if they were the only two cars on the track.

On lap five Williams got a little close to a corner dot and the car

got sideways but Williams was able to get the car straight before Quintero could get around him. One turn later Quintero got sideways and by the time he got straight Williams was a half a lap ahead. With Weast out of the race the door was now open for Walt Siemens to take third place and start his grand march toward catching Quintero. Siemens was doing a really good job of driving staying out of trouble but he had one major problem, Quintero was doing the same good job but it appeared that Quintero was about five tenths of a second faster and that is all that it took to keep Siemens in third place. Williams on the other hand, seemed to be about the same as Quintero but it looked as though Williams' car was on a rail because he went around traffic as if it were not there. The only real challenge that Williams faced was to get around James Hoffman who he had caught in the tight section of the track where there is a lot of turn and not much free space. Hoffman

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realized that the lead car was behind him and Hoffman found a spot to let Williams around with no real delay and Williams was able to keep Quintero and Siemens about a half a lap behind and when the buzzer sounded that is just the way they finished. The race results of all the weekend events will be listed.

Just as in the past I would like to tell about all of the races but there is only so much space.

Special thanks from Roy to Butch at Race Prep for the motors. My special thanks go to the staff of this great magazine and to you the readers, until next time . . .

2WD STOCK A MAIN

- 1st - Bill Williams (TQ)
- 2nd - Louie Quintero, Jr.
- 3rd - Walt Siemens
- 4th - Dave Diehl
- 5th - Rich Boomsma
- 6th - Don Meade
- 7th - James Hoffman
- 8th - Dale Shirley

9th - Michael Weast

B MAIN

- 1st - Mike Garcia
- 2nd - Dale Cushing
- 3rd - Raymond Weast
- 4th - Bernie Feverstein
- 5th - Ken Schueler
- 6th - David Giannetto
- 7th - Ryan McClean
- 8th - Norm Mead
- 9th - Larry Latour

C MAIN

- 1st - David Croy
- 2nd - Mike O'Brien
- 3rd - Nub Kopisca
- 4th - Bryan Chapman
- 5th - Jacob Williams
- 6th - Joel Martin
- 7th - Jeff Woeber
- 8th - Rusty Kaiser

D MAIN

- 1st - Kevin Deardorff
- 2nd - Todd O'Dell
- 3rd - Bob Thompson
- 4th - George Cates
- 5th - Todd Tribbett
- 6th - Jeff Gifford
- 7th - Jeff Hyatt
- 8th - Dave Smith
- 9th - Mike Lyday

E MAIN

- 1st - Mike Hoffman
- 2nd - Joe Welte
- 3rd - Berry Bechtel
- 4th - Karl Allen
- 5th - Larry Boggs
- 6th - J. LaTour
- 7th - Tom Sagle

F MAIN

- 1st - Pat McNulty
- 2nd - Andy Shover
- 3rd - Jow Gower
- 4th - Mike Smith
- 5th - Tim Hinko
- 6th - Ron Kovach
- 7th - Brian Hepler

G MAIN

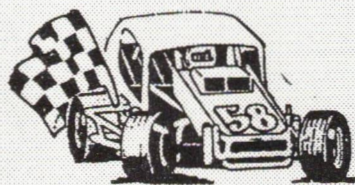
- 1st - Shawn Bitzer
- 2nd - Joe Vullo
- 3rd - Joey Gower
- 4th - Tonya Thompson
- 5th - Wayne Lawson
- 6th - Bill Gresham
- 7th - John Dimucci

2WD MODIFIED

A MAIN

- 1st - Bill Williams
- 2nd - Don Meade
- 3rd - Dale Cushing
- 4th - Jim Dieter (TQ)

REGIONAL OVAL DIRT RACE 1:10 SCALE

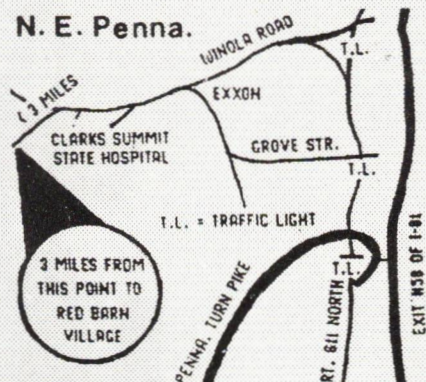


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5th - Carl Christy
 6th - Rich Boomsma
 7th - Louie Quintero, Jr.
 8th - Walt Siemens
 9th - Greg Brown

B MAIN

1st - Don Jones
 2nd - Dave Diehl
 3rd - John Koonce
 4th - Vince Lago
 5th - Tom Moulthrop
 6th - James Hoffman
 7th - Rusty Kaiser
 8th - Raymond Weast

C MAIN

1st - Larry LaTour
 2nd - Mike Garcia
 3rd - Tony Stuckwiel
 4th - Ryan McClean
 5th - Milton Hearyman
 6th - Ken Schueler
 7th - Bryan Chapman
 8th - Norm Mead

D MAIN

1st - Shaw Boone
 2nd - Larry Boggs
 3rd - Nub Kopisca
 4th - Larry Crisler
 5th - John Lebak
 6th - Gary Adams

E MAIN

1st - James Bradley
 2nd - Mike Lyday
 3rd - Pat McNulty
 4th - Bryan Klamer
 5th - Dennis Webster
 6th - Joe Vullo
 7th - Shawn Bitzer
 8th - Mike Smith

4WD STOCK

A MAIN

1st - Dave Diehl
 2nd - Louie Quintero, Jr. (TQ)
 3rd - Jeff Gifford
 4th - David Giannetto
 5th - Joe Welte
 6th - Dave Smith
 7th - Raymond Weast
 8th - Mark Johnson

B MAIN

1st - Brad Spicer
 2nd - Bernie Feverstein
 3rd - Bryan Klamer
 4th - Kevin Deardorff
 5th - Bob Thompson
 6th - Barry Bechtel
 7th - Ken Schueler
 8th - Larry Crisler

C MAIN

1st - Greg Garrison

2nd - Dennis Webster
 3rd - Craig Bendixsen
 4th - Tim Hinko
 5th - James Langlet
 6th - Mike O'Brien

4WD MODIFIED

A MAIN

1st - Don Jones
 2nd - Greg Brown
 3rd - Louie Quintero, Jr.
 4th - Raymond Weast
 5th - Dave Diehl
 6th - Jim Dieter (TQ)
 7th - Ken Swanson

B MAIN

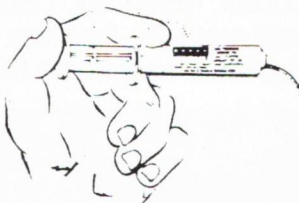
1st - Joel Martin
 2nd - Don Meade
 3rd - Carl Christy
 4th - Bernie Feverstein
 5th - Ken Schueler
 6th - Gary Garrison
 7th - Mike Hoffman

C MAIN

1st - Shawn Boone
 2nd - John Koonce
 3rd - Pat McNulty
 4th - John Labak
 5th - Larry Crisler

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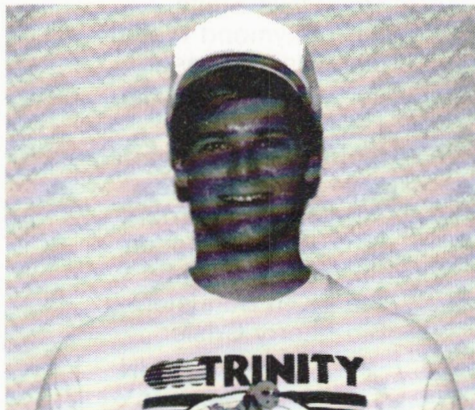
"1985 WORLD CHAMPIONS"

"DEVASTATING DEBUT"

**"MAGIC MAN" gets hat trick with NEW TRINITY MODIFIED
at the U. S. INDOOR 4-CELL CHAMPIONSHIPS!**

A MAIN RESULTS

- 1st - Joel Johnson/Trinity/12L
- 2nd - Rick Hohwart/P/P/Delta
- 3rd - Dave Hechler/Trinity/Pro 12
- 4th - Ralph Burch/Reedy/12L
- 5th - Bob Schoneau/Trinity/Pro 12
- 6th - Bud Bartos/Trinity/Pro 12
- 7th - Tony Neisinger/Reedy/12L
- 8th - Bill Jeric/Parma/Panther
- 9th - James Hoffman/RevTech/BoLink
- 10th - Bob Light/Trinity/Pro 12



TRINITY SWEEPS TOP 5 MAINS!!!

- JOEL JOHNSON
- 1st A Modified
- JIM DIETER
- 1st B Modified
- CHRIS DOSECK
- 1st C Modified
- DAVE PULFER
- 1st D Modified
- MARK BLACKKETTER
- 1st E Modified

At this year's 4-Cell Indoor Championships thousands witnessed the unprecedented 3rd victory in a row for Joel Johnson in the highly contested Modified Class. This year Joel had a distinct advantage as he was debuting the new Trinity Modified Motor in his Associated 12L car. On this track where battery life was at a premium, our new more efficient motor was all the edge he needed to cover the field which included the current world and national champions. This new motor which will replace our Kyosho based motors, is available now at your local hobby shop. This is an all new (ROAR & ORCCA legal) Trinity designed motor which is more efficient due to a better can material and design, it runs cooler, faster and comes with a higher temperature endbell for off-road applications. The new steel can will eliminate the problem of stripped out mounting screw holes; while providing a superior magnetic field.



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RC 5019 - The Wrap Kit - Assorted Tie Wraps	2.49
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RC 5022 - Alligator Clips - Mini clips that really grab. Perfect for charger leads, power supplies, discharge resistors	1.59
RC 6032 - Motor Wrench - Drill blank wrench like our pro wrench except sized to fit metric motor mounting screws	8.99
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RC 8014 - Optima Radio Tray - Graphite, uses Hot Trick mounting brackets	14.95
RC 8015 - RC10 Foam Plate - Ultra-lite RC10 chassis. Made of structural foam covered in graphite.	65.00
RC 8017 - Optima Rails - Graphite right side rail for Optima, eliminates all aluminum, except for 1 inch of the rail in front & back, Ultra-lite	33.95
RC 8018 - Optima Rails - Graphite left side	33.95
RC 8019 - Radio Tray - Graphite radio tray for Optima	31.95
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RC 8022 - Replacement Mounts - Replaces just the aluminum transmission mounts on the stock Optima. Complete set	36.95

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JG MFG.

RC10 gear cover, new dirt cover for the RC10 with a bigger plug to make diff adjustments easier.

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RPS TEAM LOSI

New 1/12 scale tires are now available under the Team Losi name. This is a new compound rubber which offers high traction with half the wear of the rubber you're used to running.

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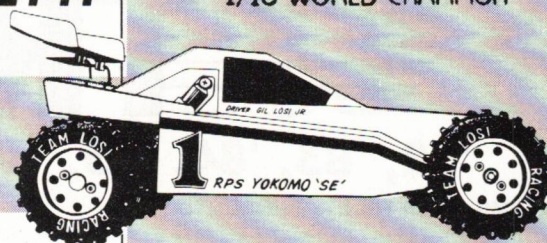
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The RPS Yokomo S.E. with Gil Losi Jr. driving, takes top qualifier and sets new track record. Ron Rossetti takes home the champions trophy with a great "A"—main drive.

RPS Yokomo, the current IFMAR world champion continues to excel in 1986 winning the winter nationals in Florida, the Trinity shoot out in New Jersey, and now the Roar Nationals in Pomona, California. Is there any doubt about the RPS/Yokomo S.E.

The **RPS/Yokomo** with all the changes inspired by the I.F.M.A.R. unlimited champion driven by **Gil Losi Jr.** The **NEW Special Edition RPS/Yokomo** includes Yokomo stock motor with 14 tooth brass pinion, **NEW** simplified slipper, **NEW** lower front suspension arms, **NEW** front shock & geometry, **NEW** hardened front axles, **NEW** 1 to 1 front wheel drive ratio, **NEW** steel shaft transmission gears, **NEW** narrow silhouette gold anodized roll bar, **NEW** dual rear shock suspension, **NEW** heavy duty rear trailing arms, **NEW** lightweight fiberglass chassis, **NEW Special Edition** feather-weight body and **NEW** Team Losi high bite tires.



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Competition Plus Grand National Stock Car Championship

By Monica Barana
Photos By "Corky"



Bob Hosch, left, at the trophy presentation with Monica Barana and Miss Whippoorwill, Rahslyn Mitchell. The two winners were Kim Davis of Composite Craft, receiving the manufacturer's award and Jeff Davis winner of the 1/10 scale Invitational A Main.

The Competition Plus Grand National Stock Car Championships are a one of a kind event. It truly bears an uncanny resemblance to full scale racing.

It all starts with the track — Lake Whippoorwill International Speedway. This is a Daytona styled high banked oval. The dimensions are 150' x 150', with a 384' centerline. The banking is 14° on the straight and 33° on the turns. The track itself is six inches of a concrete/fiberglass mixture laser laid for accuracy. The entire facility encompasses five acres. The crew at Lake Whippoorwill, which includes a flagman, track steward, tech people, turn marshalls and an announcer, were all outfitted

in matching uniforms. They strictly and efficiently enforced all rules and regulations that were set.

The owner, Bob Hosch, looks for accuracy in the set-up of the race as well. The weekend was not set aside for just one race, but for an entire championship, which included four race events. The first of which was the Novak 500, held Friday night. This was a five hundred lap race, in which Bud Bartos and Tate McDaniel took home top honors with the help of their pit crew Tim Morton and Jan Limpoch. Bud and team were running a Predator car with a Cam motor. Second place

went to the sponsor of the race, Bob Novak and Jay Halsey, along with their Predator car with Reedy power. Pitting for them was Kent Clausen and Mike Reedy. Team Composite Craft took third place with their Predator/Cam combination. The drivers were Jeff and Kim Davis and their pit crew was Tudzo Cordua and D. J. Jones.

Saturday morning started off at 8:30 a.m. with the drivers' meeting. The introduction of the race officials and crew along with the rules and regulations of the event, were accompanied by coffee and donuts for all.

After the meeting we got right into qualifying. Qualifying was set-

up with the 1/10 scale cars running five minutes and the 1/12 scale running eight minutes. The Invitational 1/10 and 1/12 would both run five minutes.

After the first two rounds of qualifying your TQ's were as follows: In the 1/10 Stock class Chris Powers ran a 39, 5:04.0 to put him on top. In 1/10 Modified Richie Schaeffer ran a 40, 5:02.9. Terry Sherwood ran a 63, 8:02.1 in the 1/12 Stock. That was two laps faster than his nearest competitor. In 1/12 Modified we once again had Richie Schaeffer sitting in the pole position with a run of 57, 8:03.7. He also ran two laps faster than the rest of the field. In the Invitational Class we had Jeff Davis in the TQ spot with a run of 42, 5:00.6. Second was Jay Halsey with a run of 42, 5:02.8 and in third we had Bud Bartos, 42, 5:03.8. All running very close.

Next up we had the second event of the weekend, the Reedy Speed Record Race. This was set for Invitational drivers only. Each driver would get to run two minutes alone. The driver who ran the most amount of laps in the quickest time would be your winner. In 1/12 scale Bud Bartos and his TRC Pro 12/Cam motor combination ran 21 laps in 2:06.3 for the victory. 1/10 scale saw Jeff Davis as your winner. Jeff ran 19 laps in two minutes with his Composite Craft Predator and Cam motor.

