

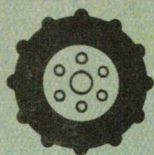
September, 1988

\$2.95

\$3.50 Canada



COMPETITION



PLUS

© THE R/C CAR MAGAZINE

**ROAR 1/12 Scale
Nationals**

**KYOSHO
RAIDER
Part II**

**NORRCA
OFF-ROAD
NATIONALS**





TWISTER TIMES

FLASH!

"HURRICANE" HITS NATIONALS

Competition Flees in Terror

Lake Whippoorwill, Florida

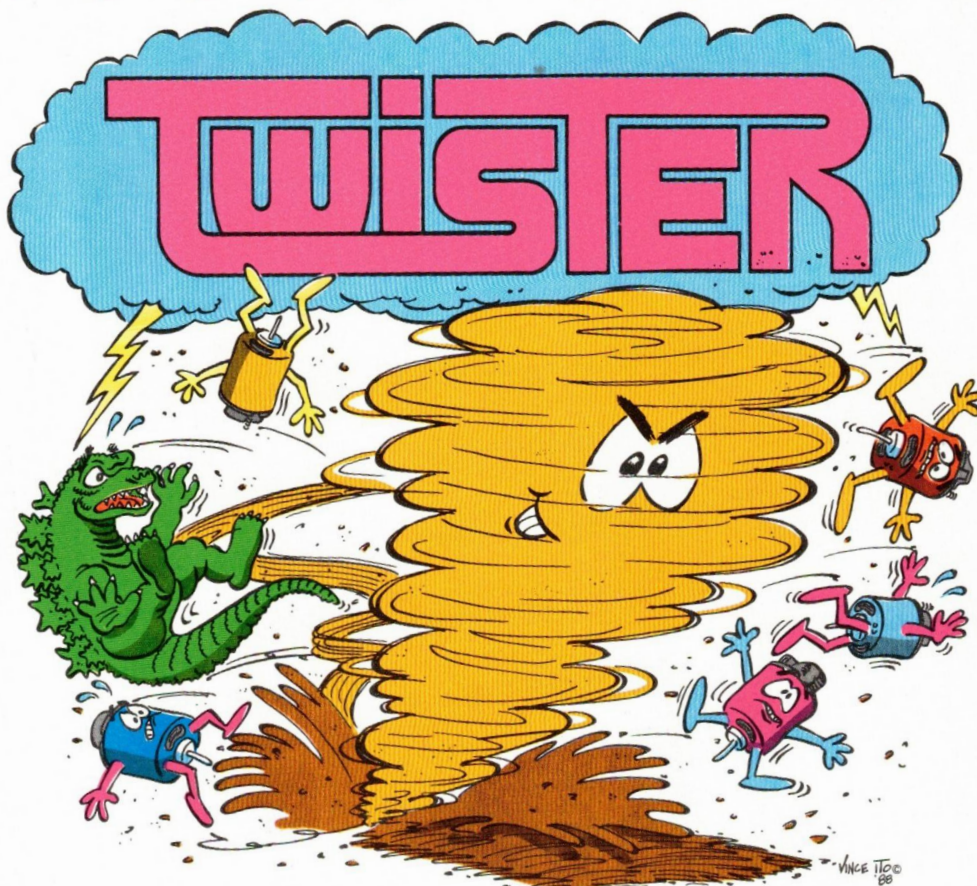
A powerful "Hurricane" hit the first-ever ROAR 1/10 On-Road Oval Nationals at Lake Whippoorwill, Florida. Dennis Vindedahl, using a production Twister #1001 "Hurricane" motor he purchased at the Hobby Emporium in Janesville, Wisconsin, blew past the nation's top drivers at Lake Whippoorwill to become the U.S. National 1/10th Scale Oval Champion. Proof positive that at Twister, we build National Championship horsepower into every motor we make.

Also Destroys Del Mar

That same Twister power ripped the doorhandles off the competition at Del Mar, California, where Eric Soderquist and Eddie Knoles, Jr. not only ran away with the 4WD and 2WD ROAR Oval Series events, but they both completely destroyed the track records along the way. Witnesses maintain that track repairs may take weeks. Egos though, may take a little longer.

Nationwide Havoc

The same powerful Twister touched down in several



Unretouched artist conception of the havoc that was reeked at Lake Whippoorwill.

other places as Knoles, Jr. tore up racetracks everywhere on his way to 2WD 1st Overall in the ROAR Oval Series, 2WD 1st Overall in the NORRCA Oval Series, and 2WD 1st Overall in the NORRCA Off-Road Series.

No End in Sight

Just when all seemed quiet, that same destructive "Hurricane" blew into Quincy, Illinois, as the newest member of the Twister Team, Chris Allec, used his Twister #1001 "Hurricane" motor to flatten the competition at the NORRCA National held at R&R Race-

way. Not only did Allec win the national title in 4WD, but he was also TQ in the 4WS Class using the Twister #802 "Ultra Stock" motor. In his first race as a team member, Chris learned how easy it was to win with TWISTER POWER!

NOW IS THE TIME TO PREPARE! EXPERIENCE THE UNSTOPPABLE POWER OF A TWISTER AND YOU TOO CAN HAVE THE COMPETITION RUNNING FOR COVER!!!



THE UNFAIR ADVANTAGE

TWISTER MOTORS 657 E. ARROW HWY. GLENDORA, CA 91740

Streetwise

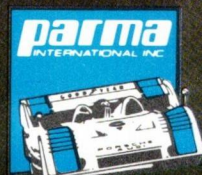
RACE PROVEN



From the big track to your back alley, Parma's 1/10 on road Pro Panther Series dominates all territories.

Whether it be Oval, Drag, or Road racing, these race proven designs are not only fun and exciting, but competitive in any environment. Easy to build, maintain and drive. Pick up a basic or deluxe kit at your local Parma dealer and get **STREET WISE**.

Apology — Parma regrets that we cannot supply individual orders on a retail basis. See your local Parma dealer. Send \$2.00 for full color catalogs.



13927 Progress Parkway
North Royalton, Ohio 44133

World Champions

TEAM ASSOCIATED

JAY HALSEY
1/10 OFF ROAD



TONY NEISINGER
1/12 ELECTRIC



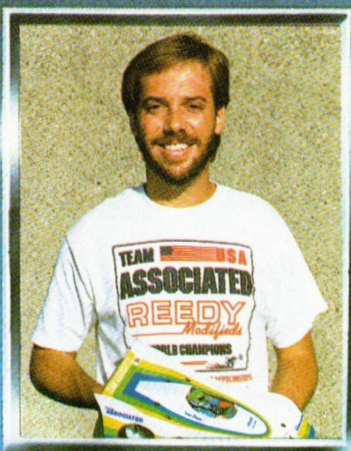
RE-PETE FUSCO
1/8 GAS



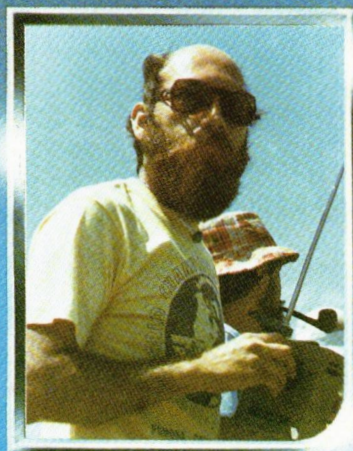
TONY NEISINGER
1/12 ELECTRIC



KENT CLAUSEN
1/12 ELECTRIC



BUTCH KROELLS
1/8 GAS



6 WORLD CHAMPIONSHIPS

FORMULA FOR WINNING

Team ASSOCIATED has won 6 WORLD CHAMPIONSHIPS. No other car manufacturer has won more than 2. To win a World Championship, it takes an exceptional driver, an exceptional mechanic, and an exceptional car. If you'd like to drive like a World Champion, drive an Associated race car, just like the World Champions do!!

SEND FOR FREE CATALOG

TEAM ASSOCIATED, 3585 Cadillac Ave., Costa Mesa, CA 92626
(714) 850-9342 - TLX 756887 - FAX 714-850-1744

ae TEAM ASSOCIATED

COMPETITION PLUS

16582-F Gothard Street
Huntington Beach, CA 92647
(714) 897-5073

If you would like to carry CP in
your store please call (800) 558-
1544. Dealer inquiries only.

PUBLISHER

Peter Barana

MANAGING EDITOR

Peter Barana

MOTORSPORTS EDITOR

Bob Crane

TECHNICAL EDITOR

Eric S. Gudger

INTERNATIONAL EDITOR

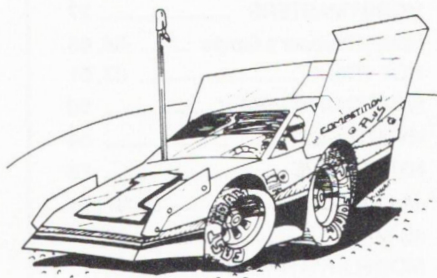
Mike Reedy

PRODUCT REVIEW

F. Dale Cauthen

ADVERTISING DIRECTOR

Samantha Ryan



Competition Plus welcomes unsolicited manuscripts and photos, but cannot be held responsible for return. However, publisher reserves the right to condense, add and edit all copy submitted according to available space and editorial style. The act of mailing material shall constitute an expressed warranty by the contributor that the material is original and in no way an infringement upon the rights of others.

Entire contents copyrighted, 1988 by Barana Publishing Company. All rights reserved. Reproduction in all or part without written permission is strictly prohibited.

Competition Plus allows its columnists the fullest expression in discussing controversial subjects, so its readers will be better informed. The views expressed may not necessarily agree with those of the magazine.

SUBSCRIBE TO COMPETITION PLUS:
\$19.95 a year third class - \$29.95 a year first class; Canada \$29.95 First Class only; Foreign Countries \$30.00 surface - \$45.00 First Class. Send Check to COMPETITION PLUS, 16582 Gothard Street, Suite F, Huntington Beach, CA 92647. Send name and address including zip code with accompanying check. All foreign subscriptions are in US dollars.

This Month's Features:

- 6 Mailbox**
- 7 Raider Update - Stage II**
- 16 1988 ROAR Quarter Scale On-Road Nationals**
- 20 Fourth 1/10 Off-Road European Championships**
- 23 1988 NORRCA Nationals**
- 31 1988 ROAR 1/12 Scale Nationals**
- 42 B & H Raceway East Coast Dirt Oval Championships**
- 49 1988 NORRCA Summer Oval Series Race No. 1**
- 64 1988 ROAR Quarter Scale Dirt Oval Nationals**
- 70 Racing Schedule**
- 75 New Products**

ABOUT THE COVER

One of the hottest drivers anywhere is Cliff Lett. To date he has four National Championship titles, all earned in 1988. Cliff has left a performance for other drivers to shoot at for many years to come. Check next month's issue for coverage of the 2WD and 4WD Off-Road Nationals.

MAILBOX

Dear Competition Plus:

I'm writing to you about the article in the August edition. In this edition there was an article called, "Production or R/C Cranes."

I was very interested to read about what this sport is too, with motors, batteries and car accessories. I've been racing off-road cars for three years and know what's going on in this sport. I run for one particular motor company and think that Ernie Provetti, is so right about stock motors and the so-called stock class. It's getting way too expensive for people who are just starting. Hell, I remember a good long lasting stock motor was sold for only \$14.95. Now stock motors have wet magnets and advance tweakness from 0 degrees of tweakness to 34 degrees of tweakness. I say what we should do is make an agreement with Reedy, Trinity, Twister, Cam, Losi, RevTech, and Race Prep to make a motor that has the same endbell, can, and the same amount of tweakness in every motor whichever that may be. This way all the motors can be used in a new sportsman class and the other motors can be used in the regular stock class.

We should have a new sportsman class for that beginner or for that person who doesn't want to spend a lot of money, but just to have some fun with his/hers car. Sportsman class should have stock speed controllers too, with the rest of the stuff that Ernie Provetti mentioned in his article.

I'm glad I got this off my chest, and this is a good time to vote for it, or mention it to your candidate for ROAR PRESIDENT.

Thank you,
Mike Prince

Dear Editor:

I'm writing this to you, not in anger, but of disappointment of the behavior of an individual(s). In late June, (at a local track) after I ran my main, I returned to the pit table and discovered by son's car

(2 wheel mod.) battery and radio stolen.

Somebody is out there enjoying (for free) all the work, time and money we invested in his car. (We are gearing up for the ROAR NATS.) In spite of this setback or disappointment, there was some good that came out of this:

1. When I informed the track announcer of the missing car, the racers in the "A" main would not run until there was a check and an announcement made.

2. Gary and Kristen Harvey of "THE TOUCH", set me up with their suspension system (front "A" arms, trailing arms and rear shock tower) AT NO CHARGE!!

So now I'm busy rebuilding a car (I gave mine to my son) for the Nats. I want to say thanks again to all the people who were concerned and helped. To you out there with my son's car you are DISAPPOINTING to say the least.

Thanks,
Simpson Salugsugan
San Leandro, CA

Dear Sirs:

We've just built a new race track which was a joint effort of the Front Royal Parks and Recreation Department, The Front Royal Radio Control Racing Association (FRRORA), and RD & B Hobbies. The track is called RD & B Hobbies Raceway, located at Leaches Run Park in Front Royal, VA. Half of a mile off the Front Royal Bypass on 6th St. Our new facility was designed for 1/4 scale dirt oval racing and 1/10 scale dirt oval and off-road. Speaking as Vice President of our club we are all big fans of your magazine. We have all heard it said that RC racing will fail just as slot car racing did as a fad. We are here to say that R/C racing is like Rock-n-Roll and will not fade as just another fad thanks to you and your efforts to publicize it and our efforts to participate in the sport and make it enjoyable and

(Continued on Page 68)

Advertiser's Directory

A.B.C. HOBBY	29
ADVANCED RACING	17
ALL PRO RACING	47
ANDY'S PRODUCTS	48
ARCAR	15
ASSOCIATED	4
AUTOGRAPHICS	64
B & B MOTOR	55
BIR	21
BOB'S RACING	60
BUD'S PRODUCTS	30
CAR SAVER	33
CMW	36
COMPETITION PLUS	53
COMPOSITECRAFT	24-25
COORDINATED DATA	52
DIRT RUNNERS	69
ERI	38
EXCEL	46
FALL CLASSIC	14
FUTABA	Inside Back Cover
GREAT PLANES DIST.	18, 19
HOBBYMASTERS	27
HobbyShopper's Guide	65, 66
HOT TRICK	37, 61
HOT TRAX HOBBIES	50
HY-INTEREST	54
HYPERDRIVE	78
JA LEA CO.	61, 67, 74
JG MFG.	22, 57
MODELER'S HAVEN	10
MRC	Back Cover
NAVCOM	28
PARAGON	26
PARMA	3, 9, 11, 72
PEAK PERFORMANCE	39
PRO-LINE	36, 37
PRO SHOP	32
R/C EXPRESS	67
RC PERF. SPECIALTIES	43
REEDY MODIFIEDS	33
REEDY RACE	56
REGION 6 RACE	58
RPS DIST.	77
SANYO	44
STAGE III	8
TEAM PIT STOP	35
TECH TOYS	51
TEKIN	45
TMS	59
TRC	62, 63
TRINITY PRODUCTS	40, 41
TROL TECH	76
TWISTER MOTORS	Inside Ft.
VICTOR ENGINEERING	12

Raider Upgrade - Stage II

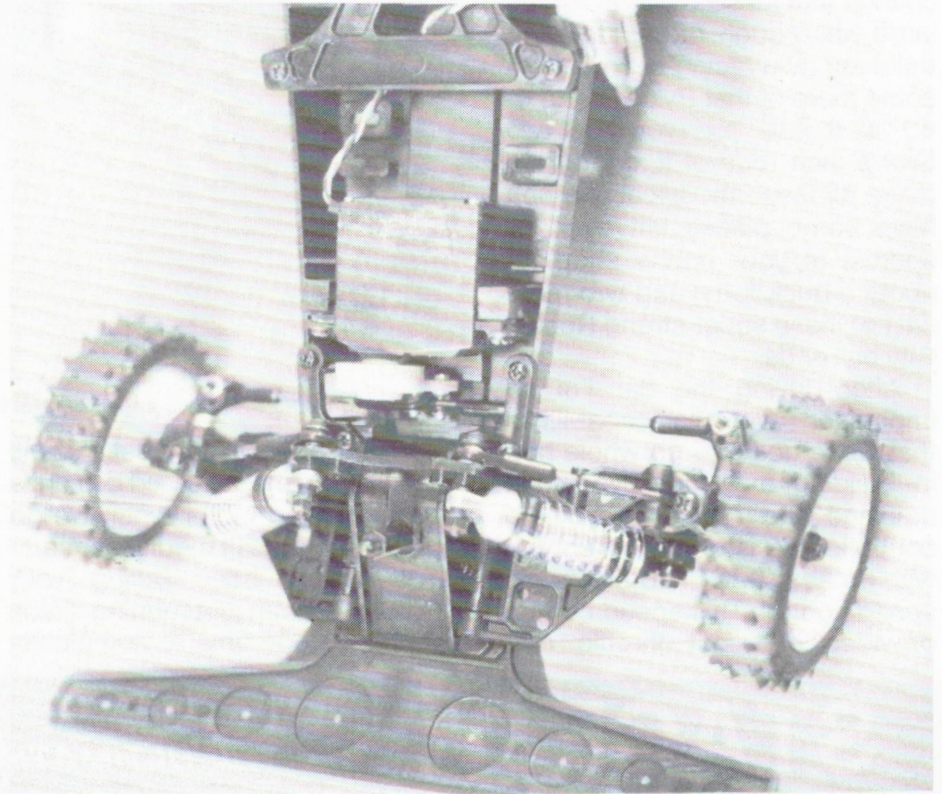
By F. Dale Cauthen

When first our Raider went together, it was basically straight out of the kit, no changes. It was fun to drive and worked surprisingly well. On the track, a few minor deficiencies showed up. The speed control was somewhat inadequate for racing. A little bit of push showed that the front tires weren't up to high speeds. And it needed good oil-dampened shocks.

In phase one of the upgrade, we gave it ball bearings on the wheels, a fully proportional speed control, new spiked tires and Kyosho's race-proved gold shocks. All the basic quick and easy modifications that could be carried out without major disassembly of the car. Then we took it out to race. In its first race it earned Team Irish' youngest member, Doug Burnette, a ribbon for placing in his first off-road race. Not bad for a first time out for both car and driver. In its second time out, we got to do a little more dialing in and the car started working even better. After the race, I couldn't resist taking the car for a run myself to see just how well it was working. After a few laps of getting used to the handling differences from my Turbo Ultima to this car, I found I could hold the throttle wide open all the way around the Flint R/C Club's off-road track. That says a lot for the handling. But it says something else, too. Now it's time to go faster!

For a little more horsepower we'll be bolting in Twister's two wheel drive select stock motor. This new \$28.00 powerhouse will give the car all the power that ROAR rules allow in stock class. To let as much of this power get to the ground as possible, we are going to disassemble the gearbox and replace the remaining steel bushings with new ball bearings.

In working with the car through



New racing steering linkage is stronger and works more smoothly than the original setup.

two races we have settled on Hobbico spikes on the stock front wheels and found that the best rear tires for the car with the kit motor were the original kit tires, also on the stock rims. With increased horsepower, traction on the rear is going to be a bit more difficult to find so we will be replacing the rear tires with the soft Schumacher long spikes. These are a little expensive but get so much better traction than anything else around that they are well worth the price. Whenever a product comes on the market that is clearly superior to the average, imitators seem to show up overnight. Be forewarned that if you try to save money by buying one of the imitations of the Schumacher tires, they probably aren't going to work as well as the real thing.

Whenever speed increases,

more demands are placed on the suspension and greater adjustability for dialing in becomes a necessity. So the camber rods (upper control arms) will be replaced, front and rear, with 4-40 Pylon brand rod threaded into Rocket City ball ends to allow for infinite adjustment capability.

While we're at it, let's go after those troublesome stock tie rods that like to pop off whenever the car hits anything. These were designed this way by intent and for good reason. While you were learning to drive the car, you hit a lot of stuff. It's nothing to be ashamed of, we all did while we were learning to drive and sometimes still do. Kyosho designed the front end of the Raider to take abuse. By letting the tie rod slip off on impact, they saved you lots of broken parts, because when that front end flexes really hard,

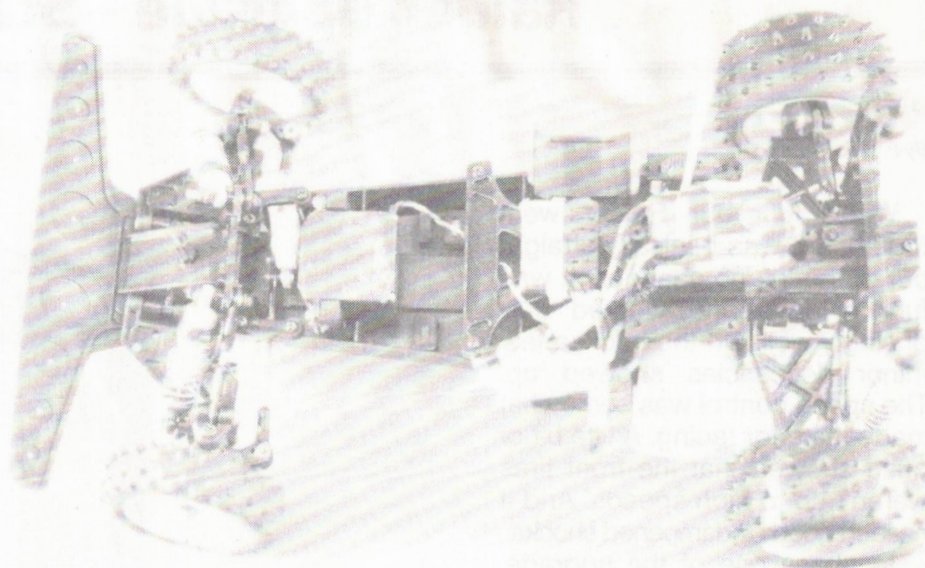
something got to give. Better to have it be something that could be simply pressed back on in a second than to have a part break that would have cost money to replace and more time to fix. Now though, we're all better drivers and we want the car up to its full race potential. Right? So let's change that kit servo saver for the large Kimbrough racing unit and build our own racing tie rods from some more of that Pylon brand 4-40 "all-thread" rod (you'll get two twelve inch rods of it, enough to make all these modifications and have some pieces left over for spares, at your hobby shop for about a buck forty) and two more sets of those super strong Rocket City ball ends.

After driving the car I'm so impressed with its capabilities that we're going to go whole hog in building a competitive stock machine and replace the servo controlled resistor speed control with Futaba's MC112B electronic speed control. This speed control provides excellent throttle res-

ponse at a resonable cost and will even handle the increased demands of a modified motor when we go on to the Stage III modifications.

If you've been racing your Raider, or even just running it alot, this is a good time to completely

disassemble the car and check everything over. Look over all the little details and don't leave anything to chance. Replace any part that is badly worn or looks to have been damaged. Disassemble the gearbox carefully and lay all the



STAGE III

"THE ULTIMATE CELL TEST"

"PUSHED TO THE LIMITS..."

at the recent R.O.A.R. 1988 1/12 scale indoor 6-CELL NATIONALS held in Plymouth, Michigan.

STAGE III's "Ultimate Cell Test" was again proven the "Match made for Champions" in a "tooth and nail" race that required the utmost in driving skill and available power.

Against the finest stock drivers in the country, with motors geared to push the batteries to the limits, Team Ugly's newest racer **SCOTT SMITH** used his "**STAGE III**" processed cells to power to his "**A-MAIN STOCK CHAMPIONSHIP**."

Michigan racer **RALPH DUNCAN** secured his "A-MAIN STOCK" 2nd place victory using **STAGE III** "LEVEL III" processed Sanyo cells.

Due to the procedures involved while performing "**THE ULTIMATE CELL TEST**", **STAGE III** was able to assure that the greatest amount of power from the matched cells would be available to produce **NATIONAL CHAMPIONSHIP RESULTS!**

STAGE III is an independent cell processor dedicated to finding the power needed to win for all levels of competition. We process both new and used cells, affordable for independent racers, distributors, and retailers throughout the world.

STAGE III's "SUPER 14" and "ULTRA BRAID" are designed to get all the power to the motor. Our clear "CELL SHRINK" is designed to protect your cells while making pack assembly easier.

Please send a large S.A.S.E. for samples or information.

Push it to the limits... have your new or used cells processed and matched by **STAGE III**.

Let Us Find You The Power To Win!

Call Or Write For **Free** Information Regarding
STAGE III - "The Ultimate Cell Test"
Distributor and Dealer inquiries welcome

STAGE III
1189 Chicago Rd.
Troy, Michigan 48063-4239
(313) 585-1150

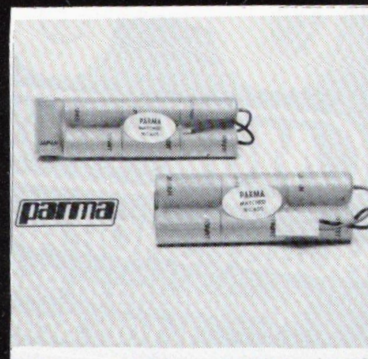
HOT *off the* LINE, Parma parts!



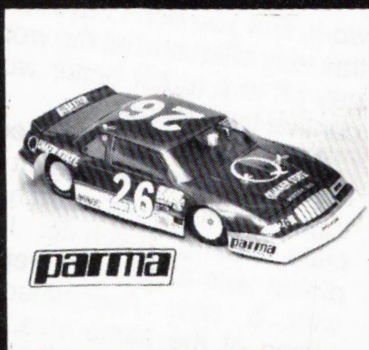
#10260 \$19.00
Parma's newest 1/10 scale truck body is the 1988 Ford Bronco. Molded in clear lexan with outstanding detail, it fits most 1/10 chassis with the use of a #10450 body mounting kit.



#10216 \$10.00
#10234 \$12.00
New tires from Parma include treaded fronts and rears. These are a direct fit for 1 1/2" Tamiya-style wheels, and are great for both on-road and off-road use.



#11251 \$25.00
#11271 \$29.00
New Panasonic power from Parma. These economical, high output batteries are computer matched and hand assembled for top performance.



#10265 \$19.00
Parma's newest 1/10 NASCAR body is the 1988 Buick Regal. Molded in clear lexan, this detailed and aerodynamic body is sure to be a favorite of oval racers. Fits most 1/10 chassis with the use of a Parma #10453 body mounting kit.



#11253 \$50.00 #11242 \$48.00
#11265 \$58.00 #11243 \$56.00
New from Parma are Sanyo SCE 1700 Battery packs. Featuring extended run time, these cells are suitable for both sport and competition use. Available in both assembled packs and loose cells.



#13213 \$ 4.75 #12661 \$ 8.50
#12660 # 9.00
New Ultima accessories from Parma. The full width Kydex bumper is a direct replacement for Kyosho's stock bumper. The fibreglass front and rear shock mounts replace the stock aluminum mounts and allow for more suspension adjustments.

#1961 \$11.00
#1962 \$11.00
New 1/12 scale bodies from Parma. At left is the new Tiga, this replica of the popular sports 2000 car features superb detail and great aerodynamics. Pictured at right is the new '88 Buick NASCAR body. Both are molded in clear lexan.



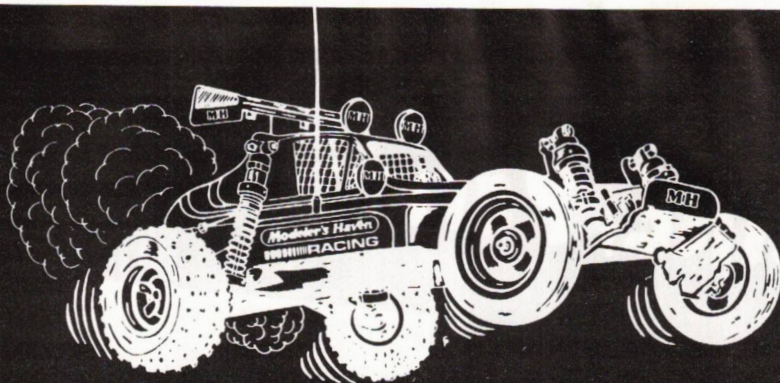
**Parma Performance Parts
Will Keep You**

HOT OFF THE LINE

* Send \$2.00 for color catalog.
Apology - Parma regrets that we cannot supply individual orders on a retail basis. For orders & information contact your local Parma dealer.



parma
INTERNATIONAL INC.



Modeler's Haven

HOBBY SHOP AND RACEWAYS

**Specializing in Radio Control Cars
1/10th Scale Electric**

Prompt Service on Parts Delivery

SAME DAY SHIPPING

(216) 499-6000

4255 PORTAGE ST. N. W.

NORTH CANTON, OHIO 44720

"EXPERIENCE YOU CAN TRUST"

parts out on a clean part of your workbench. Reedy motor spray is an excellent cleaning agent for these parts. Rubbing alcohol will do. Just be careful not to use anything that will hurt the plastic parts. Most cheap motor sprays are nothing more than brake cleaner that someone has relabeled and marked the price up so don't try to save money by buying one of those. Clean all the parts thoroughly and then make sure they are completely dry before beginning reassembly. Check all the gears for wear, too. An old toothbrush makes an excellent gear scrubber. A worn gear will not only cause the other gears in the gearbox to wear out too but will create a bind on your motor that will cause it to overheat, shortening your run times and the life of the motor.

While your gearbox is drying, remove the bearings from all four axles and soak them in penetrating oil to clean them out thoroughly. Later we'll put just a drop of light oil on each one before reassembly but first let's get them really clean. A dirty bearing will quickly freeze up and be no more than an expensive bush-

ing. They will usually cleanup and work okay again but grinding dirt into them for very long definitely shortens their life, so clean them often and well, and keep oil to a minimum. Remember, regardless of the manufacturer's claims, anything wet holds dirt. And dirt in a bearing is its slow death.

Put the speed control servo away for a spare and keep your mechanical speed control with it, just in case you need them for a quick replacement at a race someday.

Wash the bare chassis tub, the suspension arms, and other plastic parts in plain soap and water until they are entirely free of all that caked on dirt and set them aside to dry. Wipe all the metal parts down with a rag that is slightly damp with oil. If any of them have rust on them, the best way to get rid of the rust without damaging the metal is to use fine steel wool to polish the part, very lightly coat it with oil, then wipe it as dry as you can. A fine film of oil will remain. You just don't want it to be so wet that it cruds up with dirt quickly. Whenever you've oiled anything metal, remember to clean all the old oil off occasionally

and put fresh oil on it. A little known fact about oil is that as it grows old and begins to break down from heat and exposure to oxygen, that lubricant actually becomes a corrosive chemical that will do your metal parts more harm than good. So just as in an auto engine, change your oil often on all metal components.

Since the shocks are off the car and easy to work with, change the oil in them, too. Minute particles of dirt have been working their way into the body of the shock from the action of the shock rods and you may be surprised to find that the oil isn't at all the color you remember putting in there to begin with. Take the opportunity while the shocks are apart to check the seals and rods for wear, too. If any are damaged, your hobby shop has rebuild kits available at a reasonable cost and a leaky shock drips oil everywhere as well as not functioning properly.

Okay guys, I admit it's a lot of work. But you don't have to do all this very often and all the work will pay off in a much better working car that lasts longer, too.

Now that it's all cleaned and dry, let's start putting it back together into a top notch stock class racing machine. If your pinion was at all worn, replace it with a new Associated steel pinion of the same size, or one tooth larger. We don't want the car to be "punch" (too much wheelspin on takeoffs) and stock motors can produce very good top end speed when geared to give runs of five minutes or so on a battery charge. You've been accustomed to getting much longer runs than that with the kit motor. But the LeMans 05 stock motor is also designed with a beginning driver in mind and allows longer running time, with respectable performance, to allow you more driving time while learning to drive your Raider. Now that we're getting serious about racing the car, though, keep that five minute mark in mind and increase pinion size a tooth at a time until you get maximum performance

on the track you race on. Too large a pinion will reduce your run times to too close to the four minute mark to allow for variations in runs and will shorten the life of your new motor. There is also a point in there somewhere that acceleration suffers and the car isn't winding out soon enough to get wide open on the straights, also not good for the motor (not to mention lap times). Ask one of your local club's experienced drivers to check your motor for overheating before going up on a pinion size.

Get out your kit's plans and carefully reassemble the gearbox, substituting the ball bearings from the Kyosho Raider bearing set for the old metal bushings. A good lubricant for these is a light coat of Parma silicone lube on the side of the bearing that will be toward the inside of the gearbox.

Needed components for the

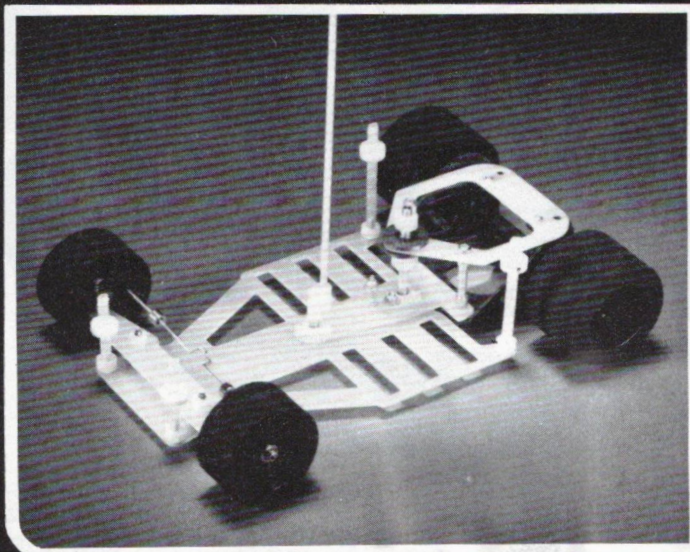
new suspension and steering rods, besides the 4-40 "all-thread" (\$1.40) rod are; 4 sets of 1/4 inch ball links (stock #87 \$2.40), 2 sets of 3/16 ball links (stock #77 \$2.10), and the large size Kimbrough servo saver (about \$5.00). To make up the new adjustable upper suspension arms, lay a Rocket City ball end on each end of the old plastic arm, and cut off a piece of the threaded rod so that it is just long enough to leave some room in each ball end for adjustment. But don't cut these too short or they will tend to pull apart. You want lots of thread gripping each end. Leave enough room in each ball end to be able to turn it three or four complete revolutions toward the middle. Now assemble these to the same lengths as the old arms to begin with. The front upper control arm will use one 1/4 inch ball-link on each inside end

and a 3/16 inch ball link on the outside end. Rear upper arms use two 2 1/4 inch ball ends each. Steering rods use a 3/16 end on the servo saver end and a 1/4 inch end at the wheel end. We'll cover the effects of various adjustments at the end of the article.

