

# R/C NEWS

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★ ROAR 1/12 NATIONALS!  
★ RACING IN THE U.S.A.



★ MRC's ROAD WIZARD

★ BIG-TIME SUMMER R/C RACING SPECIAL!

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THE FINEST RADIO CONTROL MODELS

# ASSAULT



1/10 scale gas

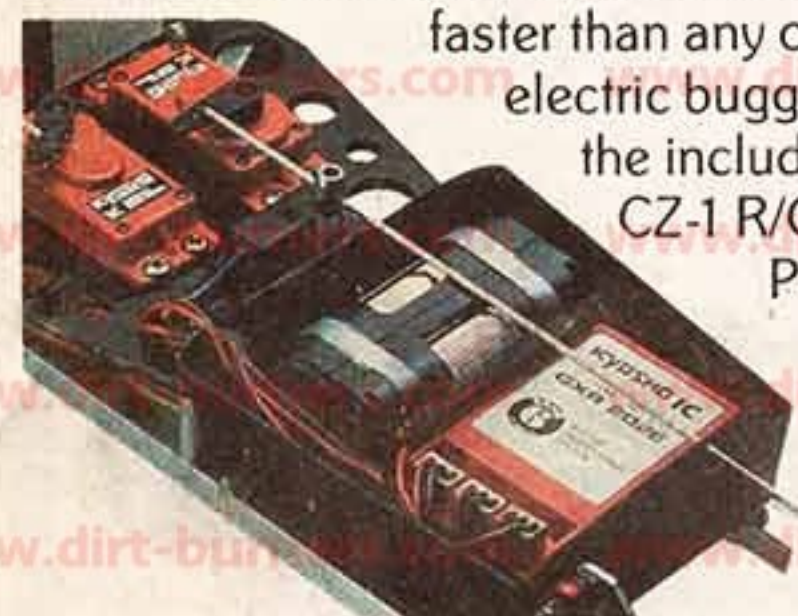
## ON THE MOVE!

If you like racing – you'll LOVE gas power!

Interest is exploding in the fastest growing aspect of R/C: Gas powered buggy racing! The new Kyosho Assault 1/10 scale gas buggy lets you be part of this new adventure in racing because you can race it on the same 1/10 scale tracks designed for electric cars. Gas buggy racing is ON THE MOVE and the biggest mover of the pack is the Kyosho Assault.

### It's fast!

The 1/10 scale Assault is the same size but faster than any other 1/10th electric buggy, thanks to the included O.S. .12 CZ-1 R/C engine.



Push the throttle and the rear spiked tires start

throwing dirt a foot in the air. The 1/10 scale Assault blasts forward and you are now chasing thrills never before possible with an electric buggy. The realistic sounds, power, speed and acceleration add to the excitement of Assault racing.

### It handles great!

The chassis and suspension of the Assault is a direct descendant of Kyosho's world champion buggy design. It features light-weight but strong aluminum parts and is easy to set up and adjust. Four of Kyosho's famous oil-filled, coil-over shocks smooth out bumpy tracks and the rear differential (located in the

sealed, die-cast gear box) provides even power distribution. The Assault is a winner!

### The engine is O.S.!

O.S. ENGINES is the leading manufacturer of model engines in the world and their engines are widely recognized the best that money can buy.



Kyosho has a similar reputation in the model car field as their cars have consistently won world championships. When the two companies got together to design an off-road racing system the result was a truly great performing buggy machine – the Kyosho Assault. O.S. calls their new engine the CZ-1. It is Schneurle ported for extra power and has a ball-bearing supported crankshaft for long life and better performance. The carburetor requires minimal adjustments and is as foolproof as any other model engine on the market today. The supplied muffler quiets the engine but still allows a realistic sound.

### Beginners love it!

The CZ-1 was designed to start easily. It includes a rear-start cone and can be started with an electric starter or Kyosho's own

"Zip Start" pull start method. Maintenance and adjustments on the Assault are easier than any other gas buggy! Even the engine's needle valve has been factory set with little or no adjustment necessary!



### It's on the move!

The Assault is a great 1/10 scale car to build, to run and to show off – a true racing machine. It is quickly becoming the most popular car in its class and it is available now at your favorite retailer. See for yourself why gas buggy racing is on the move – buy a Kyosho Assault today!



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# In this Issue

## DEPARTMENTS:

<b>Race Corner . . . . .</b>	<b>5</b>
<b>On The Line . . . . .</b>	<b>6</b>
<b>Tech 'N' Spec: The Cook Cobra . . . . .</b>	<b>24</b>
<b>Event Calendar . . . . .</b>	<b>58</b>

## FEATURES:

<b>1/12 Electric ROAR Nationals . . . . .</b>	<b>9</b>
<b>NORCAR . . . . .</b>	<b>18</b>
<b>Magic City R/C . . . . .</b>	<b>32</b>
<b>The Pit Stop . . . . .</b>	<b>38</b>
<b>East Coast Oval Championships . . . . .</b>	<b>40</b>
<b>Midwest 1986 Gas Series . . . . .</b>	<b>46</b>
<b>RCCMA Report . . . . .</b>	<b>52</b>
<b>Western New York R/C . . . . .</b>	<b>56</b>
<b>Moody's Midwest Triangle Races . . . . .</b>	<b>57</b>

**ON THE COVER:** Most people associate Model Rectifier Corporation (MRC) with off road radio controlled cars/kits because they pioneered the 1/10th scale cars. But they also have a number of 1/12 electric kits currently available. This "Road Wizard" open-wheel Formula 1 car is a fine example of the neat road racing products they also import.

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### INDEX TO ADVERTISERS

ADI . . . . .	22
AIRTRONICS . . . . .	2
ASSOCIATED . . . . .	56
ASTROFLIGHT . . . . .	33
AUTOGRAPHICS . . . . .	20
ALL PRO RACING . . . . .	48
BoLINK . . . . .	49
CIRCUS HOBBIES . . . . .	14 & 44
C.R.P. . . . .	13
COX . . . . .	11
ERI . . . . .	36
FUTABA . . . . .	15
GAS BLAST . . . . .	36
GREAT PLANES . . . . .	3 & 31
JA-LEA CO. . . . .	28, 38 & 52
KIMBROUGH . . . . .	41
KIT CAR . . . . .	34
MODEL CRAFT . . . . .	19
MRC . . . . .	68
MRP . . . . .	29
McALLISTER RACING . . . . .	25
MUGEN . . . . .	53
MOODY . . . . .	54
MPE . . . . .	56
NOVAK ELEC. . . . .	39
NCE . . . . .	57
ORRCA NATS. . . . .	65
PARMA . . . . .	19, 35 & 51
PARIS RACING ENGINES . . . . .	54
PRO-LINE . . . . .	38
QUEEN CITY RACEWAY . . . . .	50
RANCH PIT SHOP . . . . .	37 & 55
RACE PREP . . . . .	47
RPS . . . . .	28
R/C SPEED WEEK . . . . .	7 & 8
RACO . . . . .	45
REVTECH . . . . .	12
SPEED & SPORT . . . . .	30
TRINITY . . . . .	42 & 43
TWISTER MOTORS . . . . .	16
THORP . . . . .	22
VICTOR ENGINEERING . . . . .	27

# RACE CORNER

The summer is in full swing and so is the racing. There's more R/C racing going on right now than ever before and we are having a hard time keeping up on who, what, and where it's going on. We have received a number of calls regarding our calendar and why some races have not been included. All we can tell you is that if you sent it to us, it went into the "Calendar" section. But if you did not, there's no way we can publish it. The moral of the story is get the information in to us.

We do have to apologize to several clubs and promoters because we did not list their race dates. Often, a club or promoter will send us a race report, a press release, or a brief note which covers other matters, and within those pages they may list a particular race date or schedule. While we try to pick that out and send it to the person on our staff who handles the "Calendar" section, we sometimes don't catch it, and that's why a race date or schedule is not listed. In the future, we ask all of you who wish to have your race date or racing schedule published in *R/C NEWS*, to send that information separate from anything else. Please address it to: *R/C NEWS*, "CALENDAR", P.O. Box 411, Woodland Hills, CA 91365. Sorry again to those whom we had left out of our last issue.

Speaking of *R/C NEWS*. Many of you have called us to ask why we dropped the word "racing" from our magazine title. (We used to be known as *R/C RACING NEWS*). Good question! There were several considerations, but the one that really "made us do it," was the fact that we will soon go to newsstands across the United States and we just could not fit the entire title on one line and still have large, bold letters on our masthead. By dropping the word "news," we have been able to enlarge the other words and still have the entire title on one line. Therefore, when someone passes by a newsstand or news counter, they should be able to see our name right away — sticking out larger than life. Does that make sense?

Delighted to hear that the "Summer Sizzler '86 Northwest Off Road Championship" was a huge success. According to Dave Kleinman of Fantasy World Toys, Inc., of Tacoma, Washington, they had 155 entries from all over Washington, Oregon, and California. That's probably one of the largest entries for any R/C event in that area and we congratulate all the people who worked at the event for doing such a great job!

We've been getting a lot of calls about *R/C SPEED WEEK* in December. Many of you had a lot of questions about classes, rules, times, etc., and I hope we've answered them all. Gil Losi, Sr., called us as well and suggested that the 4WD 1/10 Off Road Class should be changed from "Modified" motors to "Open" motors, thinking that there would be many more racers who would prefer to race with Open motors. A quick call around town gave us the same input as Gil's. Therefore, in 1/10th Off Road, there will be four classes of competition: 2WD Modified and Open, 4WD Open, and Heavy Metal (truck bodies only, 2WD or 4WD Open).

We also need to clarify the classes for the 1/4 scale gas cars. They will race oval races and you can run an open-wheel body (any type). The oval

track is laid out on asphalt and the scoring and timing and format for the race will be similar to the system used in most events around the country. In 1/8 gas, the oval will be for "sprint" cars and bodies only! By the time you read this, entries will be open (AUGUST 1, 1986), so if you plan to attend the race, make your reservations with the Frontier Hotel soon. They have a special "racer's rate." Just mention that you will be taking part in *R/C SPEED WEEK* on DECEMBER 17-21, 1986, and you'll get a discount. Call their toll-free number, 1-800-634-6966. You can also call us if you need more details.

We (*R/C NEWS*) recently put in our bid to promote and host the 1/8 Gas World Championships for the summer of 1987. We applied with ROAR and with IFMAR. As of this writing, we've heard that IFMAR did not accept our location site for the race and asked us to see if we could come up with an alternate site. We're looking, but it doesn't look too good for what we wanted to do. We had picked Las Vegas, NV, because of the fabulous treatment we've received so far in our R/C promotions and also because we think we can draw a lot of people and a lot of the media. The hotel and the media are really very excited about us bringing a world-class event and they would have loved to take part in it. We'll keep you posted as to our progress or when anyone else is awarded the World Champs in 1987.

Speaking of the Worlds. The 1/12th Electric Worlds is going along very nicely at the Tropicana Hotel in Las Vegas. We hear that they may still have a few rooms left, so if you have not made your reservations at the Tropicana Hotel, you'd better do it pronto! If you don't have any luck getting rooms, try the Frontier Hotel; they will be able to accommodate you very nicely.

The question has come up as to whether a racer should be allowed to race in both the 2WD and the 4WD classes in 1/10th off road. The thought here is that often the same drivers seem to be winning most of the classes and not leaving room for others. By limiting a racer to race in either the 2WD or 4WD Class, it could be assured that a top driver would not walk away with the title in all classes. I can see that having different names in the winners' circle would probably help to stimulate more participation; but on the other hand, if the driver is good, why then should that person be penalized and/or restricted? I would rather see classes set up for "Pros" or "Factory" racers, and then set up Amateur or Sportsman classes. Let's face it, every racer who is a sponsored racer is a "Pro" racer. No question about it. Sponsorship of a product is tantamount to receiving cash. So why not stop kidding ourselves and let's call them "Pros." This way, those "Pro" racers can go after each other and battle it out with the other factory and/or sponsored drivers, and leave the Sportsman or Amateur racers to race against each other in however many classes each racer wants to race.

More on this thought: I'm thinking that if you travel 100 miles to a race and spend a few bucks getting there, and you have to sit and wait some eight or nine hours to get all your runs in, you might as well get the most out of it and race your brains out in as many classes as you can qualify

for. It's simple, if you can afford it, race it!

Just learned that Radlo Controlled Hobbies, in Costa Mesa, CA, will no longer be running weekly or monthly races at the Orange County track. They are still looking for their own track where they can also have their shop. Perhaps even an indoor track. But in the meantime, they have cancelled their regularly scheduled off road races. However, Ron Williams wanted us to be emphatic about the fact that the Western Off Road Championships will still take place. The date and location will be announced soon.

Happy to hear that the folks around the Columbus, OH, area have a nice racing facility for 1/10th off road. Kevin Gray sent us some information that we'd like to share with you. The off road track is 165'x 65' (pretty big) with a series of "S" curves built in the center of the oval, with two large table-top offset jumps. The soil has been mixed with just the right amount of sand and clay to hold moisture, stay puffy, and offer plenty of traction. The facility has restrooms, grassy play areas for the kids, picnic tables, etc., for the enjoyment of the whole family. Sounds like a great facility to us. We hope to get a race report from C.O.R.C.A.R. soon with plenty of photos.

The Chicago Model & Hobby Show is just around the corner, slated for October 9-12, 1986, at the O'Hare Expo Center in Chicago, IL. Last year's event was really excellent and they claim to have many more exhibitors on tap for this year's event. For information on the show, you can call Susan P. Lind at their toll free number, 1-800-323-5155.

Do you want to have fun? Do you want to be around a bunch of great people and their families? And do you want to race your brains off in 1/8th gas? Try to make the "Sixth Annual El Paso Can Am" on August 23-24, 1986, in El Paso, TX. This can be a great warm-up race for the gas nationals the following weekend. The Rio Grande Racers are running as strong as ever and they offer plenty of great fun in 1/8th gas racing. Even if you're traveling across the country on vacation, slip your gas car under the car or camper seat while your wife ain't looking and suggest to her that El Paso would be a great city to visit because of its vast historical value. So what if you do it on the same weekend as the El Paso Can Am! Your wife can go sightseeing and you can race!

Carlisle Corporation has sold all of the assets of its Kraft System Division to Kraft Systems, Inc., an independent California corporation. Dick Machnik, senior vice-president, and June Thoma, operations manager, have been retained by the new owners. But now we hear that Kraft is no longer in business and there's no one to service any of their equipment. We hope to get more info on this soon.

There will be a "grand opening" at the new track at the Naval Training Center in San Diego, CA, on August 9, 1986. This is the only military track in the country for off road R/C car racing. It's a 274' tri-oval with a multi-turn off road course in the infield. The track is open to all military personnel and their families, but they didn't say whether it's also open to the general public. So if you need more info, call Linda Jones at (619) 225-5160.

We really screwed up last month. We  
(cont'd page 66)

# ON THE LINE

## WANTS MORE DETAILS

Thank you for printing our first story for the Midwest Series Race. Enclosed is the report for our second race in St Louis. Only your magazine and Rev-Up will get the stories, as I appreciate your 1/8th Gas coverage. (Would have liked a little more detail on the McCoy race though.)

Thanks,  
Steve Lazarus  
Series Race Director,  
Wauconda, IL

The way I see it, if you keep sending us your reports, we'll keep publishing them. Thanks. With respect to the McCoy race, I suppose we could have had more details about the race because there were 157 entries, but then other stories would have had to take a back seat or would have to have been left out altogether. ED

## CHOOSE BETWEEN STOCK OR MODIFIED

At the RCCMA meeting held in May, a motion was made that we at RCCMA recommend to both ROAR and ORRCA, that we feel that due to the fact that the same people (are) continually winning national events in 1/10th scale that perhaps it might be an idea to look at the feasibility of allowing the racers only to enter either stock or modified classifications but not both. We would also recommend that if a racer entered in stock class, for instance, he would be able to enter in two-wheel drive and four-wheel drive if he so desired, but that he could not go up and run in modified class.

We realize this might create a handicap on people who have only one car to race, but we feel that this might alleviate the problem of the same people constantly winning the races and might allow for larger entries at some of the races.

Again, this is just a thought that came out of our meeting. Once you receive this letter if you could let me know what your feelings are, I would appreciate it.

Sincerely,  
Mike Tobey  
President, RCCMA  
Temple City, CA

I know what you're trying to do, Mike, and I believe you may have the right idea. But on the other hand, racing is racing and those who really devote a lot of time, effort and money to it should have the opportunity to race as much as they can and get their money's worth. ED

## INTRODUCING...

We of the Tampa R/C Drags would like to introduce you to our activities in Tampa, FL. For the past few months, we have been running 1/10 and 1/12 scale Electric R/C Drag racing.

Our track is 132 feet long (scale 1/4 mile) with a 75+ foot shutdown area. As of our last race in early June, it features an all-electronic, dual lane timing system complete with a 3 amber/1 green "Christmas Tree" dual photo-optic foul system, and dual photo-optic finish detectors. This system was completely "scratch-built" by one of our founders, Rick Merrill.

Many classes are run to accommodate all types of cars, from 1/10-1/12 Stock classes to

Unlimited Dragster, where the only requirement is a general dragster appearance and a 15 to 24 inch wheelbase! So far this year, we have run three successful races. Our next race is scheduled for July 12th in the evening, as the asphalt down here gets mighty hot during the day!

The best times to date for each class are:  
Unlimited Dragster . . . . 2.87, Dean Vince  
1/10 Modified . . . . 3.18, Larry McClendon  
1/12 Modified . . . . . 2.82, Jim Patterson  
Altered . . . . . New Class  
Pro Stock . . . . . 3.89, Don Hill  
Super Stock . . . . . 4.00, Dave J. Vince  
1/12 Stock . . . . . New Class  
1/10 Stock . . . . . 4.91, Jim Ward  
All Time Low E.T. . . . 2.82, Jim Patterson  
If anyone would like additional info, please contact the "Tampa R/C Drags" at 808 West 114th Ave., Tampa, FL, 33612.

More info and some pictures after our next race!

Thank You,  
Richard Merrill  
Tampa, FL

We'll hold you to your promise and expect a report and photos next time. Good luck! ED

## EARLY BIRDS

Please send two entry forms to R/C Speedweek as soon as they are available.

Enclosed is a check for \$15. This is for a one-year subscription to R/C News.

I would also like information on accommodations at the Frontier Hotel and if they have an RV park at the Frontier, or if provisions will be made for RVs for R/C Speedweek participants.

Thank You,  
Bob Earl,  
Midway City, CA

Entry forms appear in this issue of R/C NEWS and in subsequent issues. For room reservations, you can call the Frontier Hotel at 1-800-634-6966. Be sure you tell them you're part of the R/C Speed Week program. There are no RV facilities at this hotel. ED

## FOR JERRY'S KIDS

The Northern Mini-Racers' annual 12-hour Enduro for Muscular Dystrophy (Jerry's Kids) is fast approaching. This year's race is scheduled for August 31, 1986.

Last year's Enduro attracted racers from Minnesota, Canada, and throughout North Dakota to support this charity. At the end of the long day, everyone appreciated the prizes donated.

Our past four Enduros have raised over \$2300 for the Muscular Dystrophy Association and this year's race promises success like our past events. With your support in 1/12 scale, we can again send everyone home a winner.

Please contact me if you need any additional information (or see Calendar section) at (701) 727-5120 or write to: John R. Weaver, 108-2 Sunset Loop, Minot AFB, ND 58704.

Sincerely,  
John R. Weaver,  
President, Northern Mini-Racers  
Minot AFB, ND

## HOW, WHERE, WHY?

I am looking for information concerning an RC

Scale Race Track, which we are in the process of building on a two-acre plot of land. I have been requested to open it to the public.

I would like to know if there are any stipulations as to size, shape, location, etc.

Any information you could give me regarding this will be greatly appreciated.

P.S. In Reading your articles, I come across names like ORRCA — Off Road Radio Control Association, RCCM — Radio Control Car Manufacturers Association, ROAR, etc.

How does one become affiliated with one or more of these?

Thank You,  
Douglas Nelson  
Phoenix, AZ

If you check in this issue, you will find the telephone numbers and addresses for both ORRCA and ROAR. The folks at RCCMA can be contacted at P.O. Box 1668, Temple City, CA 91780 or call (818) 303-2529. Good luck on your project. ED

## THE OTHER SIDE OF THE STORY

In regards to the letter, "Racers in Wheelchairs," by Carlos Garcia in your July issue, I worked with the promoter at the ORRCA #7 race and I would like to tell you another side of the story.

In the second paragraph Mr. Garcia says, "I had called in advance and was assured there would be wheelchair access." There are only two individuals who answer the phone at the promoter's business, and neither of them received a call from Mr. Garcia or any representative of Mr. Garcia.

He then goes on to say that it was his racing team alone who took the responsibility of getting him onto the drivers' stand. This is only partially true. His situation was brought up by the promoter at the drivers' meeting before the race to recruit volunteers to lift him onto the drivers' stand. Which was done each time Mr. Garcia was to race.

Mr. Garcia didn't help his situation either. When he found there was no ramp, he went to the promoter and became verbally abusive. Is this the way to solve a conflict or misunderstanding?

I can see Mr. Garcia's point if it were a permanent race track. But the race was held at a temporary facility where everything had to be brought in. It would have been very difficult even if Mr. Garcia had informed us personally, but I can assure you that every effort possible would have been made to accommodate Mr. Garcia or any other disabled person!

Don't you think it would have saved a lot of trouble if Mr. Garcia would have simply written a note requesting wheelchair access and sent it in with his pre-registration?

It is very unfortunate that Mr. Garcia feels he was singled out or discriminated against, but he must admit that every realistic effort was made to accommodate his situation and make things as comfortable as possible. I certainly hope this unfortunate misunderstanding will be a lesson for all.

Sincerely,  
Darren Bricco,  
Manager, Cycle Art Racing  
Fresno, CA

P.S. Enclosed is a copy of Mr. Garcia's entry form. Note no mention of his disability. ●R/C●

# R/C NEWS

Presents the 1986

## FRONTIER

HOTEL & CASINO LAS VEGAS, NEV.

# "R/C SPEED WEEK"

**DECEMBER 17-21, 1986**

THE BIGGEST 5 DAYS IN R/C RACING FOR ALL  
FOUR SCALES OF RACE CARS!!!

- 1/10 Off Road ● 1/8 R R ● 1/12 Electric ●
- 1/8 Sprint Oval ● 1/4 Open Oval ●

**Paris racing Engines  
'IRONMAN' AWARD**

(Must compete in four 4 classes in at least two scales. The best 4 for final.)

### CLASSES

#### 1/10 OFF ROAD:

- 2WD Modified (stk motor, 6-cell)
- 2WD Open (open mtr., 7-cell)
- 4WD Open (open mtr., 7-cell)
- Heavy Metal (truck bodies only, 2WD or 4WD, open)

#### 1/12 ELECTRIC:

- Modified Can Am Road Race (modified motors, 6-cell)

#### 1/4 GAS OVAL:

- Open Wheel Bodies (any) on asphalt

#### 1/8 GAS ROAD RACE:

- 2WD (GT or GTP bodies only)
- 4WD (Can Am)

#### 1/8 GAS OVAL:

- Sprint cars only (open-wheel) on asphalt

# ENTRIES OPEN AUGUST 1, 1986

FOR MORE INFORMATION CONTACT:

R/C NEWS, P.O. Box 411, Woodland Hills, CA 91365 - (818) 340-5750 - Entries open 8/1/86.

(turn page for official entry)

# R/C SPEED WEEK

## “OFFICIAL ENTRY FORM”

### DECEMBER 17-21, 1986

Please sign me up in the following scale(s) & class(es) as indicated by a ✓ in the :

#### 1/10 OFF ROAD

- 2WD MODIFIED:**  
Stk. motor & 6-cell
- 2WD OPEN:**  
Open motor, 7-cell
- 4WD OPEN:**  
Open motor, 7-cell
- HEAVY METAL:**  
Truck bodies only, 2WD & 4WD, open

#### 1/8 GAS R.R.

- 2WD PAN OR SUSP:**  
GT or GTP bodies only, road race
- 4WD OPEN:**  
(Can Am bodies or open)

#### 1/8 GAS OVAL

- SPRINT CARS ONLY:**  
Open wheel bodies on asphalt

#### 1/12 ELECTRIC

- MODIFIED:**  
Can Am bodies, 6-cell ROAR rules

#### 1/4 GAS OVAL

- OPEN:**  
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# 1/12 ELECTRIC NATIONALS TO NEISINGER & HOHWART

Story and photos  
By Neal McCurdy

Reno, NV  
July 7-12, 1986

The Silent Power Contest Club (SPCC) hosted the 1986 1/12th Scale Electric Nationals at the Peppermill Inn and Casino in Reno, Nevada, where over 200 racers and their electric cars gathered for a week-long affair. The goal? To eventually crown two national champions in ROAR's Stock and Modified classes.

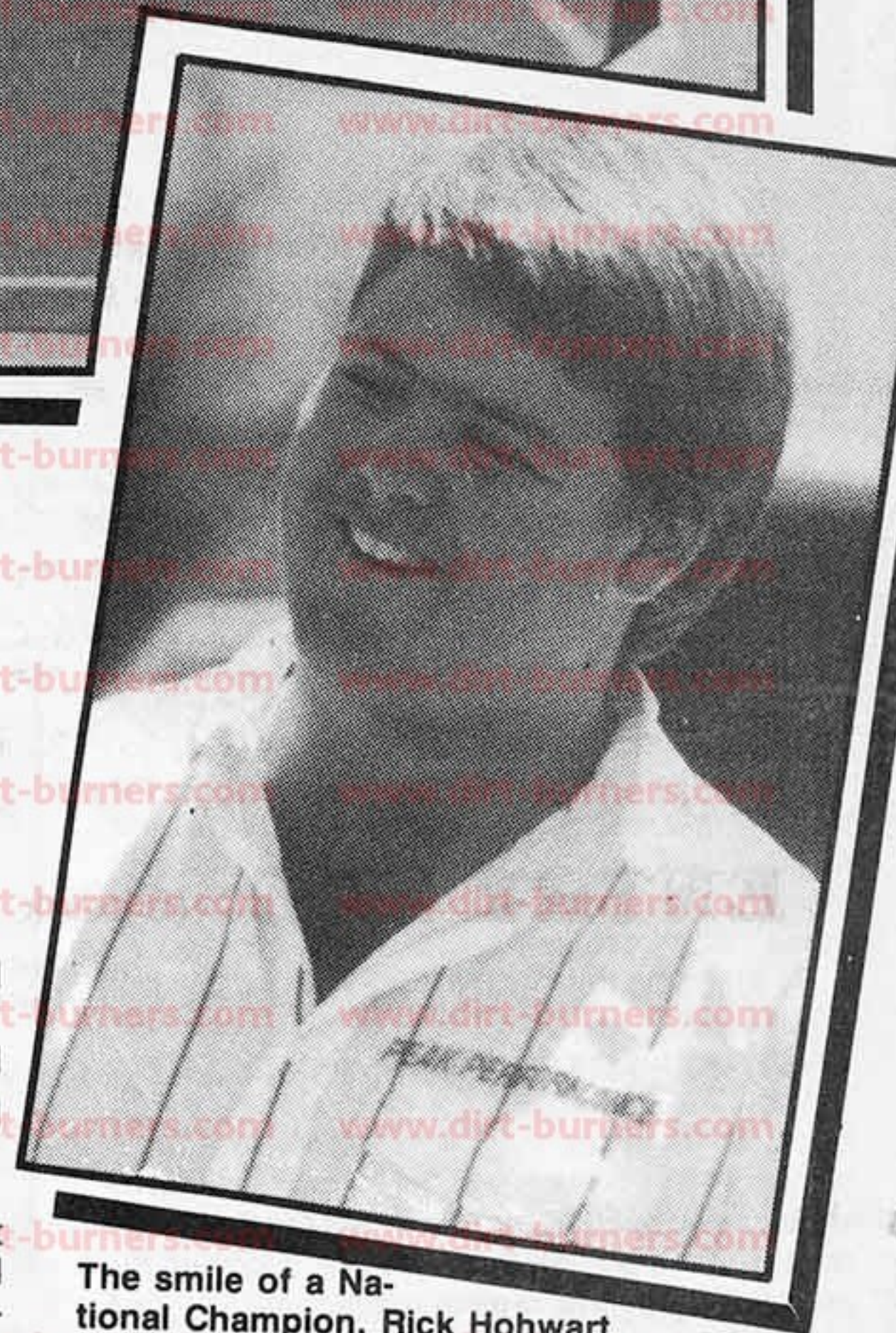
When it was all said and done, and the Nevada winds had blown away the dust off the track, Tony Neisinger (Associated, Futaba, Novak [no motor listing]) was crowned the Stock National Champion; and Rick Hohwart was the new Modified National Champion, thus making Team/Motor Peak Performance, Futaba and Tekin, his sponsors, quite happy.

The last time an electric event took place at this site was back in 1982, when the 1st Annual Peppermill Classic was run. It had rained then

and the conditions were less than adequate. But not this time around. Mother Nature cooperated with the host club and allowed week-long, near-perfect weather for this highly charged competition. Although the winds picked up a bit on several occasions, and although at times dust on the track was a little problem due to the fact that the Peppermill Hotel is undergoing expansion and re-modeling, for the most part, the weather did not hamper the racers from putting on a great show and making it a good race.

But as we know, running a good race is easier said than done. It never fails. Just when you think you've got your car all dialed in, inevitably something will go wrong, sometimes even when you're just about to bring it to the line.

At this race, it was no different. One of the more prevailing problems with some racers was the heat on the track which seemed to be eating up end-bell bearings. There were quite a few racers who reported motors just going away on them or suddenly running flat in the middle of the race. Adding to the heat problem was the layout of the track. It was a "tight" race course



The smile of a National Champion, Rick Hohwart, who picked up the Modified title in Reno. The track at the Peppermill Inn & Casino "was tight, but driveable!"

and most racers, especially in the Modified Class, had to rely on "mild" motors to not only get in their full eight minutes of running time, but also to make the car more "driveable." Even speed controls were affected by the heat. The settings on some of the speed controls were "drifting" during the race. As the heat on the track rose, it threw some controls out of adjustment. But these were problems that most racers were eventually able to correct.

In short, notwithstanding the above, and for the most part, all the racers had to do was to concentrate on their racing and how to make a fast run.