So ended Saturday's events. The banquet was set for that evening, which included a "Bar-Be-Que" dinner. Now, I know all of you native westerners, like myself, are thinking barbeque what? Well so was I until I cleared it up with a southern friend of mine, Steve Rule. He explained that "Barbeque" was a southern specialty that included barbequed pork, chicken or beef, and it is simply called "Barbeque". Along with the dinner there were many guest speakers on hand. One such was Mike Reedy, ROAR President. Another guest speaker was Eric Gudger, who spoke on racing in Region II. The banquet was also a good opportunity to award the trophies to the winners of the Novak 500, which was held on Friday, and the



"The Legend of Lake Whippoorwill", Bud Bartos, working on his car. Bud was a big winner this weekend. He won the Novak 500, Reedy Speed Record, winner of the BoLink Qualifier and TQ in 1/10.

Reedy Speed Record Race held earlier that day. One big winner so far was "The legend of Lake Whippoorwill" Bud Bartos.

Sunday started off with more qualifying. Everyone seemed to be running faster this morning, as a matter of fact five of the six TQ runs were broken in either the third or fourth round.

After qualifying, the trophies for the BoLink Qualifier were awarded. Trophies were given to the top three drivers in each class. Your winners would also be the pole sitters in Sunday's Main Event. In 1/10 scale Stock your TQ and winner of the BoLink Trophy was still Chris Powers. Chris ran a 39, 5:04.0 in the second round. Second went to Chuck Massey with a 39, 5:05.2 and third was Terry Mays with a 39, 5:06.4. 1/10 Modified saw Richie Schaeffer win with a run of 40, 4:54.7. Second went to Philip Simms with 40, 5:01.5 and third was TJ Wright with 40, 5:10.2. In 1/12 Stock Bob Fensterer ran a 63, 8:01.4 in the third round. That was fast enough to give him the TQ spot and the BoLink Trophy. Second place went to Terry Sherwood with a 63, 8:02.1. and third was John Robinson a 62, 8:01.4. 1/12

Modified saw Bob Sumner take home top honors in the BoLink Qualifier along with the TQ position. He ran 63 laps in 8:08.9. Sec-

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Team Central Florida Hobbies won the Team Concours. Left to right: Long Hoang and Bobby Trinchitella.

ond was Bob Bazin with a 61, 8:01.1 and third was Richie Schaef-fer with a run of 58, 8:01.4. In the Invitational class 1/10 scale Bud Bartos of Bud's Racing was TQ and the BoLink winner with a run of 44, 5:03.2. Second was Jim Fuller of Composite Craft with a 43, 5:06.6. Third place went to Jay Halsey (Associated/Reedy) with a run of 43, 5:08.2. 1/12 scale Invitational saw last year's winner Jim Fuller in the TQ spot. He ran a 43, 5:00.6. Second was Bud Bartos with a 43, 5:02.7 and third went to Tate McDaniel (CAM Motors).

After the BoLink Qualifier trophies were handed out, it was time for the opening ceremonies, which included a balloon release, skydiver, parade of cars (cover), introduction of sponsors and the concours competition sponsored by McAllister Racing. There were two classes: true concours and best paint. Your winner of the true concours was TJ Wright with his Tide car, second also went to a Tide car. This one was owned by Steve Swindle. Third went to the Skoal car of Landry Frasco. In the best paint category your winner was Tom Crow with an R/C Acces-

ries car. Second was Chuck Massey and third went to the STP car of Paul Davis. A new twist to the concours competition was Team Concours this was for the best dressed team. The winner would receive \$100 from Lake Whippoorwill. There were many good looking entries, but your winner was the team from Central Florida Hobbies, Bobby Trinchitella and Long Hoang. Now on to the mains!

The Invitational A Main would run three heats with the best two being averaged for the winner. The non-invitational A Mains ran two heats both being averaged to-

gether and the rest of the mains ran one heat each.

Lets begin with the 1/10 Stock A Main. In the first main Chris Powers jumped into the lead and never looked back. Second was David Foote and third was Terry Mays. At the two minute mark second place David Foote hit the wall and Terry Mays took over second. Chris Powers ran an incredible race and wound up your winner by a half lap over Terry Mays. Third place went to David Foote. In the second main Chris Powers once again jumped to the lead and stayed there. Chris was running a Composite Craft PR7 and a Trinity motor. The PR7 is a prototype designed by Chris' dad, Dan Powers, for the Composite Craft company. Second once again went to Terry Mays and third was Ron Benash. After totaling the times, the overall winner was Chris Powers from Florida, second was Terry Mays and third went to Ron Benash.

Next up was the 1/12 Stock A Main. In the first main Bob Fensterer took the whole shot and held on to win. Second was Terry Sherwood and third went to Robert Bazin. In the second heat Bob Fensterer jumped to the lead tucked behind was Terry Sherwood and John Robinson. At the three minute mark Fensterer crashed and Sherwood took the lead with Ellis Bowers moving into second and John Robinson was third. Then at the five minute mark Sherwood crashed and Bowers took over the lead. Bob Sumner moved into second with Robert Bazin in third. Then with one minute to go Sumner and Bowers

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3rd 1/10 Scale Invitational (Kim) - 3rd Novak 500 (Jeff and Kim)
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tangled and Bazin went by for the lead. Bazin held on for the victory. Second was Bob Sumner and third went to Bob Fensterer. After they totaled the times your winner was Robert Bazin, second went to Bob Sumner and third was Bob Fensterer.

Next was the 1/10 Modified A Main. Richie Schaeffer, your TQ, was the leader for four minutes then he crashed and the second place car of Larry Williston took over the lead. Second was Kirby Erdely. Then the car no. 7 of Larry Williston pulled off the track. That's when Kirby Erdely started his quest for victory. Richie Schaeffer had returned to second place with Jimbo Evans in third. In the second main once again Richie Schaeffer took the lead with George David and TJ Wright behind him. Then David and Schaeffer started to battle it out and took each other out. George David moved back to second. With thirty seconds to go TJ Wright began to dump and George David took over the lead on the last lap. Second went to TJ and third to Philip Simms.

With the laps and times totaled your winner was George David, second went to TJ Wright and third to Philip Simms.

The 1/12 Modified A Main cars were up next. Bob Sumner was TQ for this event and lead the race for seven minutes with Richie Schaeffer in second and Roy Bazin in third. That's when tragedy struck for Bob Sumner. He hit the wall and spun around also hitting the second and third place cars of Schaeffer and Bazin. This was a lucky break for the fourth place car of

John Robinson, who made it clear of the accident and took the lead and the win. Second went to Bob Sumner and third was Richie Schaeffer. The second main saw Bob Sumner lead this race from wire to wire and took the win with a four lap lead. John Robinson came in second with Bob Bazin in third. The overall winner with a second and first place finish was Bob Sumner. Second overall was John Robinson and third went to Bob Bazin.

Next up were the Invitational Mains. This year there were many more entries than last year, which would make the competition even greater than before. First up was the 1/10 Invitational A Main. Present was last year's winner Kim Davis, however Kim was not the Davis brother everyone had their eye on, this year, it was brother Jeff that was hot! Jeff Davis won the

first and third mains and finished first overall with his Predator/Cam combination. Jeff's closest competitor was Bud Bartos. Bud was TQ and finished second in the first main and first in the second main. Those finishes were good enough to put him and his Predator/Cam in second position overall. Third overall went to Kim Davis who started off slowly with a fifth place but picked it up with a second place finish in the third main.

The 1/12 Invitational this year also saw many big name entries. Last year's winner Jim Fuller was present and doing his best to make it a two year sweep. He was already the TQ and as the mains started he became the winner beyond a shadow of a doubt by winning all three mains with his Delta/Cam. Second was once again Bud Bartos. Bud and his TRC Pro 12 and Cam motor finished third and second in the second and third mains. Third was Tim Morton of TRC.

There was a definite dominance in both the Invitational mains. The Predator car by Composite Craft had six out of the ten cars in the 1/10 A Main. Cam Motors are new on the scene and they are definitely hot. They were in the first, second and third place cars of both Invitational A Mains.

After the main events were over the trophy presentation began, along with the trophy presentation

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*Thank You Kim and Jeff Davis
for your outstanding performance at the
Novak 500 Race.*



CM10 SPEED CONTROL

there was a raffle in which all the proceeds would go to the Central Florida Children's Home. Prizes were donated by BoLink, Composite Craft, Cam Motors, Bud's Racing, R/C Accessories and others.

A fine ending to a fine weekend. I would once again like to thank Bob Hosch and his wonderful staff for making this weekend such a great success. Thank you to all the racers who came to enjoy this weekend. See you all next year!

1/12 MODIFIED A MAIN

- 1st - Bob Sumner
- 2nd - John Robinson

1/12 MODIFIED A MAIN

- 1st - Bob Sumner
TRC/Cam
- 2nd - John Robinson
TRC/Cam
- 3rd - Bob Bazin
Delta/Trinity
- 4th - Richie Schaeffer
Assoc. 12i/Cam
- 5th - Roy Bazin
Delta/Trinity
- 6th - Kevin Perry
Assoc. 12L/Checkpoint
- 7th - Terry Jarvis
Assoc. 12i/Checkpoint

1/12 STOCK A MAIN

- 1st - Robert Bazin
?/Trinity
- 2nd - Bob Sumner
TRC/Trinity
- 3rd - Bob Fensterer
TRC Pro 12/Race Prep
- 4th - Terry Sherwood
Assoc. 12i/Trinity
- 5th - John Robinson
Assoc. 12i/Trinity
- 6th - Ellis Bowers
- 7th - Allan Nix
BoLink/Race Prep
- 8th - Bobby Nedved
Assoc. 12i/Losi
- 9th - Tim Wiacek
TRC/Assoc.
- 10th - Guy Amy
Assoc. 12i/RevTech

1/12 STOCK B MAIN

- 1st - Larry Smith
- 2nd - Kevin Perry
- 3rd - Chris Martin
- 4th - Joe Higgins
- 5th - James Prince
- 6th - Crystal Johnson
- 7th - Edwin Beanaud

8th - Bobby Warner

9th - Romero

1/12 INVITATIONAL A MAIN

- 1st - Jim Fuller
Delta/Cam
- 2nd - Bud Bartos
TRC Pro 12/Cam
- 3rd - Tim Morton
TRC Pro 12/Cam
- 4th - Kent Clausen
Assoc. 12L/Reedy
- 5th - Tate McDaniel
TRC Pro 12/Cam
- 6th - Bobby Trinchitella
Assoc. 12i/Reedy
- 7th - Bob Novak
Assoc. 12L/Reedy
- 8th - David Johnson
BoLink/RevTech
- 9th - Long Hoang
Assoc. 12i/Reedy
- 10th - Mike Reedy
Assoc. 12L/Reedy

1/10 MODIFIED A MAIN

- 1st - George David
Predator/Twister
- 2nd - TJ Wright
Predator/RevTech
- 3rd - Philip Simms

Predator/Twister

4th - Larry Williston

PR7/Checkpoint

5th - Kirby Erdely

BoLink/LeMans

6th - Richie Schaeffer

Predator/Twister

7th - Jimbo Evans

Predator/Cam

8th - Orville Coates

Predator/Checkpoint

9th - Larry Smith

Predator/Checkpoint

1/10 MODIFIED B MAIN

- 1st - Mike Dooley
- 2nd - Steve Miniea
- 3rd - Chet Ellis
- 4th - Gerald Wynn
- 5th - Forrest Whitson
- 6th - Paul Wynn
- 7th - Sunny Borrego
- 8th - Rickey Jordan
- 9th - Ray Brown

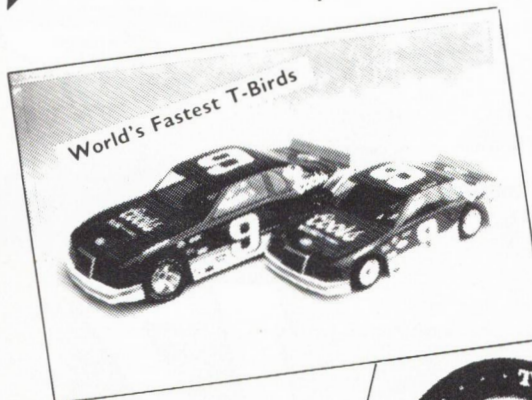
1/10 MODIFIED C MAIN

- 1st - Clay Sewell
- 2nd - Williana Barberi
- 3rd - Landry Frasco
- 4th - Jerry Warner
- 5th - James Welch



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1/12 INVITATIONAL
Buddy Bartos turned the
two fastest laps ever at
Lake Whippoorwill
Speedway @ 5.9 seconds
each with BoLINK's 1/12
Nascar Thunderbird body

Amateur Stock A Main

1st - Chris Powers
(also new stock track rec.)

Amateur Modified
A Main

1st - Richie Schaffer

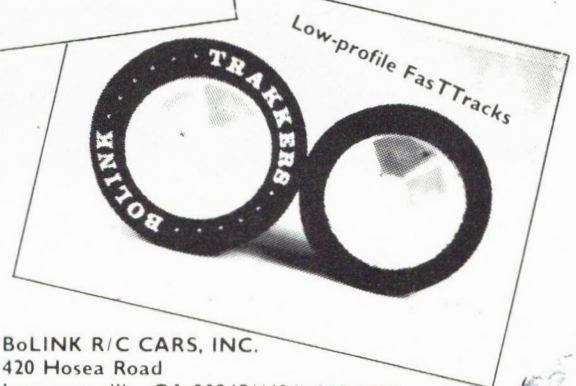
Top Qualifier 1/10
scale Invitational -
Buddy Bartos

All above with BoLINK's
1/10 Nascar Thunderbird
body

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Above: Jim Fuller, Composite Craft, being interviewed by Bob Hosch after his victory in the 1/12 scale Invitational A Main.

Below: The true concours winner was TJ Wright with his spectacularly detailed Tide car.