Mount your electronic speed control in the same place the old mechanical unit went. If you choose the Futaba MC112B, it can mount where the servo went before. If your radio has the older style "G" plugs, substitute the MC112B, same control, different plug. The MC112 is less costly than most comparable units and has the advantage of offering reverse for use in practice sessions. Always remember though, to dial out reverse at the transmitter when racing. If you are using the Magnum Sport or a similar unit with limited adjustment capability, do the following just

New From Parma ...

PRO PANTHER 12



Building on the success of the 1984 Stock World Champion Euro-Panther, Parma is proud to release the Pro Panther-12.

Features include:

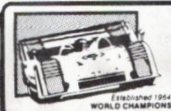
- NEW, WIDE FRONT END FOR INCREASED STABILITY AND RESPONSE
- ROCKERBALL, T-PLATE REAR SUSPENSION
- ADJUSTABLE TWEAK
- GRAPHITE DIFFERENTIAL SET-UP
- FRONT AND REAR BALL BEARINGS
- MOUNTED AND TRUED RACE TIRES ON LITEWEIGHT WHEELS

Order #1850 (Fiberglass) or #1855 (Graphite) Kit at your local Parma dealer.

Send \$2.00 for color catalog.

* Apology - Parma regrets that we cannot supply individual orders on a retail basis. For orders and information contact your local Parma dealer.

13927 Progress Parkway
North Royalton, Ohio USA 44133



parma
INTERNATIONAL INC.

SUPER PERFORMANCE DIGITAL PROPORTIONAL OPTO-COUPLED ELECTRONIC SPEED CONTROLS

and REVERSE OPTION for 1/10th and 1/12 scale R/C race cars.*

An excellent track record has placed the VIC- line of speed controls in the top position in performance, quality and **racing success**. Consistent with our commitment to make you and keep you VICTORious, we are announcing the **new VIC- line** with great **additional features** sustaining the original ones.

SUSTAINED FEATURES—9 top grade **MOSFETs**, 20 Volt MOSFET gating, **lowest voltage loss in industry**, **OPTO-COUPLING**, Full Speed **LED indicator**, two **easy adjustments**, **proportional Fwd & Brake**, **OPTIONAL REVERSE Module**, **Voltage Regulator**, anodized aluminum case, miniature size, Futaba RX connector, super easy hook-up, etc. These features give a super smooth, **glitch free** and **efficient** operation with the **best "PUNCH"** in the industry as well as durability needed in racing environment.

NEW FEATURES—**Factory installed** precision machined non-conductive **HEAT SINKS** on all units for protection against shorts on cooling tabs and maximized running efficiency, built in **surge protection** for the Brake transistor and the latest **military specified components** for the best **stability** of adjustments.

MODEL	FEATURES	TYP. VOLT. LOSS	NO. OF CELLS	PEAK CURR.	MAX. CONT* CURR.	NET** WEIGHT	CASE SIZE
VIC-1B	Best Entry Level S/C	0.009 V/A	4 to 10	160 A	80 A	1.3 oz.	1x1.9x.5
VIC-2B	Matches Best Competition S/Cs	0.005 V/A	4 to 10	240 A	140 A	1.3 oz.	1x1.9x.5
VIC-3A	Ultimate 1/12sc. S/C	0.004 V/A	4 to 10	200 A	120 A	1.0 oz.	1x1.9x.5
VIC-4A	Ultimate Competition S/C	0.002 V/A	4 to 10	320 A	180 A	1.3 oz.	1x1.9x.5
RM-20/B	Reverse Option Module	0	4 to 10	80 A	50 A	0.9 oz.	1x1x1

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

** less wires + heat sinks

WARRANTY: 30 days labor N/C, parts 1/2 price



... now with FUTABA G or J, AIRTRONICS,
KO-PROPO and other connectors.



Victor Engineering
19572 Waterbury Lane
Huntington Beach, CA 92646
Phone: (714) 962-3090
Monday-Friday 9 a.m. to 5 p.m. PST
• Ask Your Hobby Dealer •

NEW ADDRESS
380 Camino de Estrella, Ste. 170
San Clemente, CA 92672
(714) 496-9701

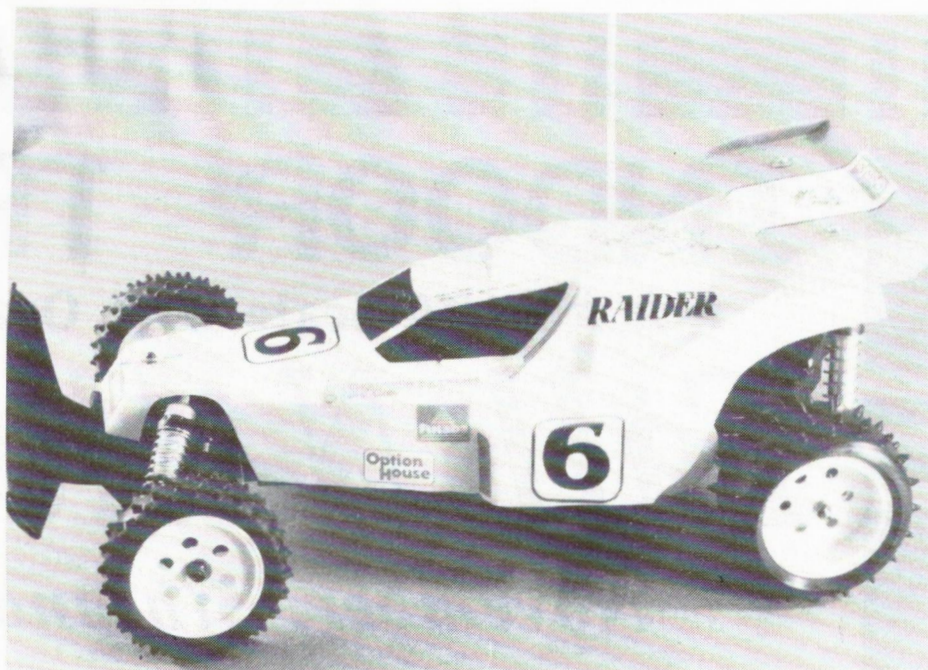
removable
factory installed
HEAT SINKS now
STANDARD
FEATURE

*Phone or send SASE for info on S/Cs for Airplanes, Helicopters, Boats etc.

before the race: Adjust the trigger on the transmitter so that it goes all the way forward. Now return your speed control so that its neutral setting is at this new trigger position. Check the top speed adjustment at full trigger and you're ready to race. Most race directors will black flag you if you use reverse during a race and backing your car up during a race confuses marshalls as well as causing problems for other drivers. Using forward only also forces you to become a better driver sooner.

Reassemble the rear suspension as before, substituting the new adjustable rods and mounting the rear rims and tires of your choice for the surface you race on. Adjusting the rear rods for initial setup is easy with the Rocket City ball links. Just wind them together until they touch and rear camber will be slightly increased from the stock setup. The Schumacher tires are the best in our area but if the kit tires are working well on your track, save the extra money for something else. Look at what the winning racers are running where you race and try the combination that seems to be working best.

For the steering setup, lay one of the old tie rods down and do the same thing with the threaded rod and ball ends that we did for the upper suspension arms. Just remember that we are eliminating the bend and keeping the same distance between the servo saver and the wheel. To make this assembly work at its best, the servo ends of the tie rods will use the accompanying hardware. The extra hardware pieces will help position the tie rods to clear the chassis. Then mount the steering servo and the new tie rods to the servo saver with the hardware. Now reassemble the rest of the front suspension with your new upper control arms adjusted to the same length as the original plastic arms, and the servo saver ends of the tie rods mounted with ball end hardware and everything goes together into a stronger and smoother working setup than



Pro-Line No. 2518 rear wheels resemble the stock fronts closely enough that other racers may not notice any change in your car until the improved performance catches their attention.

ever. When you make the trip to the hobby shop to pick up parts, take your car along. I won't try to second guess which brands of screws your hobby shop carries in its airplane section but you will need some strong screws of the size to thread through the 4-40 ball links for mounting the insides of the rear upper control arms and the wheel end of the steering linkage.

Let's take it out for a trial run and learn to dial the Raider in with its new adjustable steering and suspension rods. If you aren't getting as much rear traction as you would like, shorten the rear upper control arms, being careful to keep each wheel at the same relative angle. Since these ball links are touch already, shortening the rod necessitates removing the ball end and trimming $\frac{1}{4}$ inch off each link. This adjustment can't make up for bad rear tires but serves to fine tune the way your car works on your track. Adjust the rods a half turn at a time. You've reached the "point of diminishing returns" when the tires grip pretty much like they did when you started. Shortening the rods beyond this point will only result in less traction (not to mention, some really interesting handling quirks). The same adjustment on the front will

give you better steering, up to a point. You'll know you've gone too far when the car doesn't want to turn at high speeds. Your new tie rods allow total adjustment of toe in. Set them initially so that the front wheels are perfectly parallel to one another. If the car is too loose on the straights, set a little toe out by shortening the rods the same amount on each side. If the car is misbehaving in the turns, lengthen each rod to get a little toe in. Remember that what you do to one end of the car affects how the other ends acts too. So always make one adjustment at a time and run the car to check the results before changing anything else. More camber on the rear can cause "push" on the front. More camber in the front can cause the rear tires to break loose in the turns. With both ends correctly adjusted, you should have more traction on both front and rear than with the original setup.

That's all there is to it gang. For an investment of less than \$125, assuming that you had purchased the complete bearing set for the phase one upgrade, you now have a car capable of running with anything in stock two wheel drive class. Nobody in his right mind ever said racing was cheap. But by starting out with the

INDOOR TRACK

★★★ 1/10 Scale Dirt Oval ★★★

Fall Nationals

November, 5th and 6th

Classes:

Tamiya

Stock 6 Cell

Super Stock

Heavy Metal

Dominators

Modified 4 Wheel

Modified 2 Wheel

Max. entries 250, Tamiya & Stock Classes \$30 (Includes Motor), all others \$25.

Trophies:

- ☆ Concours each class
- ☆ Top Qualifier each class
- ☆ 1st, 2nd and 3rd each class/heat

Trophies by Shield Trophy Co., 1011 Highland Dr., Euless, Tx. 76040 817/267-0511

All Races will be 4 minutes except Heavy Metal which will be 3 minutes.

Entries Must Be Received by October 26th.

You will receive additional information upon receipt of your entry.

No Late Entries

Entry Form

No Refunds

Name _____

Address _____ Phone _____

Classes _____ Frequencies (1) _____ (2) _____ (3) _____

You will receive additional information upon receipt of your entry. or call (817) 595-1189

Make Checks Payable to: Indoor Track
7119 Burns, Richland Hills, Texas 76118

Raider, you've saved yourself the expense of having to buy a new car when you wanted to get serious about racing and most of the "racing" cars you could have bought would still have needed all these additional parts and this much work to be competitive. So you're ahead at least \$150 overall and can really enjoy watching the disgusted looks on the faces of the guys who spent twice as much money only to have you beat them with your tuned up Raider!

If your budget allows only one upgrade at a time, do the control rods and the steering first. These modifications will allow you to dial in the car better and improve reliability for as little as \$18. Put the ball bearings in next, mostly because it's important to go through the gearbox before installing the new motor and mounting your new motor up to a damaged or dirty gearbox will only wear the motor out quickly. But secondarily, cleaning up the transmission and adding the bearings is going to increase the

amount of available horsepower that actually gets to the rear wheels, where it counts. After that, switch to one of the new stock motors. The car could actually run in modified class at this point but stay away from hot \$80.00 modified motors, especially if you're still running the mechanical speed control. The additional heat generated by a modified motor's higher current draw is known for melting the solder connections right off of the resistor controls. Changing up to a modified motor also means buying new smaller pinion gears, too. Regardless of this, though, unless you have become a truly exceptional driver, you won't be able to control this much horsepower yet and would only be wasting money that could be better spend on components that are usable to you now. Wait until you've made all the other changes before you plunk down the bucks for the electronic speed control, and then avoid cheap units as they don't hold up or work well. If you installed the Icarus speed control in stage one

of the upgrades, just keep it clean and it will work about as well as any of the \$100 or less electronic speed controls will with the stock motor.

I hope these articles have helped some of you get started as new racers and that you enjoy the sport as much as we do. The final installment, the Stage III modified Raider, will follow in a couple of months. Modified class is not for everyone and is definitely more expensive. Right now we are searching the market for the modifications to make the Raider a rip-snorting beast and will wait to do the final installment until after-market parts for this relatively new car on the market sort themselves out a bit. In the meantime, good luck to you all. And one of these days when you beat that guy with the beard and glasses who's driving that yellow car with an Irish flag on the wing and the Competition Plus decals on the side, come by and show me your Raider and say "it works!"

CP

ARCAR HAS:

- 1/10 scale road cars from Bolink, TRC, and CompositeCraft
- 1/12 scale cars from Associated, TRC, and Delta
- Parts and modifications for all these cars
- Litesinks for RC-10, Ultima, Optima, and RC12L
- Butane soldering irons, refills and replacement tips
- Motors from Trinity, Twister, Checkpoint, Team Losi, and Reedy
- All Tekin and Novak electronics
- Nine sizes of Nicad batteries, from 50 to 4000 mAh
- Robinson Racing gears and shock oil
- Extended graphite chassis for Ultima and Optima Mid
- Acutrak stopwatches

ARCAR Free T-shirt with orders over \$100



ATLANTA RADIO CONTROL AUTO RACING
6071 BUFORD HWY • DORAVILLE, GEORGIA 30340 • (404) 448-4533

First Ever ROAR Quarter Scale Nationals

By John Thawley

Over 65 entries were on hand at the all new El Cajon R/C Speedway for the first ever ROAR Quarter Scale Nationals. I personally would like to congratulate owner Jack Rowland and all his workers for staging a great event on an absolutely first class facility. The track is located right next to the full scale El Cajon Speedway just outside San Diego, CA. If ever there was a model of what a well equipped quarter scale track should look like, this is it. The facility is built with the racer, the spectator and car performance in mind. Protective guard rails and fenced in pit areas are all in place and built with safety as a priority. The track surface is superb.

Racing got under way on Saturday with the single lap qualifying for all classes. Sprint car quick time went to the always fast Gary Kyes driving an Alves chassis sprinter to a track record of 6.86 seconds. In the Super Modified class Ralph Burch, Jr. grabbed the T.Q. with his W.C.M. car at 7.39 seconds. Chris Rahe of the RACO team was the quickest qualifier in the Grand National class with a 7.84 second run. After the single lap times were split up for the qualifying heats the battle for position in the features began. Anyone who didn't fair well in their qualifier would have to hope for a transfer position in the mains on Sunday.

In the Main events on Sunday the first campaigners to hit the track were the Super Modifieds. Right from the drop of the flag for the A feature it was Chris Rahe and T.Q. Ralph Burch going at it. Chris held on to ultimately become the first ROAR Quarter Scale Super Modified National Champion.

In the Sprint Car A Main, T.Q. Gary Kyes looked like he was going to take it wire to wire.



Above: Ralph Burch, Jr. on the move. Below: Brandy Dreifers' Edelbrock/Delara Sprint Car.

Although he was getting a lot of pressure from Ralph Burch, the intimidation seemed to make Gary drive faster. As luck would have it, a backmarker dropped down on the inside of Gary on the last lap taking out the leader, and allowing Ralph Burch to grab the

Title of ROAR Sprint Car National Champion for 1988. In the 100 lap feature for the fastest Grand National cars, again Gary Kyes jumped out front. Kyes looked unbeatable for the first 50 laps. At the half way mark, Kyes came in for a fuel stop, upon returning to

the track it was immediately apparent that the car was developing a vapor lock problem due to the excessive heat. Kyes tried valiantly to hold onto the lead but his attempts were futile as the charge of T.Q. Chris Rahe was impossible to hold off. After the laps were totaled, Chris Rahe had become a two-time National Champion adding the Grand National title to his previous win of the day.

Congratulations to all the history making participants of the first ever Quarter Scale Nationals and to the promoters of this fine event.

Quarter SCALE NATIONALS FINAL RESULTS

SUPER MODIFIED

A MAIN

- 1st - Chris Rahe
- 2nd - Ralph Burch, Jr.
- 3rd - Dale Smith
- 4th - Mike White
- 5th - Steve Ballen
- 6th - Larry Peterson
- 7th - Neil Schindler
- 8th - Joe Rahe DNF
- 9th - Todd Bishop DNF

10th - Chuck Bunch DNF

B MAIN

- 1st - John Rahe
- 2nd - Steve Ballen
- 3rd - Todd Bishop
- 4th - Doug Winberg

C MAIN

- 1st - Steve Ballen
- 2nd - Jim Miller
- 3rd - Butch Lynch
- 4th - Bob Harker DNF
- 5th - Gerald Bell DNF

SPRINT

A MAIN

- 1st - Ralph Burch Jr.
- 2nd - Gary Kyes
- 3rd - Steve Skellenger
- 4th - Jim Brophy
- 5th - Jheri Birckett
- 6th - Ross Kloeber
- 7th - Joe Alves
- 8th - John Doud
- 9th - Lance Love DNF
- 10th - Brandy Dreifers DNF

B MAIN

- 1st - Jim Brophy
- 2nd - Ross Kloeber
- 3rd - Jim Aubrey
- 4th - Dana Silva
- 5th - John Doud
- 6th - Jason Baker DNF
- 7th - Dale Smith DNF
- 8th - Don Hill DNF
- 9th - Mark Gregory DNF

C MAIN

- 1st - John Doud
- 2nd - Joshua Hill
- 3rd - Tom Bittel
- 4th - Al Winger DNF

GRAND NATIONAL

A MAIN

- 1st - Chris Rahe
- 2nd - Gary Kyes
- 3rd - Dale Smith
- 4th - Erik Soderquist
- 5th - John Rahe
- 6th - Mike White
- 7th - Ralph Burch, Jr.
- 8th - Don Storey
- 9th - Larry Bles
- 10th - Ross Kloeber DQ

B MAIN

- 1st - Dale Smith
- 2nd - Ross Kloeber
- 3rd - John Rahe
- 4th - Merlin Hayes
- 5th - Bob Currie
- 6th - John Rahe
- 7th - Fred Brue DNF
- 8th - Randy Hunter DNS

C MAIN

- 1st - Fred Brue
- 2nd - Steve Close
- 3rd - Phil Flood
- 4th - Tom Hughes
- 5th - Kurt Gutbrodt DNF
- 6th - Jason Baker DNF

CP

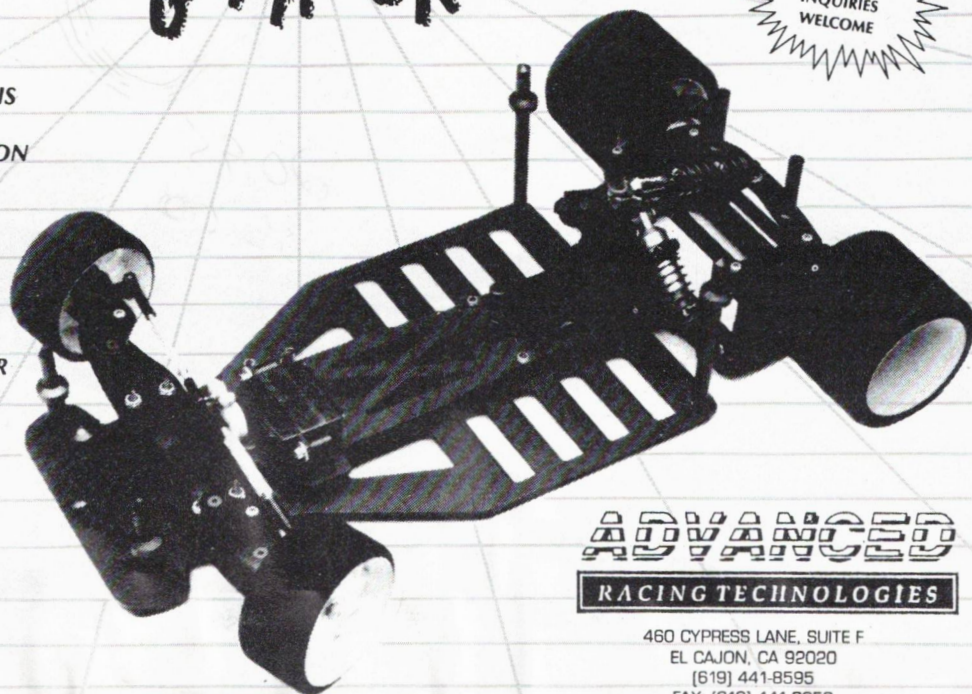
INTRODUCING "THE FUTURE" IN 1/10 SCALE ON-ROAD RACING!

THE
Lucas

AGITATOR



- FULLY ARTICULATED DUAL-AXIS REAR MOVEMENT
- THREE POINT REAR SUSPENSION
- FIVE BEARING MODULAR GRAPHITE DIFFERENTIAL
- SUSPENDED DIAPHRAGM STIFFENER
- FULLY INDEPENDENT FRONT SUSPENSION
- ADJUSTABLE CASTER & CAMBER UTILIZING OUR EXCLUSIVE DELRIN SADDLEBLOCK PIVOT
- PRECISION MACHINED DELRIN COMPONENTS



ADVANCED
RACING TECHNOLOGIES

SEND SASE FOR INFORMATION REGARDING BATTERY PACK RECONDITIONING, UTILIZING THE LATEST COMPUTER ENHANCED "REFLEX" TECHNOLOGY.
YOUR NEW SOURCE FOR GRAPHITE & FIBERGLASS COMPONENTS.

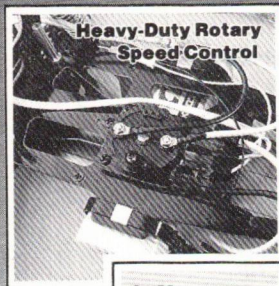
INQUIRE ABOUT OUR "SPONSORED DRIVER" PROGRAM!

460 CYPRESS LANE, SUITE F
EL CAJON, CA 92020
(619) 441-8595
FAX: (619) 441-8658

KYOSHO

TURBO ULTIMA™

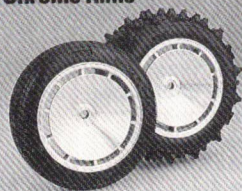
All of the pictured high-performance hop-ups (valued at over \$350 retail) are included as standard equipment in the Turbo Ultima.



LeMans 240ST Motor



Low Profile Tires and Chrome Rims



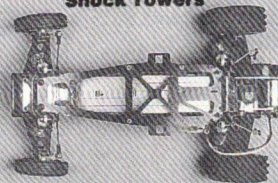
Ball Bearings



Ball Differential



Special Chassis, Radio Plate, & Shock Towers



The Super-Hopped-Up Version of the World Champion Ultima



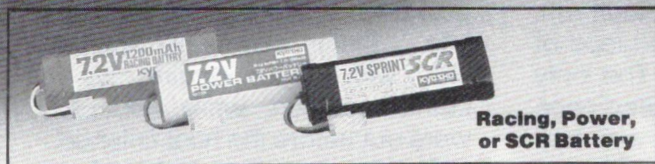
Kyosho blew them away with the Ultima. Now the new Turbo Ultima puts you even further ahead of the competition. The Turbo Ultima represents the pinnacle in design, engineering, and off-road performance. Kyosho has added an unbelievable list of high performance hop-up accessories (valued at over \$350 retail) as standard equipment. Only the highest-quality race-tested components are used in its clean, effective layout. Its suspension system is made even more resilient with the addition of a special stabilizer set. Instantly adjustable Kyosho Platinum Shocks give you perfect dampening for any track condition. Low profile tires positively grip the track for race-winning traction on the most demanding off-road courses. The rear ball differential unit used by the Kyosho Racing Team and a complete ball bearing set provide you with super-smooth operation and significantly reduce power loss.

What about power? Kyosho has made the ultra-hot LeMans 240ST motor the stock powerplant on the Turbo Ultima, giving you extraordinary RPM and acceleration. All of these high-tech parts are housed in a durable aluminum chassis that not only protects, but allows you to make quick and easy adjustments. Yes, the Turbo Ultima has been souped-up and tweaked to the max for one important reason — to keep you ahead of the competition and keep you in the winner's circle.

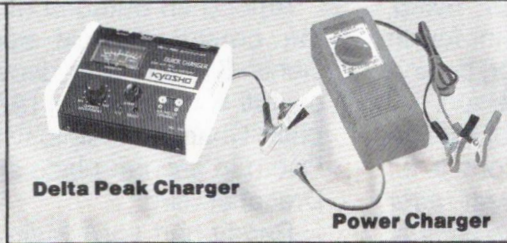
The anticipation is building. . .

The World Champion Ultima and Kyosho's unmatched winning reputation make the exciting Turbo Ultima R/C's most eagerly awaited buggy at tracks nationwide. If you are constantly tweaking your model, but it still doesn't quite measure up, don't worry. You can move up to the best for a price that won't set you back all racing season. And for 2WD electric off-roading, the Kyosho Turbo Ultima is simply **the best!** Get behind the wheel today and broaden the gap between you and the competition.

Complete your race-winning Turbo Ultima with these high-performance Kyosho accessories:

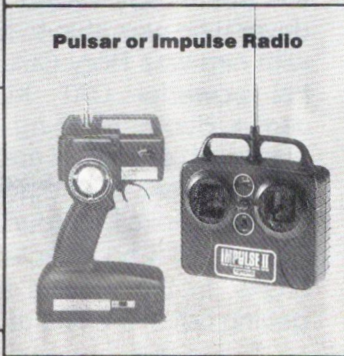


Racing, Power, or SCR Battery



Delta Peak Charger

Power Charger



Pulsar or Impulse Radio

DISTRIBUTED TO LEADING RETAILERS
NATIONWIDE EXCLUSIVELY THROUGH

GREAT PLANES™
MODEL DISTRIBUTORS COMPANY
P.O. BOX 4021, CHAMPAIGN, IL 61820

1988 Fourth 1/10 Off-Road European Championships

By Denis Blandin

The Fourth 1/10 Off-Road European Championships for 1988 was held in Genay, France, on June 24-26, 1988.

Undoubtably, the most challenging race on the continent, this meeting gathered the 120 best drivers in Europe, coming from 12 different countries. All had their own idea about how to get in the winner's circle and were using the best available top level cars and accessories: CAT XLS, Yokomos, New MID, etc. The track —about 170 yards long, was not at all fun. Very slippery, it needed a very high level of driving skill, alternating slow and fast parts with a long bumpy straightaway. Perfect track marking prevented any corner cutting and added to the difficulty by hiding cars in the farthestmost parts.

The three days of racing were blessed with fine weather and ideal temperature, getting somewhat hotter on the second day.

Plenty of free and controlled practice gave everyone a fair chance of setting up his car to perfection, provided he found the right combination of car/cells/motor and driving ability.

Organization was great again with a very good covered rostrum, extra large covered pit area, doubled AMB lap-counting equipment, strict technical inspection with all necessary equipment, in fact, all the facilities drivers can wish.

The first qualifying round on Friday saw Jamie Booth turning in his best qualifying run with 12 laps in 5:09.10. He will never better it after Dennis Blandin of France secured second place on Saturday, with Stephan Oberle of LRP Team from Germany in third place.

Change in the top four for direct

qualifying to the A Main came in the last qualifying round. A perfect heat gave Denis Blandin the T.Q., besting Jamie Booth's time by almost two seconds with a run of 12 laps in 5:07.90. Mike Bridges of MG Team from England also did very well and got third place with 12 laps in 5:10.29, while Stephan Oberle was pushed back to fourth place.

According to the European EFRA rules, there were sub-finals from 1/128 to the semi-finals from which the following Main A came with British and German drivers: Craig Drescher, Werner Bergbauer, who was driving the new Yokomo, Rory Cull, Peter Stevens from SRM/Twister Team, Klaus Wilhelm who did well at the Reedy International, and Steve Haynes. Six British, three German and only one French driver!

Denis Blandin's car was the new saddle pack LW MID from Kyosho, once again powered by the incredible Reedy Pink Dot motor. Batteries were SAFT from Drastic of France — the extra power! Speed control was a Novak 1X. Sounds nice, doesn't it?

On Sunday afternoon, the mains got underway and everyone could feel the tension building up. The first heat was dominated from start to finish by Denis Blandin with a no-fault run. He turned out the first 13 laps of the three days racing. The only driver who was able to keep pace with him was Rory Cull, who had his powerful CAT XLS flying, Jamie Booth finishing in fourth place with one slight error, behind Peter Stevens in third position.

A really exciting round, leaving most guys and spectators a bit shaky. In the second heat, after getting out of the first turn pile-up,

Denis Blandin who was fourth by now, and left no chance to Steve Haynes. Denis was now chasing Jamie who was putting up a great show having not made any errors so far. Like Prost and Senna in a Formula One race, a fantastic battle was now on between them for first place. Finally, both cars passed the line and scored 13 laps together, a feat that seemed almost unbelievable considering the time Denis had lost in the first crash. In the last lap, Jamie, going like a flash, increased his lead from a few inches to about 3 feet as Denis' batteries started to dump from the load he had to put on them to catch up with Jamie during the first two minutes.

As the third heat was off, everyone knew the battle was now for the title as Denis and Jamie had both won a heat and could hope to be the overall winner. But Jamie had to make no mistake at all or run another good 13 laps. Everything was now going very fast. Unfortunately, in the third turn following the main straight, Jamie's car oversteered — as Denis' car had done slightly only a few seconds before — and hit the track markers. Both drivers were now concentrating on catching up with the leader, Craig Drescher, who was going extremely fast with his Reedy powered CAT, but it was too late... Denis eventually finished fifth, with Jamie ending up in eighth position, while two cars were out before the heat finished.

Among an outburst of joy from the crowd of local spectators, Denis Blandin was declared the overall winner of the 1988 European Championships, with Jamie Booth in second place and Craig Drescher third.

Rarely had an A Main showed

such a high level of driving skill and sportsmanship. Really a great day for everyone followed by a most generous prize giving ceremony.

FINAL RESULTS

A MAIN

- 1st - Blandin
Kyosho MID LW/Reedy Pink
- 2nd - Booth
CAT XLS/Reedy Pink
- 3rd - Drescher
CAT XLS/Reedy Pink
- 4th - Stevens
Kyosho MID LW/Twister
- 5th - Bridges
CAT XLS/MG
- 6th - Cull
CAT XLS/Reedy Red
- 7th - Oberle
CAT XLS/LRP Orange
- 8th - Wilmelm
Kyosho MID LW/Reedy Gold
- 9th - Haynes
CAT XLS/MG
- 10th - Bergbauer
Yokomo/Reedy Pink
- 11th - Allen
- 12th - Moore
- 13th - Davies
- 14th - Kohler
- 15th - Metz
- 16th - Solaroli
- 17th - Rosas
- 18th - West
- 19th - Ganss
- 20th - Veyssseyre
- 21st - Pernice
- 22nd - Danz
- 23rd - Fraise
- 24th - Bluml
- 25th - Green
- 26th - Cachard
- 27th - Wells
- 28th - Fuhrmann
- 29th - Walden
- 30th - Sterr
- 31st - Athanasioll
- 32nd - Harris
- 33rd - De Marchi
- 34th - De Bruynes
- 35th - Neidhart
- 36th - De Weerd
- 37th - Garbi
- 38th - Harris
- 39th - Leaqrnder
- 40th - Littlely



TONY P & BOB EMOTT

HOBBY SHOP

**"THE R/C RACERS
PARTS CONNECTION"**

****ONLY R/C CARS****

**ALL THE 'TEAM' PARTS
AT DISCOUNT PRICES**

!!THIS MONTHS SPECIALS!!



"PACKAGE DEAL" YOKOMO 4wd kit w/
DELTA slipper, KYOSHO shocks, CRP
coil overs, bearings, & TRINITY
'graphite' chassis GREAT PRICE!!

ae ASSOCIATED

"NEW RC-10" Strong & fast! BEST
2wd in racing! NOW IN STOCK!!

DELTA

"NAT'S CHAMP SUPER PHASER" BEST
12/14 car! PLUS YOKOMO 4wd parts.



ALL the cars AND PARTS IN STOCK!! HOLIDAY
BUSSY rear tires! 8/8 front tires! AND all
the 'go fast' parts!! CHECK OUR PRICES

TRINITY

UNDISPUTED #1 for MOTORS & MATCHED
BANYO BATTERIES! The NEW off-road
TRINITY/KYOSHO motors and freshest
code BANYOS ALWAYS IN STOCK! WE'RE #1 with TRINITY!

& THE 'BEST' PARTS FROM THE 'BEST' COMPANIES!!

Futaba

AIRTRONICS



NOVA

Autographics



Total Racing
Connection

PRO-LINE



**"WE'RE MAIL ORDER
SPECIALISTS"**

**SAME DAY UPS SHIPMENT
CALL FOR ORDER
OR FREE CATALOGS**



**INDOOR 1/12 & 1/10
RACE TRACKS!!!**



HOME OF TRINITY R&D!

**550 NORTH AVENUE
UNION, NJ, 07083**

(201) 352 6955

SHOP OPEN 4-11 MON-FRI, 11-11 SAT, 2-9 SUN.
FROM R/C HOBBY SHOP TO YOU! ONLY THE "BEST IN RACING"!



john gudvangen
manufacturing

p. o. box 6014
whittier, calif. 90609-6014
Telephone: (213) 947-1206
Fax: (213) 693-2577

NEW PRODUCTS FOR THE KYOSHO OPTIMA MID

TOP PICTURE

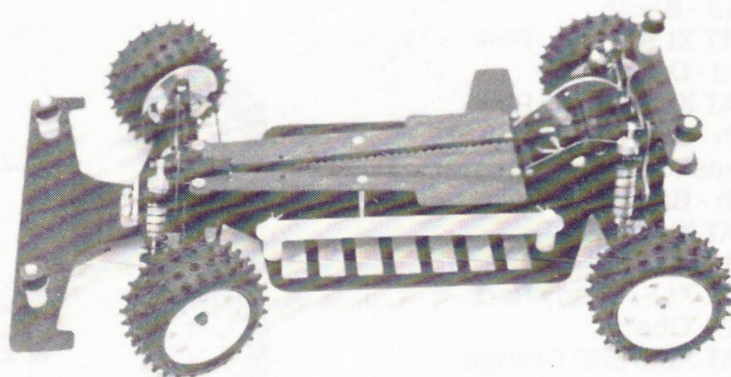
1510 - Oval long W.B. chassis. Radio tray, belt, lexan belt covers, battery hold down kit. G-10 fiberglass. Offset chassis with battery location on inside of chassis for left turn only.

1510G - Same as above except graphite.

1514 - Optima Mid stock length belt.

1515 - Optima Mid long W.B. belt for J.G. L.W.B. chassis.

