

December/January, 1988

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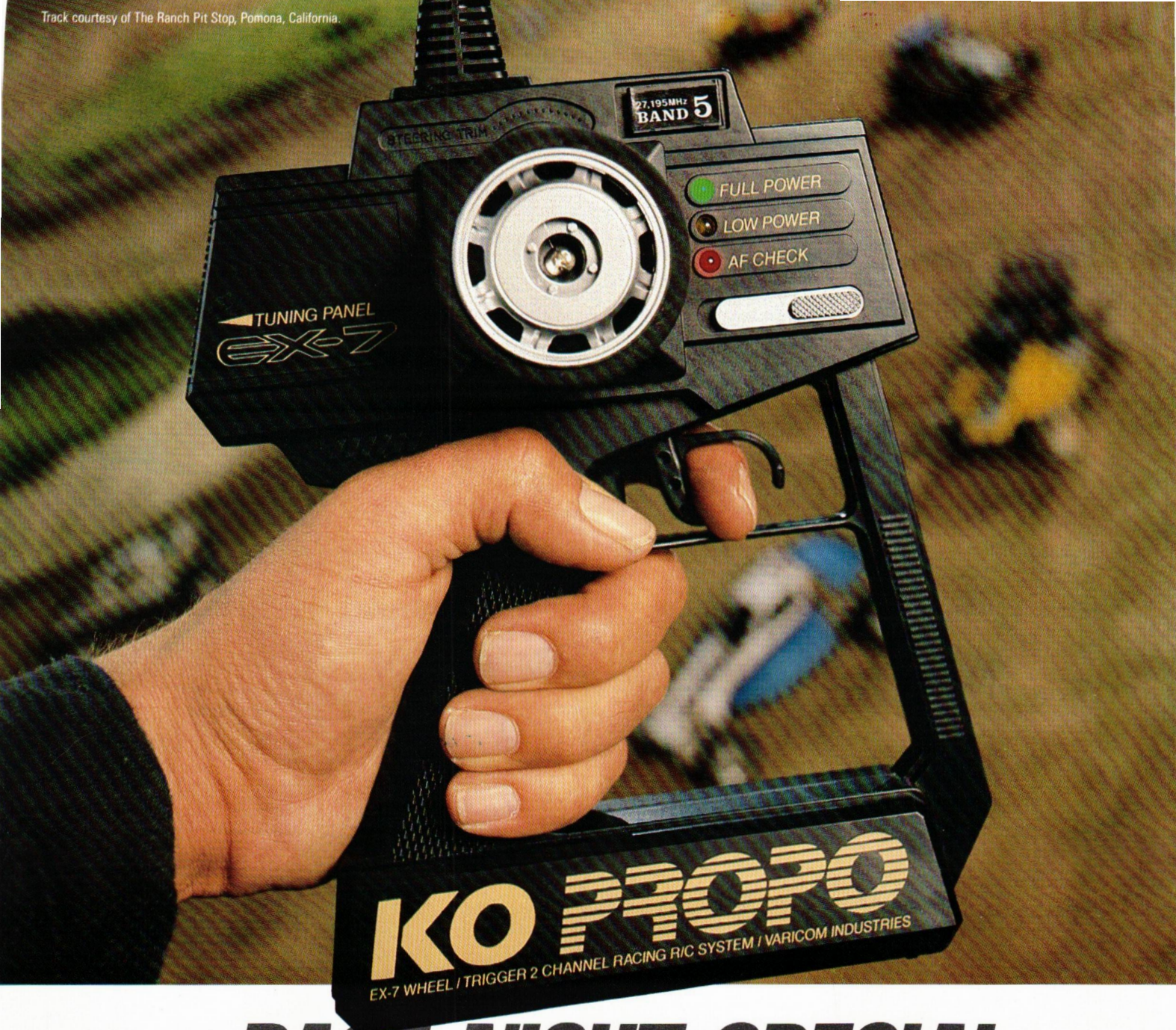
COMPETITION



PLUS THE R/C CAR MAGAZINE

- Kyosho Ultima Part II
- Body Painting & Detailing Part II
- The Losi Challenge Race
- ROAR Region VI 1/10 Championship





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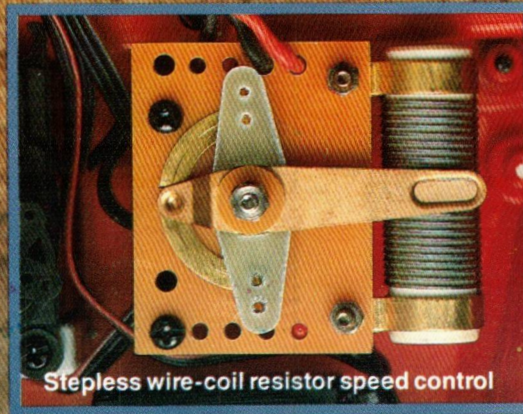
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Season's Greetings and Best Wishes for the New Year



With the coming of 1988 Competition Plus will be entering its sixth successful year. It all started at the 1982 1/12 scale worlds and since then we have seen many changes. A few of which were the inception of 1/10 scale off-road, the introduction of 4WD in 1/8 scale gas, and the constant progression of new 1/10 scale off-road cars to the latest technology of 4WD cars. Through these years Competition Plus brought its readers the very latest information on setting up competition cars, charging batteries, painting bodies, and the latest racing news.

As we approach the Holiday Season we, at Competition Plus, would like to extend the heartiest of greetings for a wonderful and happy New Year! May all your Holiday wishes come true!

This is the time of the year that Competition Plus combines its issues bringing you a December/January issue. This tradition basically started back when in "the early days" nothing much went on during these months. Since then the sport of radio control cars has grown to such proportions, that the 1987/1988 December/January issue will probably be the last combined issue we will ever produce. Next year you will see a separate December and January issue.

Speaking of next year, 1988 is full of excitement. The 1988 calendar starts off with the Reedy Race of Champions. This event, in only its second running, will assemble racers from Europe and Asia, along with America's best! Many other major events will be covered over the months until the ROAR Nationals. 1988 will see the first time the Nationals will be hosted in different regions. 1/10 off-road in the West, 1/8 scale in the Midwest, and 1/12 in the East. The 1/12 scale worlds will also take place, this year in Holland. In addition to the 1/12 scale worlds,, you will also have the 1/8 scale off-road gas worlds in Italy. Although this phase of radio control car racing has not taking off in this country, maybe '88 is the year.

Another first in '88 will be the 1/10 scale oval Nationals. Over the last few years oval racing has really become popular and a National Championships is a needed event for this class.

As we look forward to '88 with anticipation I must say 1987 wasn't a sleeper either. Joel Johnson of Team Trinity/Kyosho captured the 2WD World Championship in 1/10 scale and Masami Hirosaka captured the 4WD crown. In 1/8 scale Re-Pete Fusco, with his Associated is your reigning World Champion.

All in all, things have really been happening in R/C and Competition Plus has been proud to be a part of this. We wish to thank all of our readers and advertisers for their continued support. Competition Plus and our staff will be here for many years to come, bringing the latest information and keeping everyone abreast of everything.

Til next time!

PETER BARANA
Editor

Advertiser's Directory

ACTION HOBBIES	50
ALL PRO RACING	23
ASSOCIATED ELECTRICS	47, 78
ATLANTIC BRASS	35
AUTOGRAPHICS	35
BIR.....	21
BOLINK	49
BUD'S PRODUCTS	67
CAM MOTORS	14
CLIFTON'S HOBBIES	16
CMW, INC.	19
COMPOSITE CRAFT	29
COORDINATED DATA	33
COX	3
ERI	49
FUTABA	Inside Back Cover
GREAT PLANES DIST.	10, 11
HIGH PERFORMANCE	27
HOBBYMASTERS	63
HOBBY SHACK	Inside Frt. Cover
HobbyShopper's Guide ...	47, 70
HOT TRICK	54
HOT TRAX HOBBIES	71
HOUGE	15
JA LEA CO.	26, 35, 64
JG MFG.	24
KIMBROUGH	64
LEISURE	8
MIDWEST INDOOR RACE ...	62
MODELER'S HAVEN	9
MRC	Back Cover
NOR-CAL AVIONICS	31
NORM'S R/C	58
NOVA	76
PACTRA	5
PARAGON	57, 61
PARMA International	4, 18
PEAK PERFORMANCE	53
POORBOYS DIST.	34, 38, 46, 55
PRO-LINE	41
PRO SHOP	66
P. WEE CORP.	51
QUARTER FLASH MOTORS ...	36
RACE PREP	25
RACING SILKS	39
R/C PERFORMANCE	30
RC/RC	59
REEDY MODIFIEDS	37
REEDY RACE OF CHAMPS ...	48
REEDY/NOVAK OVAL RACE ...	42
ROBINSON PRODUCTS	22
RPS DIST.	28
R.S.I.	45
SANYO	40
TEAM PIT STOP	43
TECH TOYS	65
TEKIN	73
TRC	20
TRINITY PRODUCTS	44, 77
TWISTER MOTORS	12
VICTOR ENGINEERING	32
WEST COAST RACE	60
WINTERNATIONALS 88	56
WORLD HOBBIES.....	17

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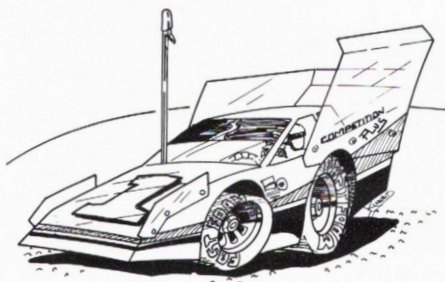
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This Month's Features:

6 Mailbox

Letters to the Editor

9 Body Painting - Part II

Painting a Benetton and New Man Body

17 1/10 Off-Road California Championships

North vs South California Challenge

24 The Losi Challenge Race

An Exciting Two Day Event Held in Lincoln and Omaha

36 ROAR Region VI Off-Road Championship

New Stars Discovered

51 Michigan Dirt Oval Duel

Racers From All Over the Mid-West Attended

61 The Kyosho Ultima - Part II

Second Part of This World Championship Car

68 Racing Schedule

The Latest Dates and Info on Where to Race

72 New Products

Latest Product Releases Hot From The Manufacturers

— ABOUT THE COVER —

This month's cover features the Kyosho Ultima imported by Great Planes. This car is the current 2WD World Champion. The crown was won in August, 1987 in England by Joel Johnson of Team Trinity. Check the article on Page 61.

NEW

Leisure 106

Input: 117 vAC
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Leisure 107

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Leisure chargers also have trickle charge circuits which operate when the timer is off. Trickle charging allows you to top-off your battery pack overnight insuring maximum performance.

On all Leisure chargers you will find other thoughtful design fea-

tures to protect you and your equipment. For example, all our chargers include an inexpensive, easy-to-replace fuse. Should a short occur in your model or should you incorrectly wire your model or batteries, you simply replace the fuse rather than having us replace an expensive charger component.



Leisure offers high quality Sanyo NiCad cells and fully assembled battery packs. A complete selection of switches and connectors are also available.

Another thoughtful design feature of our chargers is our input connectors. Unlike some of our competitor's chargers, Leisure doesn't include cigarette lighter type connectors on its D/C chargers. We've seen expensive front

seats and floor mats in cars destroyed by hot battery packs and runaway cars. Our chargers are designed for use outside the automobile where it's both convenient and safe.

Leisure is a pioneer in the use of electric power for radio controlled models. Being modelers ourselves we've designed our chargers to save you effort and expense and to get the most enjoyment from your R/C hobby. See Leisure's complete line of equipment and accessories; including electric flight motors, battery packs, and connectors, at your R/C hobby dealer. Or, send a stamped, self-addressed, business size envelope for complete details.

Leisure

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Body Painting - Part II

By Bob Crane - Illustrations By Sean Crane

By now you are all very busy on a Wrangler Nascar Monte Carlo. Parma has just come out with a new Nascar sticker sheet, No. 10606. This will help a lot in your search for official decals. In this part we are going to concentrate on off-road paint schemes. Again the body that was chosen is the Parma Eagle. This body has to be the sleekest off-road body that we have found. In the accompanying illustrations, we have laid out the latest "Benetton" formula one paint scheme and the "New Man" GTP paint scheme. I realize that these cars in no way resemble the Eagle, but their paint schemes are hot! Let's begin with the Benetton car.

A visit to your local Benetton store is necessary to procure the needed decals for the car. On the full scale formula one the entire rear

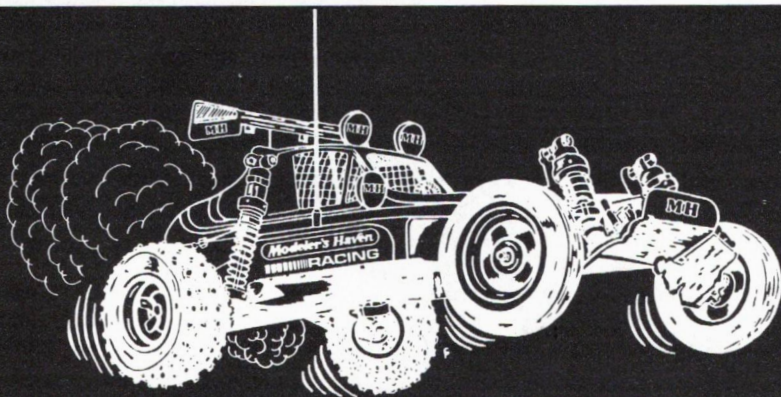


Parma "Eagle" in the Benetton Formula One color scheme.

area of the car is black. We have modified the paint scheme to brighten up the rear of the car. Whenever we paint we use Tamiya paints. They are water soluble and have no harmful vapors. First mask the

windows, which will be painted black. Next cut the pink areas in masking tape on your piece of glass. Refer to the illustration for color location. On this car there is a lot of masking. Work from the front of the car to the rear. The blue areas on the top of the car were pre-cut out of masking tape on the piece of glass and transferred to the car.

The color areas on the full scale Benetton car are separated by yellow pinstriping. I tried this on the 1/10 scale car, but the yellow was overpowering. I then used different monokote colors for the trim. Place the monokote trim sheet on the glass and gently cut a thin strip. It is not necessary to cut all the way through the backing. Carefully peel the monokote pinstripe off of the backing and affix it to the car. When all of your pinstriping is finished, use clear nail polish to cement the tips or ends of the monokote to the body. By doing this you will not experience the ends pulling up. Carefully trim the Benetton logo from the sticker sheet and the word Benetton. I could not find a small Benetton decal that would be the correct scale for the car so I made my own. In the store I spotted a flyer with the Benetton logo printed on it. At home, I carefully cut the logo from the flyer and used a piece of 3M



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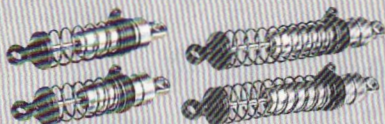
World-class Ultima Hop-Up Parts

(available separately)

These race-winning Kyosho and Option House accessories were used by the top-three drivers at the World's. We've listed which drivers used these parts. Kyosho and Option House accessories are available anywhere Kyosho is sold.

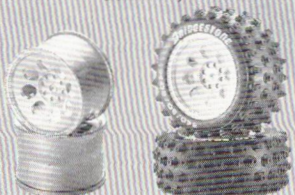
W-5002 – Gold Shocks-Rear
W-5001 – Gold Shocks-Front

Johnson, Kondo & Moore



W-5021 – Large Rear Wheels
W-5032 – Low-Profile Rear Tires (Dirt)

Johnson, Kondo & Moore



1974 – Complete Bearing Set

Johnson, Kondo & Moore



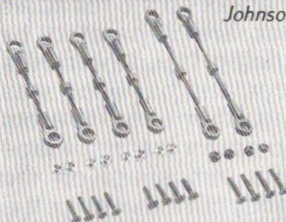
W-5061 – Universal-Jointed Shafts

Johnson & Kondo



W-5005 – Special Rod Set

Johnson & Kondo



UM-26 – Tall Shock Tower Set

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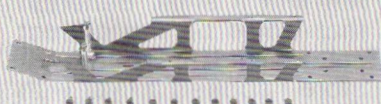
OT-76 – Hardened Final Pinion (F&R)

Johnson, Kondo & Moore



UM-27 – Special Chassis

Kondo & Moore



UM-30 – Special Radio Plate

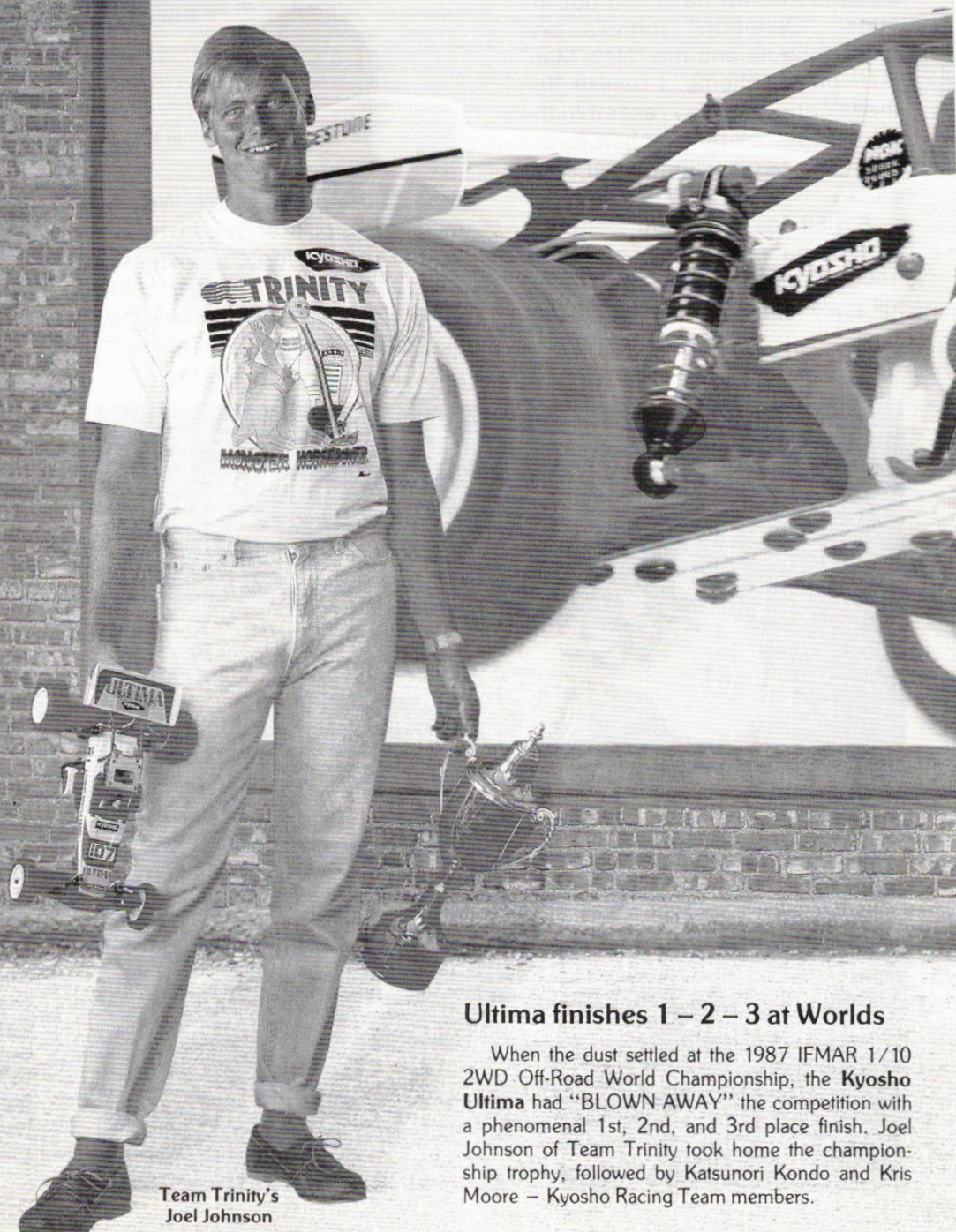
Kondo & Moore



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WORLD



Ultima finishes 1 – 2 – 3 at Worlds

When the dust settled at the 1987 IFMAR 1/10 2WD Off-Road World Championship, the **Kyosho Ultima** had "BLOWN AWAY" the competition with a phenomenal 1st, 2nd, and 3rd place finish. Joel Johnson of Team Trinity took home the championship trophy, followed by Katsunori Kondo and Kris Moore – Kyosho Racing Team members.

Team Trinity's
Joel Johnson

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The Ultima has accepted, and in fact welcomed, the challenges of other highly-rated 2WD off-landers and has produced a track record that speaks loud and clear, win after win, leading up to its impressive, sweeping victory at the Worlds. Find out what drivers like World Champion Joel Johnson already know – if you want to **WIN**, you must drive a Kyosho Ultima!

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Larry Westcott — Winner of the 1987 "R.O.A.R. West Coast Oval Series". Larry won 4 series races as well as setting the track record at "The Ranch Pit Shop" (the most prestigious track on the west coast). **#704 "Titan"**.

Eddie Knoles, Jr. — New track records at the "Ranch", Ascot Raceway and E & L Raceway-Del Mar (the fastest dirt oval in the country). **#702 "Titan"**.

Erik Soderquist — Erik drove the **"TWISTER Mobile"** 4 wheeler to victory at the **TWISTER** Invitational Race and the "Hot Tracks" indoor offroad championships. **#704 "Titan"**.

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★ ★ ★ FLASH ★ ★ ★

Steve Swindle unleashed a **"Titan" #704** on the competition at Lake Whippoorwill Speedway and came away with a phenomenal 45 lap track record run. Steve used a new Bolink car, Gonzo batteries and superb driving to T.Q. the exclusive Invitational class on the countries fastest oval track!