HobbyShopper's Guide



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8th - Chance Hancotte
1/10 STOCK A MAIN

1st - Chris Powers
PR7/Trinity
2nd - Terry Mays
Custom/Trinity
3rd - Ron Benash
Predator/Race Prep
4th - David Fotte
Custom/Trinity
5th - Craig Markle
Magnum/RevTech
6th - David Harmon
Predator/Trinity
7th - Paul Davis
Custom/Trinity
8th - Mike Hauge
Eliminator/RevTech
9th - Chuck Massey
PR7/Assoc.
10th - Philip Simms
Predator/Trinity

1/10 STOCK B MAIN

1st - Pete Holland
2nd - Jan Limpoch
3rd - Landry Frasco
4th - Mike Young
5th - Kelly Packard
6th - Drayton Kines
7th - Mark Barnard
8th - Danny Walker

1/10 STOCK C MAIN

1st - Steve Miniea
2nd - Shelly Bailey
3rd - Frank Pupello
4th - Jill Simms
5th - Greg Evans

6th - Bill Farr
7th - Steve Rule
8th - Dale Skipper
1/10 STOCK D MAIN

1st - Ray Lambert, Jr.
2nd - Paul Wynn
3rd - Carl Swindle
4th - Gerald Wynn
5th - Raymond Lambert, Sr.
6th - Rich Hemstreet
7th - Bob Rule
8th - Larry Marshall

1/10 STOCK E MAIN

1st - Curt Carlin
2nd - Ray Brown
3rd - John Pebler
4th - Curtis Nelms
5th - Frances Pebler
6th - Thomas Crowe
7th - Bobby Nedred

1/10 INVITATIONAL A MAIN

1st - Jeff Davis
Predator/Cam
2nd - Bud Bartos
Predator/Cam
3rd - Kim Davis
Predator/Cam
4th - Jay Halsey
Predator/Reedy
5th - David Johnson
BoLink/RevTech
6th - Jim Fuller
Predator/Cam
7th - Bob Novak
Predator/Reedy
8th - Steve Swindle
Skywinder/Reedy
9th - Bobby Trinchitella
Scratch/Scratch
10th - Ed Emeny
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VIC-2B	Matches Best Competition S/Cs	0.005 V/A	4 to 10	240 A	140 A	1.3 oz.	1x1.9x.5
VIC-3A	Ultimate 1/1/2sc. S/C	0.004 V/A	4 to 10	200 A	120 A	1.0 oz.	1x1.9x.5
VIC-4A	Ultimate Competition S/C	0.002 V/A	4 to 10	320 A	180 A	1.3 oz.	1x1.9x.5
RM-20/B	Reverse Option Module	0	4 to 10	80 A	50 A	0.9 oz.	1x1x1

*with best attainable air flow on heat sink and use of heat sink compound

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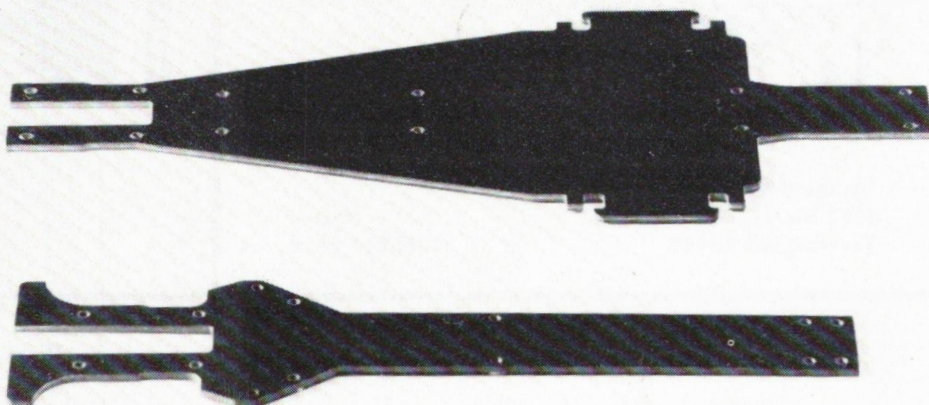
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The Schumacher Cat - Part 2: The Suspension

Story and Photos By Eric S. Gudger

Part one of the Schumacher CAT featured basic procedures for assembling this revolutionary car. Part two, project CAT will provide starting points for the suspension settings. Included are shock set up, suspension and shock mounting locations, and recommended chassis changes.

The CAT shocks are high quality units with several inventive ideas. They are close copies of the very popular Associated shocks. Because of this, many parts are interchangeable. To set the CAT up for dirt racing, a few parts borrowed from the Associated line will add to the adjustability and smoothness of the CAT shocks. Before building these shocks, you will need to purchase the following items: from Associated two No. 6470 mounting kits, one No. 6464 piston set,



Composite Craft's graphite chassis plates greatly improve the handling of the car.

two No. 6458 rear shock shafts, two No. 6460 front shock shafts, one No. 6479 rear spring set, and one No. 6491 front spring set; and

from Bud's Racing Products one No. 6350 quick change spring retainers.

Begin assembly by installing the



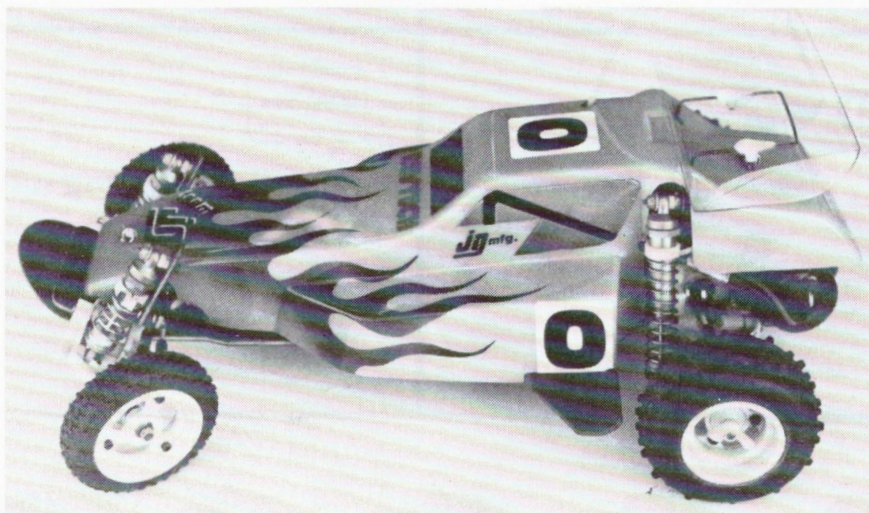
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P/N 4003 - 1987 Funco Body for RC10, Optima body with high sides for mounting numbers. P/N 4001 Super Scooper Wing.



HobbyShopper's Guide



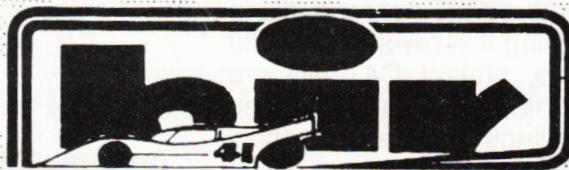
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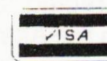
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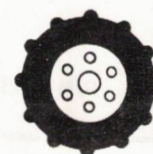
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DENNIS CALKINS



new pistons on the piston shafts. Cut out four diaphragms to fit the pistons. Use the package wrapper from Associated. These diaphragms are installed on the long side of the piston shafts toward the threaded end. This will give a relative increase in dampening rebound compression while retaining a quicker compression dampening.

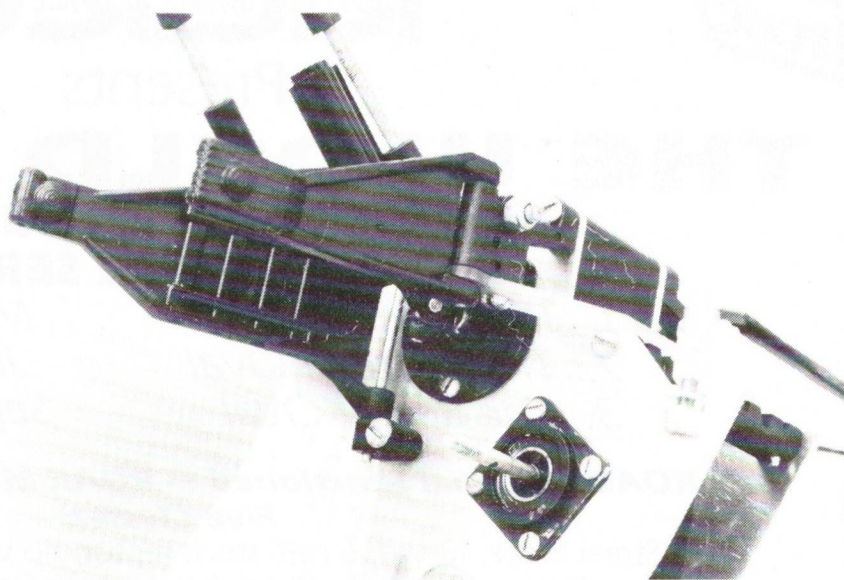
Before installing the piston shaft assembly, slip a piece of 3/8" silicone tubing on to the rear shaft assembly. This will reduce the excessive ride and roll height of the car. Change the tubing length to vary the ride height of this or any car.

Assemble the piston shafts in the shock bodies. After the shock seals are installed via the standard Schumacher instructions, use 40 weight oil in the front shocks and 30 weight oil in the rear. Complete the assembly of the shock body by installing the cap and the o-ring. Slip a 1/2" piece of silicone tubing on the rear shafts and a piece of 3/8" tubing on the front shafts to act as bottoming bumpers.

Push the Associated plastic rod end onto the metal ball enclosed in the mounting kits. Then thread the plastic ball ends onto the shock shafts. Install the appropriate spring and the Bud's Racing Products spring retainers. These spring retainers allow the springs to be changed without removing the rod ends. They are the only retainers to use. Install the remaining flanged nylon bushing at the upper pivot point.

Begin mounting the front suspension components by turning the TO58 upper mount 180 degrees. The protruding tip should point to the rear of the car. Switch the upper a arms to opposite sides. The a arm should be on the right side of the car and the b arm should be on the left. Leave the lower arms in their original positions.

Mount the front shock in the third hole in. If a front sway bar is used, mount the lower pivot in the outer hole. For slight camber adjustments, washers can be installed between the TO58 mount and



The rear suspension a arm shows the a upper arm and the b lower arm mounted on the right side.



1987 CAR-SCAR CHALLENGE CUP



California Auto Racers (San Jose)

and

Southern California Auto Racers (Costa Mesa)

have joined to promote a four race series for 1/12th scale R/C cars. Experts will run modified motors and novices will run their own unopened Igrashi white endbell stock motors in a separate championship. Amateur rated drivers are allowed to run either stock or modified motors.

May 30 & 31

Briggs Cunningham Grand Prix (Can-Am) — Costa Mesa

July 11 & 12

D & J Hobby Summer Classic — San Jose

August 21, 22 & 23

Silicon Valley Invitational — San Jose

September 18, 19 & 20

Futaba Grand Prix (GTP) — Costa Mesa

(A ROAR Sanctioned Series)

Stock Entry Fee: \$15 per race or \$40 per series

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Entry fees are due one week in advance or on May 22, July 3, August 14 and Sept. 11

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Trophies for 1st thru 6th in each main at every race

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Only best three of four races count toward Challenge Cup Championship

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| 3. The Reedy Oval | Sept. 19-20, 1987 |



ROAR Regional Sanctioned — ROAR Membership Required

Five Classes:

1. Street Stock, (2 wd, 6 cell, stock motor, no wedge bodies).
2. Sportsman, (2 wd, 7 cell stock motor, or 6 cell open motor, no wedge bodies).
3. Grand National, (2 wd, 7 cell, open motor, any legal bodies).
4. Open Comp, (4 wd, 7 cell, open motor, any legal bodies).
5. Sprint Car, (2 wd, 7 cell, open motor, outlaw bodies with 2 wings).

PRE ENTRY Mandatory, Limit First 150

2-Day Event: 2 Qualifiers Saturday — Trophy Dash & Main Sunday
Concourse and Best Engineering Saturday Morning. Plaques for 1st, 2nd, 3rd.

Saturday Qualifying Order. 1. Street Stock, 2. Sportsman, 3. Grand National, 4. Open Comp, 5. Sprint Car.

Racing Starts At 8:00 a.m. Saturday and Sunday

All qualifying will be done with one car on the track at a time. Each car will be given 10 laps, with two chances.

4 min. races, 9 cars in a main, fastest cars in the rear. Double mains for the "A" only.

You may enter any 2 classes. Everyone runs a main. Plaques A through C, 1st, 2nd, 3rd.

To qualify for the last race you must run one of the first two. Only one of the first two races will count for the final points.

All races are points races, with the last one a double points race.

— OVAL RULES —

ASA - Grand National Bodies Only — BoLink, McAllister, MRP, J.G., Parma. Handmade or Prototype Okay.
Spoilers and Wings Okay. No Sprint Cars or Open Wheel Mods.

Points Series:

The winner of the points series will win the J.G. Trophy. If there is a tie in points, then the low qualifier would win.

The winner of the points series in sprint car class will win the ASCOT Trophy.

The J.G. Trophy is given each year to the best driver in the U.S., the winner will have his name engraved on this perpetual trophy and will be crowned the U.S. Champion for the year. The Trophy will be on display at RCRC at ASCOT. Winner will have a duplicate trophy to keep.

The Ascot Trophy is given each year to the best driver in the U.S., the winner will have his name engraved on this perpetual trophy and will be crowned the U.S. Champion for the year. The trophy will be on display at RCRC ASCOT. Winner will have a duplicate trophy.

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the TO06 pivot bracket. Caster changes are made by switching the upper and lower control arms to different sides.

The rear suspension settings are fairly straight forward. As in the front, mount the upper a arm on the right side and the b arm on the left side of the car. Mount the shock in the outer hole on the lower suspension arm. Use 1/16" piano wire for the sway bar. Install the lower pivots in the outer hole.

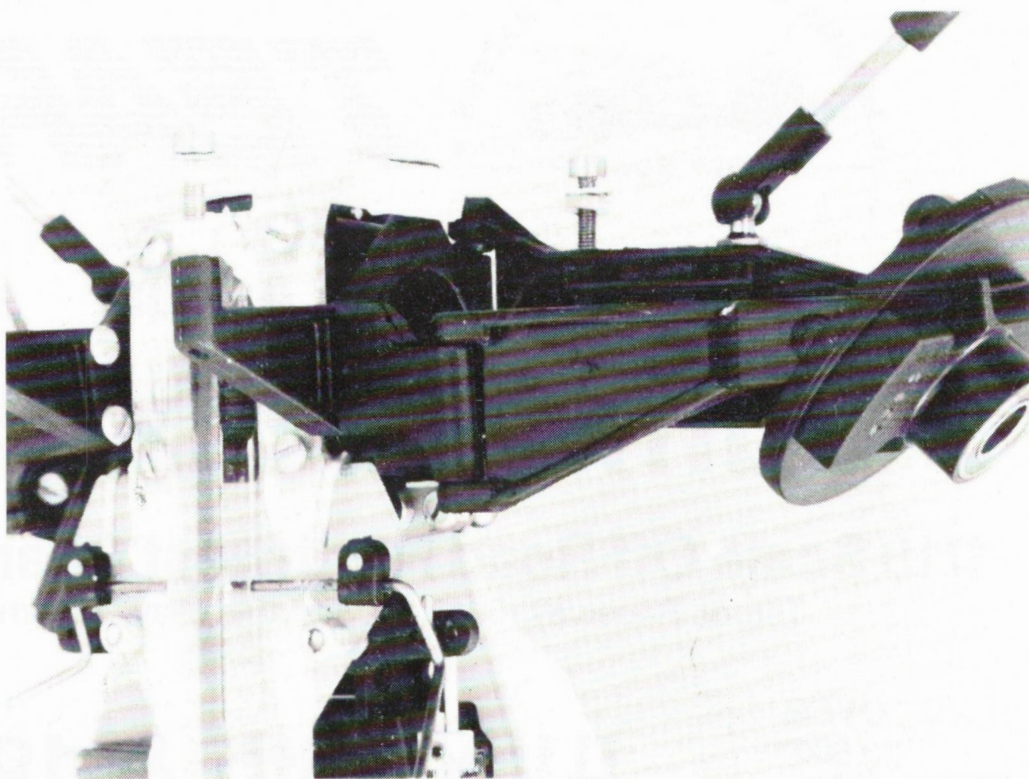
It is important that both front and rear wheels have very little bump steer as the suspension moves through its travel. Remember that all moving components should operate smoothly with no binding. Check this before adjusting the final spring preload.

Composite Craft upper and lower graphite chassis plates are installed to improve the stiffness of the chassis. They allow the suspension to do its intended task a lot better. A Bud's Racing Products No. 6975 flexible antenna was installed to keep the antenna wire away from the graphite top plate. Complete the handling related items by mounting a Bud's Racing Products No. 5235 rear wing. This wing features adjustable rear spoiler angle and adjustable side dams. It can be trimmed down to almost any size you require and it will still get the job done. Besides all of this, the wing looks "Boss".