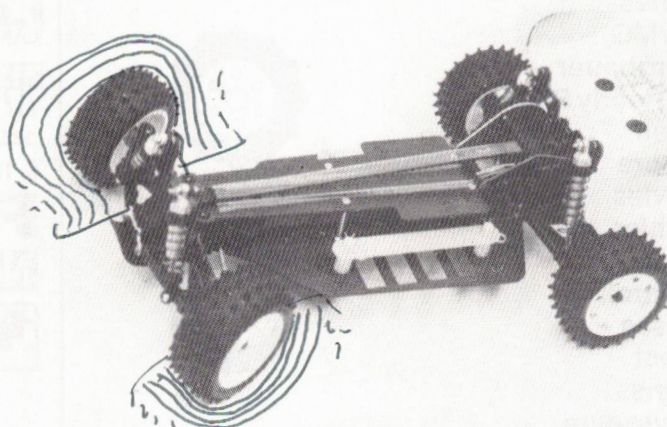
1516 - Optima Mid lexan belt covers top and bottom for stock and L.W.B.



MIDDLE PICTURE

1517 - Optima Mid long W.B. chassis, radio tray, belt, lexan belt covers, battery hold down kit.

1517G - Same as above except graphite

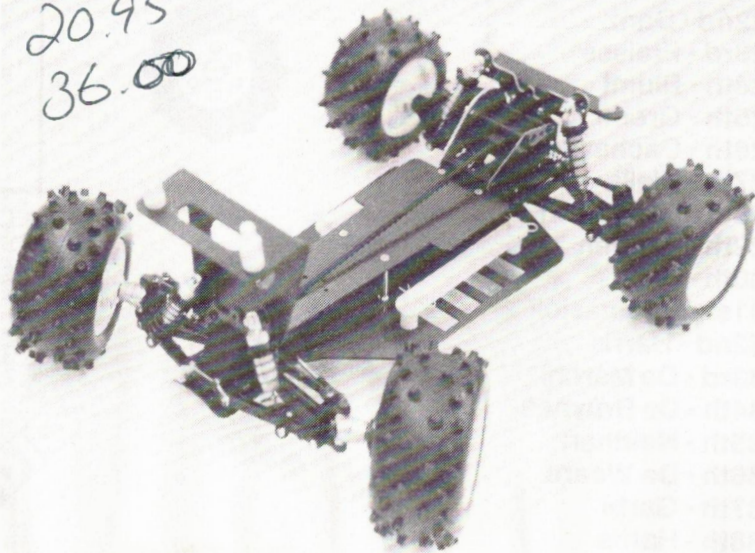


BOTTOM PICTURE

1518 - Optima Mid monster truck conversion kit for Blackfoot rims and tires.

1519 - Optima Mid front monster truck body mount

1520 - Optima Mid and Optima, etc. front and rear rim adapters for Blackfoot or J.G. rims.



SEND \$1.50 CASH OR MONEY ORDER FOR
CATALOGUE

No Personal Checks Please

1988 NORRCA Nationals

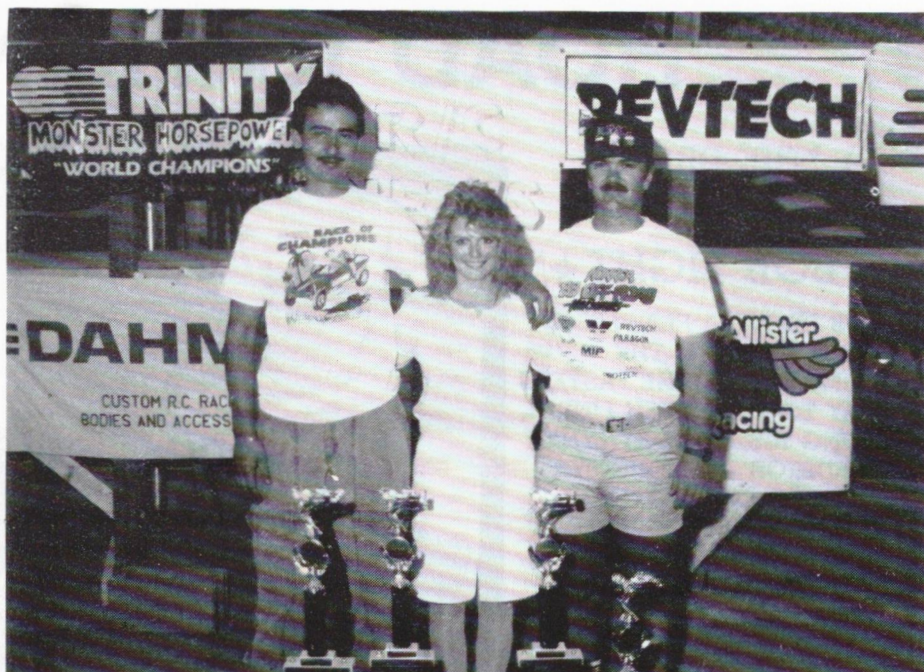
By Don Mead

Photos by Rich Newton

The 1988 version of the NORCCA Nationals was everything you could ask for, as a racer, and much, much more. We had variety, a little bit of Hollywood, and some fierce competition!

First, variety, by way of the Stock competition being run on one track and the Open competition run on a different track. This came about due to rain, but it made for a great program. When Stock qualifying was to begin, so did the rain! By virtue of the fact that R & R was both an indoor track and an outdoor track, as Crock Dundee would say "No worries, Mate". The stock class competition at this year's NORCCA Nats was run from start to finish on the indoor track. One section of the indoor track called for the drivers to get their cars to climb about 3 feet up the wall and then turn left and accelerate down the wall and into a double jump with an immediate 40° right hand turn. This was the one section of the track where we separated the men from the boys. Eventually, everybody figured a way through this section and then there were the A Main drivers who not only got through it, but were fast at the same time. At times, it seemed like there were four or five cars upside down at this point on the track, but by the time the seventh qualifier came around, the drivers had this section pretty well handled. There were virtually no run-aways in the mains, many times three or four different leaders in one four minute race. Most of the mains were the "It ain't over 'til it's over" affairs. Go to the results page for run-downs on the two and four wheel stock mains.

The top qualifiers in two & four wheel stock were, 2WD Cliff Lett (Team Associated) and 4WD



4WD Open National Champion Chris Allec displaying his winnings for Stock Class along with Trophy Girl Paula and NORRCA President J.R. Sitman.

Chris Allec (Twister). Chris arrived at the nationals after the first day of qualifying had completed and he only had three hours of sleep before qualifying on Thursday.

NORRCA's president, J.R. Sitman, added a bonus to the Nationals excitement by running a trophy dash for the top four qualifiers in each class. The drivers would run two, four-minute races and earn points for their finishing positions, i.e., 1st = 100, 2nd = 99, etc. At the end of the second qualifier, the points were totaled and the winner announced. The response from the racers and spectators was "GREAT IDEA!". See the results page for the winners.

Another BIG bonus added by J.R. was the "TEAM CUP CHALLENGE" for the best Off-Road team of 1988. The teams were invited to compete in each class and earn points for their finishing positions in each qualifier. The teams had to have a

minimum of three members competing. The points were totaled for each class and qualifier that each team member participated in and then divided by the amount of classes and team members. The total score was an average of all the points accumulated. The outcome of the competition will be announced later in this article.

A casual vote was taken to see if modified should be raced indoors or out and a count of hands showed it was time to go outside and play (race). As the hands were counted for the decision, a "tastes great" ... "less filling" debate started between the two factions, a good laugh was had by all. Once the show started, on the brand new to everybody, outdoor track, one thing was evident, bolt in the horsepower along with those big, bad 1700 batteries.

The outdoor track was a speed merchant's delight. Five jumps and some nice straight-aways to

COMPOSITECRAFT WINS 1ST EVER ROAR 1/10TH ON ROAD NATIONALS

THE DRIVER

TEAM TRINITYS

★BOB LIGHT★

BOB DROVE A FLAWLESS RACE SHOWING THE COMPETITION THE FASTEST WAY TO THE FINISH LINE. USING HIS FACTORY LYNX PREDATOR AND TRINITY MOTORS AND BATTERIES, BOB WAS UNSTOPPABLE.

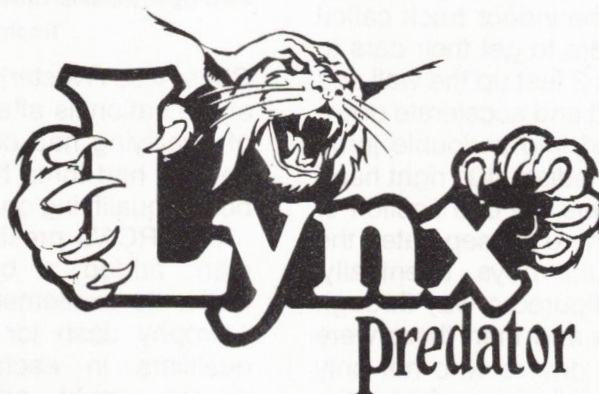


THE CAR
COMPOSITECRAFTS



THE MOST ADVANCED 1/10 SCALE CAR AVAILABLE TODAY. THE LYNX USES A STATE OF THE ART 4/BAR FULL FLOATING REAR SUSPENSION. NOT JUST A BLOWN UP 1/12 CAR BUT A CAR DESIGNED JUST FOR 1/10 SCALE ROAD RACING. FEATURES: GRAPHITE FRONT AND REAR AXLE, GRAPHITE CHASSIS, MACHINE LIGHTENED ALUMINUM REAR POD, FULL BALL BEARINGS, MOUNTED AND TRUED TIRES AND WHEELS.

YOU DON'T HAVE TO SETTLE FOR SECOND PLACE THE LYNX IS AVAILABLE NOW!!



**"LIGHT" YEARS AHEAD OF
THE COMPETITION**

COMPOSITECRAFT

2400 SAND LAKE ROAD
ORLANDO, FLORIDA 32809
407-855-1146

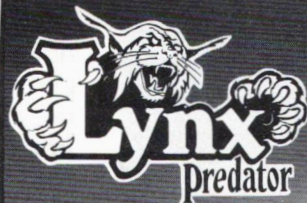
S.A.S.E. FOR FREE LYNX DECAL AND CATALOG

THE BEST OF THE BEST

COMPOSITE CRAFT PREDATOR LYNX

THE MOST
ADVANCED 1/10 ON
ROAD CAR
AVAILABLE TODAY!
STILL YEARS AHEAD
OF THE
COMPETITION.

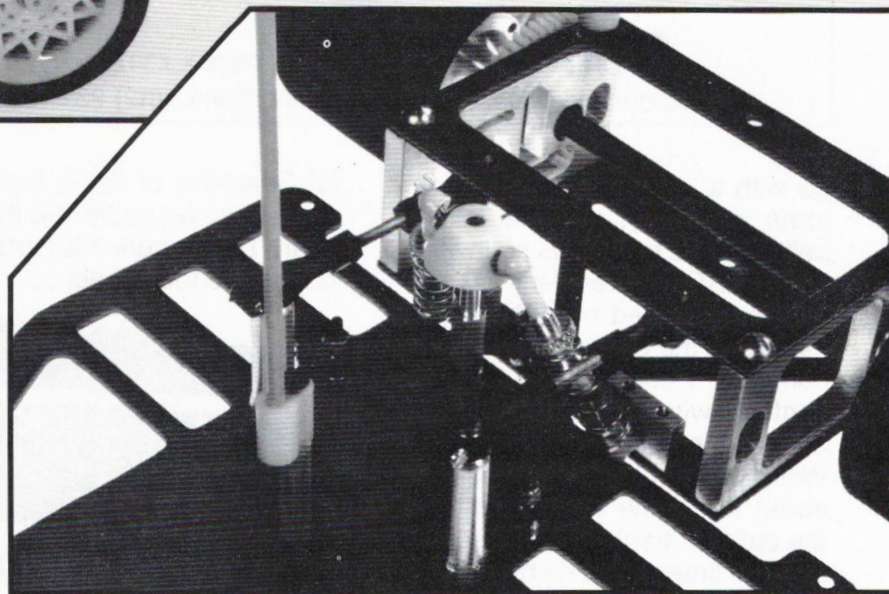
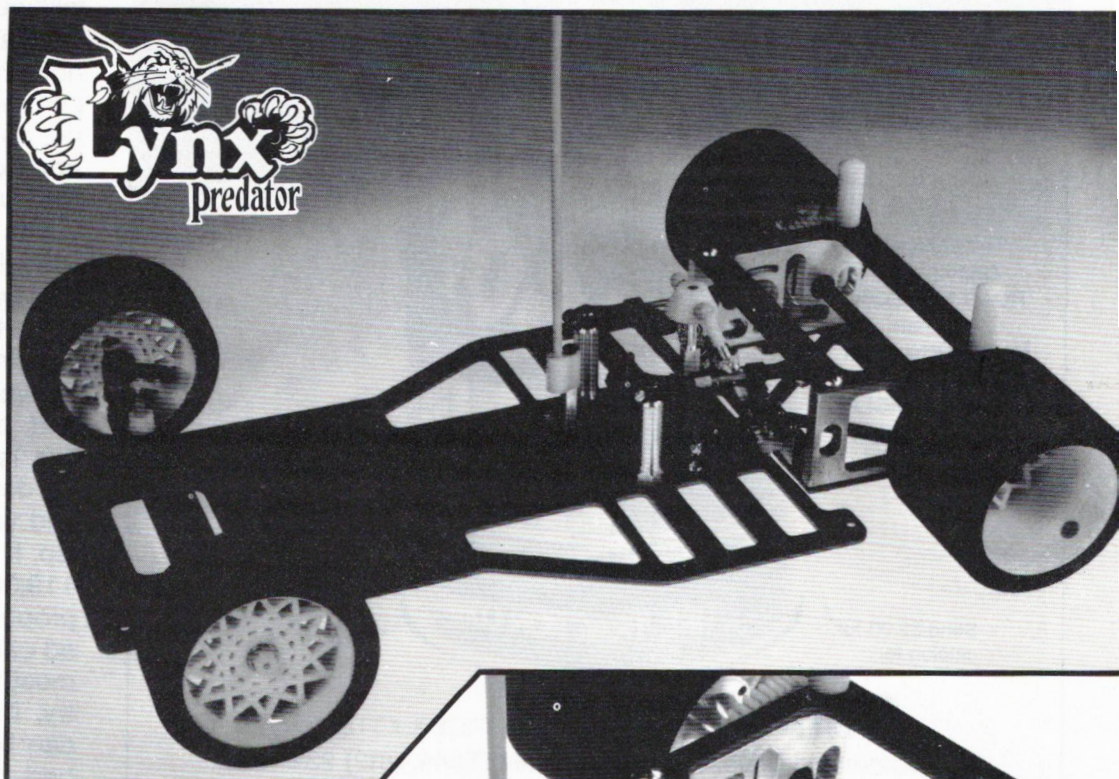
FEATURES
FULL FLOATING 4
LINK REAR
SUSPENSION.
ROLL AND
DAMPNING
CONTROLLED BY OIL
FILLED MICRO
SHOCKS.
GRAPHITE CHASSIS,
GRAPHITE
CROSSBAR FRONT
SUSPENSION.
GRAPHITE UPPER
AND LOWER POD
PLATES. GRAPHITE
REAR AXLE.



LIGHTENED ALUMINUM REAR POD
SIDES.
FRONT AND REAR BALL BEARINGS
MOUNTED AND TRUED FRONT
AND REAR TIRES.
ALL ALUMINUM SCREWS.

RACE READY OUT OF THE BOX

THE PREDATOR IS DESIGNED
AND BUILT TO RACE. THERE IS
ABSOLUTELY NO NEED FOR
YOU TO ADD ANY AFTERMARKET
"TRICK" PARTS. JUST ASSEMBLE
AND RACE TO WIN.



THE SAME CAR USED BY TEAM TRINITY'S
BOB "BULLIT" LIGHT TO T.Q. AND WIN THE
1987 1/10 ON ROAD CHAMPS.
1ST AND 2ND PLACE WINNER OF THE
FLORIDA STATE SERIES.



2400 SAND LAKE ORLANDO, FL 32809

HOOK UP WITH GROUND EFFECTS

PARAGON
The choice of
Champions!
ROAR 1/12 Scale
Nationals
Modified Champion
Associated's
TONY NEISINGER
Stock Champion
SCOTT SMITH



**"THE ULTIMATE
TIRE TRACTION
COMPOUND FOR
SUPERIOR
HANDLING"**

Send \$2.00 for
catalog to:

PARAGON RACING PRODUCTS

8802 Knollwood Drive, Eden Prairie, MN 55344, (612) 934-1220

go with a couple of high-banked turns and, hey, we are talking ballistic! The track was so inviting that NORCCA president J.R. Sitman even pulled his 2WD Open car out of the box and decided to compete. Prior to this, J.R. was content with operating scoring central. How fast was this track? Well, consider this, lap times were about the same as indoors, and the outdoor track was, by feet per lap, two times longer! I heard people were using 16 & 17 turn motors in the two wheel open class had people trying 14 & 15 turn motors, but I think 16's were the most common, with big pinions that is! Oh sure, they were running 14-15 and 16 turn motors and not dumping, right! Right you are, and congratulations to J.R. on realizing that most racers want the most speed for the money, if it takes 1700ma batteries to get that four wheel open flying, then 1700's it

is! Speaking of flying four wheel drive cars, we really had them this year. There were four brands of cars in the four wheel open main,

Galloway. We also had Gold Wheels (Pro Radiants), driven by Steve Dunn and White Wheels (A & L Optima Mids), handled by Chris Allec and Kyle Reed. As the P.A. man, I had a ball calling these races, stuff like, "We got your chrome wheels in front followed by the pink wheels and then a set of white wheels, and now the pink wheels are in front, chrome in third, gold in second, no, now we have white wheels in front, gold wheels second, etc. It was fun.

The four wheel open race had five leaders. Early on, Rod Galloway, then James Dieter, then Jay Halsey and Butch Kloeber and finally, Chris Allec in his Chris Optima. Trying to write a clear and proper paragraph on how this race went down could only be done if one had a video of it, and you could write it out, lap by lap. It was one wild four minutes, 119,000 milli-amps of batteries propelling ten over-horse powered cars in the hands of ten of the most talented drivers in the country, if not the world, what more can be said, yes, awesome! You had to be there to totally appreciate it. If you were, I'm sure you did.

The two wheel open A main was boring in comparison. T.Q. was Cliff Lett, but by the time the



2WD Open A Main drivers anxiously awaiting the start.

pink wheels (Yokomos), driven by Halsey and Butch Kloeber, chrome wheels (C.A.T.s) driven by Cliff Lett, James Dieter, Mike Giem, Don Jones and Rod

pack got to the the first turn, it was anybody's race. Ya see, about 50 ft. downstream from the starting grid there was a plywood jump that sent the good jumping

cars flying through the air for 10 to 15 feet, then into a banked 90° right hander, 30 ft. of straight-away, and another 90° turn, also banked. If you had your act together, you could leave the starting grid and run the first half lap without lifting off the throttle, remember when the term WFO was used a lot, this track was it! Anyway, the race had a couple of different leaders, but about half way through, James Dieter, using his Trinity powered Ultima, made way to the front of the pack and never looked back. Second was Cliff Lett followed by Joe Schmitz in third. All in all, it was a great show. Numerous little things will be talked about for some time to come.

Jammin' Jay Halsey was doing another film while in Quincy! The unedited version I saw had Butch Kloeber and Cliff Lett and Jake and Elrod, the "Blues Brothers". It starts out with these two dudes barreling into the motel parking lot with the rent-a-car, sliding it sideways to a stop and jumping out. So we have these two guys with sunglasses on along with appropriate hats, standing by the rent-a-car with toy guns in their hands. That's when some lady in the motel looked out and saw them, panicked and called Quincy's finest to the rescue. Well, as it turned out, the "Blues Brothers" hopped back into the rent-a-car and headed for the border, across the bridge and, hey, we're in Missouri! Meanwhile, back at the motel, film director Jim (Jay's dad) Halsey, is being asked to come out of his room with his "hands up", by none other than two Quincy policemen! After a discussion of the situation between Mr. Halsey and the cops, all was cleared up. Mr. Halsey showed the policemen his movie, they yucked it up a little, and that was it. See what you miss when you don't go to the Nats!

Did you ever see a R/C car really burn? Tim Wolski, out of Chicago, was racing his new C-4 Yokomo in one of the qualifiers and was really flying. He was going so, so, so, fast that I



2WD Stock A Main winners displaying their winnings.

remarked during the race, "1700 batteries or not, you'll never keep that thing going that fast and last four minutes!" I was right, but it didn't dump, it caught fire about 50 ft. from the finish line! I'm not talking a little tell-tale grey out the back either, can you say "Mushroom Cloud"?! When he brought the car back to tech to remove the transponder, there was a little orange puddle with some wires melted into it. I never saw anything like it, most on-lookers exclaimed the same. From now on, it's affectionately known as Tim's "Smokomo".

NORRCA's president comment: "I would like to congratulate Team Associated for winning the 1988 NORRCA "Team Cup Challenge" for the best Off-Road Team of 1988.

The competition was extremely close with the top three teams being separated by less than 1½ points. Associated had 719.225 points, second place team was Race Prep with 718.9 and third was Trinity with 718.0.

I also want to express my gratitude for the support of the sponsors for the 1988 NORRCA Off-Road Nationals. The products and services provided were very generous and there was enough products given away that every

racer took something home.

Thanks very much to Dennis Maxwell of Advanced Race Case Products, Andy Jacobsen of Andy's Products, Roger Curtis of Associated, Pat Patrick of Bolink, Bud Bartos of Bud's Racing Products, BIG Jim Greenemeyer of

HOBBYMASTERS

62 White Street
Red Bank, New Jersey 07701

**MAIL-ORDER
PRICES** with a
Personal Touch
We **Care** that you get
the Equipment that's
Right for **You!**

OPEN 7 DAYS
1-201-842-6020
All Major Credit Cards

**FULL-LINE
FULL SERVICE
HOBBY CENTER**

R/C Parts Specialists

Also Featuring:
TRAINS, PLANES, ROCKETS
HELICOPTERS, MODELS,
SCIENCE, SKATE &
SNOWBOARDS, PAINT,
COLLECTIBLES & MORE.

RACE TO THE PEAK

Race with the best.
Now you can get a high current, peak detecting charger for a break through price of **JUST \$54.95**. Or our new ultra high current charger **FOR \$79.95**. Absolutely unmatched performance and price!

INTRODUCING RACING 5 AND 10 PLUS

First, let us introduce you to the RACING 5 PLUS. This Ni-Cad battery charger has been available through a private label company since 1987, with over two thousand sold at a list price of \$114.95. See the January, 1988 issue of FLYING MODELS (p. 80) for an excellent review. It is considered one of the best, if not **the** best, racing charger available. Now, you can buy yours directly from the designer and manufacturer for \$54.95.

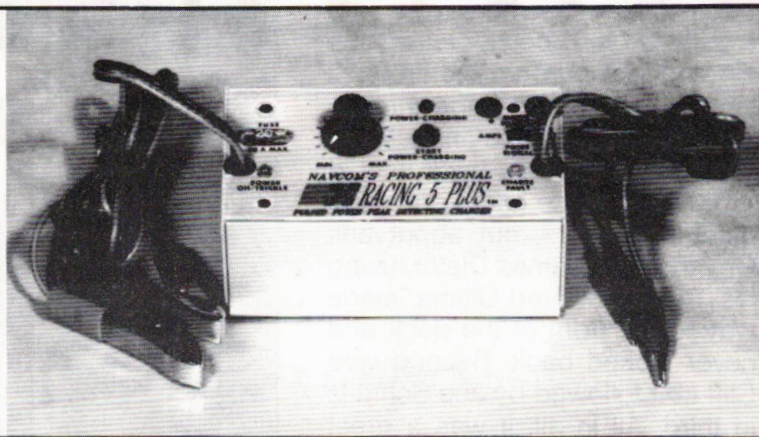
We also designed and manufacture the RACING 10 PLUS, an ultra high current model for higher capacity racing packs. It is the most powerful charger on the market today. We offer this charger directly to you for \$79.95. Unbeatable performance at a fantastic price.

Both the RACING 5 PLUS and 10 PLUS are guaranteed for **one year**, a guarantee not available from any other charger manufacturer.

POWERFUL PERFORMANCE

Both the 5 PLUS and 10 PLUS can charge 4, 5, 6 and 7 cell Ni-Cad drive packs. Both have current adjustments, from 1 to over 5 amps average current for the 5 PLUS, and from 2 to almost 12 for the 10 PLUS. Yes, **12 amps** average current.

RACING 5 PLUS ▶
\$54.95



Experts say a three times cell capacity is a good charge rate for fast charge drive packs. A 1200 mah pack would charge at about 3.6 amps, a 1700 mah about 5.1 amps. The RACING 5 PLUS is perfect for these rates. But some racers want to charge at higher rates or charge a 4000 mah (D cell) pack that needs 12 amps for a 3 times rate. The only peak charger available that can charge to 12 amps is the RACING 10 PLUS.

SENSITIVE PEAK READING

As powerful as the 5 PLUS and 10 PLUS are, they are designed with a high level of sensitivity to measure peak voltage. When the pack has reached full charge, the charge rate automatically drops into trickle charge to maintain this peak and equalize all the cells in the pack. This peak reading system provides the racer with packs charged to maximum performance.

12 VDC ONLY PLEASE

The 5 PLUS and 10 PLUS use a high current pulsing technique that drives power into your packs. These high current pulses can exceed 30 amps. Ordinary automotive bat-

tery chargers cannot provide the peak pulse power required. You **must** use a 12 Volt DC high capacity battery as a power source in order for your charger to perform properly.

GUARANTEED FOR ONE YEAR

The 5 PLUS and 10 PLUS are built in the USA with the best technology and materials available. We guarantee these chargers against defects in labor and materials for one year. If it stops working, send it back, we'll fix it!

DON'T HESITATE — WIN NOW!

Get into the winner's circle now with a RACING 5 PLUS or ultra powerful RACING 10 PLUS. This offer is available only by mail. We have decided to sell direct to our customers, reducing the cost to you and eliminating the middle man. You win twice when you buy direct-Price and Performance.

Send your check for \$54.95 plus \$3.00 (shipping and handling) for each RACING 5 PLUS or \$79.95 plus \$3.00 for each RACING 10 PLUS. You will receive your charger complete with instructions and written guarantee in about 3 weeks.

Send your order to:

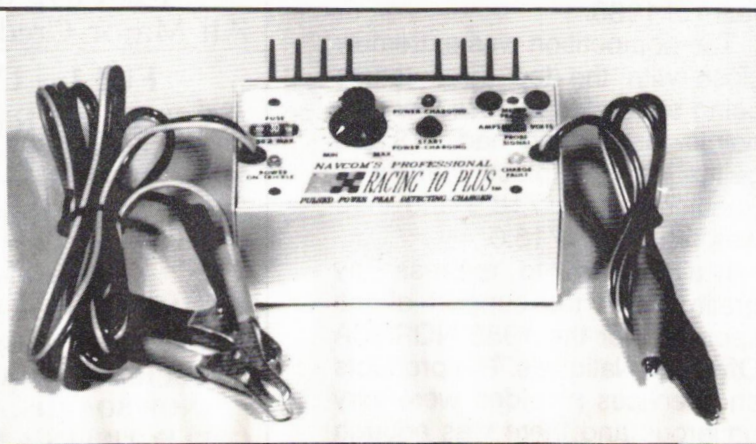
NAVCOM, INC.
350 N. Main St.
Huron, OH 44839
(419) 433-7626

SPECIAL OFFERS

We have special club discounts available. Call us.

Also, if you have purchased one of our chargers with the Accu-Charger 1™ name, we will extend the warranty an additional year for \$14.95. Call us for details. (Accu-Charger 1 name trademarked by NorCal Avionics, Inc.)

RACING 10 PLUS ▶
\$79.95





NORRCA President J.R. Sitman presenting the best off-road Team Cup to Team Associated's Cliff Lett and Butch Kloeber.

Checkpoint Racing, Roland Bayly of CRP, DAHM's Products, Chris Chan of Futaba, Bill Steele of Hot Trick Stuff, John Gudvangen of JG. Manufacturing, Lou Stanley of Varicom Industries (KoPropo), Gary McAllister of McAllister Racing, Eustace Moore of MIP Engineering, Hal Newell of Paragon Racing Products, Bill Jeric of Parma International, Joe Warren of Pro-Line, James Yim of Model Kraft (Pro-Tech), Lou Peralta of R/C News, Debra of Race Master, Butch Dunn of Race Prep/Ayk, Neil McCurdy of RevTech, Rob Robinson of Robinson Racing, Ron of Speed Sport, Scale Racing Sports, Mark Allen of Tekin, Ernie Provetti of Trinity and Mike Walker of Twister Motors.

Without the help and support of these sponsors, and event like the Nationals would not be as successful as NORRCA's was. Once again, I cannot express my appreciation enough.

A special thanks goes to Roy Weast and his staff at R & R Hobby for all their help in running the race, to Archie for all his preparation and maintenance of the track, to Don Meade for his announcing, to Rich Newton for his photography, to Joëy Schroeder for her help with the recording of results, to Kathy Weast for her

help in many areas and her moral support, to Wanda Rayfield for her help with check-in and membership, to Sandy Dodd for his

help with scoring and a great big hug to my wife Maryann for all her help with the preparation of the race, running the race, work after the race and most of all for putting up with me.

The top qualifiers in 2 & 4 wheel open were: 2WD Cliff Lett (Team Associated) and 4WD Jay Halsey (Team Associated). In the 4 wheel class, Jay and Cliff both from Team Associated were the only drivers to go 16 laps and they both did it on their fifth qualifier. As you will see by the results, the "A" main was a bit rough on both of them as they both broke.

2WD STOCK TROPHY DASH

- 1st - Jay Halsey
- 2nd - Cliff Lett
- 3rd - Butch Kloeber
- 4th - Kyle Reed

2WD OPEN TROPHY DASH

- 1st - Cliff Lett
- 2nd - Mike Dunn
- 3rd - Jay Halsey
- 4th - Mark Novotny

4WD STOCK TROPHY DASH

- 1st - Chris Allec

TEKIN • PARMA • C.R.P. • NOVAK • M.R.C. • TAMIYA • TRINITY
A.B.C. HOBBY & PARTS
 DOMINATOR ASSOCIATED
 DOMINATOR IV • FUTABA • RACE PREP •

**Call for Low, Low, Low Prices on
R/C Cars & Boats, Accessories**

**Call and ask for
FRANK**

OPEN 7 DAYS A WEEK!



**718-236-3970
718-236-4088**

OPEN 7 DAYS A WEEK!

6505 20th AVENUE • BROOKLYN, NY

2nd - Kyle Reed
3rd - Jim Dieter
4th - Steve Dunn

2WD STOCK A MAIN

1st - Cliff Lett T.Q.
2nd - Jay Halsey
3rd - Butch Kloeber
4th - Kyle Reed
5th - Mark Novotny
6th - Steve Dunn
7th - Raymond Weast
8th - Bill Williams
9th - John Lawson
10th - James Dieter

2WD STOCK B MAIN

1st - Mike Weast
2nd - Chris Allec
3rd - Bob Stewart

2WD STOCK C MAIN

1st - Tony Fagen
2nd - Kevin Yott
3rd - Robbie Dodd

2WD STOCK D MAIN

1st - Jason Kovachevich
2nd - Gary Mueller
3rd - Aaron Lundell

2WD STOCK E MAIN

1st - Jim Castillo
2nd - Mark Szabo
3rd - Chris Kovachevich

4WD STOCK A MAIN

1st - Steve Dunn
2nd - Kyle Reed
3rd - James Dieter
4th - Rod Galloway
5th - John Lawson
6th - Tony Rossetti
7th - Rick Extra
8th - Tracey Greiger

9th - Greg Garrison
10th - Chris Allec T.Q.

4WD STOCK B MAIN

1st - Mike Dunn
2nd - Shawn Rayfield
3rd - Vern Bertelsen

4WD STOCK C MAIN

1st - Mark Galvin
2nd - Brian Helper
3rd - Jeff Benmoin

2WD OPEN A MAIN

1st - Jim Dieter
2nd - Cliff Lett
3rd - Joe Schmitz
4th - Chris Allec
5th - Mike Dunn
6th - Chuck Lonegran
7th - Jay Halsey
8th - Mark Novotny
9th - Mike Giem
10th - Steve Dunn

2WD OPEN B MAIN

1st - John Koonce
2nd - Don Jones
3rd - Tony Rossetti

2WD OPEN C MAIN

1st - Michael Hill
2nd - Butch Kloeber
3rd - Mike Dolan

2WD OPEN D MAIN

1st - Tony Fagen
2nd - Ken Swanson
3rd - Rick Kobbs

2WD OPEN E MAIN

1st - Chris Gillihan
2nd - Randy Carte
3rd - Jeff Benmoin

2WD OPEN F MAIN
1st - Steve Schiewer
2nd - Steve Lunde
3rd - Shawn Rayfield

4WD OPEN A MAIN

1st - Chris Allec
2nd - Butch Kloeber
3rd - Steve Dunn
4th - Don Jones
5th - Rod Galloway
6th - Mike Giem
7th - Jim Dieter
8th - Cliff Lett
9th - Jay Halsey
10th - Kyle Reed

4WD OPEN B MAIN

1st - Tracey Greiger
2nd - David Pulfer
3rd - Greg Garrison

4WD OPEN C MAIN

1st - Tony Rossetti
2nd - Joe Martin
3rd - Raymond Weast

4WD OPEN D MAIN

1st - Bob Stewart
2nd - Bill Williams
3rd - Randy Brown

4WD OPEN E MAIN

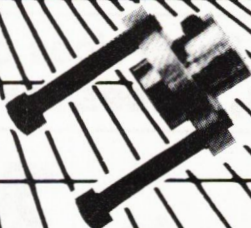
1st - Ken Swanson
2nd - Bill Birmingham
3rd - Billy Hoth

4WD OPEN F MAIN

1st - Brad Hoehn
2nd - Tom Birchard
3rd - Mike Karlman

CP

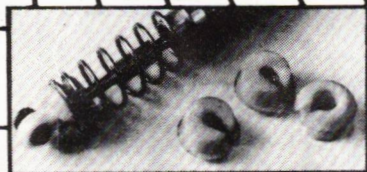
BUD'S RACING PRODUCTS



1-12 SCALE LIGHT WEIGHT ALUMINUM

wheel hub. One half the rotating weight of a standard hub. Will fit all popular 1-12 cars.

#2350.....\$5.95



QUICK CHANGE RC-10 SHOCK SPRING RETAINERS.

#6350.....4 for \$4.50



1-10 SCALE REAR WING

realistic looking and functional, will work on any 1-10 scale car.