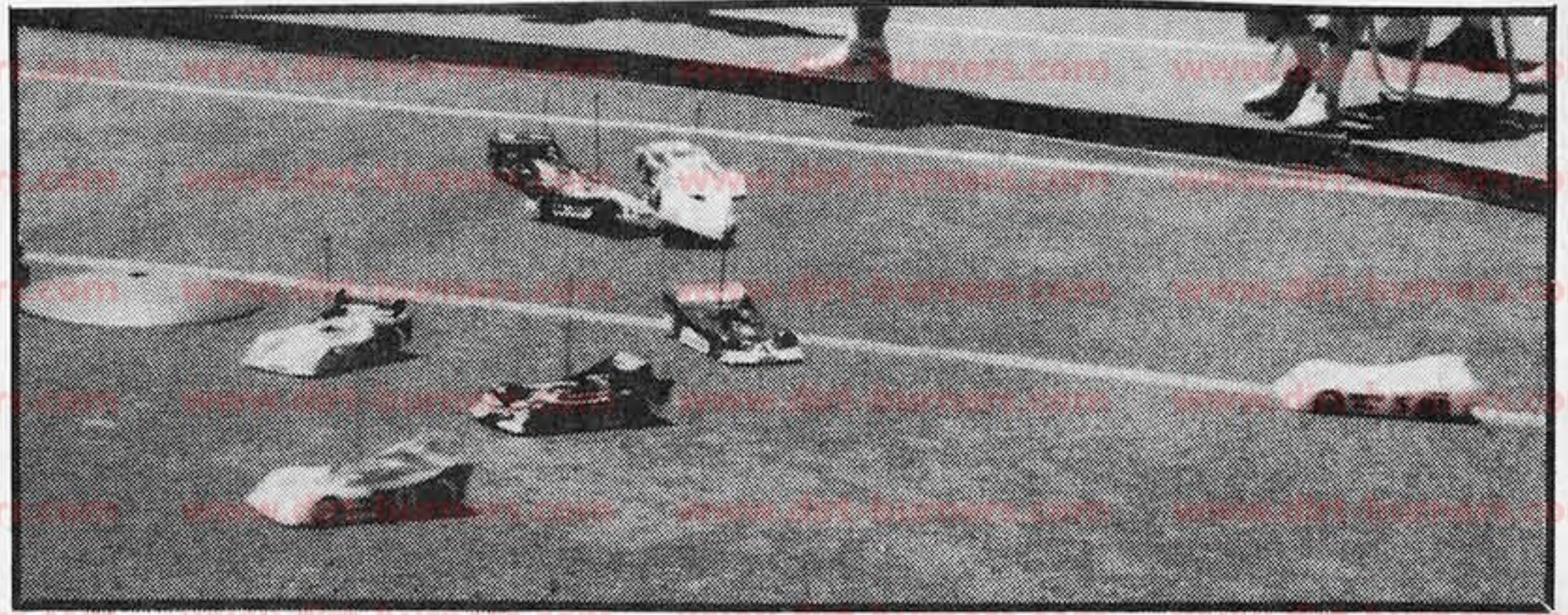
The Nationals track was designed by the Silent Power Contest Club to be very similar to the track that will be used at the Electric World

Championships later this month in Las Vegas. There were several changes made, but for the most part it was a tight and twisty track that some of the racers loved and others just didn't like. But as they say, you can't please everyone.

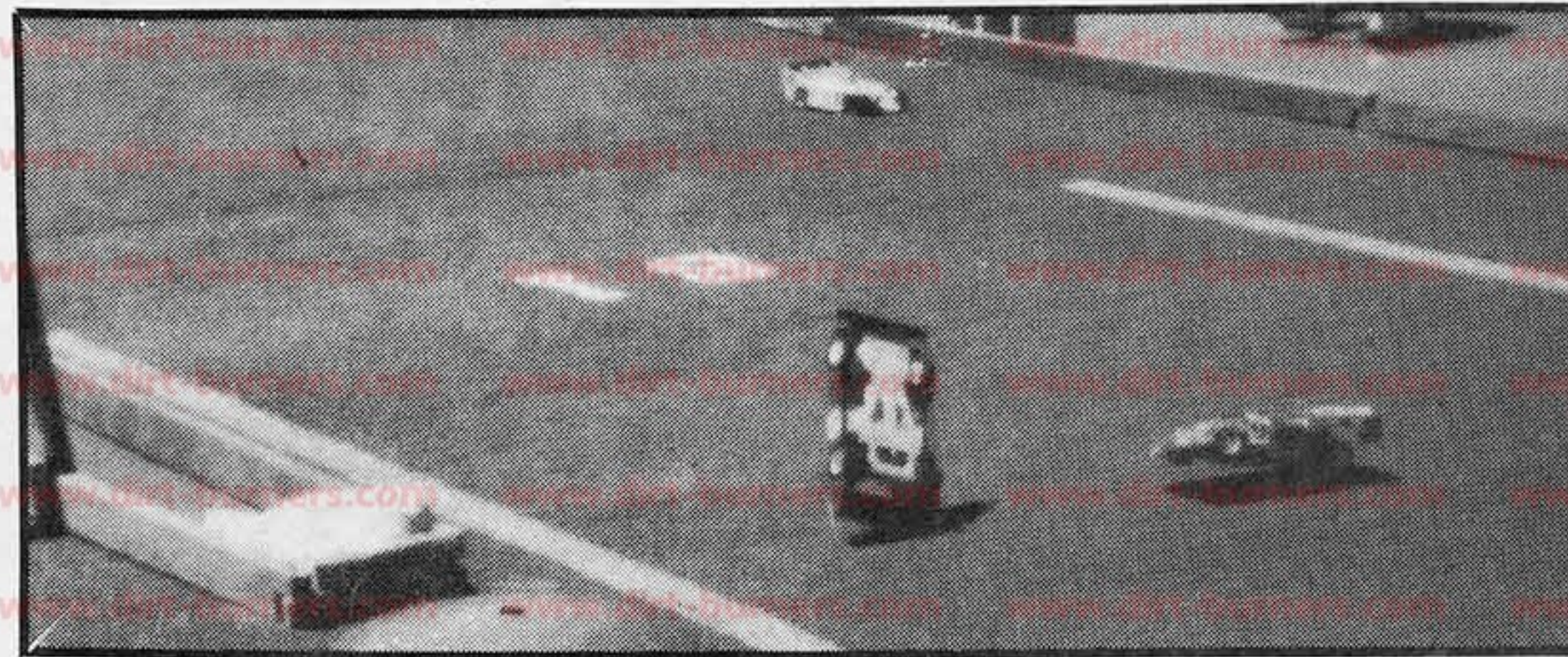
The schedule called for the Stock Class to be run first. The members from SPCC and a few friends began setting up the national track on Saturday, July 5th. By that afternoon and evening, the track was ready and open for practice to those who got there early.

Sunday, July 6th, was an open day dedicated to checking in and to "running as much as you could" and to trying to dial the car in to the track.

One group, those racers from North Dakota, took it literally and they ran more than anyone. In fact, some of those guys could be seen in the middle of the night, still on the track, running lap after lap. They were the only group of racers to run out of tires and had to beg, borrow and buy



The first-turn traffic jam at the start of the Modified A Main had Bob Light in the lead, followed by Joel Johnson, Tony Neisinger, Rick Hohwart (eventual winner), and Jerry Case. Trying to get away from each other in the tangle were Tyree Phillips, Kent Clausen, Art Carbonell and Mike Lavacot.



These cars were really never designed to fly, but somehow they keep trying. Heading for one of the flying objects is Chuck Crawford, also about two inches off the ground.

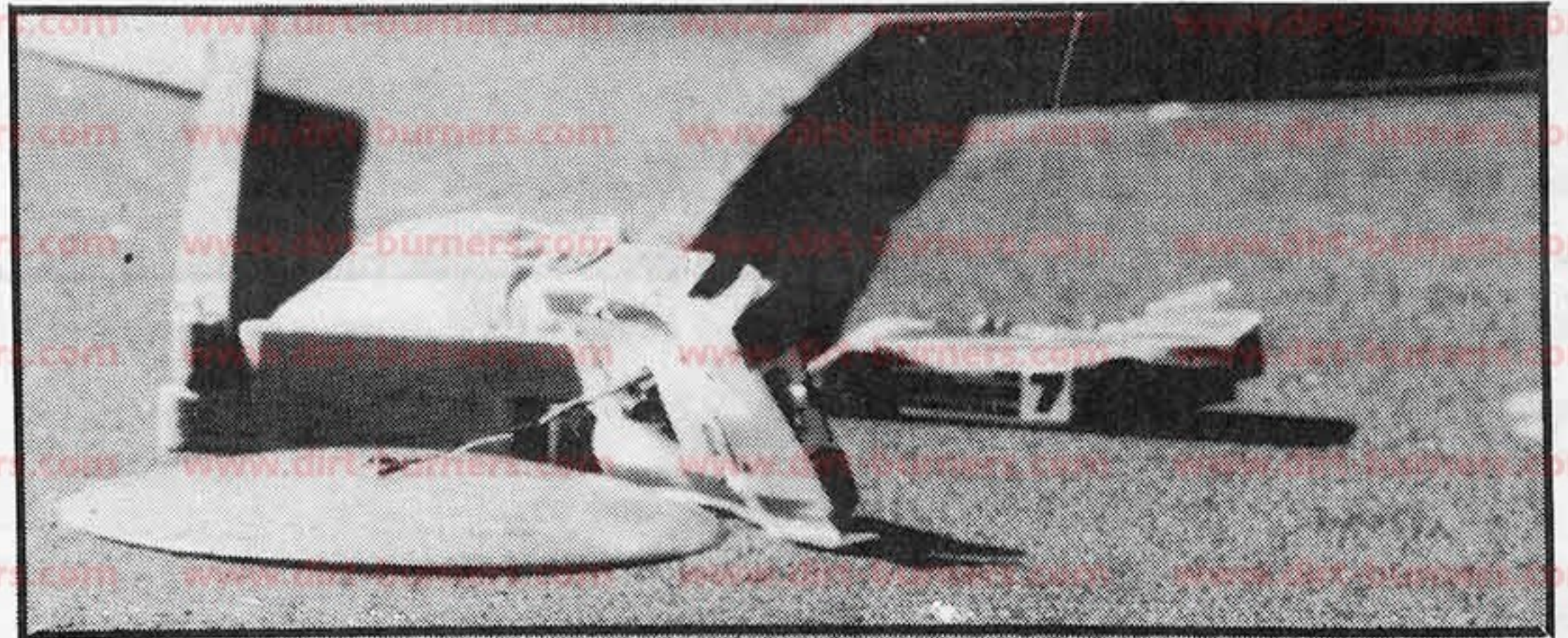
more tires after the race, just so they could go to another race. There were definitely some guys who really got their money's worth.

There was a little problem with traction on the track at first, especially when the winds picked up and blew dust across it, but a fast blow of the track and a little sugar water seemed to solve those "bite" problems.

By Monday, July 7th, the first of two days of Stock Class qualifying began. Each racer had three rounds every day to qualify for a total of six. The first day of qualifying is always tough because there are still some racers who have problems with setting up their motors (Igarashis which were handed out) so that they will not interfere with the AutoCount. BoLink's system for automatic scoring works great, unless your motor does not have the necessary capacitors attached to it to keep motor noise away. Once some of the racers got the hang of it, the automatic system took over and there were no problems with the scoring.

By Tuesday, July 8th, the Stock Class qualifiers were finished. Emerging as the Top Qualifier (TQ) was Tony Neisinger, the only racer to break into the 40-lap mark with a Stock car. His 40/8:04 was almost a full lap faster than the second fastest, Rick Hohwart, who had a 39/8:01.8. Rounding out the top three fastest qualifiers was Joel Johnson, who was just 100th of a second behind Hohwart with a 39/8:01.9.

By Wednesday, July 9th, most of the racers on hand had settled in and were ready for the first of two national championships which were to be decided that day. Up for grabs was the Stock Class title, and some 90 racers from all over the United States and from Canada were ready and poised for the mains.



Jerry Meisenzahl from Santa Monica, CA, testing the strength of the boards, while Bobby Schatz, also of Santa Monica, taking a close look at one of the dots used in the turns.

There were only two racers in the I Main and of those two, Curtis Lynn, of San Mateo, CA, was declared the winner. In the H Main, Todd Schoenberg of Mohall, ND, was the clearcut winner over Andre LeRouche of Warren, MI. He won by over two laps.

Bob Irikis of Sebastopol, CA, was also a clearcut winner in the G Main as he had more than a lap advantage over second place, Harry Malicoat of Fresno, CA.

Bruce Enderle of Tucson, AZ, had a great battle with Jack Steward, also of Tucson. But at the end of the eight minutes, Bruce had 36 laps to Jack's 35 to take the F Main win.

Steve Ashby bettered his qualifying time by two laps on his way to the E Main win. The Santa Rosa, CA, driver had qualified with 36 laps. But in winning the main, he was able to finish

with 38 laps; that was more than the D Main winner turned in. Ashby had a two-lap lead over his nearest competitor, George Martin of St. Smith, AK.

The D Main saw a great battle between Mark Blacketter of Tulsa, OK, and Doug Kott of Yorba Linda, CA. Neither gave one another much room to fly away as was evidenced by one of the closest finishes of the day. Blacketter was the winner of the main but only by one 1/100th of a second over Kott (37/8:07.0 to 37/8:07.1).

Fernando Belair of Covina, CA, also had a close race in winning the C Main, with a two-second lead over Larry Stevens from Modesto, CA.

Jerry Case of La Habra, CA, was in the A Main, but on one of the last rounds he was knocked out of the A and into the B Main. He was really disappointed, but came back strong to show that he could have run with the front run-

ners. He won the B Main in style as he put at least a lap on the rest of the field. Second in this main went to Randy Hunter of Costa Mesa, CA.

The running of the mains had started at 11 a.m., and by 1 p.m. all that was left was the National A Main event. The top-ten drivers (qualifiers) in the Stock Class were ready.

At the start of the A Main, Joel Johnson, of San Jose, CA, as he had done so many times before, grabbed the lead and appeared to be the favorite to repeat as national champ. But then his motor went away, and the battle for the lead was now between Tony Neisinger of Santa Ana, CA, and Rick Hohwart of Laguna Beach, CA.

Once Neisinger asserted himself into the lead, there was a little chance that he would lose it. He was really driving masterfully. Ernie Proveti of Trinity said it well, "If Tony gets out in the



Ryan Stevens, helping the trophy lady give dad, Larry, his trophy. Ryan got shy at the last minute and backed off from getting a victory kiss. Dad, wasn't that shy. Everyone got something! The large display of trophies (below) awarded at the Nationals.

lead, you might as well kiss it goodbye!" He wasn't wrong, as Neisinger went on to post the Stock Class win and take the national title with him. Rick Hohwart was second and Bob Light, from Oklahoma City, OK, rounded out the top three.

Shawn Ireland of Carlsbad, CA, and Mike Hickman of Santa Ana, CA, were fourth and fifth, respectively. Finishing sixth through tenth were Andrew Comrie (the only Canadian at the Nationals and he also made both A Mains), Steve Pritchett, Kent Clausen, Mike Lavacot, and Joel Johnson, in that order.

No sooner had the A Stock Main event been completed, than the track was immediately opened for practice, but this time for those who were running in the Modified Class.

There were 110 entries in the Modified Class — a few more than Stock — which can be attributed to the fact that some racers got to Reno late or could not get enough time off from work to race all week long.

Thursday and Friday (July 10th and 11th) were set aside for qualifying. The track was pretty well dialed in, and even when the winds picked up and dust fell on the track, a quick blow with the power blower and some "sugar water" brought the "bite" right back up.

The "hot" or superfast motors used by some racers proved to be the wrong setup for this Nationals track. "Mild" motors were the order of the day because they were more manageable on the track and would run cooler.

Proving that point was Bob Light, from Oklahoma City, OK, who used his Trinity motor to take him to the TQ spot in class. Bob's 41/8:00.8 was just a blink of an eye ahead of Tony Neisinger's best qualifying run of 41/8:00.9. Neisinger actually looked like he was on his way to the TQ spot with an excellent run, but then he hit a dot on the course which cost him a few precious seconds. Third best qualifier was Joel Johnson, just two seconds back. All the A Main drivers had at least 40 laps, but Dave Hechler, of Oakboro, NC, who also had 40 laps, was bumped out of the A Main by Andrew Comrie and was relegated to being TQ in the B Main.

Saturday, July 12th, was the Modified main event day. By 11 a.m., the K Main was underway. Andre LeRoche of Warren, MI, emerged

the strong winner with over a two-lap advantage.

Sandbagging? Maybe! But Gil Losi, Sr., who normally runs with the A or B Main boys in all scales of racing, wound up in the J Main and promptly disposed of all his competition. Although Steve Curry of Reno, NV, was never more than a few seconds behind. Gil actually had a lot of problems with radio frequencies as he was made to change from his normal "radio-free Poland" band to one of the legal frequencies. His car never ran the same after that and Gil had lots of troubles trying to turn in a good qualifying run.

Ron Pielli of Sandpoint, ID, ran strong for about seven-and-a-half minutes of the race, but then his batteries began to "dump." Fortunately, he had amassed a strong enough lead to hold onto first place in the I main, just ahead of Linda Gupta of Torrance, CA.

Jim Sturges of Carlsbad, CA was, the H Main hotshoe, as he ran a 36-lap main event to even better his best qualifying time of 35 laps.

Tucson, AZ, was well represented in these Nationals, as was evidenced by Scott Enderle's win in the G Main. It wasn't easy for Scott as Mitch Witteman of Mohall, ND, hung tough and was less than a second behind, in second place.

Denny Lynn of San Mateo, CA, who hadn't



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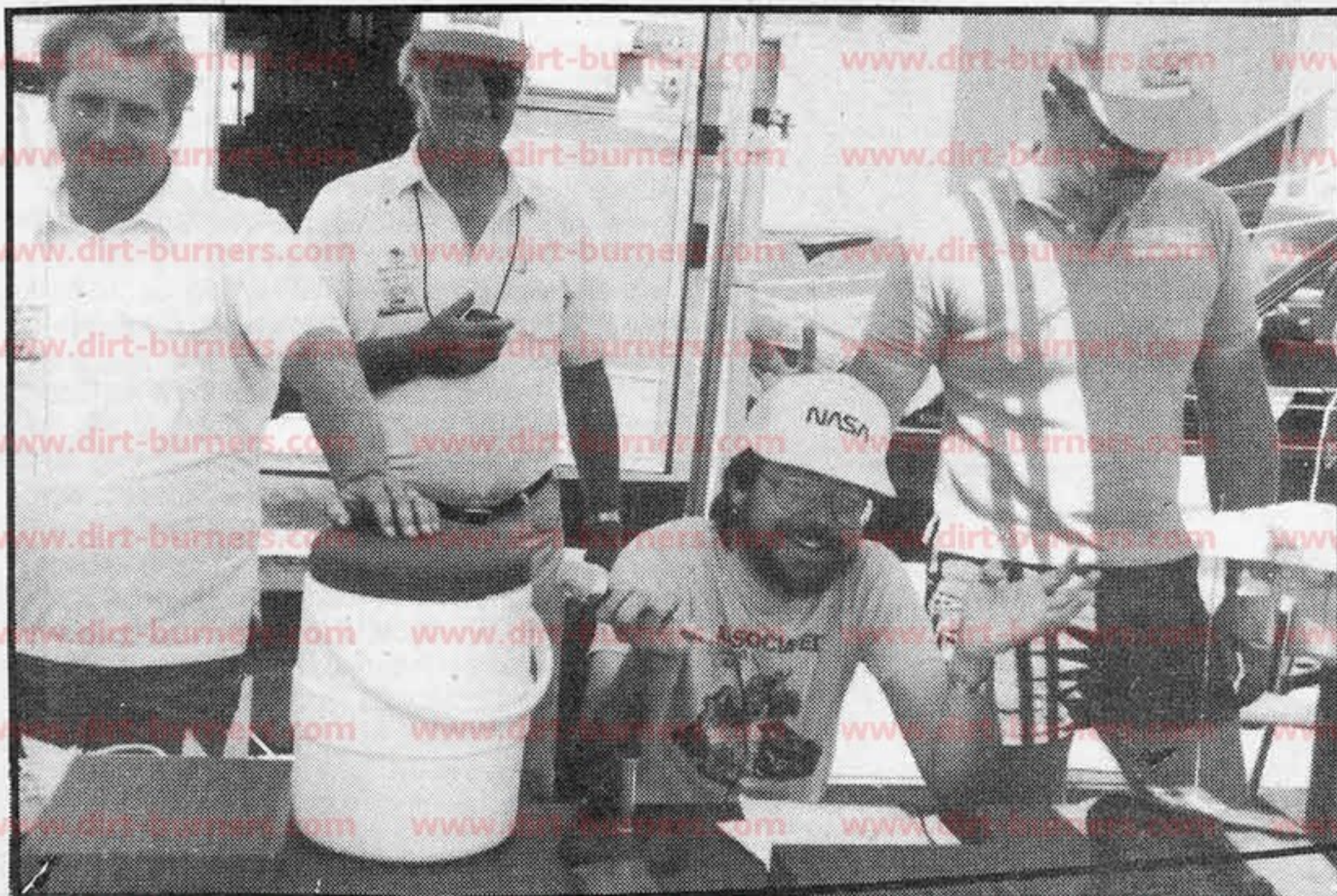
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Officials of the ROAR Electric Nationals: (l-r) Dave Kisby; Ted Graf; announcing official and racer, Frank Killam; and non-official, but very much involved in the racing scene, Fernando Belair.

raced for over two years, did extremely well and also improved on his qualifying times by posting a 37-lap effort to win the F Main. Mike Mayberry of San Diego, CA, came in second, but way back.

Frank Killam, usually among the top racers in

the country, found himself in the E Main after a poor qualifying round. Nevertheless, Frank was able to assert himself to win the main by about 11 seconds over George Martin.

Another of the "top racers" who found himself in a lower main was Steve Hickman of Santa

Ana, CA. Nevertheless, he was the D Main winner over Greg Fox of Canton, OH — another one of those "top drivers" who had problems qualifying.

A quick look at the C Main lineup proved that it was tough to make the A Main at these Nationals. There were drivers in the C Main that are used to being in most A Mains — but not this time around.

Saving something out of the weekend was Kevin Mercadante who won the C Main over Tim Copp of Fresno, CA. Miles Cook of Santa Barbara, CA, was third. If you didn't think this main was tough, check this out. There was only a five-second difference between the fastest qualifiers in this main and the slowest (or tenth). All drivers in this main qualified with 39 laps, but only Mercadante was able to reach 39 laps in the C Main.

The B Main was as close a race as we've ever seen. How about a dead heat? Even with the AutoCount, when Bruce Hickman of Santa Ana, CA, and Dave Hechler of Oakboro, NC, crossed the finish line after eight minutes of racing, the AutoCount computer picked up the signals from each car and posted the following two scores: 40/8:11.9 and 40/8:11.9! So how was the eventual finishing order decided? There was someone with a video camera, who filmed the entire event, and fortunately, even as the cars crossed the finish line. The camera was trained on both cars. After reviewing the video, Bruce Hickman was awarded the win by one-and-half inches over Dave Hechler. Had it not been for the video, the race would have had to have been called a tie for first place.

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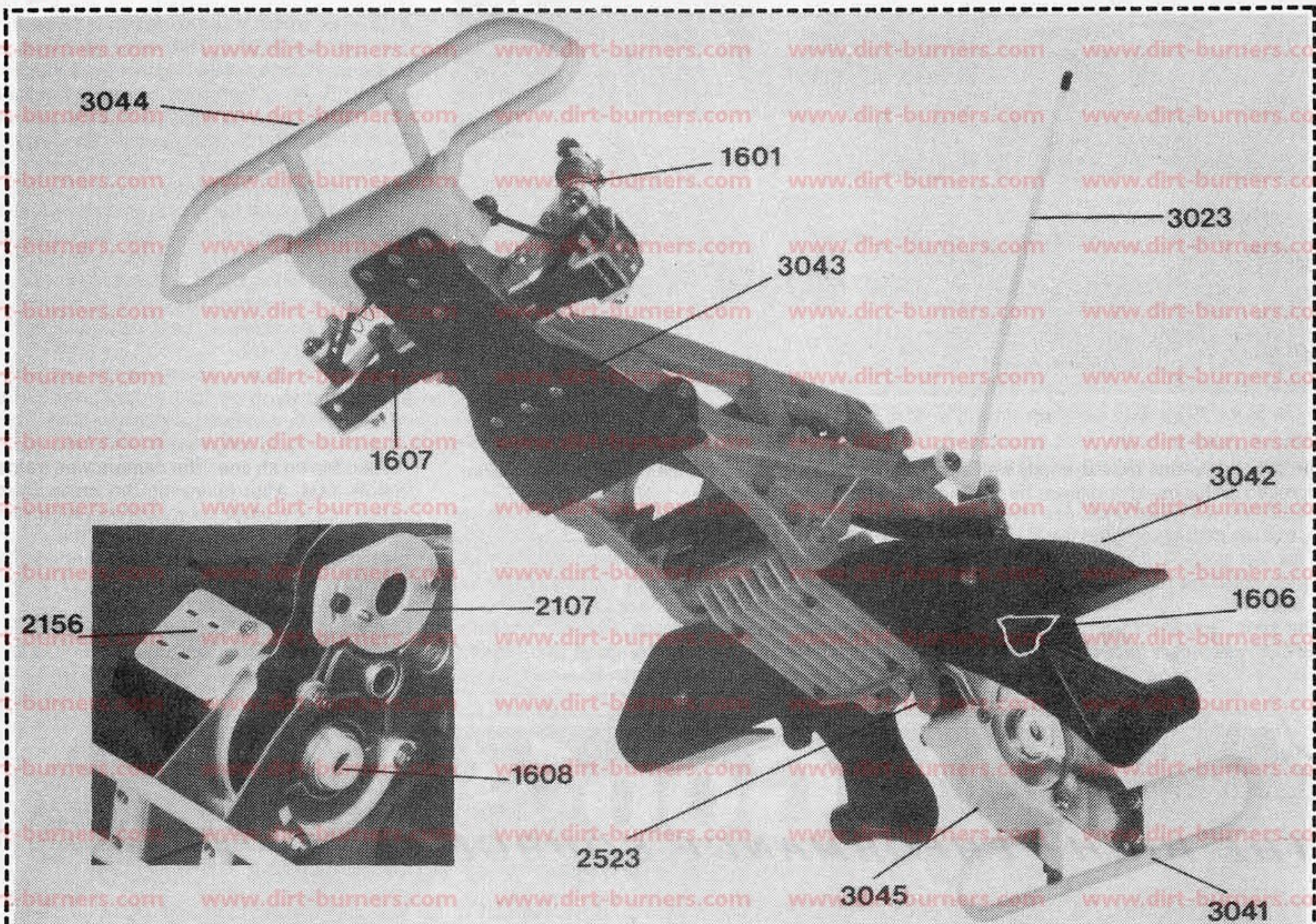
### CONGRATULATIONS & THANKS TO:

- ROB BISHOP — 1st place, ROAR oval series race Bakersfield. 4wd open class.
- SCOTT QUILLEN — TQ and 1st place. ROAR oval series race at Hobby Bench in Glendora. Scott out qualified the 4wd open class with his 2wd Open RC-10.
- MIKE DUNN — 2nd place. At the 1986 ROAR Nationals in Pomona. Mikes Optima car finished only seconds back of 1st & was powered by & 4180 Enduro.

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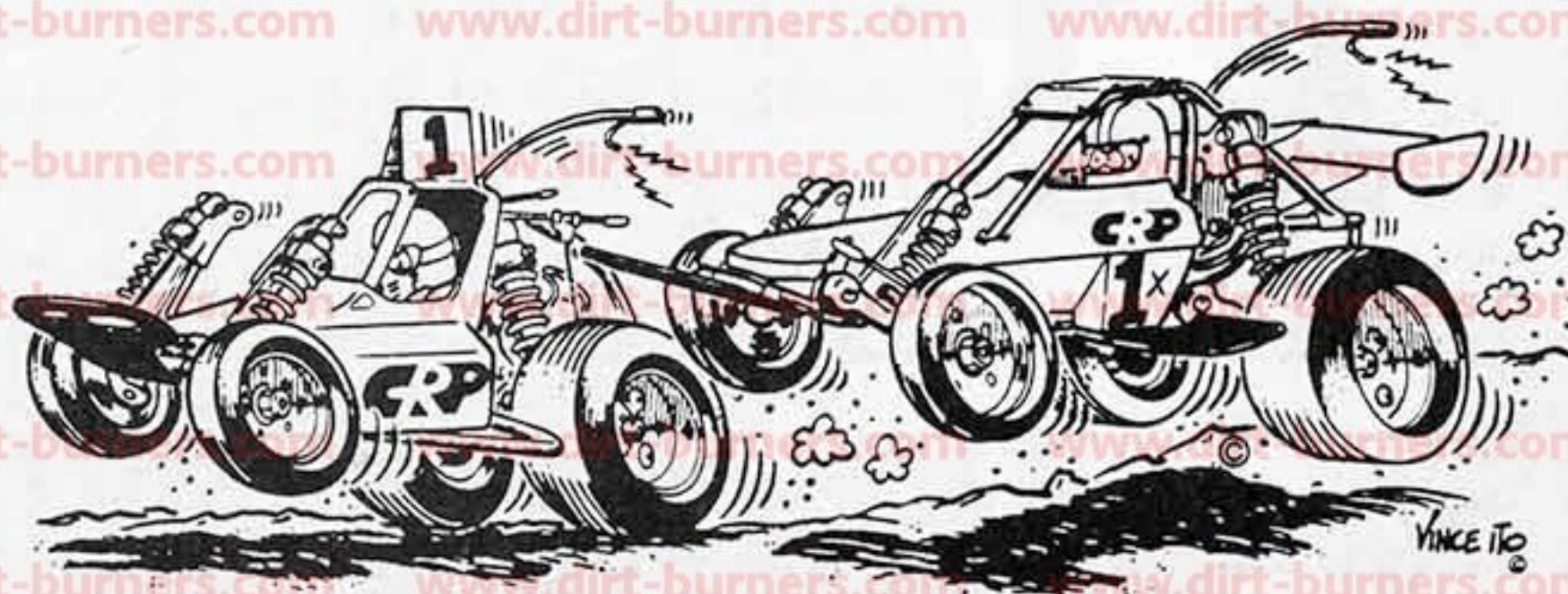
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The final day of the Nationals saw some great racing, but the best (even after the B Main) was saved for last as the fastest ten drivers dived it out for the Modified National Champion title in the A Main.

At the start, Bob Light from Oklahoma City, OK, led the train of cars through turn one. These included Joel Johnson, Tony Neisinger, Rick

Hohwart and Jerry Case. Kent Clausen, Tyree Phillips, Art Carbonell, and Mike Lavacot, in the meantime, were stuck with each other as the leaders left them in the dust. But soon they too broke loose and gave chase.

Meanwhile Light, Johnson, Hohwart and Neisinger were having a pretty good duel among themselves. But then Hohwart asserted himself

and took the lead for good. Johnson began to fade and eventually dropped way back when his batteries started to dump. In the meantime, Kent Clausen, who was a victim of that first-turn melee, had managed to work himself back up through the pack and was picking through the cars one by one. He got as far as third but could never catch Hohwart or Light, after having spotted them quite a distance at the start of the race.

Rick Hohwart drove an excellent race and at the end of the eight minutes, he had posted a 41/8:06.3, which was two seconds faster than Bob Light's 41/8:08.5. They were the only racers to reach 41 laps, while Clausen was third with 40/8:01.5. Tony Neisinger wound up in fourth and Jerry Case, who ran very strong, was fifth. Sixth through tenth went to Joel Johnson, Mike Lavacot, Art Carbonell, Tyree Phillips, and Andrew Comrie, in that order.

By 2:30 p.m. all the racing was done and the partying was just starting. The awards were held at the Peppermill Inn & Casino, with cocktails and a great feast. By 10 p.m. everyone was free to take in the sights of Reno, NV, and check out the casino after a very tough week of competition.

All the A Main racers wound up with a trophy/plaque, while first through third in the other mains received trophies, and fourth through tenth place received plaques.