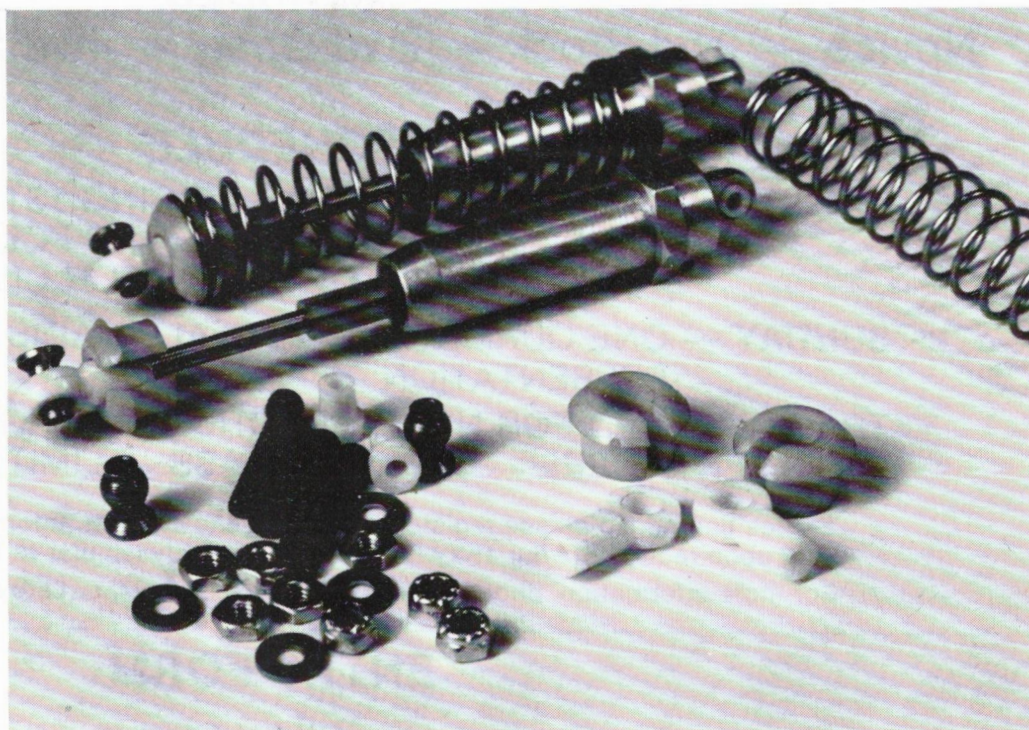
We have covered the basic starting points for the suspension. If a change is required, make only one adjustment before testing the car. Part three of Project CAT will feature transmission and drive line requirements. We will also include a look at different tires available.

Stay tuned for more exciting information on the TRC imported Schumacher CAT.

Bud's Racing Products
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Total Racing Connection
P. O. Box 478
Oakboro, NC 28129
Associated Electrics, Inc.
3585 Cadillac Avenue
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For the front suspension settings, mount the TO58 with the tip pointing to the rear and the a upper arm and the b lower arm mounted on the right side of the car.



The partially assembled CAT shocks utilize Associated and Bud's Racing Products hardware. Notice the silicone tubing used as a bottoming bumper.

Composite Craft - Hobby Division
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JG West Coast Oval Championships

By Monica Barana

Pomona, CA - March, 1987

This was the fourth year that the JG Oval Championships has been held. In this time it has become the premier in oval championship racing. Since that first race a short four years ago, some changes have occurred in oval racing. The Stock class has been deleted due to the popularity of modified racing, and a sprint car class has been added.

The cars themselves have gone through drastic changes as well. Four years ago, in the Stock class, the entire field of the A Main was running Cox cars. Modified saw six Cox cars and two Tamiyas. The Open class was where there was the widest range of cars: two Cox, one Tamiya, one prototype RC10, and a new car which was on the tip of everyone's tongue, the car of the future some might have said, a four wheel drive. It was called the Hirobo. The Hirobo car swept the top four positions in the Open A Main exactly four years ago. Well you all know the old saying, "The more things change the more they stay the same." That still holds true today. Since the introduction of off-road racing we've seen many new cars come on the market and sweep the main events at many major races: The Tamiya, Cox, Hirobo, Yokomo, Associated - and now one more, the Custom Works R/C Products "Dominator IV". The Dominator is a belt driven 4WD car that captured everything this weekend: TQ, Trophy Dash, Best Engineered, and the 4WD JG Oval Championship. Eight of the ten drivers in the 4WD A Main were driving Dominators! The Dominator is definitely just that in the 4WD Class!

Lets take a look at how this all started. Saturday morning qualifying started with all the track records being broken. In the Sprint car class Gary Demory was your TQ. 2WD and 4WD saw the same



Curtis Strawn was crowned king of 4WD Modified with his Dominator/Premier combination.

man in the TQ position, Scott Quillen. Scott ran some incredible runs and broke both track records as mentioned before.

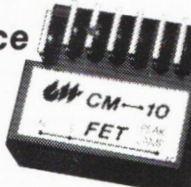
Sunday morning started with the concours and best engineered awards. In concours we saw Wayne Miller win the Sprint car class. Vince Ito won the 2WD and 4WD saw Andy Jacobsen of Andy's RC Products take home the win with his beautifully painted New Mercedes Benz Body.

Best engineered saw John

Smith with his Big Boys' conversion kit take first place in the Sprint car class. Ed Knoles and his Cox car won 2WD and in the 4WD class Brian Landgraff took first place with his Custom Works Dominator.

The Trophy Dash and TQ Run were next. The Trophy Dash consisted of the four fastest guys, regardless of their class. First place was Ed Norris, second went to Scott Quillen, third to Kent Clausen and fourth to Curtis Strawn who didn't run due to some radio

**1/2*
Price**



THANKS GUYS!

For outstanding race performance with the CM10 MOS/FET speed control:

Tim Gibhardt (AK)	1st 2WD Alaska Snow Derby
Randy Crane (AK)	Alaska Open Championship:
*TQ 1/10 (A Main 2nd) *TQ 1/12 (A Main 2nd) *Modified 4WD (A Main 3rd)	
John Kenny (IL)	Setting 2WD track record at Thunderdome Grand Opening race
Rich Jones (IN)	1st concours Region 3 Championship 1st North Side Indoor race

Special thanks to **WIZARD MOTOR RACING TEAM** for using the CM10 and the new CMW Peak Detection Pulse Charger at the JG Westcoast Championship.

*Team-mate **Rob Cutman** (PA) took A Main 2nd.

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ROAR Rules Apply - ROAR Membership Required

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Classes: 2 Wheel Drive Stock - 2 Wheel Drive Modified - 4 Wheel Drive Modified

SCHEDULE:

Wednesday, July 22 - Registration and Open Practice

Thursday, July 23 - Registration and Open Practice

Friday, July 24 - Qualifying, All Classes

Saturday, July 25 - Qualifying, All Classes

Sunday, July 26 - Mains and Concourse

Monday, July 27 - Rain Date

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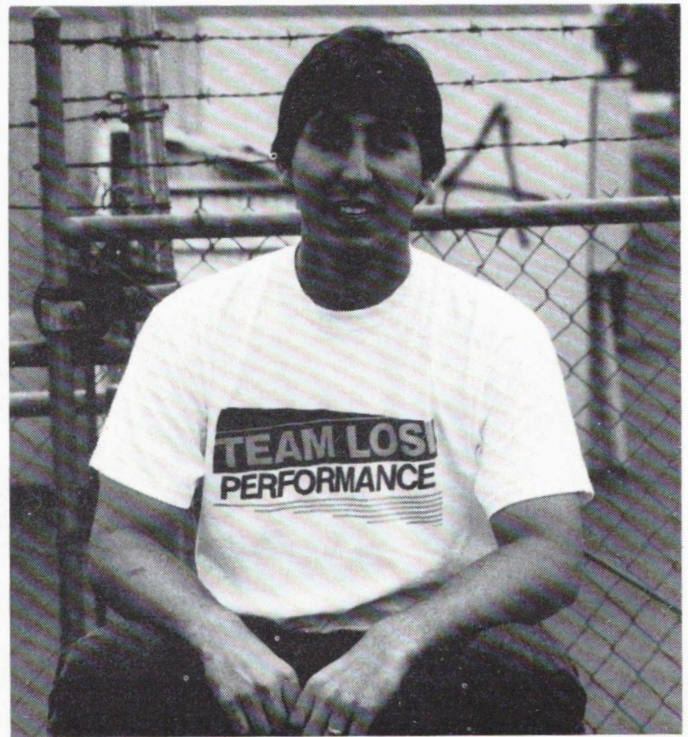
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Kris Moore captured the 2WD Modified title by placing first in both main events with his RC10/Twister.



Gil Losi, Jr. won the Sprint Car A Main Modified. He was driving a Losi car with a Revolution motor.

problems he was experiencing.

The TQ Run was for the three TQ's. Gary Demory for the Sprint class, Scott Quillen in 4WD, and second TQ Mark O'Campo in 2WD (since Quillen TQed both classes). This was a handicapped race in which the 2WD car got a two lap head start and the Sprint car got a three lap head start over the 4WD cars. In the end, Gary Demory was able to hold off Scott Quillen for first place, and Mark O'Campo finished third.

Up next were the main events. They were set up as dual mains, with the two finishes being added to reach your eventual winner.

In the Sprint car A Main, first round, Ron Rossetti jumps to the lead with Losi, Jr. tucked behind. Third place was Gary Demory. At the 2 1/12 minute mark Demory collided with a back marker and with various parts flying off his car, Gary was out of the race. Rossetti and Losi held on the remainder of the race and finished first and second with Curtis Strawn in third. In the second main Rossetti once again gets the whole shot. Second place was Robert Cutman and third was Gary Demory. Suddenly

Rossetti got stuck in the infield of the off-road track and Cutman and Demory went by. Gil Losi, Jr. moved into third place. Robert Cutman ran a great race and wound up your winner in the second round with Gary Demory and Gil Losi, Jr. second and third. With the finishes totaled Gil Losi, Jr. (Losi/Revolution) became the 1987 JG Oval Champion in the Sprint car class. Robert Cutman (RC10/Wizard) took second and Ron Rossetti (RC10/Reedy) took third.

In the 2WD class we saw Kris Moore take first place in both rounds. In the first main, however, Scott Quillen was your leader, by almost one lap, the entire race. The entire race except, the all important final lap. Scott began to dump and then he hit a back marker, that's when Kris Moore went by him for the victory. Scott held on to finish second with Joe Schmitz in third. In the second main Kris Moore's victory was a little bit more legitimate, if I may say so. Moore and his RC10/Twister lead the race from wire to wire and was never really challenged by anyone. Second place went to Scott Quillen (RC10/RevTech) once again

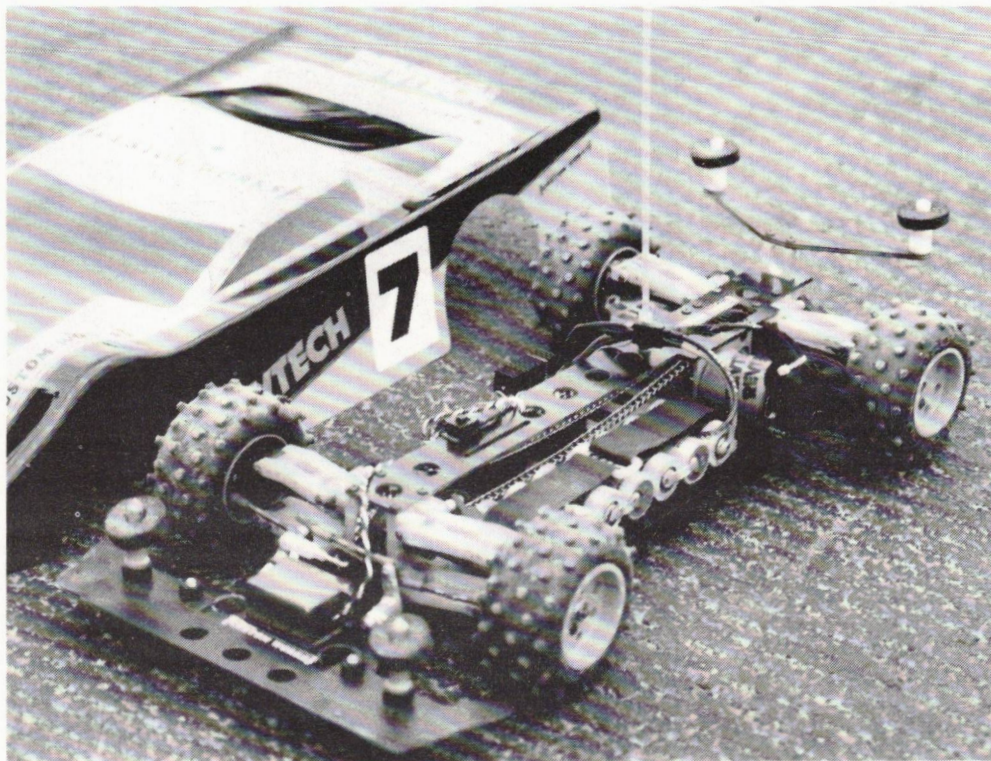
and third was Ed Knoles, Jr. (Cox/Twister). These above three men were also your overall winners after the finishes were added.

The final main event of the weekend was the 4WD. Would the TQ, Scott Quillen have better luck in the 4WD class than he did in the 2WD class? We'll just have to wait and see! As the horn went off, Quillen jumped to the lead with Curtis Strawn second and Brian Landgraff in third. Quillen had lapped the entire field. Now the real race was between second and third, Strawn and Landgraff. Strawn hit a back marker and Landgraff

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went by. Then Landgraff had some problems of his own and Strawn regained second place. With thirty seconds to go Quillen's bad luck caught up with him again as he had it out with a back marker and watched Strawn and Landgraff go by. Quillen lost all control of his car and was out. He'd have to wait for round two. Third place went to Paul Mariscal, Jr. In the second main Curtis Strawn once again came up your winner with Brian Landgraff in second and Scott Quillen in third. The three of them ran an impeccable race. With the finishing positions totaled your winner, of course, was Curtis Strawn and his Dominator/Premier. Second went to Brian Landgraff (Dominator/RevTech) and third went to Paul Mariscal, Jr. (Dominator/RevTech). The trophy presentation was next which consisted of first through third for all mains and first through tenth for the A Mains. Also a Dremel tool was given to the person who made the longest haul. The winner was Dennis Cutman. Dennis came all

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So ended a great weekend of racing. JG would like to thank all of the sponsors of the event: Cox, MIP, McAllister, Speed/Sport, Associated, BoLink, RPS, RC/RC, Parma, Hot Trax Hobbies, Novak, Radio Controlled Hobbies, Pro Line, RevTech, Mother's Polish, Reedy Modifieds, Checkpoint, MRP, Race Prep, Premier Designs, and Twister.