#5235.....\$5.00

RC-10 FRONT WING

solve that high speed steering problem. Also looks great on sprinters.

#5225 small.....\$3.00

#5226 large.....\$3.50

SEND S.A.S.E. PLUS \$1.00 FOR
COMPLETE CATALOG AND DECALS.

BUD'S RACING PRODUCTS • P.O. BOX 601 • AMHERST, OHIO • 44001-0601 • (216) 988-4398

1988 ROAR 1/12 Scale Nationals

By Monica Barana

With the World Championships just over one month away, this year's Nationals held some extra importance, and just might be a sneak preview to this summer's event in Baarn, Holland. We had all the right ingredients, all the top North American racers; a great organizational team, SEMROCC and a strong sponsor, Sanyo. This should prove to be a very competitive event!

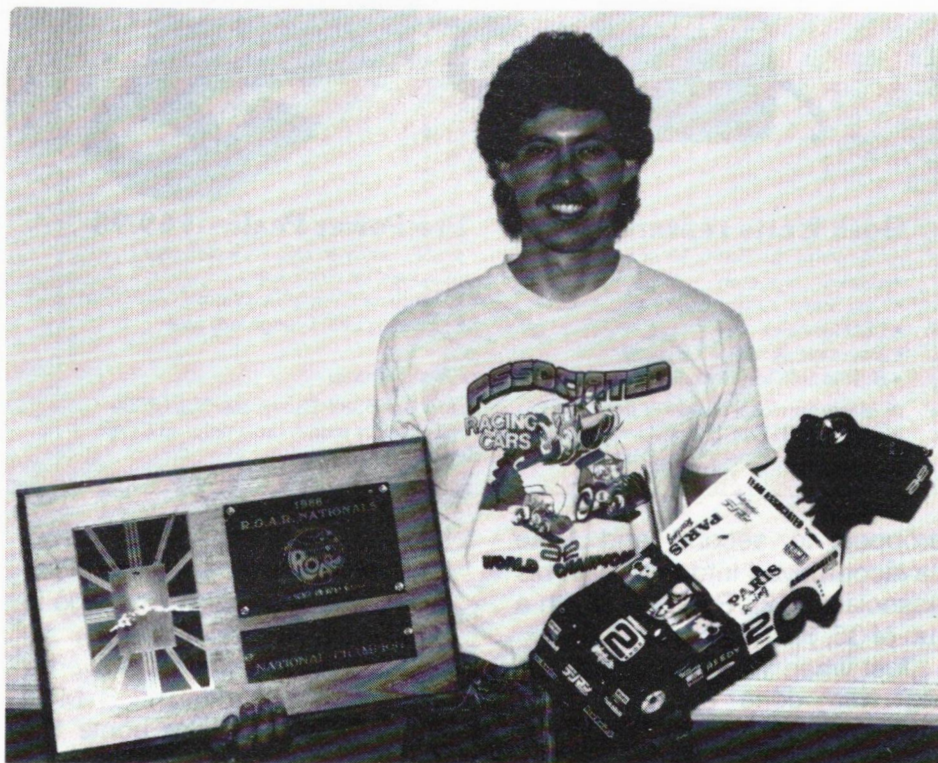
I arrived at the Detroit airport Wednesday afternoon. I made my way to the Plymouth Hilton, and headed straight for the ballroom to check out the track. The members of our host club, SEMROCC, were all busy putting the track together. They started out by placing plywood sheets over the existing carpet in the ballroom. Then they rolled out the race carpet and glued the seams together so as to avoid having to put tape on top of the seams.

Thursday morning started registration and practice which continued through midnight Thursday. This gave everyone a chance to set up their cars for Friday's qualifying.

Friday morning started off with the drivers' meeting. A separate meeting was held for each class which enabled everyone to ask specific questions that would benefit everyone in the room.

After the first two rounds of Stock qualifying, Mike Seubert was T.Q. with his T.Q. Eagle. Mike went 32 laps in 8:09.0. In the second spot was Bolink's Scott Smith. Scott also went 32 laps in 8:10.2. Driving a Lucas was off-road's Erik Soderquist. Erik turned in a 31 lap run with a DNF.

Modified qualifying saw Joel Johnson and his Corally/Trinity on top after the first two rounds with a 35 lap run in 8:04.2. Chris Doseck ran his T.Q. Eagle Pro powered by a Cam motor to the



Two-time World Champion Tony Neisinger takes the 1988 Nationals with his Reedy powered Associated 12L.

second qualifying position with a 35, 8:09.6. Third saw Craig Bowring and his Lucas/Twister just a second behind with a 35, 8:10.6. After qualifying had ended, everyone gathered around for the announcement of the charity challenge race. This invitational race was sort of an IROC event. The drivers knew they were racing and that motors and batteries were going to be handed out, but little did they know of the source of these motors and batteries. As John Thawley announced the rules of the event, the source was uncovered — it was a Black & Decker Dustbuster Vacuum. These vacs are powered by a .05 motor similar to those we use in our cars and a 5 cell nicad pack. The winner of this event would have \$100 donated to his favorite charity in his name. So, off the racers went to cycle their 5 cell packs.

Saturday morning came and more qualifying began. After the third and fourth rounds of qualifying were through, the stock class saw Mike Seubert better his T.Q. time with an incredible 33 lap run, almost a full lap ahead of the field with a time of 8:05.2. Scott Smith held on to his second position with his 32, 8:10.2 and Glenn Ornat from Indiana moved into third with a 32, 8:10.9.

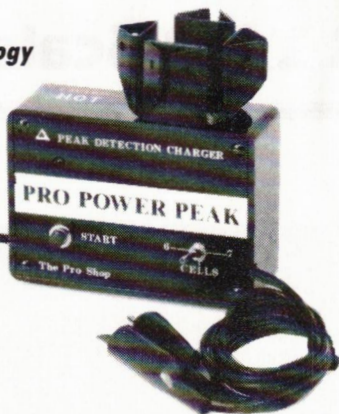
Modified saw Tony Neisinger move into the T.Q. position in the third round with a 35, 8:00.8. Andy Dobson's Pro Panther/Parma moved into second with a 35, 8:03.7 and Joel Johnson dropped down to third with his 35, 8:04.2 for now. The fourth round quickly approached and Joel Johnson was out to regain his T.Q. position. And regain it he did. Joel ran just 5/10ths of a second faster than Tony to take over the T.Q. position. Tony

Pro Auto Peak - \$34.95

A Revolutionary Concept in Charging Technology

Δ Peak Detection Converter

- Instantly Converts ANY DC. Fast Charger (even charge cords) to a Peak Detection Charger
- Provides Increased Power & Run Time
- 100% Safe and Automatic
- Compact Size 3x2x1 1/4"



Both Units Feature:

- Use with Cars, Boats, Planes
- Tamiya Connectors
- One Button Operation
- LED Indicator
- Electronic Detection Circuitry
- Built In Self Test Routine • Automatic Switch to Trickle Charge

Available thru local dealers or from The Pro Shop, P.O. Box 5382, Parsippany, N.J. 07054
Include \$2.00 P&H-N.J. residents add 6% sales tax-check or money order only-no C.O.D.

Distributor Inquiries Invited

Pro Power Peak - \$49.95

- Self Contained DC. Peak Detection Charger for 6 or 7 Cells
- Transistor Current Regulator
- Pulsating LED Charge Indicator



Scott Smith, the Stock National Champion, from Addison, IL displaying his winning BoLink car.

dropped to second and Mike Lavacot moved into third with his Associated 12L/Reedy car with a run of 35, 8:01.9.

Just when you thought qualifying was done and over, out came the "dustbusters"! After some intense wrenching, the drivers made their way to the track. This race was a great tension breaker for everyone after two intense days of competitive racing. As the cars began to dump, they were left out on the track as obstacles for the other racers to make their way around. A lot of friendly hammering took place and Dave Hechler made the best of it by TQing this event. (As a side note, Ken Clausen's dustbuster car ran almost 16 minutes in this qualifying round).

Concours competition ended Saturday's events. Mel Levine won concours with Robert Shuchman taking second. The best paint competition saw Frank Killiam take home top honors. Second place was Barbi Smith and third was Tim Pappas.

Sunday morning started off with brunch for all. Shortly after the Dustbuster Charity Challenge Main Event ran and was won by TQ Dave Hechler with 31 laps in 8:06.0, second went to Tony Neisinger with a 31, 8:12.0 and

third was Mike Lavacot with a 30, 8:02. Dave Hechler announced the \$100.00 donation would go to the American Cancer Society.

Next up were the main events. Stock was up first. The B Main saw Dave Biller take home the victory with Mike Baker and Tony Carrubba right behind in second and third.

The Modified B Main saw Dustbuster champ Dave Hechler win this main with Shawn Ireland and local boy Joe Lawrence finishing second and third respectively.

The long awaited A Mains were up next. The Stock A was first. Your T.Q. Mike Seubert jumped to the lead, with Mike Lafaso and Scott Smith behind. Mike Seubert immediately began to pull away and Scott Smith also began to pressure Mike Lafaso. At the 1 1/2 minute mark, Smith made his move on Lafaso and set his sights on Seubert, who by this time had worked up about a 1/2 lap lead over the field. This, however, did not discourage Smith as he took off to catch his prey. At the 2 1/2 minute mark, Smith had grabbed the lead away from Seubert, after he hit a board. Now Ralph Duncan was in second and Erik Soderquist was in third. Mike Seubert fought fiercely to make

his way back up to fourth position. Smith and his Bolink Eliminator 2 were well ahead of the pack at that point and looked to be your eventual winner. Soderquist who had passed Duncan at the six minute, now began to dump and Duncan was able to regain second place. Mike Seubert also passed Soderquist for third. As the horn sounded that's how it ended, Scott Smith from Addison, IL became your 1988 1/12 Scale Stock National Champion. Ralph Duncan and Mike Seubert finished second and third respectively.

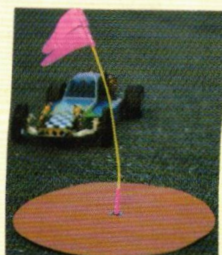
Next up was the Modified A Main. The crowd started to gather for this, the most prestigious US event of the year, the crowning of the 1/12 scale Modified National Champion. With most of the guys going to next month's worlds, it would be their last chance to maybe get a psychological edge over the others. As the horn went off the infamous Johnson/Neisinger battle began. After the first lap Neisinger was the leader with Johnson behind and Doseck in third. At the two minute mark Johnson made his move on Neisinger, when Neisinger hit a dot. Now Tony began to play catch up on Joel. At the five



REEDY LOOKS CAR PERFECT, EVEN WHEN YOUR DRIVING ISN'T
 WITH **CAR SAVER** FLEXIBLE

SLALOM TYPE ROAD COURSE FLAGS

SLAM'EM DOWN, THEY POP BACK UP!



NO DAMAGE! NO FLIPS! YA CAN'T WIN RACES IN THE PITS OR ON THE ROOF!

Thin ground hugging 12" rubber base · 12" high spring mounted nylon mast
 Fluorescent orange flag · Some assembly required

Send check or money order to:

Sun Tree Products Ltd.

PO BOX 8618

Haledon, N.J.

07538-0618

Set of 4 \$29.95 Set of 6 \$39.95

+ \$4.00 p&h

NJ res.add

6% sales tax

Name _____

Address _____

City _____

State _____

Zip _____

★ **FREE CHECKERED START / FINISH FLAG WITH ANY SET!!** ★

REEDY

Modifieds

**Reedy Modifieds Are
 Bursting Through
 With New Technology**

Reedy Modifieds uses
 advanced R & D computer
 systems to develop and
 improve motor performance.
 Race developed and tested,
 Reedy motors are 4 TIMES
 IFMAR WORLD CHAMPIONS,
 leaping ahead of all competition.

**Reedy Modifieds.
 The Outburst of
 New Technology.**



3585 Cadillac Ave.
 Costa Mesa, CA 92626 USA

Phone (714) 850-9342 Telex 756887

FAX 714-850-1744

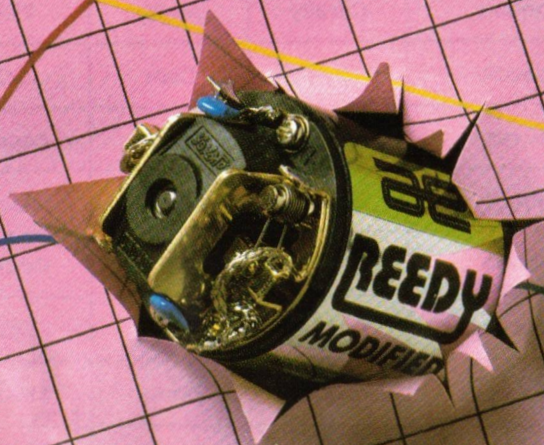
(Graph shown represents actual computer
 readout of Reedy Modifieds motor.)

CURRENT

TORQUE

POWER OUTPUT

OVERALL EFFICIENCY



minute mark Tony's Associated 12L/Reedy had made his way back up behind Joel's Corally/Trinity car. The two champions began to make their way through traffic. Any bobble by one of them would hand the victory over to the other. Knowing this they kept it

real clean and steady. As the clock ticked away, everyone knew this would come right down to the batteries. With thirty seconds to go Joel began to slow and Tony took advantage of it. As they went under the timing bridge for their last lap Neisinger went

by. Joel hung on long enough to finish second and Doseck finished third. So ended the 1988 1/12 Scale National Championships. The final chapter for 1988 will be in Holland on August 15-20, and we will be there to cover it all! See you there!

A MAIN STOCK

DRIVER	CAR	TIRES	BODY	HOME TOWN	SPEED CONTROL	RADIO
Scott Smith	Bolink	Bolink	Schkee	Addison, IL	Novak	Futaba
Ralph Duncan	Assoc.	TRC	Kyosho	Flint, MI	Novak	Futaba
Mike Seubert	TQ Eagle	TQ Engineering	TOJ	Dayton, OH	Tekin	KO
Glenn Ornat	Bolink	Bolink	Parma PA-9	Mishawaka, IN	Novak	Futaba
Mike Lufaso	TRC	Associated	TOJ	Mt. Gilead, MI	Tekin	Airtronics
Bob Wilkinson				Howell, MI		
Fred Wheeler	TQ Eagle	TQ Engineering	TOJ	Lima, OH	Tekin	Kraft
Eric Soderquist	Lucas	Assoc.	TOJ	San Diego, CA	Novak	Kraft
Bill Worrel	Assoc.	Assoc.	TOJ	Troy, MI	Novak	Futaba
Denny Smith	TRC	TRC	Parma Oscello	Riverdale, GA	Tekin	Futaba

A MAIN MODIFIED

DRIVER	CAR	MOTOR	TIRES	BODY	HOME TOWN	SPEED CONTROL	RADIO
Tony Neisinger	Assoc.	Reedy	Assoc.	TOJ	Corona, CA	Novak	Futaba
Joel Johnson	Corally	Trinity	TRC	TOJ	NJ	Tekin	KO
Chris Doseck	TQ Eagle Pro	Cam	TQ	TOJ	Troy, OH	Novak	KO
Kent Clausen	Assoc.	Reedy	Assoc.	TOJ	Santa Ana, CA	Novak	Futaba
Mike Lavacot	Assoc.	Reedy	Assoc.	TOJ	La Habra, CA	Novak	KO
Andy Dobson	Parma	Parma	Parma	Parma Oscello	Berea, OH	Tekin	Futaba
Craig Bowring	Lucas	Twister	TRC	TOJ	Melbourne, Australia	Novak	KO
Rusty Husband	Assoc.	Reedy	Assoc.	TOJ	Houston, TX	Novak	Kraft
Bob Light	TRC	Trinity	TRC	TOJ	Ok City, OK	Tekin	Kraft
Rick Hohwart	Delta	Peak Perf.	Peak Perf.	TOJ	Laguna Beach, CA	Tekin	Futaba

B MAIN

- 1st - Dave Biller
- 2nd - Mike Baker
- 3rd - Tony Carrubba
- 4th - Stephen Charles
- 5th - Andre LaRoche
- 6th - Charlie Burns
- 7th - Tony Mancinelli
- 8th - Chuck Pfahler
- 9th - Jay Regan
- 10th - Steve Rule

C MAIN

- 1st - Stan Maymola
- 2nd - Mike Becker
- 3rd - Andy Power
- 4th - E. T. Davis
- 5th - Frank Calandra
- 6th - Terry Murphy
- 7th - Clifton Royce Talley
- 8th - John Pens
- 9th - Greg Philley
- 10th - Steve Boice

D MAIN

- 1st - Kevin Montalbano
- 2nd - Sam Burke
- 3rd - Ralph Armstead
- 4th - Karl Schuneman
- 5th - James Spychalla
- 6th - Mel Levine
- 7th - Donald G. Thompson
- 8th - Ted McCarthy
- 9th - Dick Folger
- 10th - Rick Rottach

E MAIN

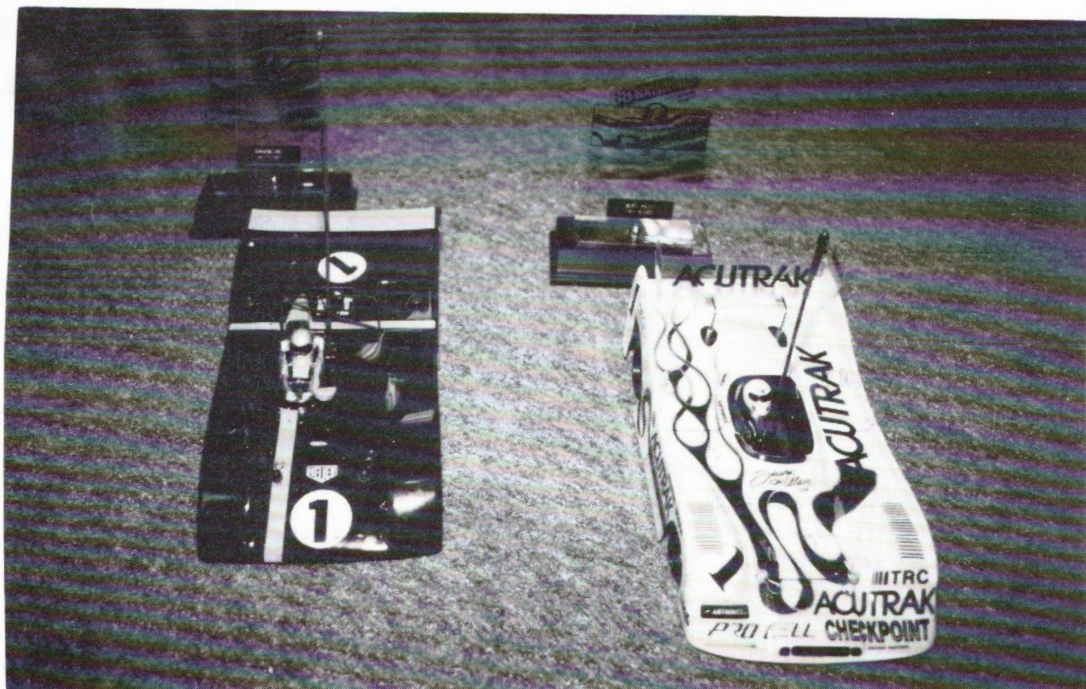
- 1st - Dave Palazzolo
- 2nd - John W. Bell
- 3rd - Paul Bertolino
- 4th - Reed Bolick

- 5th - Ralph Herndon
- 6th - Mark Calandra
- 7th - R. A. Kwentus
- 8th - Carl T. Daniel, Jr.

- 9th - Bob Rule
- 10th - Skip Crain

F MAIN

- 1st - Ron Nelson



Left to Right: Concours winning body by Mel Levine and Best Paint winning body by Frank Killam.

Second Place Is No Place.



At Team Pit Stop we are dedicated to providing the R/C race enthusiast with quality products to get to the top. Our latest high performance product is the TPS Transmission for 2WD cars. This transmission accepts 44 to 60 tooth Kimbro and Schumacher spurs, has an eight ball bearing differential and offers four output ratings. This, combined with quality engineering gives it the lowest drive friction of any transmission available. As with all of our products, dependability is unmatched.

If you have your sights set on first place you're ready for the TPS Transmission. Without it you may have to settle for second place. And second place is no place.

TPS Transmission Output Ratios
 1.87 to 1 2.14 to 1
 2.00 to 1 2.28 to 1

Congratulations to Mike Burnette on his A-Main 2 WVD Modified 1st Place finish at the 88 Winter Nationals in Tampa, Florida. Mike got to the top using Team Pit Stop's chain driven TPS Transmission.



12233 S.W. 132nd Court
Miami, Florida 33186

305/255-2887
FAX: 305/255-2970

CMW

Champion's
Choice

FREE
(\$30 Value)
Quartz Watch
w/Purchase of
Speed Control
(Limited Supply)
Check Your Dealers

Good Enough For Them Good Enough For You

**COMPUTER CHIP
SPEED CONTROL**
(Made in U.S.A.)



SPECIAL FEATURES

- ☐ Cool running "Active Current Pump Circuitry" allows more energy to run your motor providing more acceleration punch, rather than wasted as heat in the controller.
 - ☐ Super smooth low end control plus dynamic braking enables effortless cornering.
 - ☐ Low voltage protection maintains steering servo control down to the last drop of juice in your battery.
 - ☐ Receiver battery eliminator.
 - ☐ 3 I.C.s
 - ☐ 2 Braking MOS/FET
 - ☐ 1 mini screw driver & elect. parts set included
- ☐ **Computer Chips reduce components and give more efficiency and reliability. Compact and lightweight. Very low voltage drop. Very smooth and good punch. Also . . . Motor Dresser/Tester; Modified Motors, Peak Charger, 1/12, 1/10, 1/8 Tire Truing Machine**



Matched Super MOS/FETs	
Max. Cont. Cur.	Volt. Drop
TopGun 360A	0.002 V/A
PRO 280A	0.005 V/A
STD 140A	0.008 V/A
Power Cons.: 15mA at 7.2V 4-8 cells, weights approx. 1 oz.	

Send self-addressed stamped envelope for **FREE** sticker sheet.
*Spec. subject to change for improvement without further notice.

CMW International

2101 Midway Road, Suite 250, Carrollton, TX 75006, (214) 960-2680

Our Price Brings You In Our Performance Brings You Back!

- ★ **BUD BARTOS**
E.D.s Racing Products
World Champion
- ★ **DON JONES**
'87 ROAR Nat. 2 WD Champ
- ★ **CHRIS DOSECK**
'88 1/12 Nat. Champ
- ★ **SCOTT MONTGOMERY**
'86 Region 4 Champ
- ★ **RANDY DALE**
'87 Region 4, 2WD Champ (S)
- ★ **WILLIAM STEIN**
'87 Region 4, 4WD Champ (S)
- ★ **DOUG FICHUK**
'87 Region 4, 4WD Champ
- ★ **CARL CHRISTY**
- ★ **JIM HOFFMAN**
National A Mains
- ★ **DAN LOUIS**
'87 U.S. Indoor Champ (S)
- ★ **CHAD JEFFREY**
'87 Region 1 4WD Champ (S)
- ★ **JOE SCHMITZ**
'88 Reedy Race Champ
- ★ **MIKE BURNETTE**
'88 1/10 2WD Winter Champ
'87 1/10 & 1/12 Region 2 Champ



CHOOSE YOUR WEAPON

You've dared to take the R/C challenge. Your mission is clear: Load your hottest car with high-powered Pro-Line tires.

Hit the trigger.

Now hold tight and watch the

fun go off.

See Pro-Line tires blast through racing's roughest battlefields; dirt, sand, asphalt, faster than a speeding you-know-what.

Their outer shell casing is

strong and tough, for dead-on durability.

And Pro-Line tires come in a range of styles, sizes, widths and tread patterns, each born to blow the other guy's doors off.

Monthly Photo Contest

This Month's TEAM HOT TRICK T-Shirt Winner Is
Jimmy Mills of Roanoke, Virginia

Watch for **YOUR** name each month!

IF YOU LIKED THE "OPTIMA MID" YOU'LL LOVE OUR

• ALL NEW VERSION ! •

- FEATURES:**
- Alum. Swing Arms
 - Improved Front Shock Mount
 - Upper Plate
 - Lower Plate (Saddle Pks.)
 - Beefed up Steering
 - Roll Rate Brace
 - Increased Rear Toe-In
 - Rear Shock / Wing Mount
 - Also we offer a stock replacement pan of **TRIDIRCOMP.**



ATTENTION HOT TRICK WINNERS !! Win a race (club races allowed) and we'll send you a **25% DISCOUNT CERTIFICATE.** Just send us a photo of your car showing a **HOTTRICK PART(s)** on it and a self addressed stamped envelope.

NEW PARTS & PRICES

- Send self addressed stamped envelope for our new 1988 price list!



TEAM HOT TRICK T-SHIRT \$7.95

\$4.95
New 1988 Catalog.

Free

\$3.95 Coupon
Inside

THE Hot Trick STUFF

1157 CUSHMAN AVE
SAN DIEGO, CA 92110
619/295-2211

• THE AMERICAN ANSWER TO OFF-ROAD RACING •



Likewise, Pro-Line accessories, from wheels to bumpers to bodies, have what it takes to zero in on the finish line.

So set your sights on surefire fun. Aim for your local Pro-Line dealer. Or shoot us a call for

more information. For our current catalog, send a check or money order for \$2.00 (U.S. Currency). If you would like more information on Pro-Line products designed to fit your favorite R/C car, include the make and model.

Pro-Line, P.O. Box 456,
Beaumont, CA 92223,
714/849-9781.

PRO-LINE

The Best Parts
Of Winning.

- 2nd - Brad Wilkinson
- 3rd - Keith Kendall
- 4th - Stan Witterman
- 5th - Lynne Philley
- 6th - Vince Palazzolo
- 7th - Jason Elenbarger
- 8th - Todd Schoenberg
- 9th - David Wartel
- 10th - Troy L. L'Esperance

G MAIN

- 1st - Mark Sager
- 2nd - Scott McKeighan
- 3rd - Joey Palazzolo
- 4th - Larry Rice, III
- 5th - Rod McKeighan
- 6th - Jeff Corns
- 7th - Colin McKeighan
- 8th - Dominic Alessi
- 9th - Joe Elenbarger

1/12 SCALE MODIFIED B MAIN

- 1st - Dave Hechler
- 2nd - Shawn Ireland
- 3rd - Joe Lawrence
- 4th - Michael Ebert
- 5th - Andrew Comrie
- 6th - Kevin Mercadante
- 7th - Bud Bartos
- 8th - Bob Schoenau
- 9th - James Hoffmann
- 10th - Mike Blackstock

C MAIN

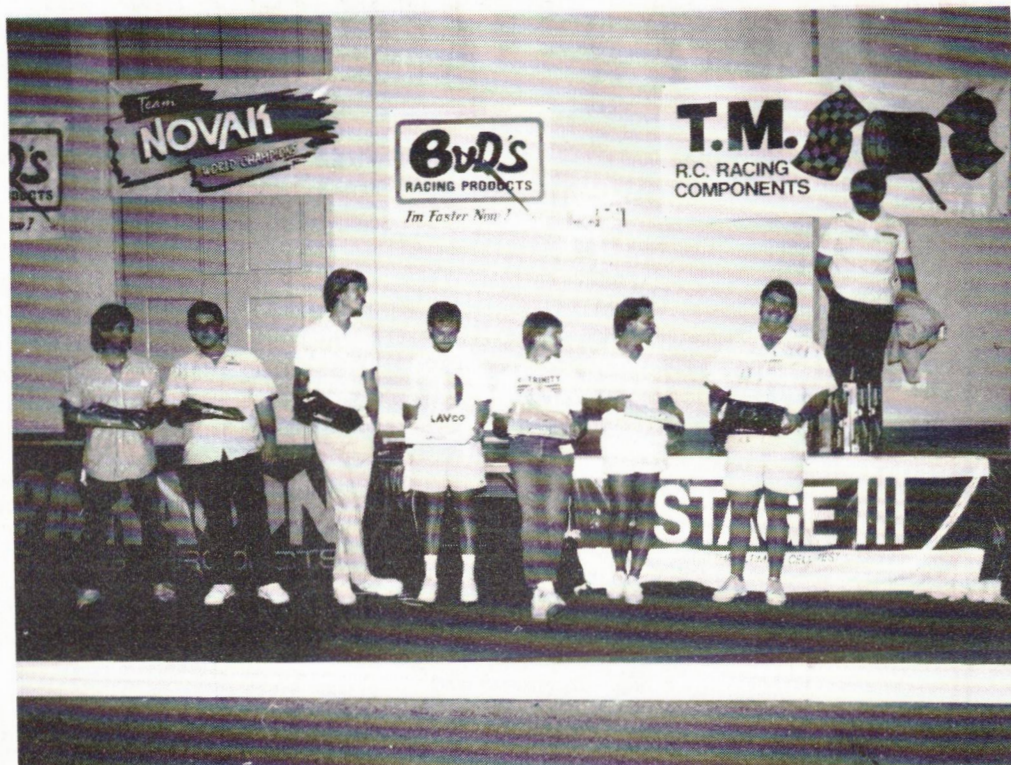
- 1st - Louis BeBlanc
- 2nd - Lee Morrison
- 3rd - Terry Rott
- 4th - Randy Hunter
- 5th - Skip Starkey
- 6th - Glenn Tonogai
- 7th - Jeff Abrams
- 8th - Sean Lue
- 9th - Frank Killam
- 10th - Paul Martin

D MAIN

- 1st - Clayton White
- 2nd - Mike Burnette
- 3rd - Tom Adams
- 4th - Bruce Hickman
- 5th - Steve Radecky
- 6th - Bill Jeric
- 7th - Eric Whitrock
- 8th - Randy Tentschert
- 9th - Dave Pulfer
- 10th - Wayner Gerber

E MAIN

- 1st - Curt DeMars
- 2nd - Tyree Phillips



Drivers waiting for the start of the fun Dirtbusters Challenge.

- 3rd - Boyd Gaebel
- 4th - Tom Esposito
- 5th - Tommy Lamb, Jr.
- 6th - Chuck Lonergan
- 7th - Kevin Bailey
- 8th - Carl Christy
- 9th - Mace Horowitz
- 10th - Marty Desbrow

F MAIN

- 1st - Dennis Vindedahl
- 2nd - Bruce M. Aristeo
- 3rd - Drew Pierce
- 4th - Tony Massey
- 5th - Frank Ducanza
- 6th - Steve Mancinelli
- 7th - Fernando Belair
- 8th - Tim Pappas
- 9th - Chuck Sommers
- 10th - Dan Louis

G MAIN

- 1st - Mike Marshall
- 2nd - Paul Morack
- 3rd - John Rushing

- 4th - Joe Manis
- 5th - Jerry Cyrul
- 6th - Butch Feco
- 7th - Patrick Miller
- 8th - Jimmy Simmons
- 9th - Greg Barker
- 10th - Bill Schoenau

H MAIN

- 1st - J.C. Rotruck
- 2nd - Jonathan Holman
- 3rd - Charles LeBlanc
- 4th - Jeff O'Malley
- 5th - Justin Temme
- 6th - Mitch Witterman
- 7th - Mike Garrett
- 8th - Chuck Baader
- 9th - Richard Matthews
- 10th - Peter Fitch

I MAIN

- 1st - Carlos Ramirez
- 2nd - Steve Pitts
- 3rd - Darryl Bingner
- 4th - Barbi Smith

ERI
assoc. inc.

**CALL
MICHAEL!**

**FOR FAST
1st RATE SERVICE
(914) 268-5090**

**DEALERS
ONLY!!**

Andy's Aristo-Craft Ascot
Associated Astro Flight
Autographics Big Boy Toys
Composite Craft CRP
Bolink Bud's
Checkpoint
Cichon Gonzo
Five Star Hot Trick JG
Lersure Litespeed MRC
MRF Mura McAllister
M&M MP
MPE Novak
Kimrough KO Propo
Pactra Paragon Parma
Power Pak Protline Pro-Cut
Pro Shop Protech

Protrack Ram Raceco
Race Master Race Prep
Racing Silks ROH
RC Performance Specialties
Revtech RPS/Losi
R&R Sanyo Sermos
Team Pitstop Tekin
Thorp TM Traxxas
TRC Trinity
Twister Twinn-K
Vancorn Victor
You-G(Panda)

**NEW COMPANIES:
Blue Ribbon C & M**

Airtronics A&L
Cobra CMW
Compos. Craft
Delta Dubro
Cheetah
Houge
Peak Perform.
RC Perf. Spec.
Rochester Rc
Schumacher
Sermos SRS
Traxxas
Zeta Dahm's

and more...

The shelves are
stocked with over
80 companies
just for radio
controlled cars.



50 NORTH HARRISON AVE. UNIT #12, CONGERS, NY 10920

THE TRINITY DIMENSION

It starts with a demand for excellence. No product earns the Trinity™ name until it has been tested and proven to be of outstanding quality and performance.

Take Trinity motors, our many modified motors and our stock motor are all tested for efficient performance with state of the art equipment. No estimates, no guesswork. Trinity motors (utilizing our new Two-Stage™ wet magnets) are engineered for speed, dependability and longevity. Ask Joel "Magic" Johnson™ of Team Trinity™ if this special attention pays off. He won the 1987 IFMAR World Championship with Trinity products.

It doesn't end here. Trinity's perfect matched Sanyo's have a record of their own. Sanyo batteries have won every major race in the U.S., Europe, and Japan for the past 8 years. Team that up with Trinity's high tech matching system and you've got the best matched battery pack available.

Whether your choice is 48 or 64 pitch gears, Trinity has the best. Our spur gears are designed with more diff holes and made of a graphite impregnated material. Our precision machined and plated pinions have the closest tolerance in the industry. That means when you use Trinity gears you increase battery life while still pulling more RPMs out of your motor.

Entering the Trinity dimension in 1988 is the Schumacher Cat™, winner of the 1987 4wd IFMAR World Championship.

We've also got over 275 quality accessory products designed to improve most any make and model of RC race car. So whether you want to replace or improve, Trinity has the quality product you're looking for.

Trinity's commitment to excellence in all products is what puts the Trinity Dimension worlds apart from the rest.

RC #2004 - Pure gold
2nd modified motor

RC #2000 - Trinity
"Monster
Horsepower™" Stock
Motor

RC #5015 - Trinity 6
Cell Racing Pack

Trinity Matched Sanyos

RC #5044 - 6 cell matched
SCE pack

RC #5033 - 6 cell matched
SCR pack



TRINITY™

WE ARE THE COMPETITION!