The Concours trophies were also awarded. The AutoGraphics Running Concours actually took place the Wednesday before, but the winners were not announced until the awards ceremony. Gary McAllister took the honors with a beautifully detailed RM1. Second went to Frank Killam's TOJ. Since this was a "Running Concours," those who entered the contest also had to drive the same car and body in at least one race. There were some who entered but fail-

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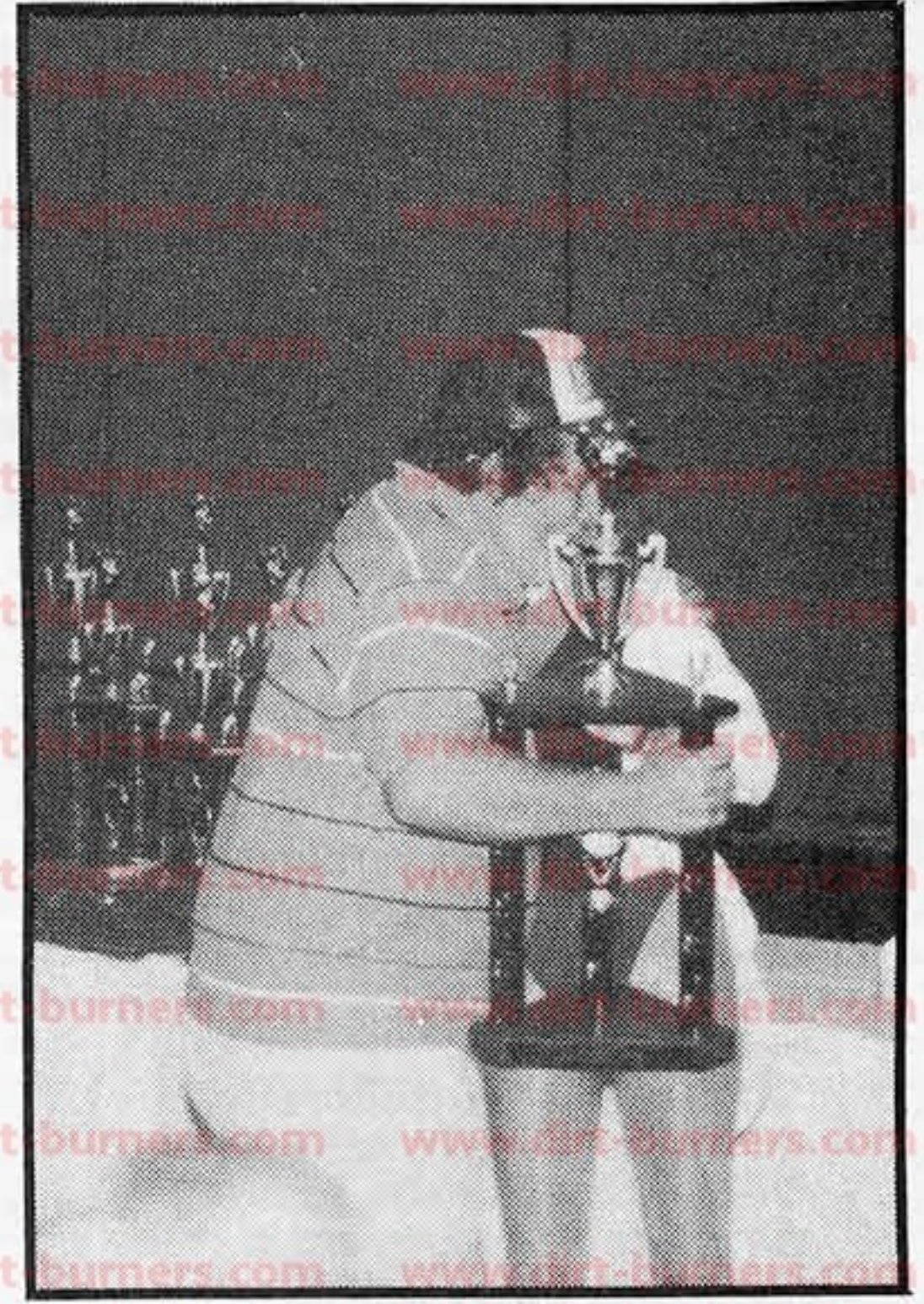
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The large crowd gathered around the track to witness the main events held on Wednesday (Stock) and Saturday (Modified); they saw some great racing all week. Check out the crystal clear skies. Perfect weather for racing!



Gil Losi, Sr., didn't fare too well, although he did win the J Main. But at this point, he didn't really seem to care.

ed to use the car in a heat or main and were dropped from the competition.

The big winner for the AutoGraphics Display Concours, which took place during the awards,

was William Brown. Ken Jones came in second. Unfortunately, we did not get any details about these concours-winning cars.

A trophy for the "Oldest Driver" went to Fred

Hohwart, and a trophy for the "Longest Distance Traveled" went to Benny Williamson, of Mechanicsville, VA.

● R/C ●

# TWISTER

## RACE RESULTS:

MIKE CHRISTIANSON MADE A CLEAN SWEEP OF THE "FIRECRACKER 400" IN SANTA MARIA, SETTING NEW TRACK RECORDS IN 2WD & 4WD OPEN, THEN GOING ON TO WIN BOTH "A" MAINS. MIKE USED A TWISTER 202 & 402 TO DOMINATE THE COMPETITION.

GARY MIYAKAWA WON THE OUTLAW CLASS AT THE BOLINK SUMMER OVAL SERIES IN GEORGIA, USING TWISTER 402 & 501 MOTORS.

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# 1986 1/12 ROAR NATIONALS RESULTS

## STOCK

## MODIFIED

STOCK					MODIFIED						
"A" MAIN	PLACE	MAINS LAPS	TIME	QUALIFYING LAPS	QUALIFYING TIME	"A" MAIN	PLACE	MAINS LAPS	TIME	QUALIFYING LAPS	QUALIFYING TIME
TONY NEISINGER, Santa Ana, CA Team Associated; Futaba trans., receiver, servo; Novak speed contr.	1			40	8:04.9	RICK HOHWART, Laguna Beach, CA Team/Motor Peak Performance; Futaba trans., receiver, servo; Tekin spd. cont.	1	41	8:06.3	41	8:05.5
RICK HOHWART, Laguna Beach, CA Team Peak Performance; Futaba trans., receiver, servo; Tekin speed control	2			39	8:01.8	BOB LIGHT, Oklahoma City, OK Team Trinity/TRC; Trinity motor; Kraft trans., Novak rec.; Futaba servo; Tekin speed control	2	41	8:08.5	41	8:00.8
BOB LIGHT, Oklahoma City, OK Team Trinity/TRC; Kraft trans., Novak rec.; Futaba servo; Tekin spd. control	3			39	8:06.0	KENT CLAUSEN, Santa Ana, CA Team Associated; Reedy motor; Novak rec., servo, speed control	3	40	8:01.5	40	8:07.4
SHAWN IRELAND, Carlsbad, CA Team Associated; Kraft trans.; Novak rec., servo, speed control	4			39	8:12.6	TONY NEISINGER, Santa Ana, CA Team Associated; Reedy motor; Futaba trans., rec., servo; Novak speed contr.	4	40	8:02.8	41	8:00.9
MIKE HICKMAN, Santa Ana, CA Team Checkpoint; Futaba trans., servo; Novak rec.; Tekin sp. cont.	5			39	8:10.7	JERRY CASE, La Habra, CA Team Associated; Checkpoint motor; Airtronics trans., rec.; Novak servo	5	40	8:06.9	41	8:11.1
ANDREW COMRIE, Alberta, Canada Team Associated; Futaba/Kraft trans.; Novak rec., servo, sp. cont.	6			39	8:00.5	JOEL JOHNSON, San Jose, CA Team Trinity/Delta; Trinity motor; KO trans.; Novak rec.; Futaba servo; Tekin speed control	6	40	8:11.0	41	8:03.1
STEVE PRITCHETT, S. Fernando, CA Team RevTech/Delta, KO trans.; Novak rec., servo, speed control	7			39	8:09.9	MIKE LAVACOT, Santa Ana, CA Team Associated; Reedy motor; Kraft trans.; Novak rec., servo, spd. control	7	39	8:01.9	40	8:08.3
KENT CLAUSEN, Santa Ana, CA Team Associated; Novak rec., servo, speed control	8			39	8:13.2	ART CARBONELL, Lorimer, IA Team Delta; Trinity motor; KO trans., rec.; Novak servo; Tekin sp. control	8	39	8:03.9	40	8:03.6
MIKE LAVACOT, Santa Ana, CA Team Associated; Kraft trans.; Novak rec., servo, speed control	9			39	8:13.6	TYREE PHILLIPS, Skokie, ILL Team Associated; Reedy motor; KO trans.; Novak rec., servo, sp. control	9	39	8:16.5	40	8:07.9
JOEL JOHNSON, San Jose, CA Team Trinity/Delta; KO trans.; Novak rec.; Futaba servo; Tekin sp. control	10			39	8:01.9	ANDREW COMRIE, Alberta, Canada Team Associated; Reedy motor; Futaba/Kraft trans.; Novak rec., servo, sp. cont.	10	37	8:10.1	40	8:09.0
<b>"B" MAIN</b>						<b>"B" MAIN</b>					
Jerry Case, La Habra, Ca	1	39	8:10.5	38	8:00.6	Bruce Hickman, Santa Ana, CA	1	40	8:11.9	39	8:01.4
Randy Hunter, Costa Mesa, CA	2	38	8:01.6	38	8:09.2	Dave Hechler, Oakboro, NC	2	40	8:11.9	40	8:01.4
Mike Yoes, Concord, CA	3	38	8:05.5	38	8:12.7	Randy Hunter, Costa Mesa, CA	3	39	8:09.4	39	8:01.6
Tyree Phillips, Skokie, IL	4	38	8:05.5	38	8:01.2	Mike Yoes, Concord, CA	4	38	8:00.9	39	8:02.3
Bruce Hickman, Santa Ana, Ca	5	38	8:06.8	38	8:04.6	Gary Kyes, Pomona, CA	5	38	8:10.6	39	8:03.8
Terry Rott, Grand Rapids, MI	6	38	8:14.4	38	8:00.6	Ron Schuur, Roswell, GA	6	37	8:00.2	39	8:02.3
Steve Hickman, Santa Ana, Ca	7	37	8:02.0	38	8:06.0	Mike Hickman, Santa Ana, CA	7	36	7:50.4	39	8:02.3
Tim Neja, Scottsdale, AZ	8	37	8:03.7	38	8:06.6	Tim Morton, Oakboro, NC	8	36	8:04.6	39	8:06.0
Grant Johnson, San Diego, CA	9	36	8:08.8	38	8:11.3	Doug Kott, Yorba Linda, CA	9	34	8:03.3	39	8:05.4
Art Carbonell, Lorimer, IA	10	35	8:10.3	38	8:12.1	Terry Rott, Grand Rapids, MI	10	6	1:12.4	39	8:04.0
<b>"C" MAIN</b>						<b>"C" MAIN</b>					
Fernando Belair, Covina, CA	1	37	8:00.4	38	8:13.4	Kevin Mercadante, Orange, CA	1	39	8:00.7	39	8:09.0
Larry Stevens, Modesto, CA	2	37	8:02.9	37	8:00.4	Tim Copp, Fresno, CA	2	38	8:00.0	39	8:11.8
Lucas Garneau, Encinitas, CA	3	37	8:08.0	37	8:00.1	Miles Cook, Santa Barbara, CA	3	38	8:03.1	39	8:11.0
John Cason, Tulsa, OK	4	36	8:01.3	37	8:00.3	Larry Stevens, Modesto, CA	4	38	8:04.8	39	8:12.1
Jeff Schneider, Fresno, CA	5	36	8:03.0	38	8:12.7	Mark Blacketter, Tulsa, OK	5	38	8:07.6	39	8:08.2
Rusty Husband, Houston, TX	6	36	8:04.1	38	8:14.8	Tim Neja, Scottsdale, AZ	6	37	8:09.5	39	8:12.2
Scott Phillips, San Jose, CA	7	36	8:06.8	37	8:01.5	John Cason, Tulsa, OK	7	37	8:17.3	39	8:11.2
Tony Massey, Springfield, MO	8	35	8:02.7	38	8:14.0	Grant Johnson, San Diego, CA	8	35	7:17.6	39	8:10.1
Miles Cook, Santa Barbara, Ca	9	35	8:10.6	38	8:12.9	Shawn Ireland, Carlsbad, CA	9	35	8:01.2	39	8:07.5
Kevin Orton, San Clemente, Ca	10	--	DNS	37	8:00.8	Rusty Husband, Houston, TX	10	20	4:34.1	39	8:11.7
<b>"D" MAIN</b>						<b>"D" MAIN</b>					
Mark Blacketter, Tulsa, OK	1	37	8:07.0	37	8:06.1	Steve Hickman, Santa Ana, CA	1	38	8:00.4	38	8:03.6
Doug Kott, Yorba Linda, CA	2	37	8:07.1	37	8:17.1	Greg Fox, Canton, OH	2	38	8:01.6	38	8:02.7
Mike Hamilton, Denton, TX	3	37	8:11.1	37	8:10.8	Lucas Garneau, Encinitas, CA	3	38	8:11.4	38	8:08.2
Billy Johnson, Santa Cruz, CA	4	37	8:15.1	36	8:03.7	Tate McDaniel, Oakboro, NC	4	38	8:13.9	38	8:00.8
Jeff Abrams, Costa Mesa, CA	5	36	8:07.3	37	8:11.9	Mike Hamilton, Denton, TX	5	37	8:03.2	38	8:03.0
Dave Portz, Tempe, AZ	6	36	8:08.5	36	8:01.8	Steve Pritchett, San Fernando, CA	6	36	8:00.9	38	8:01.0
Gary McAllister, Simi Valley, CA	7	36	8:10.7	36	8:08.5	Jim Mendoza, Modesto, CA	7	36	8:12.2	38	8:05.7
Sam Ellis, Orange, CA	8	35	8:05.2	36	8:03.6	Jeff Abrams, Costa Mesa, CA	8	33	8:07.1	38	8:08.7
Tim Copp, Fresno, CA	9	33	8:14.3	36	8:00.2	Tony Massey, Springfield, MO	9	32	6:47.8	38	8:06.2
Greg Fox, Canton, OH	10	19	4:15.5	37	8:14.8	Fernando Belair, Covina, CA	10	11	2:12.7	38	8:07.9
<b>"E" MAIN</b>						<b>"E" MAIN</b>					
Steve Ashby, Santa Rosa, CA	1	38	8:12.0	36	8:13.4	Frank Killam, Burbank, CA	1	38	8:03.2	38	8:15.1
George Martin, Ft. Smith, ARK	2	36	8:09.6	35	8:05.5	George Martin, Ft. Smith, ARK.	2	38	8:14.1	37	8:01.9
Mel Edralin, Long Beach, CA	3	35	8:00.4	36	8:04.0	Billy Johnson, Santa Cruz, CA	3	37	8:08.9	37	8:08.9
Scott Enderle, Tucson, AZ	4	35	8:12.4	35	8:05.6	Dan Salvatore, Cooper City, FL	4	37	8:02.1	38	8:09.6
Tom Bowlin, Torrance, CA	5	34	8:01.7	36	8:10.2	Mel Edralin, Long Beach, CA	5	36	8:08.3	37	DNF
Ken Jones, E. Palo Alto, CA	6	34	8:03.0	35	8:02.3	Bruce Enderle, Tucson, AZ	6	36	8:13.3	37	8:06.2
Bill Martin, Irvine, CA	7	34	8:03.4	35	8:00.7	Steve Ashby, Santa Rosa, CA	7	34	8:02.9	38	8:14.6
David Johnson, Denton, TX	8	34	8:06.0	36	8:04.3	Gary McAllister, Simi Valley, CA	8	28	6:19.0	38	8:13.7
Jim Sturges, Carlsbad, CA	9	34	8:09.0	36	8:05.9	Jeff Schneider, Fresno, CA	9	15	5:36.0	38	8:08.7
Steve Yamamoto, Lakewood, CO	10	34	8:14.6	35	8:00.6	David Johnson, Denton, TX	10	14	3:09.7	37	8:05.0
<b>"F" MAIN</b>						<b>"F" MAIN</b>					
Bruce Enderle, Tucson, AZ	1	36	8:13.2	35	8:08.5	AUTOGRAPHICS RUNNING CONCOURS					AUTOGRAPHICS DISPLAY CONCOURS
Jack Steward, Tucson, AZ	2	35	8:00.5	35	8:13.2	1st - Gary McAllister					1st - William Brown
Frank Vales, Torrance, CA	3	35	8:15.2	35	8:11.4	2nd - Frank Killam					2nd - Ken Jones
Fred Hohwart, Laguna Beach, CA	4	34	8:11.8	34	8:08.1	3rd - William Brown					3rd - John LoBue
Howard Kemery, Youngstown, OH	5	33	8:05.5	35	8:11.2	4th - Linda Gupta					4th - Gary McAllister
Steve Curry, Reno, NV	6	33	8:08.8	34	8:18.0	5th - Bob Schatz					
Bev Pritchett, Santa Maria, CA	7	33	8:14.3	33	8:03.0						
George Phillips, San Jose, CA	8	32	8:12.7	33	8:07.1						
Mitch Witteman, Mohall, ND	9	13	6:37.3	35	8:15.1						
Sonny Maddison, Santa Maria, CA	10	--	DNS	33	8:00.4						

# R/C CARS...

# A SMASH WITH BIGFOOT



The Westgate Mall winners (above), back row (left to right): Gil Patacky, Jr., Chris Butcher, Don Smolik, Keith Stumpf. Front row: Linda Carrubba, Gary Lees, Bill Bett, Jr., Jeff Varga, Steven di Franco, Will Stoner.



The impressive group of men standing on the trailer are the drivers in the celebrity race at Bud Brady Ford. They included such names as (l to r) Len "Boom Boom" Goldberg, Bigfoot Rich, Bud Brady and Jeff Brady.

Cleveland, OH  
July 16, 1986

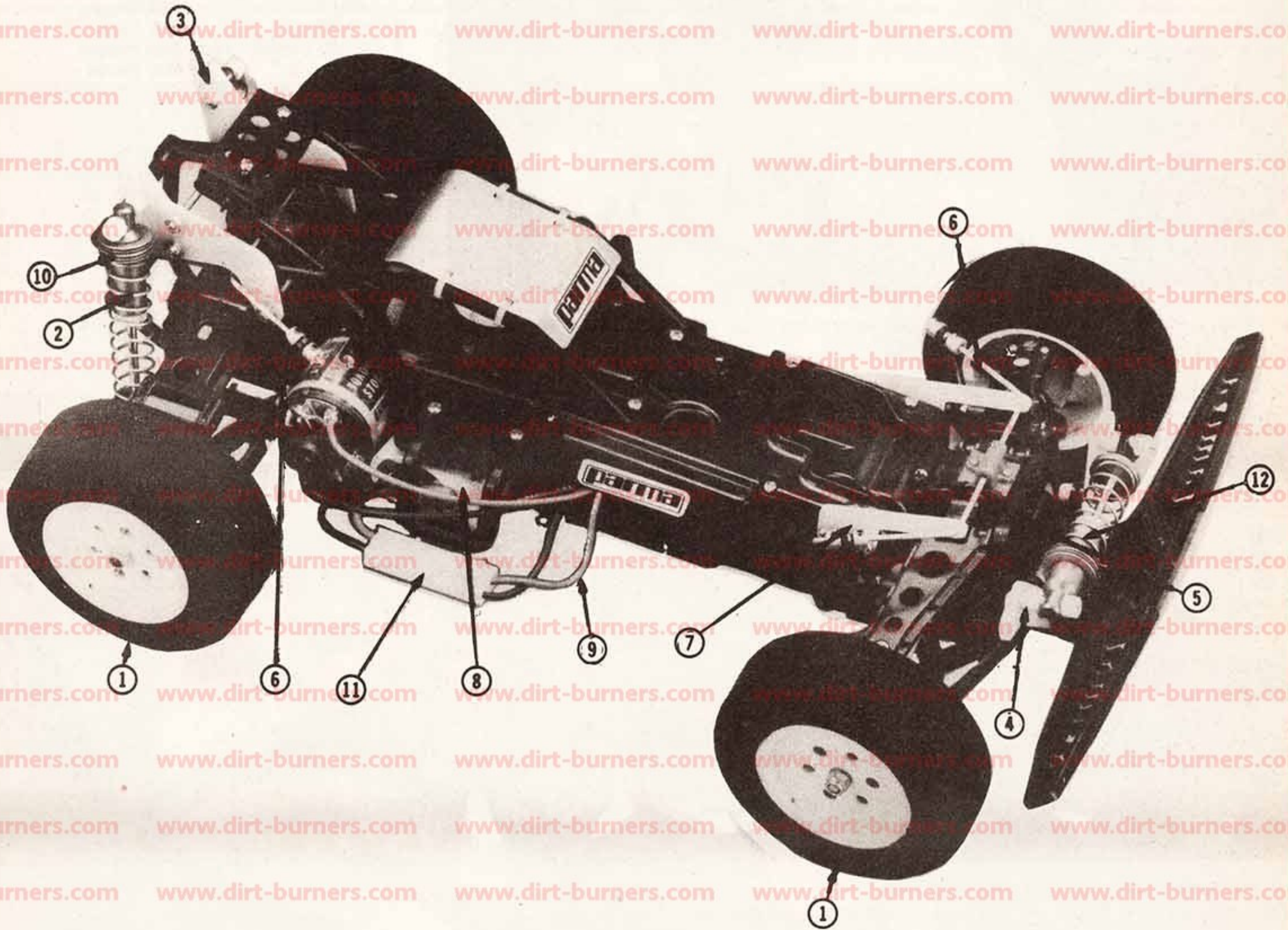
Story by Linda Carrubba  
Photos by Tony Carrubba and Chris Vincent

NORCAR held a race June 28 at Bud Brady Ford, a local Ford dealership. Also on Bud Brady's program were Bigfoot and disc jockey Len "Boom-Boom" Goldberg, from radio station WMMS. NORCAR's club members held a regular race beginning at 8 a.m., with two qualifiers and a main being run. During the break between the second qualifier and the main, NORCAR member Dennis Calkins drove his R/C Bigfoot over several model cars!!! And the crowd loved it! Dennis then drove Bigfoot over a few 1/12 cars.

Immediately after our club race, a celebrity race was held. Owner of the Ford dealership, Bud Brady, drove an RC10, as did his son, Jeff, who just happens to be general manager of the dealership. Bigfoot Rich, driver of the full-scale Bigfoot, drove a Fox, and Len "Boom-Boom" Goldberg drove an RC10. They ran a four-minute

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| ③ #12658 Rear Dual Shock Mounts           | \$10.00     | ⑨ #4050 Silicone Wire                          | \$2.50/2 ft. |
| ④ #12657 Front Mono Shock Mounts          | \$8.00      | ⑩ #12640 Heat Sink Coil-Cover Set              | \$13.00      |
| ⑤ #12850 Front Suspension Arm Stabilizer  | \$3.00      | ⑪ #11500 Heavy-Duty Tamiya Connector Set       | \$2.10       |
| ⑥ #13226 Front & Rear Adj. Anti-Roll Bars | \$16.50     | ⑫ #12621 Parma Short Shock Kit                 | \$10.00      |

### Other Accessories Not Pictured:

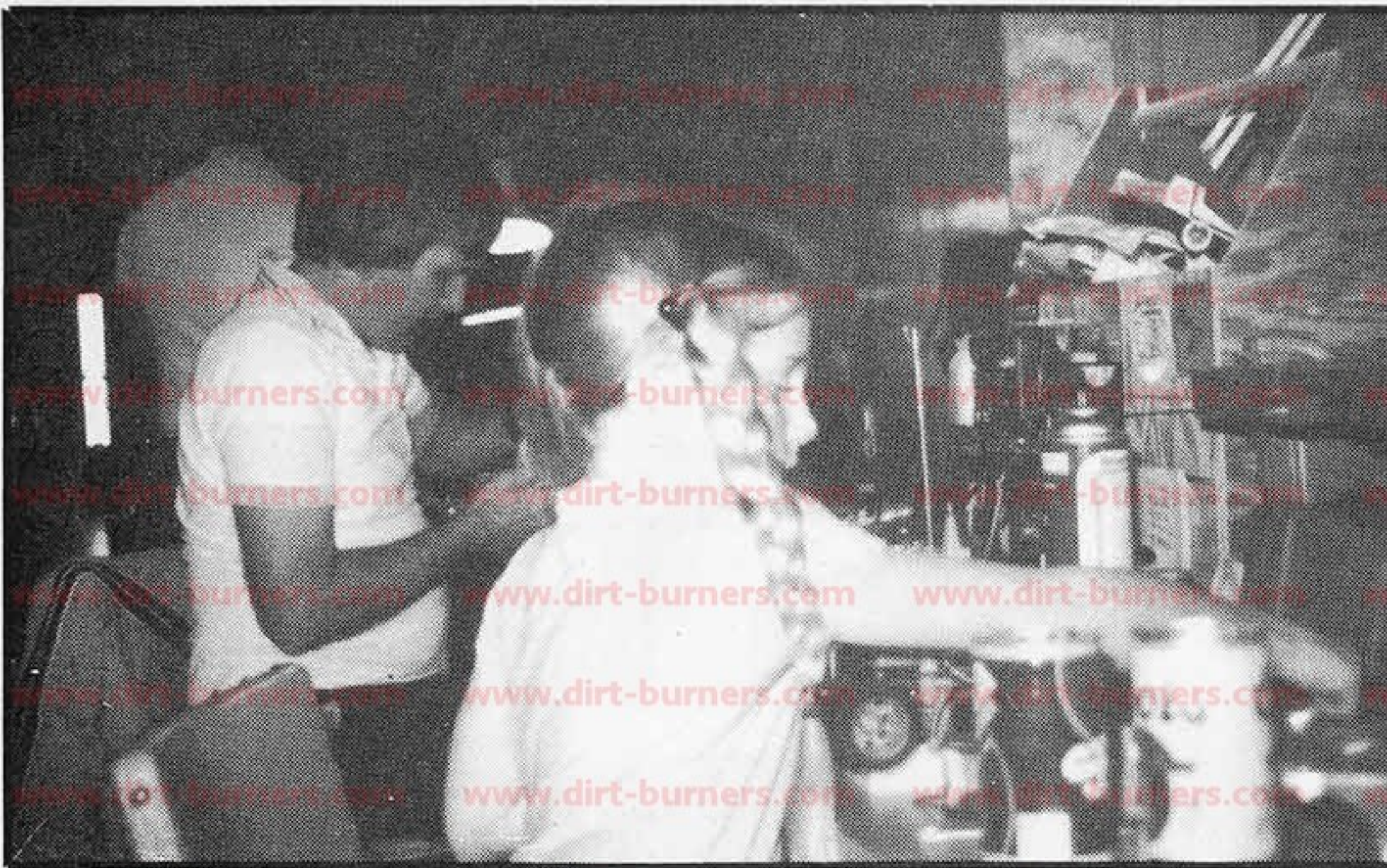
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| #6000 A-H Machined Steel Pinions | \$ 4.00 | #11010 Motor Dust Cap                 | \$ 1.75 | #11275 6-Cell Charge Cord              | \$ 6.50   |
| #8019 3mm Motor Screws           | 1.75/4  | #11011 "Cool Filter" Endbell Cover    | 2.50    | #11276 7-Cell Charge Cord              | 6.50      |
| #10223 Well's Coyote Body        | 13.00   | #11026 215° Wrap Around Heat Sink     | 7.50    | #11802 Horizontal Whip Antenna w/Mount | 2.50      |
| #10401 Small Wing                | 3.00    | #11027 145° Glue-on Heat Sink         | 3.00    | #12109 Positive Drive Aluminum Hubs    | 11.00/pr. |
| #10402 Large Wing                | 3.50    | #11250 6-Cell Hump Pack               | 28.00   | #12300 5 x 11 Metric Ball Bearings     | 24.00/6   |
| #10403 Hot Shot Wing             | 3.50    | #11255 6-Cell Pack w/Charge Cord      | 33.00   | #12625 Parma Shocks, Soft              | 20.00     |
| #10450 Universal Body Mounts     | 6.00    | #11260 6-Cell Hump Pack               | 30.00   | #12626 Parma Shocks, Med.              | 20.00     |
|                                  |         | #11265 6-Cell Hump Pack w/Charge Cord | 35.00   | #12627 Parma Shocks, Firm              | 20.00     |

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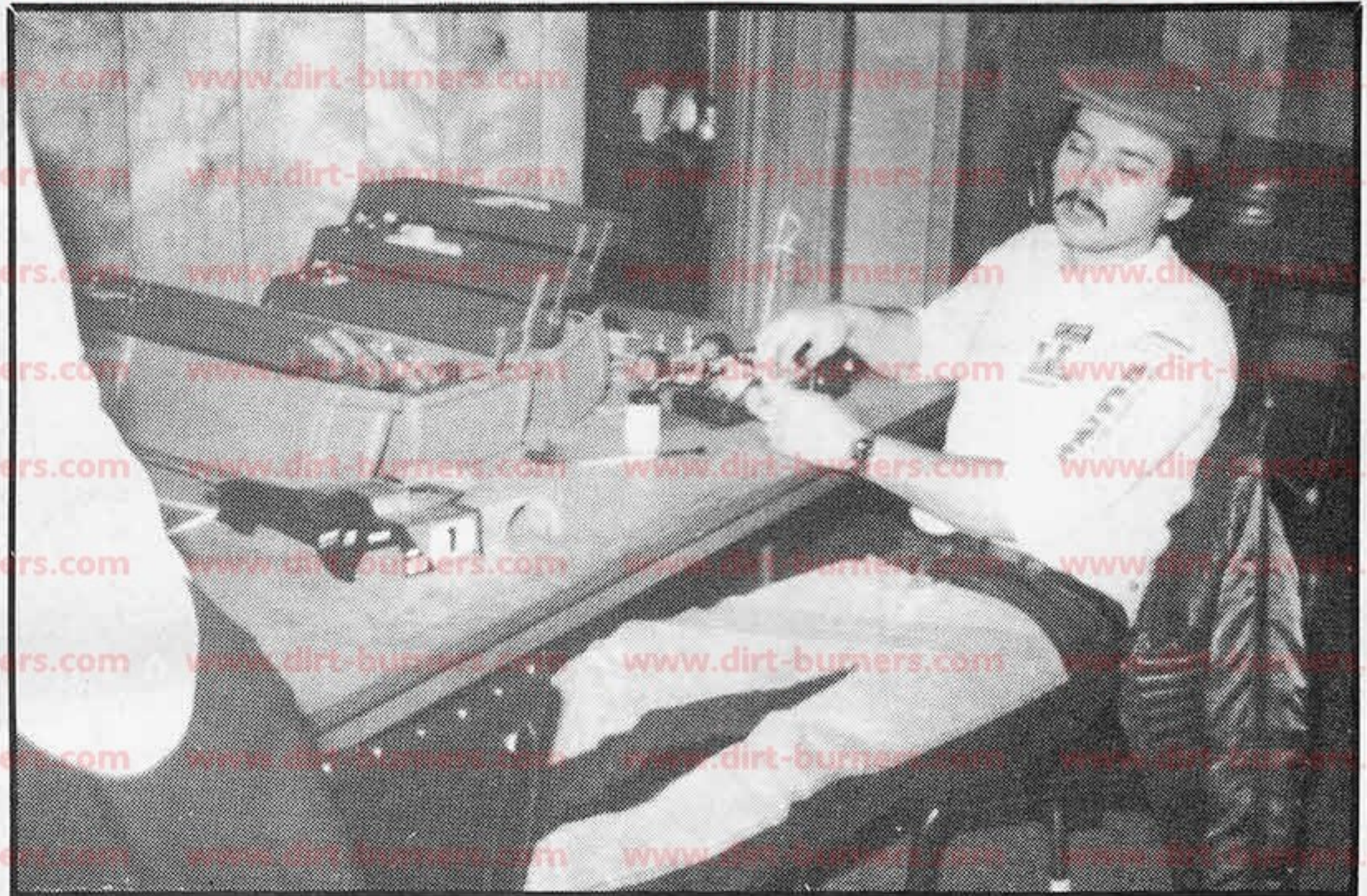
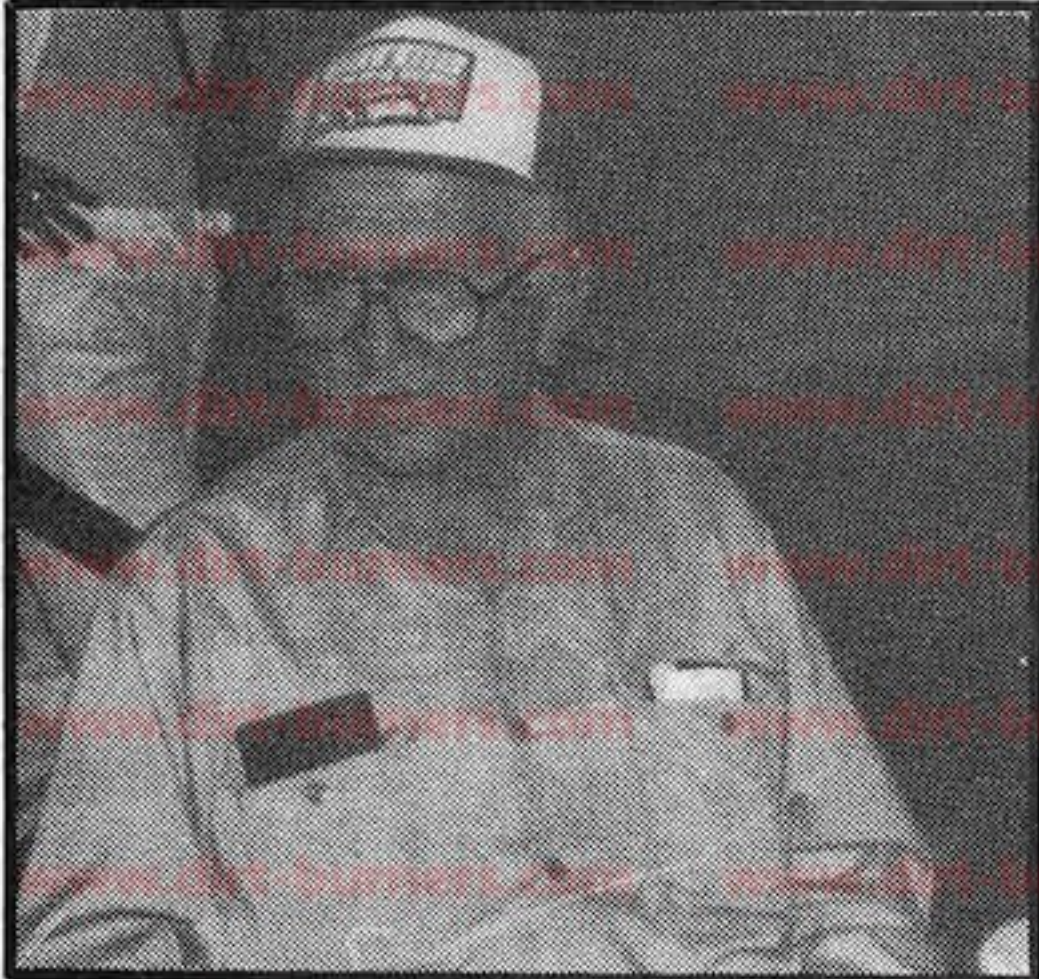
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Vicky Carrubba and Dennis Novotny tending the improvised bar that was set up in the pits.

race, with Jeff Brady coming in first, completing 13 laps. Bigfoot Rich was second with ten laps, while Len "Boom-Boom" Goldberg finished seven laps to come in third and Bud Brady came in fourth with five laps. They all enjoyed themselves, but agreed that R/C racing is harder than it looks!