A MAIN

- 1st - Gil Losi, Jr.
2nd - Robert Cutman
3rd - Ron Rossetti
4th - Curtis Strawn
5th - Gary Demory
6th - Ted McKay
7th - Mike Terry
8th - Gary Mendez
9th - Bruce Calominis
10th - John Smith

B MAIN

- 1st - Martin Buchanan
2nd - Steve Baker
3rd - Russ Hawkins
4th - Ken Buzzard
5th - Gary McAllister
6th - BJ Christenson
7th - Bob Chaydeane
8th - Troy Kennedy
9th - Kris Moore

C MAIN

- 1st - Bill Carter
2nd - Dr. Wing
3rd - Eddie Perez
4th - Mike Terry, Jr.
5th - Chris Gilbert
6th - Chad Plavan
7th - Al Hess
8th - Herb Hanss
9th - Rick Atwood

2WD CLASS

A MAIN

- 1st - Kris Moore
2nd - Scott Quillen
3rd - Ed Knoles, Jr.
4th - Mark O'Campo
5th - Gary Demory
6th - Joe Schmitz
7th - Eric Soderquist
8th - Noel Jordan
9th - Bill Harry
10th - Brian Fields

B MAIN

- 1st - Gary Mendez
2nd - John Peterson
3rd - Rick Atwood
4th - Mike Tuntakit
5th - Chuck Saladin
6th - Richard Stratton
7th - Kyle Macleod
8th - Tony Rossetti
9th - Vince Ito

C MAIN

- 1st - Mike Christenson
2nd - Eustace Moore
3rd - Danny Nelson
4th - Vince Guastella
5th - Mike Terry
6th - Bob Chaydeane

- 7th - Mike Scheich
8th - Nelson Steamer
9th - Mark Lane

D MAIN

- 1st - Armie Mendez
2nd - Ken Buzzard
3rd - Carlos Turano
4th - J. R. Sitman
5th - Ken Lavacot
6th - John Randazzo
7th - Mark Wescott
8th - Mark Gray
9th - Dan Binter
10th - Don Burgers

E MAIN

- 1st - Jeff Franklin
2nd - Robert Cutman
3rd - Larry Stancliff
4th - George Wilson
5th - Shane Passoth
6th - Tom Dean
7th - Steve Fate
8th - Alan Wrubleski
9th - Dennis Cutman
10th - Ed Ragsdale

F MAIN

- 1st - Barry Whitley
2nd - Corey Lees
3rd - Mark Shimabukuro
4th - Jim Shauer
5th - Marc Benitey
6th - Derek Chock
7th - Keith Miller
8th - Darin Ishitani
9th - Greg Walski
10th - Brian Chock

4WD CLASS

A MAIN

- 1st - Curtis Strawn
2nd - Brian Landgraff
3rd - Paul Mariscal, Jr.
4th - Ed Norris
5th - Kent Clausen
6th - Gary Kyes
7th - Scott Quillen
8th - Andy Jacobsen
9th - Larry Westcott
10th - Ron Rossetti

B MAIN

- 1st - Mike Christensen
2nd - Mark Gray
3rd - Bob Novak
4th - Dave May
5th - John Yo
6th - Chuck Vandeweghie
7th - J. G., Jr.
8th - Mike Walker
9th - Larry Grant
10th - Brian Bates

C MAIN

- 1st - Robert Bates
2nd - Eustace Moore
3rd - Dan Lamey
4th - Ross Scott
5th - Jerry Meisenzahl
6th - Paul Pat
7th - Dick Pat
8th - Russ Hawkins

D MAIN

- 1st - Eddie Knoles
2nd - Chuck Crawford
3rd - Eddie Perez
4th - Gary McAllister
5th - John Peterson
6th - Brian Blaser
7th - J. R. Sitman
8th - Eric Oliver
9th - Tom Tilson

E MAIN

- 1st - Mike Gill
2nd - Don Winans
3rd - Ken Gray
4th - Kevin Winans
5th - Jim Shauer
6th - Bruce Calameras
7th - Tony Rossetti
8th - Christy Winans
9th - Jeff Mier
10th - Steve Pritchett

F MAIN

- 1st - Gary O'Patterson
2nd - Dennis Cutman
3rd - Hal Empy

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1987 ROAR Off-Road Winter Championships

Team Losi Dominates

Story and Photos By Eric S. Gudger

Off-road racing continues to boom in the Southeast. From Mt. Juliet, Tenn. to Miami, FL and from Jackson, Miss. to Columbia, SC, there are hundreds of tracks devoted to this truly exciting sport. 15, two hundred fifty racers from all over the U.S. traveled to Tampa, FL to do battle in the 1987 1/10 scale Off-Road Winter Championships.

Because the race format called for two qualifiers on Saturday and one qualifier and the mains on Sunday, the entry was limited to two hundred fifty racers. This limit was easily reached two weeks prior to race day. The organizers were able to secure starting spots for most out of town guests by asking local racers to give up their entries. Even with all this extra emphasis to accommodate visitors, there were over twenty hopeful participants who showed up Saturday morning in an attempt to secure a starting spot. Few were fortunate enough to gain entry into this premier event.

Bernie Glassen, Sr. president of the West Coast R/C Car Club, and his efficient and hard working crew hosted an event that all races will be judged by during the remainder of this year. Their short yet challenging course kept the competition close all weekend long.

Although most of the top national drivers ran the two modified classes, 2WD Stock was very popular. Local star Mark Novotny used his Gonzo Yokomo powered RC10 to blister the track with a 20, 4:09.0. Chris Allec put his A & L prototype into the number two spot with a 20, 4:11.5. The remainder of the A main drivers were down one lap.

The top drivers in 2WD Modified read like a who's who in R/C racing. National and World champions battled it out for the right to be the top qualifier. Gil Losi, Jr., using a



Gil Losi, Jr. was top qualifier and winner of the 2WD Modified class with a RPS Revolution Yokomo powering his Losi prototype car.

RPS/Losi Prototype, set the pace with a blistering 21, 4:06.0. The consistently smooth Jay Halsey followed with a 21, 4:10.2 in his Reedy propelled RC10. Ron Rossetti was the last driver to qualify with 21 laps. His time was an equally competitive 4:11.6. The remainder of the A Main qualifiers posted twenty lap runs. Eight seconds separated these drivers. The only Region 2 driver to make the main was Atlanta's hot shoe Mike Burnette. Mike only runs a limited 10th scale program, but he still managed to qualify a respectable sixth. With such a mixture of cars, motors, and driving talent, the outcome of the main event was anyone's race.

The 4WD Modified class was hot. Andy's Paint, Proline, Gonzo, and Twister sponsored Tony Rossetti drove a Walker prototype to a record setting 22, 4:11.2. Tony was the only driver to turn 22 laps all weekend. Great effort Tony!

Using another prototype, Chris Allec took his Trinity powered A & L car to the number two spot with a 21, 4:03.4. Ron Rossetti was again in the number three position. This time he was three seconds back in his Reedy/RPS Yokomo SE.

Again, there was quite a mixture of motor/car combinations in the A main. Although the Yokomo SE had the largest representation, several prototypes looked very good. Included among these was the new MIP car. Parts should be available very soon through the local hobby shops. With qualifying so tight, the main could belong to anyone.

As Carmon Cardonell arranged the board and checked for frequency and number changes, judging was held for the Autographic's Best Appearing Car. Florida racers completely dominated this portion of the event. Bob Waters, from Belair Bluffs, took home the gold with his beautifully prepared RC10. Joel Watkins and Mike Martin placed second and third respectively.

Action in the mains was awesome! Most of the driving was courteous yet very competitive. I wish I could cover every race, but that is quite impractical. I do want to thank every racer for putting his best effort forward in making this a memorable event. Now for the racing action!

In 2WD Stock, the A main belonged to Chris Allec. The rest of the field was left to battle it out for the number two position. On the final lap, Mark Novotny fought his way into that position. Billy Blakesee, Region 2 Modified Champion, followed in third.

2WD Modified action was next. Buddy Bartos finally put it together as he easily won the B Main. If only he could have had a run like that in the qualifiers! In the A main action, the race was won at the start. Gil Losi, Jr. took the holeshot and was gone. Jay was in second and flying, but a problem with a board put him

back in the pack. Most of the racing action consisted of watching the cars freight train around the track. All of the competitors were so evenly matched that passing remained a premium. Gil Losi, Jr. won the race with a 21, 4:05.8. Chris Allec paced himself to a well deserved second. Jay Halsey drove back to the front of the pack to finish third. The remainder of the field followed, all on 20 laps. What a display of driving talent. How could we expect any better action?

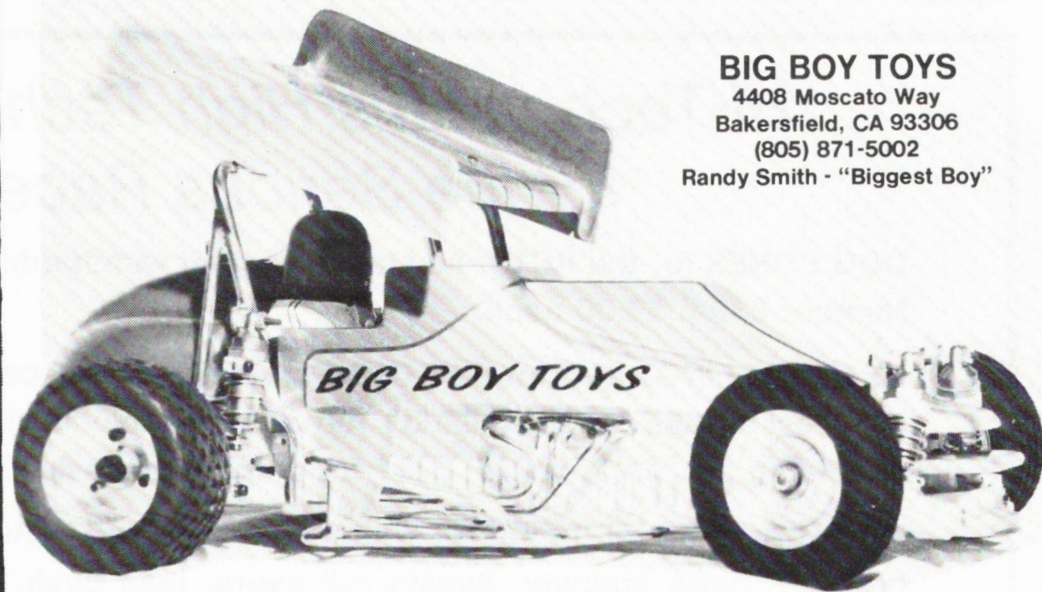
Well the answer to that question was to watch the earth moving 4WD Modified cars. And that's exactly what happened as the spectator's favorite class took to the track. The B Main saw Eustace Moore pull off a well driven victory over the every charging duo of Buddy Bartos and Don Hill. The A Main was a ground ripping battle right from the start. By the third lap, Ron Rossetti had moved his Reedy powered RPS Yokomo SE to the front of the field. Ron never looked back as he took an easy seven second victory over Kris Moore's Twister/MIP car. Gil Losi, Jr. wove his way through the field to a hard fought yet justly deserved third. What a race!

The first annual 1/10 scale Off-Road Winter Championships was now history. To all the people involved, I want to thank them for a job well done. Special thanks must go to the sponsors: Pepsi Cola Bottling, South Side Hobby Shop and Lakeside Hobby Shop. Thanks also go to Phil Evans and Stan Wooten from the Hillsborough County Parks and Recreation Department. A big thanks go to all the supporters of this very successful event: Bud's Racing Products, ProTrack, Futaba, Tower Hobbies, Astro Flight, Reedy Modified Motors, Twister, MIP, MRP, Composite Craft, Team Pit Stop, BoLink, and Yokomo Ltd. of Japan. I want to thank all the drivers for their help in making this a truly successful event. Finally Team Losi is to be congratulated for such an awesome display of competitiveness from a three man wrecking crew. Great driving gentlemen!

If this race is any indication of the level of racing available in Region 2, then we are in for some excellent programs dur-



Winner of the 4WD Modified class was Ron Rossetti with a RPS Yokomo SE powered by a Reedy Yokomo motor.



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ing 1987. With the ROAR Nationals being held in Atlanta in July, we can expect to once again benefit from the overflowing enthusiasm throughout the Southeast.

4WD MODIFIED

Top Qualifier: Tony Rossetti

A MAIN

- 1st - Ron Rossetti
RPS Yokomo/Reedy
- 2nd - Kris Moore
MIP 4WD/Twister
- 3rd - Gil Losi, Jr.
RPS Yokomo/RPS Revolution
- 4th - Tony Rossetti
Walker Proto/Twister
- 5th - Larry McLendon
Optima/Reedy
- 6th - Chris Allec
A & L Proto/Trinity
- 7th - Gary Kyes
RPS Yokomo/RPS Revolution
- 8th - Cliff Lett
Scratch Built/Reedy
- 9th - Eric Soderquist
MIP 4WD/Twister
- 10th - Jay Halsey
RPS Yokomo/Reedy

B MAIN

- 1st - Eustace Moore
- 2nd - Buddy Bartos
- 3rd - Donald Hill

- 4th - Dave Vince, Sr.
- 5th - Keith Young
- 6th - Tim Raskin
- 7th - Dean Vince
- 8th - Lance Elbertson
- 9th - Bill Jeric
- 10th - Cliff Spangler

C MAIN

- 1st - Bernie Glassen, Jr.
- 2nd - Kyle Laifatt
- 3rd - Carlton Coleman
- 4th - Robby Clapp
- 5th - Gary Miyakawa
- 6th - Carey Slavin
- 7th - Kenneth Tarczewski
- 8th - Butch Kloeber
- 9th - Steve Hurt
- 10th - John Wong

D MAIN

- 1st - Daniel Boone
- 2nd - Bob Serra
- 3rd - David Young
- 4th - Ryan Archambault
- 5th - Carmen Cardenell
- 6th - Russel Kremens
- 7th - Sean Farmer
- 8th - Keith Pearson
- 9th - Rick Hunsaker
- 10th - Steve Maurici

E MAIN

- 1st - Mike Armstrong
- 2nd - Fred Scadron
- 3rd - Greg Bellotte

- 4th - Ben Stroupe
- 5th - Boz Sharif
- 6th - Steve Harris
- 7th - Brian Fentress
- 8th - Glenn Hammond
- 9th - Howard Bennett
- 10th - Greg Jeppesen

F MAIN

- 1st - Stephen Miniea
- 2nd - David Motten
- 3rd - Preston Jackson
- 4th - Steve Van Osdell
- 5th - Charles Fong-Yee
- 6th - Joe Piergrassi
- 7th - Allen Jennings
- 8th - David Hitt
- 9th - Mike Martin
- 10th - R. W. Patch

G MAIN

- 1st - Gregg Robinson
- 2nd - David Vince, Jr.
- 3rd - Anthony Wahlay
- 4th - Bill Weaver
- 5th - Wayne Garber, Jr.
- 6th - Gerald Wynn
- 7th - Bill Bonomo
- 8th - George Prauata
- 9th - Vern Smith
- 10th - Kyle Reed

H MAIN

- 1st - Sam Miniea
- 2nd - Joshua Patterson
- 3rd - Chris Clark

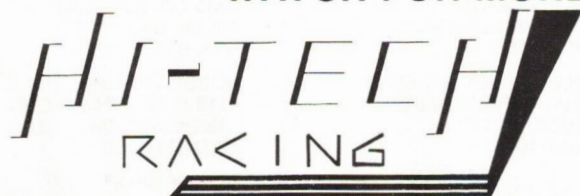
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- 7th - Michael Rose
- 8th - Bill Fraden
- 9th - Gary Yelin
- 10th - Rusty Bennett

2WD MODIFIED

Top Qualifier: Gil Losi, Jr.