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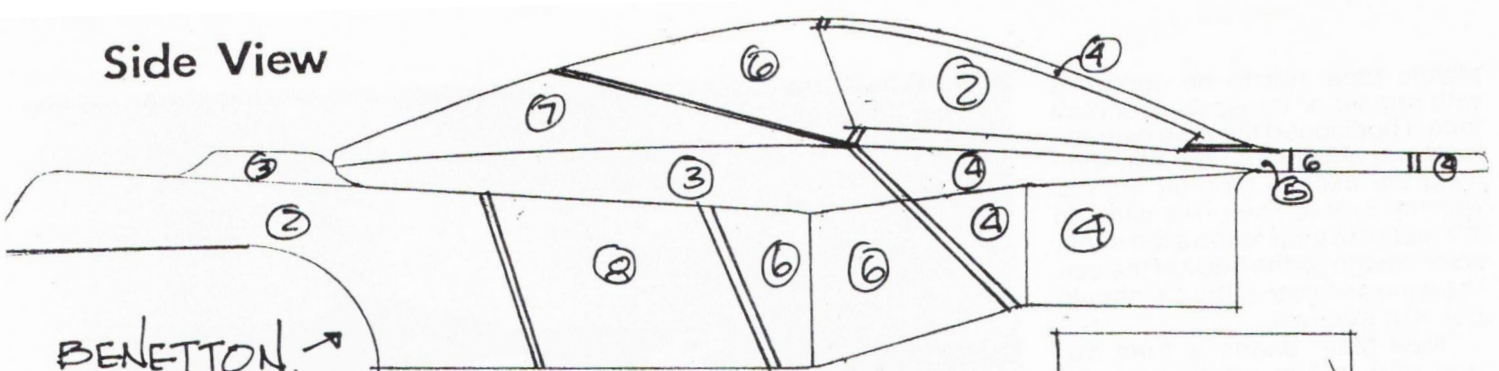
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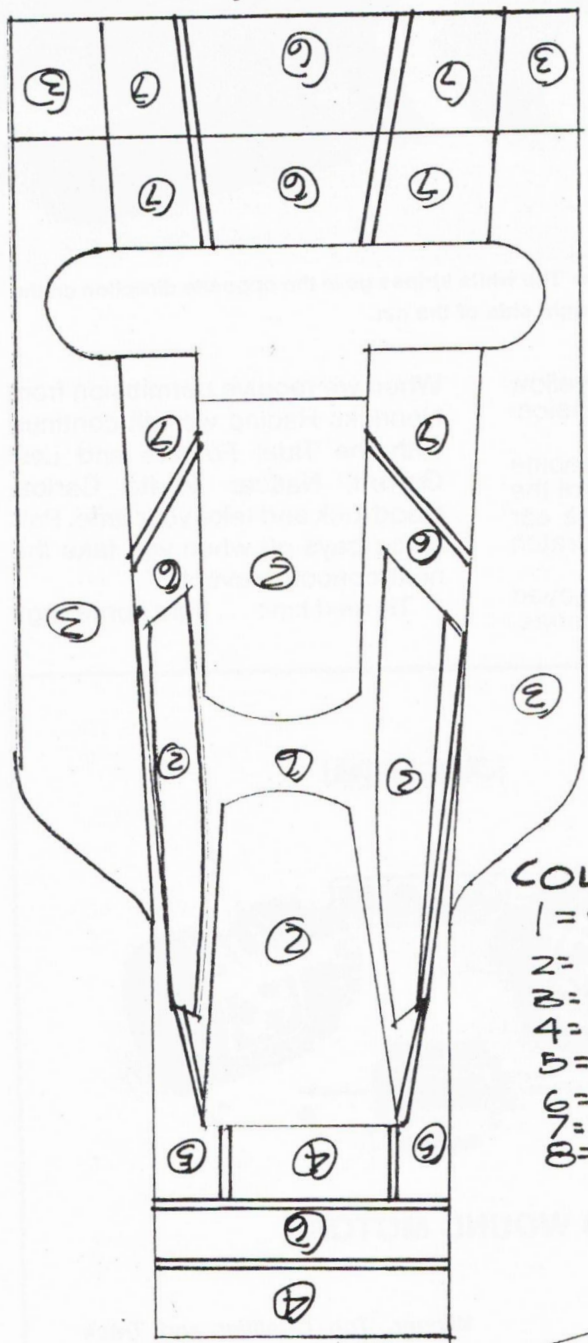
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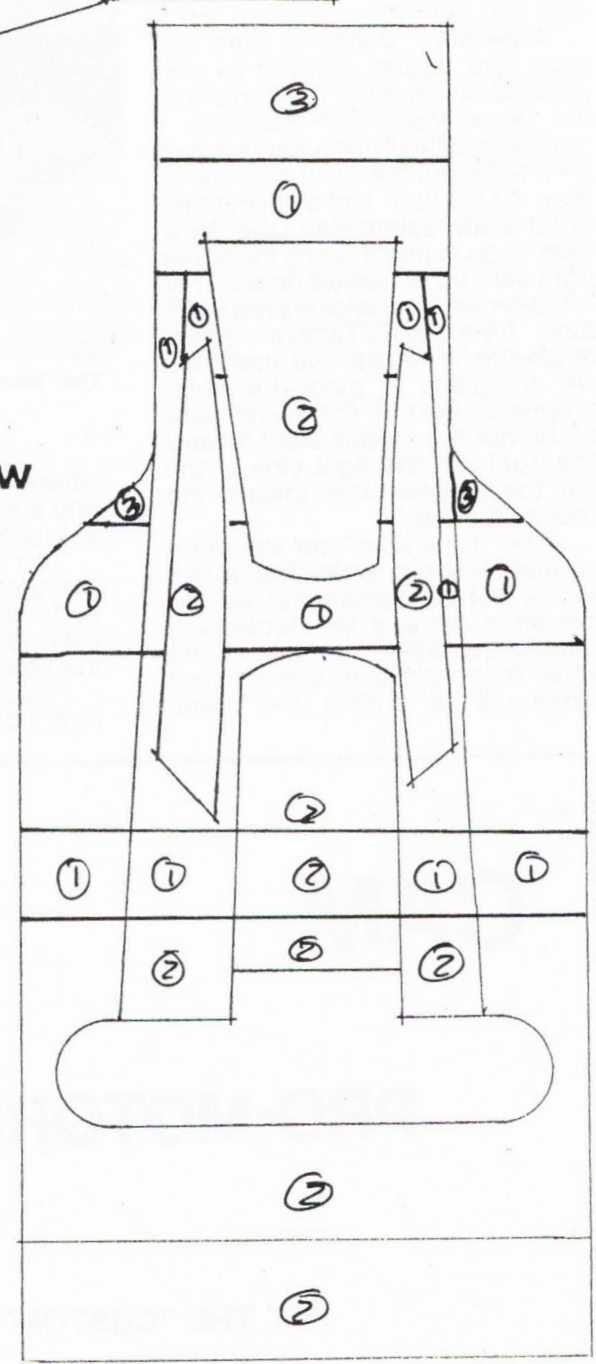
Side View



BENETTON

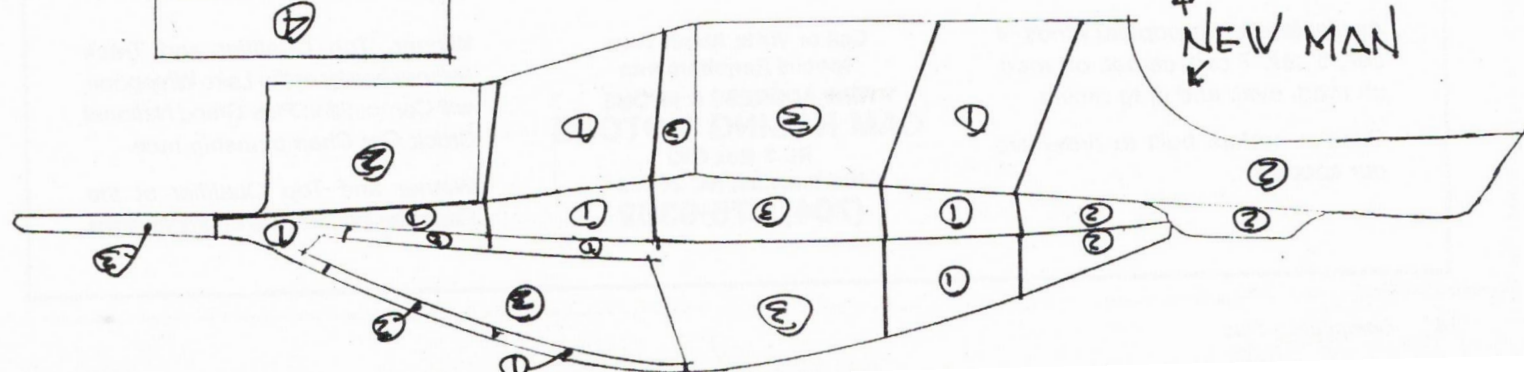


Top View



COLOR KEY
 1= WHITE
 2= BLACK
 3= YELLOW
 4= GREEN
 5= PINK
 6= RED
 7= BLUE
 8= PURPLE

NEW MAN



plastic tape, not to be confused with regular or transparent scotch tape. I positioned the tape over the logo and affixed it to the car, trimming the excess tape off the car with my Exacto knife. The wing on the rear of the car follows the same color design as the body of the car. The wing and rear of the car should look like one unit.

"New Man" Jeans is from Europe and is just starting to sell jeans in this country. They sponsor the "New Man" GTP Porsche. I realize that the Parma Eagle is not a Porsche but the color scheme is very easy and looks dynamite. What is interesting about the "New Man" logo is that it reads the same right side up or upside down. That is really neat! The stickers are available from MRC/Tamiya. Again mask the windows first and then we are going to paint the white stripes on the car. On the left side of the car the stripes slant toward the front. On the right side of the car the stripes slant toward the rear of the car.

The "New Man" car would be an easy first car to do. The detailing is not as demanding as the Benetton car and the decals are readily available. We then used white monokote trim sheet to cut pinstripes to outline the areas



The "New Man" GTP color scheme. The white stripes go in the opposite direction on the right side of the car.

where the white meets the yellow and black. This adds a professional touch to the body.

You may want to install some electrical tape on the inside of the body where any parts of the car may rub on the body and scratch the paint.

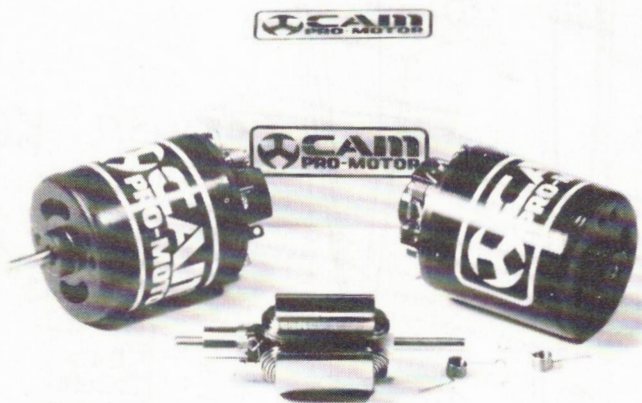
I hope that you have enjoyed Part II of the body painting series.

When we receive permission from Henricks Racing we will continue with the Tide; Folgers and Levi Garrett, Nascar Monte Carlos. Good luck and take your time. Patience pays off when you take the next concours event.

Till next time . . . tight cornering!!

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Winner, Top Qualifier and Track Record holder at the Lake Whippoorwill Competition Plus Grand National Stock Car Championship race.

Winner and Top Qualifier at the Canadian Indoor 4 Cell Championships

1/10 Off-Road California Championships

By "Racer X" Leland Castro
Antioch Raceway - Antioch, CA

It was Friday afternoon, October 2nd and temperatures were close to 100 degrees outside, all track personnel were making final preparations for the Saturday and Sunday two day off-road race and I was doing some grooming work to the race track when I noticed a car coming up the drive next to our new 90' x 200' permanent asphalt track. I noticed the driver as being Eustace Moore, Jr. Then Saturday morning when Gil Losi, Jr., Gary Kyes, and Ron Rossetti pulled up in their twin team Losi Vans I knew we were in for one incredible weekend of off-road racing. We also had a chance to get a sneak preview of their prototype 2WD and 4WD racing cars.

The first race was Junior Novice (Ten years and under) and it got the



Eustace Moore, Jr., Mr. TQ, with Jack Hanson, owner of Antioch Raceway.



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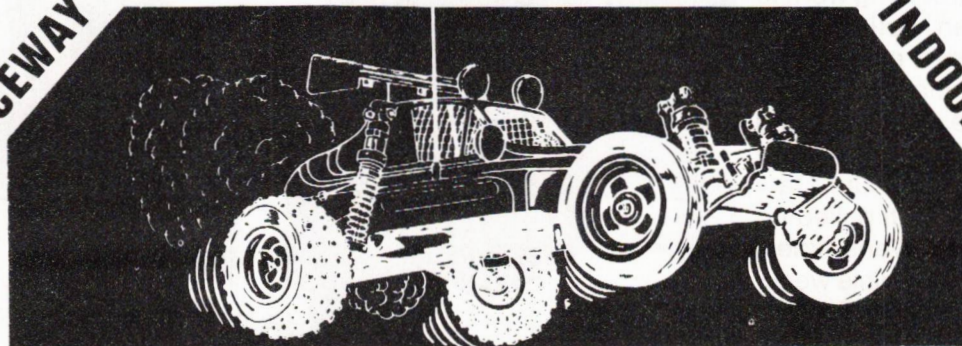
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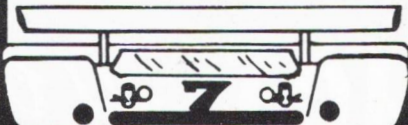
Ron Rossetti dials in a car for the Junior Novice A Main. The kids thought he was great!

event rolling with a bang!! These kids are our future world champions. All drivers seemed to be in top form through qualifying with the 2WD and 4WD invitational classes being the most exciting and fast. After four rounds of qualifying Eustace Moore, Jr. was sitting on the pole in 2WD with Gil Losi, Jr. second and Gary Kyes third. As the race got underway we had two local drivers out front, Ron Williams and Dan Stokes, then we saw many lead changes through the first three minutes with almost every driver having a shot at the lead. Ron Williams was your leader and Eustace Moore right behind him and with thirty seconds to go Eustace Moore ducked to the inside and took over the lead and you could hear the cheers and screams as Mr. MIP took the checkered flag for victory.

In 4WD it was five seconds, go at the tone and the 4WD Modified Invitational was underway. Through the first turn we saw all driving and dicing for their positions with six or eight lead changes through the first lap. Mike Shrode, a local driver had the lead, running strong but when leaving the infield section of the track, Gil Losi, Jr. ducked to the inside taking over the lead and

displaying incredible speed down the front straightaway. After this, the talent and driving skills of the personable and likable Losi, Jr. took hold. It wasn't long before he was already putting laps on the rest of the field, much too far ahead for anyone to catch him. Then we saw quite a battle in the brewing for your second place position. Mike Shrode had his work cut out for him, Ron Rossetti, Eustace Moore, Jr. and Dave Arends were right behind him. I'm sure Mike Shrode could feel the pressure but he held his ground until one tiny little bubble and Ron Rossetti got him. Mike Shrode held onto third until the end of the race.

In closing I would like to say all our guests from the Southern California area added professionalism to our race track which was an honor for us and even though we have had hundreds of races at Antioch Raceway we have not had world class champion racers of this caliber here and just having them here all drivers left with a feeling of accomplishment. They were able to compete in the same event and watch the hot shoes in action. I am sure we will all be better drivers and sportsmen. These men are not only champions but a



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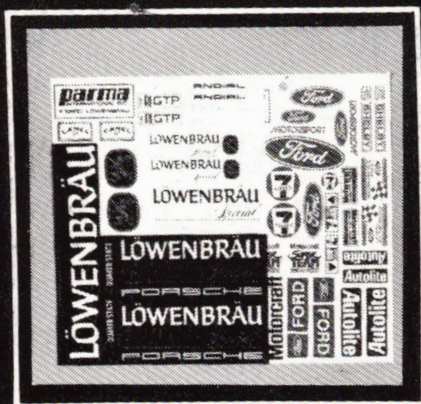
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This photo shows five new products from Parma. The front wheels (#12106, \$4.00 pr.) and rear wheels (#12112, \$5.50/pr.) are molded in yellow plastic and fit both the Fox and Wild One. The tires, which fit these wheels are grooved fronts (#10213, \$9.00/pr.), and the rear oval blocks (#12025, \$10.50/pr.). The oval block pattern tires also fit the Hotshot, Supershot, Boomerang and PB Mini Mustang.



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credit to radio control racing. Gil Losi, Jr. held top qualifier all day Saturday and was on an even faster run Sunday morning but had car trouble three minutes down and Eustace Moore went on to beat his time by one second to be overall Top Qualifier of the event.

Out of my busy schedule I had a chance to talk with Losi, Jr. and found him to be a very nice and knowledgeable man. I would like to extend my personal invitation to him and all our other guests from Southern California to come and race with us anytime.

2WD DRIVE INVITATIONAL

- 1st - Eustace Moore, Jr./TQ
- 2nd - Ron Williams
- 3rd - Gil Losi, Jr.
- 4th - Dave Krieder
- 5th - Gary Kyes
- 6th - Brian Curran
- 7th - Ron Rossetti
- 8th - Dan Stokes
- 9th - Rick Vehlow

4WD INVITATIONAL

- 1st - Gil Losi, Jr.
- 2nd - Ron Rossetti
- 3rd - Mike Shrode
- 4th - Eustace Moore
- 5th - Dave Arends
- 6th - Marty Guidi
- 7th - Ken Depont
- 8th - Gary Kyes
- 9th - Tony O'Reilly
- 10th - Phil Gordon

2WD STOCK A MAIN

- 1st - Ron Williams
- 2nd - Leland Castro (Racer X)
- 3rd - Gary Harvey
- 4th - Jim Barboza/TQ
- 5th - J. D. Beckwith
- 6th - Walley Woodson
- 7th - Mike Sloughter
- 8th - Jerry Winkebauer
- 9th - Robby Moots
- 10th - Erick Neola

2WD STOCK B MAIN

- 1st - Jack Lightsey
- 2nd - John Guiliani
- 3rd - Chuck Murray
- 4th - Phil Gordon
- 5th - Steve Otto
- 6th - Ron Goforth, Sr.
- 7th - Stan Gorman
- 8th - Steve Chen
- 9th - Robert LaDomne, Sr.
- 10th - Bob Webber

2WD STOCK C MAIN

- 1st - Marc Greassle
- 2nd - Jon Anderson



Jack Hanson, owner of Antioch with the great ones! Their visit was enjoyed by all!

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- 3rd - Greg Brown
- 4th - Ron Lewis
- 5th - Steven Jackman
- 6th - Ann Murray
- 7th - Sam Parham
- 8th - Richard Allbright
- 9th - Mary Goforth
- 10th - Jason Parham

2WD STOCK D MAIN

- 1st - Tim Carnes
- 2nd - Larry Snipes
- 3rd - Romey Vite
- 4th - Jeff S.
- 5th - Kristen Harvey
- 6th - Jim Thompson
- 7th - Steve Grant
- 8th - Allen Mounteer
- 9th - Gary Mexling
- 10th - Manny Eustacio

2WD STOCK E MAIN

- 1st - John Prevost
- 2nd - Neil Batz
- 3rd - Keith Gordon
- 4th - Bonnie Jackman

- 5th - Pam Allison
- 6th - Hal S.
- 7th - Terry Prevost
- 8th - Bill Richard
- 9th - Mike Swauger

2WD MODIFIED A MAIN

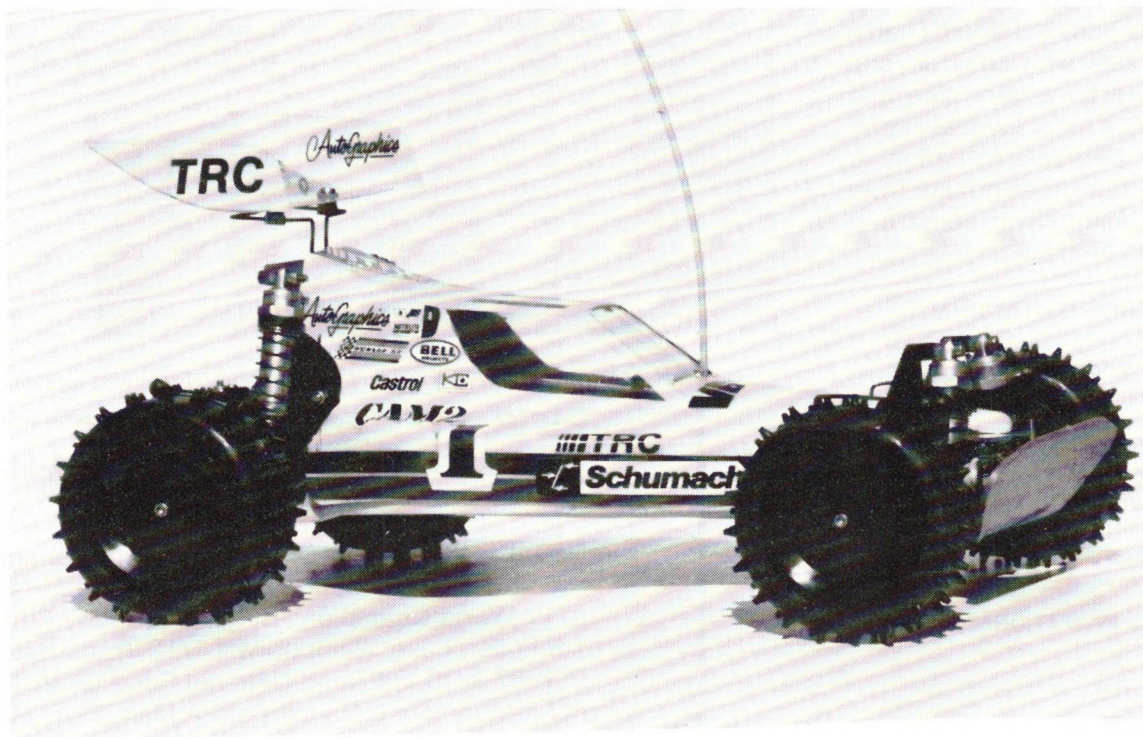
- 1st - Tony O'Reilly/TQ
- 2nd - Leland Castro "Racer X"
- 3rd - Gary Harvey
- 4th - Dave Krieder
- 5th - Jack Lightsey
- 6th - Bruce Mettras
- 7th - Jim Barboza
- 8th - John Z.
- 9th - J. D. Beckwith

2WD MODIFIED B MAIN

- 1st - Jay Kamamoto
- 2nd - Mike Sloughter
- 3rd - Bob Webber
- 4th - John Guiliani
- 5th - Sam Parham
- 6th - Bud Kamamoto
- 7th - Jerry Winkelbauer
- 8th - Larry Snipes
- 9th - Erick Neola

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- 1st - Greg Brown
- 2nd - John Hoppe
- 3rd - Ron Goforth, Sr.
- 4th - Richard Allbright
- 5th - Wally Woodson
- 6th - Manny Eustacio
- 7th - Tim Carnes
- 8th - Romey Vite

2WD MODIFIED D MAIN

- 1st - Bill Lingelback
- 2nd - Niel Batz
- 3rd - Danny P.
- 4th - Ray B.
- 5th - Brandon Painter
- 6th - James Cruz
- 7th - Jason Parham

4WD STOCK A MAIN

- 1st - Ken DePont/TQ
- 2nd - Phil Gordon
- 3rd - Dave Arends
- 4th - Marty Guidi
- 5th - Nathan K.
- 6th - Josh Hannah
- 7th - Marc Greasle
- 8th - Wayne R.