Len "Boom-Boom" Goldberg then read off the winners of the club's race while Jeff Brady handed out the trophies. Results of the day are as follows:



Jeff Gerrone (above) in one of his more lucid moments at the last carpet race. While tech inspector Alex "The Animal" Gombach doesn't look like he's going to want to inspect any more cars, for a while at least.

**RESULTS**

**1/12 SCALE**

- A MAIN:**  
 1. Dale Freeman  
 2. Don Smolk  
 3. Dennis Novotny  
 4. Tony Carrubba  
 5. Gary Lees  
 6. Will Stoner

- B MAIN:**  
 Bill Bett, Jr.  
 Jeff Fisher  
 Dennis Hixon  
 Steve Smith  
 Adam Freeman

**1/10 SCALE**

- A MAIN:**  
 1. Larry Mauer  
 2. Don Smolk  
 3. Dennis Calkins  
 4. Will Stoner  
 5. Steve Gresham  
 6. Tony Carrubba

- B MAIN:**  
 Jeff Varga  
 Jeff Antal  
 Ron Nelson  
 Rob Fisher

**C MAIN:**

1. Steve Smith  
 2. Rich Zbin  
 3. Vicky Carrubba  
 4. Brett Kasper  
 5. Tom Perkins

**D MAIN:**

- Jerry Ivancic, Jr.  
 Bill Bett, Jr.  
 Bill Bett, Sr.  
 Pete Baszuk

**E MAIN:**

1. Jeff Keywell  
 2. Matt Porter  
 3. Darin Krellach

4. Brian Hartman

After the trophy presentation, we saw Bigfoot in action, crushing ten Chevys. It was awesome! We really appreciate Brady Ford clearing out the rental and new car lot for our club race, especially on a Saturday! A man was also supplied to sweep and vacuum the lot before we set up the track. Brady Ford supplied tables, chairs and electricity for the computer and speaker as well as all the trophies. We really appreciate all the efforts put out by Jeff and Bud Brady.

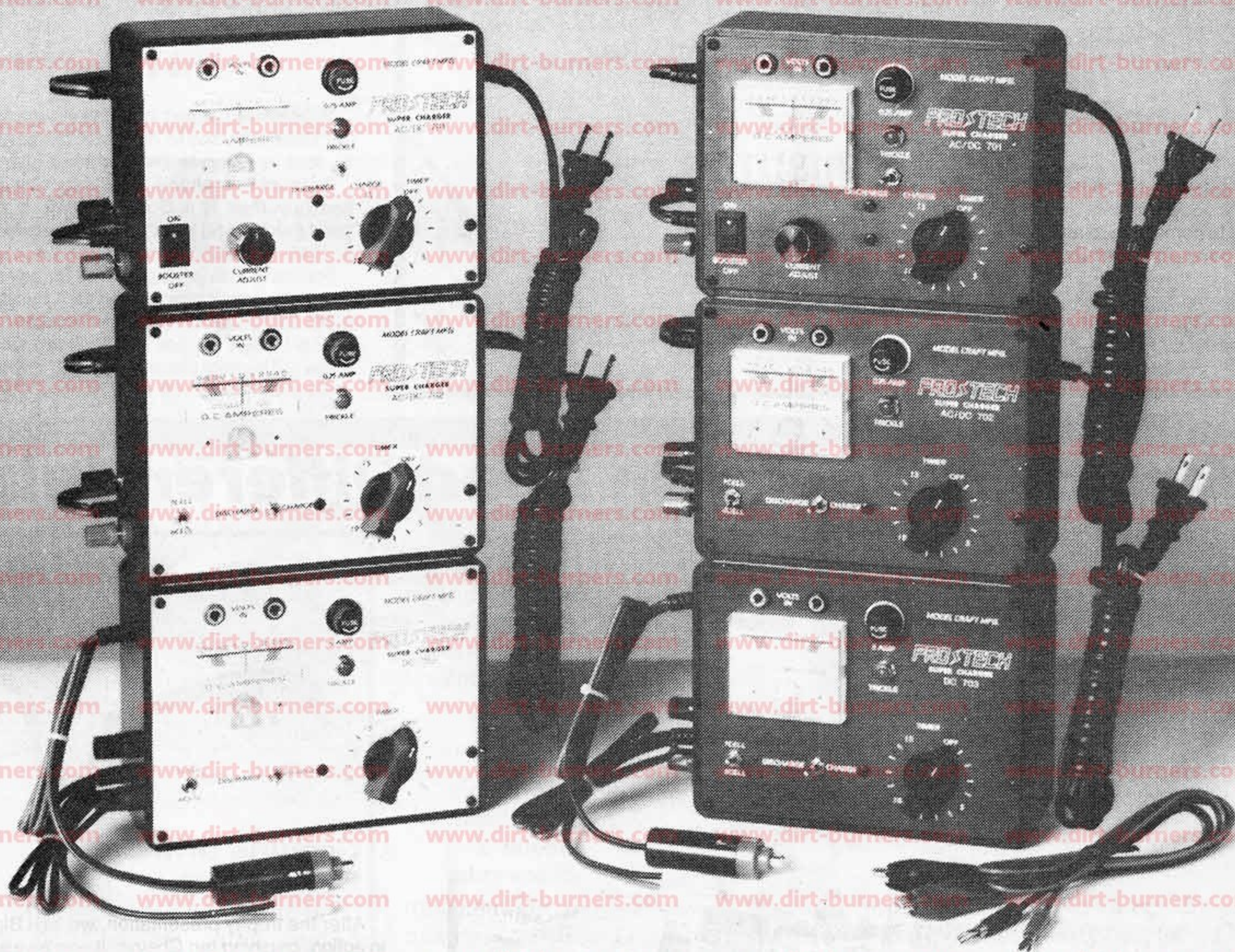
Thanks goes to Steve diFranco for the beautiful trophies, and thanks also to Tony Carrubba for making it all happen. We'd also like to thank the following people for allowing the celebrities drive their cars: Tom Perkins, Will Stoner, Vicky Carrubba and Tony Carrubba.

(cont'd next page)

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By Chuck Mackin

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It's been a while since I've reported on NORCAR, and a lot has happened.

I would first like to take this time to welcome all the new members to NORCAR. Including new members, we now have over 200 active members. I must also remind everyone that to race in a NORCAR race, you must be a current ROAR member.

Thanks goes to all the people who helped prepare the off road track for the coming season. I would also like to thank Rob Rall for the drivers' stand he built for the club. Also, thanks to all those people who helped get the track in shape for the race on May 18.

I must also thank a couple of other people: Thanks to Ray Cifani, who is keeping track of the points, and also to the Carrubba family for all their help and for the new heat board. Last, but not least, thanks to Will Stoner for all his help with the track.

## BITS & PIECES

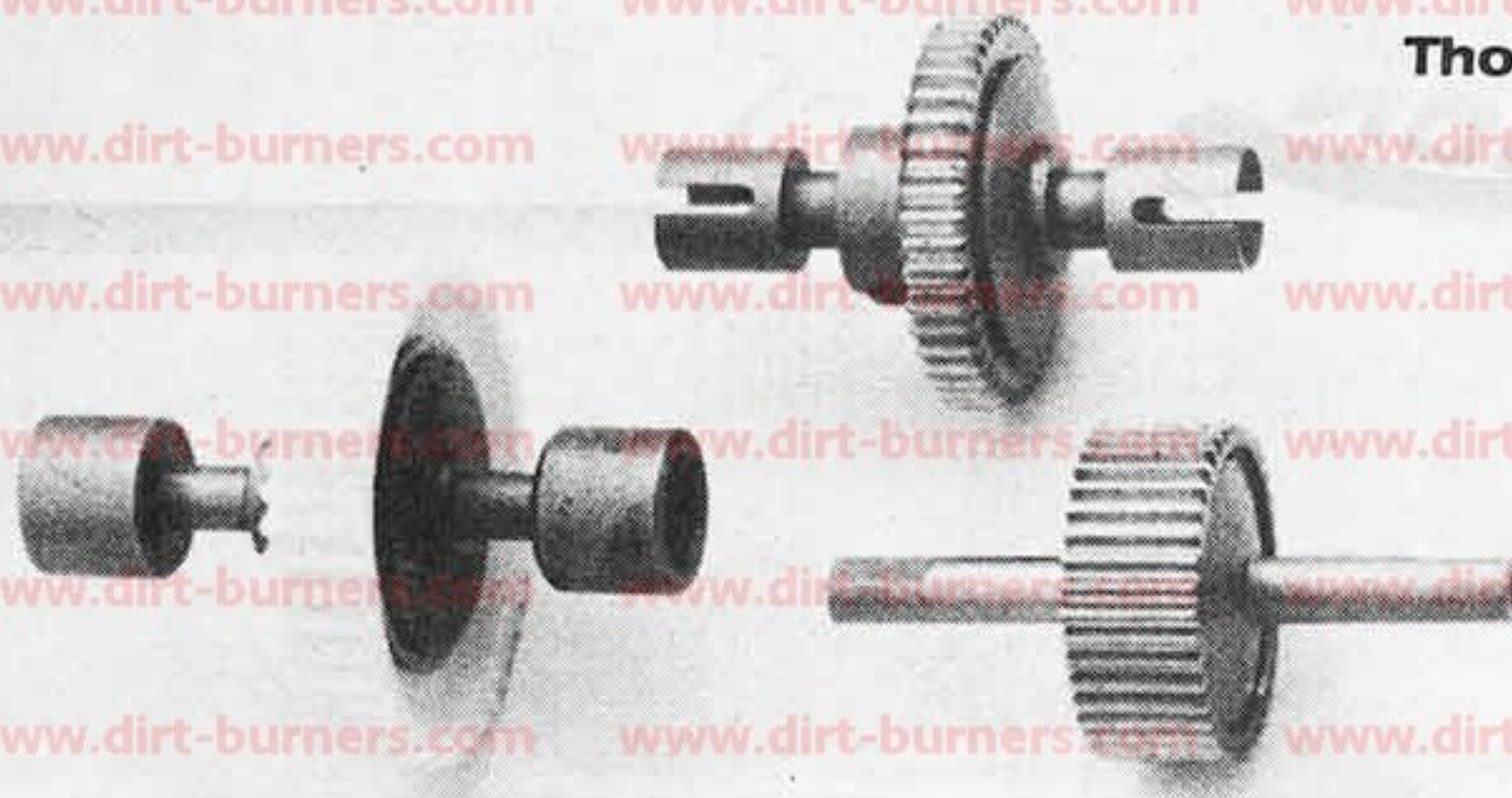
Entries are coming in for the Parma NORCAR Off Road Champs in August. Plan to enter early, as it is going to be a premier event.

Parma International is looking for a person to head up their R & D department. If you have good mechanical skills and are creative, call Ken at (216) 237-8650.

Parma is also paying \$10.00 for any idea that can be put into production. Call Gregg Fox at (216) 237-8650 for more information.

The ROAR Region III Off Road Championships will be take place in Joliet, IL, the weekend of September 12, 13 and 14. **•R/C•**

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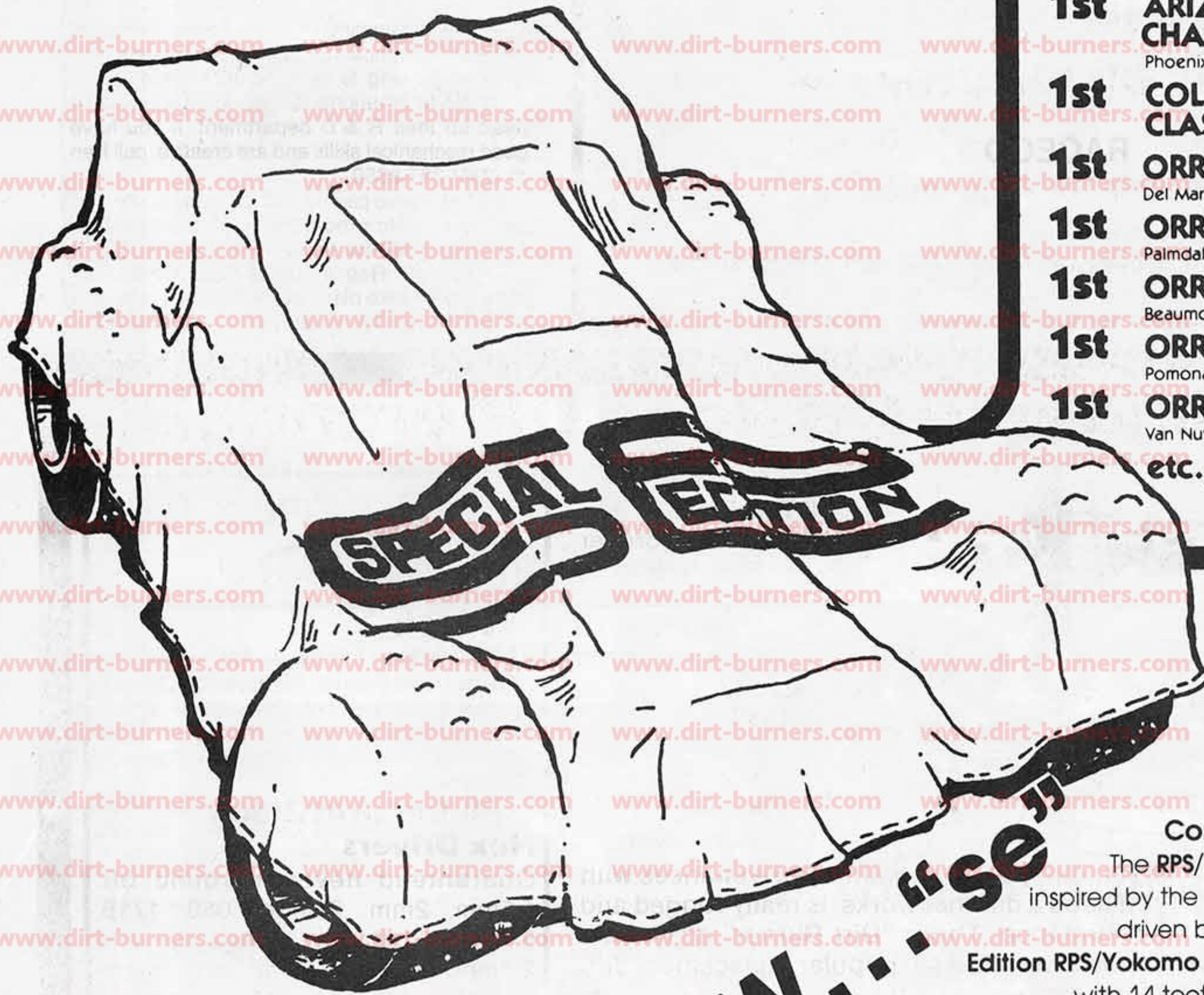
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# TECH 'N' SPEC

## Take A Look At The...



Story and photos  
By Leonard L. Chapin

The Cook Cobra is a four-wheel-drive 1/8 gas pavement racer. In the tradition of full-size racing, it's not from one of the "big three," but from a specialty manufacturer, Cook Racing Products, now of Maryland. The Cobra is a full-bore racer, yet it is one of the prettiest cars you'll ever see. Let's look at it in some detail.

### INTRODUCTION

First, I should say that I am not quite indepen-

dent of Cook Racing. When Jim Cook was based in El Paso, TX, we raced together, and in the course of many hours, hammered out the desirable details of a 1/8 gas race car. The Cook Eagle was the result.

It was a nice looking, tough car and fast in competent hands. In 1985, Jim moved to Maryland to join forces with Chuck Wiggins and start the development of the 4WD car, and at that time my involvement dwindled. Of course, I was familiar with the development model that Paul Dionne drove to an A Main fourth-place finish at the 1985 McCoy Race, but the version that Paul won overall with at the 1985 *R/C NEWS*

*SPEEDWEEK* in Las Vegas, NV, was new to me. So, as I went through the assembly, there were some surprises, but there were some old "design friends," too — things that I consider essential to withstand the treatment given a 1/8 scale race car.

I'm not going to give a step-by-step assembly; Jim does too good a job of that in his instructions — 16 pages with photos. Instead, I'll describe the features of the car and point out what I think are the important ones.

### LET'S OPEN THE BOX

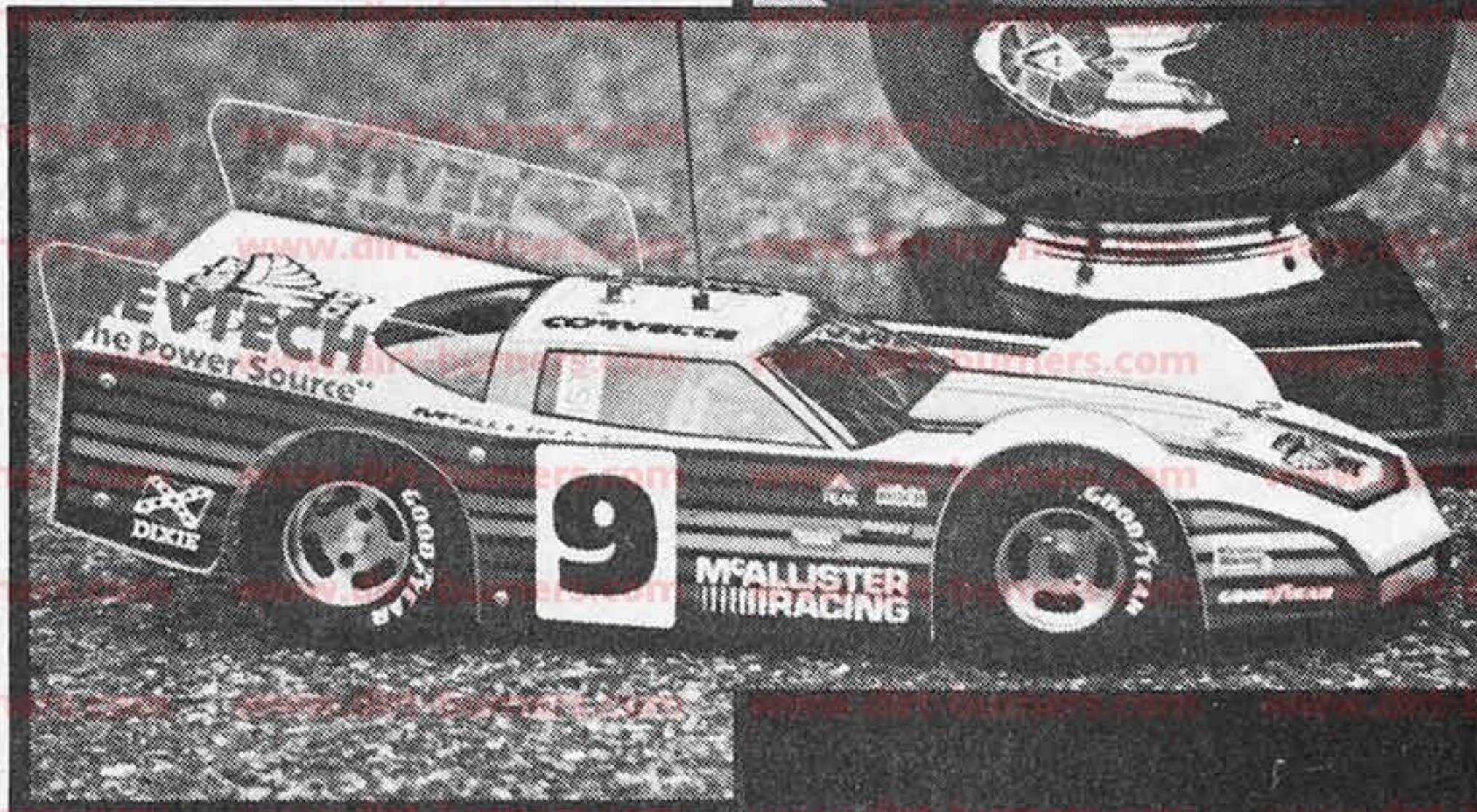
The first thing you see is the complete chassis. Who built my car for me? Well, it's not really built. This "pre-assembly" is Jim's way of performing one last quality check before the lid is closed. And when you open the box, you get a pretty good idea of what your car will look like. Jim uses this pre-assembled chassis in his instructions. He tells you what to take apart and then how to put it together, permanently. You already know what it will look like, and that answers a lot of questions. But the chassis is not the whole kit. There are bags and bags of





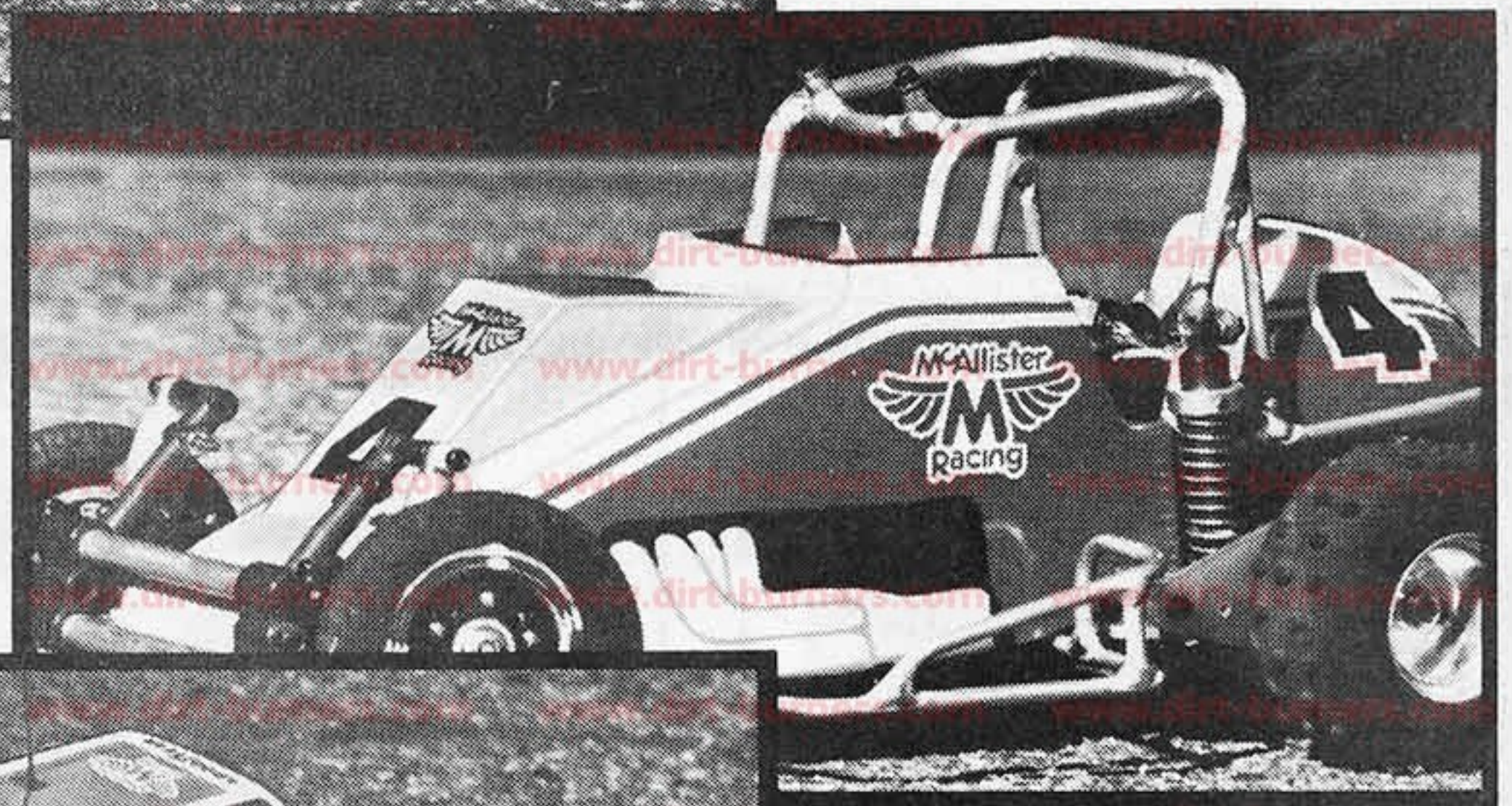
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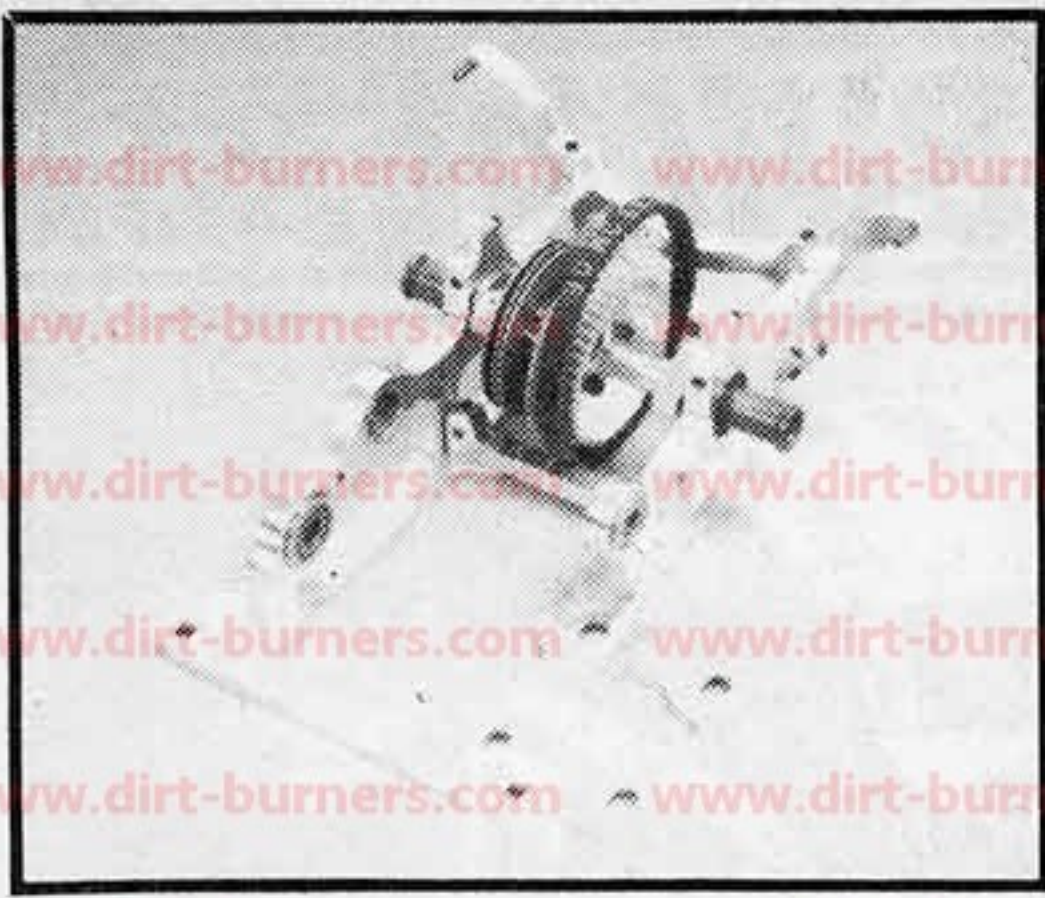


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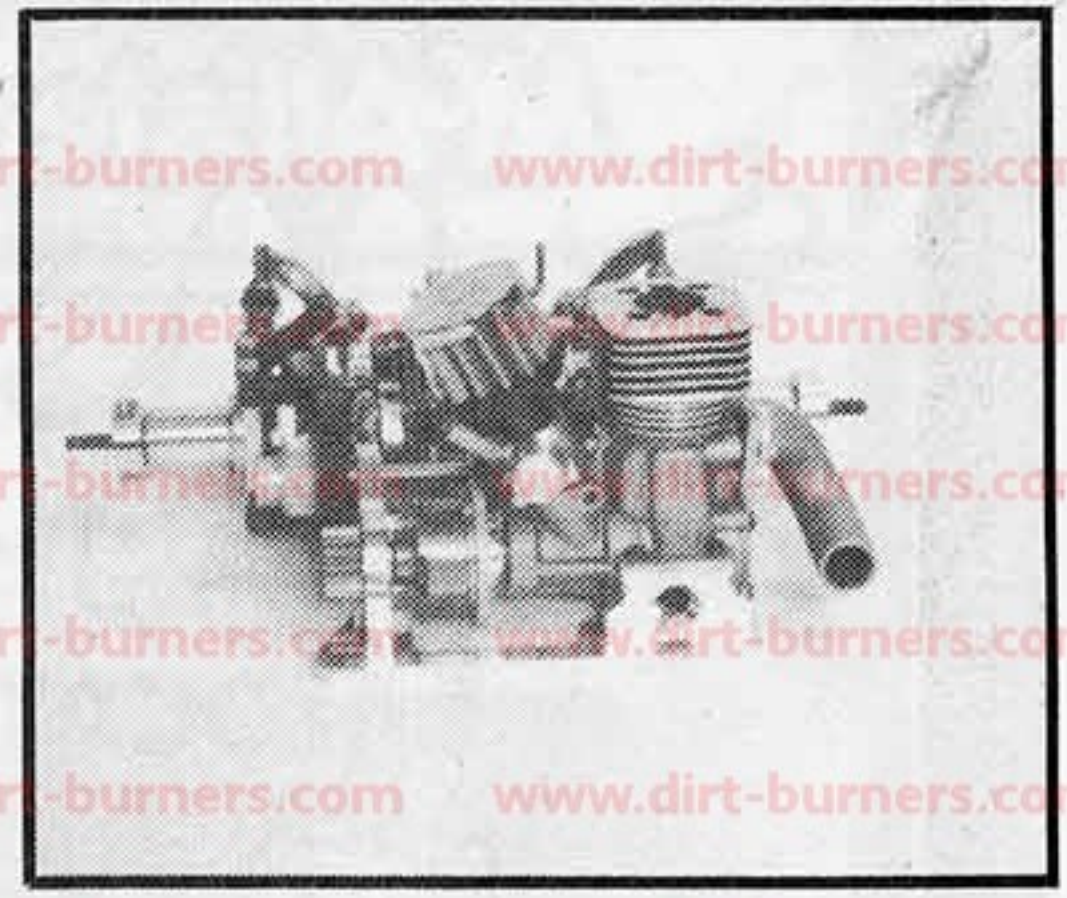




Initial assembly of the power pod.