A MAIN

- 1st - Gil Losi, Jr.
Losi Proto/RPS Revolution
- 2nd - Chris Allec
A & L Proto/Trinity
- 3rd - Jay Halsey
RC10/Reedy
- 4th - Mark O'Campo
Cox Scorpion/Checkpoint
- 5th - Ed Knoles, Jr.
Cox Scorpion/Twister
- 6th - Ron Rossetti
Losi Proto/Reedy
- 7th - Butch Kloeber
RC10/Reedy
- 8th - Cliff Lett
RC10/Reedy
- 9th - Eustace Moore
MIP RC10/RPS Revolution
- 10th - Mike Barnette
ARCAR RC10/Trinity

B MAIN

- 1st - Buddy Bartos
- 2nd - Larry McLendon
- 3rd - Mark Novotny
- 4th - Keith Abbott
- 5th - Kyle Reed
- 6th - Jeff Mikolaitis
- 7th - Kris Moore
- 8th - Keith Young
- 9th - Tony Rossetti
- 10th - Gary Kyes

C MAIN

- 1st - Gary Yelin
- 2nd - Tem Raskin
- 3rd - Billy Blakeslee
- 4th - Mike Eaton
- 5th - Tommy Everett
- 6th - Rob Robinson
- 7th - John Wong
- 8th - Don Hill
- 9th - Ralph Duncan
- 10th - Steve Majors

D MAIN

- 1st - Ed Beeler
- 2nd - Paul Norris
- 3rd - Gergory Smith
- 4th - Tater Bud
- 5th - Peter Martin
- 6th - Heidi Majors
- 7th - David Moody
- 8th - David Harrison
- 9th - Jeff Homan
- 10th - Jim Baugh

E MAIN

- 1st - Long Hoang
- 2nd - Steven Maslin
- 3rd - Stephen Miniea
- 4th - Keith Pearson
- 5th - Howard Bennett
- 6th - Doug Buck
- 7th - Dean Vince
- 8th - Loug Laurent
- 9th - Chris Campbell
- 10th - Gary Fulp

F MAIN

- 1st - Lance Elbertson
- 2nd - Jeff Harris
- 3rd - Carl Kettering



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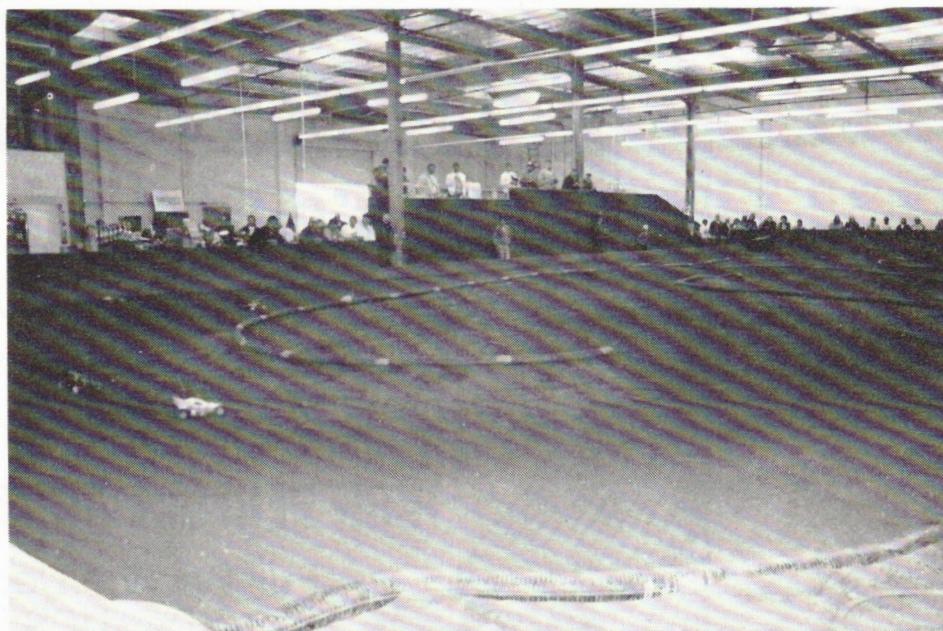
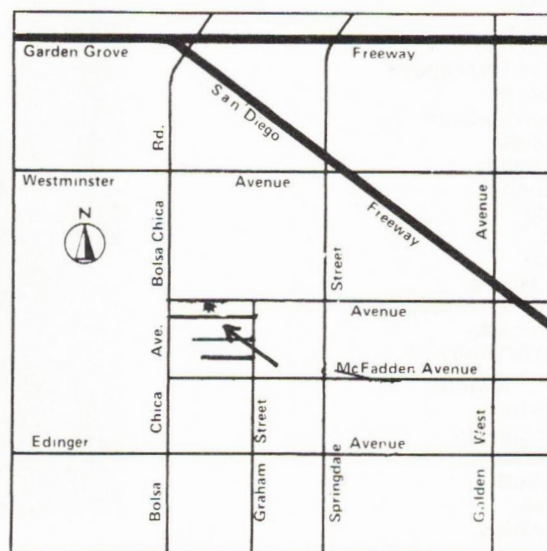
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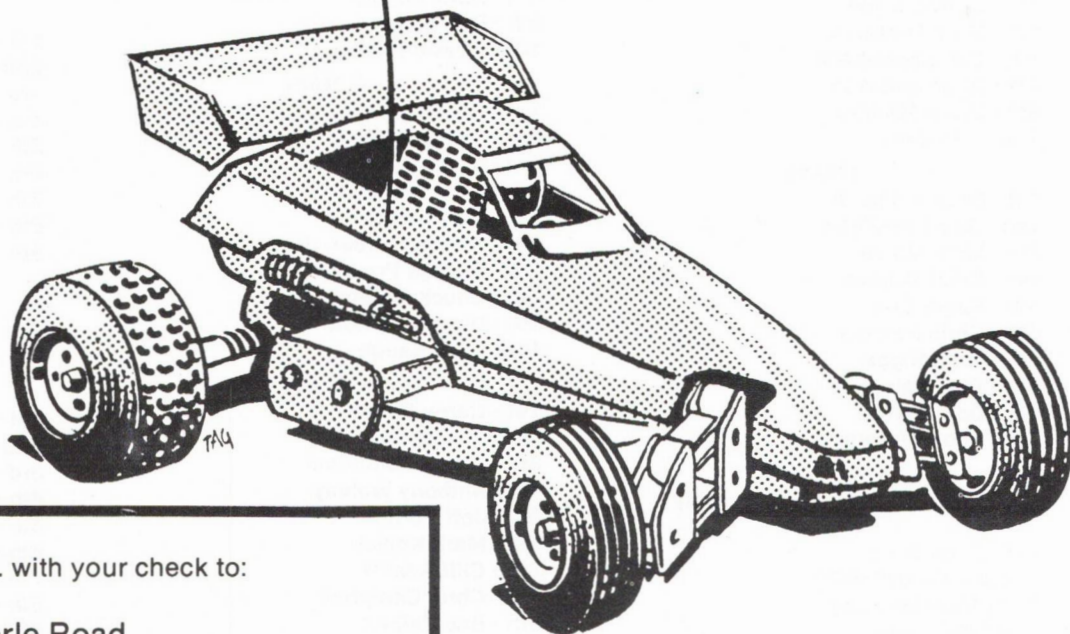
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2wd modified • 4wd modified
plus concours • ROAR sanctioned



**ROAR
MEMBERSHIP
REQUIRED**
(available at race)

Additional info: 216-826-3088
No Refunds After 8-1-87

4th - Bill Milum
5th - Ben Stroupe
6th - Glen Hammond
7th - Chuck Sullivan
8th - David Motten
9th - Rick Hunsaker
10th - Mike Reedy

G MAIN

1st - Fred Scadron
2nd - David Diedrick
3rd - Cliff Adams
4th - Mark Kobisk
5th - Ricky Armstrong
6th - Danny Buck
7th - Michael Rose
8th - Guy Taylor
9th - Carl Kettering, Jr.
10th - Paul Wynn

H MAIN

1st - Charles Fong-Yee
2nd - Ryan Archambault
3rd - Mark Roberts
4th - William Glassen
5th - Gerald Wynn
6th - Mike Fentress
7th - Don Dallenbach
8th - Brian Johnson
9th - Steve Maurici
10th - Bill Jeric

I MAIN

1st - Dave Vince, Jr.
2nd - Scott VanDyke
3rd - Mike Marvel
4th - Brent Graham
5th - Regie Cox
6th - Chris Harnois
7th - John Riggs
8th - Tom Hair
9th - Don White
10th - Bob Waters

2WD STOCK

Top Qualifier: Mark Novotny

A MAIN

1st - Chris Allec
A & L Proto/Trinity
2nd - Mark Novotny
RC10/Gonzo
3rd - Billy Blakeslee

RC10/Trinity
4th - Ralph Duncan
RC10/Trinity
5th - David Moody
RC10/Race Prep
6th - Pete Holland
RC10/Reedy
7th - Mark Manor
RC10/RevTech
8th - Ed Beeler
RC10/Trinity
9th - Tommy Everett
RC10/Reedy
10th - Jeff Mikolaitis
RC10/Reedy

B MAIN

1st - Keith Abbott
2nd - Tony Lanois
3rd - Carlton Coleman
4th - Stephen Miniea
5th - Steve Maslin
6th - Steve Majors
7th - Jeff Harris
8th - Heidi Majors
9th - Paul Norris
10th - David Mottin

C MAIN

1st - Gregory Smith
2nd - Peter Martin
3rd - Kenny Gillett
4th - John Wong
5th - Kyle Laifatt
6th - Wayne Gerber, Jr.
7th - George Prauata
8th - Chuck Sullivan
9th - David Diedrick
10th - Jim Baugh

D MAIN

1st - Carey Slavin
2nd - Richard Pound
3rd - Glenn Hammond
4th - Anthony Wahlay
5th - Jeff Homan
6th - Mark Kobisk
7th - Cliff Adams
8th - Chris Campbell
9th - Bob Talbert
10th - Michael Rose

E MAIN

1st - Charles Fong-Yee
2nd - Kent Suttan
3rd - Bill Milum
4th - Danny Wilson
5th - Matt Miniea
6th - Miles Novotny
7th - Drew Waters
8th - Jerome Talbert
9th - Steve Hurt
10th - Bob Shapiro

F MAIN

1st - Steve Schadt
2nd - Mike Armstrong
3rd - Bill Fraden
4th - Don Graham
5th - Bob Waters
6th - John Riggs
7th - Rebecka Kremens
8th - Don White
9th - Clyde Armstrong
10th - Mike Meighen

G MAIN

1st - Keith Rosenberg
2nd - Gregg Robinson
3rd - Mike Hope
4th - Hal Weaver
5th - John Pebler
6th - Sam Miniea
7th - Charles Kettering
8th - Charles DesChamps
9th - Timothy Blair
10th - Scott Page

SPORTSMAN CLASS

Top Qualifier: Bobby Glassen

A MAIN

1st - Cheri Gillett
2nd - Michael Blackmon
3rd - Bobby Glassen
4th - Michelle Richards
5th - Albert Mai, Jr.
6th - Dennis Alverz
7th - Justin Cunningham
8th - Mark Bellotte
9th - Matt Blazo
10th - Debbie DesChamps

CP

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16582-F Gothard Street, Huntington Beach, CA 92647, (714) 841-1773 or (714) 962-3667

Enclosed is my check for \$ _____

Name _____

Address _____

City _____ State _____ Zip _____

Country _____ Signature _____

Racing Schedule

- 1/8th Scale -

OUTLAW R/C RACEWAY

Every Fourth Sunday of the Month at Perris Hill Park, San Bernardino, CA. Call for further info at (714) 862-5789. Ask for Paul Nadeau, Pres.

TEAM RACE R/C CAR CLUB

Saturday: 11:00 a.m. 1/8th & 1/4th scale, 450' concrete oval. Clinton, Mississippi.

NERCAR

Race Site: Snyntuck Community College, 170 Elm St., Route 220, Enfield, CT. Info: Wes Ford (203) 749-7927, Larry Labounty (203) 749-6281, Phil Olsson (203) 668-1545. Racing starts: 11 a.m.
May 17 - Road Race - Can Am
June 7 - Road Race - Can Am
June 21 - Oval Race - GT Bodies
July 12 - Road Race - Formula One
July 26 - Road Race - Can Am
August 16 - Oval Race - GT Bodies
August 30 - Road Race - Grand Nat
Sept. 13 - Road Race - Can Am
Oct. 11 - Tri Oval Special - GT

- 1/10th Off-Road -

Every Sunday -G & S Off-Road Raceway, San Carlos & Meridian Avenue, San Jose, CA. Signups at 1 p.m. Stock, 4WD Stock, and Open Classes. entry \$3.00.

ASCOT RADIO CONTROLLED RACEWAY

Every Tuesday Oval - Every Friday Off-Road - Sundays - Oval. Radio Control Race Center, 18420 S. Vermont, Gardena, CA, (213) 324-3105.

HOT TRAX HOBBIES

Off-Road Wednesdays, Fridays, Sundays. For further information call (714) 898-1543, Hot Trax Hobbies, 5201 Argosy, Huntington Beach, CA 92649.

KANSAS R/C RACING CLUB

Every 2nd Sun. - Junction City - 1 p.m.
Every 4th Sun. - Enterprise - 1 p.m.

ORLANDO DIRT BUSTERS

Every Sunday - at 8328 Curry Ford

Rd., Orlando, FL 32822. For info call: Brenda Moody (305) 275-5774 or Steve Joiner at club track (305) 273-8150.

CENTRAL NEW YORK Lawrence Race Park

2509 Macedon Center Road, Palmyra, NY 14522. (315) 597-6429. 1/10 and 1/12 electric auto racing. Nov. - Mar. Carpet racing on a 24' x 50' banked track, truck and tractor pulls, slot car racing with a snack bar, in house parts store and new pit areas. Oval and road racing. April-Oct. Carpet racing plus racing on three outdoor tracks - 45' x 80' clay oval, 75' x 150' oval and a 40' x 60' Baja track. Raised drivers stand for big dirt oval - many special events.

BIR INDOOR SEASON

Fridays - 7:30 p.m. Oval racing call (201) 352-6955. Saturdays - 12:00 p.m. Indoor Off-Road racing. BIR Hobby Shop, 550 North Avenue, Union, NJ.

Teach Your Fox a Few Tricks with PRO-TRACK!

The competition doesn't stand a chance when you dress your Fox with PRO-TRACK's trick parts.

- Fox Easy Access Radio Tray Cover Kit - Allows adjustments in seconds, not minutes - \$27.50
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- Fox Modified Rear Wing - \$11.95
- Fox Nerf Bar Kit - \$15.00
- Fox Bumper Kit - \$8.50
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- PRO-TRACK Motor Noise Suppressor Kit - \$2.50
- PRO-TRACK 4mm Nylon Wing Nuts - \$1.90/6 per pack

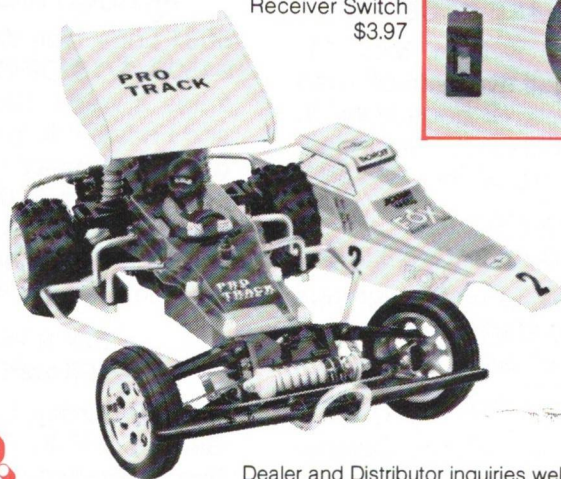
PRO-TRACK is dedicated to the R/C enthusiast who wants to win. Watch for innovative ideas and products from PRO-TRACK. For complete information contact Bob Herman, PRO-TRACK Corp., Box 441, Elyria, OH 44036-0441. Or call (216) 323-3333 today!