4WD STOCK B MAIN

- 1st - Jake Speed
- 2nd - Dennis McElroy
- 3rd - Bill Coulter
- 4th - Bill Richard
- 5th - Danny P.
- 6th - Robert LaDomne, Jr.

4WD MODIFIED A MAIN

- 1st - Ken DePont/TQ
- 2nd - Jay Kamamoto
- 3rd - Marty Guidi
- 4th - Mike Swauger
- 5th - Bruce Mettras
- 6th - Peter Liu

4WD MODIFIED B MAIN

- 1st - Bud Kamamoto
- 2nd - Manny Eustacio
- 3rd - David Allison
- 4th - Doug Hembroff
- 5th - Bill Coulter
- 6th - John Mason

BLACKFOOT TRUCKS

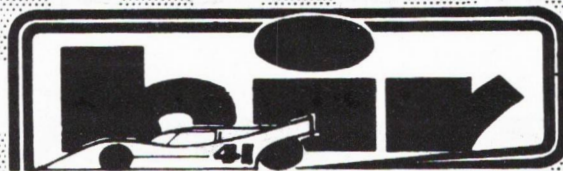
- 1st - Mike Swauger
- 2nd - Mike Slougher
- 3rd - John Mason
- 4th - John Guiliani/TQ
- 5th - Steve Otto
- 6th - Bill Richard

NOVICE A MAIN

- 1st - Mike Gorman
- 2nd - Kevin Goforth
- 3rd - Robert D.
- 4th - Jason Juarez
- 5th - Matt S.
- 6th - Paul Zwick

JUNIOR NOVICE A MAIN

- 1st - Bobby Lingelback
- 2nd - Travis Hanson
- 3rd - Autremn K.
- 4th - Scott Goforth
- 5th - Shelly Jackman
- 6th - Jenny Swauger



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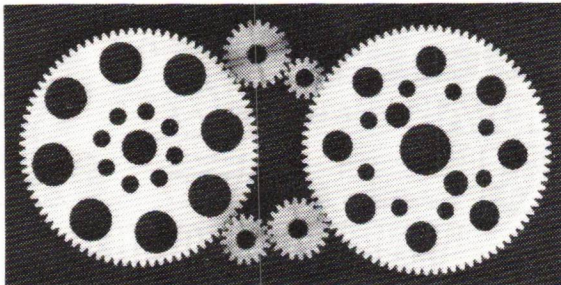
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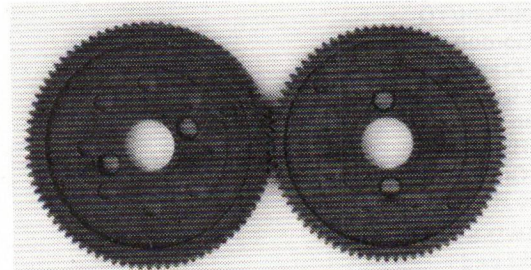
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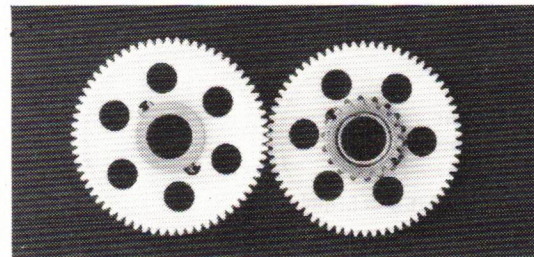
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The Losi Challenge Race

By Thom Walla - Lincoln & Omaha, Nebraska

Former World Champion Gil Losi, Jr. and teammate Jack Johnson were in Omaha, Nebraska on September 19th and Lincoln, Nebraska on September 20th for two promotional races at the invitation of Merl Hayes. Merl owns and operates several HobbyTown stores located throughout the midwest including Omaha and Lincoln and has been promoting R/C racing since its infancy. Both races were held at HobbyTown's own dirt race tracks in each city.

Before I go any further let me say that both Gil Losi, Jr. and Jack Johnson are both world class drivers not only on the track but off as well. They held a seminar on both Friday and Saturday night with a hands on look at the new RPS/Losi 2WD car and the new RPS/Yokomo 4WD car. Gil and Jack passed around their cars for everybody to look at and answered questions on nearly every subject from suspension set up to how LOSI matches their batteries. Ken and Gary Campbell from Team Delta were also in attendance on Saturday night with their new 1/10 on road car. It was passed around for everyone to look at as well. More on this later.

Saturday morning sign in at 9:00 a.m. saw over 60 drivers in attendance in classes ranging from HobbyTown stock which is any car with a plastic chassis to the 2WD Pro Oval. This class had a cash purse and the competition was fierce all weekend. Neither Gil Losi, Jr. or Jack Johnson competed in this event due to their views on the current debate in the industry about a "Pro" class and cash paybacks. However, they did compete in the 2WD and 4WD Modified off-road and compete they did.

After round one of qualifying Merl Hayes held the top spot in 2WD Modified with a run of 24, 4:07.6. Jack Johnson was in se-



Gil doing what he does so well! Sharing his time and knowledge.

cond with a 21, 4:03.4 and Tim Schicker was third with 20, 4:03.9. In the 4WD Modified Gil Losi, Jr. was the leader with 30, 4:05.2. Teammate Jack Johnson second with 28, 4:00.3 and the rest of the pack at least 5 laps down. Ouch!! The Pro Oval saw Greg Hellerich in TQ with the best run of the day at 33, 4:05.9. Scott Cohrs was right behind him with 32, 4:06.8 and again the next best was 4 laps down.

Round two was no surprise as Gil Losi, Jr. came charging back to claim TQ in 2WD Modified with a time of 28, 4:01.5. Merl Hayes was second with 26, 4:02.4. Jack Johnson third with 26, 4:06.3. In 4WD Modified Gil Losi, Jr. TQ'ed with 31, 4:09.2 and Jack Johnson held onto second. The Pro Oval saw Scott Cohrs bettered his time to 33 laps 4:07.0 to lock in second place and be the only other person to break the 33 lap barrier.

As the mains got underway it appeared that the fight was not to be for 1st or even 2nd in these classes but for third. Two drivers from the B Main 2WD Modified were allowed to advance to the A

Main to round out the field. Gil Losi, Jr. jumped out to a quick start and never looked back having lapped

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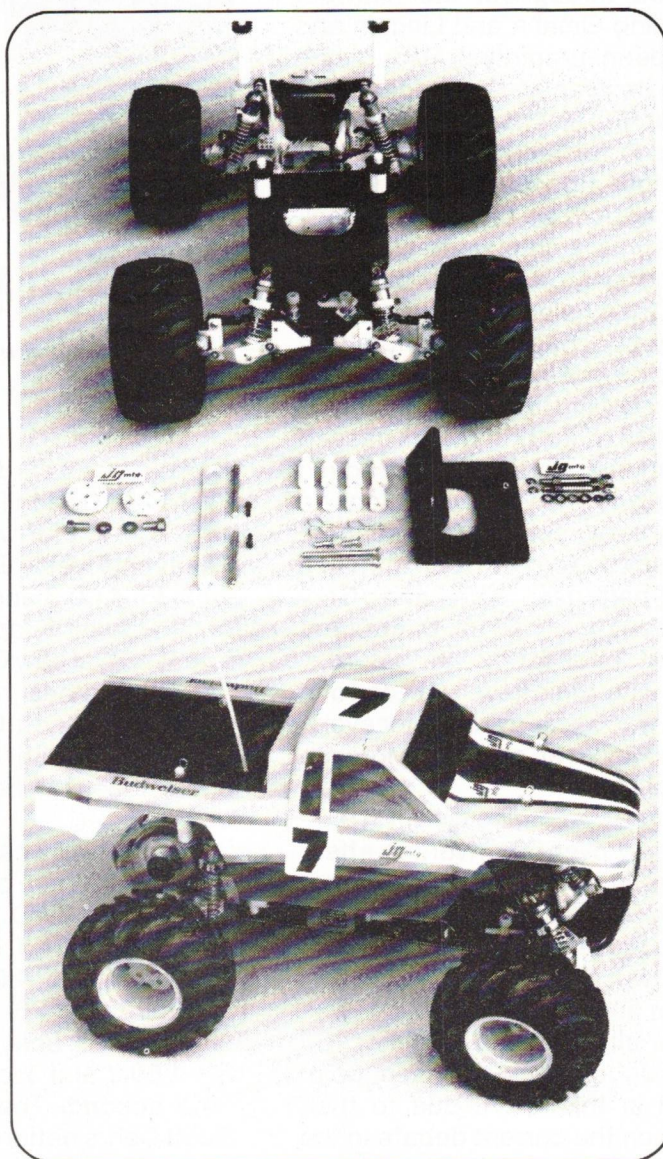
- P/N A-14 Front Rim and Tire Adapters for Blackfoot, Monster Beetle, Lunch Box to RC-10.
- P/N A-15 Rear Rim and Tire Adapters for Blackfoot, Monster Beetle, Lunch Box to RC-10.
- P/N A-16 Monster Truck Front Body Mount for RC-10.
- P/N M-05 Body Post Kit.
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Radiant shown with new optional Marvelic single seater body. Miniature Steve Dunn not available as an option.

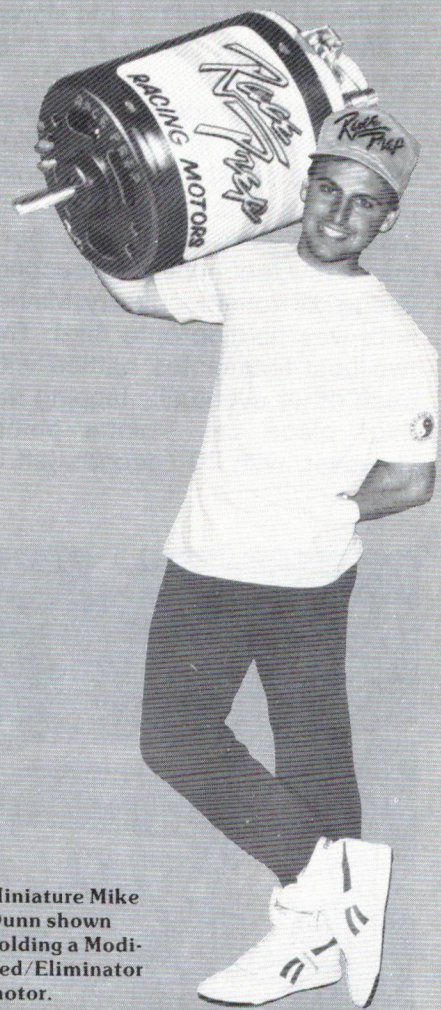
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Miniature Mike Dunn shown holding a Modified/Eliminator motor.

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all others by the halfway point. However, back in second place there was a hotly contested race between Merl Hayes and Jack Johnson. With about 15 seconds left in the race Merl ran into slower traffic and Jack coasted to a second place finish.

The runaway race that everybody was expecting in 4WD Modified was not to be. At the halfway point Gil Losi, Jr. was in first place with teammate Jack Johnson no more than a few feet behind for second. Gregg Hill from Woodberry, Minnesota was holding onto third. The two Losi teammates battled with each other eventually lapping the third place car several times. However, with 20 seconds left in

Schicker. The positions did not change until the 1:30 mark when Scott Cohrs got tangled up with several lower place cars and Merl and Tim blew past him for second and third. Less than three laps later Merl, who was by now passing Greg for the lead spun out and both Tim and Scott went past him. Tim could not take over the lead as Greg appeared to be turning laps about 1/2 second faster. Merl in the meantime could only regain third place from Scott before time ran out.

So ended the first day of the Losi Challenge race. One interesting note was that Gary Campbell was running Delta's new on road car in the stock oval races, and had

the DEALER'S SOURCE.

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away with the car. Also several people in the "Pro Oval" class decided to enter the 2WD Modified class as well in order to see how well they might stack up against the world's best.

The Lincoln race saw over 100 cars entered. At the end of first round competition, Gil Losi, Jr. held top spot in the 2WD Modified with a time of 22, 4:07.1, Jack Johnson second with 21, 4:08.0, and Scott Cohrs third with 21, 4:12.7. In the 4WD Modified class Gil Losi, Jr. was again holding onto first with a run of 24, 4:08.4 with Jack Johnson at 23, 4:07.3 and the rest of the field several laps down. Pete Lowery TQ'ed in the "Pro Oval" with a time of 28, 4:06.1 and would be the only one to go 28 laps the whole day. Tom Walla held the second spot with 27, 4:00.3 and Scott Cohrs was third with 27, 4:07.3. Tom Zweibel also turned in his best time of the day with 27, 4:08.6 to nail down 4th place.

The second round of qualifying saw no change in positions as most drivers had their best run on the first attempt. Jack Johnson was the only one to turn in a better time in the second round as he shaved about 2 seconds off of both 2WD and 4WD Modified. This would prove to be significant later in the mains.

The C Main 2WD Modified was won easily by Brian Bush from Arvada, Colorado with a time of 21, 4:11.1. The B Main was bitterly contested from the start. The winner having a chance to move into the last spot in the A to race against Gil Losi, Jr. Both Jim Zweibel and Merl Hayes finished with 21,



Jack Johnson and Gil Losi wrenching before the A Main!

the race tragedy struck. Jack attempted to pass in a very narrow part of the track and got turned around. Several other cars hit him in rapid succession and the rear arm on the RPS/Yokomo prototype broke leaving Gil to finish easily for first.

The last race of the day was the A Main Pro Oval with \$50 for first and paybacks all the way to 7th. The race had a clean start without the usual pileup in the first turn and Top Qualifier Greg Hellerich got off to a lead followed closely by Scott Cohrs. Merl Hayes, and Tim

qualified for the A Main no less. However, a mechanical problem prevented him from running in the Main very long. This racer would certainly get a better look at that car at the seminar later that night.

Traveling to Lincoln, Nebraska for the second half of the Losi Challenge race brought some interesting developments. In addition to over \$1,000 in prizes donated by manufacturers and distributors, Gil Losi, Jr. also donated one of the new Losi/RPS 2WD cars for a drawing. Doug Kurtzer had his name pulled out first and walked

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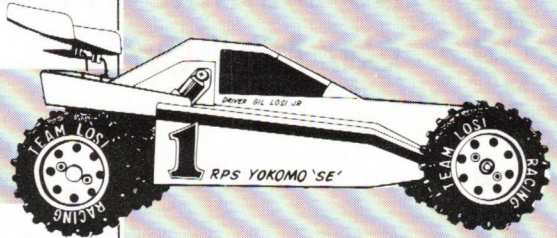
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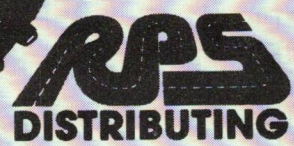
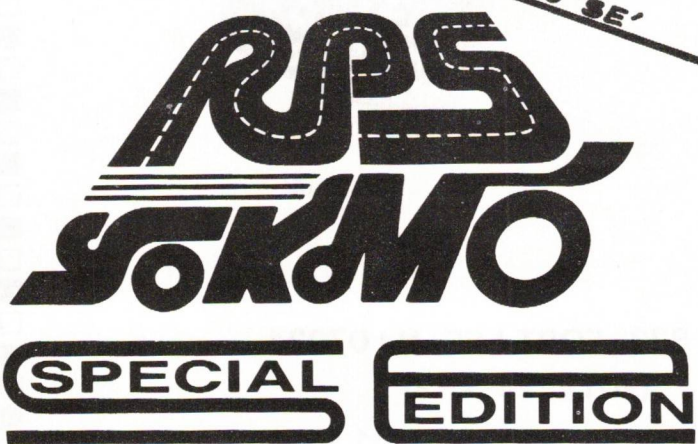
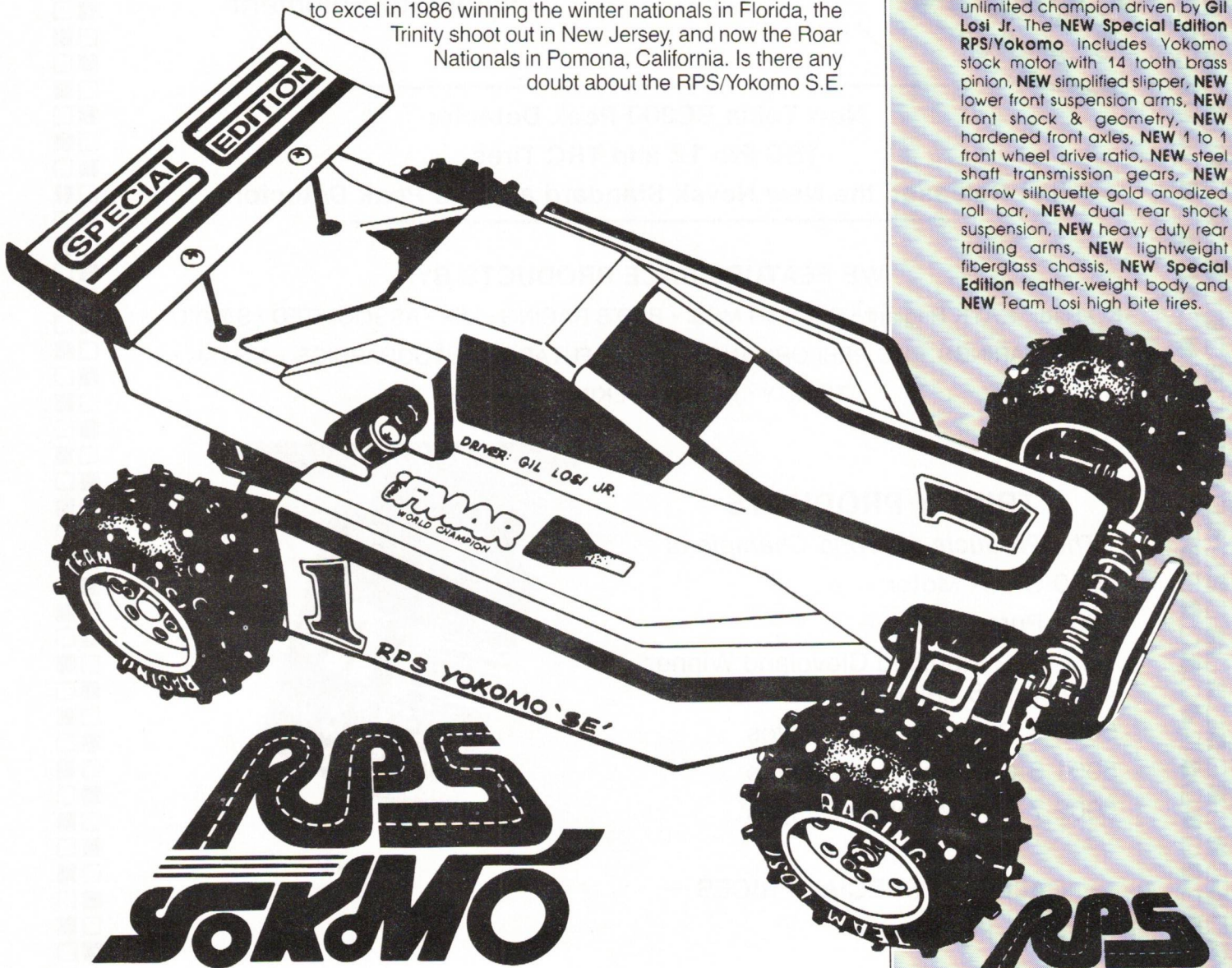
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3rd Phil Sims 2nd TQ
6th Richie Schaffer TQ
7th Jimbo Evans
8th Orville Coates
9th Larry Smith