The power pod with the A-arms, wheel carriers, jack shaft, shocks and brake added.



The power pod with the engine installed.

parts, each one keyed to the instructions with a number.

### A QUICK LOOK AT THE CHASSIS

Before starting the dis-assembly, let's look at the chassis. In front of the motor, it appears to be mostly plastic of one kind or another. The chassis plate and the radio tray are made from Jim's super-tough glass/epoxy composite. They are separated by familiar chassis stiffener spools, similar to those used on the Cook Eagle. Up front, sandwiching the bumper, is Jim's custom-molded composite nosepiece. This part is also similar to the Cook Eagle.

The part of the chassis from the motor on back is all metal. Jim uses only 2024 or 7075 aircraft spec aluminum and shines up every part to a mirror finish. Aluminum in this area adds only a little weight because for the same strength, the parts can be much thinner. In some parts of the car, a little "give" is permissible and sometimes desirable. But where gear mesh, belt tension and suspension reference are involved, the less movement the better. Jim's design is very well boxed in to give this stiffness.

### POWER POD

The "king-pin," so to speak, of the Cobra is the power pod plate. Almost everything eventually attaches to it. First are the right- and left-side bearing hangers. Since this is a jackshaft car, this means locations for two sets of bearings. Next to bolt on is the backplate. As each part is added to the power pod, strength is also added. From the basic power pod assembly, let's go onto the suspension.

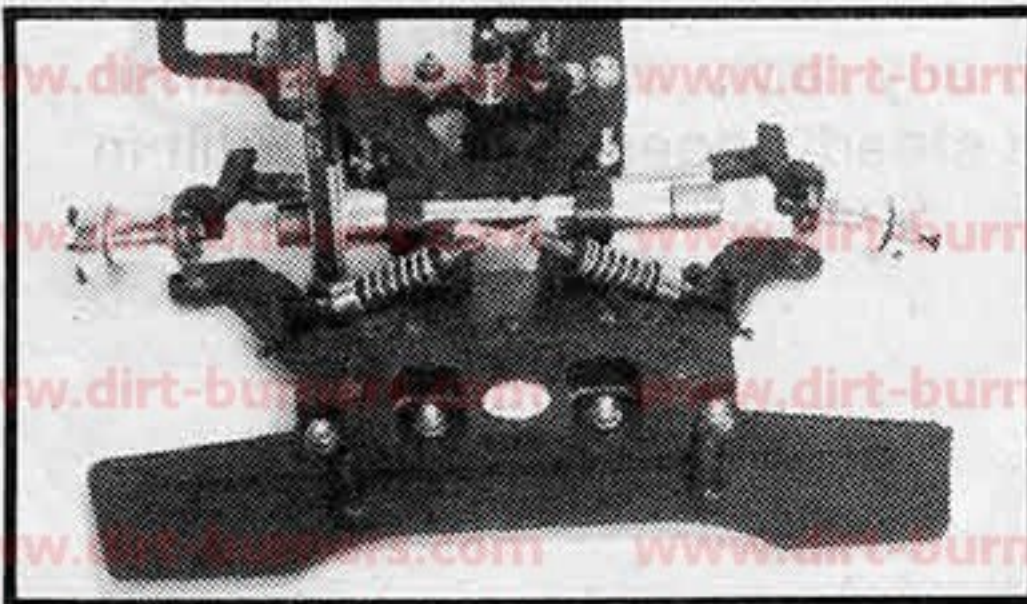
### SUSPENSION

The rear is pretty conventional — unequal-length A-arms, with the longer arm on the bottom. These A-arms are from the Delta P-4 mold and rotate on 1/8" diameter pins. The Cobra's wheel carrier is machined from two pieces of aluminum — a vertical plate to attach to the springs and A-arms and a cylinder to hold the ball bearings. The coil-over shock attaches to the lower pin in the vertical plate and rises nearly straight up to attach to the backplate of the power pod. The shocks are of the proven Delta pressurized design, but others can be fitted.

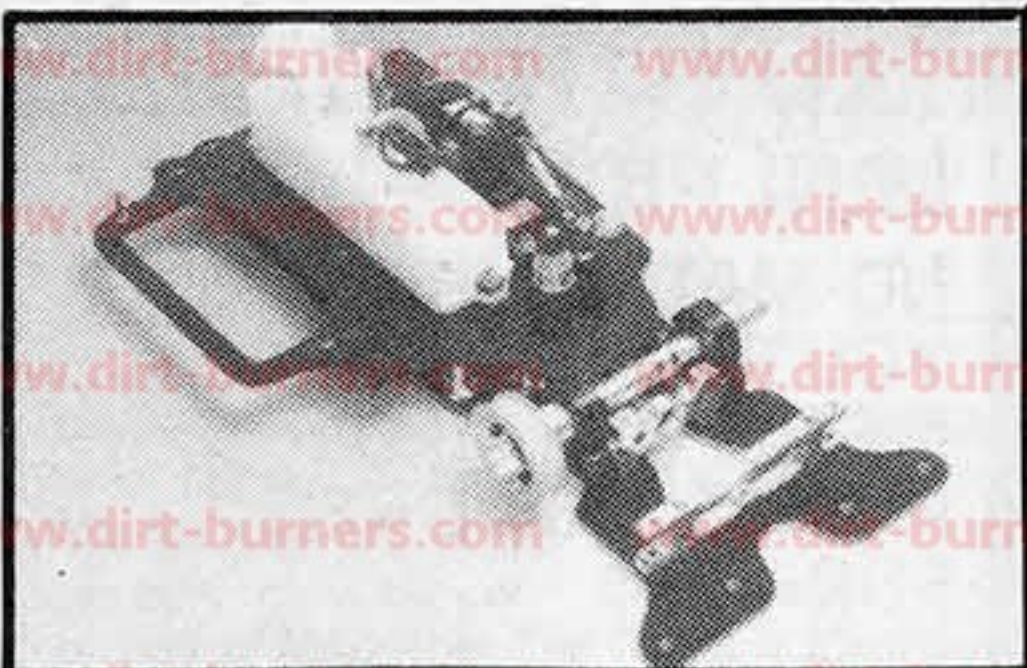
The front suspension is less conventional and somewhat of a hybrid. The reasons for the difference are mainly resistance of the shock load on the front wheel when hitting the boards, and providing space for the front-wheel-drive. The front-wheel carrier is, again, a cylinder that holds the bearings. The upper and lower suspension links snap onto anodized aluminum balls that are bolted to a flange on this cylinder. These balls and their sockets allow the up-and-down motion of the suspension AND rotate to permit steering.

The lower arm is pivoted near the center of the car on a 1/8" pin. The outer end of the arm has a molded-in socket that snaps onto the lower ball on the wheel carrier. This arm is a slightly modified Delta P-4 part. The inner pivot point is well ahead of the wheel carrier with another molded ball socket from the more highly modified Delta P-4 arm. The Cobra has genuine Heim ball joint rod ends on this arm. These are threaded 10-32 and are used to set in both the caster and camber of the front wheels.

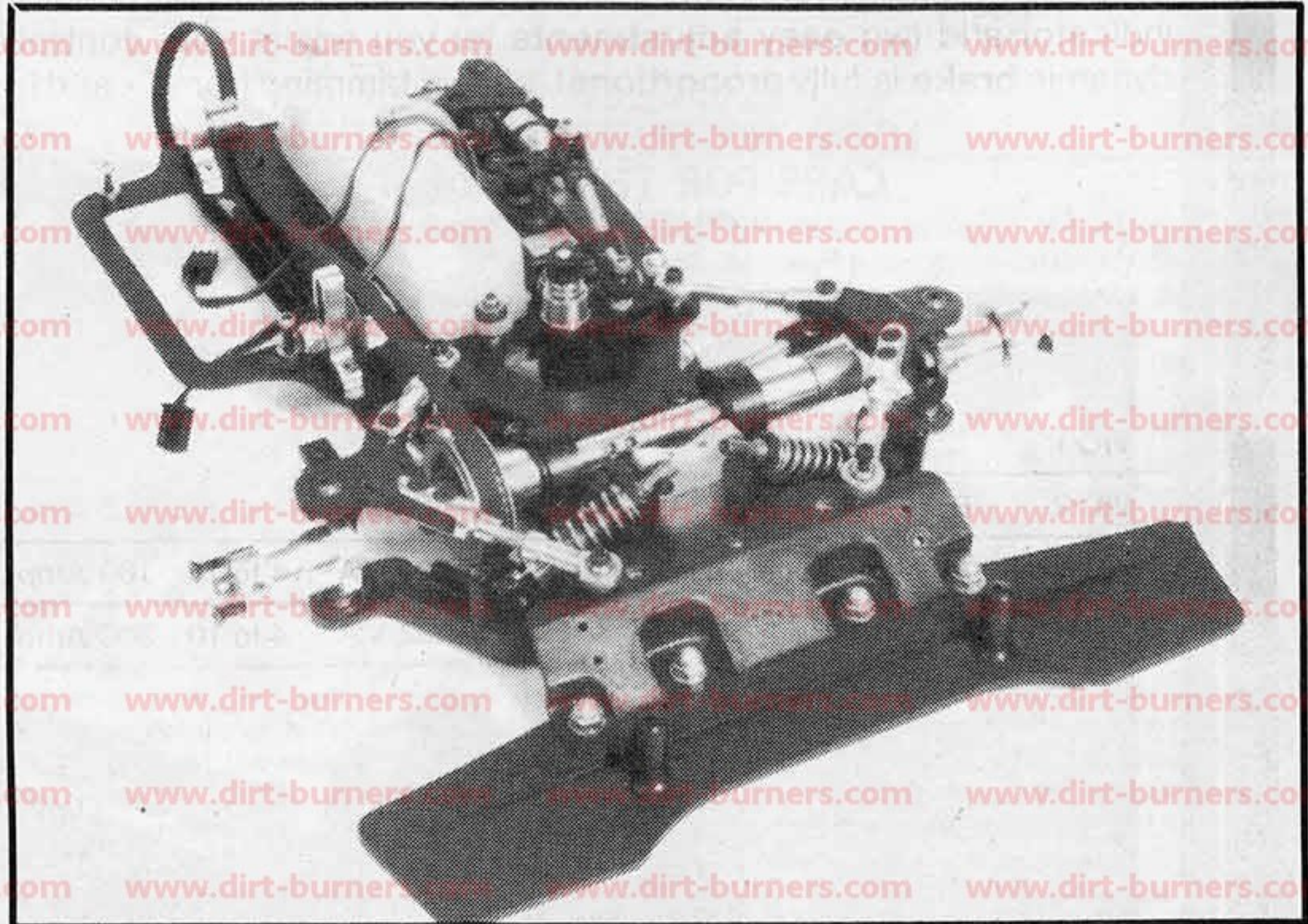
The front also uses coil-over shocks. One end pivots outboard on the lower arm and the other attaches to the chassis at a centrally-mounted shock tower. The springs are sitting at a shallow



Detail of the front assembly: Lower A-arms, wheel carriers, shocks, idlers and bumper.



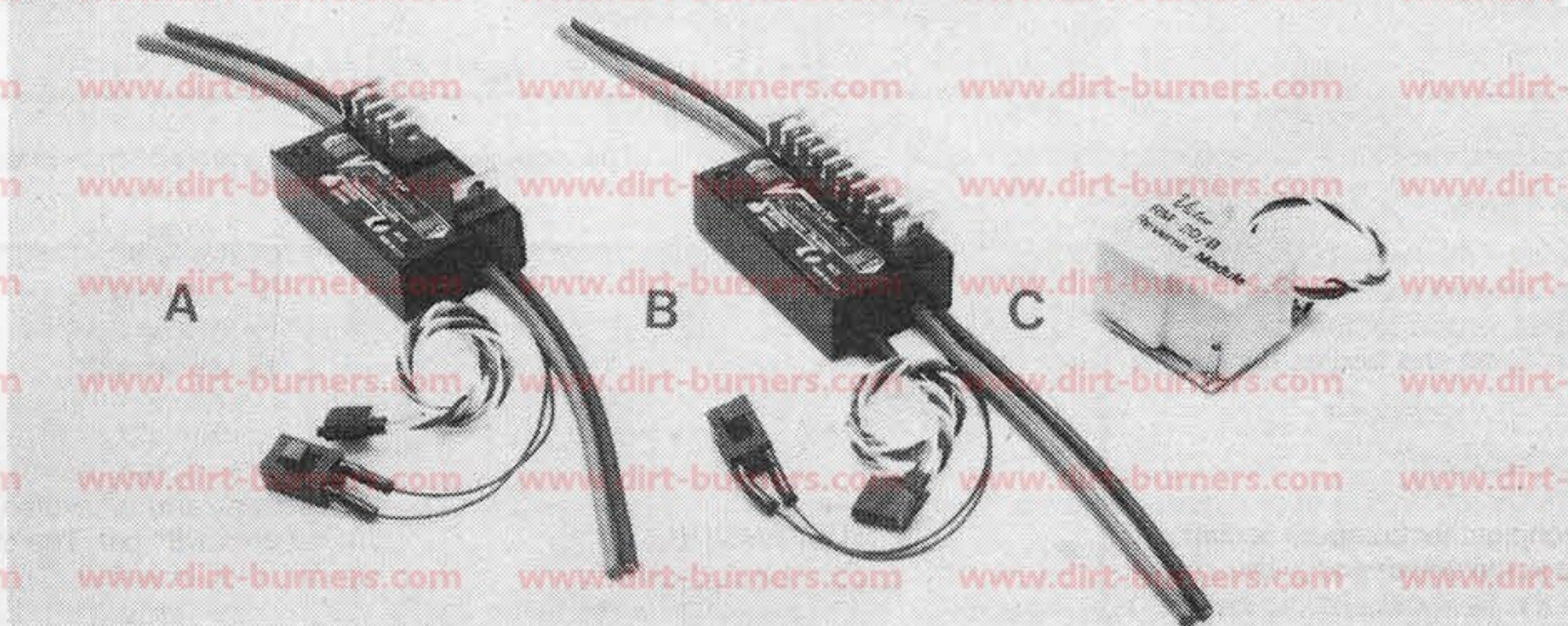
First assembly view of the front half of the chassis. Two of the three front bulkheads can be seen. These contribute much to the strength and stiffness of the Cobra.



Completion of the chassis front section showing the upper A-arms.

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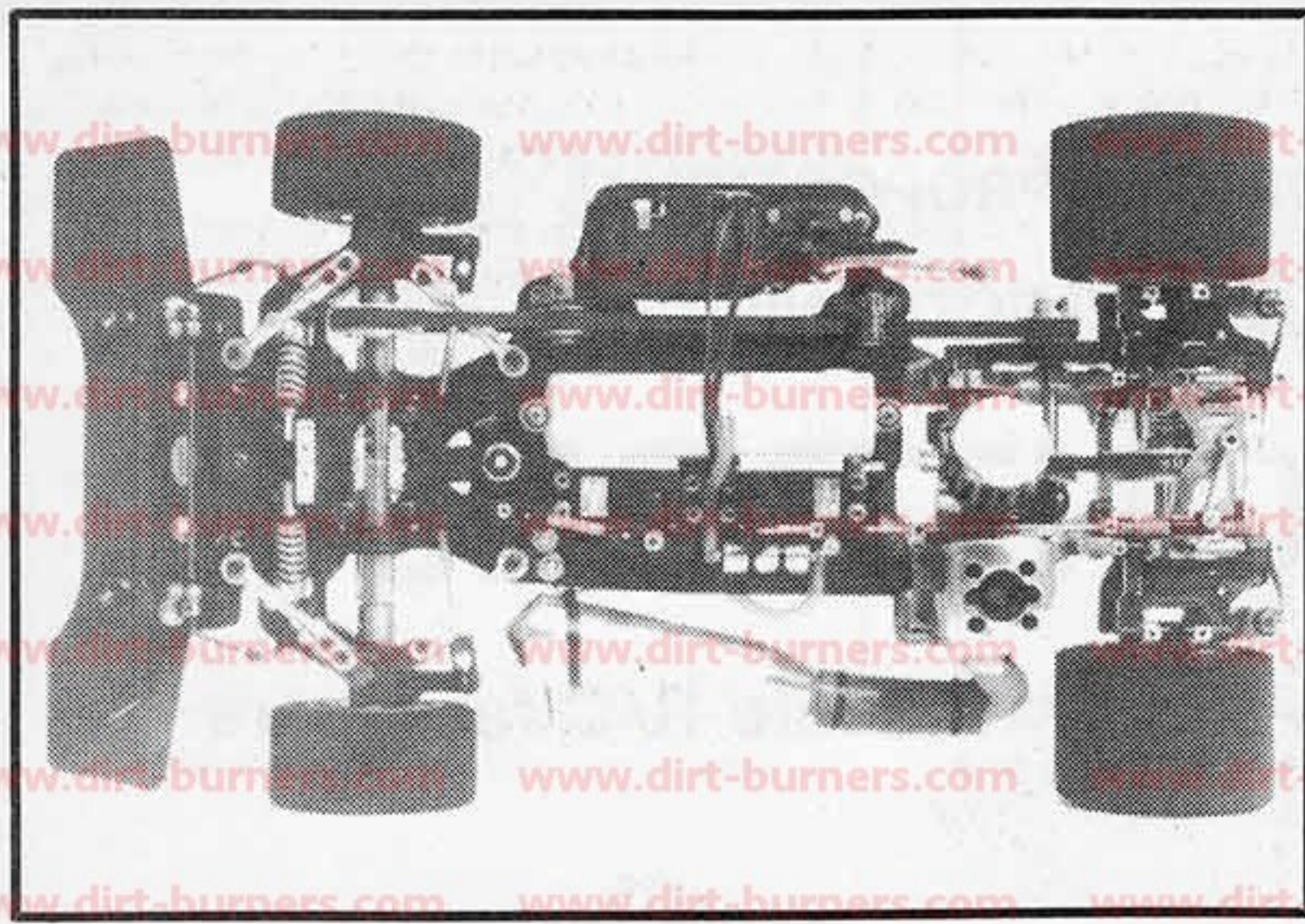
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VIC-3	A	Extremely Efficient	typ. 0.004 V/A	4 to 10	160 Amp	1.0 oz.	1 x 1.9 x .5	\$139.95
VIC-4	B	Ultra Efficient	typ. 0.002 V/A	4 to 10	300 Amp	1.3 oz	1 x 1.9 x .5	\$179.95
RM-20/B	C	Optional Reverse Module		4 to 10	80 Amp	0.9 oz	1 x 1 x 1	\$ 29.95

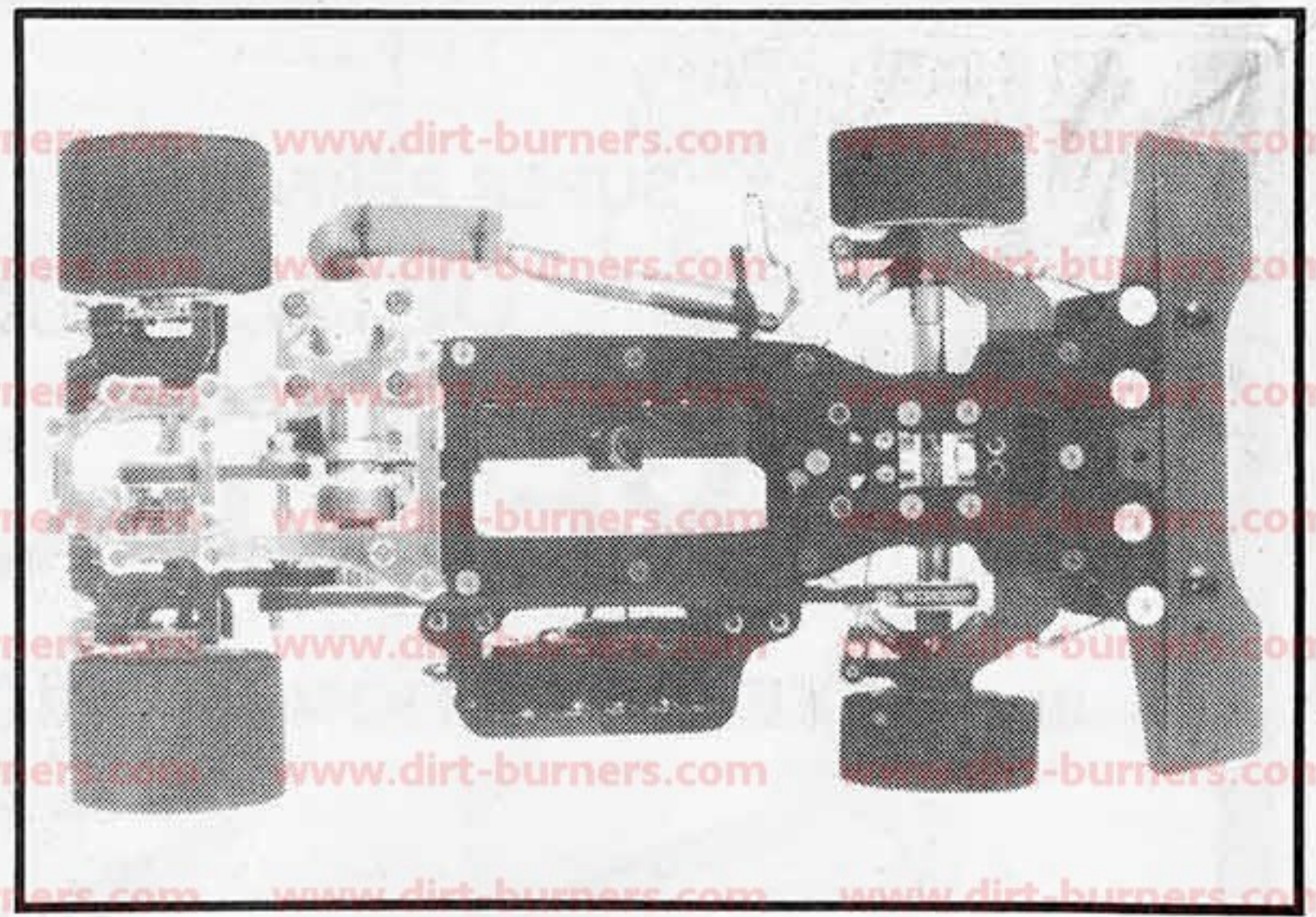
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A bottom view of the completed Cobra.



The completed Cobra as viewed from directly above.

angle to the suspension movement, and to get the wheel rate in the ball park means stiff springs are used. The biggest reason for the low angle is to fit the shocks under the bodies that are available.

#### DRIVELINE

Let's start at the engine. It mounts on conventional rails that bolt to the power pod plate. The Cobra has slots in the flywheel and the clutch drum. The flywheel and drum are Delta-derived designs. It gives excellent containment and alignment of the pinion and seldom causes any problems. The pinion drives a gear on the jackshaft behind the engine. An automatic two-speed transmission can be fitted and then there are two pinions. The jackshaft is supported by two ball bearings in the side plates of the power pod. The first drive pulley mounts on the jackshaft between the side plates. This pulley drives a metric-sized "timing" belt. The tooth design is the new HTD style with a rounded tooth instead of the older rectangular shape. The result is a belt that is several times stronger for the same size. The rear drive shaft also mounts in ball bearings in the power pod side plates with the rear, hollowed-out, aluminum pulley, again in the center. A solid rear drive shaft is standard, but a very smooth operating, adjustable slip differential can be installed.

Each end of the rear drive shaft has hexagon sockets similar to the successful Delta Eagle. They drive hexagon "ball" halfshafts (Delta)



Here's how the Cobra comes out of the box. The chassis is assembled "dry" and the instructions tell what to do. All loose parts are bagged, with the contents of each bag listed.

which, in turn, drive another hex socket in the axle.

Now, onto the front drive. Outboard of the gear(s) on the jackshaft is the forward drive pulley. It is the same HTD tooth design as the rear belt. But this belt is much longer than the rear belt, so the Cobra has a couple of idler pulleys to control the location and tension (more ball bearings). This belt then wraps around the pulley attached to the front drive shaft.

This is a good time to talk about one of the neat features of the Cobra. When various people started to experiment with belt front wheel drive, there was a belt breakage problem. But that seems to have been solved with good design and proper belt selection. (The Cobra won the Jersey Devil on one set of belts!) Still, Jim provided for quick-change front belts — just remove three screws on the A-arm and tie-rod. Put the new belt on, bolt it up, adjust the tension and the Cobra is ready to race again.

One of the busiest areas of the whole car, the front drive shaft is supported by two ball bearings in molded nylon housings. These, in turn, are carried by machined aluminum bulkheads tied together by small spacers. The front drive shaft is assembled from five components. In the center is a rod which attaches to two aluminum couplings. Each contains two ball bearings and a one-way clutch. In addition, the right side coupling has the attachment for the front drive

pulley. On each side, the halfshaft driver "plugs" into these couplings. This gives a differential effect for the front wheels. The front halfshafts are of the ball and pin type. They are made from aluminum with hardened steel pins. They fit into slotted steel sockets at the drive shaft and at the wheel. The front wheel carrier has two ball bearings, with the drive socket on one side and the wheel hub on the other.

The car comes with Delta wheels, but since I have a good stock of Cook wheels, I immediately installed adapters for these. That way all the wheels from my Cook Eagle will still fit — although the Cobra front wheels are more narrow. That's the neat thing about the Cook wheels; start 'em on the rear and when they get too raggedy, turn the outer rim off and make them into front wheels! Now the step after that is to make the Eagle front wheels into Cobra fronts. Of course, the Cook wheels are light, they run true and they're very tough.

Now, let's skim along the top of the chassis. I briefly mentioned the epoxy composite radio tray. It is actually an important stressed member of the chassis. It is supported at the edges by spools and spacers to add considerable rigidity to the overall strength. In addition, it has the attachment points for the tank, servos, receiver, batteries, drive belt idlers, and the muffler. The rear end of the front upper A-arms also appear to attach to the radio tray, but actually the screw

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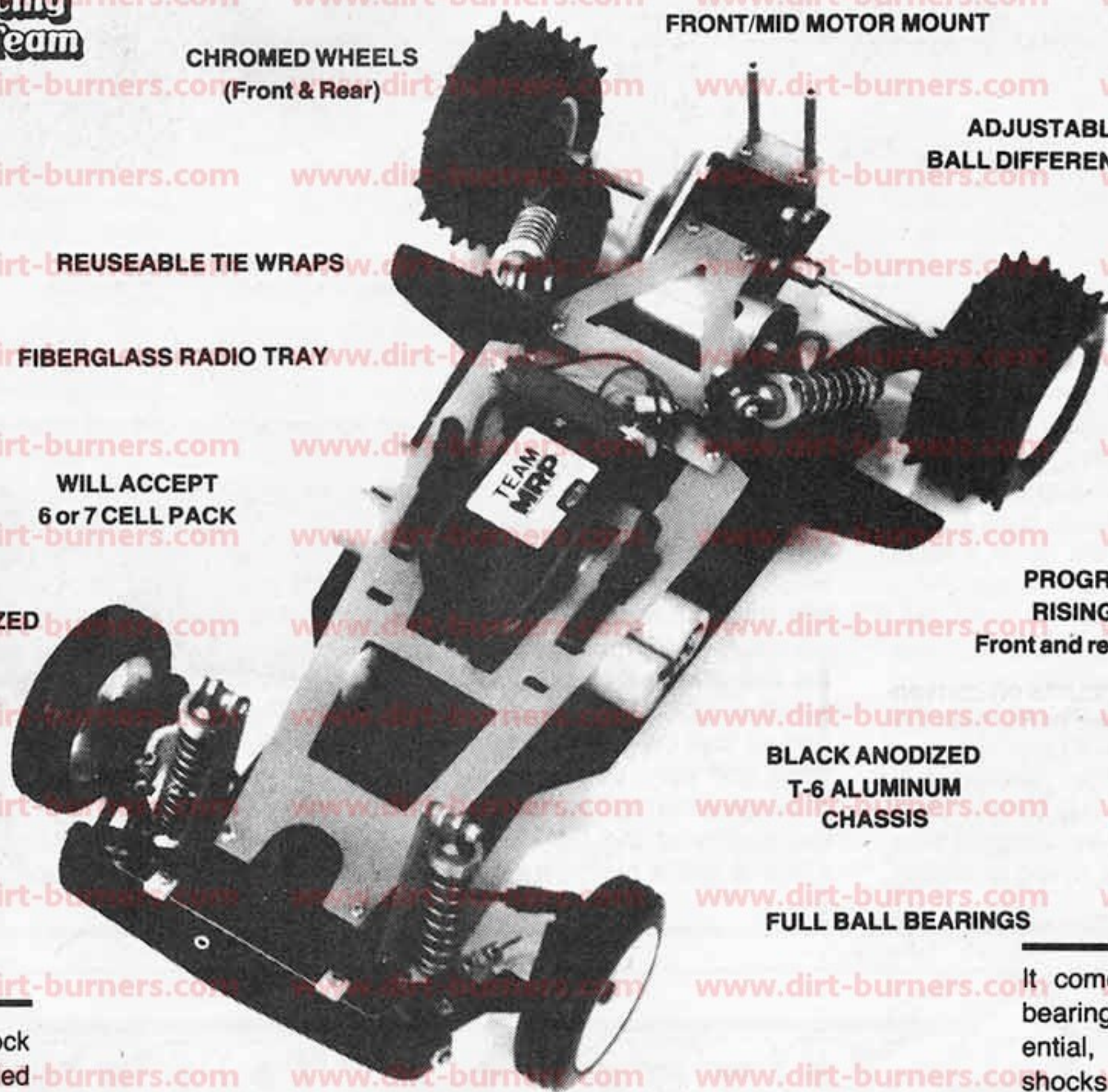


# PRO-110

Racing Team

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Now we have developed our first 1/10 scale off-road car using all our 17 years of design and race experience and thousands of hours of testing, and designing. Over two years of track and computer redesigns have resulted in the **PRO-110**.