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• PRO-TRACK Micro-Light Receiver Switch \$3.97



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REECE'S R/C RACERS

1st & 3rd Sundays at Spinner's Airport Raceway. 2nd & 4th Saturdays at Reece's R/C Racers. (209) 784-0922.

PANTHORN RACEWAY

Panthorn Park, Burrill St., Southington, Conn. Every Saturday May 1st to Nov. 1st. Off-Road, Oval, Baja, Truck Pulling. Call (203) 628-9345 Ben Carr, 272-9326 or Pete Church, 237-6976 Bob Lavoie, 879-2316 Steve Magnani.

ORRA R/C RACEWAY

Route 163 Bozrah, CT
Racing Every Sunday - May 4 to Oct. 26. For more information call: Mike Badorek (203) 889-1734 or Rex Sigler (203) 889-8219.

BEAUMONT PASS RACEWAY

2nd & 4th Sunday - 9 a.m., Sign ups 8 a.m. First St. in Beaumont. Exit 1 10 Beaumont Ave., 60 South to First St. Turn right 2 blocks track on left. (714) 845-7730.

R & R HOBBY

We have 1/10th scale dirt tracks both inside and outside, also 1/12th tracks both inside and outside. Heated and air conditioned. Year round racing without a chance of the weather stopping anything! R & R Hobby - 1414 N. 24th St., Quincy, IL 62301, (217) 228-1133.

HAL'S HOBBY SHOP

Every Saturday from 9:30 a.m. to 4 p.m. Practice: Track open all week. Hal's Hobby Shop, 4886-A Hercules, El Paso, TX 79904, (915) 755-1914.

RATTLESNAKE RACEWAY

Every Sunday - from May 11. 1/2 mile banked oval with off-road infield. Signups 12 noon Hwy. 8. Between Dundas and Cambridge, Ontario, Canada. (519) 623-2560.

RIVER CITY R/C OFF-ROAD RACERS

Racing is every Saturday, sign-ups 3 p.m., racing starts at 3:30 p.m.. (512) 656-5724 evenings.

MASON DIXON R/C CAR CLUB

Every Sunday at 1:00 p.m. Covered track with spectator grandstands and pits under cover. Track loca-

tion at Hagerstown Fairgrounds, Hagerstown, Maryland. For further info or details call: King's R/C Cars 219 E. Washington St. Hagerstown, MD 21740, (301) 739-0080.

SNORR

Racing every 1st and 3rd Sundays. P. O. Box 438, East Haven, CT, (203) 469-2594 or (203) 481-5813, Dave Seales.

A A R/C RACEWAY & HOBBIES

We are located at the famous Sandhill Ranch in Brentwood, CA, where they run the national motor cross motorcycle races. There is two plus acres of parking and overnight camping, limited 110 electric hook-ups, a creek that runs through the property, hobby store and drinking water. We are a ROAR sanctioned track. Weekend races start at 10:30 a.m. and weeknight races start at 7:00 p.m.. For further info call: (415) 757-6594, AA R/C Raceway, Sandhill Ranch, Route 2 143-B, Brentwood, CA 94513.

MODEL CAR WORLD & RACEWAY

Indoor Racing - 7041 N. Pecos, Denver, CO 80221, (303) 426-5255. Every Wednesday - 1/12th Carpet Every Friday - Oval 1/10 Dirt Every Saturday - Off-Road 1/10 Dirt. All races start at 7:00 p.m. - Practice all other times.

TEAM RACE R/C CAR CLUB

Sundays: 11:00 a.m. 1/10 scale Contact Thomas Bullock for details. Call (601) 924-0722 After 2 p.m.

ANTIOCH R/C RACEWAY

5631 Lone Tree Way, Antioch, CA 94509. 1/10 Off-Road racing four times a week. Every Wednesday and Friday 6:30 p.m., Every Saturday and Sunday 10:30 a.m. Computer scoring, 110V a/c pit power, fully lighted, parts dept., overnight camping. Call Jack Hanson for more info (415) 754-5700.

F/X RACEWAY THE FRAME GALLERY

Every Saturday 1 p.m. The Frame Gallery, 13340 F. Franklin Farm Road, Herndon, VA 22071. For further information call Eric Zelman,

(703) 471-4499.

RIVER CITY RACEWAY

On Quincy Road, Wichita Falls, Texas. 1/10 off-road races. Every 2nd and 4th Sundays. (at noon). Call (817) 691-1478.

WALT'S HOBBY & CRAFT

4300 West Genesee Street, Syracuse, NY 13219. 468-6544. Monday evenings. Special races scheduled on select Saturdays. Daily practice.

DIRT POWER HOBBIES RACEWAY

May 3 Oval - May 17 Off-Road
May 31 Oval - June 14 Off-Road
June 28 Oval - July 12 Off-Road
July 26 Oval - Aug. 9 Off-Road
Aug. 23 Oval - Sept. 6 Off-Road
Sept. 20 Oval - Oct. 4 Off-Road
Oct. 18 Oval - Nov. 1 Off-Road
Nov. 15 Oval. Dirt Power Hobbies, Rt. 1, Box 307, Deer Park, WA 99006. (509) 276-6805.

HITT'S HOBBY AND RACEWAY

Tuesdays: Oval Asa, Full Bodies
Thursdays: Off-Road - Stock
Saturdays: Off-Road - Novice
Sundays: Off-Road - Modified
Oval and Off-Road; Lights for night racing; Electricity in the covered pit area; Computer scoring; Snack bar. Track and Hobby Shop open 9:30 a.m. to 9:00 pm. six days a week. 853 Wren Rd., Goodlettsville, TN 37072. For info call Ben or Kent (615) 859-3465.

CARCLUB - COCHRANTON AREA

The Carclub races Fridays starting at 6 p.m., Saturdays starting 9 a.m., Sundays starting at noon. Large indoor carpet - dirt outdoor. Call for info Harry Turner, 120 W. Adams St. Cochran, PA 16314. (814) 425-7788.

S.E.R.A. GRAND NATIONAL STOCK CAR SERIES

July 4 & 5 - Spring Cove Speedway Rt. 1 Box 95, Florence, AL 35630. (205) 757-5998.
Sept. 6 & 7th - Clinton R/C Super Speedway, 505 Spring Ridge, Clinton, Miss. 39056.
Nov. 14 & 15 - Lake Whippoorwill International Speedway, 12345 Narcoossee Rd, Orlando, FL 32812, (305) 277-9586.

QUEEN CITY R/C RACEWAY

1/12, 1/8 and 1/10 scale cars.
Every Friday - 7 p.m. - Open Class
Every Sat. - 2 p.m. Stock & Open
Every Sun. - 2 p.m. Drag Racing
5050 S. Federal Blvd., Englewood,
Colorado 80110, (303) 730-1391.

MODESTO SCALE AUTO RACERS

May 16 - June 20
July 18: 9:30 a.m. For more info
contact Bob Lawson 521-7942.

PDQ RACEWAYS & HOBBIES

1/8, 1/10, 1/12 Scales
We have indoor carpet, outdoor
asphalt, and dirt tracks. A com-
pletely stocked R/C store. We have
a AMB computer and conduct races
every week rain or shine. We are
the home of the 1987 ROAR 1/10
scale Nationals. Call for times and
details. 429 Bankhead Highway,
Mableton, GA 30059, (404) 941-
2626.

NEW ENGLAND'S PINE BANKS R/C RACEWAY

We are located in Melrose, Mass.
We have two 1/10 scale tracks in
the winter, our indoor carpet with
jumps, etc. In the spring we go
outdoors to our large dirt track.
Indoors we race three Sundays a
month, outdoors we race every
Sunday in the spring. For further
information and schedule contact:
B & B R/C Accessories at (617)
324-4465 or Brian Branon at (617)
322-9554.

C.O.R.R.A.

May 14 - May 24 - May 31 - June 14
June 28 - July 12 - July 19 - July 26
August 9 - August 23: For info call
Dan Dubrule (312) 255-7383 or
Paul Robinson (312) 541-9403.

SOUTHWICK AUTO RACERS

May 9 - May 31 - June 7 - June 13
June 21 - July 5 - July 19 - Aug. 2
Aug. 9 - Aug. 23 - Aug. 30 - Sept. 13
Sept. 20 - Sept. 27 - Oct. 11 - Oct. 18
13 Powder Mill Rd., Southwick,
Mass. 01077 (413) 569-5753, 569-
0497.

GROUND ZERO RACEWAY

Sunday: Noon to 6 p.m. 1/10 Off-
Road & 1/12 carpet races at 2 p.m.
Sign up Noon to 1:30. Tuesday -
1/12 carpet races at 7:30. Friday -
1/10 Dirt Oval races at 7:30 p.m.
Saturday - Informal Junior Races
(16 & under) Speciality clinics.
Located just 10 minutes West of
the Westroads at 208th and West
Dodge Road in Omaha, NE. (402)
289-4184.

SEMROCC

May 17 - May 24 - May 31 - June 14
June 21 - June 28 - July 12 - July 19
July 26 - Aug. 2 - Aug. 16 - Aug. 23
Aug. 30 - Sept. 13 - Sept. 20 - Sept. 27
Freedom Hill Park Sterling Heights, MI

McHENRY GROUND POUNDERS

May 10 - May 31 - June 14 - June 28
July 12 - Benefit Race for Cancer
July 26 - Aug. 9 - Aug. 23 - Sept. 6
Sept. 20 - Oct. 4 - Oct. 18.

Hobbytown, Call (815) 344-1777,
Ask for Luke, Knox Park, Route 31,
McHenry, IL 60050.

- Dirt Oval -

HOT TRAX HOBBIES

Every Saturday - Exclusive dirt oval
track. Racing starts at 5:30 p.m.
5201 Argosy, Huntington Beach,
CA (714) 848-1543. Call for start
approximately second week in May.

SEMROCC

June 9 - June 16 - June 23 - June 30
July 7 - July 14 - July 21 - July 28
August 4 - August 11 - Rain Dates

- 1/12th Scale -

OUTLAW RACING

Every Friday Night & Every 1st Sun.
Fri. nights - Stock Only at 7:30 p.m.
Perris Hill Park, San Bernardino,
CA. Paul Nadeau at (714) 862-5789.

GLASS CITY RADIO CONTROL CAR CLUB

Racing 1/10th & 1/12th. For more
info contact: Clayton White
(1/12th) (419) 882-2518 or Mike
Marshall (1/10th) (313) 241-5321.

BIR INDOOR SCHEDULE

Tuesdays - 7:30 Stock & Mod. Fri. -
7:30 p.m. Oval Racing. Sun. - 9 a.m.
SEAR/C Points Series. 550 North
Ave., Union, NJ.

S.T.A.R.C.

Every Wed. Night - S.T.A.R.C. Club
Series, Rockton, Ontario, Canada.
Call Sam Burke (519) 621-5424.

TEAM RACE R/C CAR CLUB

Wednesday: 7 p.m. indoor track,
Clinton, Mississippi.

FLORIDA STATE SERIES

Aug. 8 & 9 - Melbourne
Oct. 17 & 18 - Miami
Nov. 14 & 15 - Orlando

SOUTHERN CALIFORNIA POINTS CHAMPIONSHIP

Stock & Modified
May 24 - Ranch
All dates are Sundays. Call Mr.

Nadeau (714) 862-5789.

CALIFORNIA AUTO RACERS

May 17 - June 14
July 12 - Aug. 9 - Aug. 22, 23
Sept. 13 - Oct. 11 - Nov. 8 - Dec. 5
Contact Don Hill at (408) 973-
9622. San Jose, CA.

SEMROCC

May 3 - June 7 - July 5 - Aug. 9
Sept. 6 - Oct. 4

- Special Events -

Grand American '87 Oval Series

June 6 & 7 - Radio Controlled Hobbies,
2011 B Placentia Ave., Costa
Mesa, CA 92627, (714) 631-1555.

July 4 & 5 - Hobby Bench Raceway,
515 S. Glendora Ave., Glendora,
CA 91740 (818) 963-9517.

Aug. 1 & 2 - RC/RC
18240 S. Vermont Ave., Gardena,
CA 90247, (213) 324-3105.

Sept 5 & 6 - Ranch Pit Shop, 1655
E. Mission Blvd., Pomona, CA
91766, (714) 623-1506.

Parma International and Sanyo
are proud to announce their
sponsorship of the NORCAR 1987
American Off-Road Championships.
This annual event, held this year
August 14-16 at the NORCAR Club
track in Celeveland, OH, is sure to
draw the elite of the sport. For fur-
ther info call (216) 826-3088.

**I.R.O.A.R. (Iowa Radio Operated
Auto Racers)** will be sponsoring
the "All Iowa Fair 1/10 Scale
Challenge Race" in Cedar
Rapids, IA. The race will be held
June 27 & 28, there will be an
Off-Road and Oval course. Pre-
entry forms must be postmarked
by June 22. For more info and
entry forms contact: Gary Gallo,
(319) 362-4561, 3512 Bel Air Dr.
S.E., Cedar Rapids, IA 52404 or
Bill Wight, (319) 377-2578, 421
26th St., Marion, IA 52302.

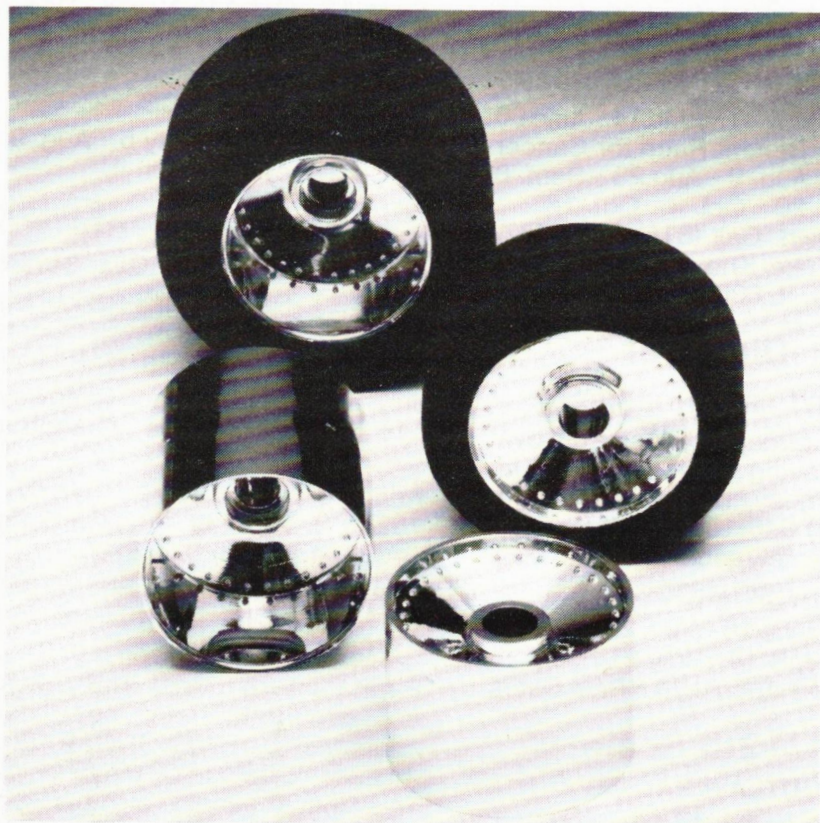
1987 Gas Nationals

Hosted by F.A.R.C.A.R. at Ft. Lau-
derdale R/C Speedway. ROAR
Can-Am Bodies. Trophies 1st thru
3rd. Concours. For additional info
call Mike Morse (305) 748-5416
7 p.m. to 10 p.m. (E.S.T.).