- COMPLETE TRINITY CATALOG—\$3.00
- 9002 TRINITY T-SHIRT (S,M,L,XL), (SHORT SLEEVE)—\$10.00
- 9003 TRINITY T-SHIRT (S,M,L,XL), (LONG SLEEVE)—\$15.00
- 9004 TRINITY CORDUROY HAT—\$8.00
- 90012 TRINITY RACING JACKET (WORLD CHAMPIONS/S,M,L,XL)—\$65.00
- *ADD \$2.00 HANDLING CHARGES WITH EACH ORDER
- *NO FOREIGN SHIPMENTS

B & H Hobbies & Raceway East Coast Dirt Oval Championships

Ron Birkhead

What is the largest oval race in the world? What race was full to capacity weeks in advance and turned away more racers than the Daytona 500 had entries, including World Champion Joel Johnson? What has been plagued by rain each year since its inception? That's right, it's the East Coast Dirt Oval Championships, sponsored each June by B & H Hobbies & Raceway.

The Third edition held on June 24, 25 & 26, 1988 in Mechanicsville, Virginia featured some real Dick Butkus in your face racing. No less than 336 entrants came from 14 states, including California, Texas and Florida to participate in the controlled chaos of R/C oval track racing. Classes were held for 2WD stockers, 4WD stockers, 2WD modifieds, and 4WD modifieds. The A Main drivers were featured in dual mains.

Friday was devoted solely to qualifying for the two stock classes. With 115 cars in the 2WD class, the qualifying could not have been closer. Following the first round, Edward Hartford led the pack with 26 laps in 4 minutes and 3.1 seconds. However, there were fourteen other drivers that turned 26 laps and were anxious to supplant Hartford. While most racers felt that the track got slicker during the second round of qualifying, Richard Werkheiser found it to his liking and grabbed the top spot with 26 laps in 4 minutes and 1.1 seconds. With only one more chance, the drivers pulled out all the stops in an effort to best Werkheiser. Ed Krupa circled the clay oval 27 times in 4 minutes and 9.1 seconds and appeared to have the pole position locked up. Dominick Incantalupo had other



Local favorite Scott Houghtaling

ideas and beat Krupa's time by 3.1 seconds in the last race of the day.

Qualifying in the 4WD stock class was equally exciting as the top qualifier changed with each round. Ed Krupa was one of the only two drivers to turn 28 laps during the first round as he edged Steven Maslin by 0.1 seconds to claim the point. A whole lot of racers managed 28 laps during the second round of qualifying, led by Maryland's Tom Adams. In the third round, Dave May showed why he is the defending champion as he was the only driver to top the 29 lap mark.

On Saturday, the drivers put away their puny, stock motors and brought out the monster horsepower modifieds for more qualifying. Jake Flurer drove a near perfect race and turned 29 laps during the first round of 2WD qualifying. Flurer's count held up as only two other drivers, Win

Carter and Mike Conkey were able to garner 28 laps.

The biggest surprise of the weekend came during the qualifying for the 4WD modifieds. Local strong-boy Jeff Floyd, driving for R/C 500 Race Trax and Custom Works, torpedoed such national powerhouses as Brian Landgraff and Dave May to claim the pole position. Floyd's performance was superlative as he was the only driver to turn 33 laps.

There's an old saying in racing — "If you can't run with the big dogs, stay on the porch." The drivers returned on Sunday to separate the greyhounds from the poodles. The 2WD stock class got things underway. At the drop of the green flag in the first A Main, Jake Flurer zoomed out of the pack to take the early lead. Win Carter followed in second until he encountered a back marker and crashed violently. While Ed Krupa, Richard Werk-

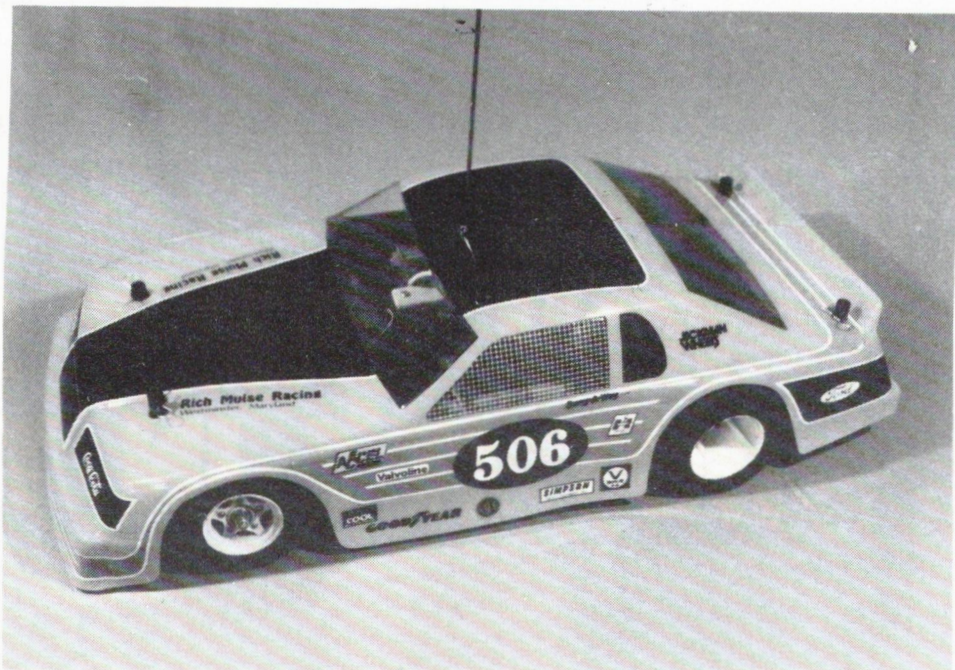
heiser and Edward Hartford hammered on each other in the battle for the runner-up spot, Flurer gradually pulled away and lapped the field. Carter made a gallant charge during the final 30 seconds to reclaim second from Workheiser.

The second A Main started much as the first with Flurer blasting to the early lead. Hartford, having found some extra horsepower, jabbed, pecked, and fainted at Flurer until he wrestled the point away with just over one-half the race remaining. Carter again experienced problems early, but charged back to finish third, 4.4 seconds behind Flurer. When the dust had cleared and the results totaled, Jake Flurer was declared the overall winner with Win Carter in second and Edward Hartford in third.

The 4WD stockers were up next. At the start of the A Main, top qualifier and pre-race favorite, Dave May experienced radio interference and was never a factor. However, fellow Custom Works driver, Brian Landgraff quickly seized command of the situation and led every lap to register the victory. Virginian Jack Rimer ran in second until his Dominator spun exiting turn two. Ron Schambach held the number two spot until his zonker experienced mechanical problems. Robert Edwards took advantage of Schambach's misfortunes to capture second. Rimer recovered to place third. The second A Main was almost a video replay of the first, as Brian Landgraff continued his onslaught and led every lap. Jake Flurer took his turn at challenging Landgraff only to have his hopes crushed when hit by a slower car. Schambach inherited second and Flurer held on for third. The race officials had little trouble tallying the results as Landgraff was the easy winner followed by Edwards and Rimer.

"It was a clear case of too little car and too much Brian Landgraff," explained a happy Robert Edwards.

A break for lunch followed the stock action as ominous black clouds rolled in from the west.



One of the beautiful cars on display by Motion Graphics.

The heavens were getting progressively darker as the green flag fell for the first 2WD Modified A Main. Jake Flurer got the hole shot from the pole position and led the first three laps. His car

broke and had to go under the wrenches. Win Carter took over the point until he smacked the barrier in turn four. Bryan Boyd, the number nine starter, never looked back as he streaked away



18312 Gifford Street
Fountain Valley, CA 92708
Phone: 714-962-6928

WHOLESALE ONLY

- THE MIRAGE SS 1/10 OFF ROAD BODY (Clear or Painted)
- RC10 TITANIUM SUSPENSION HINGE PINS
- NEW! • ULTIMA TITANIUM SUSPENSION HINGE PINS
- NEW! • OPTIMA MID TITANIUM SUSPENSION HINGE PINS
- FOAM MOTOR COVER THAT BREATHES
- RC10 RETAINING RING SETS FOR HINGE PINS
- RETAINING RING PLIERS
- YOKOMO/KYOSHO MOTOR MOUNT GASKET
- SF3 ANTI-FRICTION LUBRICANT
- RCPS DECAL SHEETS

RC Performance Specialties are available from the following quality distributors:

AKS • ERI • HORIZON EAST AND WEST • H.R.P. •
JA-LEA CO. • NATIONWIDE • PACIFIC MODEL • RACE PREP •
RPS • RCS • SPEED AND SPORT • TRINITY • UNIVERSAL •
W.K. LOVELESS • SRM • FAST TRACKS

"Performance is our middle name"

YOU CAN'T SEE IT BUT IT'S IN THERE!

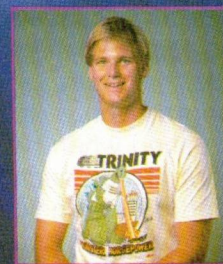


THE NEW KR-1700SCE
Hi-Capacity Output Cells
for Modified Racing
(R.O.A.R. approved as of
Sept. 1, 1988)

THE NEW N-1200SCR
Hi-Voltage Output Cells
for Stock Class Racing
(R.O.A.R. approved)

PURE POWER!

All Sanyo Batteries Out-perform and Outlast
Any Other Battery. Sanyo SC's Have Won Every
Major Championship in the U.S., Europe and
Japan for the Past 8 Years.



JOEL "MAGIC" JOHNSON™
CURRENT IFMAR
WORLD CHAMPION
"WITH SANYO, YOU GET
WHAT YOU PAY FOR."

SANYO

Look for Sanyo at your local dealer.

WORLD CHAMPIONS

TEKIN

At TEKIN we lead in technology and performance. As winners in 5 IFMAR World Championships, and 8+ USA National Championships you can depend on TEKIN for reliable products that are engineered for quality, dependability, and service.

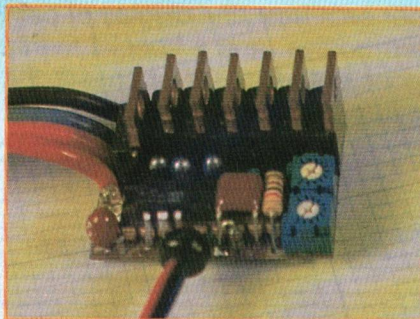
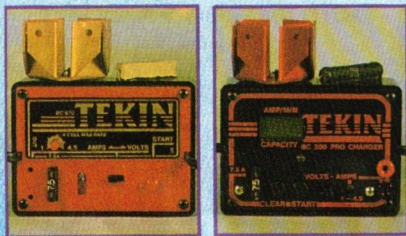
TEKIN PEAK DETECTORS

World's first, most experienced, and most advanced peak detection charger builders.

We have the technology to make your batteries perform. Exclusive variable slope integrated peak detection system gives the most accurate results on a wide variety of battery packs and conditions. Pulsed Mosfet output and trickle insure maximum voltage and capacity from your battery pack.

Available in three versions. Model BC870 is the standard for performance and durability. New BC100 has the highest output of any charger, (9 amps), to extract every last bit of performance from SCR cells.

The Model BC200 has an LCD digital readout of charge capacity, which allows you to estimate how good your cells are, and how long the car will run.

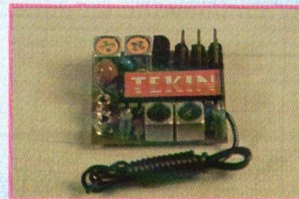


TEKIN SPEED CONTROLS

Replaces the resistor, wiper, servo, diode, switch, and linkage mess. Installs and adjusts easily. Unlike many others, TEKIN ESC's deliver world champion performance, as well as providing the ruggedness and durability to withstand continuous everyday use. Our new generation speed controls are the world's smallest and lightest. Other advanced features include current feedback Mosfet drive modulation which increases drivability, traction, and running time. Specially filtered output allows motor to develop more horsepower and increases life. Double rate braking means quicker stops. Built in L.E.D. brake/throttle indicator allows easy adjustment without a voltmeter, and is much more precise.

TEKIN ACCESSORIES

Some of the quality accessories with the TEKIN stamp of approval. Stock motor, our own matched Sanyo batteries, replacement wire, heatsinks, switch.



MICRO RECEIVER

World's smallest and lightest 2 channel receiver. Designed specifically for electric model car use. Works great with any transmitter.

PRECISION DIGITAL BATTERY DISCHARGER

Tests battery capacity the same as factory battery matching equipment. One unit works with 1, 4, 6-7 cells. A world class leader from TEKIN.

TEKIN
ELECTRONICS, INC.

1027 Trepadora • San Clemente, California 92672 U.S.A.
(714) 498-9518 • Telex 188777 TEKIN ELEC

to a one lap victory over Mike Conkey. Carter finished in third.

Before the next qualifier could begin, the sky opened up and provided drought ridden Virginia with a much needed rain. It quickly became obvious that there would be no more racing at this year's East Coast Dirt Oval Championships. Several sources reported that Jeff Floyd, top qualifier in the 4WD Modified class, was wearing a headdress and dancing wildly in the tradition of Indian rainmakers. But that is only a rumor and has not been substantiated.

While all of the mains were exciting, of particular note was the 4WD Stock B Main. Young Michael Darnes led George Vardzik and Tony Robertozzi by no more than a straightaway for the first three and one half minutes. While trying to put a lap on the fourth place car of Steve Maslin, the cars of Darnes and Maslin touched. Vardzik squeaked past Darnes to claim the first place gold. Less than twenty feet separated Darnes, Vardzik, and Robertozzi at the finish.

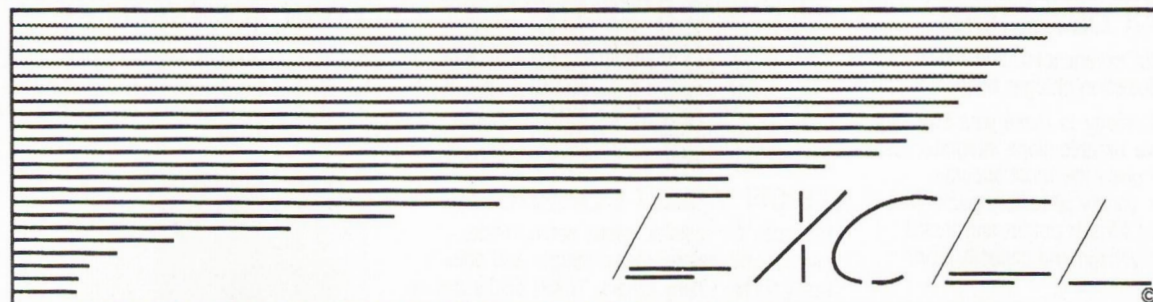


Race Central.

As usual, Bill Mc Donald and R/C Race Productions did an excellent job in directing the race. Rick Muise of Motion Graphics put on a beautiful display of painted bodies. And a special thanks goes out to all the sponsors that made the race possible.

2WD STOCK A MAIN

- 1st - Jake Flurer
- 2nd - Win Carter
- 3rd - Edward Hartford
- 4th - Ed Krupa
- 5th - Richard Werkheiser
- 6th - Frank Alfieri
- 7th - John Tag
- 8th - Randell Winslett



Excel—the only performance journal exclusively for the RC-10

Name _____

Address _____

City _____ State _____

Zip _____

Send \$2.50 for the
premiere issue to:

Excel Publications
P.O. Box 3211
Wayne N.J.
07474-3211

Subscription Rates
Quarterly (4 times per year)

U.S. \$10/year third class

Canada \$14/year first class

Foreign Countries \$18/year surface only

All payments are to be in U.S. Dollars

"Excel...in performance"

Featuring:

performance parts
electronics
product reviews
performance tuning
motor clinic
body painting

9th - Dominick Incantalupo
10th - Ken Hammer

B MAIN

1st - Mike Conkey
2nd - Bob Fellenbaum
3rd - Robert Cutman

C MAIN

1st - Jeff Floyd
2nd - Steve Miniea
3rd - Chad Jeffrey

D MAIN

1st - James Doby
2nd - Brian Hahl
3rd - Thomas Brettwieser

E MAIN

1st - Troy Gardenhour
2nd - Scott Kowal
3rd - Tommy Ferguson

F MAIN

1st - John Ross
2nd - B. B. Freeman
3rd - Dennis Cutman

G MAIN

1st - Jamie Fiden
2nd - Trevor Wyant
3rd - Charles Wilson

H MAIN

1st - Mark Travis
2nd - Don Ballard
3rd - Tim Whitlock

I MAIN

1st - Hugh Daiger
2nd - Paul Doby
3rd - David Adams

J MAIN

1st - Frank Andreanszky
2nd - Taylor Alman
3rd - Craig King

K MAIN

1st - Bernie Golob
2nd - Eric Schue
3rd - Larry Brouglman

L MAIN

1st - Mike Overacker
2nd - Michael Fetter
3rd - Jason Shively

M MAIN

1st - Scott Houghtaling
2nd - Chris Goldman
3rd - Jamie Wehler

**4WD STOCK
A MAIN**

1st - Brian Landgraff
2nd - Robert Edwards
3rd - Jack Rimer
4th - Ron Schambach
5th - Larry Wedemeyer
6th - Tom Adams
7th - Jake Flurer
8th - Dave May
9th - Bob Mika
10th - John Jacobsen

B MAIN

1st - George Vardzik
2nd - Michael Darnes
3rd - Tony Robertozzi

C MAIN

1st - Ray Posik
2nd - Jeff Swartz
3rd - Larry Gaskin

D MAIN

1st - Sammy Blackwell
2nd - Steve Shaughney
3rd - Bernie Golob

**2WD MODIFIED
A MAIN**

1st - Brian Boyd
2nd - Mike Conkey
3rd - Win Carter
4th - John Jacobsen
5th - Ed Krupa
6th - John Tag

ALL PRO RACING

1/12 * 1/10 * 1/8

A&L * AIRTRONICS * ANDY'S * ASSOCIATED * BOLINK * BUD'S
COMPOSITE CRAFT * DELTA * FUTABA * HOUGE * KYOSHO
LOSI * McCOY * NOR-CAL * NOVAK * PARIS * PARMA
PRO-LINE * R.C. PERFORMANCE * SCHUMACHER
TEAM PIT STOP * TEKIN * T.R.C. * TRINITY * TWISTER

FROM RACERS TO RACERS

ALL PRO RACING IS PLEASED TO ANNOUNCE WE HAVE
MOVED TO A NEW LARGER FACILITY TO BETTER SERVE YOU

IF YOUR LOOKING FOR THE LATEST IN UP TO DATE RACING
PARTS AND RACING TIPS ALL PRO IS THE PLACE TO CALL

CALL US & COMPARE

407 - 273 - 4015

S.A.S.E. FOR CATALOG

P. O. BOX 14172 ORLANDO, FL 32807

7th - Steve Miniea
8th - Kent Young
9th - Sandy Strunk
10th - Jake Flurer

B MAIN

1st - George Vardzik
2nd - Larry Wedemeyer
3rd - Tony Gardenhour

C MAIN

1st - Thomas Werkheiser
2nd - Rick Smith
3rd - David Tebalt

D MAIN

1st - Jeff Floyd
2nd - Thomas Breitweiser
3rd - Bill Frame

E MAIN

1st - Ray Posik
2nd - Tommy Ferguson
3rd - John Oldt

F MAIN

1st - Charles Smith
2nd - Troy Blanton
3rd - Craig Carey

G MAIN

1st - Ronald Timm
2nd - Jim Tipton
3rd - Mike Palmer

H MAIN

1st - Charles Huckabee
2nd - Randy Hancock
3rd - Ray Miller

I MAIN

1st - Mag Banting
2nd - Craig King
3rd - Frank Andreanszky

J MAIN

1st - Michael Fetter
2nd - Mike Overacker
3rd - Bill Radwanski

**4WD MODIFIED
A MAIN**

1st - Jeff Floyd

2nd - Brian Landgraff
3rd - Tom Adams
4th - Jake Flurer
5th - Robert Edwards
6th - Robert Cutman
7th - Jack Rimer
8th - Carlton Coleman
9th - Tony Robertozzi
10th - Win Carter

B MAIN

1st - Dominick Incantalupo
2nd - Dave May
3rd - Steve Maslin

C MAIN

1st - Lester Smith
2nd - James Griffith
3rd - Ron Schambach

D MAIN

1st - Tom Coker
2nd - Michael Darnes
3rd - Bruce Aristeo

E MAIN

1st - Johnny Bright
2nd - Bryan Boyd
3rd - Wayne Ezzell

F MAIN

1st - Wesley Coffin
2nd - Charles Huckabee
3rd - Bob Duffy

G MAIN

1st - Russ Brown
2nd - Brian Romberger
3rd - John Pritchett

H MAIN

1st - Bob Mika
2nd - Jason Jordon
3rd - Paul Richmond

I MAIN

1st - Charles Smith
2nd - James Suter
3rd - Ray McMurray

Andy's[®]

The team at **ANDY'S[®] R.C. PRODUCTS** is dedicated to designing and manufacturing the highest quality, race tested performance products that are blowing away the competition.

The geometry of **ANDY'S[®]** arms is designed to extend the width of your car to meet the maximum legal R.O.A.R. requirements; wheel bases are also extended to maximize stability through rough areas and minimize "push" at high speeds.

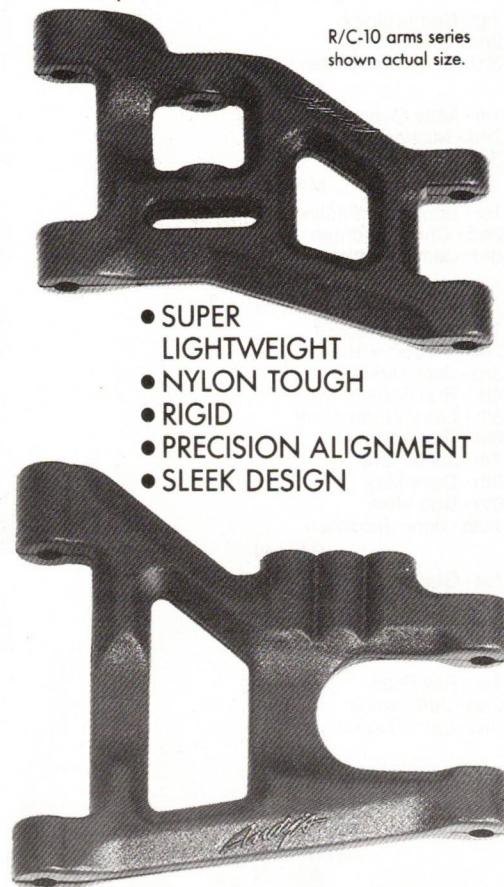
NEW-ULTIMA WIDE TRACK FRONT ARMS
NEW-YOKOMO LIGHTWEIGHT FRONT & REAR ARMS

WINNING THE ARMS RACE
 With the help and support of team associated and other top drivers throughout the world.

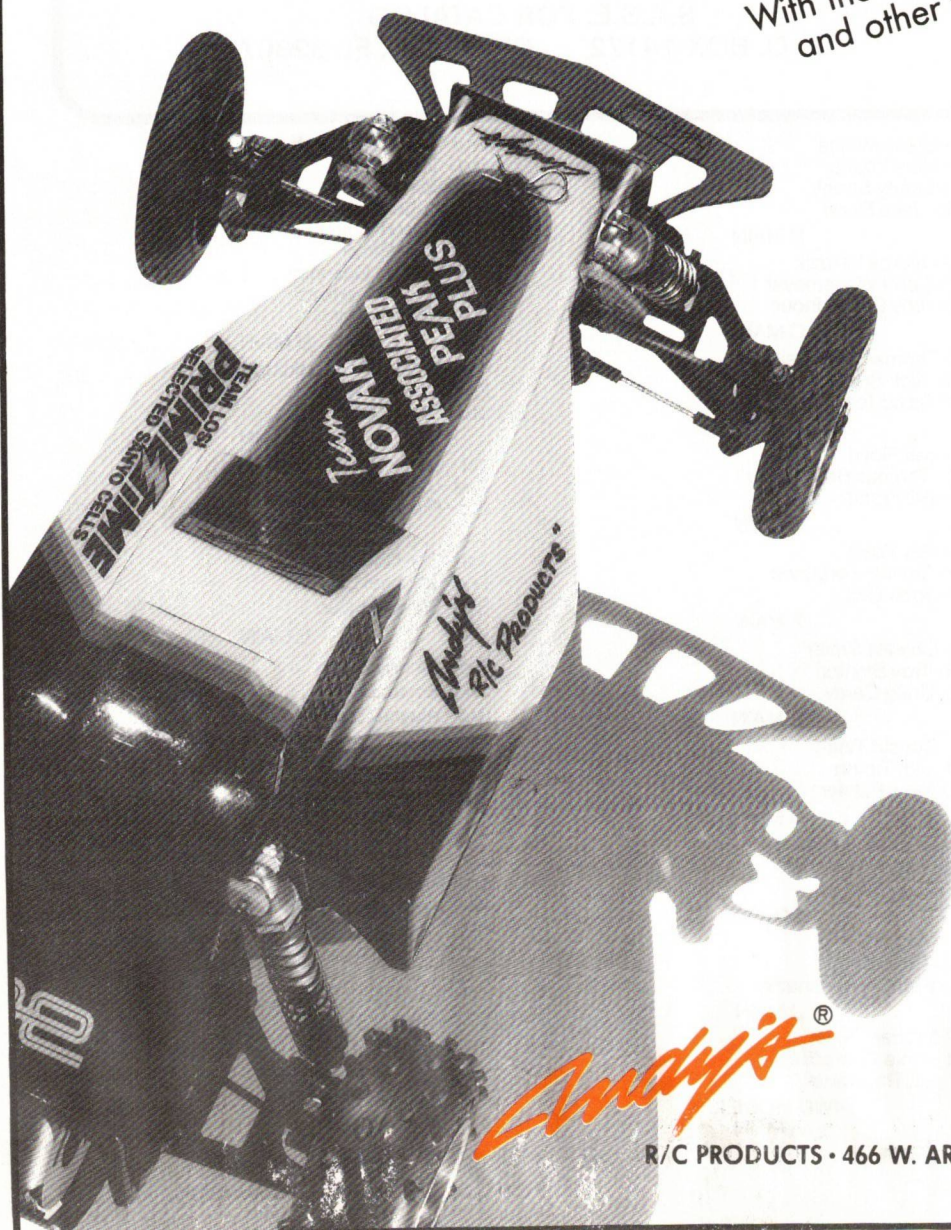
ANDY'S[®] arms have what it takes to win the race because quality and performance always count.

R/C-10 arms series shown actual size.

- SUPER LIGHTWEIGHT
- NYLON TOUGH
- RIGID
- PRECISION ALIGNMENT
- SLEEK DESIGN



Look for **ANDY'S[®]** signature on all **ANDY'S[®] R/C PRODUCTS!**



NORRCA 1988 Summer Oval Series Race #1

By J. R. Sitman

The weather for the first race of the Oval Series was exactly what you would expect for Fresno in summertime. It was clear and hot; Saturday's race we hit 100°. The racers that turned out for this race from out of town were in for a lot of trial and error to get ready for racing on this type of track. The track was located approximately 5 miles from the Hobby Shop on the Naval Air Base in Fresno, CA. It is all fenced and was in excellent shape when we arrived. The surface was smooth and hard packed. A lot of the racers from out of town had called ahead and spoke with Dick De Benedictus of Cycle Art Hobby Shop, to find out what type combination they normally run on the Fresno track. These racers were prepared when they arrived, most of them were informed that the tire combination would be any where from foam tires to advanced tires to what I ran on my car which was the Schumacher Stubby tires.

The format for the NORRCA summer series was opposite of what we ran in the winter series. On Saturday, the Stock and Novice drivers ran first and on Sunday the Open drivers ran. We switched the order for the summer series to put the Open drivers on Saturday and the Stock and the Novice drivers on Sunday. This gave people an opportunity to switch so that maybe those that couldn't make it on Saturday now could make it on Sunday and vice versa. The format is a new one developed by NORRCA, and seems to be getting a good response from the racers, and working very well for the race promoters and tracks where as all the racers are not here on one day and it makes the program a smoother program and things ran very well over all.

The track opened 6 a.m. on



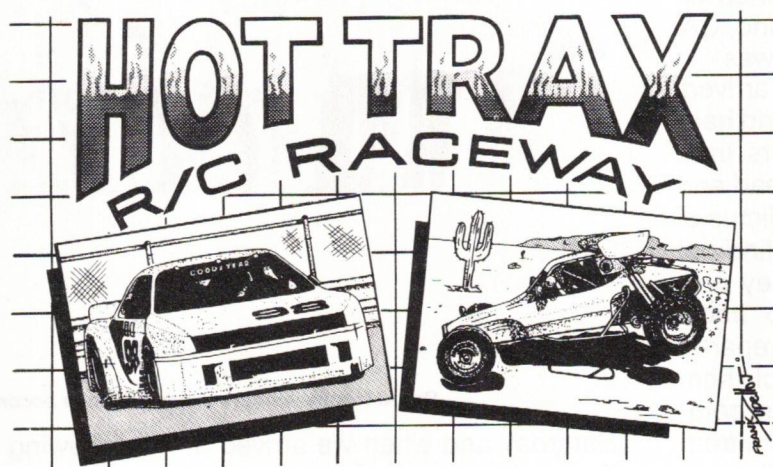
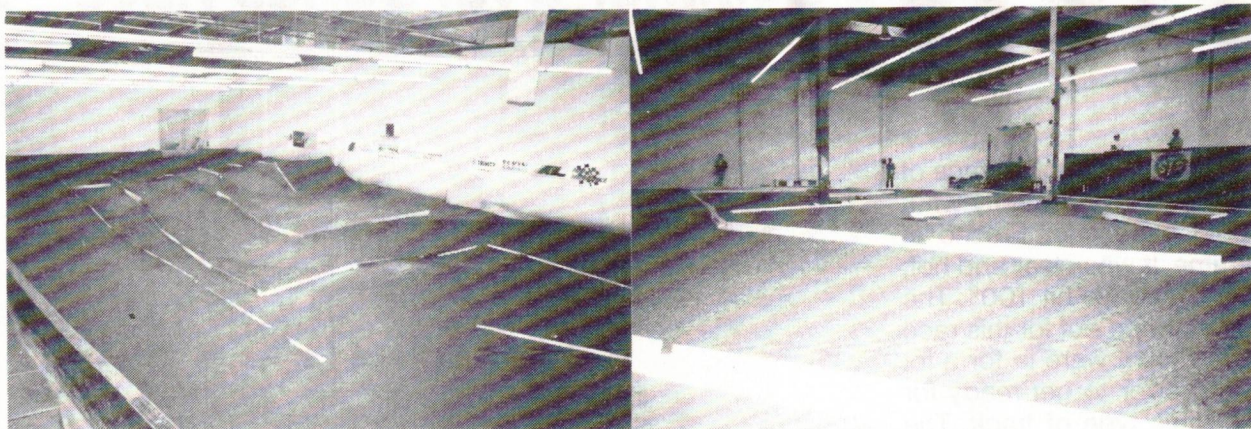
Proud trophy winners displaying their accomplishments.

Saturday and when we arrived at 7 a.m. there were already several racers there with their pit and tarps set up preparing their cars and getting ready for the track to open for practice approximately 9:30 that morning.

The first heat of the day was the Outlaw Sprint cars. Outlaw sprint cars are probably the most realistic to scale of all the cars in dirt oval racing, they run full roll nerf bars, headers, large wings above the driver's cage and looks very, very realistic when compared to the real sprint cars. First heat was a very clean heat with not too many problems the hole shot going to Williams getting out with a clean start followed in second position two seconds back was Richard Brennan, of (Big Boy Toys) and bringing up the third spot was Bryan Gainer a local Fresno boy. Bryan ran into a little tie up with a back marker on lap ten which dropped him into fourth position and J. R. Sitman moving up into the third spot

following Richard Brennan very closely while Williams was hanging on to first place with no problems at all, on lap 20 Richard went a little wide letting J. R. get underneath and hanging on to second position. The order of finish was Williams in first, J. R. second and Brennan in third. The T.Q. so far was William with a 26 lap of 242.6 point time.

Next up, second heat of Outlaw sprint, with a very clean start and the whole shot going to Roland Bayly, from (Team C.R.P.) moving out in front followed very closely in the second position by Russ Owen, another local Fresno boy, and bringing up third spot was Eddie Mondragon. Tom Rotella and Grey Lund rounded out the field and their cars weren't working terribly well, so the order of finish was Roland Bayly in first, Russ Owen in second, Eddie Mondragon hanging on to third place. Top qualifier position after the second heat was Williams. The third heat was also Outlaw



RACING SCHEDULE

1/10 Scale Off-Road Racing - Wednesdays, Fridays and Sundays

1/12 & 1/10 Scale On-Road Racing - 1st and 3rd Saturdays - 11 a.m.

Open Practice - 1/10 Off-Road - Tuesdays & Thursdays 11 a.m. to 8 p.m.

1/12 & 1/10 On-Road - 2nd & 4th Saturdays 11 a.m. to 3 p.m.

HOBBY SHOP - AMPLE PARKING - PIT TABLES W/ELECTRIC

Come Join the Fun!!

HOT TRAX R/C RACEWAY

5201 ARGOSY - HUNTINGTON BEACH, CA 92649

(714) 898-1543

Sprint class full shot going to local Fresno boy, Brent Wallace following him Chris Sanchez and in third place was Lawrence Pipp.

Next up was the smallest class of the weekend - the two wheel open cars. A very fast start with the hole shot going to Frank Root, followed by Tim Copp from Fresno, and third place Joe Mac Gregor from (Team C.R.P.). Tim's car acted like it was pushing a little bit in the corners which was cutting down on his lap time. Moving up to the third position came J. R. Sitman from Team Revtech and McAllister Racing with Roland Bayly in first place and Joe Mac Gregor in second. With Team C.R.P. first and second place J. R. putting on the pressure, he passed Joe MacGregor on lap 19 and was right behind Roland Bayly and was able to get passed Roland right near the end of the race on lap 22 and took over first place and that's the way the order finished, with J. R., in first, Roland Bayly in second, Joe MacGregor in third.

J. R. Sitman was now holding

the top qualifying position with 26 laps 246 with a 7 at the end of round one.

Heat six was four wheel open drivers with one of the fastest start of the day going to David Pombo, out in front followed very closely by Keith Miller from Fresno. Just over one second behind and less than a second behind him was Jerry Casado. Keith started running into some trouble and got it straightened out, but once again got tied up dropping him down in fourth place letting Joe Fisher from Arizona move up into third position. The remainder of the race was clean without any change in position, so the order finished with David in first, Jerry in second, Joe in third.

David's time, 19, 242.9 would be top qualifying position at the end of round one.

Next heat seven, four wheel open. Another very fast start out of the hole was Charles Ferrari, another local Fresno boy with an 13.9 second lap. First lap following him was Chuck Murry, less

than one second behind, and behind Chuck was Joe Rojas from San Benardino. Joe was the overall winner in the four wheel stock class of the NORRCA Winter Oval Series. Charles was leading the race, when he ran into some problems which cost him the race. That moved Joe Rojas into first and Chuck Murray into second, moving up into third was Lawrence Pipp, all the way down from Santa Maria, CA. Chuck got tied up costing him almost a full lap and Joe also got tied up letting Lawrence move into first place and that's how the race ended up with Lawrence in first place, Joe in second and Chuck in third.