1/10 Stock A Main Non-Invitational

3rd Ron Benash
6th David Harmon
10th Phil Simms

1/10 Stock B Main

1st Peter Holland
3rd Landry Frasco

1/10 Stock C. Main

4th Jill Simms

1/10 Modified Invitational

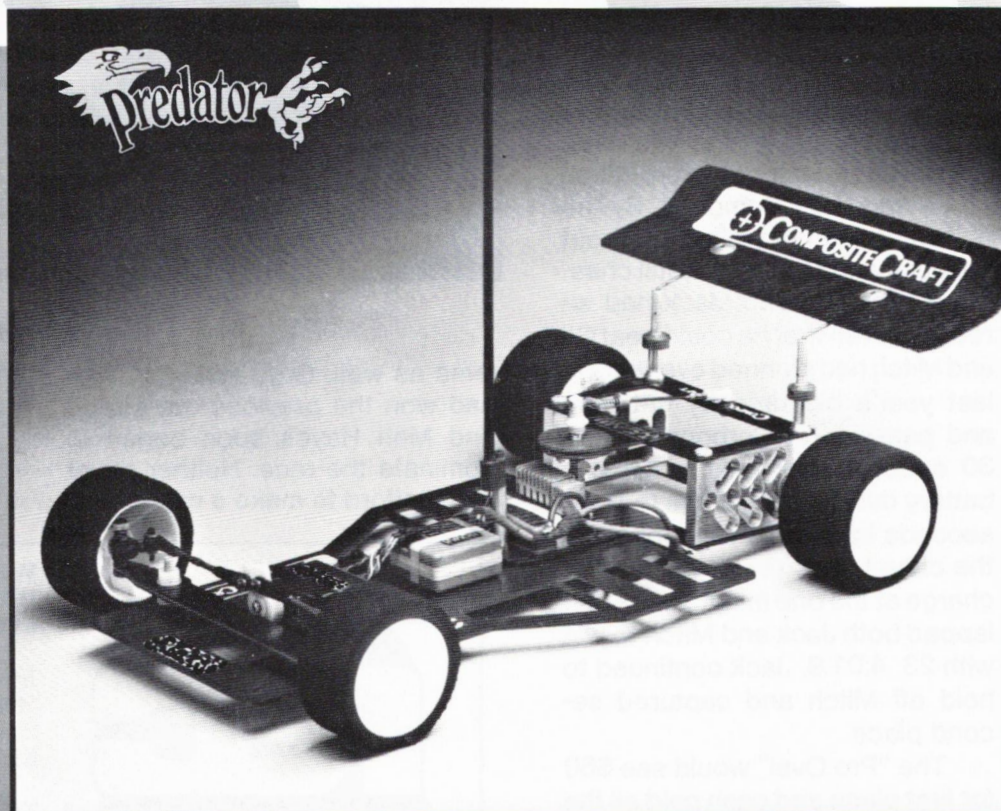
1st Jeff Davis
2nd Bud Bartos 1st TQ
3rd Kim Davis
4th Jay Halsey 3rd TQ
6th Jim Fuller 2nd TQ
7th Bob Novak

500 Lap Race

1st Bud Bartos,
Tate McDaniel,
Tim Morton,
Joan Lampoch
2nd Bob Novak,
Jay Halsey,
Kent Clausen,
Mike Reedy
3rd Kim Davis, Jeff Davis,
Thom Cordua,
D. J. Jones

Reedy Speed Record

1st Jeff Davis



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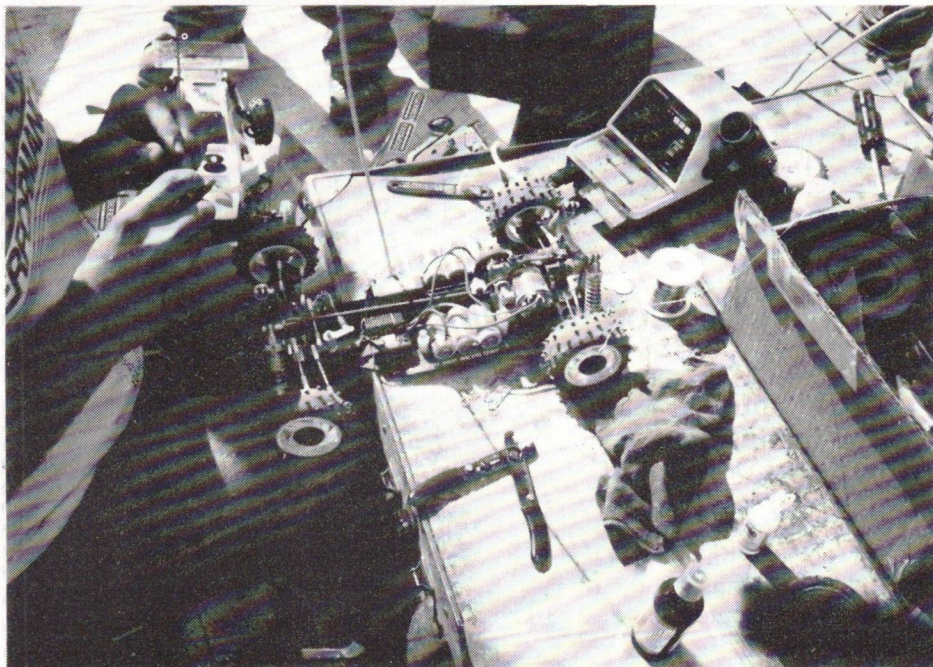


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4:04.4 in what was to be the first of many exciting finishes of the day. The race director, who has the final say, determined that Jim was slightly ahead when they crossed the finish line and so awarded the win to him. The A Main was won by a near perfect run by Jack Johnson. Jack got the hole shot and led the race from the start. He blistered the track with a run of 23, 4:10.6!! And it all goes back to that second round of qualifying. Jack was beginning, even then, to get the car hooked up and in the feature he put it all together.

However, as the 4WD Modified A Main began Gil Losi, Jr. was looking for revenge. Gil took the lead followed by Jack Johnson, Mitch Truka and Gary Campbell. By the halfway point Gary had faded out but Jack and Mitch were still chasing Gil for the lead. Jack had already proven that he could beat Gil and Mitch had stunned everyone in last year's big race by catching and passing Art Carbonell at the 30 second mark only to have a battery dump cost him the race 20 seconds later. This was not to be the case today. Gil began to take charge at the one minute mark and lapped both Jack and Mitch to win with 23, 4:01.9. Jack continued to hold off Mitch and captured second place.

The "Pro Oval" would see \$60 for first place and cash paid all the way back to fifth in the B. Mark Johnson from Kansas City, MO claimed the first prize \$30 with a one lap win over Tony Berch and Doug Fotinos. The A Main started with Top Qualifier Pete Lowery going over the wall on the first lap and demolishing his car. This left Thom Walla in the clear to take and hold the lead for the first few laps. However, he got tangled up with several other cars and came out of the wreck dead last and could only regain fifth place by the end of the race. Third place qualifier Scott Cohrs never could get untracked. Jim and Tom Zweibel, who teamed up to win a three hour enduro less than 1 month earlier, seemed to be having their prob-



New Yokomo C-4 being imported by RPS.

lems as well. Greg Hellerich who had won the previous day's race and Merl Hayes soon began to dominate the race. Neither driver could afford to make a mistake as

both drivers shot through, around and by traffic, at times running side by side. However, Greg held the inside track and Merl did not have the horsepower to get around him



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

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cleanly. Greg Hellerich held on to win and swept the "Pro Oval" with a time of 27, 4:06.1.

I wish there was room to mention all the other races but space simply does not exist. Suffice to say that all the fans were well entertained with many other races being decided on the very last lap. Gary Campbell TQ'ed in the B Stock oval with Delta's new "On Road" car and missed the A by only 2/10ths of a second. Watch for this car to be the one to beat in "On Road" racing next year. The new RPS/Yokomo 4WD car is much improved over the old model. It is now belt driven and very, very smooth. The new RPS/Losi 2WD car is an engineering masterpiece. Revolutionary rear suspension and the best front suspension I have seen, as well as a super smooth differential make this car battery efficient and an ease to

drive. I had a chance to try out both cars and was very impressed by the smart handling and sure footed starts. Both cars should be out in early 88.

Both races were organized and run by Merl Hayes and the Hobby Town Racing Team. Lap counting was provided by Hobby Town's own computerized system and it worked flawlessly all weekend long. Hobby Town wishes to thank the many people that made this race possible, all the manufacturers and distributors that so generously donated the prizes as well as the racers that participated. Special thanks to Gil Losi, Jr. teammate Jack Johnson and the whole Losi racing program.

STOCK MAINS A MAIN

1st - Jeremy Cain

2nd - Don Cain
3rd - Troy Schacher
4th - Bob Murdock
5th - Vince Venier/TQ

B MAIN

1st - Erik Wiggs
2nd - Dennis Crippen
3rd - Chad Hawkins
4th - Jeremy Kurtzer
5th - Rick Tejral

2WD STOCK OFF-ROAD MAINS

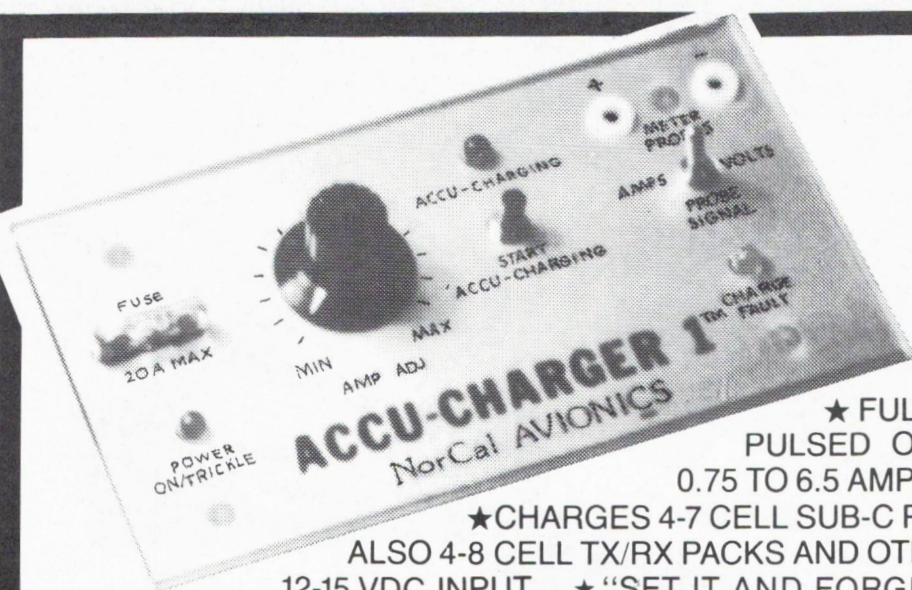
A MAIN

1st - Thom Walla
2nd - Eric Paik/TQ
3rd - Oliver Coleman
4th - JD Manning
5th - Rob Mayar
6th - Dennis Manning

2WD STOCK OVAL MAINS

A MAIN

1st - Pete Lowery/TQ
2nd - Kirk Wiggs
3rd - Merl Hayes
4th - Dana Phillips
5th - Doug Kurtzer
6th - Jim Martin
7th - Bob Murdock
8th - Gary Campbell



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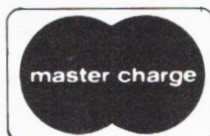
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VIC-3A	Ultimate 1/12sc. S/C	0.004 V/A	4 to 10	200 A	120 A	1.0 oz.	1x1.9x.5
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B MAIN

- 1st - Steve Hyde
- 2nd - Jered
- 3rd - Tom Smith
- 4th - Brian Phillips
- 5th - Todd Powell
- 6th - Jason Cain
- 7th - Adam Crippen

2WD MODIFIED OFF-ROAD MAINS**A MAIN**

- 1st - Gil Losi/TQ
Losi Proto/RPS Revolution
- 2nd - Jack Johnson
Losi Proto/RPS Revolution
- 3rd - Merl Hayes
RC10/RPS Revolution
- 4th - Greg Mills
Scratch Built/Cam
- 5th - Tim Schicker
RC10/Trinity
- 6th - Brian Rush
RC10/Cam
- 7th - Thom Walla
RC10/RPS Revolution

B MAIN

- 1st - Tim Schicker
- 2nd - Greg Mills
- 3rd - Mark Chapin
- 4th - Tom Smith

4WD MODIFIED OFF-ROAD MAINS**A MAIN**

- 1st - Gil Losi/TQ
RPS/Losi Yokomo/RPS Rev.
- 2nd - Jack Johnson
RPS/Losi/Yokomo/RPS Rev.
- 3rd - Gregg Hill
Salute/RPS Revolution
- 4th - Dennis Manning
Hot Trick Supershot/Kyosho
- 5th - Gary Campbell
Delta Yokomo/Peak Perf.
- 6th - Merl Hayes
RPS Yokomo/ Park Perf.
- 7th - Ken Campbell
Delta Yokomo/Peak Perf.
- 8th - Dennis Crippen
Optima/Kyosho

B MAIN

- 1st - Gary Campbell
- 2nd - Dennis Crippen
- 3rd - Lance Kiejdl
- 4th - Bryan Bahlman
- 5th - JD Manning

PRO OVAL**A MAIN**

- 1st - Greg Hellerich/TQ
RC10/RPS Revolution
- 2nd - Tim Schicker
RC10/Trinity
- 3rd - Merl Hayes
RC10/RPS Revolution
- 4th - Scott Cohrs
RC10/Cam
- 5th - Sparky Anver
Ultima/Cam
- 6th - Todd Beardmore
RC10/Reedy
- 7th - Mark Johnson
Ultima/Trinity

B MAIN

- 1st - Mark Johnson

2nd - Todd Beardmore

- 3rd - Pat Elkins
- 4th - Brian Bush
- 5th - Greg Mills

Hobby Town Stock (Lincoln)**A MAIN**

- 1st - Troy Schacher/TQ
- 2nd - Jamie Hunt
- 3rd - Andy Beirou
- 4th - Jason Cain
- 5th - Kirk Wiggs
- 6th - Troy Callaway
- 7th - Jeremy Cain

B MAIN

- 1st - Rod Morehead
- 2nd - Craig Melvin
- 3rd - Corbin Popp
- 4th - Rich Lundquist
- 5th - Tom Frank
- 6th - Jeromey Kurtzer
- 7th - Tory Semm

TRUCK A MAIN

- 1st - Gene O'Dowd/TQ
- 2nd - Andy Alt
- 3rd - Bryan Bahlman
- 4th - Joe Eachet

2WD STOCK OFF-ROAD MAINS**A MAIN**

- 1st - George Pearlback/TQ
- 2nd - Thom Walla
- 3rd - Kevin Parr
- 4th - Pete Daughtsd
- 5th - Oliver Coleman

B MAIN

- 1st - Tony Brech
- 2nd - Keith Baumert
- 3rd - Mitch Stocker
- 4th - Bob Murdock
- 5th - Eric Paik

2WD STOCK OVAL MAINS**A MAIN**

- 1st - Bob Murdock
- 2nd - Doug Kurtzer
- 3rd - Kevin Stotz/TQ
- 4th - Danny Dowding
- 5th - Kirk Wiggs
- 6th - Tom Andersen
- 7th - Gene O'Dowd
- 8th - Merl Hayes

B MAIN

- 1st - Pete Lowery
- 2nd - Chad Hawkins
- 3rd - Brady Coates
- 4th - Russell Skeen
- 5th - Kirk Wiggs
- 6th - Gary Campbell
- 7th - Robb Handy

C MAIN

- 1st - Mitch Stocker
- 2nd - Mike Anderson
- 3rd - Rod Skeen
- 4th - Steve Hyde
- 5th - Troy Callaway
- 6th - Mark Chapins
- 7th - Dan Filbert

D MAIN

- 1st - Ron Ederington
- 2nd - Tony Brech
- 3rd - Jason Cain
- 4th - Todd Powell

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- 6th - Dave Seiser
- 7th - Chuck Nelson

2WD MODIFIED OFF-ROAD MAINS**A MAIN**

- 1st - Jack Johnson
Losi Proto/RPS Revolution
- 2nd - Gil Losi/TQ
Losi Proto/RPS Revolution
- 3rd - Tom Zweibel
RC10/Z & Z
- 4th - Scott Cohrs
RC10/Cam
- 5th - Thom Walla
RC10/RPS Revolution
- 6th - Jim Zweibel
RC10/Z & Z
- 7th - George Pearlback
RC10/Trinity
- 8th - Kim Daughtry
RC10/??

B MAIN

- 1st - Jim Zweibel
- 2nd - Merl Hayes
- 3rd - Brian Chapins
- 4th - Tim Schicker
- 5th - Kevin Parr



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ROAR Region VI Off-Road Championships

By Monica Barana

October, 1987 - Huntington Beach, CA

There is no doubt that the number of big off-road races in California have relegated the Region VI Championships to second class status. In 1/12 & 1/8 scale they are still considered highlights of the year. In 1/10 off-road, however, it is not a rarity to see half of the big names turn out. This is not news, I've said and written this several times in the past.

For 1987 the Region VI Championships were held at Hot Trax Raceway, which had just come off hosting the North American Indoor Off-Road Championships.

Among the big names was Kris Moore of Twister. Moore and Twister have had quite a successful year and its not over yet. Might they capture the Region VI title? The odds looked good. Moore was

running both 2WD and 4WD Modified. In the 2WD class Kris' top competition figured to be Ron Rossetti and local sensation Kurtis McElroy. Ron, just about a month prior to this event won the North American Indoor Off-Road Championships in the 2WD Modified class at Hot Trax. Rossetti beat one of the toughest fields around including Kris Moore and Kurtis McElroy. For Kurtis McElroy this was his debut as a sponsored driver. Kurtis, now running for Peak Performance, heads up what is fast becoming a very competitive off-road team. Along with Kurtis they have acquired his cousin Chris McElroy, and together with Rick Hohwart, the Peak Performance squad looked tough.

In 4WD Modified the competi-

tion included most of the same guys along with the addition of Mike Giem. Mike and his CAT/Rev-Tech combination have been a winning force in 4WD for quite some time now.

Friday night one round was scheduled. In the 2WD Stock class Leo Barana was your TQ with a 14, 4:12.61 lap run. Second was Mark Shimabukuro with a 14, 4:16.08 and third was Jimmy Wright with a 14, 4:16.85.

4WD Stock saw Tony O'Reilly on top thus far. He ran 13 laps with a 4:09.19. Second was Doug Erickson with a 13, 4:11.17 and third was presently Blake Lander with a 13 lap run in 4:04.68.

Kris Moore was on top of the 2WD Modified class after the first round with a 14, 4:01.21 behind

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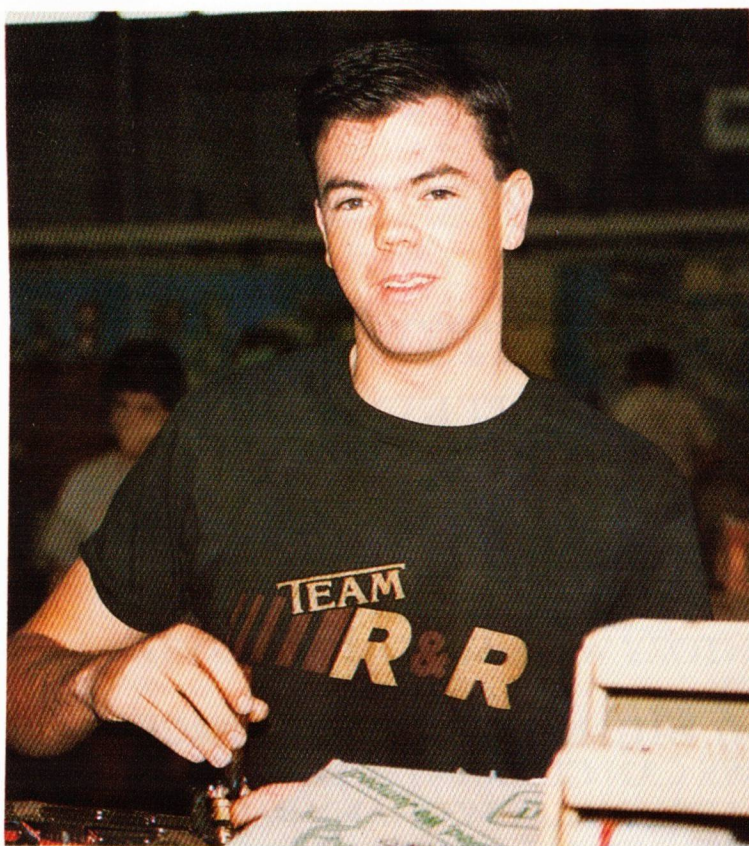
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Two guys that have been top drivers for some time are Mike Giem and Kris Moore. Mike Giem of RevTech took home the 4WD Modified Region VI title and Kris Moore of Twister grabbed the 2WD Modified crown.

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him were Kurtis McElroy and Rick Hohwart with 14 laps in 4:04.73 and 4:13.49 respectively.

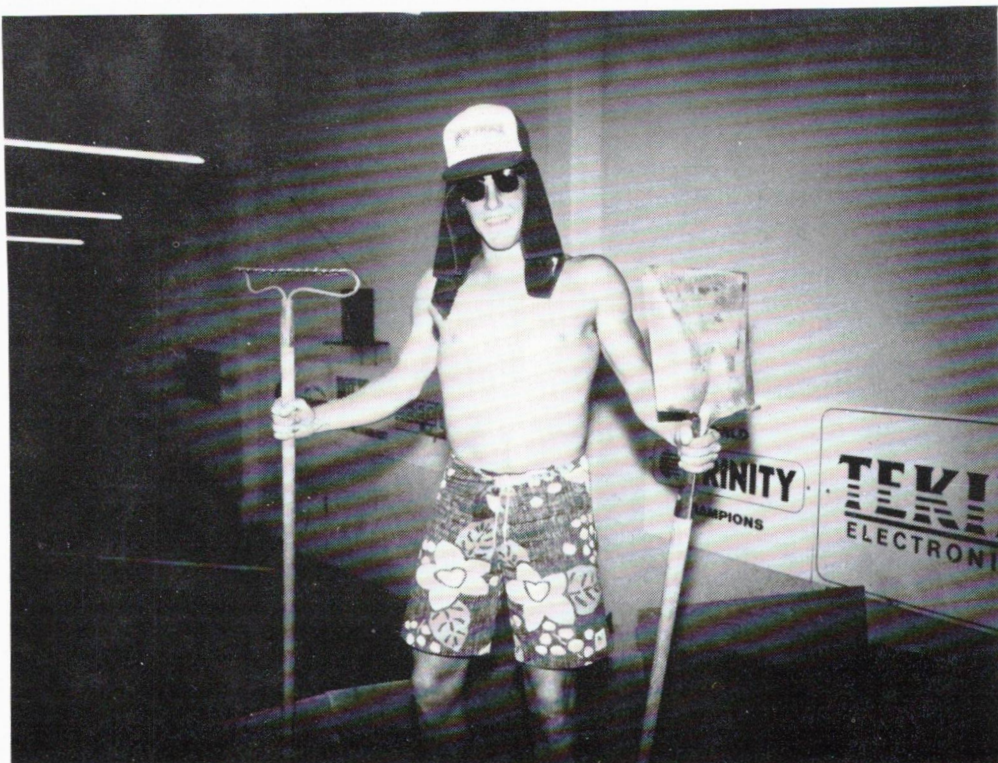
4WD Modified saw Dan Lamey with a 14, 4:01.21 in the TQ position thus far with Mike Giem and Tony O'Reilly close behind with 14 laps in 4:01.26 and 4:02.53.

So ended Friday nights events. Saturday morning would see rounds two, three and four.