SCHEDULE

August 25 - Open Practice
August 26 - Controlled Practice
August 27 - 28 - Qualifying
August 29 - Concours - Mains
August 30 - Rain Date
ROAR rules strictly enforced.
Scoring by AMB/AutoCount

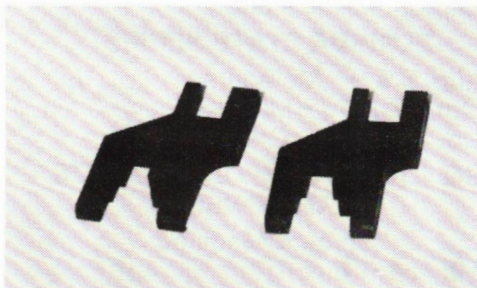
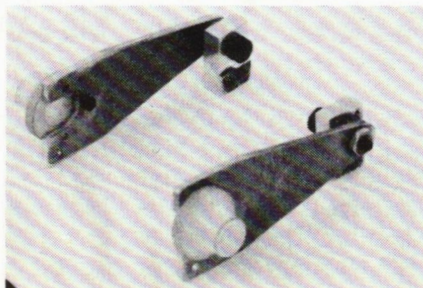
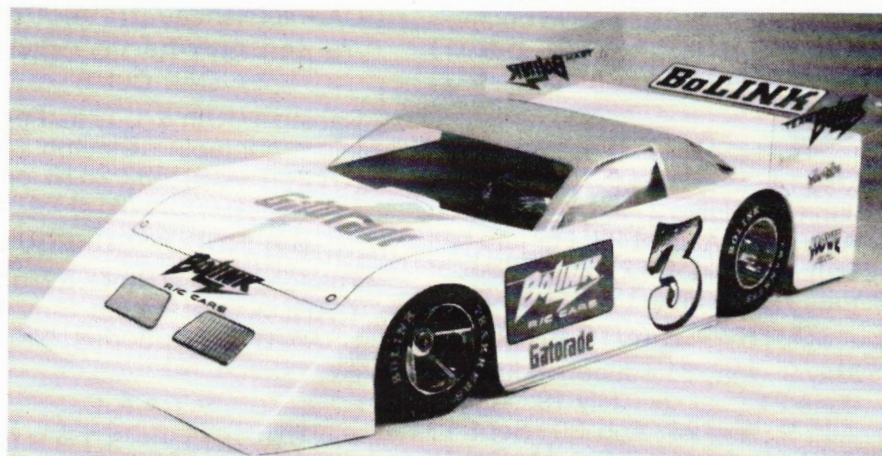
NEW PRODUCTS



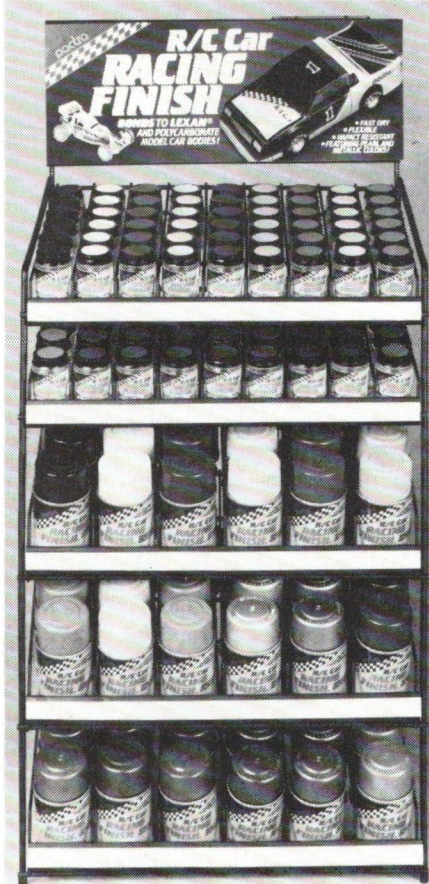
Paragon Centerline Racing Wheels
Centerline 1/12 scale racing rims are molded in a tough, light-weight plastic. These rims not only give the serious competitor a weight advantage, they're also excellent for concourse competition. Run light, smooth, and look fantastic with PARAGON Centerlines! Currently available in white, chrome and gold chrome. Suggested retail per set: \$3.95, \$5.95 and \$6.95 respectively. Paragon Racing Products, Dept. CP, 8802 Knollwood Dr., Eden Prairie, MN 55344, (612) 934-1220.

BoLink's 1/10 scale Dirt Oval Racing "Firebird" is patterned after the most popular style full scale late models being raced throughout the U.S. The body is pictured with BL-2733 air dam kit installed. This kit gives you the material, full size templates and the hardware necessary to install the side dams and an adjustable rear spoiler so you can set it for different track conditions. Part No. 2373, Late Model Firebird, Price \$17.00.

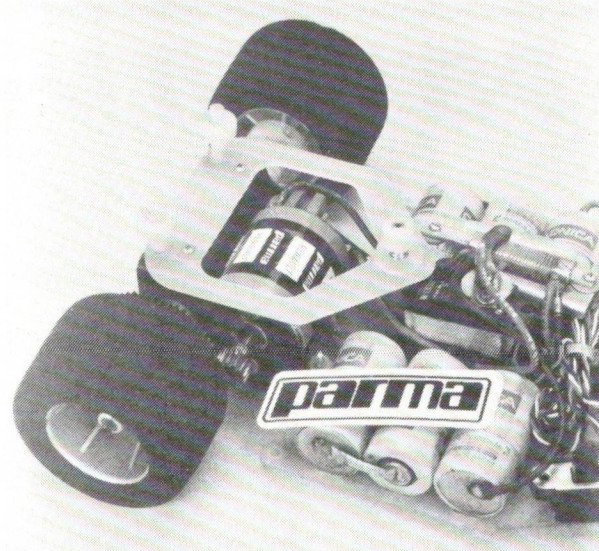
This body proved itself a winner by winning the Main Event in its first two outings. Complete information on all BoLink's products are available by sending \$3.00 for their latest catalog and price sheet. "He who dies with the most toys" bumper sticker included. Write 420 Hosea Road, Lawrenceville, GA 30245.



Left: Rear Trailing Arms for the RC10 - Provides more suspension movement for roughest terrain. Part No. 2200 for Aluminum Tub; part no. 2201 for graphite chassis. \$40.00 set. Right: Front A Arms for the RC10 - Avoids roll overs, less push. Part no. 2006. \$15.00 set. HI-TECH, 13432 Balos St., Garden Grove, CA 92644, (714) 898-9344.



New From Pactra . . . A paint specially formulated to bond to Lexan™ Polycarbonate R/C model car bodies! NOW, you only need to carry one polycarbonate paint line! And, there is no longer any reason to send customers out of the hobby store to buy automotive paint for use on R/C car bodies! New Pactra R/C Car Racing Finish is specially formulated to BOND to Lexan™ or Polycarbonate Radio Control Model Car Bodies. It is resistant to cracking, chipping and impacts. Pactra R/C Car Racing Finish dries fast and has excellent adhesion to the underside of the clear car bodies. PLUS, only Pactra has a polycarbonate paint available in BOTH a 2/3 oz. bottle and a 4 oz. aerosol! And, there are 18 terrific colors including 6 metallics and 3 pearls! Pactra R/C Car Racing Finish is merchandised in an attractive display rack which includes informative booklets filled with PAINTING TIPS and a chart that shows actual samples of the paint colors as they would appear under Lexan™. Pactra R/C Car Racing Finish has ALL of the features every hobbyist has hoped for in an R/C car paint! Available at your local hobby store. . . Pactra Paints.



The Parma 360 degree rear dampener for the Euro Panther improves the handling on both carpet and asphalt. Its design allows a constant dampening throughout the full travel of the rear pod. Part No. 7121 \$10.00. Parma International, 13927 Progress Parkway, North Royalton, OH 44133.

**Introducing...
A Brave New Breed
in R/C Tires.**

The Warriors

Finally a wide tire that doesn't mean battery burn out. Extra wide low profile tires from Pro Line.

APACHE #426 For Hard Surfaces

CHOCOLATE (WAFFLE) #427 For Hard Surfaces

COMANCHE #428 For Sand

MADE IN THE U.S.A.

PRO-LINE RC Tires & Accessories

PRO-LINE USA
P.O. BOX 456 • BEAUMONT, CA 92223

GOES TO THE RACES!

- **CORCAR FALL CLASSIC**
COLUMBUS, OHIO
OCTOBER 19, 1986

2 CARS "A" MAIN
4wd - OPEN

- **VANCOUVER HOBBY SHOW**
VANCOUVER, B.C.
DECEMBER 9, 1986

1st & T.Q. "A" MODIFIED
2nd "A" STOCK

- **SHOW-ME OFF ROAD CHALLENGE**
RIVERSIDE, MISSOURI
DECEMBER 12-14, 1986

2 CARS "A" MAIN
MODIFIED

• **R.C. SPEEDWEEK**
LAS VEGAS, NEVADA
DECEMBER 17-21, 1986

2 CARS "A" MAIN
MODIFIED & HEAVY METAL

THE CAR TO WATCH IN 1987!

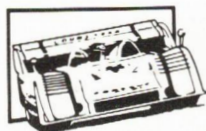
"I won the race and also tied the track record."

"The PB Mini Mustang may be the answer to my prayers."

Mike Coffey, Partner, R/C 500 Racetrax, Richmond, Virginia

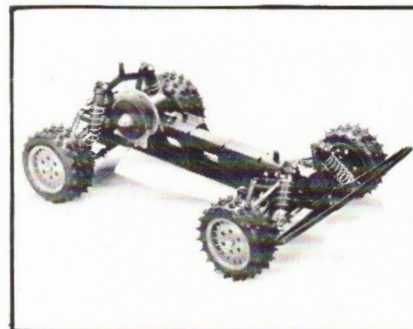
"With the PB Mini Mustang I hold the track record at Outlaw Raceway, Chandler, Arizona."

Mark Mac Vittie, Owner, MRT Raceway, Phoenix, Arizona



parma
INTERNATIONAL INC.

WORLD CHAMPIONS ESTABLISHED 1964

The logo for SPEED-SPORT INC. is displayed in a large, bold, italicized font. The word "SPEED" is followed by a horizontal line and then the word "SPORT". The letters are black with a white outline. "INC." is written in a smaller font to the right of "SPORT".

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SCALE RACE CAR SPECIALISTS

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- ★ We get orders from Maine to Florida and from Texas to Washington. Why? Because we have the parts, give fast service and good fill rates.
- ★ We take extra care in filling orders. We are not perfect, but we try hard.
- ★ Get on the band wagon, R/C cars are hot and we specialize in them, and we back up all the cars with parts to keep your customers happy. We also have the parts from the small manufacturers to make the cars faster and handle better.
- ★ Twenty years of experience in Scale Race Cars. Can answer most questions. When you ask for the thing-a-ma-jig that fits on to what-cha-ma-call-it, we know what it is.
- ★ We use the manufacturers numbers and catalogs. It makes ordering easier.
- ★ We sell wholesale only. We don't have a retail store or sell mail order. Our only job is to take care of you, the dealer. The better your business is, the better ours is.
- ★ We don't have a toll free number, but give us a call and we will call you back.
- ★ We have an 8,000 sq. ft. warehouse filled with scale cars and parts only. We do not carry boats, trains, crafts, etc.
- ★ We are considered one of the major suppliers in the Scale Race Car industry by many of the manufacturers.
- ★ If you are not buying from us now you are not realizing all the profit potential from your R/C Car Department.

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Magnum and Attack are two familiar names with fans of fine 2 Channel RC systems.

Now Attack and Magnum have the perfect systems for RC beginners, or the racer on a budget.

Introducing our new Attack Series, Magnum/2P Sport and some special Futaba features every serious enthusiast should think about.



Attack systems include two S128 servos, switch harness and new R102GF (BEC) receiver, all equipped with Futaba J-Type mini connectors.

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One thing always slowed down RC electric models. The receiver battery pack.

Attack systems use our new R102GF, 2 channel receiver with integrated BEC (Battery Eliminator Circuitry) to extract the highest level of performance from your model. Futaba BEC provides regulated power to the receiver and servos from your model's motor NiCd pack, reducing your car's weight for improved handling response and quicker acceleration.

Getting rid of the four ounce battery even helps you brake deeper entering corners.

MAGNUM SPORT.

Wheel racers on a budget will want to get their hands on the new Magnum Sport/2P a no-frills system than can still deliver Futaba quality and reliability.

And only the Magnum Sport has the better grip, feel and superb balance as our other Magnum models, even the steering wheel that is adjustable for spring tension and lock-to-lock throw.

REVERSE ATTACK.

Attack-NBR and Magnum Sport have another handy feature, servo reverse switching. If your model and your radio installation have a disagreement over the direction of servo rotation, each channel can be easily reversed by switches recessed in the transmitter's base. You'll never need special, reverse-rotation servos.

Get your two channel RC model on the right track. Choose a new Attack or Magnum Sport system from Futaba, the world leader in radio control.

MAGNUM ATTACK



Magnum Sport/2P
(System includes:
R2GS receiver/2-S28
servos)

Futaba

Futaba Corporation of America
555 West Victoria Street
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The BIGWIG

Rack and
pinion steering

Revolutionary
aerodynamic
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Technigold motor

Hundreds of high
performance features



Aerodynamics and features to shape the future of off-road

Not just designed, the shaft driven, four wheel drive Bigwig was carefully sculptured to incorporate the latest science of full-size race aerodynamics. To do this, Tamiya had a noted designer of full-size racing machines design the Bigwig's 1/10 scale body.

Instead of just a large rear wing to take advantage of road hugging aerodynamics, its entire body has a wide wing shape, making it an efficient airfoil... steady and smooth even on the roughest tracks.

Rack and Pinion Steering...First in a Tamiya off-road, rack and pinion steering lets you steer crisply, corner superbly and maneuver briskly. You'll feel control confidence as never before...as you take advantage of a system usually reserved only for full size buggies.

Go For The Gold

And to give you yet another competitive edge you'll find our high torque Technigold motor is standard.

It features ball bearings on the shaft plus adjustable timing to match race conditions. And its capacity will handle not only the standard 6V or 7.2V batteries, but our high power, high torque 8.4 Goldpower battery as well. Fourteen precision ball bearings smooth all this power all the way to the lightweight, one-piece aerodish wheels.

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Model Rectifier Corporation
2500 Woodbridge Avenue
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4 large oil-filled, coil over adjusters • Double wishbone arms for front suspension • Circuitry • Accepts 6 or 7.2V batteries • Distinctive cooling system with 14 precision ball bearings • Molded features • 14 precision ball bearings • Cylinder • 8.4V Goldpower battery • Sem • and it • mmi • polycarbonate body • Wide stance • handling • Steel drive shaft transmission • gearings used in both front and rear • The sealed gear boxes

smooth out the • Battery Eliminator • as new 8.4 battery • aluminum • v8 engine • strong • mate • for great • able at both ends for q • Lightweight, aerodynamic • chassis for unparalleled • to all four wheels • Different