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BALL DIFFERENTIAL

REUSEABLE TIE WRAPS

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KNOBBY TIRES  
Styled after what  
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ADJUSTABLE PRESSURIZED  
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PROGRESSIVE  
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T-6 ALUMINUM  
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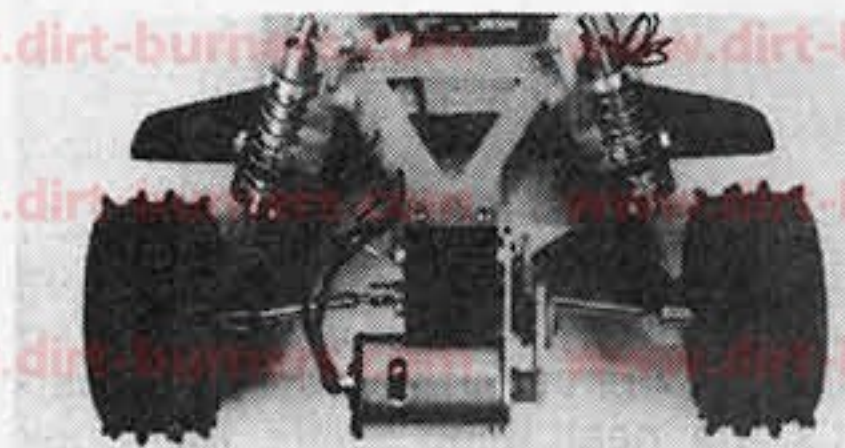
FRONT ANTI-SWAY BAR

FULL BALL BEARINGS

Fully adjustable, pressurized shock absorbers! These aluminum bodied shocks give full travel with the best damping action possible to keep your wheels where they belong — *on the ground!* Compact design allows greater throw and larger oil capacity yet in an overall smaller shock so there is less weight or body interference.

ECCENTRIC CAM TO ADJUST  
CASTER & CAMBER AND TRACK  
FRONT AND REAR

It comes standard with full ball bearings, adjustable ball differential, pressurized adjustable shocks, and caster and camber adjustments. There is no need to spend a fortune making your toy car competitive — just buy the competitive car — **The PRO-110**.



Unique design allows the motor to be mounted in rear or front/mid motor position. This allows front to rear weight bias to be altered depending on track conditions and driver's preference. This coupled with the range of battery positions, adjustable camber and caster, ride height, toe-in, etc., makes the **PRO-110** right for whatever track you race on.

It has been designed in America for not just a few different tracks, but *all* the different tracks — long high speed, or short twisty tracks, hard packed ovals, or sink-to-your-axle sand and mud. This is the "out of the box" racer to take on *your* track and win!!

**THE PRO-110 — AN ALL-AMERICAN CAR FOR ALL AMERICAN TRACKS!**



After a lot of work and a lot of patience, you can have this assembled from all those little bags of parts.

for this A-arm attaches to the spool underneath the radio tray. The whole "sandwich" does add strength in this area. The front end of this A-arm makes a similar "sandwich" through the "nosepiece" into the forward bulkhead.

Still looking at the top, the Cook ball bearing servo saver can be seen. This is standard on this car, whereas it is an expensive option on others — just an example of Jim's determination to make the very best car possible. The tank that is supplied is the pretty much standard Delta design. It gives almost no trouble, lasts a long time, and now, the new models have a legal capacity. Attached to the vent on the tank, you can see a cylinder tie-wrapped to the radio tray. This is Cook Racing's substitute for the half-yard of silicone tubing commonly used for the exhaust pressure tap. I'm not sure if it comes with the Cobra, but I wanted a chance to test it.

At the far front, attached to the "nosepiece," is the torsion type anti-roll bar. It is formed from music wire and Dubro ball links. Several wire diameters and lengths can be made to obtain

almost any roll stiffness you wish. The pick-up point for the anti-roll bar is on the lower A-arm.

Now, let's continue toward the back. A "new" Rossi is fitted here, but almost any known 3.5cc car engine can be used. The motor sits securely on bar mounts, which then bolt into slots in the power pod plate. This slot adjustment allows for "perfect" alignment of the clutch to the clutch drum. There's plenty of room for the carburetor and most can be fitted without a "riser." And there's lots of room for your favorite linkage. Jim's is shown.

Cook cars traditionally have one of the smoothest acting brakes. The Cobra continues this tradition with a triple disc brake. The cam rides top and bottom in ball bearings for part of the smoothness and the rest is from the combination of the pad and disc materials. This means that there's very little wear, it's predictable and very, very smooth.

An area that's often overlooked in a car kit is the quality of the fasteners. The Cobra uses either a grade eight hardened steel or aircraft

grade stainless steel bolts. Where nuts are used, they're aircraft-quality 2024 heat-treated elastic strip nuts. The pivot and other pins are either hardened music wire or dowel pins.

All in all, this describes a very tough car that you would be proud to show any place. It's tough enough to win the premier East Coast enduro event — the 1986 Jersey Devil.

So, how does the car go? Well, I said I was a test reporter, not a test driver, but I can say this: Following Jim's suggestions for setup, when I dropped the Cobra on the track for the first time at the 1986 McCoy Race, it was almost ready to race. I was going faster than I ever had on the Ranch Pit Shop track. It only took a couple of adjustments to the caster to dial the car in to this track and it seemed ready. I spent the rest of the week trying to figure out carburetion. It didn't matter that I was way down on the list of qualifiers, the Cobra was fun to drive — and predictable.

Reliability seems good, too. I have hit it pretty hard with no damage, but you need to follow Jim's instructions closely to minimize knocking out the front "dog-bones."

In retrospect, I probably shouldn't have chosen the Cobra for my Concours entry at the McCoy and Enchantment 100 races. Concours always detracts from some exercise of the car. Still, that's part of the program, too.

Anyway, whatever your interest, I recommend that you look over the Cook Cobra. It's a car that's satisfying to build, a pleasure to drive and one you'll be proud to show to anyone. You can get more information on the Cobra (and other Cook cars), including your nearest dealer, from Cook Racing Products, 8841 Walker Mill Rd., Capitol Heights, MD. (301) 499-1914.

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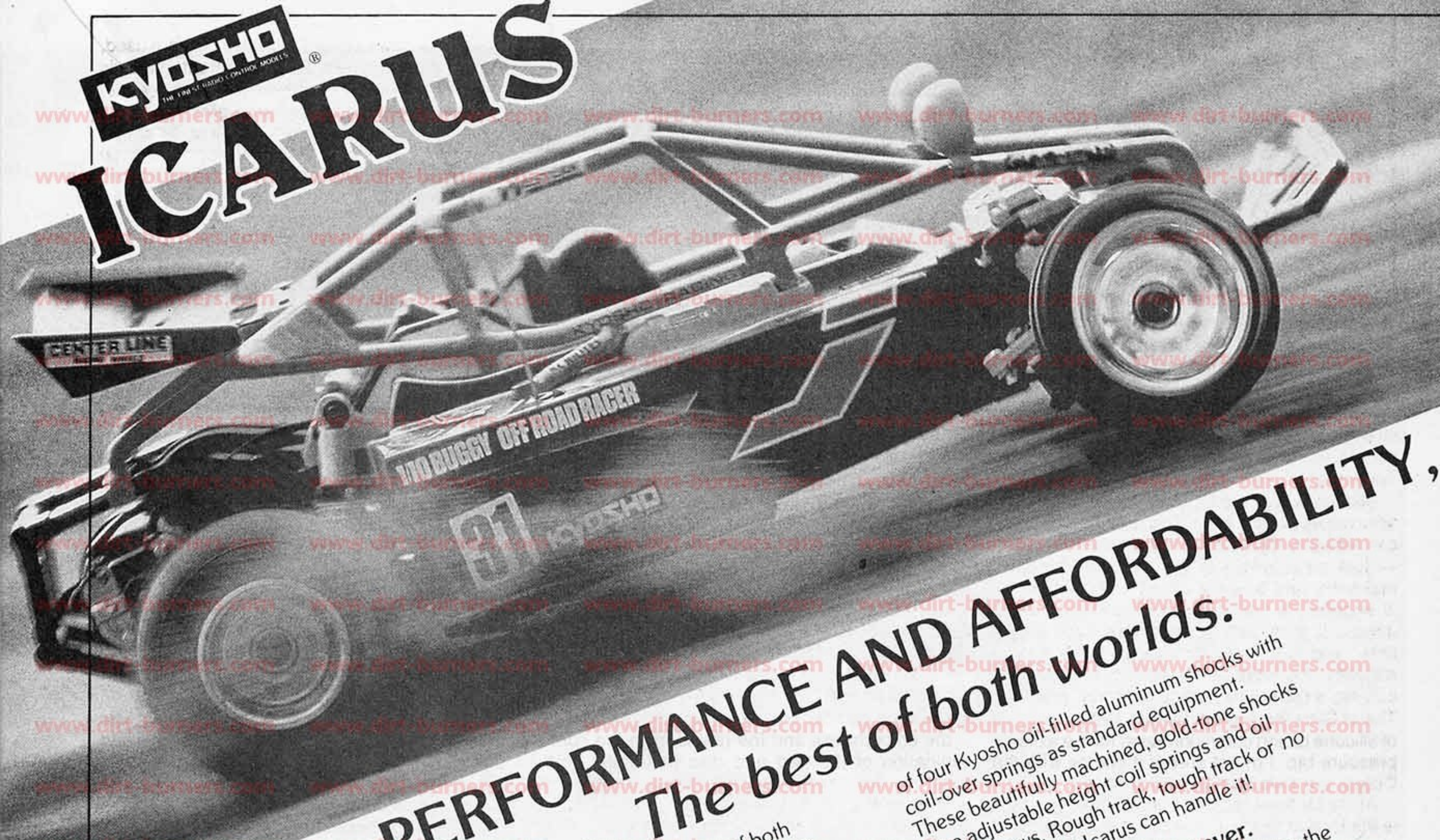
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All these hi-tech extras and superior performance come as standard equipment on the Icarus, yet it is surprisingly affordable. Even without all the extras, the Icarus would be a great buy! Just add a 6-cell battery, charger and 2-channel radio. The Icarus is available now at your favorite retailer. See what engineering of the future will look like — today!



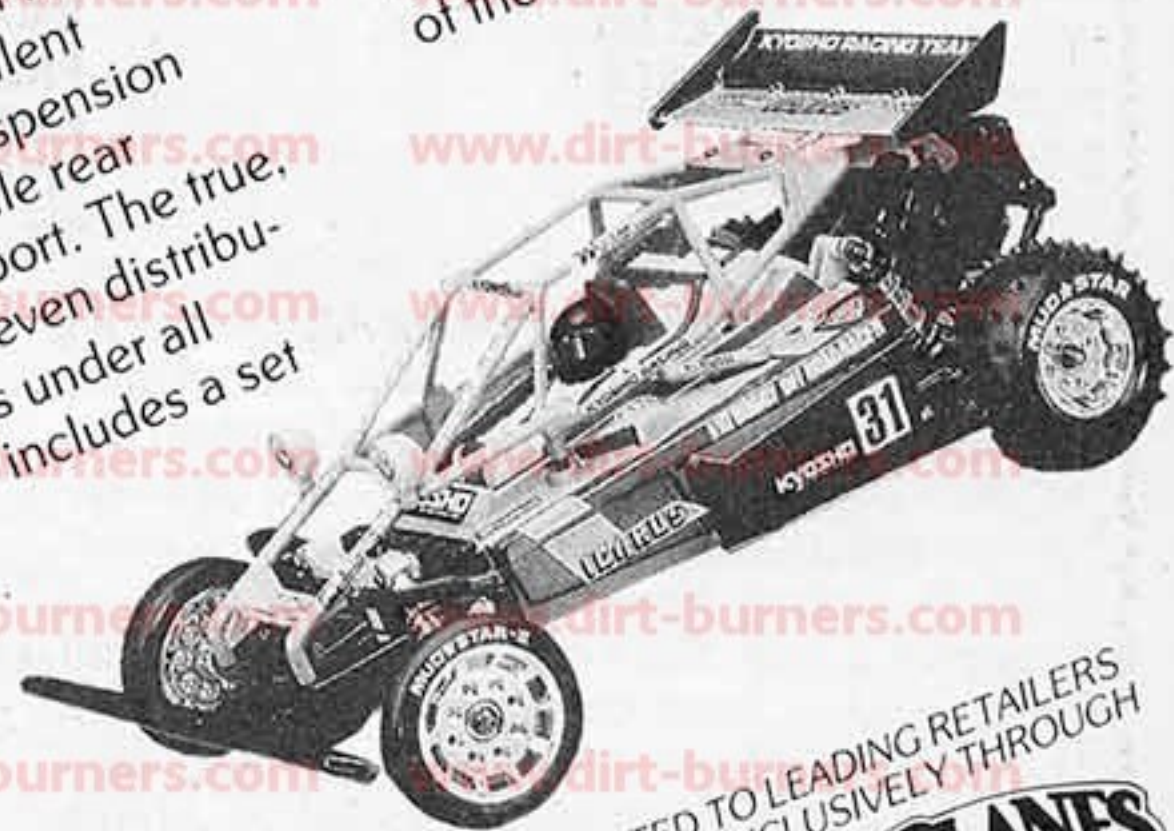
Oil-filled, coil-over shocks on all fours.



LeMans 360ST motor included.



Flip-open battery door for quick pit stops.

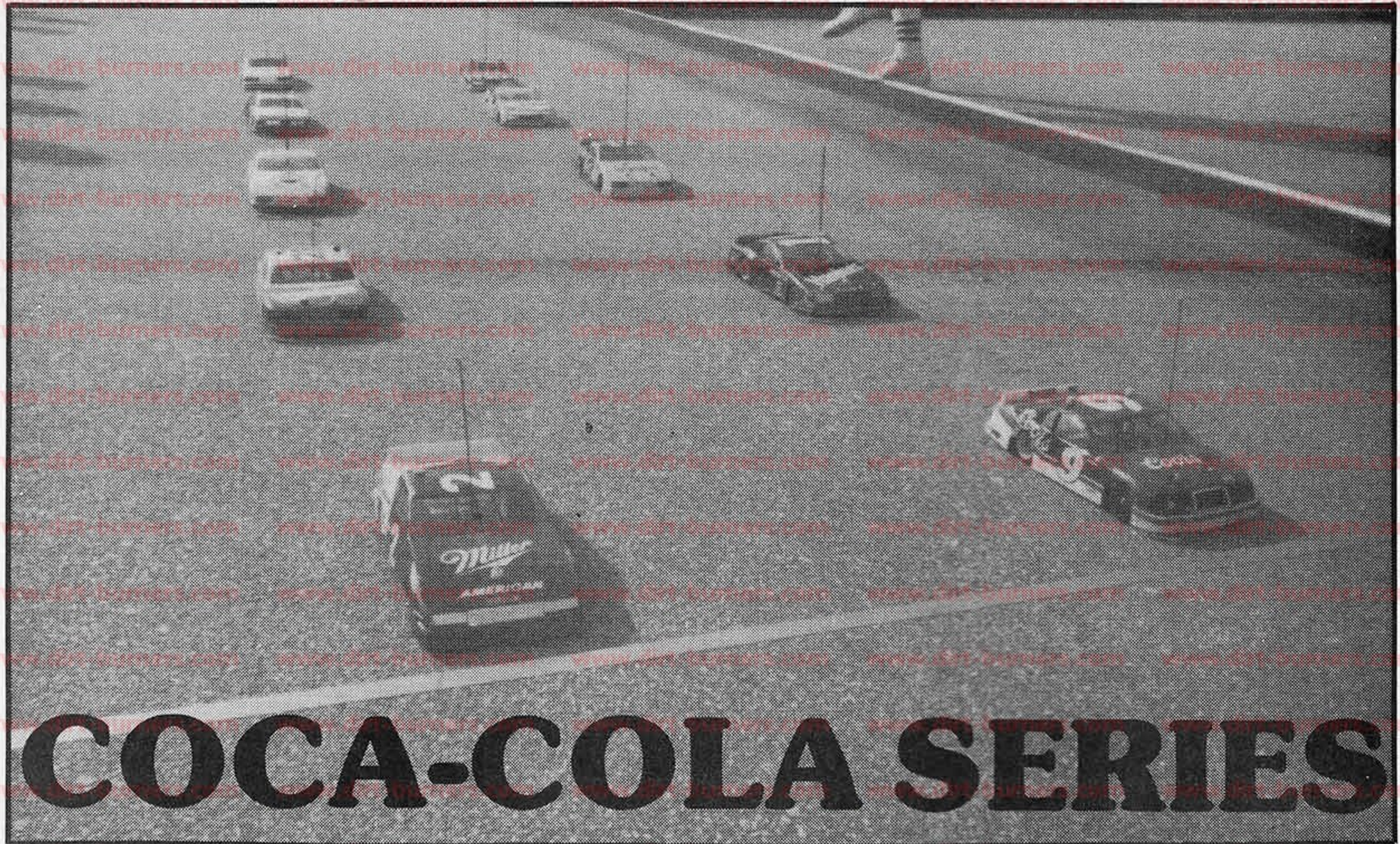


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# Magic City R/C Car Club



## COCA-COLA SERIES

The start of the 1/12 Coca-Cola 500 at Magic City Raceway in Birmingham, AL.

Story by David Swearingin

May 17, 1986  
Birmingham, AL

This was the first of three NASCAR ovals to be put on by series director Tim Smith. Coca-Cola is donating T-Shirts for all drivers and also for Boy Scout Troop #335, which has graciously volunteered to do the lap-counting and corner-marshalling chores. The scouts are needed because the field will consist of as many drivers as can be started, barring radio conflicts. Once the cutoff is determined, the drivers who fail to qualify will run a consolation trophy race just before the main event. There are four rounds of four-minute qualifiers with the main and consolation races being six minutes each. There will be trophies for the winners of the two races and two plaques to be presented by a voting of the drivers.

After the drivers' meeting, it was on to qualifying. Jimmy Simmons' Bill Elliott car led after the first round with 31.01 laps, with David Swearingin masquerading as Dale Earnhart just two sections back at 30.09. Round two had Jimmy improving to 31.09, while David slipped down to 30.08. Jimmy picked up the pace in round three with a nice 32.01 and Bruce Ponder, alias Bobby Allison, took over second fastest with 31.06. As the last round approached, with everyone trying to get that extra lap in, Jimmy won the pole with a fine 32.06, and Bruce nail-

ed down Richard Blocker on the outside pole with 22.01. Inside second row was Kenneth Stewart, with Tom Blocker's Jimmy Means car on the outside. Third row inside was Tim South with Gary Shaw qualifying on the outside. Gary, however, could not make the start due to steering problems.

Out came the green and Mike and Richard started to pull away as the cars got strung out. Mike lapped Richard at about the two-minute mark and then again close to the four-minute mark. With less than a minute to go and Mike holding a comfortable lead, Richard tried to work underneath Mike and caught him in the rear. Mike's motor blew, and his car found the oil and slid into the wall. Richard went on to win with 34.09 laps, just two laps ahead of Mike, who finished with 32.02. Kenneth Stewart was third with 28.05, followed by Tim South with 27.07. Tom Blocker rounded out the field with 21.07.

As the pace car pulled onto the track for the main event, it was Simmons/Elliott on the inside pole, and Ponder/Allison on the outside pole. Second row inside was John Tup/Darryl Waltrip; outside was Jerry Evans/Cale Yarborough. Third row inside went to Swearingin/Earnhart; outside, Randy Ash/Pepsi car; fourth row — inside Tim Smith/Coo Coo Marlin, outside — Ed McWilliams/Checkerboard #22; fifth row — inside Mark McWilliams/Zebra #21, outside — Ann Ponder/Ricky Rudd.

The pace car pulled off and Simmons took the lead with Ponder and Tup close behind. The rest

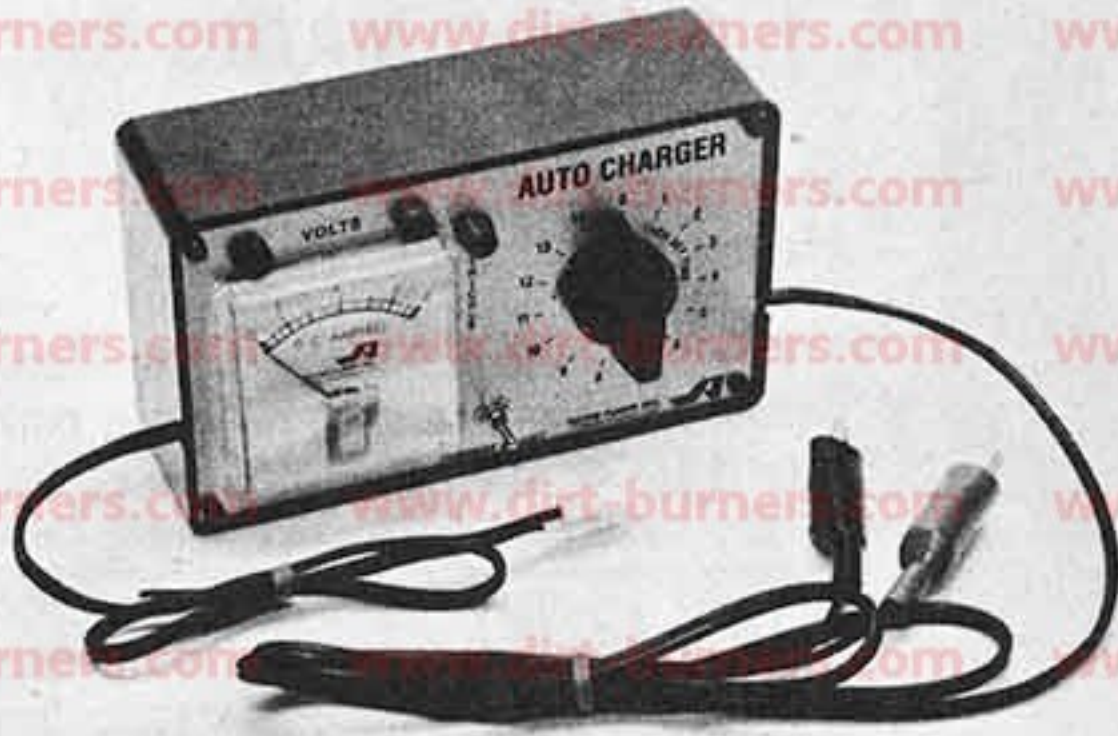
of the field had piled up in a monster crash, but things settled down as the cars got strung out. Simmons was now moving through the rear of the pack working on lap eight. It was at that point, in turn three, that Simmons got tangled up with Mark McWilliams and went over the outside wall, nearly killing Kenneth Stewart, one of the ESPN camera crew! The McWilliams/Zebra car sustained extensive damage and went behind the pit wall with seven laps completed. Simmons/Elliott was able to continue, but had to give up the lead to the Swearingin/Earnhart car, which had charged from last place after being involved in the pile-up on lap one. Ponder/Allison and Tup/Waltrip moved into second and third with Simmons slipping to fourth. One lap later, the other half of the McWilliams team — Ed — went behind the wall with a blown engine on lap eight.

During the next four minutes, Swearingin blistered the field and built a two-lap lead over the ever-present Simmons, who had moved back into second. Four laps behind the leader, a battle was raging for third place between Bruce Ponder and Tup. Holding fifth was Jerry Evans, seven laps down. Randy Ash and Ann Ponder were in sixth and seventh respectively. Tim Smith had retired with a cracked piston on lap eighteen.

Just when it looked like Swearingin had the race wrapped up, a funny thing happened. With one minute to go, the exact thing that had taken



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Tim South was voted the "Goody's Headache Award" plaque because of electrical problems which hounded him all day. David Swearengin was voted the plaque for "Most Outstanding Performance." Thanks once again to Tim Smith and Coca-Cola for a very smooth, fun race.

## SPRING MAGIC RACE

May 4, 1986  
Florence, AL

Spring Cove R/C Raceway in Florence, AL, was the site of a trophy race put on by Magic City R/C Car Club of Birmingham, AL, on May 4. The track is a large 33-degree, banked con-

(Left) Winners of the Spring Cove race. Kneeling left to right are Sandy Strunk, Jimmy Simmons, Budde Wolfe, David Swearengin and John Tup. Standing left to right are Joe Manis, Randy Ash, Ann Ponder and Chuck Baader.

place one minute into the race happened again! Jerry Evans, driving the Cale Yarborough car, ran into Swearengin's Wrangler machine, putting him over the wall in turn three and breaking a motor mount. Repairs cost him five laps, allowing Jimmy Simmons to regain the lead and go on to win the race with 46.09 laps. This win was well deserved, as Jimmy did a great job after early problems to be in a good enough position to win at the end. Second went to Bruce Ponder with 44.08, while third went to John Tup with 44.05. David Swearengin limped to fourth with 43.08, while Jerry Evans came in fifth at 41.09. Sixth place went to Randy Ash with 38.08 laps and Ann Ponder finished with 31.08 laps to capture seventh. Eighth, ninth and tenth places went to Tim Smith, Ed McWilliams and Mark McWilliams, respectively.



(Above) The Spring Magic race at the Spring Cove raceway in Florence, AL. Don't these cars look fast!

crete tri-oval owned and operated by Chuck Sypolt, lately of Whippoorwill, FL. This is a first-class operation with elevated covered drivers' stand and lights, and a refreshment/parts area under the drivers' stand. Electrical outlets and running water are also available.

The 1/12 and 1/10 NASCAR Modified classes were run with nine Birmingham, AL, drivers, Sandy Strunk and Budde Wolfe of Tennessee, and Phillip Wesson, a Spring Cove employee. Three rounds of qualifiers were run, with the mains following. There were some really close fender-to-fender races in the heats, but the mains turned into run-aways. Big winners were Budde Wolfe in 1/12 and Jimmy Simmons in 1/10.