In the second round of 2WD Stock class we had an immediate challenge on the top spot and this was successfully completed by "Motorin" Mark Pavidis. He turned in 14 laps with a blistering 4:07.87. That bumped Barana and Shimabukuro to second and third. Mark Pavidis is another star just beginning to shine. It will be interesting to see how well he does in many of the upcoming big events.

4WD Stock saw B.J. Christensen turn in a 13, 4:03.56 that was fast enough to put him in second over all just behind Tony O'Reilly's first round run.

There were no changes in the top positions in the 2WD Modified class. 4WD Modified, however, saw two 15 lap runs turned in, the



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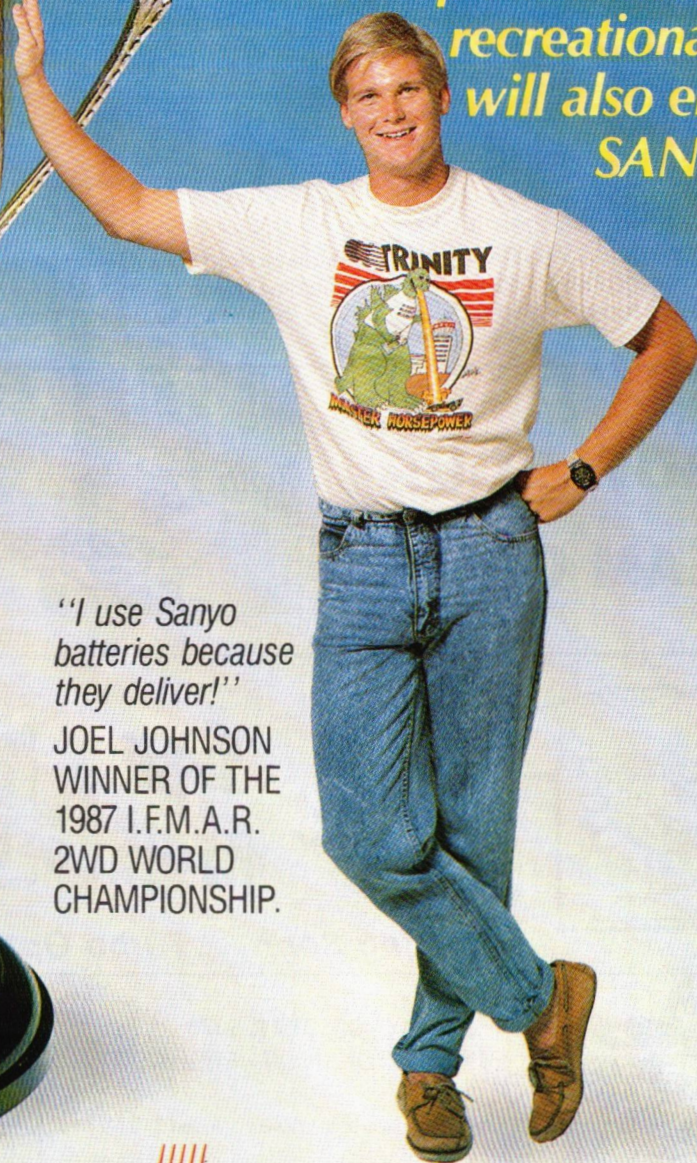
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ABOVE: Tony O'Reilly captured the 4WD Stock title with his MIP/RC10. He also TQ'ed with a time of 14, 4:08.53. BELOW: I told you he was good! It didn't take long for Kurtis McElroy to capture a title. McElroy is the new Region VI 2WD Stock Champion.



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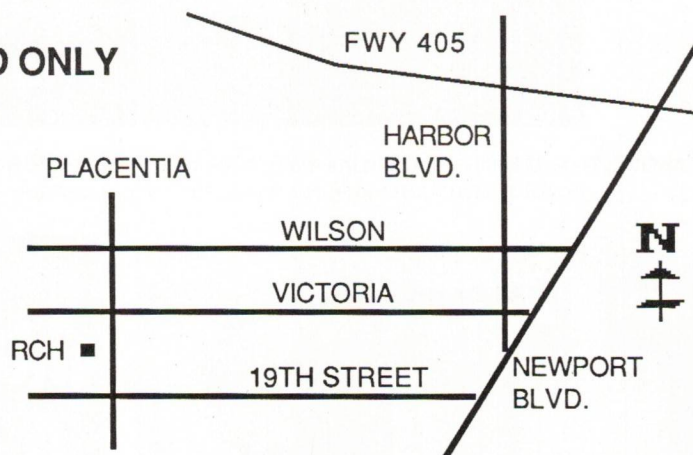
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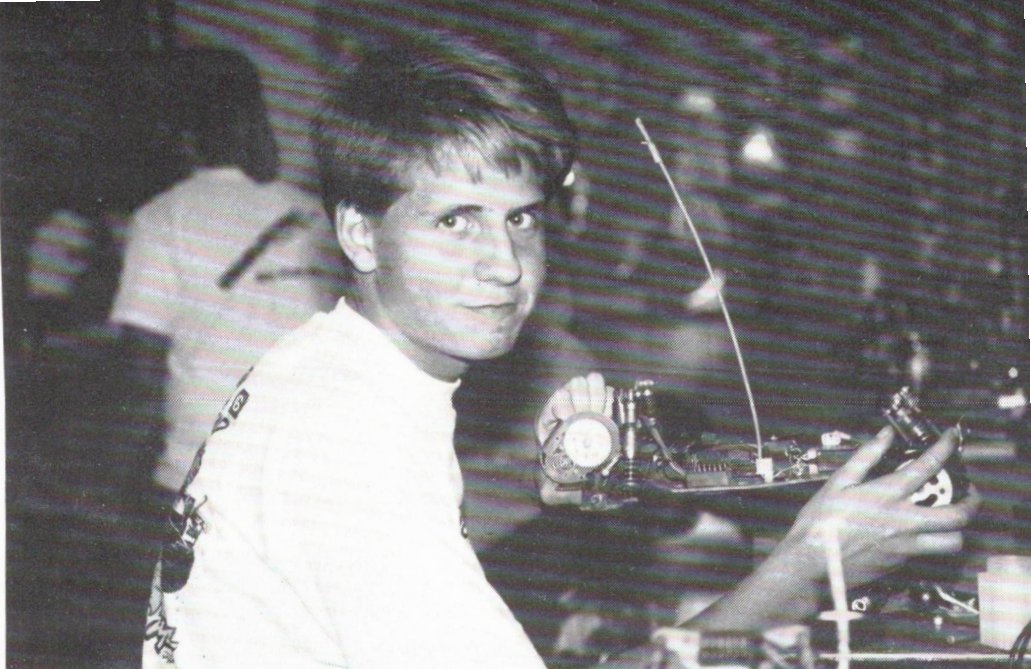
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first by Rick Hohwart with a time of 4:15.86. This put him in the TQ position, but not for long. Mike Giem ran a remarkable race finishing almost eight seconds ahead of Rick's time with a 15, 4:07.95. Dan Lamey's first round time put him third overall.

In the third round of qualifying all was quiet. There were no position changes until we got to the 4WD Modified class. Kris Moore, who was presently holding the TQ position in 2WD, turned in a great run in 4WD moving him into the TQ position in round three. He became the third man to go 15 laps with a time of 4:06.88.

The fourth and final round of qualifying was next. 2WD Stock saw Kurtis McElroy and his A & L car attempt to break Mark Pavidis' TQ time. It was a great run but not good enough. His 14, 4:09.58 put him second overall just behind Mark's 14, 4:07.87 in the TQ spot. Leo Barana held on to third with his first round time of 14, 4:12.39.

4WD Stock saw Tony O'Reilly



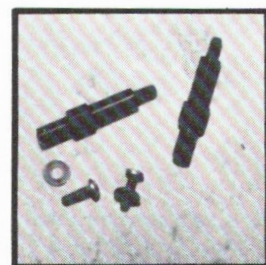
Here's another one of those guys that came out of nowhere and is now a top contender. He's known as "Motorin" Mark Pavidis and he was the top qualifier in 2WD Stock. We believe it won't be long before he'll be right up there with the best of the modified ranks.

better his TQ time. He ran the only 14 lap run in 4WD Stock class with a 4:08.53. B. J. Christensen was second with 13, 4:03.46 and moving into third was Mark Shimabukuro with a 13, 4:04.95.

In the 2WD Modified class Kris Moore remained TQ with his first round run of 14, 4:01.21. Close behind were Kurtis McElroy with a 14, 4:04.73 and Mark Shimabukuro with a 14, 4:13.21.



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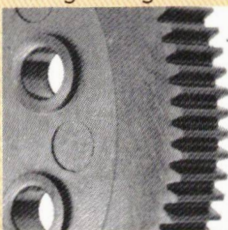
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4WD Modified saw Mike Giem recapture his TQ spot from Kris Moore. Mike ran 15 laps in 4:06.60, with his CAT/RevTech combination. Moore held on to the second TQ spot and Rick Hohwart was third.

So ended qualifying for the Region VI Championships. There was still a chance to make the A Main, as there was a bump up. Sunday was scheduled for mains only. Prior to the running of the mains there was a nine round controlled practice. After that it was time for the main events.

The 2WD Stock class was up first. Leo Barana jumped to the lead from the third starting position with Jimmy Wright and Kurtis McElroy tucked in behind. McElroy quickly began putting some heat on Wright. At the 1 1/2 minute mark Barana's Ultima came to a halt. It seems that he had too many runs on his motor. So it was now up to Wright and McElroy. With two minutes down Kurtis McElroy drove inside and passed Wright. In third place was Rob Robinson. Kurtis McElroy stretched his lead and went on to win in the 2WD Stock class. Jimmy Wright and Rob Robinson finished second and third.

The 4WD Stock A Main was next. Your TQ Tony O'Reilly jumped to the lead and never looked back. Second was Mark Shimabukuro and third was Ron Prull who made his way all the way up from the tenth starting position. Ron also bumped from the B Main. In the meantime, the MIP Associated car of Tony O'Reilly was gone. He was TQ and the only man in the 4WD Stock class to go 14 laps. He was definitely the favorite going into the event and proved it going out. He went on to win by almost a full lap. Second place went to Mark Shimabukuro with his MIP Associated and third was Ron Prull and his Optima RPR1.

2WD Modified was next. Kris Moore TQ and favorite, moved into the lead, with Kurtis McElroy right behind. Then McElroy bobbled a little and gave Moore some breathing room that may very well have given him a deadly strangle hold on the race. Now Rick Vehlow, who bumped up from the B Main made his way up to the second position. Carl Casanova was in third. At the two minute mark Kris Moore tangled up with a turn marshal and Rick

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Vehlow went by. Then Moore recaptured his lead from Vehlow. Now with one minute to go Chris McElroy moved into third. As it came down to the wire the Ultima-/Twister car of Kris Moore became the 1987 Region VI Champion in the 2WD Modified Class. To let you know what a fast pace Moore was on, he finished with a time of 14, 4:01.98 just seven tenths of a second off his TQ time. Second place went to the scratch built Trinity powered car of Rick Vehlow and in third was Chris McElroy with his Ultima/Peak Performance.

The final event of the weekend was the 4WD Modified A Main. Could Kris Moore make it two in a row or would the TQ Mike Giem take his pole position all the way to the finish line? We were just four minutes away from the answer to those very questions. As the horn sounded Mike Giem was your leader with his Cat/RevTech combination. Dan Lamey and Rick Hohwart were close behind. With one and a half minutes down Giem was still your leader. Ron Rossetti began to make his move on the third place car of Hohwart and squeezed by. Still in second was

Dan Lamey, however, Ron Rossetti had his sights set on Lamey. With 45 seconds to go Lamey tangled up with a back marker and let Rossetti and Hohwart by. With thirty seconds left it looked like Mike Giem would end off his weekend by taking home the victory in the 4WD Modified class. As the horn went off Giem officially became your 1987 Region VI 4WD Modified Champion. Second went to the Yokomo C4/Reedy combination of Ron Rossetti and third was Rick Hohwart (V & W/Peak Performance).

So ended the 1987 Regionals for 1/10 off-road. Contrary to last year's event, the 1/10 Regionals went off unmarred by controversy. That may be the single most important task in elevating the Regionals to first class status. I was also thoroughly pleased to see the birth of another top competitor in Mark Pavidis. If he continues to improve in the manner he has, we will be honored with another superstar in 1/10 scale off-road.

2WD STOCK MAINS
A MAIN
1st - Kurtis McElroy
A & L



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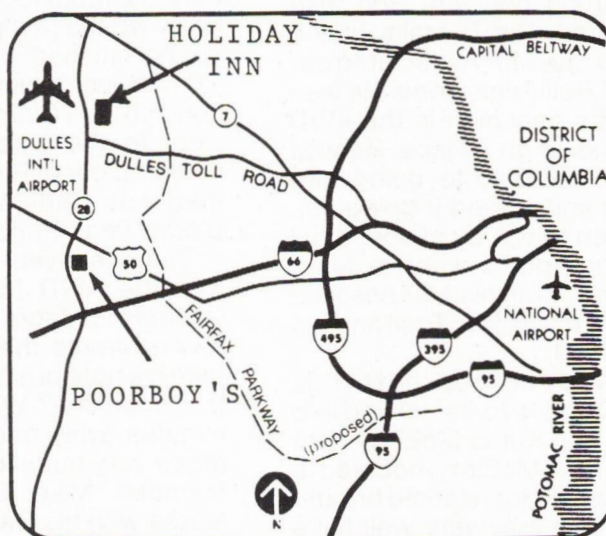
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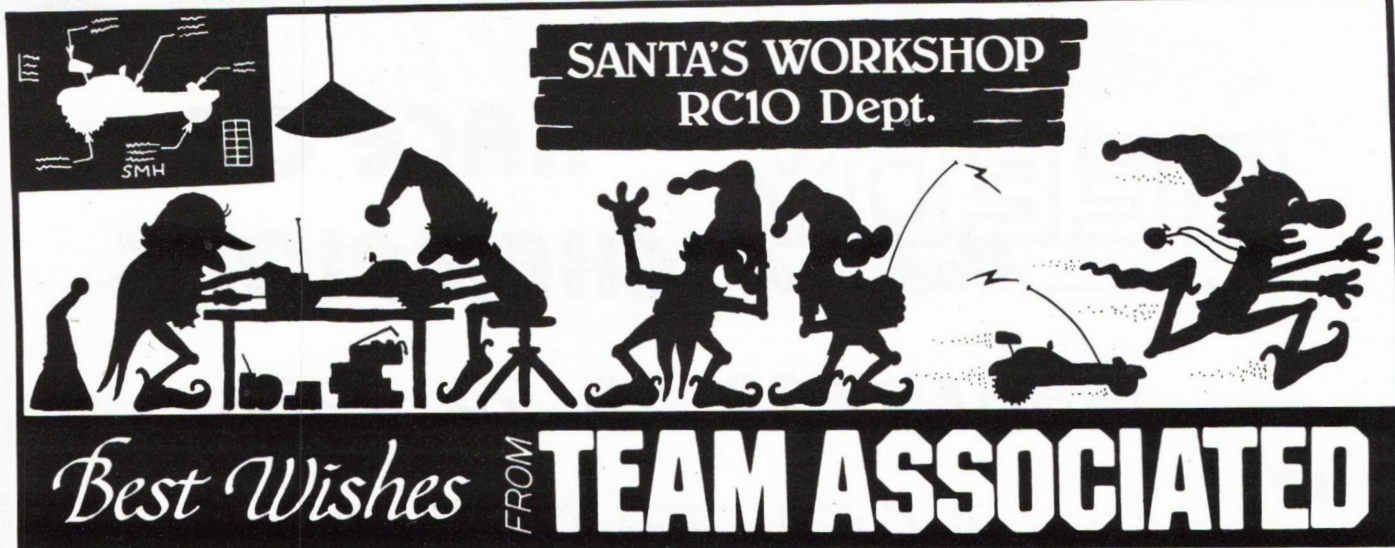
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5th - Rick Vehlow
Scratch Built
6th - Mark Shimabukuro
RC10
7th - Mark Pavidis/TQ
RC10
8th - Jay Katz
RC10
9th - Carl Casanova
Ultima
10th - Leo Barana
Ultima

B MAIN

1st - Rob Robinson
2nd - B. J. Weisman
3rd - Dave Krider
4th - Jeff Granucci
5th - Peter Martin
6th - John Shurtleff
7th - Robbie Lelm
8th - Ryan McCormick
9th - Noriel Ape

10th - Brad Burns
C MAIN

1st - Dave Krider
2nd - Tim Pappas
3rd - Tym Wells
4th - Darrin Delorme
5th - Ric Reed
6th - Chris Haley
7th - Ron Gillespie
8th - Ron Prull
9th - Chad Foraker

D MAIN

1st - Greg Sellwood
2nd - Roger Bresler
3rd - Mark Grotsky
4th - Steve Fliegman
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6th - Keenan Buys
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8th - Gray Abrams
9th - John Hooks
10th - Chris Kelly

E MAIN

1st - Bob Ahulii
2nd - Carlos Garcia
3rd - Steve Jolly
4th - Lou Gaebel

5th - Mike Barbar
6th - Wyatt Chambers
7th - Robin Walker
8th - Jason Granucci
9th - Jim Cole

F MAIN

1st - Chris Shipman
2nd - John Hoadley
3rd - Michael Counts
4th - Ed Vitelli
5th - Michael Dennis
6th - Michael Hoadley

**2WD MODIFIED MAINS
A MAIN**

1st - Kris Moore
Ultima/Twister
2nd - Rick Vehlow
Scratch/Trinity
3rd - Chris McElroy
Ultima/Peak Performance
4th - Carl Casanova
Ultima/Twister
5th - Mark Shimabukuro
RC10/Reedy
6th - Kurtis McElroy
A & L/Peak Performance
7th - Dan Binter
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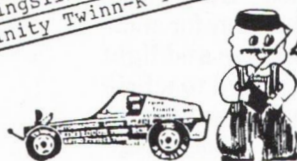
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B MAIN

- 1st - Rick Vehlow
2nd - Jack Johnson
3rd - Doug Erickson
4th - William Siler
5th - Dennis Taylor
6th - Rick Atkins
7th - Jay Katz
8th - Rob Robinson
9th - Corey Lees
10th - Leo Barana

C MAIN

- 1st - Rob Robinson
2nd - Ron Rossetti
3rd - Sean O'Campo
4th - Ed Knoles, Jr.
5th - B. J. Weisman
6th - Peter Martin
7th - Larry Grant
8th - Dan Lamey
9th - Mark Pavidis
10th - Eustace Moore

D MAIN

- 1st - Mark Pavidis
2nd - Ryan McCormick
3rd - John Shurtleff
4th - Ben Williams
5th - Greg Sellwood
6th - Randy Locken
7th - Carlos Garcia
8th - Eric Cobb
9th - Cory Barana
10th - Mike Christensen

E MAIN

- 1st - Eric Cobb
2nd - Robin Walker
3rd - Ric Reed
4th - Michael Dennis
5th - Alex Myers
6th - Wyatt Chambers
7th - Brad Burns

4WD STOCK MAINS

A MAIN

- 1st - Tony O'Reilly
MIP Assoc.
2nd - Mark Shimabukuo
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3rd - Ron Prull
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Yokomo/Revolution
5th - Chris McElroy
V & W/Peak Performance
6th - Eustace Moore
MIP/Trinity
7th - Kris Moore
Optima/Twister
8th - Dan Binter
Optima/Reedy
9th - Dennis Taylor
Yokomo/Revolution
10th - Tony O'Reilly
MIP/Race Prep

B MAIN

- 1st - Eustace Moore
2nd - Larry Grant
3rd - Dave Ryan
4th - John Wheeler
5th - Sonny Najera
6th - Samuel Smith

CP

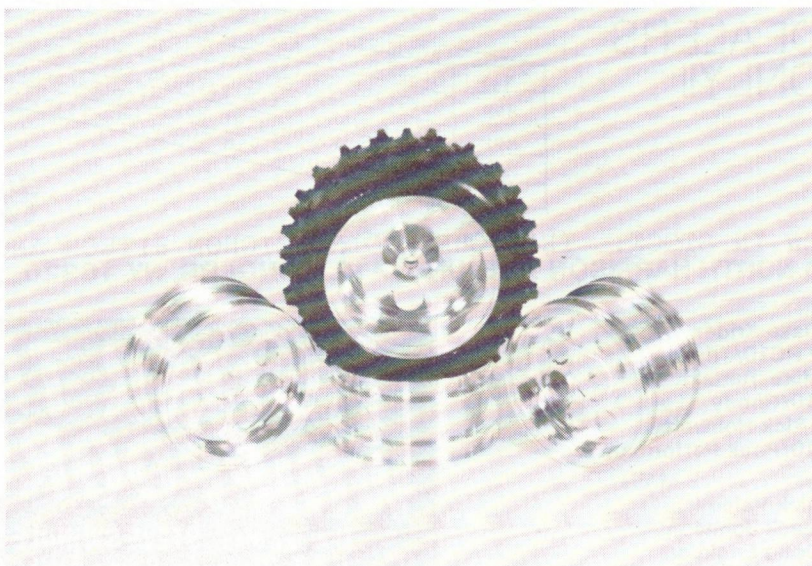
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Michigan Dirt Oval Duel

Article and Photos By Dr. J
October 4, 1987 - Kalamazoo, MI

There may have been a bite in the Michigan breeze, but the real blast came from Lee Morrison who drove his Twister powered Mini-Mustang to 4WD victory lane at the Michigan Oval Championships. Held at Kalamazoo RC Raceway, this dirt oval duel drew in drivers from all over the Mid-West to take on the Big "D" Oval. This hard surfaced and smooth 1/10 scale mile track was a challenge to all participants. Although very high speeds can be attained here, a single error can cost you a lap in just getting back up to speed.

The eighty plus, including favorites from JOROCC in Illinois and Gonzo in Indiana, competed in 5 classes with 3 qualifying heats. The sponsorship for the fantastic trophies for each main and for top qualifiers was from the Kalamazoo County Miniature Racers, Ted McCarthy's Painting, and Kalamazoo Orthodontics, P.C.