The final heat, heat eight of the first round of qualifying was the Monster open trucks. This is a class they run in Fresno not normally run in the NORRCA Series, not going to be scored for points during the series, but we will be awarding top qualifying pins to the driver in the monster truck class. The trucks aren't quite as fast as normal oval cars but they

Winning Cars Aren't Bought...They're Customized!

Are you ready to be a winner?

Then make your car the best it can be. **CUSTOMIZE IT!**

Trick shocks, faster motors, better tires, slicker bodies. Max speed & tighter handling means more WINS! We'll help you. We're Tech Toys... Your Speed Shop for R/C Motor Sports!

We're experts who sell the best products in the business. We stock everything in specialty and racing parts. If you know what you need, we'll get it to you fast! **Orders are in and out the same day!** We ship to all 50 states, Puerto Rico and Military Bases! We accept VISA, Mastercard and Discover cards!

We cover all vehicle types: **On and Off Road, Cars, Trucks & Boats, 1/4, 1/6, 1/10, 1/12, 1/24.**

And don't forget, we specialize in 1/4 and 1/6 Scale!

A&L PRODUCTS
ACOMS
ACTION MAGS
ADVANCE
ADVANCED RACE CASE
AEROTREND PRODUCTS
AIRTRONICS
ANDY'S
ARISTO/CHALLENGER
ASSOCIATED
ASTROFLIGHT
AUTOGRAPHICS
BADGER AIR BRUSH
BLACK MAGIC MOTORS
BLUE RIBBON
BOLINK
BONDUS
BOXES PLUS
BUDS R/C
CAM MOTORS
CARL GOLDBERG
CHAMPION
CHECKPOINT MOTORS

CICHON
COBRA INTERNATIONAL
COMPOSITE CRAFT
CONCEPT II PAINT
COUNT CHRISTOPHER PRODUCTIONS
COX
CRP
CUSTOM WORKS
DAHMS
DEANS
DELTA
DREMEL
DUBRO
DURATRAX
FIVE STAR
FLEXAN PAINT
FLOQUIL
FOX
FUTABA
GONZO
HIGLEY
HI POINT
HI TECH RACING

HOT TRICK
HOUSE ENTERPRISES
JG MFG
K&B
KIMBROUGH
KO PROPO
KYOSHO
LABELLE
LAVCO
LEISURE
LIGHT SPEED
LITE SPEED
M & M
MAJOR DECALS
MARUI
MCALLISTER
MCS PRODUCTS
MIP
MONOGRAM
MPE
MRC/TAMIYA
MRP
NICHIMO

NIKKO AMERICA
NMB
NOVAK
PACTRA
PANASONIC
PARAGON
PARMA
PDI SPEED CONTROLS
PERFECT
PERFORMANCE RACE PRODUCTS
PREMIER DESIGN
PRO CUT STICKERS
PROLINE
PRO-SHOP
PRO-TECH
PRO-TRACK
RACECO
RACE MASTER
RACE PREP
RACE TECH
RACING SILKS
RAM
RCH

RCRC PRODUCTS
R/C PERFORMANCE SPECIALTIES
REV-TECH
ROBART
ROBBE
ROBINSON RACING PRODUCTS
RPS
SANYO
SCHUMACHER
SCOTCH -3M
SRS PRODUCTS
SULLIVAN
TEAM LOSI
TEAM PIT STOP
TECNIACRAFT
TEKIN
TESTORS
32ND PARALLEL
THORP
TIGER'S MILK
TRC
TRINITY
TUF-GRIND

TWINN-K
TWISTER
UNGAR
UNIVERSAL ENGINES
VARICOM/GRIZZLY
WORLD ENGINES
X-ACTO
YOKOMO
YOU-G
ZAP/PACER TECH

1/4 SCALE

B&L TIRES
PACE SETTER
RACO
WCM

1/6 SCALE

MK ENGINEERING

AND MANY MORE...

TECH-TOYS

Dept. 9G, 370 Rt. 46 W, Parsippany, NJ 07504 (201) 227-7012

NEW!

Computerized Lap Counting

NOW: Version RCC5.V4 will run your races from sign-up to trophy awards! Using compatible PC's or TRS-80's.

From simple sign-up sheets and quick data entry, the CDS program will make up the entire qualifiers and mains racing schedules, resolve frequency and car number conflicts, print racing schedules and save all data to disc.

Race director has options to select number of cars per race for all classes, and sequence of racing class events.

The actual racing program can run automatically by sequence or be selected by event number from the event schedule. The mains will be automatically made up from quickest qualifying times and laps. All the extensive features of existing RCC5.V3 program have been retained and enhanced to run quicker and easier. Watch for the greatest Total Automatic System Announcement. We at CDS have done it! The fully automatic system, RCC5.V5, will be provided as an integrated system including software, lap counting devices, computing, displaying and printing equipment. A complete across-the-counter line of components will be available for retail sales.

We are tooling up to have RCC5.V5 on the market very soon.

Suggest you purchase the RCC5.V4 system now so that you will be computer-wise when the remaining hardware will be available.

**Coordinated Data
Service Co.
(805) 295-0232**

are a lot of fun to watch. At the start of the race we found Chris Ginther, and less than a second behind Chris was Steve Coxe. Ginther was having a few problems which dropped him all the way down to fifth position, moving D. Stout up into third spot, with Melton holding on to first and Coxe holding on to second position. Both Melton and Coxe were running a good race and their trucks were working well, but Stout's was working a little better with a little better lap time. He got by both of them and moved into first position and that was the way the order finished. Stout in first, Melton in second, and Coxe in third.

The second round of qualifying was a little faster in Outlaw sprint.



A very serious expression on the face of NORRCA's president J. R. Sitman as he prepares his new stock sprinter for a run.

The top qualifying position currently held by Williams now going to J. R. Sitman with a 27, 241.3.

The top qualifying position in the two wheel open still being held by J. R. with an additional lap now marking up to 27, 249.4.

In four wheel open no change in top qualifying position still being held by D. Combo with times in four wheel open being a lap slower than the first qualifier.

In the Monster truck class D. Stout still hanging on to top qualifying position and improving his time only by 5/10th of a second.

Moving into the third and final round of qualifying in the Outlaw sprint class, J. R. Sitman hangs onto the top qualifying position. The second qualifier went to Russ Owens and third qualifier went to Roland Bayly.

Next up in the two wheel open call, leading most of the race was J. R. but ran into mechanical difficulty finishing the race in third position, allowing Roland Bayly to move into first place and take over the top qualifying position for the weekend. Second qualifier went to J. R. and the third position went to Joe MacGregor.

In the four wheel open class Charles Ferrari turned the only 30 lap of the weekend with a 240.9,

giving him top qualifying position, followed in second place was David Pombo, and bringing up third place spot for the qualifier of the weekend was Matt Ling.

The last round of the qualifier was the Monster open truck and no change in top qualifying position here. David Stout hanging onto the top qualifier. Second position going to Steve Melton, and third place going to Dennis Campbell.

While the mains were being set up by the crew of Cycle Art, Mary Ann Sitman and Roland Bayly helped give away some products donated by our sponsors for our series. We had products and services donated by Big Boy Toys, R.C. News, McAllister Racing, J.G. Mfg., Checkpoint Racing, Hot Trick Stuff, Race Master and Advanced Race Case.

Each racer prior to entering the race is given a raffle ticket and NORRCA pulls their name out while the mains are being set up.

First up would be the "A" Main event of Outlaw sprint. On the front row was J. R. Sitman top qualifier and second position was Russ Owen. The race got started with a little slip and sliding. Russ Owen got a little out of control and bumped into J. R., knocked him into the wall, which gave the

As long as there is one driver left

there will always be Competition Plus.



Subscribe to "COMPETITION PLUS"

**For Only \$19.95 a Year (12 Issues) Third Class - \$29.95 First Class
\$29.95 Canada First Class - \$30.00 Surface - \$45.00 First Class Foreign Countries
Effective Starting February 15, 1986**

— CUT ALONG THIS LINE AND MAIL TO: —

COMPETITION PLUS

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

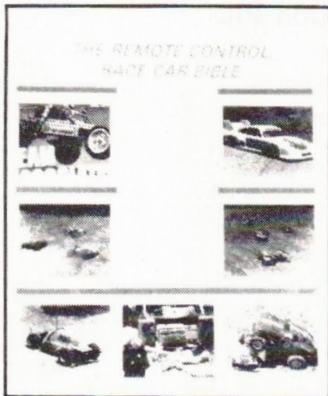
Enclosed is my check for \$ _____

Name _____

Address _____

City _____ State _____ Zip _____

Country _____ Signature _____



**BOOK #C107
ONLY \$10.95**

ORDER TOLL FREE!!!

Dealer Inquiries Invited.

One of the greatest books ever written for the Beginner and Intermediate remote control car enthusiast. It tells you how to trouble shoot, paint car bodies, drive like the pros, speed secrets, tire mounting tips and much, much more! Contains 150 fun filled pages, with many pictures & illustrations.

CALIF. RES. (800) 446-3222
VISA & MASTER CARD WELCOME
ALL OTHER STATES (800) 626-2161
ORDER LINES OPEN 24 HOURS
7 DAYS A WEEK
Add \$1.00 Postage & Handling.
CA Res. Add 6% Tax.

HY-INTEREST PRODUCTS

P. O. BOX 6221 - AUBURN, CA 95603

lead to Bob Chadeayne, followed by Dustin Abernathy in second place, and the third position going to Williams. After a little banging around on the start, the race was fairly clean. Dustin Abernathy ran into some problems and had to pull out of the race, allowing J. R. to move up into third position. Bob Chadeayne dropped down into second and Williams moved into first place. The race was clean from that point on with the leaders turning 27 laps each and the order was Williams in first, Bob Chadeayne in second, and J. R. Sitman hanging on to third position.

Next up was the Two Wheel open class. Again with not a terribly terrific start, the hole shot going to J. R. followed by Dustin Abernathy and Roland Bayly, the top qualifier for the weekend. The remainder of the race was fairly clean. Roland got into some trouble, allowing Dustin Abernathy to come up and move into the second position, followed by Joe MacGregor now moving into third. Dustin's car on lap 16 and 17 seemed to be a little loose allowing Joe MacGregor to go underneath and move into second position and that's the way the race finished. First place going to J. R. Sitman, second place going to Joe MacGregor and third place going to Dustin

Abernathy.

Four Wheel Open "A" Main is up next. The start of the race was one of the better events (or cleaner) of the main events. First place and hole shot going to Charles Ferrari top qualifier in this class. Second place went to David Pombo and the third position being brought by the Chuck Murry. Chuck ran into a little difficulty on lap 17, got stuck in the in field and a couple laps after that Charlie Ferrari also ran into some mechanical problems. His car wasn't working quite as well and that dropped Chuck down into fourth position and Charlie into fifth position, moving Larry and Mark Dunn up into second and third, David Pombo hanging onto first place. Charlie Ferrari and Chuck Murray switched positions one more time with Charlie moving into fourth position and Chuck moving into fifth and that's the way the order finished. First place going to David Pombo, second place to Mark Dunn and third place to Larry Dunn.

The results of the Monster truck main event were removed from the stand at the end of the race and not returned so we have no way of reporting the results of that race at this time.

Outlaw Sprint "A" Main results first place Williams, second place

Bob Chadeayne, third place J. R. Sitman, fourth place Russ Owens, fifth Joe MacGregor, sixth place Richard Brennan, seventh place Roland Bayly, eight place Dustin Abernathy.

**OUTLAW SPRINT
B MAIN**

1st - Chris Sanchez
2nd - Bryan Gainer
3rd - Lawrence Pipp

**TWO WHEEL OPEN
A MAIN**

1st - J. R. Sitman TQ
2nd - Joe MacGregor
3rd - Dustin Abernathy
4th - Roland Bayly TQ
5th - Frank Root
6th - Tim Copp
7th - Ellie Mondragon.

**FOUR WHEEL OPEN
A MAIN**

1st - David Pombo
2nd - Mark Dunn
3rd - Larry Dunn
4th - Charlie Ferrari
5th - Chuck Murry
6th - Lawrence Pipp
7th - Mat Ling
8th - Joe Rojas

B MAIN

1st - Jerry Casado
2nd - Joe Fisher
3rd - Tom Rotella

On Sunday all the stock classes were run starting with the stock sprint car class. This is a new class added by NORRCA. It runs the same rules as the Outlaw Sprint except no wings allowed. The car weighs a minimum of 3½ lb. They require nerf bars and headers just like the Outlaw Sprint cars with stock motors and 6 cells.

Heat #1 for the stock sprints didn't have a good start. Several of the cars got tied up together but coming out in front was car #1 Randy Woodard. Randy, I've been told, drives the real sprint cars in Fresno, CA. Following Randy out of the hole for second position was J. R. and in third spot Dustin Abernathy from Bakersfield. J. R. ran into a little trouble on lap 6 of his own accord stuffing himself into the fence, and once again he did the same thing on lap 9, dropping him down to fourth position and moving past the third position into second place came Chris Sanchez, putting the pressure on Randy Woodward and Dustin Abernathy still holding onto third

position. The rest of the heats were fairly clean and the order of finish was Randy in first, Chris in second, and Dustin holding onto third. Best time: Randy's 23, 249.9.

Next up was heat #2 of the Stock Sprint cars. With a very clean start, Russ Owens pulled out in front followed very closely (less than half a second behind) by Brent Wallace. Brent is the current Stock Sprint car record holder at the Fresno Cycle Art Track. In third position we have Eddie Mondragon of the Mondragon family. After the clean start, the race continued in the same order, nice and clean, no tie-ups. Eddie's car seems to be pushing a little bit going into turns 3 and 4, letting Joe MacGregor squeek by him underneath moving up into the third spot and that's where he remained for the rest of the race. The first, second and third place drivers lapped the field twice turning 25 laps each with Brent finishing first, Russ taking second and Joe MacGregor finishing third. That would give Brent Wallace the top qualifying position stock sprint 25, 240.9.

Next up was the third heat and final qualifier for the first round of Stock Sprint. Not quite as clean a start as the previous round but not to bad, out with the hole shot went Bryan Gainer, turning 17.7 second first lap. Following him was Roland Bayly from Team CRP, with an 18.6 second lap, less than one second behind Bryan and bringing up the third spot was Bob Chadeayne with a 19.2 second lap. The remainder of the race went exactly the way it started, with absolutely no changes. The order of finish was Bryan in first, Roland in second and Bob hanging onto third. After the first round of qualifying for Stock Sprint, we still have Brent Wallace as the top qualifier.

Next up is the Two Wheel Stock Class. A very fast start and the hole shot going to Dustin Abernathy with 14.9 second first lap. Following him with less than one second behind was Ian

Wedertz of Team RevTech with a 15.8 second lap and bringing up the third spot after the first lap was Jim Valentine with a 16.4 second lap. Once again the race went very smooth. No changes in position whatsoever and the finishing order was as it started, Dustin in first, Ian in second, Jim hanging onto third place; Dustin Abernathy going 26 with a 246.4 time will be the top qualifying position after the first round is over.

Next up is Heat #5, Two Wheel Stock. Another clean start with a very fast first lap going to Roland Bayly with a 15.2 second lap following him Atascadero's Jim Benincasa with a 16.8 second lap and bringing up the third position from Team CRP is Joe MacGregor. Seems like Joe and Roland have been back to back all weekend long, yesterday in the open class and now doing the same in Stock class. Now we do have some changes in position in this heat on lap three. Jim Benin-

casa got into a little trouble trying to get around the backmarker. That cost him about five seconds off his lap, bringing Charles Riesbol up into the third position, and Joe MacGregor moving into second place. We had two cars that only made six stops in this race; Dennis Dill dropping out on the second lap with mechanical problems. Pulling out on lap 6 was James Mondragon one of the Mondragon racing family. Finishing order for this qualifier was Roland Bayly, in first Joe MacGregor in second, and Charles Riesbol in third place. Roland Bayly also turned a 26 lap time with 247.9, a little bit over one second slower than Dustin Abernathy. Dustin holds onto his qualifying position at this point.

Heat #6 is the third qualifier for Two Wheel Stock. Once again a nice clean start. Going out into the front we have Steve Baker out of Bakersfield taking the hole shot. Following him also out of Bakersfield was Tony Gammel, and

*Rebuilds done in 5 -working days guaranteed
or it's FREE!!*

(plus shipping days, 1 & 2 day air return shipping available)

Only \$19.95

(plus shipping, handling & C O D charges)

Standard rebuild includes:

- | | |
|--|--------------------|
| ✓ Entire motor cleaned and lubricated | ✓ Commutator trued |
| ✓ Bearings cleaned and checked
(new bearings extra, if necessary) | ✓ Springs replaced |
| ✓ Armature re-balancing | ✓ Brushes replaced |
| ✓ Can remagnetized (if necessary) | ✓ Fully broken in |
| ✓ Dyno timed for maximum performance | ✓ Guides aligned |

NEED YOUR MOTOR REBUILT??

call (805) 257-3807

OR

*send your motor along with your name, address &
PHONE NO. to:*



*27821 Fremont Court, Suite 9B
Valencia, CA 91355*

**** Specialists in Fine .05 Modified Motors ****

HOBBY HAVEN RACEWAY

PRESENTS THE

REEDY 1988

- - TOPGUN CHAMPIONSHIP - -

October 22nd & 23rd 1988

>> A TOP QUALIFIER award will be given in both the 2wd and 4wd class <<

** Limited to the first 200 entries ** ROAR Rules Apply ** ROAR Membership Required **

CLASSES 2wd Stock 4wd Stock 2wd Modified 4wd Modified

Stock classes will use "hand-out" motors...additional motors available for \$15.00 each
All motors and batteries must be ROAR legal. Concours will be run Saturday morning.

This will be the FIRST big race at our new INDOOR FACILITY!

ENTRY FORM

Name _____ ROAR Membership # _____

Address _____ Car _____

City _____ Motor _____

State _____ Zip Code _____ Radio _____

Circle Class(es)

Choice of alternate frequencies (your crystals)

2wd stock 1st _____ 2nd _____ 3rd _____

2wd modified 1st _____ 2nd _____ 3rd _____

4wd stock 1st _____ 2nd _____ 3rd _____

4wd modified 1st _____ 2nd _____ 3rd _____

*** Entry Fee: \$30.00 each stock class (motor provided)- -\$20.00 each modified class ***

TOTAL ENCLOSED _____

T-shirt given to each driver - - your size preference? XL L M S

Mail this entry form or a copy, along with your check payable to:

NOTE: Entry deadline is October 10th...there will be no entries on Raceday!

Hobby Haven Raceway
72 South N Street
Livermore, California 94550

For additional information call (415) 443-5828 Monday-Friday 10 am to 6 pm

Hobby Haven will confirm your registration by mail as soon as possible after receipt.

bringing up third position after the first lap is Greg Lund. All the three drivers turning very good first lap times. Greg's second lap time wasn't quite as impressive at 12.4 second lap, and later on he ran into a little bit of trouble, not with anyone particular thing, but the car wasn't working quite as well as it could have been. It looked like it was pushing a little bit going wide in the corners, giving Joe Fisher a chance to move up into the third position and dropping Greg down into the fourth. Steve Baker and Tony Gammel hung on to the first and second place positions respectably, and that's the way it finished up: Steve Baker in first, Tony Gammel in second, and Joe Fisher in third.

Up now is the first qualifier of the Four Wheel Stock Class. The four wheel drive cars are usually much faster through the corners than the two wheel, but the first lap of this qualifier didn't show any faster times, in fact slower times than in the two wheel drive cars. Hole shot for the first

qualifier with a 16.3 second lap goes to Keith Miller out of Bakersfield. Following Keith just more than half a second behind is Larry Dunn out of Santa Maria with a 16.9 second lap and under a second behind him is Ed Schafer with a 17.5 second lap. Unfortunately for Keith he was out of the race on lap #4. Guess he couldn't handle the pressure, car broke down. Moving up to the second position, Ed Schafer and moving into third, Don Winans. The battle now is for first and second between Larry Dunn and Ed Schafer, putting on a very good race, Ed turned a little faster laps and was able to over take Larry on lap 22, moving into the first place, and the finishing order was Ed in first, Larry in second, and Don in third.

Second qualifier of Four Wheel Stock found Tom Rotella with the fastest first lap of the qualifier (14.6 second lap) giving him the hole shot, almost a second behind Tom came Charles Ferrari (15.8 second lap) and following

Charles was David Pombo with a 16.4 second lap. In Oval racing that doesn't sound like much, a second and a half to be behind the leader, but when your talking 9 second laps, almost two seconds could make quite a bit of difference in the finishing order. Tom Rotella in first place and Charles Ferrari in second started to move away from the rest of the pack, and the battle now is for third position between David Pombo and Cliff Soderberg. Cliff and David are battling it out, back and forth, switching positions throughout the race. But Cliff finished in front of him by 2.9 tenths of a second. So the finishing order was for first place Tom Rotella with a 26, 244.8, Charles Ferrari with a 26, 246.4, David Pombo at 25, 245.6 and Cliff with a 25, 248.5

Up next is the third qualifier for Four Wheel Stock, the start of the race saw a fairly clean and uneventful first lap, with Ann Murry taking the hole shot with a 15.5 second lap and going out



john gudvangen manufacturing

p. o. box 6014 dept. cp - whittier, calif. 90609-6014
telephone (213) 947-1206 - fax (213) 693-2577

MONSTER TRUCK MADNESS - IN STOCK NOW!

TOTAL CONVERSION KITS FOR BLACKFOOT RIMS - TIRES TO CARS LISTED BELOW

Front and rear rim and tire adapters for Blackfoot or Monster B rims. Front and rear truck body mounts. Body post kit. Foam body post cushions.

1518 - Optima Mid monster truck conversion kit.

9016 - Monster truck conversion kit for Ultima.

A-17 - Monster truck conversion kit for RC10.

ALL PARTS AVAILABLE SEPARATELY



New P/N 5007 Ford F-150 Truck Body Shown.

For brochure send \$1.50 cash or money order.

Dealer and Distributor inquiries invited



TEMPE MINI-SPORTS
presents:

The 1988



R.O.A.R. REGION 6 OFF-ROAD CHAMPIONSHIPS

OCTOBER 14-16, 1988

Location: Scale Racing Sports, 1120 N. Hayden Rd., Tempe, AZ

Classes: 2WD Stock, 2WD Modified, 4WD Stock, 4WD Modified
SPECIAL NOTE- Drivers will be permitted to enter either Stock or Modified classes. NOT BOTH. Example: A driver could enter 2WD Modified and 4WD Modified, but could NOT enter 2WD Modified and 4WD Stock.

Awards: 1st thru 4th each main
1st thru 3rd Concours. This will be a non-running Concours.

Racing Program: 8 car qualifying heats, 10 car mains. A-B-C system, everyone runs in a main.

Schedule: Fri., 10/14 10:00 A.M. to 7:00 P.M. -Open Practice
Sat., 10/15 7:45 A.M. -Drivers Meeting
8:00 A.M. -Qualifying Begins
Sun., 10/16 8:00 A.M. -Concours Judging
8:30 A.M. -Last round of qualifying followed by mains and awards presentation

Entry Fee: Modified- \$20.00 per class
Stock- \$30.00 per class (includes hand-out motor)
Make check payable to TEMPE MINI-SPORTS and mail to SRS, 1120 N. Hayden Rd., Tempe, AZ 85281. IMPORTANT: No entries will be accepted without payment. No entries will be accepted after 10/8/88.

Information: Call SRS @ (602) 829-9117



1988 R.O.A.R. Region 6 Off-Road Championships Entry Form

Driver: _____ Street Address: _____

City: _____ State: _____ Zip: _____ Phone: _____

Class: (circle one) 2WD Stock 2WD Modified 4WD Stock 4WD Modified

Car: _____ Motor: _____ Speed Control: _____

Radio: _____ Sponsor(s): _____

Frequency Choice: 1st _____ 2nd _____ 3rd _____

R.O.A.R. Membership Required
PLEASE USE SEPERATE ENTRY FORM FOR EACH CLASS ENTERED

into the lead. Following her just a half second behind was Joe Fisher. Eddie got tied up putting him down into the 3rd position, moving Joe Fisher up into second and Ann Murry holding onto first place, but Joe was right on her tail and running tighter lines than Ann. Ann was going a little too wide in the corners, Joe was able to cut underneath and get out in front very quickly after passing Ann. The remaining minutes of the race were fairly clean for everybody. Joe Fisher lapped the field and finished first earning top qualifier position, Ann Murry finished second and Eddie Mondragon finished third.

Next up are the beginners in this sport. This is the Novice Class, where you can run 2 or 4 wheel drive cars. The class is basically determined by driver skill. As the drivers begin to get better through his racing experience he is automatically moved up into the Stock Class. If you ever watch the Novice Class race you don't even have to know or have anyone tell you, you can tell by the way the cars run into each other and into the infield and over one another. First lap was no exception quite a few cars got tied up. First place was Daniel Martin out of Bakersfield with a 16.1 second lap; following him was Allen Steel exactly two seconds behind. Allen is also out of Bakersfield, and the third position another driver from Bakersfield, David Vanneman with an 18.9 second lap. To give you some type an idea of Novice drivers, the average lap time in the Novice class probably is somewhere between 10 and 11 seconds. During this race we had some drivers running 34 second, 43 seconds, 30 seconds, 47 seconds (that gives you some type of an idea of whats going on during the race). With the exception of the first three leaders, there were a lot of problems, a lot of tie ups, a lot of changes in some positions. But somehow the leaders got through with Martin hanging onto first, David Vanneman taking second, Steel holding

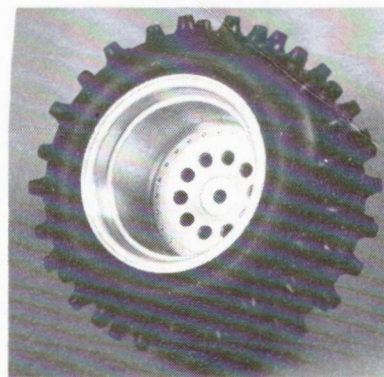
onto third place. Martin with a 23, 244.5 would be the top qualifying position at the end of round one.

Last of the qualifiers is the Monster Stock Class, also a class NORRCA allowed to run in Fresno but will not be running the series (and do not accumulate series points). This class is generally slower than the rest of the classes but alot of fun to watch. Out into the lead goes Chris Ginther with his first lap of 17.5 second lap. Chris is out of Clovis, CA. A little bit more than one second behind Chirs is Dennis Campbell turning a 18.9 second lap. Following Dennis is Steve Coxe (19.8 second lap). This race saw alot of changes in position with Dennis Campbell dropping out on lap 8 with mechanical difficulties. Moving up through the field is Cecil Stout and Steve Coxe, and also Mark Neufeld. Chris ran into a couple problems on lap 19 which dropped him out of first place down into second and moving up into third position. No changes after that for the leaders with Steve Coxe finishing first. Chris Ginther in second Mark Neufeld holding onto third position.

The second round of qualifying for stock sprint cars saw most of the drivers improve their time. With a few exceptions. Randy Woodward in the first qualifier went 23 laps and in the second qualifier he broke and only ran 6. Chris Sanchez improved his time by one lap going 23, Dustin Abernathy also did the same 23. J. R. improved his time by two laps going 23. The finishing order for the second round of qualifying was Chris Sanchez in first, J. R. in second, and Dustin Abernathy taking third.

Heat #2 round 2 saw no improvements except Brent Wallace who went 25, 240.9 for the first round, again went 25 234.5, so a little bit slower. He finished in first spot, Joe Mac Gregor in second with a lap slower then his other time, and in third position was Russ Owen also two laps down from his first qualifier.

PRECISION ONE PIECE ALUMINUM WHEELS PERFORMANCE PROVEN RUBBER TIRES



TAMIYA BLACKFOOT WHEELS - DRILLED
\$39.95/PAIR -FRONTS OR REARS
#2204 BLACKFOOT TIRES \$11.50/PAIR

RC-10 & KYOSHO DRILLED WHEELS \$34.95/PAIR
CLODBUSTER ONE PIECE DRILLED WHEELS
\$149.95 set of 4!

Send SASE for your FREE WHEEL AND TIRE CATALOG!!

TMS products

1948-A DEL AMO BL. DEPT. 7
TORRANCE, CA. 90501
213-320-1946
(DEALER INQUIRES INVITED)

Heat #3 round 2, saw Bob Chadeayne making quite an improvement over his first qualifier going from 21 laps to taking the win in the second qualifier with 23 laps. Second place with no improvement over his first time, was Bryan Gainer with 23 laps and the third position going to Roland Bayly, going a lap slower than his first qualifier with 21 laps.

Once again in Two Wheel Stock, for whatever reason, there were no improvements in time here either. Dustin Abernathy taking first place with 26 laps and Ian Wedertz taking second place with 25, and four laps down from second place was Stacy Sanchez with 21 laps.

Heat #5, which was the second qualifier round two for Two Wheel Stock, found Roland Bayly winning it again but improving his time only a little by one second going 26 laps. Second place going to Charles Riesbol with a 25 lap and coming up to third position two laps down from

BOB'S RACING PRODUCTS

Introducing New!

**BOLINK ELIM 10
ANTI-ROLL BAR**

- ★ Race Proven ★
- ★ Improves Handling ★
- ★ Faster Lap Times ★
- ★ Fully Adjustable ★

Retail **15.95** Check or Money Order

B.R.P.

P.O. Box 1934

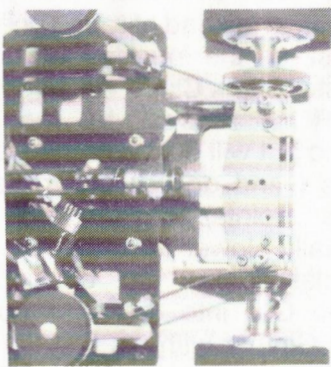
Chino, CA 91710-1934

CA Residents

Add 6% Sales Tax

Add 2.00 S & H

Dealer Inquiries Welcome



the leader, was Joe MacGregor with 24 laps.

Heat #6 round 2 third qualifier Two Wheel Stock did see some improvement here, Steve Backer who won the first round going 25, 242.5 won the second round going 25, 248.6. In second place on the first round was Tony Gammel also in second place for round two Tony Gammel again going a better time with 25, 240.9 over his first time of 25, 245.8. Bringing up third position with a dramatic improvement was Frank Root going 25, 242.7 over his first time 20 lap of 240.4.

Heat #7 second round first qualifier for the Four Wheel Stock Class found Mark Dunn taking first place with a little improvement over his time in the previous round of 26, 248 with a new time 26 247.1. Second position going to Ed Schafer with a 25, 242.8 which was slower than Ed's first round going a 26, 242.9. Third position also going an entire lap slower was Larry Dunn with a 25, 242.3, his first time at 26, 246.5.

Heat #8 round 2 second qualifier of Four Wheel Stock going just over a second faster than his previous time and taking first place was Charles Ferrari with a 26, 245.2. Cliff Soderberg, improving his time by a good margin of seven seconds at 25, 241.2 over his previous time of 25, 248.5. Also improving taking the third position was David Pompo with a 25, 243.8. David's previous time was a 25, 245.6. So everybody went a little bit faster in that round.

Next up Heat #9, the third

qualifier for the second round of Four Wheel Stock. Once again in first place running the only 27 lap run. Top qualifying position going to Joe Fisher a little slower than his previous run but one lap up on the field doing a 27, 249.2. Second position with a good run going to Ann Murry with a 26, 248.4 and previous run of 26, 248.7, so she was running very consistent times. In the third position was Byron Burns with a 25, 243.1 one lap better than his previous time of a 24, 240.8.

Next up Heat #10. Round two was the Novice Class, with a total change in position here. First place went to John Jenkins out of Bakersfield, running a 25 lap 247, (he only did 1 lap and broke in the previous round); second spot going to Philbert Hernandez with a 20 lap and third position going to Robert Kizziar with a 20 lap. Top qualifier position now being taken over by John Jenkins with a 25 lap run. Heat #11 round 2. Final heat for this round is the Stock Monster Trucks. Steve Coxie doing another good round with a 21, 244.5, a couple seconds slower than his first run. Second place going to Chris Ginther with a 21, 249 just under one second or one tenth of a second slower than his previous run. And third spot going to Steve Melton with a 20, 240.1. Steve previously ran a 19, 248.1, so he bettered his time by a lap. Third and final qualifying round for the weekend.

Next up, Heat #1 round 3, Stock Sprint Cars. Dustin Abernathy doing a very good job tak-

ing the win with a 24, 244.2, not quite good enough for the top qualifying position though. Moving up with second place was Randy Woodward with a 23 and third position going to J.R. Sitman, also with a 23. The only improvement in those times was Randy's with a 23, previously broken after only 6 laps.

Heat #2 Stock Sprint Car, found Eddie Mondragon doing a good driving job with a 24 lap 249 even. Following him was the top qualifier in this class, Brent Wallace two laps off the pace with a 23, 241, and Russ Owen taking third spot with a 23, 246.7.

Third heat and final qualifier for Stock Sprint, found Bryan Gainer in first place, a lap off his previous pace with only a 22. Greg Lund taking second with 21 laps. That's a lap better for Greg and Steve Daniel with a 21 lapper and that was two laps better than his time previously.

Heat #4 Two Wheel Stock. Once again, in this heat, Dustin Abernathy taking the win, but a lap off his pace with only 25 laps. Stacy Sanchez taking second place, a lap off her pace with a 20 lapper, but 5 laps under the leader. Third place, 6 laps under the leader, going to Jim Valentine with a 19 lapper (that's two laps better than Jim's previous time of 17).

Heat #5, second qualifier, round three for Two Wheel Stock found Charles Riesbol turning a good time of 26, 247.2 to take the win. Roland Bayly, a lap off the pace with a 25 and third position Joe MacGregor with a 25, 243.3, one second slower than Roland. Roland and Joe have been knocking it around all weekend long. They are both from Team CRP and are having a good run all weekend.

Heat #6 and final qualifier of the Two Wheel Stock. Steve Baker once again taking the win with a 25, 243.5, one lap off his pace. Second place going to Frank Root with a 23, 241.6, two laps off Frank's previous pace and third place going to Greg Lund with a 22, 240.8, one lap off

of his pace previously.

Four Wheel Stock qualifier, found Mark Dunn taking over the top qualifying position with a 27, 243.2. Ed Schafer with a great time for him at 26, 240.3 in second place, and Don Winans improving his time by four laps at 26, 245.3.