### RESULTS

- |                        |                     |
|------------------------|---------------------|
| 1/12 A MAIN            | 1/12 B MAIN         |
| 1. B. Wolfe-Assoc.     | J. Tupkelewicz-Bo.  |
| 2. D. Swearengin-Delta | Randy Ash-BoLink    |
| 3. J. Simmons-BoLink   | Ann Ponder-BoLink   |
| 4. Jerry Evans-BoLink  | Sandy Strunk-Assoc. |
| 1/12 C MAIN            |                     |
| 1. Bruce Ponder-BoLink |                     |
| 2. Chuck Baader-Delta  |                     |

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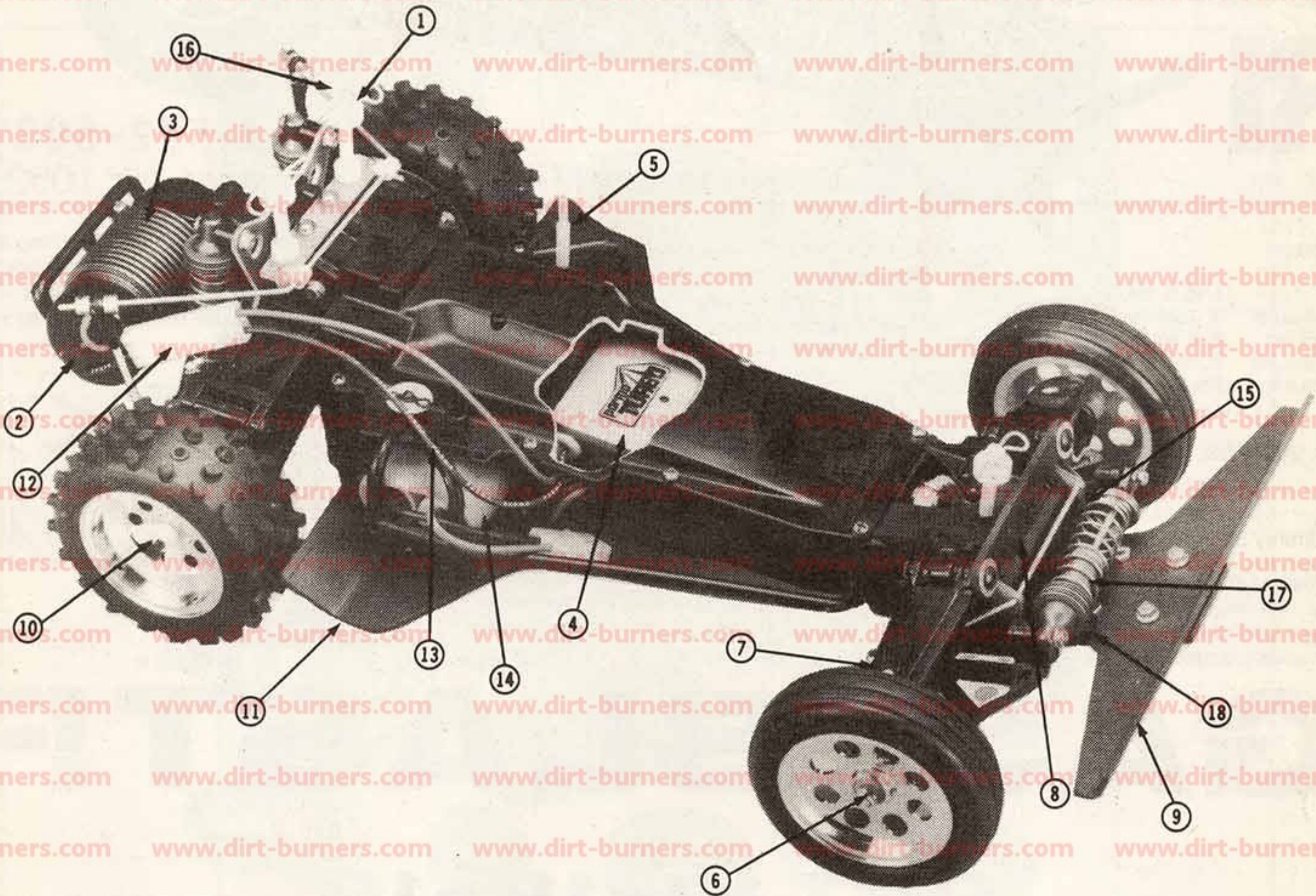
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⑧ #12851 Front Upper Suspension Arm Stabilizer	\$5.00	⑰ #12621 Short Shock Kit	\$10.00
⑨ #13205 Skid Plate Bumper	\$6.50	⑱ #12640 Heat Sink Coil-Cover Set	\$13.00

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#10230 "The Sly One" Body (must use #10452)	13.00	#11011 "Cool Filter" Endbell Cover	2.50	#11265 6-Cell Hump Pack w/Charge Cord	35.00
#10401 Small Wing	3.00	#11027 145° Glue On Heat Sink	3.00	#11275 6-Cell Charge Cord	6.50
#10402 Large Wing	3.50	#11250 6-Cell Pack	28.00	#11276 7-Cell Charge Cord	6.50
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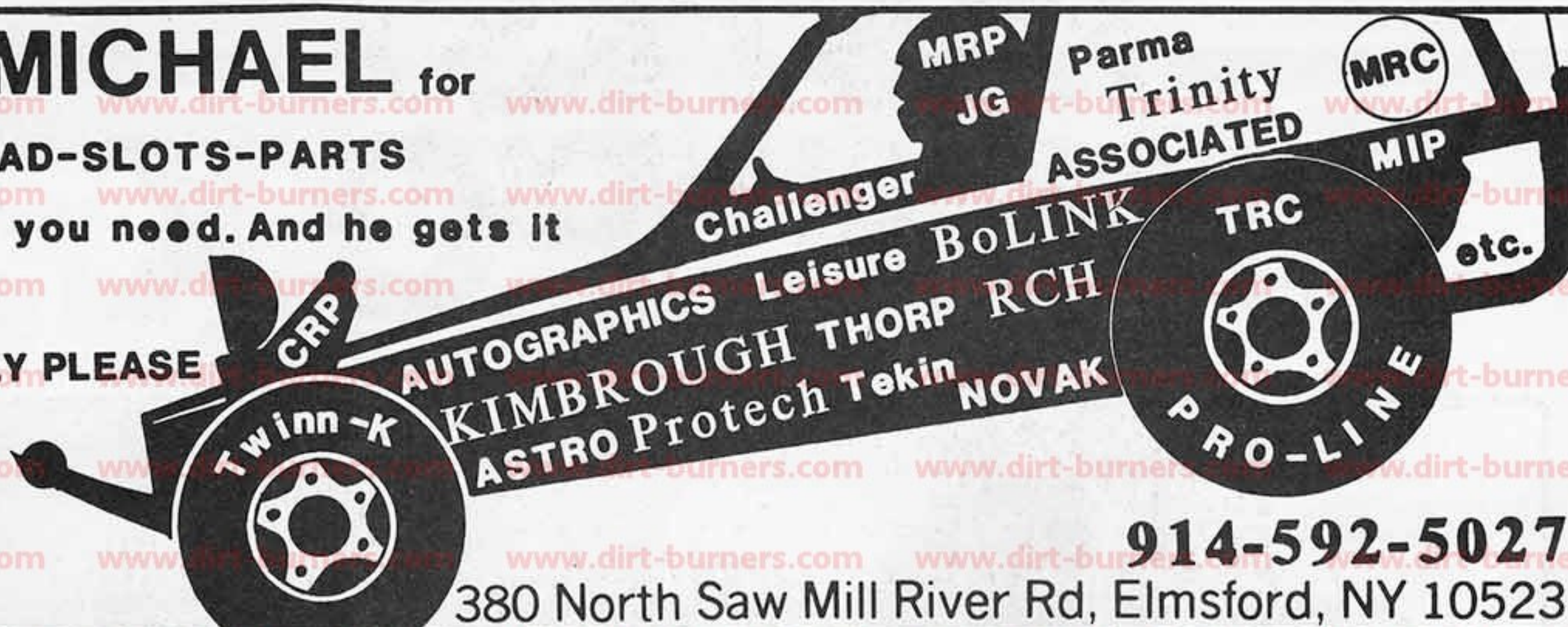
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- |                      |                      |
|----------------------|----------------------|
| <b>1/10 A MAIN</b>   | <b>1/10 B MAIN</b>   |
| 1. J. Simmons-BoLink | J. Tupkelwecz-BoLink |
| 2. Joe Manis-BoLink  | Phil Wesson-BoLink   |
| 3. Ann Ponder-BoLink | D. Swearngin-BoLink  |
| 4. C. Baader-BoLink  | Bruce Ponder-BoLink  |

**MAGIC CITY SUMMER SERIES, RACE #1**

June 8, 1986  
Birmingham, AL

June 8 saw Magic City kick off its six-race 1/12 scale summer series, which included one throwout. Twelve drivers were eagerly awaiting the start with seven entered in the Modified

Class and five running in Stock. Can Am bodies were run on the new road course.

Jimmy Simmons took TQ honors in Modified with a nice run of 29.18 laps, while Ann Ponder led all Stock drivers. With qualifying over and the grid now set, we were ready for the mains.

**C MAIN** — Jerry Evans walked away with this one, finishing over three laps ahead of second place, Gary Shaw. Ken Pinderton fell out early, while Kenneth Stewart was unable to start because of a broken chassis.

**B MAIN** — Randy Ash bested Ann Ponder by over three laps with 26.14 to her 23.09. Mike Clark finished third, two laps back at 21.05.

**A MAIN** — Jimmy Simmons cruised to first place with a 30.10, almost three laps ahead of Joe Manis, who came in with 27.19 for second.

Bruce Ponder overtook David Swearngin near the end for third with 26.23, while David placed fourth with 25.17 after a severe "dump." John Tup finished fifth after retiring on lap nine with car problems.

- A MAIN**
1. Jimmy Simmons
  2. Joe Manis
  3. Bruce Ponder
  4. David Swearngin
  5. John Tup

- B MAIN**
- Randy Ash
  - Ann Ponder
  - Mike Clark

- C MAIN**
1. Jerry Evans
  2. Gary Shaw
  3. Ken Pinderton
  4. Kenneth Stewart

•R/C•

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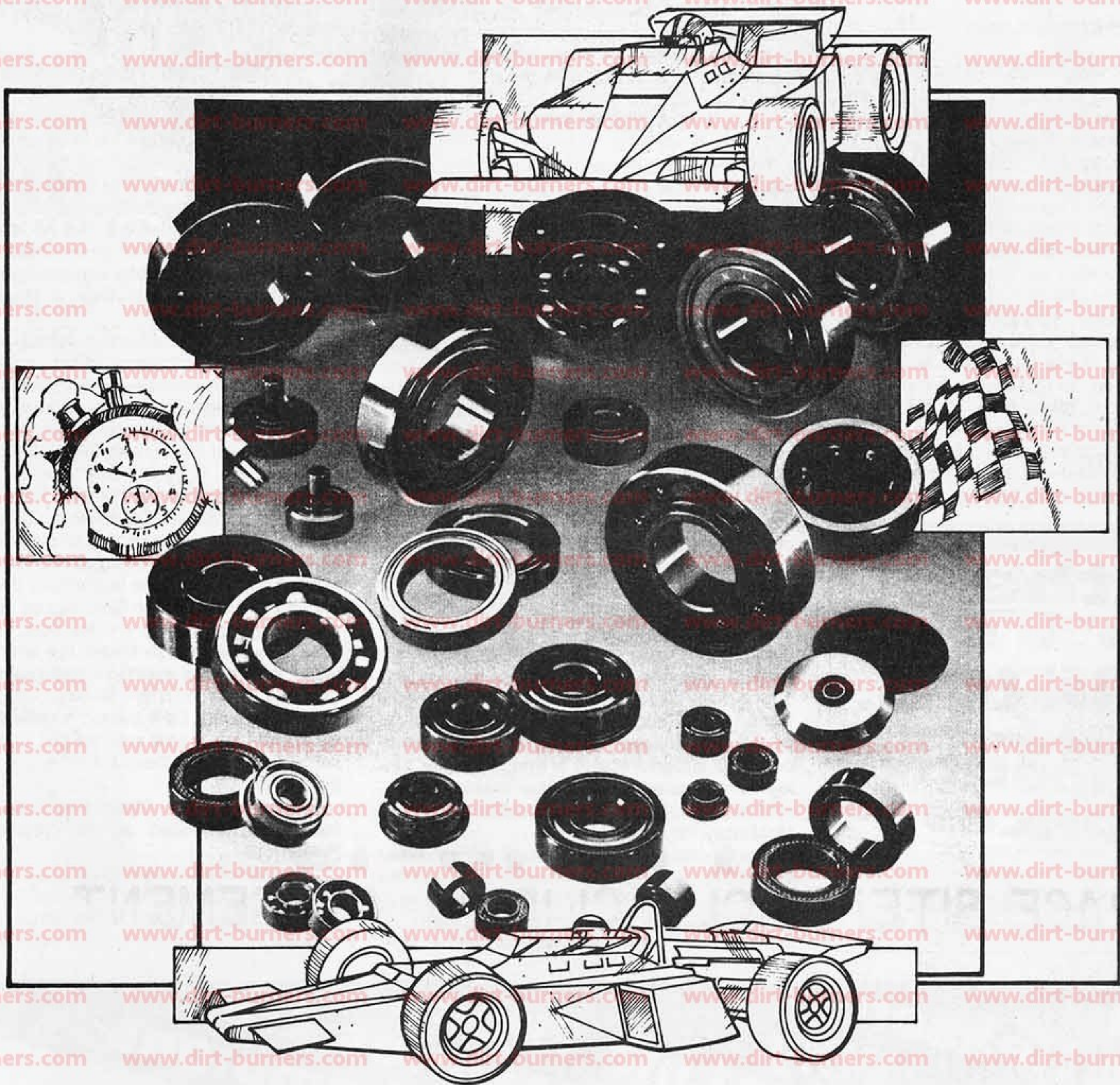
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# The Pit Stop

Richmond, VA

## THE SPOTLIGHT

In 1982, at long since forgotten Valle's Restaurant, young Bill Johnson laced his fingers through the chain-link fence to get a closer look as the R/C racers thundered by.

"Man, I just couldn't get over it," says Johnson. "That was something I was gonna do one of these days. I figured once I got enough money and the time was right, I'd do it."

Although his mother begged him not to get into car racing, in 1983 Bill took the plunge and bought an Associated car.

After three short years, Bill is now vice-president of the club. He is a true car and R/C enthusiast. He works as a mechanic at Siebert's Service Center on the Midlothian Turnpike during the day and takes care of his Dodge Challenger at night. In addition to his R/C car, Bill owns an R/C plane and boat as well.

Few people have any claims to fame, but Bill has two. He was an early pioneer in the use of

Delco radiator hoses as tires. He also caused one of the biggest controversies in the history of the club when he tried to race a Dodge Challenger in the NASCAR class.

overdose if he won for the second consecutive race.

## FIRST TIME FOR JOHNSON

The third Can Am event of the season saw Bill Johnson celebrate his birthday by capturing the first road-course victory of his career. Just last year, Johnson thought that Can Am racing was silly and the only *real* racing was oval track racing. Only after he realized that he was a contender for the points championship did Johnson enter Can Am racing. His first car looked more like a white show box than a sleek racing machine.

On this particular Sunday, Johnson had the strongest, fastest, best-handling, ugliest car at the track. He showed his dominance when, starting from the second row, he zoomed past Top Qualifier Bennie Wilkerson in the first half lap. Wilkerson tried desperately to stay in contention with Johnson, but too many brushes with the walls relegated him to the third spot. Current points leader Chris Wisner saw his win streak come to an end as he battled an ill-handling car all day long; yet his driving ability allowed him to capture second, one lap behind the leader.

In the B Main, Bruce Cole seized command and quickly put a lap on the field. However, Cole's car had to go under the wrenches to repair a tight gear mesh. This allowed smooth-driving Wayne Warman to build up an insurmountable lead. Cole staged a gallant charge for Warman, but time expired and Cole had to settle for second. Charles Rutherford came in third.

In the Sportsman Class, Ray McMurray remained undefeated as he bested Team Rutherford.

"Bob Wagner had planned on racing today. I sure am glad he stayed at home!" exclaimed Johnson, as he hugged his monstrous first-place trophy.

•R/C•

## PLAYING IN THE RAIN

The temperature was in the mid 90's, and it was much hotter on the Science Museum's parking lot, as track director Bruce Cole toiled to set up a big tri-oval for the club's third NASCAR event. Two minutes into the first qualifier, Mother Nature sprinkled the track with rain, which prompted several drivers to remove their cars from the race. This resulted in sub-par qualifying for the others. However, the rain stopped just as quickly as it had started and the track was dry within several minutes. The remainder of the event was run under sunny skies until...

The rains returned just seconds before the start of the A Main! Race director Bennie Wilkerson opted to start the race. Larry Broughman from Roanoke, VA, slipped and slid his way to the victory. Bruce Cole registered the best finish of his two-year career by placing second. Bill McDonald drove his Joe Ruttman Quaker State look-a-like to third place.

In the B Main, pole sitter Charles Smith jumped to the early lead and quickly lapped the field. However, veteran Bill Johnson showed that he was not a quitter as he battled back to first and moved ahead of Smith on several occasions. In the end, the driving ability and experience of Johnson was not enough to overcome the superior speed of Smith. Rookie Jimmy Hicks bested fellow rookie Warren Darby, veteran Allan Cole and Sportsman driver Ray McMurray for third.


The Goody's Headache Award goes to all of the veteran drivers for having to deal with the rain. The Goody's Headache Award could have gone to Bennie Wilkerson for breaking a rear axle in the first qualifier, but it was felt that he might

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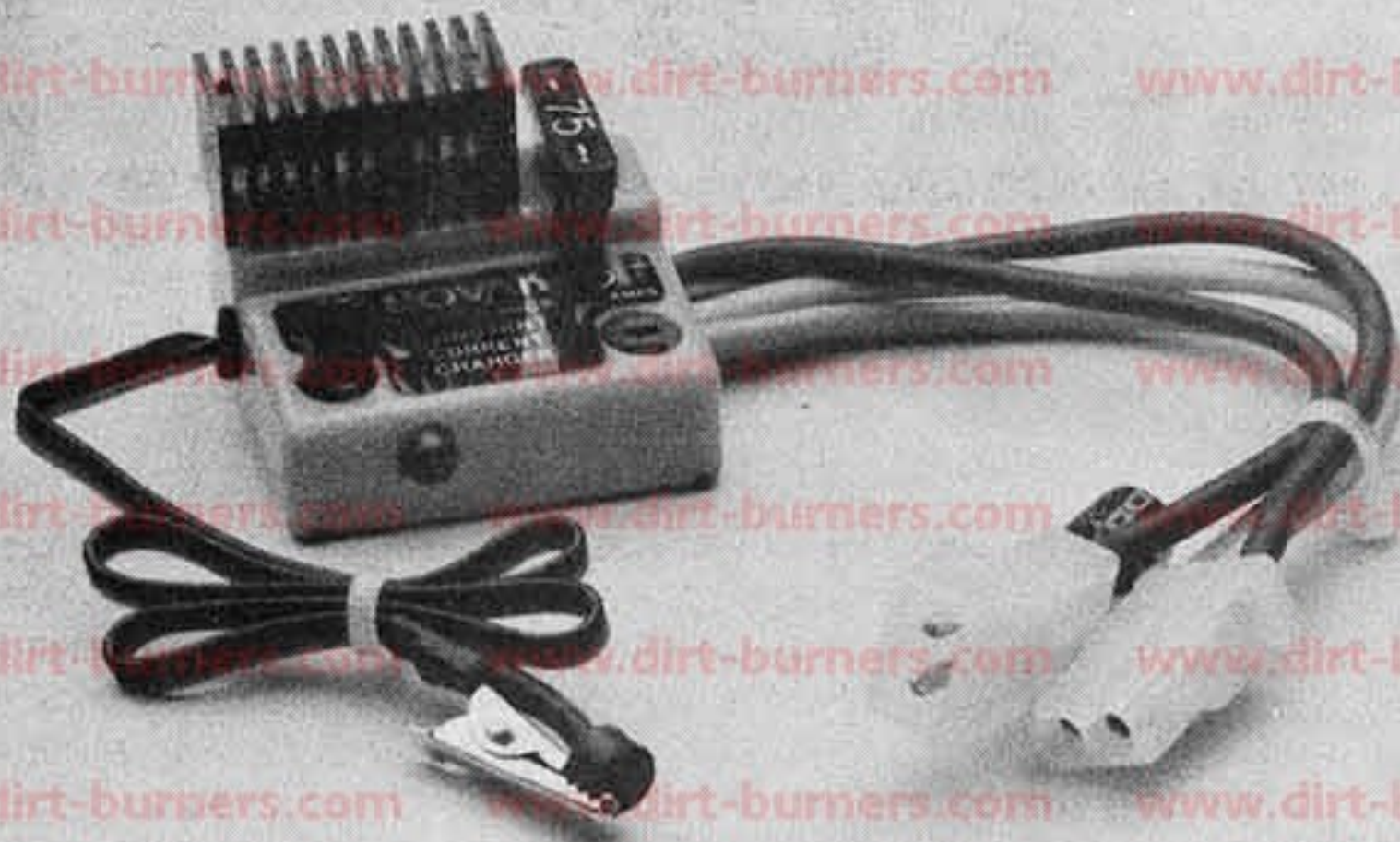
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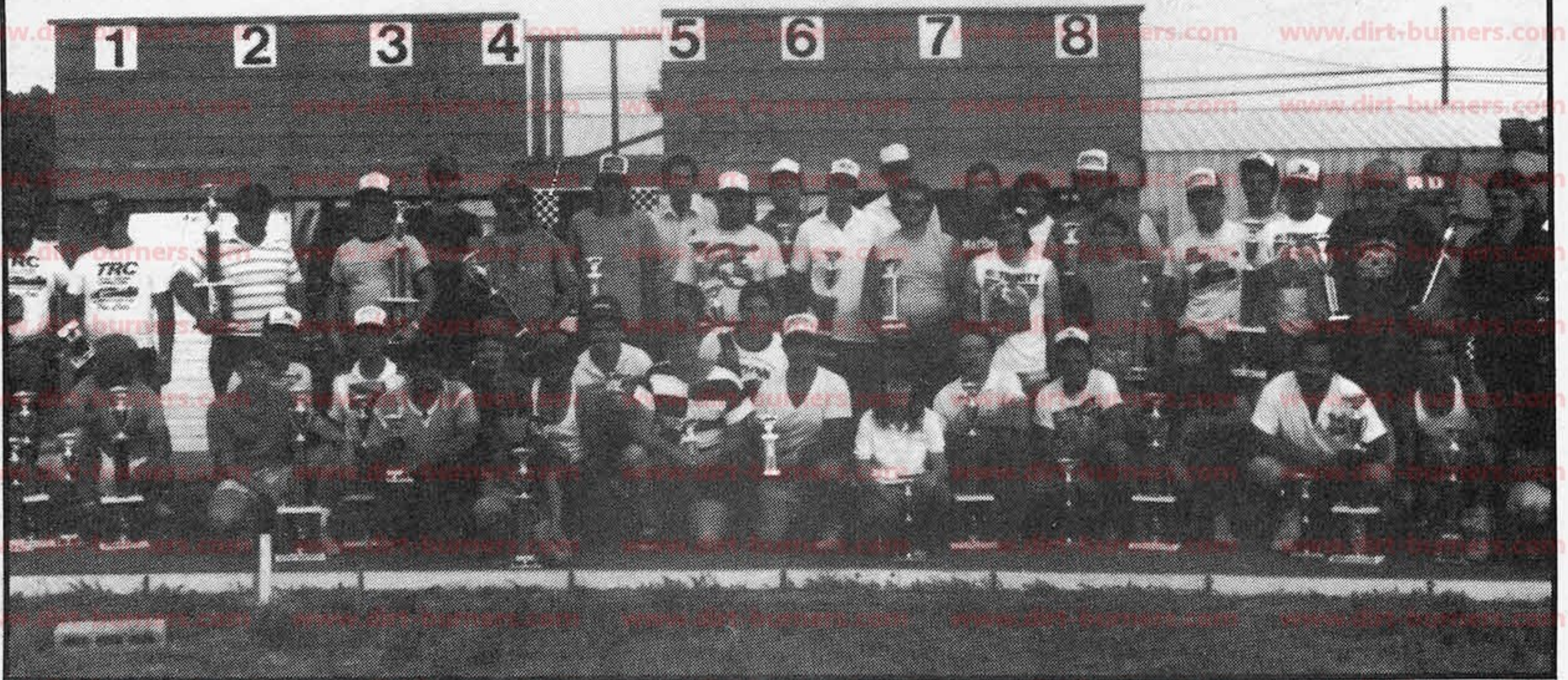


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# EAST COAST OVAL CHAMPIONSHIP



Look at all those people. Business at the snack bar was really booming that day!

Mechanicsville, VA  
June 13-15, 1986

Story by Bill McDonald

He came...he raced...he conquered.

With apologies to Julius Caesar, that just about sums up Mark Gray's visit to Virginia for the first annual East Coast Dirt Oval Championships.

There were 148 entries from twelve different states, but after 45 qualifying events and 15 main events run in three different classes, it was the smooth-driving Gray, from Hesperia, CA, that had walked away with the lion's share of the awards. In the course of winning the A Main in two of the three classes, Gray also set the track record in all three classes. And just for good measure, he also broke the track single-lap record as well.

Racers began arriving at the B&H Hobbies Raceway, in Mechanicsville, VA (just outside of Richmond), early on a Friday morning. They had driven in from all over the East Coast in motorhomes and vans, arriving early Friday morning, to get an early start at dialing in their cars for what looked like a super-competitive field. In this case, appearances were not to be deceiving.

Since this was not a regional event, drivers from Ohio, and North and South Carolina, as well as California were able to come and compete with the best of the Region I drivers from New York, New Jersey, Maryland and Pennsylvania, not to mention a host of drivers from all over Virginia.

Friday evening saw one of the very few

rainstorms to hit Virginia in months drop some water on the track, but by Saturday morning, Sonny Higgins and his sharp B&H race crew had the track in good condition, all systems were go!

First off the line were the Stock Class drivers. There were seven heats in this division, and they produced numerous close battles on the dirt oval. None of the qualifiers were any more hotly contested than in the F Main. In the three rounds of qualifying, there were three different winners, as local driver Warren Darby, old hand Carl Ford from Williamstown, NJ, and Mark Gray from California all took turns winning one heat; each heat proved to be one of the fastest three times of the day.

Darby started things off in what was to be a record-breaking day by breaking the existing track record while winning the first round qualifier in a time of 25 laps/4:05.2. Carl Ford turned in a 25/4:05.8 in a hard-fought second-round race, and then Mark Gray came back in the third round to break the two-hour old track record with a 25/4:04.1. Along with Earl Redditt from Chesapeake, VA, these four drivers made up the front two rows of the A Main.

As ten cars got the green flag from starter Wayne Warmen, Gray and Darby led a mad scramble for the first turn with Darby taking the high line and Gray staying low. Gray hit some loose dirt between the first and second turns and started to spin as Darby and Ford went by on the high side. Gray was hit by a couple of the cars following him through low and it appeared that one of the hits affected the steering on Gray's maroon and white RC10. Meanwhile, Darby and Ford had hooked in a tight battle for the lead until about the halfway point. It was then

that Darby's handling superiority began to show as he pulled away to win by almost a full lap over Ford in a time of 25/4:07.5, with Gray finishing third, two seconds ahead of Youngstown, OH, driver Howard Kemery, who was competing in his first oval competition. Bobby Beard from North Carolina finished fifth.

The B Main in Stock saw a familiar sight to the local fans in attendance, as two B&H Raceway regulars battled it out just as they have done so many times during the regular Saturday night club races. Robert Swindell, of Norfolk, VA, starting on the outside pole, followed pole-sitter Bland Marlowe for several laps, until Marlowe spun out and Swindell inherited the lead.

After a bad start that saw him drop back all the way to last place, Bill Lepley, of Colonial Heights, VA, began a terrific charge for the front, passing car after car. He passed the leader, Swindell, to get his lap back at the three-minute mark, and caught him again for the lead on the last lap to win the B Main by just two seconds in a time of 25/4:02.4. By that time the 80-100 spectators could see that the track was very fast and the record book was going to take a beating all weekend.

In the C Main, Steven J., from New York City, NY, drove a heady race and avoided a slew of accidents to beat Eric Tipton, of Fieldale, VA, and early race-leader Rick Peroe, of Richmond, VA, to the checkered flag.

After a short lunch break, the track was readied for the jet-fast 4WD Modified Class cars.

This class proved to be the most exciting racing of the weekend, as the 4WD "Yokes" took extremely well to the sun-baked B&H track.





**Nobody who was anybody wasn't at this race. Look at the form these drivers have behind the wheel!**

This is also where Mark Gray decided to take off the gloves and get down to business. From this point on, he would not be beaten in any race he ran in. In his first qualifier, he broke the existing track record held by B&H owner Sonny Higgins, with a 28/4:00.6, to beat Tom Adams of Beltsville, MD, by almost a full lap. He came back in his second qualifier and broke his just-set record with a run of 29/4:07.4. Then, in the third round, to prove it was no fluke, he came back to set yet another track record of 30/4:07.3, and just for good measure, also set the track single-lap record by turning in two consecutive laps at 8.1 seconds per lap! His D.C.W./Premier racing machine was definitely in high gear. He also had spectators talking and shaking their heads at how he consistently drove through two- and three-car spinouts without getting hit.

Ron Schambach, of Spotswood, NJ, also had his beautiful black and silver #7 running well. With a 28/4:04.5, he had the privilege of starting next to Gray in the front row.

When the green flag fell, Gray and Schambach drove away from the field. Tom Ferguson, from Roanoke, VA, stayed with the leaders for a while, but a couple of spinouts slowed him down. The tremendous pace also caused Robert Mazzella and Ron Boorman, Sr., to charge and fall away from the "California Flash."

Gray started lapping the field before the tenth lap and had the entire field a lap down by lap 20. Schambach drove well and was able to stay fairly close and finished second, one lap down. Mazzella, from Hackensack, NJ, and Boorman from Vineland, NJ, put on a tremendous battle for the fans during the entire race, with Mazzella's car beating Boorman's by six-tenths of a second at the finish. Ferguson held on to finish fifth.

The B Main saw Gray's younger brother, Darwin, who also made the trip east, show his skill and ability as he bested a field of locals by one lap to take the B Main trophy. Robert Swindell came to pick up his second second-place B trophy of the day, while Robert Edwards, of Richmond, VA, edged out Tommy Howe, of Greenville, SC, by three-tenths of a second to take third place.

As these results would indicate, the racing was extremely close all day long.

Frank Radosti, of Englishtown, NJ, who had been experiencing all kinds of trouble all day long, finally got things straight and got some manner of satisfaction by winning the C Main



**NASCAR has its pace cars but Mechanicsville has its pace guy, who walks around the track in front of the cars for the first lap.**

easily over two South Carolina drivers, Larry Smith and Fred Bagwell. Mary Carper, one of two female drivers entered in the race, took the fourth-place trophy home to Millville, NJ.

That took care of Saturday's 44 races — all run in less than seven hours, and as the drivers went off to destroy several local motels and restaurants, the B&H crew began gearing up for Sunday.

Sunday dawned partly cloudy and grey, but no rain materialized as the 2WD Modifieds got ready to do battle. The B&H crew had reworked the track, restocked the concession stand, and revitalized track announcer Bill McDonald, who was still in shock from having talked for seven hours straight the day before. Everything was ready for another assault on the record books.

The first round of qualifying was unusual in that the whole round went by without a record being broken, thus breaking a string of four consecutive rounds with at least one record broken. Evidently, that announcement by McDonald got the hot drivers' attention, because in the second round Gray and local top-driver Darby broke the existing track record, with Darby turning in the better 27/4:04.7 time.

This record was to be short-lived again as the Hesperia, CA, driver came out in the third round in his Premier-powered burgandy-and-white RC10 and set his third record of the weekend with a 27/4:03.8 to take the A Main pole position.

Frank Radosti and Rich Skrebol of Jamesburg, NJ, both turned in strong 26-lap

times and started in the second row behind Gray and Darby.

When the green was waved, Darby took the early lead, but Gray made a strong run down the backstretch and passed him going into turn three. From then on he was never really headed.

The battles behind Gray, however, were fast and furious. Ron Boorman, driving his silver wedge, and Frank Radosti hooked up in one good battle. Farther back, Skrebol, Darby and Tom Ferguson were keeping the crowd on its feet as they raced nose to tail.

This race produced plenty of excitement as Boorman beat Radosti to the flag by four-tenths of a second, and Skrebol nipped early leader Darby for fourth by one second with Ferguson another seven-tenths of a second back in fifth.

In the B Main, local driver Bland Marlow, who had earlier set a record for the "slowest" single-lap ever turned, started on the pole and ran a strong race. He warded off charges, first from Rick Peroe and then Jay Dodson and Les Smith, to win by one lap over Steve Szalus of Kenilworth, NJ, who beat Smith to the flag by

two seconds on the final lap. Peroe held on for fourth.

The C Main saw Steven J. of New York, NY, take his second C Main win as he beat Travis Johnson of Richmond, VA, in the Red Baron Pizza car, by a lap. John and Tony Clark brought the Clark Racing cars in for third and fourth. Bill Densten finished fifth in his Concours-winning Camaro.

Bruce Cole of Richmond, VA, took home the D Main trophy in an exciting finish, as both he and second-place Tray Ayres spun out in the

(cont'd page 44)

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## EAST COAST OVAL CHAMPS

(cont'd from page 41)

fourth turn of the final lap. Cole got his car straightened out and underway first as the crowd yelled for both drivers to go. He won by one second over Ayres. Dr. John Ayres followed them in for third.

With all the racing done, all the trophies handed out, the TV crew gone back to the studio and all the stories told, the racers headed for home and the B&H crew sat down to figure out ways to make the upcoming Region I Championships on August 8-10 the best ever.

See you then!