Competition in the finals began with the Sprint car class where local Greg Johns held off a field of Chicago sprinters for TQ and a first place finish. Always sporting a cowboy hat, Greg drove four consistent rounds to earn his title.

Next up was the Tamiya Class with a full field of Novice drivers. Tim Stevens turned a 20 lap TQ with his full body Tamiya but was beaten out in the final by hard charging Stuart Bassett. Crowd favorite Mary Dubois (Tamiya Points Champ in Southwest Michigan Off-Road Series) finished in second.

The Stock Class in our area is always the most competitive and the crisp afternoon air never cooled these contenders. Dave Layher won TQ with 24, 4:04 and seemed unbeatable. He had TQ'ed and won Stock on the previous day at the Battle Creek Fall Oval. The real surprise came in the Main as Lee "my brother never gives me batteries" Ashby nearly scratched.



Tamiya Class Champions: Tim Stevens and Stuart Bassett

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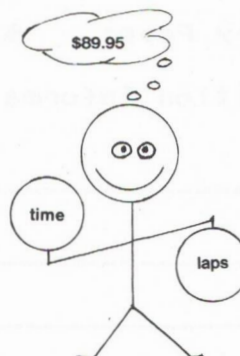
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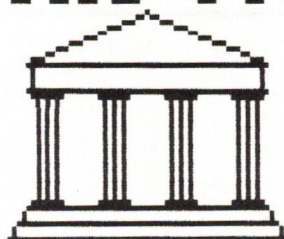
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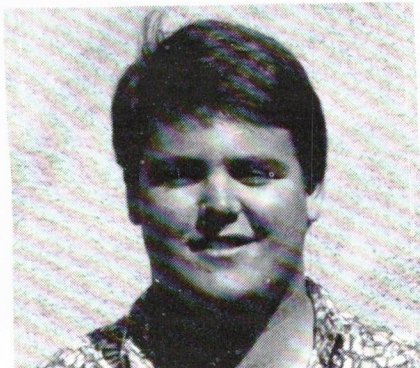
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1986 US R.O.A.R. NATIONAL CHAMPIONS



Rick Hohwart
1986 National 1/12
Modified Champion

Reno, Nevada. Once a year the best 1/12 scale electric racers from across the continent gather for a week of competition unmatched in R/C racing... the R.O.A.R. Nationals. This year's event in the Silver State proved to be the ultimate test of men, machines and batteries. Utilizing progressive winds in electric motors, in addition to a prototype battery matching system, team drivers derived "**Peak Performance**" from their systems against some of the toughest competition ever seen on the 1/12 scale circuit. A comparatively small team, but with innovative ideas, the "**Peak Performance**" works team, stunned the opposition in the modified class.

Their philosophy was simple...solid preparation with empirical testing sessions achieved during qualifying...the results were explicit:

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RICK HOHWART	A	1	PEAK PERFORMANCE	PEAK PERFORMANCE
JERRY CASE	A	5	CHECK POINT	PEAK PERFORMANCE
BRUCE HICKMAN	B	1	PEAK PERFORMANCE	PEAK PERFORMANCE
STEVE HICKMAN	D	1	PEAK PERFORMANCE	PEAK PERFORMANCE
FRANK KILLAM	E	1	CHECK POINT	PEAK PERFORMANCE



UPDATE



Peak Performance Dominates the 1987 1/12 Scale ROAR Nationals!

RANDY HUNTER - 1/12 MODIFIED NATIONAL CHAMPION

RICK HOHWART - 1/12 STOCK NATIONAL CHAMPION

Rick was TQ in Modified qualifying followed closely by 2nd Qualifier Randy Hunter

1987 Twister Invitational 1st Place 2WD Modified
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1986 R/C Speed Week 4WD Modified Champion
1986 Region 5 4WD Modified Off-Road Champion
1986 Futaba Grand Prix Champion & TQ
1986 4 Cell U. S. Indoor Championship - TQ
1986 Region 6 Modified 1/12 Scale Champion
1986 Region 6 4WD Modified Off-Road Champion

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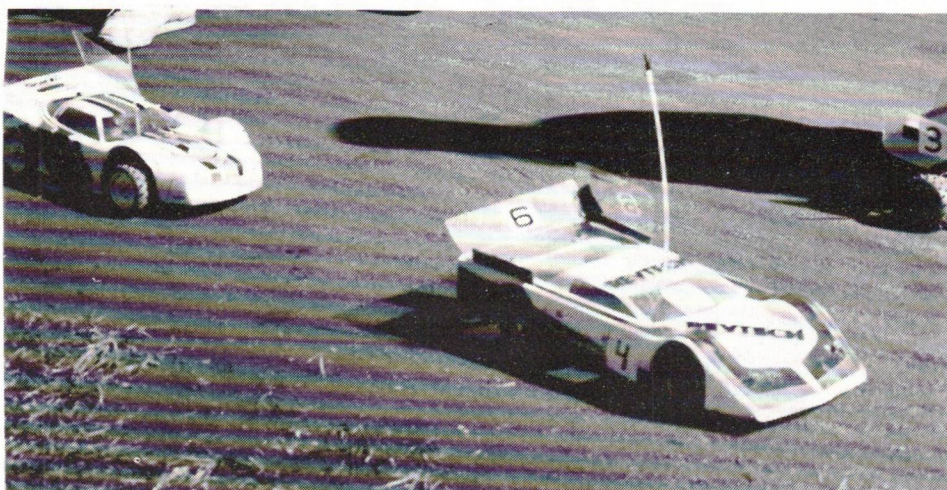
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Just moments prior to the computer chimed start, he scampered up the driver's stand. This portentous event spelled doom for the other Stockers as Ashby's Gonzo Corvette turned 25 laps, leaving teammate Mike Nawa and even Dave Layher in the dust. After the race, usually pessimistic Ashby was as baffled as anyone by his turn in luck. In other Stock action the top three winners in B Stock literally followed-the-leader: (Reniger, Thacher, Myers) over the line in an exciting finish.

The Modified Class was closely contested as 24 laps were required to make the A Main. Although Butch Beebe's black beauty wedge provided him with a Wizard powered TQ, he was unable to eclipse the track record (27, 4:08) set earlier in the year by Jay Bowman, in fact, only Lee Morrison in 4WD was able to break that barrier.

At the end of qualifying, the full body partisans seemed to hold sway in the ongoing arguments



Speed Merchants: Lee Morrison's Mini-Mustang and Don Meade's Dominator

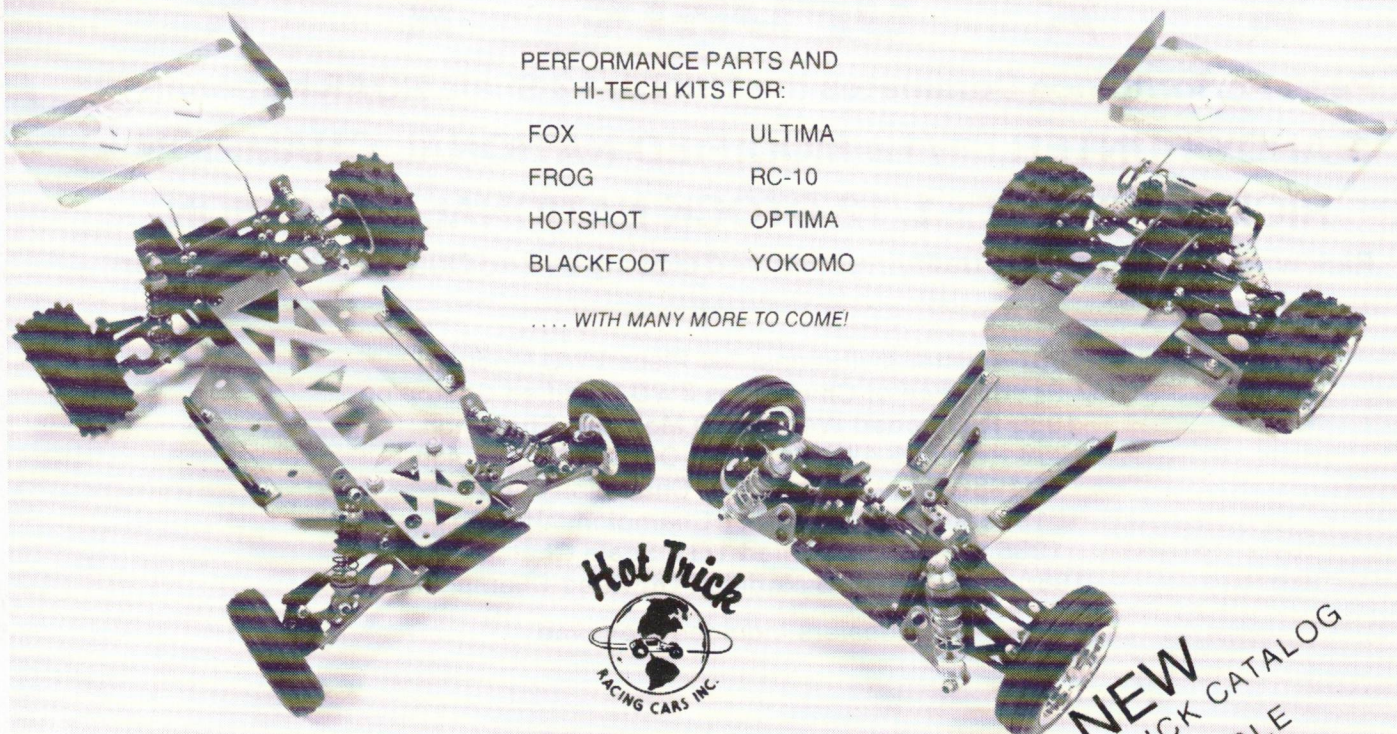
versus buggy bodies on ovals, but the best was yet to come.

Before the A Main, the drivers huddled and agreed upon an easy start as even with a two abreast grid, there had been too much first corner mayhem. The start was a smooth one but the racers fought to hold a line through the first turn. Pole sitter Beebe didn't make it out

alive in turn two and even with some awe-inspiring power he would never make it to the front. All alone, Jay Bowman's Wizard Warrior smoked into turn three followed by an angry swarm. During the race it seemed that all the "big boys" were bumping their full bodies, forgetting to drive and they let the youngsters in their off-road

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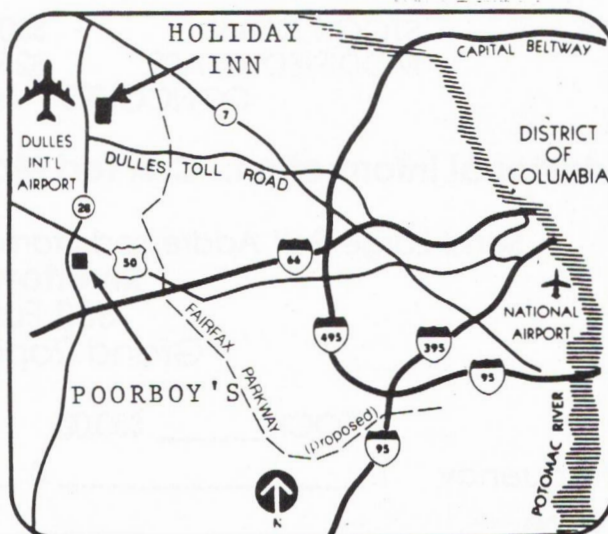
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Frequency Choice: 1st _____ 2nd _____ 3rd _____
Roar # _____ Amount Enclosed \$ _____
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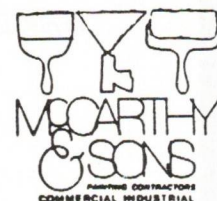
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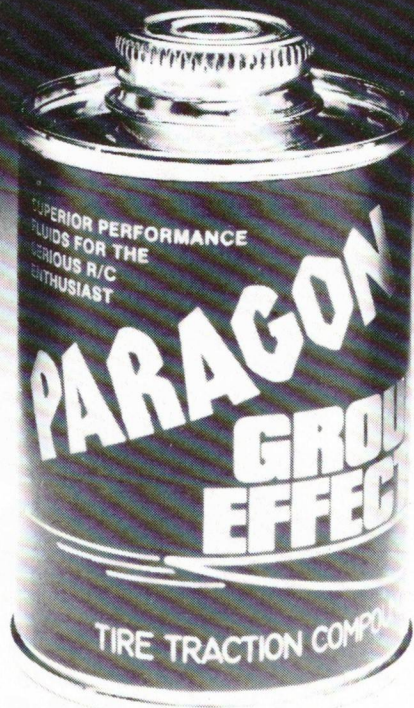
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buggies slip by unnoticed. The leader, Bowman, was too worried about the pack of full body favorites he was lapping to notice Chicagoan Scott Adams briefly taking the lead, but quickly relinquished it again in turn four with an inside pass by Jay. That was the last trouble for the Warrior as Bowman finished first, followed by Trinity's Adams and a local buggy driven by speedy Chad Coppock.

Region Three Off-Road Champ and Trinity driver Don Meade commented that Bowman's win was "the first clean four minutes he's had all weekend" as Jay had numerous problems during both the Battle Creek and Kalamazoo Ovals. Asked about the late race challenge from Adams, Bowman replied, "I was too busy looking for Mike Nawa because I finished second to him at the Gonzo Oval; I never noticed the buggies."

The B Modified final was embroiled in controversy, even with

computer assisted scoring, as Indiana's John Milchak lead most of the race only to bow out to local Mark Stewart in a real barnburner. Gene Labar from K-zoo traded back to a Parma Eagle body and beat out Chicago's Brad Thacher in the C Modified Main.

The spectators' favorites were the 4WD rockets. Astonishing speed was provided primarily by Don Meade's R & R Rev-Tech Dominator and Top Qualifier Lee Morrison. In the qualifiers, Morrison, the Gonzo Oval winner, turned in consistent outings with back to back 28, 4:03.9's to which he responded, "I even used different motors!" But it was Lee's first heat that earned him the TQ with 29, 4:09.

The eagerly awaited A Main began with tremendous excitement as the first 12 laps saw Trinity's Don Meade battle it out with Morrison in a dicy hare and hound chase. Suddenly Meade was

bumped from the track while lapping slower traffic and Morrison did an end-over-ender that even the Russian judge scored a 10. The crowd collectively sighed when it was ascertained that Meade had lost a bearing. However, all were pleasantly entertained as Morrison's Mini-Mustang was chased for the remainder of the race by CATS; but none of the field's Schumachers could catch him. Morrison finished the race with 28 laps, three over the field, and all of his high-speed heats were held in awe by the crowd.

As the sun was setting, the trophies were presented and the initial plans for the next year's racing were tentatively agreed upon. Prep for a four part Oval Championship with the fine tracks at JOROCC, Gonzo, Kalamazoo, and SEMROCC next summer, as we hope to see you - always a distant second!

Special thanks to Judd Nichols (Southwest Michigan Off-Road Series 2WD Champion), Butch Beebe, John Sherman, Sherry Bowman, Mary Lonergan, E. B. Dick Co., and Theo & Stacy's Restaurant for keeping it together. Computer scoring accomplished with the P. Wee Corp. Time & Lap Counter Program.

MODIFIED MAINS A MAIN

- 1st - Jay Bowman
- 2nd - Scott Adams
- 3rd - Chad Coppock
- 4th - Lee Ashby
- 5th - Butch Beebe/TQ
- 6th - Mike Reniger
- 7th - Scott Nelson
- 8th - Mike Nawa

B MAIN

- 1st - Mark Stewart
- 2nd - John Milchak
- 3rd - J. P. Malone
- 4th - David Hering
- 5th - Tom Zinsmaster
- 6th - Randy Stewart

C MAIN

- 1st - Gene Lebar
- 2nd - Brad Thacher
- 3rd - Phil Stevens
- 4th - John Sherman
- 5th - Mike Karsen
- 6th - Tim T.

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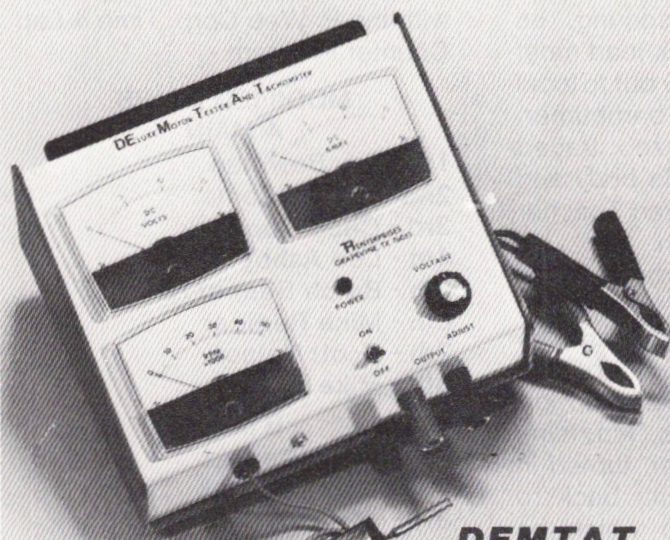


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- 4th - John Whyte
- 5th - Tim Hinko
- 6th - Bill Carpenter
- 7th - Don Meade

B MAIN

- 1st - Mike Wood
- 2nd - Stuart Bassett
- 3rd - Ted McCarthy
- 4th - Shawn T.
- 5th - Andy Eidson
- 6th - Casimir Budzinski

STOCK MAINS A MAIN

- 1st - Lee Ashby
- 2nd - Mike Nawa
- 3rd - Dave Layher/TQ
- 4th - Kris Lane
- 5th - Craig Boardman
- 6th - Jay Bowman
- 7th - John Milchak
- 8th - Jerry Lewis

B MAIN

- 1st - Mike Reniger

- 2nd - Brad Thacher
- 3rd - Larry Myers
- 4th - Dan Bodell
- 5th - Steven Postema
- 6th - Carl Mollitor
- 7th - Charlie Williams
- 8th - Al Walker
- 9th - Al Postema

C MAIN

- 1st - Greg Sevison
- 2nd - David Hering
- 3rd - Brande Johns
- 4th - Paul Stewart
- 5th - Jim Eich
- 6th - Tonya Thompson
- 7th - Ruben Vargas
- 8th - Mark Vela
- 9th - Greg Fritchey

D MAIN

- 1st - Dan Hodges
- 2nd - Pat Burch
- 3rd - Randy Kuntz
- 4th - Larry Dubois
- 5th - Tom Szymoniak
- 6th - Nick Blaskie
- 7th - Jack Palma

TAMIYA A MAIN

- 1st - Stuart Bassett
- 2nd - Mary Dubois
- 3rd - Tim Stevens/TQ

- 4th - Geoff Greene
- 5th - Jon Stewart
- 6th - Al Chadwick
- 7th - Adam Eidson
- 8th - Chris Schneider
- 9th - Andy Starback
- 10th - Doug Corwin

SPRINT A MAIN

- 1st - Greg Johns/TQ
- 2nd - Don Meade
- 3rd - Tim Hinko
- 4th - Bob Thompson



Lee Morrison



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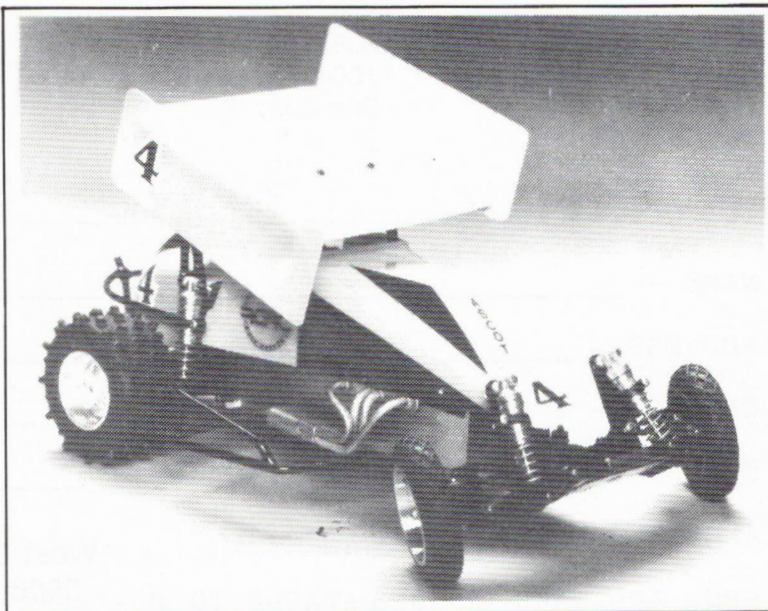
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The Kyosho Ultima - Part II

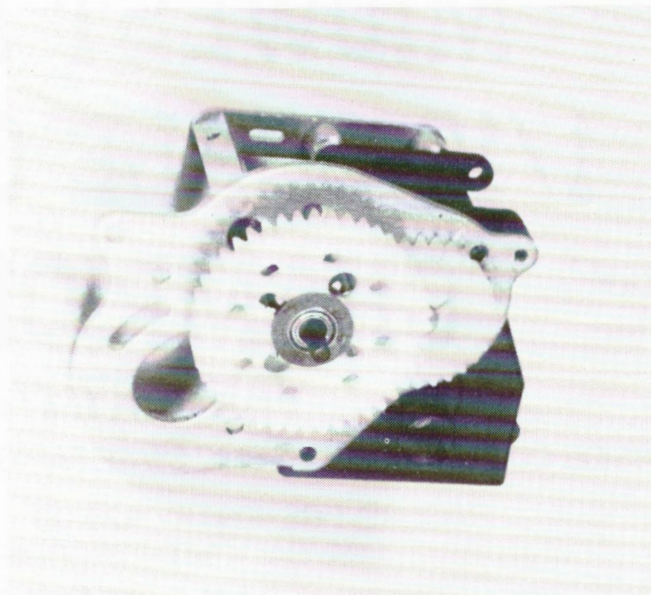
Article and Photos by Eric S. Gudger

The Kyosho Ultima is the World Champion. For the next two years, the Ultima will reign as the ultimate car in the 2WD class. To build any car into a World Class contender takes a lot of hard work and dedication from the car builder. Every part from the front of the car to the rear of the car must be gone over very carefully. Every part must work together to produce a package that is better than the sum of its individual parts. Part II of the Ultima will help you put a package together that will be truly World Class.