Heat #8 found our leader again to be Charles Ferrari, but a lap off his pace only turning 25, second place going to Cliff Soderberg with a time very close to his previous time turning 25, 243.4 (previously Cliff turned a 25, 241.2). Bringing up the third spot is Tom Rotella with a 25, 245 even (that's a lot better than Tom's previous time of a 24, 241.9).

Last of the Four Wheel Stock qualifiers found Joe Fisher two laps off his pace with a 25, 246.4. Second place, Tom Ward also with a 25, 248 even and third place Bryon Burns running for Andy's R/C Products with a 25, 255.5. Final qualifier for the Novice Class found Eddie Hamilton in first place with a 23, 244.8, five laps over his best previous time. John Jenkins, two laps off his pace, in second (John, top qualifier for this class only turning a 23), and third position going to Allen Steel with a 21, 248.7, three laps above his previous pace.

Last qualifier for the weekend is the Stock Monster Trucks. Chris Ginther taking the win with a 22, 248. One lap above his previous time. Steve Coxe in second place 21, 241.9, a little quicker than his previous time. Dennis Campbell with a 21, 244.6, a full lap above his previous time.

The top qualifier in each class for the Stock Classes were Stock Sprint going to Brent Wallace. Two Wheel Stock going to Dustin Abernathy. Four Wheel Stock going to Larry Dunn. Novice going to John Jenkins, and Stock Monster truck going to Chris Ginther.

RESULTS

A MAIN STOCK SPRINT

- 1st - Brent Wallace
- 2nd - Russ Owen
- 3rd - Dustin Abernathy

A Hot Trick History Lesson

FIRST AGAIN

1971

HOT TRICK HAD THE FIRST GRAPHITE THORP 1/8 SCALE PAN.

1977

HOT TRICK FURNISHED THE ASSOCIATED TEAM WITH GRAPHITE CHASSIS FOR THE WORLD CHAMPIONSHIPS IN GENEVA, SWITZERLAND.

1985

HOT TRICK INTRODUCES TRI DIR COMP^{T.M.} AS A ALTERNATE CHOICE TO GRAPHITE.

1988

HOT TRICK NOW TAKES A JUMP LIGHT YEARS AHEAD OF THE INDUSTRY AND INTRODUCES GRAPHITEPLUS^{T.M.}. IT'S A SPACE AGE MATERIAL WHERE WE COMBINED GRAPHITE, KEVLAR AND BORON.

THE **Hot Trick** STUFF

YOUR HISTORY TEACHER
W.A. "BILL" STEELE
HEAD HONCHO

- 4th - Joe MacGregor
- 5th - Butch Boatman
- 6th - Chris Sanchez
- 7th - Bob Chadeayne
- 8th - Brent Wallace T.Q.

B MAIN STOCK SPRINT

- 1st - Randy Woodward
- 2nd - J. R. Sitman
- 3rd - Bryan Goiner

C MAIN STOCK SPRINT

- 1st - Kasey Kure
- 2nd - David Clem
- 3rd - Chris Daniels

A MAIN TWO WHEEL STOCK

- 1st - Charles Riesbol
- 2nd - Tony Gammel
- 3rd - Dustin Abernathy T.Q.
- 4th - Joe MacGregor
- 5th - Ian Wedertz
- 6th - Roland Bayly
- 7th - Frank Roots
- 8th - Steve Baker

B MAIN TWO WHEEL STOCK

- 1st - Joe Fisher
- 2nd - Jim Benincasa
- 3rd - Greg Lund

A MAIN FOUR WHEEL STOCK

- 1st - Joe Fisher
- 2nd - Don Winans
- 3rd - Mark Dunn
- 4th - Ann Murry
- 5th - Larry Lund T.Q.
- 6th - Ed Schafer
- 7th - Charles Ferrari
- 8th - Tom Rotella

B MAIN FOUR WHEEL STOCK

- 1st - Joe Rojas
- 2nd - Keith Miller
- 3rd - David Pombo

C MAIN FOUR WHEEL STOCK

- 1st - Linda Winans
- 2nd - Kurt Urbanski
- 3rd - Steve Melton

A MAIN NOVICE

- 1st - John Jenkins T.Q.
- 2nd - Eric Hamilton
- 3rd - Daniel Martin
- 4th - Allen Steel
- 5th - Curt Fleming
- 6th - Robert Kizziar
- 7th - Tony Pierson
- 8th - David Vanneman
- 9th - Philbert Hernandez
- 10th - Jason Mason

A MAIN STOCK MONSTER TRUCK

- 1st - Dennis Campbell
- 2nd - Cecil Stout
- 3rd - Chris Ginther
- 4th - Steve Coxe
- 5th - Steve Melton
- 6th - Waymon Pendergrass
- 7th - Michael Lambert
- 8th - Derek Campbell
- 9th - Mark Neufeld

the
D E A L E R 'S
SOURCE.

The number one
source for R/C
cars, both on &
off road in all
scales. Good fill
rate, fast service
and competitive
prices. JA LEA,
The Source.

JA LEA CO.

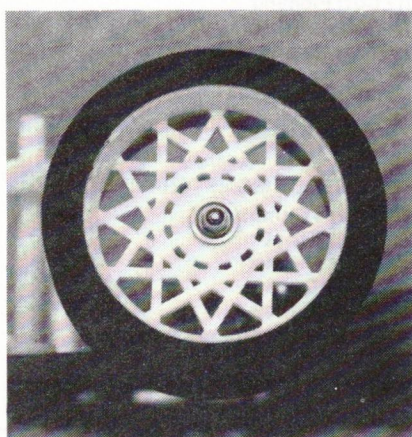
11999 Plano Rd Dallas TX 75243 214/238-0929

THE BEST JUST GOT BETTER



Pictured from left to right. Tim Morton, President of TRC, Dave Hechler, and Ernie Provetti President of Trinity. The Super Team is here! TRC and Trinity!

Congratulations to Dave Hechler for his super performance at Lake Whippoorwill Speedway. Dave used his Trinity powered Pro-10 to win the Novak 650 Lap Enduro, The Twister Sudden Death Speed Run as well as the Competition Plus Invitational. Mike Giem also drove his Trinity powered Pro-12 to victory in the 1/12th Invitational class. TRC would also like to thank Ernie Provetti of Trinity as well as the whole team for their race winning efforts. Look for more great things from the "Super Team". We are the competition.



1/10TH BBS WHEELS FROM TRC

TRC has done it again! A racing tire made for 1/10th cars. This isn't a 1/8th wheel or a 1/11th scale wheel. It was designed for 1/10th racing. The large diameter wheel in conjunction with the low profile rubber reduces sidewall flex and rear chatter. The rear wheels are a pavement grabbing 2 inches wide. Are you worried about the extra width slowing you down in the corners? Ask Team Trinity's Joel Johnson. He was the first racer to ever go 50 MPH at Lake Whippoorwill. Yes he was running BBS PRO-CUTS. Any more questions?

Mounted and trued BBS tires will fit the Pro-10, BoLink, Predator, and most other 1/10th scale pavement cars.

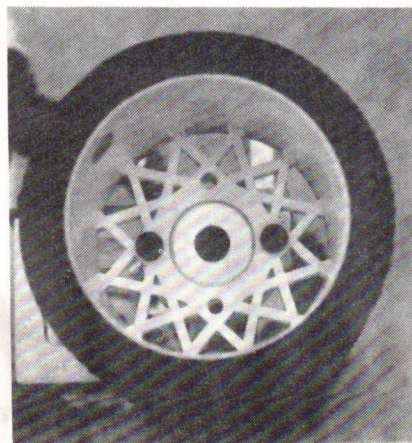
FRONTS

#930 - Blue	15.00
#931 - Green	15.00
#932 - Orange	15.00
#933 - Blue/Orange	15.00

REARS

#1030 - Blue	18.00
#1031 - Green	18.00
#1032 - Yellow	18.00
#1034 - Yellow/Green	18.00

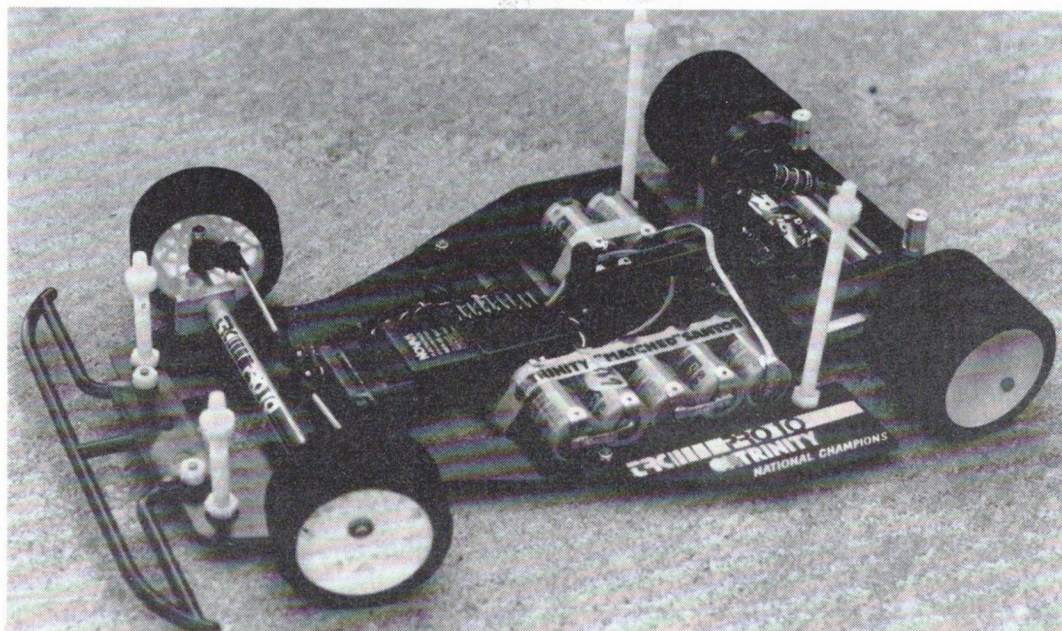
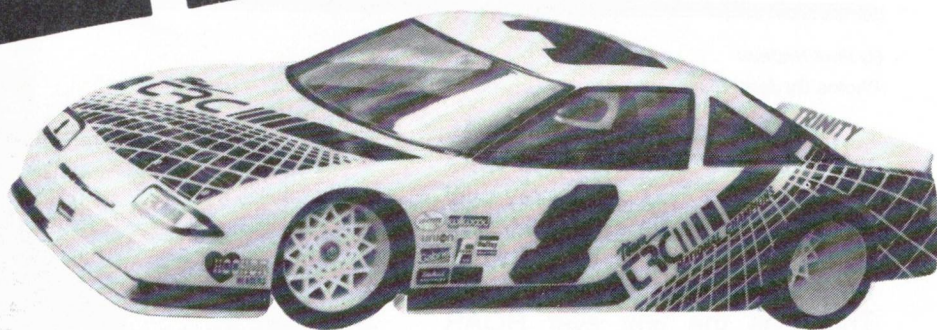
Send \$2.00 for a complete catalog



WE DIDN'T INVENT THE WHEEL . . .
. WE JUST PERFECTED IT!

Team TRC PRO-10

**IF YOU LIKE TO
LOSE . . . DON'T
READ THIS AD!**



Pictured left is an assembled PRO-10 with added electrics (not included with kit). Everything you need to race is included. Why settle for something less. Pick the best car the first time!

If you like to lose just turn the page, because you do not need the PRO-10. If you don't like to put a car together out of the box and it works, you don't need a PRO-10. This is the closest thing to real racing without strapping yourself into the driver's seat. The PRO-10 comes with machined aluminum motor blocks, a graphite or fiberglass chassis, graphite pro diff, complete ball bearings, trued tires, adjustable rear shock suspension, adjustable rear axle height, and the "Hechler T-Ball", a rear pivot system developed by Dave Hechler. The PRO-10 is winning races all over the country, setting track records, and most of all, giving people a choice. The PRO-10, developed by winning . . . not guessing.

Send \$2.00 for a complete information kit today.

TRC

P. O. Box 1058, Albemarle, NC 28001 - Phone (704) 982-0507

The ROAR Quarter Scale Dirt Oval Nationals

An Inside Look

By Paul Nadeau

Photos By Jerry Blake

The day was sunny and hot as we at Outlaw R/C Hobbies were grooming the 180' x 80' clay oval for the weekend's competition. It was going to be a weekend of firsts for us and for the racers. This was the first ever ROAR sanctioned National event for Quarter scale cars to be run on a dirt oval and it was the first time at a National event for many of the competitors. Another first was for us at Outlaw R/C when we decided to run a dry track.

Getting a handle on the track was difficult because of the weather. With the hot days upon us, keeping the track wet was next to impossible. The track was changing from race to race so we finally decided to let mother nature have her way and let the clay dry out. This gave the racers something more consistent to race on and to dial their cars to.

With the track problem solved the racing went off without a hitch. Oh, there were the usual little things going on all weekend that normally accompanies any race big or small. Mainly, the problems were with the rules interpretations. Certain engine rules had unknowingly been violated. Dean Brown had to remove a carb spacer and Gus Gustafson had to "discuss" the legality of his combination car with ROAR officials Gary Kyes and Jon Rahe. Other than that there were no problems.

Three separate classes of racing were held on the July 23-24 weekend including Sprint Cars, Super Modifieds and Grand National Stock Cars. Qualifying began Saturday morning with single lap runs. One car at a time is timed for four flying laps taking the best single lap for their time. This is then used to grid them into qualifying heats of up to six cars.



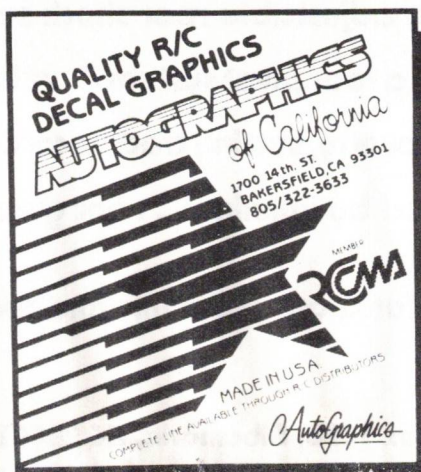
Race winners: (L. to R.) Bottom Row: Mike White, Rick James, Jon Rahe, J.D. South, Jim Wright, Joe Alves, Gus Gustafson. Top Row: Joe Rogers, Gary Kyes, Tom Wilson.

They are then pointed on where they finish and the total of three heats of racing for each driver are added up. The best seven cars including the TQ in single lap runs are seeded in the A Main. This leaves room for the winner of the B Main to bump up to the A.

In the Super Modifieds class it was Rick Stapleton with a quick time posting a 10.1 second run. Rick James ran a 10.5 in Stock

cars and George Brazil ran a 9.8 in the Sprint Car class. This guaranteed these drivers a spot in the A Main for their class. Actually the one who was helped the most by this was Stapleton as there were A, B and C mains for Super Modifieds and only an A Main for the Sprints and Stock Cars. While the turnout seems low for a national event one has to remember that these giant scale R/C cars are still in their infancy and not to many people have one-YET! These cars are the closest thing to full size race cars yet and the racing is fantastic. If you ever have a chance to see one or a race for them, don't miss it! Our display and sale cars in the Outlaw Hobby Shop were fondled and Oohed and Aahed at all weekend long.

With Saturday's qualifying finished the drivers were ready for Sunday's main events. First one up was the C Main for Super





HobbyShopper's Guide



"Radio Controlled Cars
are our Specialty"

TOYS
& HOBBIES INC.

DAVE KLEINMAN
President

"At the B & I Shopping Center"
8012 So. Tacoma Way
Tacoma, WA 98499

Phone:
(206) 584-8659



TONY P & BOB EMOTT

HOBBY SHOP

550 NORTH AVENUE
UNION, NJ 07083
(201) 352-6955

**Lake Side
HOBBY SHOP**



Specializing in
R/C Cars
large stock of
accessories!



BENEFIT FROM THE
EXPERIENCED
RACERS!!



We ship UPS

13737 N. DALE MABRY
LAKE SIDE CENTER
TAMPA, FLA. 33618
PHONE (813) 961-9432

major credit cards accepted



WALT'S
HOBBY



Full line radio control hobby shop specializing
in friendly, helpful service for remote control
cars, parts and accessories. Daily UPS Service.
Discount Prices. Visa, Master Card, American
Express. Home of the indoor clay oval and
computerized scoring.

"CALL
WALT'S"

Tel. (315) 468-6544

4300 W. Genesee St.
Syracuse, N.Y. 13219

Modeler's Haven

SPECIALIZING IN RADIO CONTROL CARS
* 1/10 SCALE OFF ROAD ELECTRIC

PARTS & ACCESSORIES
SAME DAY UPS SHIPPING AVAILABLE

4255 PORTAGE N.W.
N. CANTON, OH. 44720
PHONE (216) 499-6000



Specializing in
R/C Car Parts & Accessories

Discount Prices
Mail Order



Gulfside Hobbies
Rt # 10 Box 495 Z
Brooksville, FL 34610

Owner:
Richard Nemcovic

(904) 796-3815
After 5 p.m.

PIT STOP
R/C HOBBIES
& RACEWAY



TED & PAT CONNOLLY
OWNERS

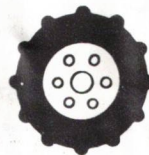
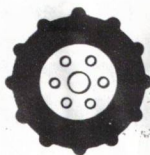
513 EAST LAJREL STREET • SPRINGFIELD, IL 62703 • (217) 528-2757



**Strongsville
Hobby Shop**

NORTH COAST R/C MAIL ORDER HEADQUARTERS
CALL FOR MAIL ORDER SPECIALS
13325 PROSPECT ROAD
STRONGSVILLE OH 44136
216-572-0430

JERRY IVANCIC
DENNIS CALKINS



Modifieds. Dean Brown took the early lead in the 40 lap event but began having rear traction problems. Spinning wildly Brown lost the lead to J. D. South. South knew he would encounter the same problems if he pushed his car so he drove very smooth and conservative until he lost part of his door mat shod rear tire. Yes, I said door mat. The same kind that you and I wipe our feet on. Racers being all just a little tipped over will sometimes try anything to get traction. Before we went to a dry blue groove track, recapping tires with strips of the rubber pimpled door mats was the hot set-up for the damp track. Well J.D. South's mats were working great on the dry track until part of the mat came off. From there all he could do was cruise, the tire shaking severely making the car undrivable at race speed. So Dean Brown regained the lead and Joe Rogers went into second as South limped home third.

Next up was the B Main Super Modified. Dean Brown had bumped up and as his racing partner, Dan Morrow, had told me, they were ready to win again and go to the A. Well they almost did it. The B Main was a full eight car field and that means traffic. The race itself was mainly between Gus Gustafson, who gets through traffic one way or the other, and Tom Wilson. These two battled all 60 laps with Gustafson working the



Sprint Car A Main.

backmarkers well while Wilson kept driving out of the corners too fast often spinning out. In fact, Wilson spun enough that Dean Brown came past him at the end for second. So with Gustafson bumping to the A, Brown became the winner of the B with Wilson second and Jim Wright third.

Now it was time for the A Mains to begin. These races would determine the three new ROAR National Champions. The Super Modified Main was first. It was also the first race where the top three finishers would be torn down to be sure they were legal. This was a fact that would change the standings later that day.

As the eight cars took the pace laps the crowd gathered to watch the best go at it for 100 laps. At the green flag Mike White took command and held off challenges from Rick James, Gary Kyes, and Mike Cox. White drove a smart race, cruising the corners and staying calm while lapping other cars. He did exactly what he had to do for the win and nothing more. Mike Cox and Gary Kyes battled for second for much of the first half of the race until Cox was hit by another car and spun out in turn. The car was broken and retired but he'll be back and will be a major force to be reckoned with. With Cox out and James' car

○ HobbyShopper's Guide ○

R/C CARS & PARTS PLASTIC MODELS



R/C BOATS · PLANES · HOWE

INT'L BOOKS & MAGAZINES

3601 Shepherd
Balch Springs, TX 75180

(214) 557-5290

BUFFALO, NY

When Visiting Niagara Falls - Visit Us Too
I-90 Thruway Exit 52 E

Niagara

Hobby & Craft Mart

3366 Union Rd. (at Walden), Buffalo, New York 14225
R/C Cars - Parts & Accessories

Our OVAL BLACKTOP R/C Track Open Everyday

716-681-1666

The final race of the day was the Grand National Stock Car A Main. Only seven drivers braved putting their full bodied cars on the dirt oval this year but this race was as good as any I've seen. I crashed out early so I could watch (sure!) Anyway when the cars took the green flag Jon Rahe got the lead and kept his cool while the rest of the field muscled each other around for a bit. Rick James had second for awhile until he spun and Gary Kyes got past. At the 50 lap mark the cars were stopped and refueled to go another 50 laps. Rahe, Kyes and

All in all it was a great weekend of racing. We were happy to see the Sprint cars hook up so well on the track and the fans loved the Stock cars. This is a class that we think will grow as time goes by. Maybe at next year's "Spring Nationals" the Stock cars will outnumber the Super Modifieds. Watch for our giant Fall Classic for 1/10 Scale Dirt Oval cars this October.

1st - Mike White/Raco
2nd - Gus Gustafson/Raco
3rd - Rick James/Raco
4th - Ray Zabriskie/Raco
5th - Rick Stapleton/TQ/Raco
6th - Ralph Gould/Raco
7th - Mike Cox/Raco
8th - Gary Kyes/Raco

1st - Dean Brown
2nd - Tom Wilson
3rd - Jim Wright
4th - Tom Cox
5th - Tony Porrini
6th - Jerry Bell
7th - Tom Williams

1st - Gary Kyes/Raco
2nd - Jon Rahe/Raco
3rd - Rick James/TQ/Raco
4th - Mike White/Raco
5th - Gus Gustafson/Raco
6th - Butch Reppond/Raco
7th - Paul Nadeau/Raco

GIVE US A CALL ...
(713) 537-5847

competitive. Competition being the key word.

Sincerely,
Wm. R. Stoot

Dear Editor:

Recently I've had some unpleasant experiences at two R.O.A.R. Nationals. In June for the 1/10 on road nationals, one of my store managers and I drove nine hours to race at our first nationals race. The track was not set up until 8 hours **after** the promoter told us it would be ready, costing us an extra night's stay and inconvenience. There were only 120 drivers and every day including the Sunday features, the program was delayed three or four hours. It took three hours to align the features. I was told by the promoter that the on-road club consisted of only four members. The promoter tried to do everything himself, never delegating. The four days were completely disorganized from day one. The trophy presentation was held up for over an hour after the features because the promoter had to count tables and chairs before he would give out trophies. Through out the week-end he continually threatened racers. This had a very negative effect on spectators as well as racers.

I have been racing for twelve years and put on over 100 races at our 10 HobbyTown chain and franchise stores and cannot understand how #1 R.O.A.R. can allow this small of a club to put on a National's Race and #2 with several R.O.A.R. officials present, why they would allow the constant time delays and especially threatening racers continually throughout the week-end.

Monday I returned from the July 1/4 Scale Nationals at El Cajon, Calif. The facilities were impressive and the race directors very courteous and friendly. There were some delays but were reasonable due to it being the first 1/4 scale race held by the club. The major problems that several of us drivers had were: #1 during drivers' meetings penalties were to be imposed for track cutting

but were never enforced. #2 at the end of the heats and features unofficial finishes were announced for bump up purposes and qualifying races. Yet when I went up to the frequency board for my pin for bumping up from the B to the A, I found out I had been bumped for 2nd to 4th and no one knew why or could direct me to who knew. #3 the biggest problem was at the drivers' meeting we were told that if you bumped up to the features your trophy would be given to the next qualifier who didn't bump up. Well not so at the trophy presentation. 12 drivers were beat out of trophies that they were promised. A driver who had bad luck qualifying could potentially win three trophies. Now this is interesting!

The solution for all of the clubs and store owners who put on large events, especially national events would be:

A. For R.O.A.R., NORCCA, & Mfgs., etc. to provide guidelines and rules for running races of all scales.

B. At the National Event only larger clubs should be able to host races. The governing organization should have an official present to have the authority to direct club officials or take over if and when things start falling apart. A racer spends as much as \$500 to \$1,000 in expenses to attend these events. They deserve the best.

C. Never, never should a Nationals type race be run without a computer counting system either manually or auto count. The 1/4 scale race in El Cajon, California used manual hand counters. Even if the counters never made a mistake, there is no way of verifying it to the racers. We use our inexpensive Atari manual computer counting system for 1/4 to 1/24 scale races and if there is a question the race can be printed out showing time of each lap. It also automatically sorts the heats into features and prints it out on an 8½ x 11 sheet of paper. For 1/4 scale races, I would think that the auto counting system could be switched off during red and yellow flags or count yellows and stop cars on red as should be. Also, turn marshalls,

drivers and pit men should never be allowed on the track except on a red flag and then only when cars are stopped, for safety sake.

D. A few of the guide lines for putting on a race should be: A. Make sure race director is personable, capable of delegating responsibilities, has ability to organize and can follow a precise time table B. Have a large enough crew of race officials to make a successful race. I recommend one race official for every ten racers. C. Pre-plan every segment down from sign-up to trophy presentation and break every segment down and have a race official delegated to handle each of these segments in a timely organized fashion. Race director or assistant race director should go over the format with segment officials. D. Be prepared to figure alternatives for possible breakdowns or problem areas. Everything from lap counter malfunction to having an abusive driver disqualified. Remember Murphy's Law. E. Never deviate from the race format unless drivers and race officials are ALL notified. F. Trophies and prizes should be spread out as much as possible. Ideally everyone should win something, although sometimes this is not possible. A person should only win one trophy per class entered. This goes for con-course as well as a person winning best of show should not win best of class also. G. Make sure racers know and understand rules and penalties, including automatic disqualification for abusive language or fighting. H. The larger the race, the more important it is to follow a precise time table. (Keep it moving)

I. Upon reading the latest July Rev-Up Magazine, I see an ad for R/C Race Productions. They are listed as professional racing organizers. For National class races, are we maybe at the point of needing this type of service. It's worth serious consideration.

J. Official guidelines should be set up for promoting races to race fans and to racers.

I'm sure other promoters can add to this list to help guide others to having successful race programs.

Sincerely,
Merl Haye

FIRST ANNUAL

DIRT OVAL CHALLENGE



AT OUR NEW TRACK IN JEFFERSON TWSP. N.J.

TRACK SIZE: 150' LONG × 75' WIDE WITH 100' STRAIGHTS AND 12' LANES

SUNDAY OCTOBER 30, 1988

- 8 CLASSES (SEE BELOW) • 2 HEATS AND 1 MAIN PER CLASS • DIRT RUNNER RULES APPLY
- TROPHIES FOR ALL DRIVERS IN MAINS (8 PER CLASS) • TROPHY FOR FASTEST LAP (1 PER CLASS)
- T-SHIRTS FOR ALL ENTRIES • PRE-REGISTRATION ONLY • FIRST 200 ENTRIES
- \$25.00 PER CAR • LIMIT 2 CARS PER PERSON • FIRST RACE 12:00 NOON

DIRT RUNNER RACE RULES FOR 1/10 SCALE ELECTRIC CARS

The purpose of this set of rules is to establish a basis for the racing of 1/10 scale Radio Controlled Cars. This is important to all drivers, to insure that races will be run fairly and equally at all Dirt Runners Radio Control Car Club Sponsored events.

MOTORS

CLOSED END BELL: enclosed end bell motors under \$18 list where the brushes can not be replaced (Example: RS-540 motors included in most Tamiya car kits).

OPEN END BELL (STOCK): open end bell motor, (non adjustable), NO ball bearing, under \$28 list where the brushes can be replaced (Example: Trinity Stock, Race Prep Stock, etc. type motors).

MODIFIED MOTORS: open end bell motor, timing is adjustable, end bells contain ball bearing, etc. **ANYTHING GOES!!!**

GENERAL RULES

A driver who races in Production/Stock class can not race in another class (i.e., 2WD Production/Modified). The intent is to keep Production/Stock class primarily for new and beginner racers.

DRIVERS: Drivers must remain on the driver stand during their race. Leaving the drivers stand will result in zero (0) laps for that heat.

TECH INSPECTION: All cars will be Tech Inspected prior to a heat. Drivers for the next heat must bring their cars to the "Radio Impound" area for tech inspection before the start of the previous heat (i.e., Heat #1 is about to start, cars for heat #2 should be at the Radio impound for tech inspection). Drivers who fail to submit to tech inspection before the end of the previous heat, will result in zero (0) laps for that heat. Any car may be inspected at any time during or after a race.

BODIES: Any type of body allowed in all classes

CLASSES: There are eight (8) separate classes:

PRODUCTION/STOCK: 2 wheel drive car, "Out of the Box", closed end bell motor, (does not include RC10's, Ultima, Bolink, etc.), NO electronic speed controller. BATTERY: 6 Cell only! NOTE: Suspensions can be modified, such as shocks, steering linkage, ball joints, ball bearing, etc... No other type of modifications will be permitted.

PRODUCTION/MODIFIED: 2 wheel drive car, same as "Production/Stock" "STOCK" open end bell motors (non-adjustable timing) and electronic speed controls are permitted. BATTERY: 6 Cell only!

RC10/STOCK: 2 wheel drive car, any other type of car that contains a "STOCK" open end bell motor, (includes: RC10's Ultima, Bolink, etc. type cars), electronic speed controls are permitted. BATTERY: 6 Cell only!

NOTE: Suspensions can be modified, such as Chassis, shocks, steering linkage, ball joints, etc.

PRO/MODIFIED: 2 wheel drive car, **ANYTHING GOES!!!**

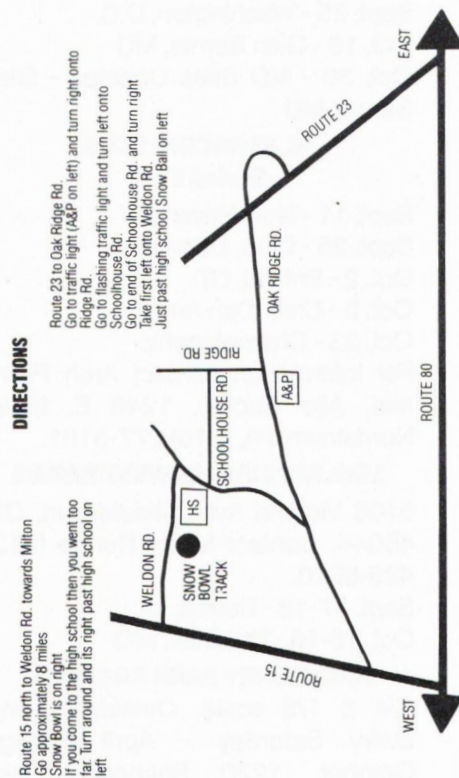
4 WD/STOCK: 4 wheel drive car, "Out of the Box", open end bell motors (Stock motor) permitted, NO electronic speed control. BATTERY: 6 Cell only!

4 WD/PRO: 4 wheel drive car, **ANYTHING GOES!!!**

TRUCK/STOCK: 3-1/2 inch diameter tires minimum, closed end bell motors only, NO electronic speed control permitted, NO converted 2 Wheel or 4 Wheel Drive cars allowed. BATTERY: 6 Cell only!

TRUCK/PRO: 3-1/2 inch diameter tires minimum, **ANYTHING GOES**, includes converted 2 Wheel or 4 Wheel Drive cars.

NOTE: ONLY 1200 mA BATTERIES ALLOWED WHERE CLASS CALLS FOR 6 CELL
240 ST & 360 ST LEGAL ONLY IN PRO/MOD & PRO/TRUCK



PRE-REGISTRATION REQUIRED — MUST BE RECEIVED BY OCTOBER 24, 1988

PRE-REGISTRATION FEE IS NON-REFUNDABLE

NAME _____ PHONE # _____

ADDRESS _____ CITY _____ STATE _____ ZIP _____

CAR #1 TYPE _____ CLASS _____ FREQUENCIES 1. _____ 2. _____ 3. _____

CAR #2 TYPE _____ CLASS _____ FREQUENCIES 1. _____ 2. _____ 3. _____

ENTRY FEE \$25.00 PER CAR
ONLY 2 CARS PER DRIVER
FIRST 200 ENTRIES ONLY

MAIL AND MAKE CHECKS PAYABLE TO:
DIRT RUNNERS, 5494 BERKSHIRE VALLEY RD.
OAK RIDGE, N.J. 07438

— Racing Schedule —

— 1/8 & 1/4 Scale —

OUTLAW R/C RACEWAY

Every Fourth Sunday of the Month at
Perris Hill Park, San Bernardino, CA.
Call for further info call (714) 370-
0607. Ask for Paul Nadeau, Pres.

OUTLAW MOTOR SPEEDWAY

Every third Sunday - 1/4 Scale Dirt
Oval. 7920 Webster, Highland, CA.
Call (714) 370-0607

THE RANCH PIT SHOP

1655 E. Mission Blvd., Pomona, CA
91766, (714) 623-1506. Every
second Sunday.

MID-ATLANTIC SERIES

Sept. 11 - Richmond, VA
Sept. 25 - Washington, D.C.
Oct. 16 - Glen Bernie, MD
Oct. 30 - MD State Champs - Glen
Bernie, MD

ALJO RACING CLUB Series East

Sept. 11 - New Haven, CT
Sept. 25 - Club, Can Am
Oct. 2 - Enfield, CT
Oct. 9 - Club, Can Am
Oct. 23 - Championship
For information contact Arch Paltri-
neri, Aljo Racing, 1248 E. Main,
Norristown, PA, (215) 277-5181.

19th ANNUAL MIDWEST SERIES

5108 Victoria Ave., Middletown, OH
45044, Contact Marty Runge (513)
425-6920.
Sept. 17-18 - Detroit, MI
Oct. 15-16 - St. Louis, MO

MACHESNEY PARK RACEWAY

1/4 & 1/8 scale. Outside Racing
Every Saturday - April through
October. 1220 Shappert Drive,
Machesney Park, IL 61111, (815)
282-1311.

— 1/10 Scale —

G & S Off-Road Raceway

Every Sunday - San Carlos & Meri-
dian Avenue, San Jose, CA.

HOT TRAX HOBBIES

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

KANSAS R/C RACING CLUB

Every 2nd Sun. - Junction City - 1
70 Competition Plus

p.m. Every 4th Sun. - Enterprise - 1
p.m.

CENTRAL NEW YORK Lawrence Race Park

2509 Macedon Center Road, Palm-
yra, NY 14522. (315) 597-6429. 1/
10 and 1/12 electric auto racing.
Nov.-Mar. Carpet racing 1/12 scale.
Oval and road racing. April-Oct.

BIR INDOOR SEASON

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

REECE'S R/C RACERS

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

PANTHORN RACEWAY

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

R/C HOBBIES RACEWAY

Route 163 Bozrah, CT
Racing Every Sunday - May 1 to Oct.
30. For more information call: R/C
Hobbies, (203) 886-9441, ask for
Mike or Bob.

R & R HOBBY

We have 1/10 scale dirt tracks both
inside and outside, also 1/12 tracks
both inside, also 1/12 tracks both
inside and outside. R & R Hobby -
1414 N. 24th St., Quincy, IL 62301,
(217) 228-1133.

HAL'S HOBBY SHOP

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

RIVER CITY R/C OFF-ROAD

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, (303) 739-
0080.

SHORR

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

AA R/C RACEWAY & HOBBIES

We are located at the famous
Sandhill Ranch in Brenthwood, 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, Den-
ver, CO 80221, (303) 426-5255.
Every Wednesday - 1/12 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 CITY RACEWAY

Every Saturday 1 p.m. The Frame
Gallery, 13340 F. Franklyn 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). Rac-
ing 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., Cochran, 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 at -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. 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.

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.

AMERICAN HOBBIES

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. Admans St., Cochran, PA 16314, (814) 524-7788. 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.

HOBBY HAVEN RACEWAY

1756 First Street, Livermore, CA 94550 AC power, paved parking, computer scoring, trophy races, trophy dashes, gift certificates. Coming soon night racing & oval races. For info (415) 443-5828 M-F 10-6 p.m.

RADIO OPERATED AUTO RACING OF ROCHESTER

110 Anderson Ave., Behind Village Gate (274 N. Goodman St.,)
7:00 p.m. - Monday Pro Night
7:00 p.m. - Tuesday Boy Scout Nite
7:00 p.m. - Wednesday Teen Night
7:00 p.m. - Thursday Indoor Clay
7:00 p.m. - Friday Roar 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. For information call (919) 973-7444 after 4 p.m. weekdays.

HOBBY HUT

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

USA RACEWAYS

6083 Dixie Highway, Bridgeport, Michigan, (517) 777-7USA.
Every Thursday Oval & Off-Road
Every Fri. Indoor Carpet Oval

R.C. BUGGYWORLD & RACEWAY

7511 Hamilton Ave. - RT. 127, MT. Healthy, OH 45231, 522-0809.

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
Banked oval carpet surface. 111 Main St., Hebron, CT 06248, (203) 228-4942. Open 7 days.

R/C WORLD & TRACK

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 RACEWAY

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. - Oval 10-2:30 - Racing at 3:00 p.m. - Sunday - Off-Road 10-2:30 Racing at 3 p.m. Call Erin Clancy (914) 868-7715. Route 82 to Standfordville, NY 12581.

MADISON AREA RADIO CONTROL CAR ASSOCIATION, INC.

Factory Outlet Mall, Madison, Wisconsin. 1/10 and 1/12 scale carpet racing. Practice Sat. Afternoon Racing 6 p.m. Sat. & 7 p.m. Tues. George Jerdee (608) 873-7286.

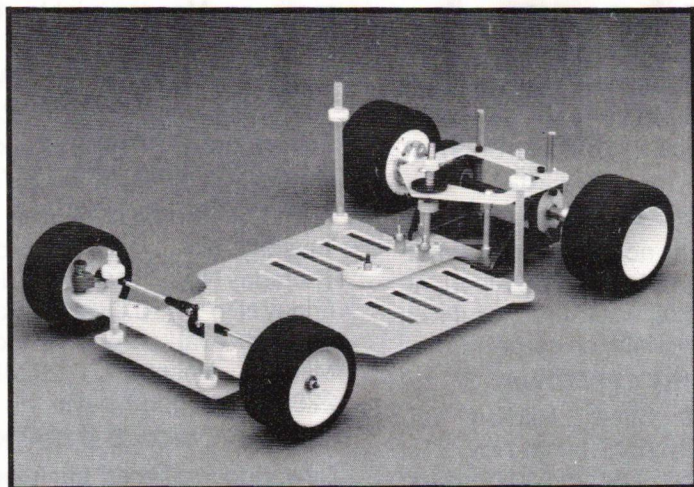
THE RANCH PIT SHOP

1655 E. Mission Blvd., Pomona, CA 91766 (714) 623-1506. Every Wednesday night at 6 p.m. Alternating Oval and Off-Road.

COMPETITION HOBBY

Off-Road racing indoors on dirt. Every Wednesday night 6:30 - Sunday 12 noon, Juniors (12 and under) & Novice Saturday 12 noon. 8169 S. State St., Midvale, UT 84047, (801)

1/10 PRO PANTHER SERIES



Pro Panther-10 w/Sports Body

- #15010 Basic Kit
- #15015 *Deluxe Kit
- #15015-R *Deluxe Kit with Radio

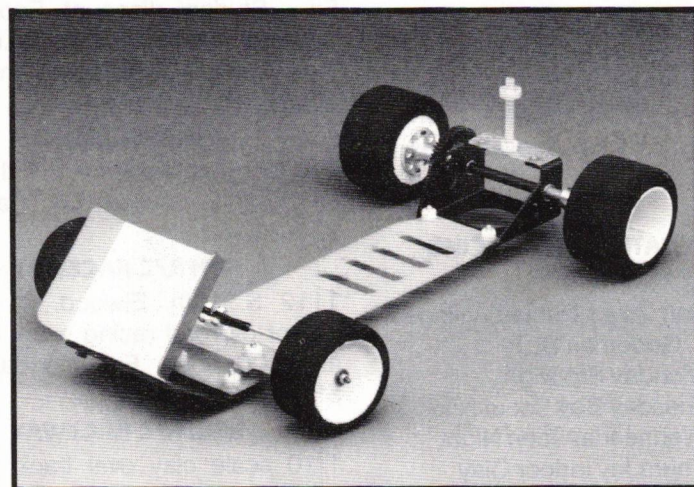
Pro Panther-10 w/Nascar Body

- #15020 Basic Kit
- #15025 *Deluxe Kit
- #15025-R *Deluxe Kit with Radio

Pro Panther-10 w/Hot Rod Body

- #15030 Basic Kit
- #15035 *Deluxe Kit
- #15035-R *Deluxe Kit with Radio

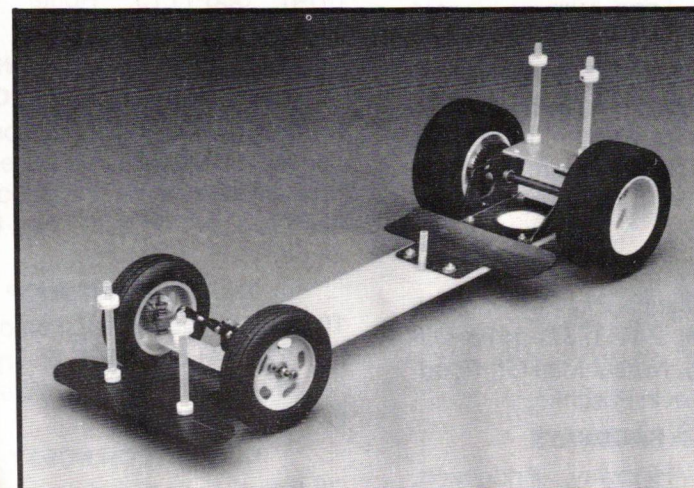
Pro Panther-10 lightweight fibreglass kits include rockerball/fk plate rear suspension, independently sprung front suspension, graphite rear axle, ball-type differential and lightweight aluminum alloy heat sink rear pod with adjustable ride height. Also standard are mounted and trued tires, adjustable bog mounts and all necessary hardware.



1/10 Sprint Car w/Challenger Body

- #15040 Basic Kit
- #15045 *Deluxe Kit
- #15045-R *Deluxe Kit with Radio

Parma's 1/10 Sprint car kit is ideal for realistic oval action on asphalt or carpet. Included is a lightweight fibreglass chassis, independently sprung front suspension, adjustable differential, graphite axle and a realistic "Challenger" Sprint body. Mounted and trued tires and necessary hardware complete this kit.

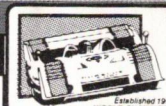


1/10 Funny Car w/Olds Firenza Body

- #15050 Basic Kit
- #15055 *Deluxe Kit
- #15055-R *Deluxe Kit with Radio

Parma's 1/10 Funny car kit is a long wheelbase, lightweight realistic looking scale racer. Included is a state-of-the-art Oldsmobile Firenza body, adjustable ball differential, lightweight mounted and trued sponge racing rear slicks with smooth, semi-pneumatic front tires on ultra-lite rims. A lightweight fibreglass chassis, aluminum alloy rear pod and race-proven front suspension with all hardware complete this 1/4 mile missile.

*Deluxe kits include computer-matched Sanyo batteries, resistor speed control, Yokomo stock motor and complete wiring kit.



parma
INTERNATIONAL INC.

562-9452.

SPOKANE COUNTY

OFF-ROAD

Sept. 4 - Sept. 17

OVAL

Sept. 10 - Sept. 11

Sept. 25 - Oct. 2

CONNECTICUT AUTO RACING TEAM

1/10 Off-Road and Sprint Car Oval.
37 Douglas Street, Hartford, CT
06114, Zig (203) 246-4778.

HOBBYTOWN

1/4 Mile High Banked Indoor Carpet
Tracks at two of our stores. The Lin-
coln track is at our Sutter Place Mall
store located at 5221 S. 48th St., Lin-
coln, NE 68516 (402) 483-7427. The
Omaha track is located at Rockbrook
Village at 11011 Elm Street, Omaha,
NE 68144, (402) 391-5669.

Tues. - 7 p.m. - Lincoln

Wed. - 7 p.m. - Omaha

Sat. - 1 p.m. - Lincoln & Omaha

Sun. - 1 p.m. - Lincoln and Omaha

ROMAC

1/10 and 1/12 on large carpet oval
(Northern Lights Mall) N. Syracuse,
NY. Thursday evenings and Sunday
afternoons. Information call (315)
468-1463 or (315) 468-6544.

COOPER'S RC RACE CENTER

Racing every Sunday 2 p.m.

Open Wed. and Fri. 6 p.m.

Open Sat. & Sun. 12 noon

Oval and Off-Road

Contact Norris, Rt. 4 Box 122B,
Chatham, VA 24531, (804) 724-
4182.

INLAND EMPIRE SPINOUTS

Deer Park, WA

OVAL

Sept. 11

Sept. 25 - Oct. 16

OFF-ROAD

Sept. 3 - Sept. 17

Oct. 2 - Oct. 30

For further information call (509) 292-
8141 Robert Giles; or Dirt Power
Hobbies Raceway (509) 276-6805.

VICTORIA HOBBY SHOP

Every Saturday - 2 p.m. - Off-Road;
Every Sunday - 2 p.m. - Ovals.

5211 John Stockbauer, Victoria, TX
77904, (512) 575-3270.

M.H.O.R. R/C RACEWAY

155540 E. Batavia Dr., Aurora, CO
80011, (East on 17th Ave. at Cham-
bers Rd.). Indoor 1/10 Off-Road Rac-
ing on Wed. & Sat. Practice/Track
Time Tues., Thur., Fri., Sun. Complete

Hobby Shop, pit area has AC & DC
power, a nice clean handicap
accessible racing facility. For info call
Jess Brockman, (303) 343-0151
after 3 p.m. MST. Closed Monday.

HOBBYTOWN RACEWAY

4915 W. Elm, McHenry, IL 60050,
(815) 344-1777.

Outdoor

Sept. 11 - 25

Hobbytown Raceway, 219 W. Cedar
Lake Rd., Round Lake, IL 60073. In-
door - Dirt 80' straightaways, (312)
546-0707. Oval Racing every Friday
7 p.m.; Off-Road Sunday 10 a.m.

BNS COMPETITION HOBBIES

Route 7, Box 380, Anderson, SC
29624, (803) 224-8591, Contact
Bob Sanford. Racing and Open
Practice Wed. 6:30 p.m., Every Satur-
day 1:00 p.m. 1/10 Dirt Oval.

Oct. 29 & 30 - Oval Invitational
Champs

DENWICK RACEWAY

Sept. 10 - 17 - 24

Oct. 1 - 8 - 15 - 22 - 29

Nov. 5 - 12

PA Route 30, 5601 Lincoln Way East,
Fayetteville, PA 17222, (717) 352-
8899.

DESERT HOBBIES & RACEWAY

Off-Road racing 1st & 3rd Sundays.
Sign in 10-11:15 a.m. Every Friday
nite 7:30 p.m. 25 minutes from San
Bernardino. 17210 Main St., Hes-
peria, CA 92345, (619) 94858.

TAIT'S HOBBY SHOP

Sat. Off-Road 12 noon, 2WD/4WD
Monster Trucks. Sun. Dirt Oval 12
noon 2WD/4WD Any body style.
Mon. Indoor Oval Carpet 7 p.m. 1/10
& 1/12. Tues. Truck/Car Pulls 7 p.m..
Wed. Outlaw Dirt Oval 7 p.m. 2WD/
4WD Stock cars/2WD Sprints.
Friday. Off-Road 7 p.m. 2WD/4WD
Off-Road cars. 3270 Bay Rd.,
Saginaw, MI 48603, (517) 799-3900.

J.G.S.

Wisconsin's finest off-road race
track. Perfectly groomed 100 ft.
straightaway, computer scoring,
drivers stand, starting lights. Racing
every other Sunday 1 p.m. Meno-
monee Falls, WI (414) 255-2040.

TRACKSIDE RACEWAY

Dirt Oval Racing every Thursday
night 6 p.m. Fully stocked hobby
shop, computer scoring, lights,
bleachers, concessions. Menomo-
nee Falls, WI (414) 255-2040.

WAGONHILL HOBBIES

Indoor 1/10 & 1/12 on-road racing
every Friday night. Outdoor Off-Road
every Saturday Night. 225 S. Board
St, Grove City, PA, (412) 458-4711.

RSR

Sept. 4 - Sept. 11 - Sept. 25

6900 N. Second St, Machesney
Park, IL, Rick Williams (815) 399-
2113; Terry Anderson (815) 633-
0612.

HOBBY CENTERS

DIRT-DROME

Indoor Dirt Oval: Tues. 2WD Stock/
Modified, Sprint Car Bodies Only.
4WD Mod. Oval full bodies 7:30 p.m.
Thurs. Open Practice 6-10 p.m. Sat.
6 Big Classes 7:30 p.m. 2WD Stock
A, 2WD Stock B, Box Stock Trucks,
Modified Trucks, 2WD Modified,
4WD Modified. Sun. Open Practice
1-5 p.m. Call Brent Wilson (502) 683-
7611. 715 E. 4th Street, Owensboro,
KY 42301.

DIXIE R/C HOBBY SHOP

Every weekend Sat. & Sun. The races
will alternate between oval and
motocross starting May 14 with oval
and May 15 with motocross. Dixie R/
C Hobby Shop, P. O. Box 135, Ram-
seur, NC 27316, after 6 p.m. (919)
824-2770.

BREMEN RACEWAY

Clay Oval Track 60 x 100 ft. Under
roof, lighted Friday nights 7 p.m. May
thru Sept. Call for information (219)
546-3807. Bremen Hobbies, 308 N.
Bowen, Bremen, IN 46506.

WEST TEXAS R/C RACEWAY

3477 Lee Blvd. - Racing every Sun-
day. 1/10 scale off-road and oval dirt.
Mailing address: 301 Edith Dr., El
Paso, TX 79915. For more informa-
tion call Hector (915) 772-1382.

JIM'S R/C SPECIALTIES

3107 S.W. Van Buren, Topeka, KS
66611 (913) 273-4070. Racing off-
road every Sunday 12 noon to 5 p.m.
Oval racing every Saturday night 6
p.m.

EAGLE HOBBY CENTER & RACEWAY

Every Saturday night at 7:30 p.m. 1/
12 4 cell stock and modified. 1/10 6
cell stock on-road, call for body style.
Eagle Hobby Center & Raceway,
3601 Shepherd, Balch Springs, TX
75180, (214) 557-5290.

SUMMIT SPEEDWAY

Summer Schedule: 1/10 Indoor Oval

-Outdoor Tri-Oval - Fridays 7 p.m.; Tuesdays off-road 6:30 p.m.; Saturday nights and Sundays. Call for more information (219) 489-RACE.

R & R - RC'S

Sept. 18 - Sept. 25 - Oct. 2 - Oct. 9 - Oct. 23 - Nov. 6 - Nov. 12 - Nov. 13 - Nov. 20 - Nov. 27 - Dec. 4 - Dec. 11 - Dec. 18.

84 East Main Street, Westminster, Maryland 21157. For more Information contact Donna or Rick at (301) 848-2144. Indoor oval carpet track and Bolink AMB lap counter.

ACTION SPEEDWAY Indian River's Facility

1/10 scale half mile clay oval & off-road. Two story covered drivers' stand, large pit area close to track, ample parking, classes for young and old, beginner's to expert's, and truck pulls. Coming soon - 1/10 scale super speedway and road course, night racing, full electric, and concessions. For further information call Trace or Chip Button (407) 231-9410 or Doug Upton (407) 569-8793.

THE INSIDE TRACK

Every Wednesday - 7 p.m. and Saturday 6 p.m. Classes: 2WD Stock and Modified, 4WD Stock and Modified and Monster Trucks. For more information call (312) 898-5649. 725 Hill Avenue, Aurora, IL 60505.

RD & B HOBBIES RACEWAY

Sept. 4 - Sept. 18 - Oct. 2 - Oct. 16 - Oct. 30. HCI Box 34G, Front Royal, VA 22630, (703) 636-2637.

ABC R/C

Clay track racing every Saturday 1 p.m. Truck pulls every Tuesday 6:30 p.m. Complete R/C headquarters, 1441B E. Main Street, Waukesha, WI 53186, (414) 542-1245.

TC'S R/C'S

Inside and outside race track and RC shop. 1537 Freeport Road, Natrona Heights, PA 15065, call 226-8802.

— 1/12 Scale — 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 1/10 & 1/12. For more info contact: Clayton White (1/12) (419) 882-2518 or Mike Marshall ((1/10) (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 Saturday. located at 1715 S. Broadway, Minot, ND Call Roger Lee, Pres. (701) 838-0654, or 839-5294..

KOUNTRY KLIN 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.

USA RACEWAYS

6083 Dixie Highway, Bridgeport, Michigan 48722, (517) 777-7USA
Every Tuesday Nite On-Road
Every Sat. Nite On-Road
Every Other Sat. Eve. Stock On-Road

THE RANCH PIT SHOP

1655 E. Mission Blvd., Pomona, CA 91766, (714) 623-1506. Every 4th Sun. 1/12 & 1/10 On-Road Combined Program.

1988 FLORIDA STATE SERIES

Sept. 17/18 - Tampa, GTP only
Oct. 15/16 - Winterhaven, Can-Am Modified and GTP Stock
Nov. 12/13 - Sebring, Can-Am or GTP

HOT TRAX RACEWAY

SCAR Club racing every 1st and 3rd Saturday. Racing starts at 11 a.m. Opens at 10 a.m. Practice every 2nd and 4th Saturday. 11 a.m. til 3 p.m. Hot Trax Hobbies, 5201 Argosy, Huntington Beach, CA 92649, (714) 898-1543.

OMAHA NEBRASKA RADIO

OPERATED AUTO DRIVERS

On-Road 6 cell racing two nights per month. ROAR rules apply. Call (402) 331-3931.

TRACKSIDE RACEWAY

Summer Schedule

Carpet oval racing every Tuesday nite 6 p.m. Computer scoring, fully stock hobby shop, concessions, pit tables. Menomonee Falls, WI (414) 255-2040.

—Special Events—

1ST ANNUAL 1/4 SCALE TRI SERIES POINTS RACES

Sept. 10

Contact Machesney Park Raceway Hobbies, 1220 Shapport Dr., Machesney Park, IL 61111, (815) 282-1311.

1ST ANNUAL MIDWEST OPEN WHEEL CHAMPS

September 11, 1988

Contact Machesney Park Raceway Hobbies, 1220 Shapport Dr., Machesney Park, IL 6111, (815) 282-1311.

CP

the
D E A L E R 'S
SOURCE.

**competitive
prices**

JA LEA CO.
11999 Plano Rd Dallas TX 75243 214/238 0929

Don't Make A Move Without Us!

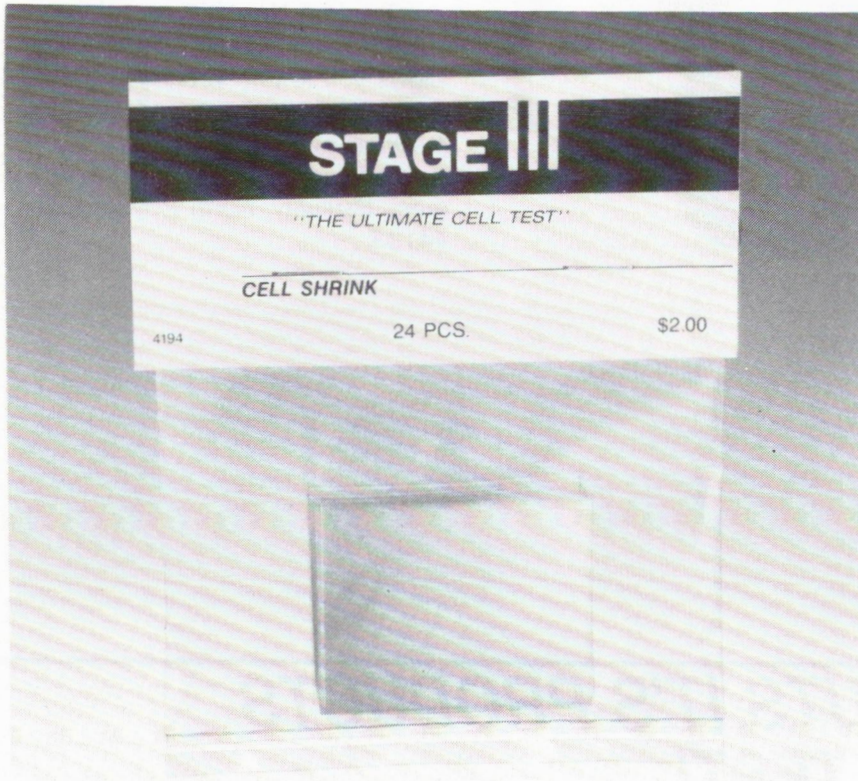
Subscriber: Please notify us of your new mailing address four weeks prior to moving.

Name

Address

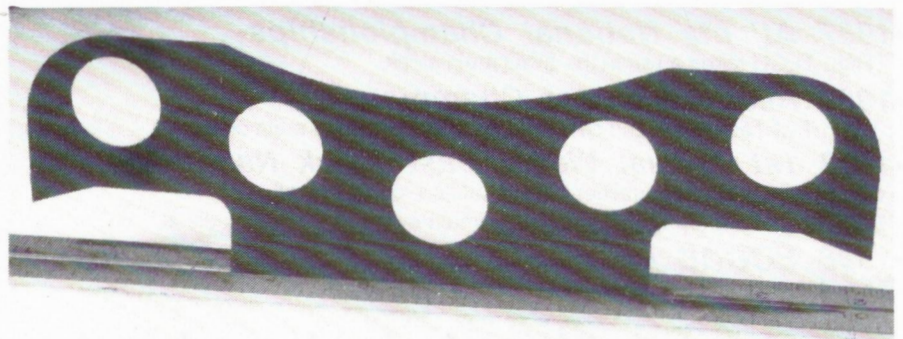
City

NEW PRODUCTS



Stage III "The Ultimate Cell Test" has announced a line of top quality accessories to assist in the assembly of battery packs for serious R/C racers of all kinds. "Cell Shrink" is a clear, super-strong shrink wrap for individual sub-c cells which will allow the use of super glues in pack assembly without destroying the original cell shrink (retail \$2.00). Get ALL the power from your pack with Stage III accessories! Stage III, 1189 Chicago Road, Troy, MI 48083, (313) 585-1150.

3/32 Kydex Bumper. Compositecraft, Inc. now manufactures the 3/32 Kydex Bumper. This part will fit most 1/10 scale on-road cars. Part No. 50050. Compositecraft, Inc., 2400 Sand Lake Road, Orlando, FL 32809.

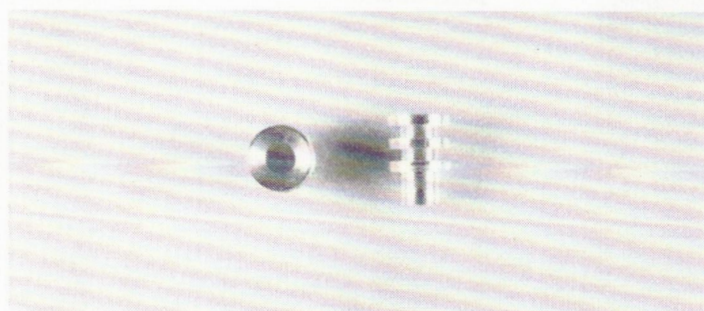


Twister announces the introduction of the latest advancement in stock motor technology... The new Twister heat-sink series stocker. With beautiful gold-anodized heat sinks built into the endbell, these new motors run cooler, deliver more power, and offer greater life expectancy than ever before. Twister Motors, 657 East Arrow Highway, Glendora, CA 91740.



New tires and wheels from Parma. No. 12008 (front) and No. 12018 (rear) angle spike tires give great traction in loose surfaces. Fits 2 1/8" Tamiya/Kyosho wheels. Also available are Part No. 12097 front track-adjust wheels with sponge tires. This allows you to turn virtually any 1/10 scale car into an on-road machine. Available at your local Parma dealer. Parma International, Inc., 13927 Progress Parkway, North Royalton, OH 44133.

RC No. 4039 MOTOR BRUSH HEATSINKS. These machined aluminum heatsinks come with two screws that replace the stock brush mounting screws. By adding these heatsinks to the brush assembly, the motor brushes will run cooler resulting in longer brush life. \$2.99. Trinity Products, Inc., 1901 East Linden Avenue, No. 8, Linden, NJ 07036, (201) 862-1705.



TROL-TECH PUTS IT'S PRODUCTS TO THE TEST!

- **1987 Atlanta National Championships-**
TROL-TECH takes a win in the 2WD main stock
- **1988 Reedy Race of Champions-**
Team Trol-Tech Wins 2nd overall in the 2WD modified main class
- **1988 1st Annual West Coast Truck Nationals-**
Gary Guest won top qualifier 2WD modified class overall
Andy Arron won top qualifier 2WD A- main event winner stock class
- **1988 SCORE Off Road National Championships-**
Andy Arron wins 2WD stock MONSTER TRUCK class

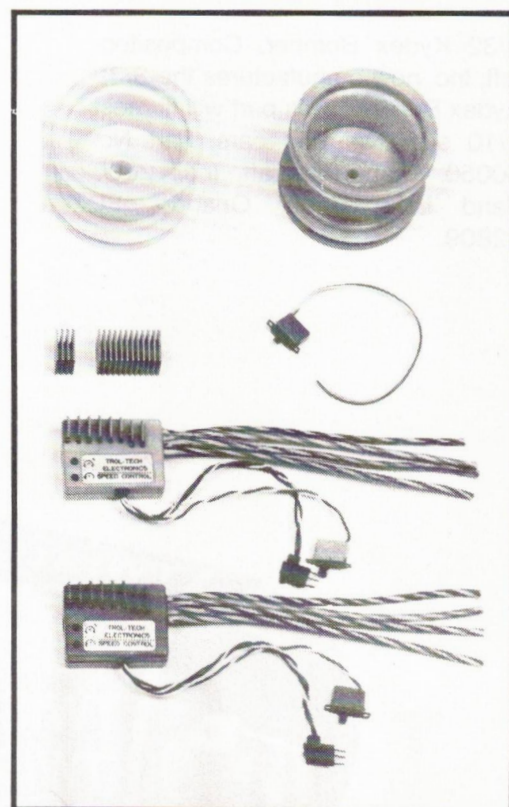
Ask your local dealer about our full line of products!

- TRB-1 Standard Speed Control
- TRA-1 Competition Speed Control
- Epoxy fiber glass & Graphite Chassies
- Monster Truck wheels in 2 colors
- Heat sinks & micro switches

- 30 Day Warranty, parts included
- 5 Day turnaround on repair

TROL-TECH

R/C Racing Products
16531 Bolsa Chica, Ste. 310
Huntington Beach, CA 92649



Quality and performance proven where it counts...

Dealer inquiries welcome Call (714) 846-6631

MAN GIL LOSI JR. MACHINE THE JR-X2

UNIQUE TECHNICAL FEATURES:

- LRM* Limited Slip Differential
- LOSI-Link Rear Suspension
- Sliding Power Efficient U-Joints
- Natural Rubber Tires
- Carbon Fiber Chassis
- Stainless Steel Ball Bearings
- Externally Adjustable Differential

*low rotating mass



Available this Spring

**You can't buy experience... But, the JRX-2 is
as close as you can get!**

TEAM LOSI 1655 E. Mission Blvd., Pomona, CA 91766 (714) 620-0164

Hyperdrive and RC-10

**Made for
each other.**



patent pending

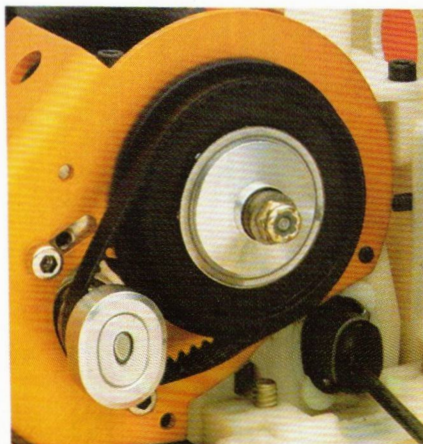
The Associated RC-10. One of the most popular RC off-road race cars of all time.

Hyperdrive. Quickly establishing itself as the hottest new bolt-on high performance item for off-road ever! Ask the guys on the east coast about the new track records set with Hyperdrive on dirt.

Hyperdrive survives in the toughest off-road racing environments.

Rocks, grit, and grime that can quickly kill gear drive simply sling off Hyperdrive.

Hyperdrive handles more horsepower, higher R.P.M., runs with far less friction,



and is easier to set up and maintain than other systems.

Cost is comparable to gear drive. (Actually less expensive if durability and finishing races means anything.)

6 motor pulleys and 3 differential pulleys are available plus belts giving you a complete range of ratios for competition.

Hyperdrive is available for the RC-10 and most other popular off-road race cars and practically all $\frac{1}{10}$ and $\frac{1}{12}$ on-road applications. Ask for our RC-10 full race kit.

Contact us for our new catalog and ordering information today!

Hyperdrive
Belt Drive Systems™

S.S. Industries Racing, Inc. • 2109 Patti Avenue • Springdale, AR 72764 • Phone (501) 751-1239 or (501) 751-1098

IT'S LOADED.

You're looking at the most potent pistolgrip radio you can buy. When it comes to features and performance, it's loaded. But only the competition needs to be worried.

PCM 1024.

Futaba's Magnum PCM fires out its commands in high speed, high resolution 1024 Pulse Code Modulation.

Virtually stepless PCM 1024 is a Futaba exclusive, and for response and resistance to interference nothing even comes close.

And Futaba's pioneering efforts in PCM have also resulted in a remarkably compact 3 channel receiver.



The 3 Channel PCM/BEC receiver weighs just 0.73 oz. and measures 1.75" x 1.125" x 0.625".

ALL THE RIGHT MOVES.

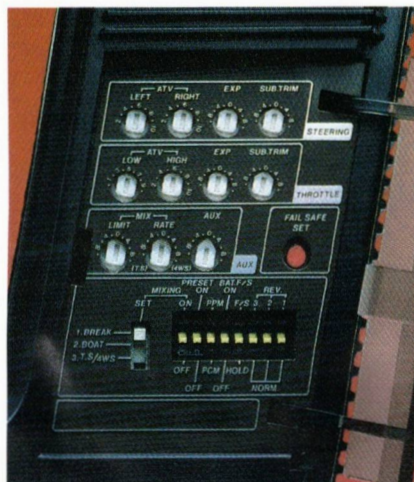
On the track, Magnum PCM one-touch, electronic trim and adjustable dual rate give you precise control over changing conditions.

Steering wheel throw, spring tension and throttle limit can also be easily changed on the transmitter.



Another important feature is Direct Servo Control (DSC), which lets you check and adjust settings without turning the transmitter on.

The Magnum PCM control panel. Customize your system for every application.



A PIT CREW IN THE PALM OF YOUR HAND.

The control panel of the Magnum PCM gives you access to every option imaginable.

ATV, exponential and sub-trim let you fine tune steering and throttle servo action to suit your driving style, car or track.

Third channel, mixing, fail safe, PCM/PPM (FM) and servo reverse controls are also provided.

THE FUTURE IS NOW.

Developed and competition-tested for all types of RC racing, the Magnum PCM can handle anything on wheels.

From high-powered 1:8 gas cars to high jumping 1:10 offroad racers, Futaba's reliable, surface-mounted electronics can take it. A complete selection of servos and MOS/FET speed controls is available.

We've even included twin-servo steering control, four wheel steer (4WS) differential and torque-steer compensation mixing.

Magnum PCM is truly the system for the serious racer. Everyone else is just firing blanks.

MAGNUM Futaba.

Futaba Corporation of America
555 West Victoria Street, Compton, CA 90220

CHOOSING AN R/C OFF-ROAD BUGGY CAN BE DIFFICULT... THE HORNET MAKES IT EASY

High performance...simple to build

Don't spin your wheels

You're in the market for an off-road buggy! The selection is huge. The decision can be hard.

As the leader, MRC-Tamiya gives you more to choose from. So Tamiya developed the Hornet, a joy to build, great to begin with yet designed to let you hop it up as you increase your skills.

The Hornet delivers high performance, right out of the box without spending hundreds of dollars to modify it. The Hornet comes standard with an adjustable

independent front swing axle suspension and an adjustable dual shock rear rolling swing axle.

Designed to bite in and hug the ground during high speed turns, the Hornet has a lightweight, rugged polycarbonate body, with a chassis designed entirely of engineering plastic...lighter than metal, yet more reliable.

Step it up, hop it up, speed it up...with MRC-Tamiya performance accessories

As your skills increase and the urge for competition overtakes you, the Hornet offers you more!

- Add friction-reducing front wheel ball bearings for crisp cornering...rear wheel bearings for getting more power to the ground...then put bearings into the gear box for smooth power transfer...and watch the Hornet fly.
- Select racing tires with advanced tread design for better acceleration and handling.
- Add a Battery Eliminator Speed Control...to cut weight and add speed.
- Vary the viscosity of the damper oil in the shocks to match various road conditions.

Best of all, it's an MRC-Tamiya

You also get the added benefit of knowing it's from Tamiya, the unquestioned leaders in off-road R/C.



MRC™



TAMIYA®

MODEL RECTIFIER CORPORATION