To do this we will use Part I as a building block for this article. The Ultima should be built in the same sequence. Several items will be used from Part I. If a new item is not listed, the original item from the first article was used. The listing at the end will have all the parts used in this article. Above all, remember that the car in Part I is quite capable of handling the competition on its own. This article is for those who want to take the Ultima one step further.

Several individuals with Composite Craft, Trinity, and Competition Plus worked together before the '87 Nationals and the World Championships to come up with a design for a graphite chassis for the Ultima. The culmination of all this work produced a chassis that was used on the World Champion car. This is where we will start Part II of the Ultima.

To prepare the graphite chassis, radius the edges with a file and apply red loctite to keep the fibers from separating. Since the batteries will be mounted lengthwise in the chassis, a few items will have to be modified and repositioned. It is very important at this point that every measurement and change be made as accurately as possible. Double check every move before the final holes are drilled. Begin by removing part of the plastic from



The Thorp No. 4672 underdrive gear set has the counter gear machined so that the Associated No. 6902 bearings and the Houge Enterprises No. 140 shaft can be utilized.

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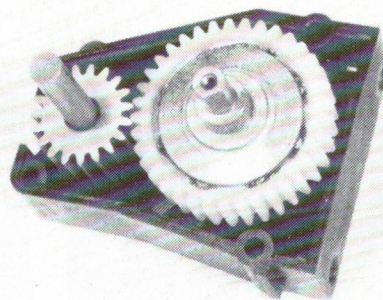
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the forward edge of the rear bulkhead. The batteries and the front steering servo must be given an adequate amount of clearance. Mount the rear bulkhead to the chassis using Associated No. 6280 8/32 x 1/2" aluminum flat head screws.

Take a Trinity No. 5001 "matched" 6 cell Sanyo battery pack, assembled in a stick configuration, and lay them in the newly created crevice of the rear bulkhead. Place an Associated No. 6334 battery cup under the front of the battery pack, and carefully locate the mounting holes so that the battery pack is centered along the centerline of the chassis. Leave enough room for the batteries to easily slip in and out of the cup. Drill and countersink the two required holes for the aluminum Team Pit Stop No. 5006 4/40 x 1/2" flat head screws. Install the cup and check to make sure that everything is still aligned correctly. Re-install the battery pack. Place a TRC No. 145 battery strap as far to the rear of the chassis as possible, and mark the corresponding points to drill the two required holes. Drill the holes for the Team Pit Stop No. 5006 aluminum screws, and then reassemble. You may want to drill the hole for the CRP No. 3021 antenna mount at this time. The TRC clamp will require some spacing to allow for proper clearance. The batteries should fit snug in the chassis.

Use either a mini servo for the steering control or remove one of the mounting tabs from a standard sized servo. In either case the servo will have to be moved forward. Maintain an adequate clearance with the steering bellcrank and the battery cups. The new forward mounting hole will be approximately 1/2" from the center of the bellcrank hole. Use the same centerline of the existing servo mounting holes as a reference point. After locating and drilling the proper holes, Delta No. 11321 servo mounts and No. 11343 clamps are used to hold the servo in place.

Install one of the bearing supported Team Losi aluminum steering bellcrank kits. The smoothness



Inside the transmission, a Thorp No. 4660 diff and a No. 4738 pinion are installed to produce an extremely efficient, smooth, and bullet-proof unit.

and precision of this unit is amazing. It is a "must" for any car. Because of the closeness of the servo to the bellcrank input arm, the JG No. 9004 ballend, connecting the bellcrank and the Kimbrough servo saver, will have to be spaced up from the bellcrank. Use a correctly sized 4/40 aluminum screw to hold the oversized ballend in place. A Team Pit Stop No. 4010 7/8" turnbuckle connects the JG ballend to the Team Pit Stop No.

4003 2/56 sized ballend at the servo saver.

All 3mm pivot shafts are replaced with the super hard yet extremely light RC Performance Specialty No. 620 titanium pin kit. Use the No. 510 retaining rings to hold the pins in place. Carefully use a No. 30 drill or a 1/8" reamer to enlarge the holes slightly. This setup has proven itself to be extremely reliable.

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The rear bulkhead has been trimmed to allow the Trinity matched Sanyo battery pack to adequately clear the various components installed in the front of the car.

ite front shock mount to the front bulkhead with two Team Pit Stop No. 5003 4/40 x 3/8" aluminum screws. Install the shock mounting screws used in Part I. If you are using the stock rims, use the lower mounting point. If you will use the CRP No. 4111 front rims, then use the upper mounting position. Install the front bulkhead and the JG No. 9009 mini bumper with the Associated No. 6280 8/32 x 1/2" aluminum FH screws. A graphite brace is fabricated and mounted to the front bulkhead using the holes where the upper chassis normally mounts. This serves as a point for mounting the front of the RC Performance Specialties body. Use either velcro or a short body mount. There should be enough room between the bulkhead and the bumper to serve as a cavity for a transponder. Of course, a corresponding hole should be drilled in the body.

For the active portion of the front en, install a standard Kyosho Optima front suspension arm. These arms are a little longer than the stock arm, but they add stability to the car on a rough track. Carefully measure and then drill lower shock mounting holes before the arms are installed. Hot Trick No. 107 front axles are installed after they

have been turned down to 5/16" so that flanged Associated No. 6902 wheel bearing can be used. This utilizes a larger front rim selection while allowing for a more efficient method of correctly preloading the front bearings. Stock or after market rims will still fit easily.

Because of the large hole in the graphite shock mounts, JG large ballends are used to control the inner pivots for the upper suspension links. Team Pit Stop turnbuckles and ballends are used otherwise. To adjust the preload on the front and rear shocks, JG No. 9008 aluminum shock collars are used along with silver springs. Mount the front shocks as Part I explained. Work on the front of the car is

completed with the installation of the steering control linkage.

Moving to the rear of the car, construction starts with the transmission. Begin by installing one of Thorp's new high precision and extremely efficient No. 4660 differentials and No. 4738 hardened steel final pinions. The Thorp diff is adjustable for the amount of slippage allowed to transmit through the drive train. This diff is truly remarkable in its ability to absorb the abrasive shock loads that occur as the car travels around the track. The Thorp diff is a "must" item. Don't forget to use blue loc-tite on the final pinion set screw. Also used from Thorp was their No. 4672 underdrive gear set. It allows for a larger selection of motor and gear combinations without adversely loading the drive train. The Thorp counter gear, from the underdrive gear set, is machined so that the flanged portion of an Associated No. 6902 bearing is recessed flush with the side of the metal pinion gear portion of the counter gear. A Houge Enterprises No. 140



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countergear shaft is then installed. This setup allows the two flanged bearings to hold the countergear in its correct position without walking along the countergear shaft.

I highly recommend that two separate transmissions are prepared. The stock transmission works very well when the bite is high and the corners are sweeping. Our items used section will provide the part numbers required to build another transmission. In most other situations, use the slipper transmission adjusted for the existing track conditions.

Next, install the rear graphite shock mount to the rear bulkhead. Again use the components listed in Part I. Use the lower shock mounting hole for the upper shock mounting location and the lower inside hole to position the large JG ballend fitted to the Team Pit Stop components. Install the Trinity No. 6021 rear drive shafts in the rear hubs. These shafts have hinging joint bearing in the hubs and a con-

ventional dogbone end at the transmission. They should never get lost or come out. Be sure to use blue loctite to hold the aluminum wheel spacer to the axles. The axles also work on the Optima very well.

The rear suspension parts are installed along with the transmission. Associated aluminum FH screws are again used to mount the necessary items to the chassis. The rear shocks are mounted using the set up from the first article on the Ultima.

The balance of the items can now be fitted to the car. For our World Class car, the Tekin Pro electronic speed controller was the only logical choice. Tekin Products are well known for their performance and dependability. Their speed controllers are extremely smooth and responsive. The Tekin ESC190 is without a doubt "top" of the line. Just ask Joel Johnson about its performance.

To handle the input from the Kyosho EXP2001 Pulsar transmitter and the lightweight Novak NER2S miniature receiver was used. This unit has survived hard seasons of racing without a problem. It is a very good receiver.

To propel our car, a Trinity No. 2011 Joel Johnson signature motor and a Team Pit Stop 9050E pinion were installed. This motor utilizes the same awesome wind that carried Joel to his recent World Championship. It produces good 2WD horsepower that is controllable on the bottom and ravaging on the top end. With this motor you will definitely need a bullet proof transmission. You will also need a Tekin PC1200 power cell to keep the receiver powered when the Trinity motor pulls hard out of the turns.

Tires are much more complicated. In fact, tire selection is more an art than a science. However, we can give you some useful starting

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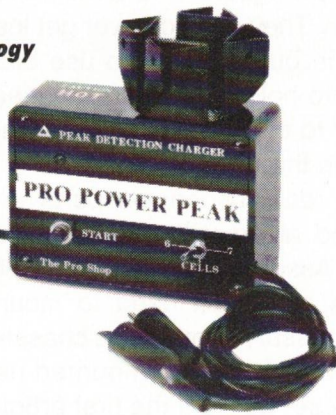
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points. At the rear, the Proline rims are the lightest and strongest available. These one piece rims use a good high quality nylon that stays very true considering the abuses they are subjected to. Because they are a little wider, the inner part of the rim will have to be notched to clear the outer suspension ballend. Another good selection in rear rims is the Option House W5021 rim. This three part rim allows for an easy tire exchange. As a starting point, the Proline No. 1025 works well on loamy high bite surfaces, the Kyosho No. 5032 works well on loamy high to medium bite surfaces, and the Kyosho No. 5031 works well on dry low bite surfaces.

Up front, the stock rim is the highest available. Start with Proline No. 1018 tire while the following tires can be used depending upon track conditions - Proline No. 1019, No. 1021, No. 1022, Kyosho SC-26, and SC-90. For the taller CRP rim, start with the Proline No. 1023 tire. The No. 1024 and No. 1028 tires also have their applications. The taller tires give a little more front end bite with an increased ground clearance. Use Associated No. 6902 wheel bearings with either rim. Associated No. 6863 wheel adapters are necessary with the CRP rims.

As in our first article, a RC Performance Specialties No. 110 Mirage SS body is used. It is hard not to rave about this lightweight yet aerodynamic body. It is that good. Paint it using a selection of brilliant colors from Pactra's RC paint line. At the rear of the car, a Bud's Racing Products No. 5235 wing is used to hold the body down.

The Competition Plus Ultima is now ready to blister the track. Before we give you our racing evaluation of the car, a listing of the items used is included: Kyosho 3115 Ultima, 1974 bearing set, UM-28 motor guard, W-5001 front shocks, W-5002 rear shocks, W-5021 rear rim, OT-67 rear rims, W-5031 rear tire, W-5032 rear tire, SC-90 front tire, OT-66 rear tire, SC-26 front tire, Optima suspension arms, UM-01 gear set, 1911 bearings, OT-05 output shaft, OT-28 gear set, UM-03 gear box, UM-04 motor plate, UM-05 gear shaft set, 1901 bearings, OT-76 pinion gear, UM-17 rims set, 6000 field bag, 1845 Lambda charger, Composite Craft 10019 graphite chassis, 10016 graphite front shock mount, 10017 graphite rear shock mount, 10020 graphite chassis for saddle-pack batteries, Trinity 8025 graphite front shock tower, 8026 graphite rear shock tower, 8028 graphite chassis, 5001 6 cell

matched battery pack, 2011 Joel Johnson signature motor, 5025 heat shrink, 6008 wing buttons, 4012 motor screws, 6021 rear drive shafts, Tekin ESC190 pro speed controller, PC1200 power cell, Novak NER2S receiver, Bud's Racing Products 5235 wing, 7553 nylon nuts, 6920 wire, 6925 braid, 7110 capacitor kit, 7115 motor filters, Associated 6902 bearings, 6270 ball joints, 6280 aluminum screws, 6334 battery cups, 5412 oil, 5413 oil, 5414 oil, 6850 front rims, 6863 wheel adapters, Auto-graphics 140 series of numbers, CRP 3021 antenna mount, 3508 grease, 4111 front rims, Delta 11321 servo mount, 11343 clamp, 11357 collar, 11371 wing tube, Houge Enterprises 140 counter-gear shaft, Kimbrough 114 servo saver, JG 9004 ballend kit, 9008 aluminum shock collars, 9009 mini bumper, Team Losi 7009 bellcrank kit with bearings, Hot Trick 107 front axles, Pactra paint, Paragon 0025 liquid bearings, 0021 slip stream, 007 cleaner, Team Pit Stop 4100 steering and suspension kit, 5003 screws, 6003 screws, 5008 nuts, 5011 washers, 4010 turnbuckle, 4001 screws, 4004 nuts, 4005 washers, 5001 tie wraps, 5006 screws, 9050 series of pinions, Proline 1018 front tire, 1023 front tire, 1025 rear tire, 1019 front tire, 1021 front tire, 1024 front tire, 1022 front tire, 1028 front tire, 2518 rear rim, RC Performance Specialties 110 Mirage SS body, 620 titanium hinge pins, 510 retaining clips, 045 motor gasket, Thorp 4660 diff, 4738 pinion, 4672 under-drive gear set, and TRC 145 battery clamps.

Now for the question. Does this Ultima perform any better than the car built in Part I? The difference is like night and day on most tracks. This Ultima will go any where we want it to go. Its handling can be best described as neutral. There is an equal balance between front and rear. If a change in setup is needed, the Ultima can be dialed in easily and predictably. On high bite surfaces, the track could be attacked with a vengeance. The lower center of gravity really shows its benefit to the handling in

rutty potted areas. The car goes in hard without any hint of traction rolling. Over jumps, the Ultima flies like a dream. The car soaks up the narliest problem without the slightest suspension shake. The car is a blast to drive fast. It was so much fun to go flying off of jumps that you had to fight the desire to hit them wide open instead of taking the fast line around the track.

As I said in Part I, you will be pleasantly surprised by the Ultima's performance. This Ultima is even more amazing. The car is very light, extremely agile, and very dependable. What more could you ask for?

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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. Track location at Hagerstown Fairgrounds, Hagerstown, Maryland. 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. For 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

Fridays: 6:30 p.m. 1/10 scale 505 Spring Ridge, Clinton, MS 39056 Call (601) 924-0722

ANTIOCH R/C RACEWAY

5631 Lone Tree Way, Antioch, CA 94509. Every Wed. & Fri. 6:30 p.m., Every Sat. & Sun. 10:30 a.m. Call Jack Hanson (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 info call Eric Zelman, (703) 471-4499.

RIVER CITY RACEWAY

On Quincy Road, Wichita Falls, Texas. Every 2nd & 4th Sundays at noon. Call (817) 691-1478.

WALT'S HOBBY & CRAFT

4300 West Genesee Street, Syra-

cuse, NY 13219. (315) 468-6544. 1/10 Off-Road racing on unique indoor clay track. Mon. eves (sprints) Racing 7 p.m. - Sat. Afternoons racing at 1 p.m. Computerized scoring. Daily practice.

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; 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. Cochranton, PA 16314. (814) 425-7788.

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, CO 80110, (303) 730-1391.

PDQ RACEWAYS & HOBBIES

1/8, 1/10, 1/12 Scales
Call 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. For info contact: B & B R/C Accessories at (617) 324-4465 or Brian Branon at (617) 322-9554.

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. 208th and West Dodge Rd., Omaha NE (402) 289-4184.

SROKA'S INDOOR R/C

Racing every Sunday - Oval racing every 4th Sunday. 5216B Arboga Rd., Marysville, CA 95901. Call Michael or Vickie Sroka (916) 742-6148 or (916) 741-3051.

RACEWAY HOBBIES

Racing every Wed. & Fri. at 7 p.m. 80 E. Main St., Lake Zurich, IL 60047, (312) 438-0460.

FLINT R/C CAR CLUB

Flint, MI. Summer: Every other Sun. from May to Sept., Fall & Winter 1/12 4 cell on carpet. For info: Ralph

Herndon (313) 658-5390 or Tom Hoos (313) 658-1043.

MILE-HI R/C SPEEDWAYS

Thurs. & Sat. Off-Road, Fri. Carpet, Sunday 2 p.m. 178 S. Kalamath, Denver, CO 80221, (303) 722-6766.

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Thursday Night Oval Racing
Sunday Off-Road & Oval
For info call (201) 446-2010.

C.A.R. CLUB

Racing at Tamarack Raceways. Contact Harry Turner, 120 W. Adams St., Cochran, PA 16314, (814) 425-7788. Racing every Sunday.

ARROW HOBBIES

Wed. Nights - 1/10; Every other Fri. night 1/8 Sprint Cars only; Sat. nights 1/10 dirt oval. 2710 So. 1-35 West, Burleson, TX (817) 295-2821.

BLASTERS OFF-ROAD CLUB

Every Sun. at noon-weather permitting. ROAR. 42 Riel Dr., St. Albert, Alberta, Canada. Call Fred at (403) 457-9333. In winter on carpet.

BUCKLEY SPEEDWAY

37 Douglas Street, Hartford, CT, Every Sunday April 1st to Nov. 31st Black Top Oval. For more information call "Ziggy" or Debbie Kwasnicki (203) 246-4778.

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7:00 p.m. - Wednesday Teen Night
7:00 p.m. - Thursday Indoor Clay
7:00 p.m. - Friday Roarr Meetings
7:00 p.m. - Sat. & Sun. Family Days

HOT TRICK RACEWAY

Route 1, Box 390, Wilkesboro, NC 28697. Oval and Off-Road - Indoor dirt track. Friday nites: Oval and Off-road racing beginning at 7 p.m. Sunday Afternoons Oval and Off-Road Racing beginning at 1 p.m. Complete Hobby Shop, pit area supplied with 120 volt & 12 volt, finest indoor dirt racing facility in the nation. For information call (919) 973-7444 after 4 p.m. weekdays.

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2665 Park Marina Dr., Redding, CA 96001, (916) 241-3737. 1/10 Off-Road Racing. Norcal Mini Off-Roaders. Ask for Kevin Paschke.

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Thursday - Modified Oval with Jump
Fri. - Oval - Sprints, Wedge, Nascar
Sunday - Oval - Stock & Modified

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Wednesday night off-road and oval on alternating weeks. Also carpet races on Monday nights 40 x 80 banked oval.

OUTLAW MOTOR SPEEDWAY

7920 Webster, Highland, CA. Every 2nd Sunday - 1/10 dirt oval. All classes. Call (714) 370-0607.

LITTLES HOBBIES

Tuesday Nite - 1/12 4 Cell Mod.
Thursday Nite - 1/10 Banked Oval
Friday Nite - 1/10 Oval stock car
Sunday - ECRA All classes 9 a.m.
Banked oval carpet surface. 111 Main St., Hebron, CT 06248, (203) 228-4942, Open 7 Days.

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New indoor off-road track located at 3123 W. Hampden, (2nd row of warehouses). Wed. - Practice only 4 p.m. - 9 p.m., Thurs. - Race 7 p.m., Fri. - Student discount, Econo nite, Sat. - All classes - Race 7 p.m. Main store at 2424 W. Evans, Denver, CO 80219, (303) 935-0842.

FAST LANE R/C

On Road Asphalt Track. 21616 Golden Triangle, Saugus, CA. Call (805) 255-2404.

RPM R/C RACING

1112 S. 16th, Elwood, IN 46254, Indoor off-road racing every Sunday at 12:00 noon. For info call (317) 552-7758.

REC. R/C RACEWAY

1/10 scale clay oval track. Racing Sat. 3:00 p.m. - Practice all day Sunday. Monster truck, Modified, Stock, Open Classes. Call Erin Clancy (914) 868-7715. Stanfordville, NY 12581.

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Weight pulling for all 1/10 and 1/12 cars, trucks and tractors. Wed. nites - 7:30 p.m. 2nd season first half - Jan. 13 - Feb. 17; second half Mar. 2 - April 6. Call (315) 468-6544.

MADISON AREA RADIO CONTROL CAR ASSOCIATION, INC.

Factory Outlet Mall, Madison, Wisconsin. 1/10 and 1/12 scale car-

pet racing. Practice Sat. afternoon Racing 6 p.m. Sat. & 7 p.m. Tues. George Jerdee (608) 873-7286.

- 1/12 Scale -

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4425 Brookfield Corp. Dr., Chantilly, VA 22021, (713) 968-0788, Washington, D.C. Area.

Wednesday - On road 7 p.m. - 11 p.m. Friday - 1/12 NASCAR Oval 7 p.m. - 11 p.m.

OUTLAW RACING

Every Friday nite Stock only 6:45 p.m. Every 1st Sunday - 1/12 Stock & Modified, 1/10 on-road Stock & Modified, 1/24 Tamtechs. Call Paul Nadeau, (714) 370-0607.

GLASS CITY RADIO CONTROL

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

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

Friday: 6:30 p.m. indoor track, 505 Spring Ridge Rd., Clinton, MS, (601) 924-0722.

NORTHERN MINI-RACERS

4 Cell indoor regular schedule 1st & 3rd Saturdays, located at 1715 S. Broadway, Minot, ND. Call Roger Lee, Pres. (701) 838-0654, or 839-5294.

KOUNTRY KILN HOBBY

1/12 scale small indoor carpet track & hobby store. No regular schedule at this time. Box 247, 324 Railroad Ave. N. Mohall, ND 58761, (701) 756-6307.

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6083 Dixie Highway, Bridgeport, Michigan 48722, (517) 777-7USA
Michigan State Championship Series

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REGION IV INTERSTATE-10 CHALLENGE SERIES

Race No. 3 - Jan. 10 - Outdoor Asphalt - Beaumont, TX - Race No. 4 - Feb. 7 - Indoor Carpet - Lafayette, LA. Send entries to: Charles Le Blanc, 111 Claiborne Dr., Lafayette, LA 70501. For information call (318) 237-4444.





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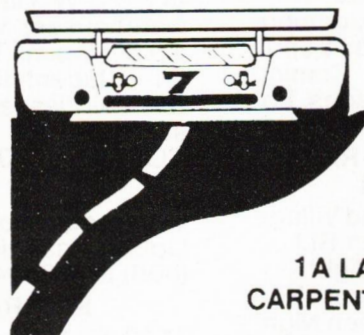
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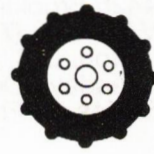
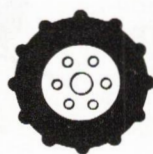
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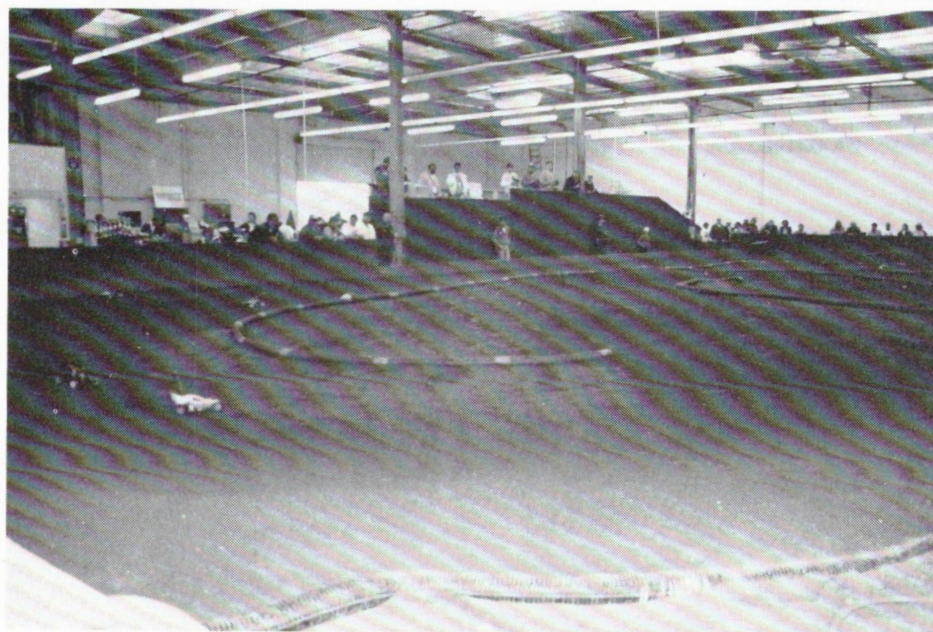
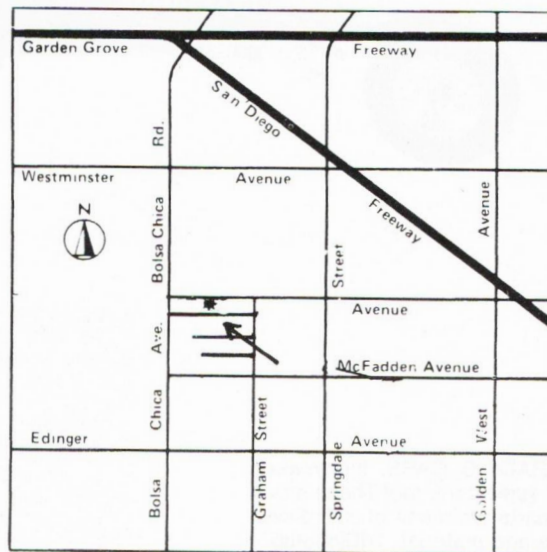
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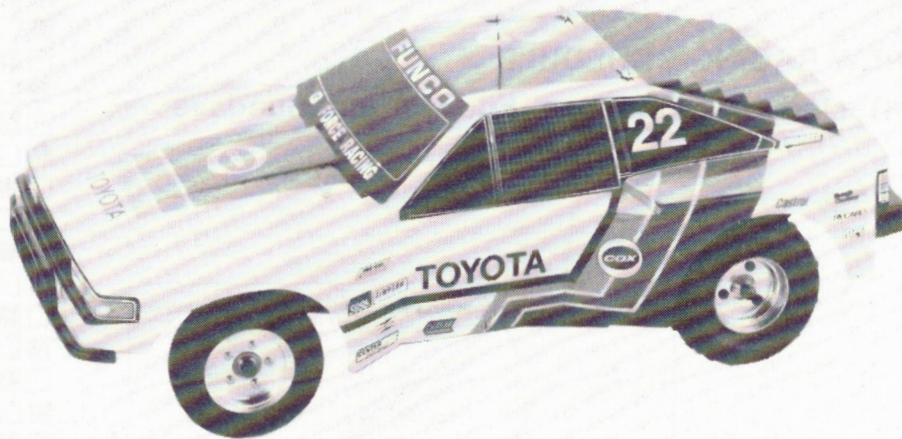


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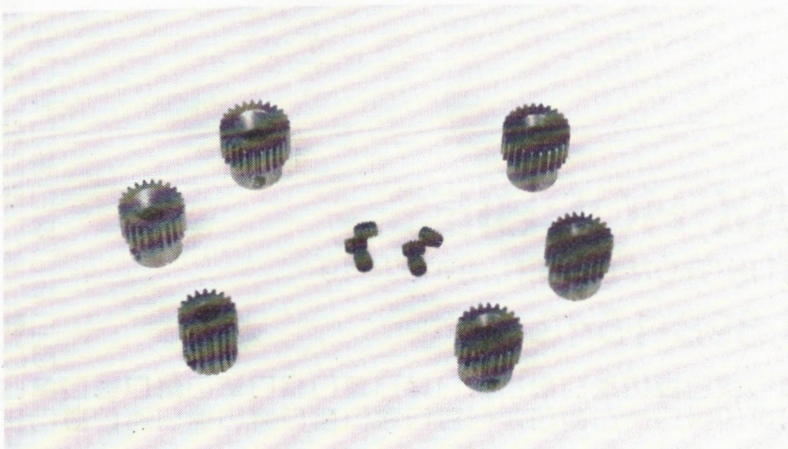
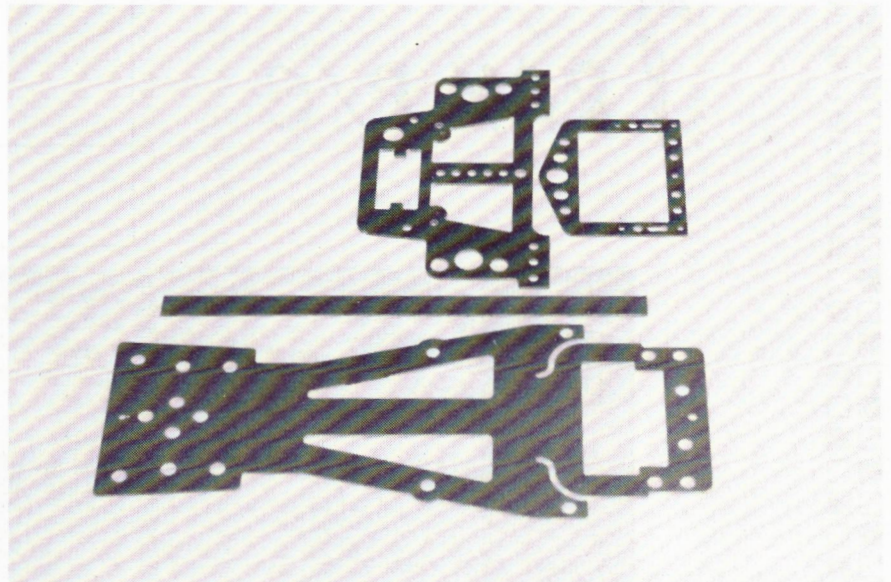
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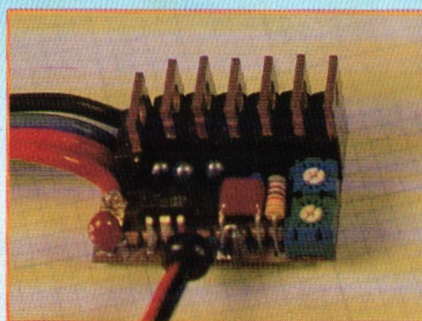
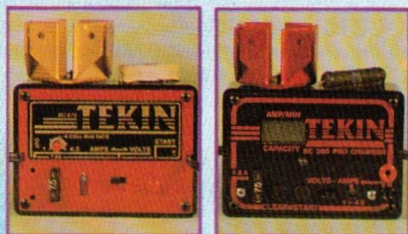
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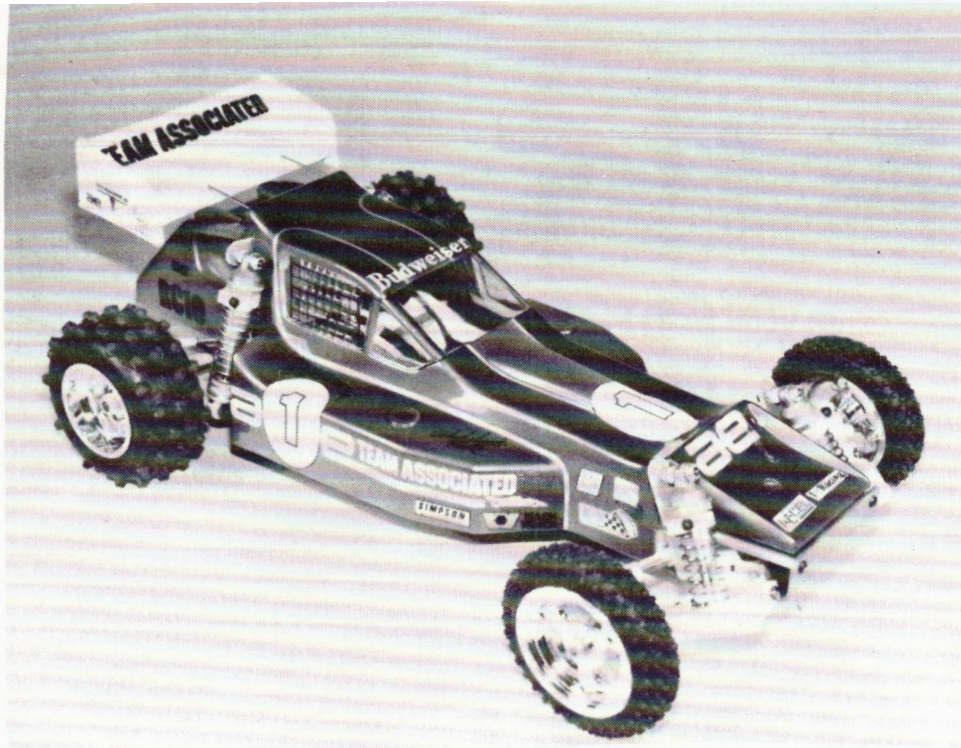
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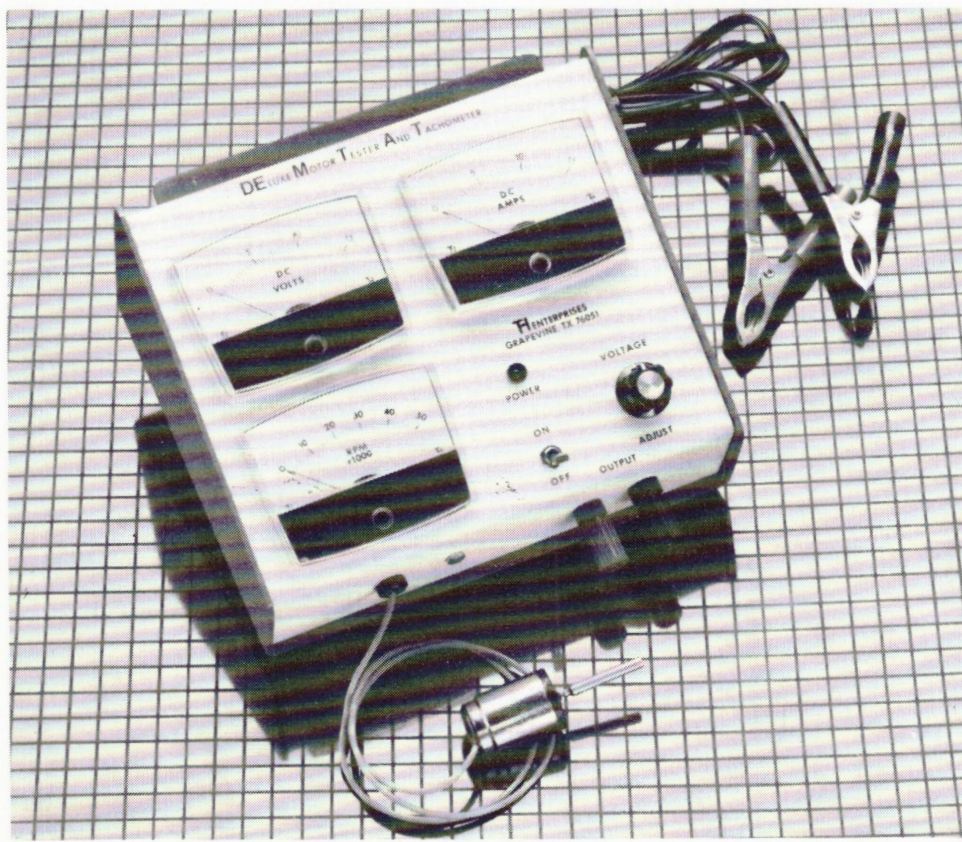
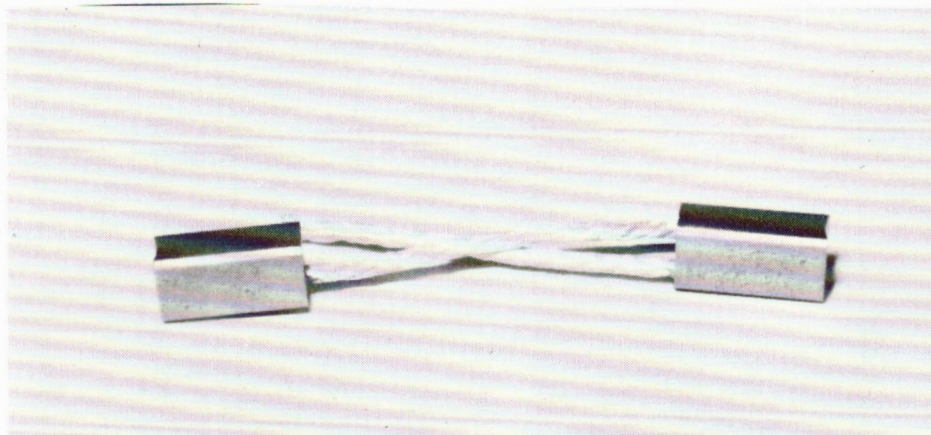
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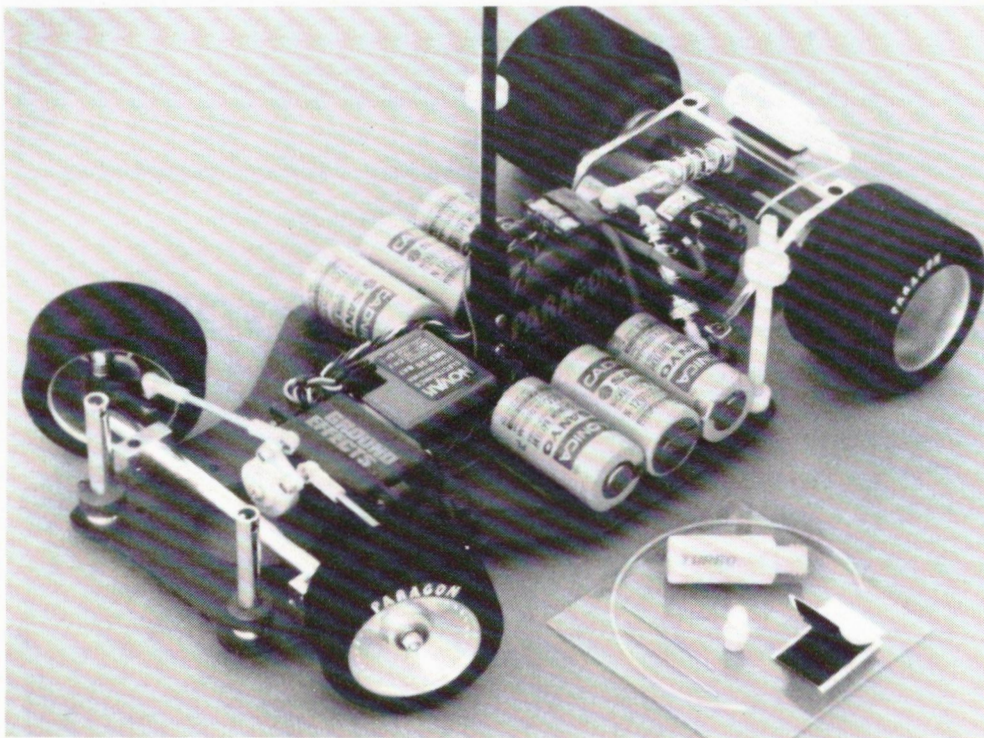


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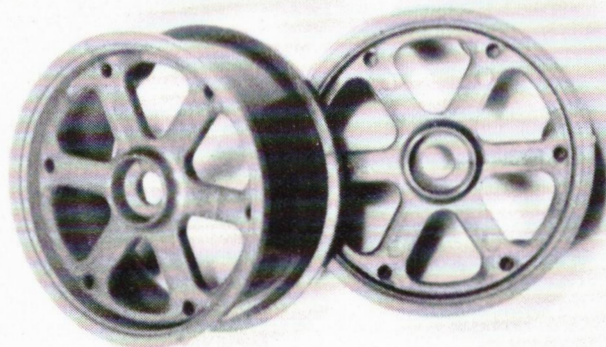
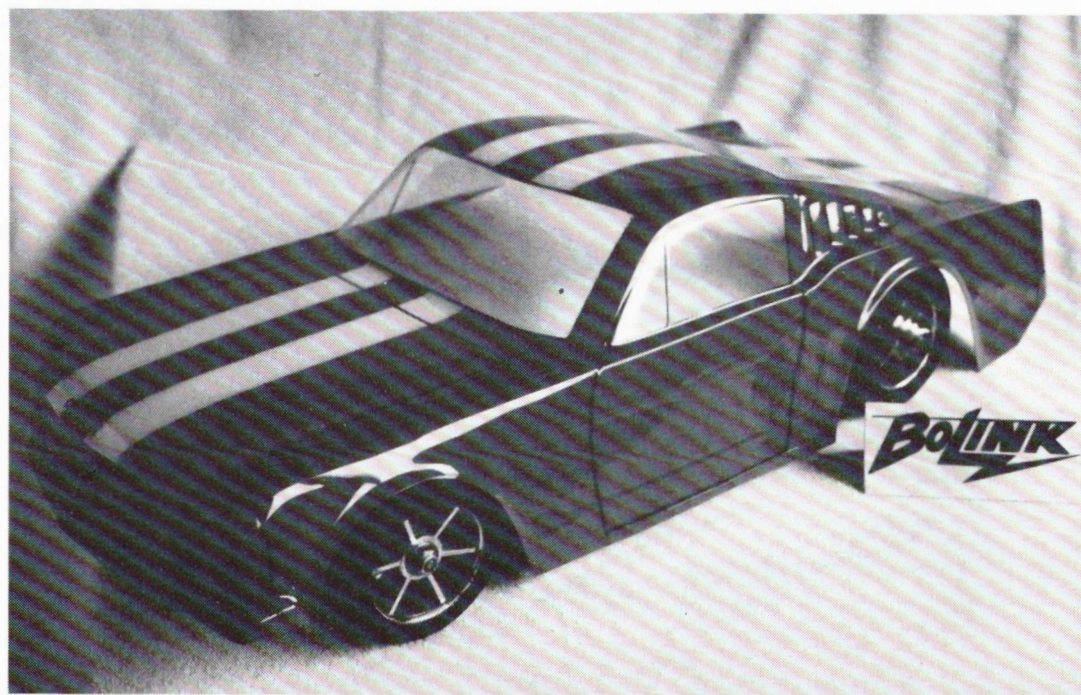
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"* Patent Disclosure Document Submitted."

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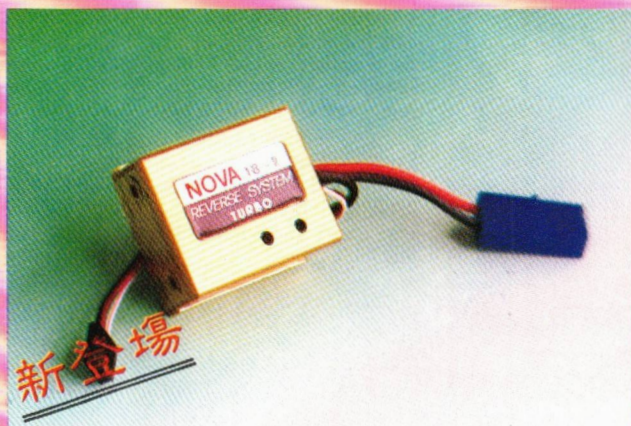


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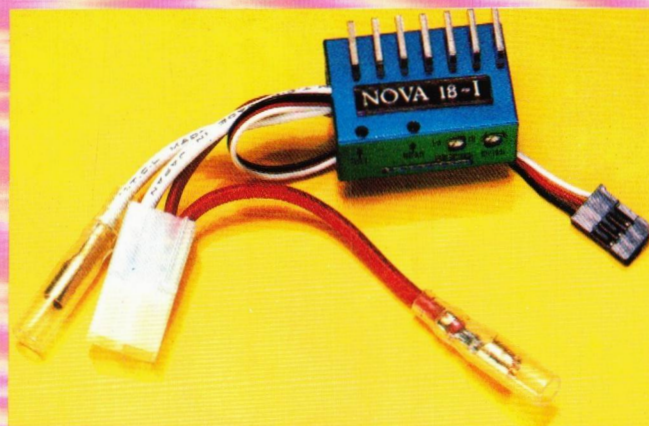
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(THE SMALLEST IN THE WORLD)
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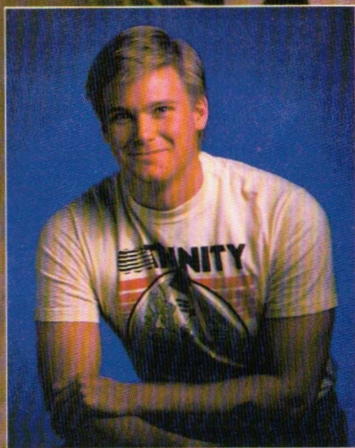
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