### RACING RESULTS

#### STOCK CLASS

##### A MAIN:

1. Warren Darby ..... 25/4:07.5
2. Carl Ford ..... 24/4:03.0
3. Mark Gray ..... 23/4:01.7
4. Howard Kemery ..... 23/4:4.3
5. Bobby Beard ..... 23/4:07.3
6. Joe Curcio, Sr. .... 22/4:08.0
7. Jay Dodson ..... 22/4:00.3
8. Earl Redditt ..... 21/4:05.3
9. Bill Waltzer ..... 19/4:05.0
- 10 Steve Szalus ..... 19/4:15.0

##### B MAIN:

1. Bill Lepley
2. Robert Swindell
3. Rich Skrebol
4. Darwin Gray
5. Bland Marlowe
6. Robert Edwards

##### C MAIN:

1. Steve J.
2. Eric Tipton
3. Rick Peroe
4. Travis Johnson
5. N/A
6. Bruce Cole

7. Louis Dimari
8. Mike Newman

##### D MAIN:

1. Tony Clark
2. Les Smith
3. Jimmy Mills
4. Rick Haldeman
5. Gary Lane
6. Michael Darnes
7. William Hill
8. Lary Wedemeyer

##### F MAIN:

1. Curtis Turner
2. Thomas Brelwaiser
3. Thomas Cowgill
4. Jim Wang
5. Gary Cllett
6. Grey Kirksey
7. Rick Hinson
8. Fred Bagwell

#### 2WD MODIFIED CLASS

##### A MAIN:

1. Mark Gray ..... 27/4:02.9
2. Ron Boorman, Sr. .... 26/4:00.4
3. Frank Radosti ..... 26/4:00.8
4. Rich Skrebol ..... 25/4:06.8
5. Warren Darby ..... 25/4:07.9
6. Tom Ferguson ..... 25/4:08.6
7. Carl Ford ..... 24/4:01.0
8. Darwin Gray ..... 24/4:07.2
9. Robert Swindell ..... 22/4:00.2
- 10 Howard Kemery ..... 19/3:51.5

##### B MAIN:

1. Bland Marlowe
2. Steve Szalus
3. Les Smith
4. Rick Peroe

- John Clark
- Roger Spain

##### E MAIN:

1. Jeffrey Wells
2. Roger Pendergrass
3. Don Looney
4. N/A
5. Jacque Decker
6. David Ezzell
7. Tony Fleming
8. Larry Smith

##### G MAIN:

1. Billy Harris
2. Tim Whitlock
3. Chris Fisher
4. Tommy Ferguson
5. Skip Wilson
6. Tray Ayres
7. John Ayres

5. Joe Curcio, Sr.
6. Jay Dodson
7. Bill Lepley
8. Gary Lane
9. Troy Blanton

##### D MAIN:

1. Bruce Cole
2. Tray Ayres
3. John Ayres
4. David Ezzell
5. Larry Smith
6. Tom Ferguson
7. Skip Wilson
8. Jimmy Mills
9. Fred Bagwell

#### 4WD MODIFIED CLASS

##### A MAIN:

1. Mark Gray ..... 29/4:05.7
2. Ron Schamback ..... 28/4:07.7
3. Robert Mazzella ..... 27/4:00.9
4. Ron Boorman, Sr. .... 27/4:01.5
5. Tom Ferguson ..... 26/4:04.1
6. Forrest Whitson ..... 26/4:07.2
7. Tom Adams ..... 25/4:05.3
8. Troy Blanton ..... 15/2:20.0
9. Howard Kemery ..... DNS
- 10 Richard Carper ..... DNS

##### B MAIN:

1. Darwin Gray
2. Robert Swindell
3. Robert Edwards
4. Tommy Howe
5. Roger Spain
6. Earl Redditt
7. Rick Peroe
8. Bland Marlowe
9. Jay Dodson

- Bill Densten
- Eric Tipton
- David Vinson
- Forrest Whitson

##### C MAIN:

1. Frank Radosti
2. Larry Smith
3. Fred Bagwell
4. Mary Carper
5. Curtis Turner
6. Bill Densten, Sr.
7. Mike Newman
8. Larry Wedemeyer
9. Travis Johnson

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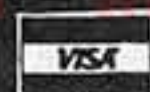
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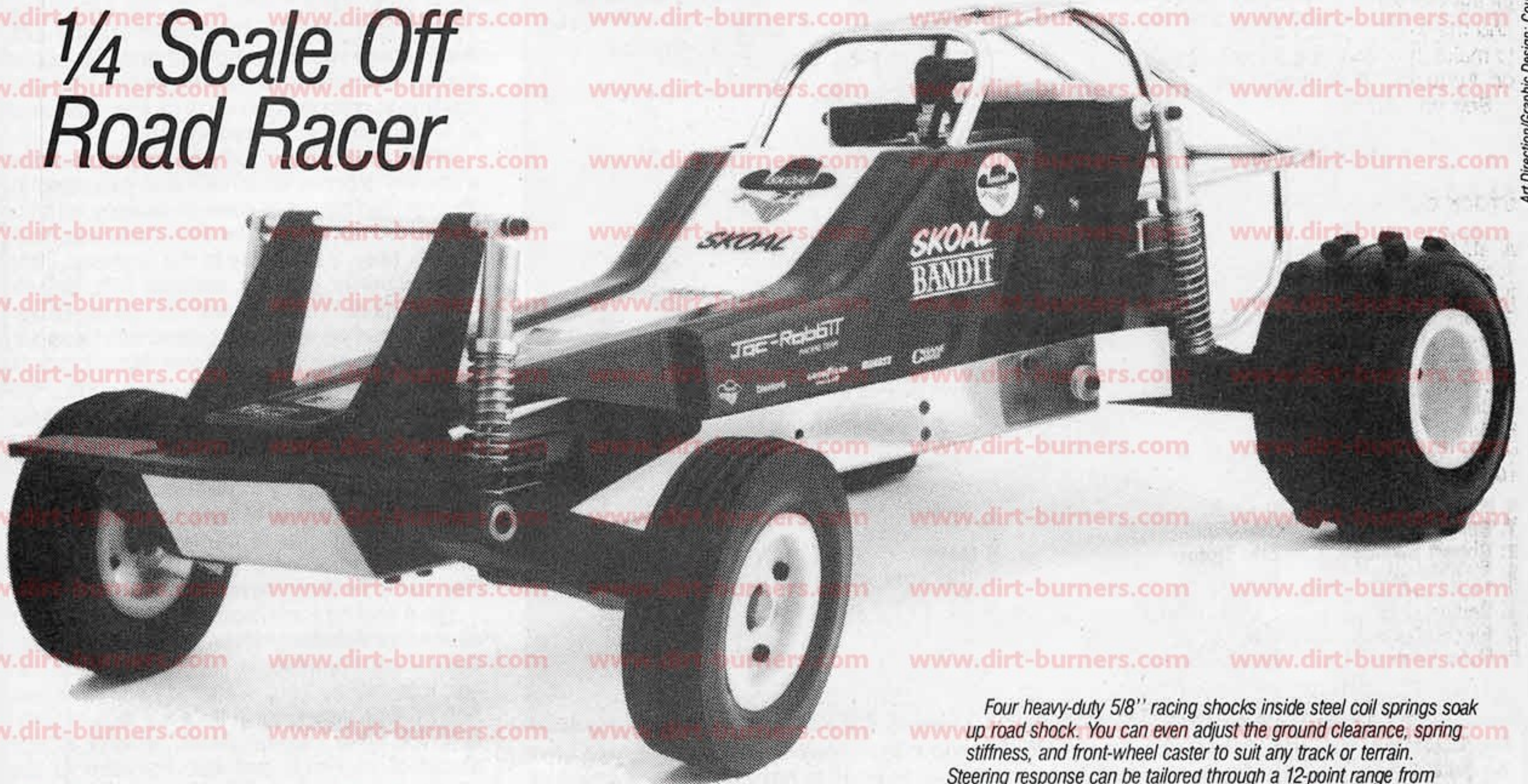


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## 1/4 Scale Off Road Racer



Art Direction/Graphic Design: Courtland Lauger/Photography: Dale Barnes

The Big Boys are here! Biggest innovation in the history of offroad model racing - Raco's new Jac-Rabbit. Not 1/12 scale, not 1/10 or 1/8 - this rocket opens a whole new size of excitement - 1/4 scale.

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In 1/4-scale, you've left the realm of toys far behind. Jac-Rabbit is a true high-performance racecar. Built with the same technology as full-size racers that challenge the deserts of Baja.

The chassis is stressed aircraft aluminum. Glass-filled nylon trailing arms coupled to oil-filled shocks provide fully independent suspension at all four wheels. Under the welded tubular steel roll cage, a fan-cooled gasoline engine pumps 1/4 horsepower through the two-stage gearbox to the huge knobby tires. Top speed is a heart-pounding 40+ mph\*.

With its extra-long wheelbase, extra-wide tread, and low center of gravity, Jac-Rabbit tackles acres of rugged terrain with amazing stability. Race through sand, dirt, gravel, and mud. Leap hills.

With a full tank (2 pint capacity) and fully charged batteries, Jac-Rabbit is set for one full hour of racing. Best of all, the quiet, easy starting engine runs on regular two-stroke gas mix.

### Impressive at rest. Thrilling in motion.

This car is big: almost 3 feet long, more than 1 1/2 feet wide, a full one foot high. Ground clearance is 3" - the highest in model racing.

Because Jac-Rabbit has plenty of power, you can perform professional racing maneuvers like controlled skidding and full tail-out slides through turns. You can even roll over without stalling. The all-position carb and leakproof fuel system keep Jac-Rabbit running at any angle.

### Impressive at rest. Thrilling in motion.



Ground Clearance is 3" - the highest in model racing.

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Dual disk brakes mounted to the gearbox bring Jac-Rabbit to quick, sure stops. Throttle and brakes are activated by the same oversize, radio-controlled servo. Operates on most standard two-channel radio systems.

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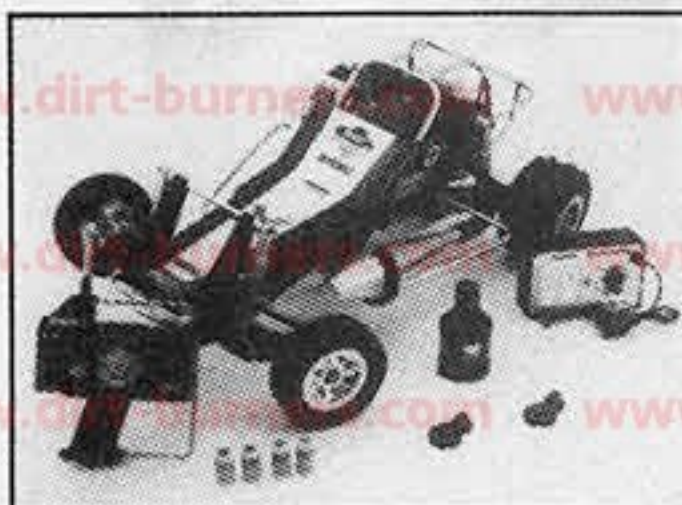
### Quality U.S. construction. Engine and heavy duty servos included.

The real thrill of the Jac-Rabbit, however is... (its) excellent jumping and overall handling abilities.

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\* As with all moving vehicles, proper care and caution must be exercised when operating Jac-Rabbit, especially around children

\*\*Dealers inquiries invited.



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# Jac-Rabbit

Radio Controlled Off-Road Racer



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# MIDWEST SERIES 1986

## RACE #2



Top Qualifiers that day were Butch Kloeber (right) and Wayne Hoover (left). Butch was having trouble with the humidity in Missouri, as his clothes all seemed to have shrunk...he couldn't even snap his pants!

St. Louis, MO  
July 7, 1986

Story and photos  
By S. Lazarus

The second Midwest Series Race for 1986 took place on June 28 and 29 in St. Louis, MO. Hosted by the St. Louis R/C Car Club, this race was run on a track site owned by Levitz Furniture, consisting of two new asphalt 175' straightaways and 14 turns. This was a thinking driver's track which was not easily mastered.

The turnout for this event was great, with 48 participants from as far away as California and Arizona. Six other Midwestern states were also represented. Three classes — Pan, 2WD Open and 4WD Open — were contested by an almost equal number of participants. The weather was hot (low 90's) and humid, befitting the close competition on the track.

Qualifying in the Pan Class began early and it turned out to be very close. As the St. Louis club does not have a computer, the results are shown in laps and track sections. All qualifiers were a timed five minutes. Wayne Hoover was Top Qualifier with 12 laps even. Wayne, from Cedar Rapids, IA, also ran well in the 2WD Open Class. Seven other participants turned in 11 laps, thus providing some pretty close racing.

The 2WD Open qualifying was nothing to sneeze at either, as Jim Boehmer, from Merrillville, IN, equalled the third-best 4WD qualifier with his 13-lap-seven-section effort. Marty Runge, from Middletown, OH, was the only other

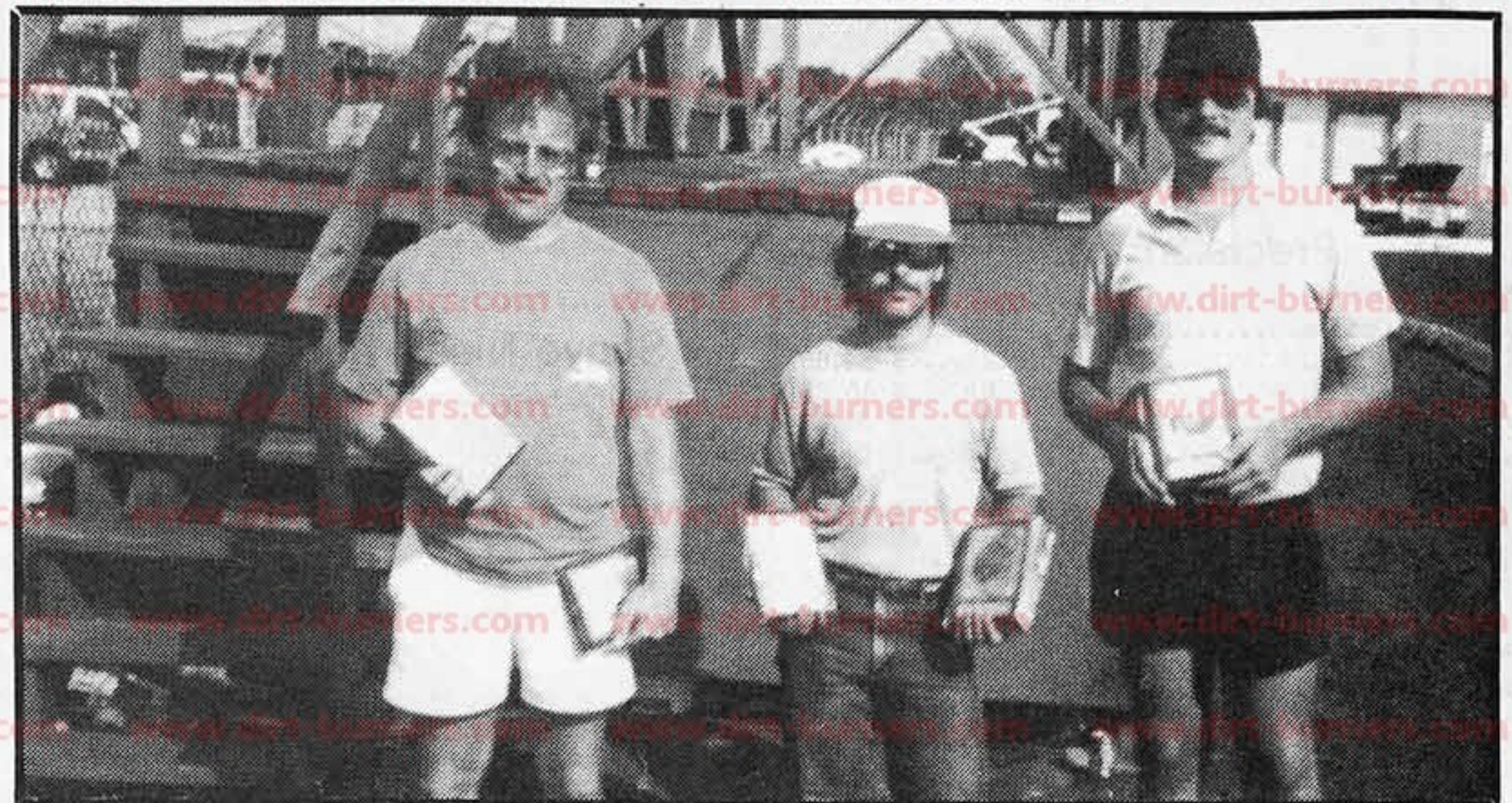
qualifier in the 13's, with a 13-lap-two-section run. Both these guys are to be commended for a great effort.

In 4WD Open qualifying it was a shoot-out between Dana Smeltzer from Upland, CA, and Butch Kloeber from Phoenix, AZ. These guys have been fighting it out all year at every race but, as he has done several times, Butch prevailed with a 14-lap-seven-section run for T.Q. honors. Dana followed closely with a 14-lap-four-

section effort. St. Louis-club racer Larry Martin, from Lincoln, IL, came in third, with a 13-lap-six-section run. The 4WD qualifying was worth the price of admission alone, as the Associated Team added a touch of credibility to our event. Their efforts were appreciated and it is hoped that other manufacturers' racers will also take the time to compete and allow us Midwesterners to learn from their expertise.

With a total of five qualifiers run, everyone had a chance to prove what main they belonged in. The real fun began at noon on Sunday with the B Main in Pan Class. The Pan Class has traditionally been a mainstay in the Midwest, and the number of entrants remains firm, despite new classes. Thirteen-year-old Lance Simon took the lead on lap #2 but battled with Dave Klitich for the entire race. Dave flamed out 19 minutes into the 25-minute race and Paul Crawford moved into second. The lead changed hands among these three again, but Lance pulled away to win with 47 laps, topping his closest competitor by three laps. Paul Crawford came in second with 44 laps, to lead Dave Klitich by one lap. Three different makes of cars were represented in this group, showing that the Pan car is far from dead.

The A Main in Pan Class, also 25 minutes, was even more closely contested than in the B Main. Daryl Klotz from Kansas City, MO, led the first lap, followed by Tony Gagliardo and Al Rovel. Bob Paradis moved up in the early laps as Daryl fell back, while Tony Gagliardo led after 30 laps ahead of Al Rovel and Bob Paradis. At the 40-lap, 20-minute point, Tony's radio went away and another youngster, Jeff Leckron from Indianapolis, IN, moved into the lead. Wayne Hoover was also moving up after a flame-out early in the race, and he, along with Jeff and Bob Paradis, fought it out to the end. Jeff prevailed with 54 laps, four sections, to Bob's 54 laps, one section, and Wayne's 53 laps, six sections. This was the closest race of the day, and Jeff's effort fell only one lap short of the 4WD B Main winner's effort made by big brother Bob Leckron. An outstanding effort!



The 2WD A Main winners (l to r), Jim Boehmer, Wayne Hoover, and Marty Runge.



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**AYK RACING**



The 4WD A Main winners (l to r), Larry Martin, Dana Smeltzer and Butch Kloeber.

The B 2WD Main was a race of attrition from early on, with four of the eight starters out by lap seven. Murray Pipchok of Bolingbrook, IL, went out by lap 13. Donnie Wade (also 13 years young) out-battled Ed Frizzell and Cris Bury to assume the lead on lap 23 and hold it until the end of the race. All three of these racers were from the St. Louis area.

The A 2WD Open Main was dominated by Jim Boehmer, as his T.Q. set-up proved to be the right one for the main as well. Unfortunately, after leading for 48 laps, Jim's radio went away

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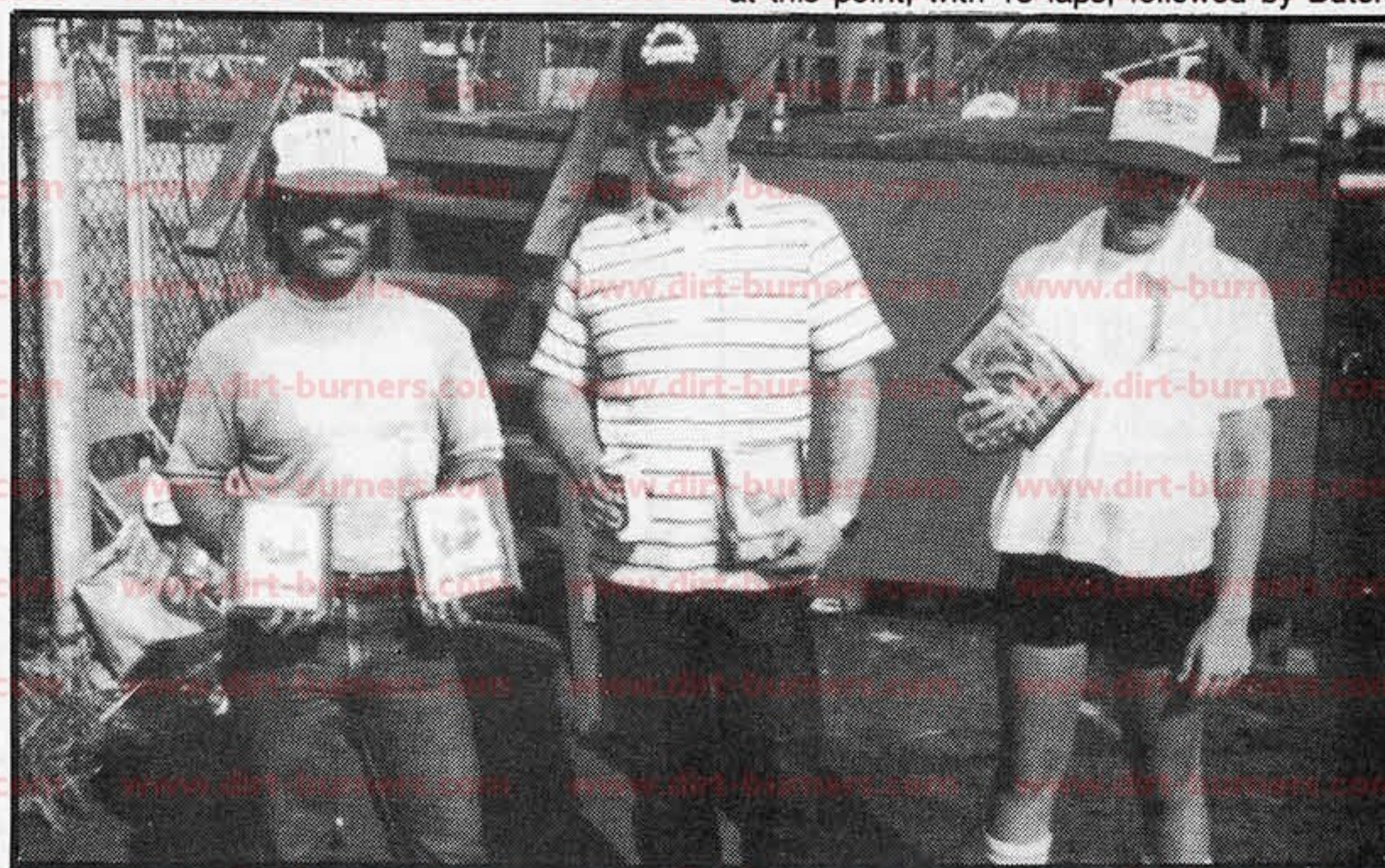
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Winners of the Pan Class A Main (l to r), Wayne Hoover, Bob Paradis and Jeff Leckron.

and Wayne Hoover moved past Marty Runge to assume the lead. Despite being off the track, Jim held on for third. Marty Runge finished second with 50 laps, eight sections, and Wayne Hoover drove away to a five-lap victory with 55 laps even. Wayne was the only participant to run two classes, and he did it well with a win, a third in the Pan Class A Main and a T.Q. in Pan Class. Congratulations to the best individual effort of the weekend, and three trophies to boot!

The 4WD Open B Main should have been named the Delta P4 main as all seven starters ran this car. Lou Przbyla from Detroit, MI, took an early lead followed by Bob Leckron and Arlynn Simon (Lance's father from Kansas City, MO). Lou was out by ten with a stripped rear belt and Bob Leckron assumed the lead followed by Arlynn Simon and Gary Anderson. By lap 20, two guys who had missed the start due to flame-outs were moving up — Gary Anderson from Racine, WI, and Tom Sagle from St. Louis, MO. Arlynn, at this point, had wrestled the lead from Bob, however, both these guys

experienced trouble, with Bob flaming out and Arlynn losing a muffler. Anderson assumed the lead at lap 40, but fell back to a charging Bob Leckron. Arlynn Simon had driven back up to second at this point, but soon lost a dog-bone and dropped out. He still managed to salvage third with 41 laps. Gary's effort to catch a fading Bob Leckron fell short just three sections of the track as Bob prevailed to win with a 55-lap, six-section effort.

Last, but not least, was the 4WD A Main. With two of the best drivers in the nation in this field, everyone expected a great race; they were not to be disappointed. The 25-minute time limit saw wild action with Dana Smeltzer leading Brad Hoehn from St. Louis, MO, and Butch Kloeber for the first lap. Brad's second place was the closest a Delta (Cook) car would get to the lead for the rest of the race. Butch slipped by Brad on lap six, and Brad was out with radio trouble by lap 13. But while he was on the track, he looked to be the only non-Associated car to have a shot at matching Dana and Butch.

Dana continued to lead on lap 20, but Butch had fallen back by two laps due to a flame-out on lap 17 — after having run the tank dry. Dale Smith, from Indianapolis, IN, moved into second at this point, with 18 laps, followed by Butch

Kloeber and Mike Saputo from St. Louis, MO. Early in the race, Dana Smeltzer appeared to have the advantage as he had increased his lead over Butch to three laps by lap 40. Dale Smith, Mike Saputo and Larry Martin battled closely for third, staying on the same lap from laps 30 through 40.

At this point, Dana's car began to slow from its 20.14-second-per-lap efforts earlier to 22.0 seconds on lap 50. Butch Kloeber turned in a 20.56-second effort on that lap and had closed to within one lap of the leader with 49 laps. By lap 60, Ross was on the same lap with Dana, and was closing in rapidly. On lap 65, Butch caught a board and fell about 1/4 lap behind. He closed in again, but could not catch Dana, who finished the race with 67 laps, 9 sections, to Butch's 67-lap-eight-section effort. What a race!

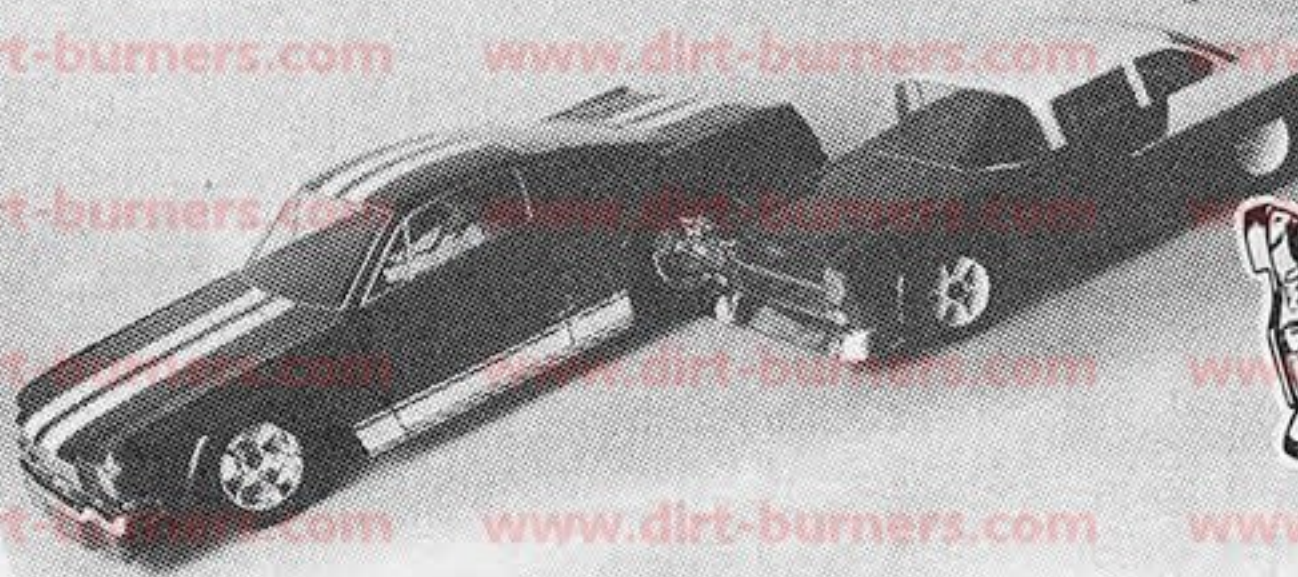
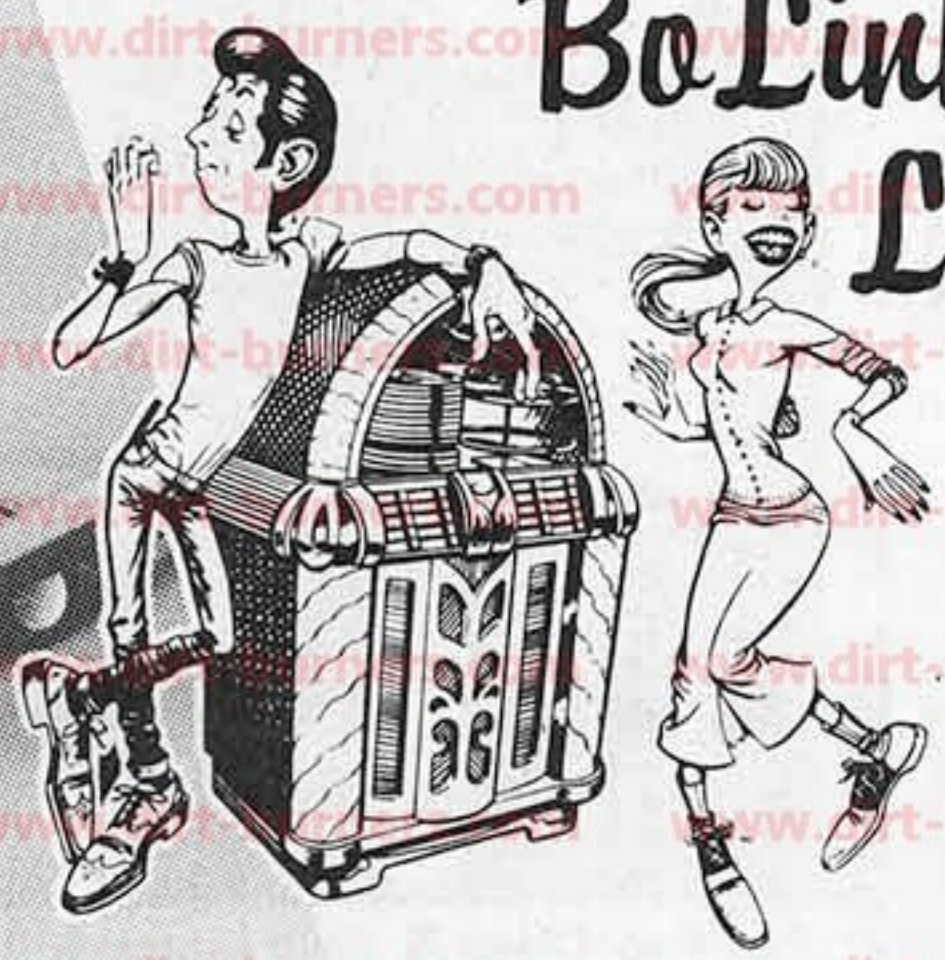
Smoothness and fast pit work allowed Dana to add another victory to his many successes. He is a gentleman truly deserving of his success, as no one put in more time on the track in practice than Dana. He works hard! Butch had the



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The 4WD B Main winners (l to r), Bob Leckron, Gary Anderson and Arlynn Simon.

speed, and but for an early miscalculation on gas mileage, he might have won this race. He is proving that he is a force to be reckoned with at any race in the country. Larry Martin showed that a good driver with a relatively stock RC500 can stay near the front, with his 63-lap-two-section run for third.

A big thanks must go to Joe Poole for his efforts in making this race a success. The entire St. Louis R/C Club showed great hospitality, and Levitz Furniture was even kind enough to let us use their facilities both days. It made a big difference in the heat!

**RESULTS**

**A MAIN PAN CLASS:**

1. Lance Simon
2. Paul Crawford
3. Dave Klittich
4. Mike Ross
5. Elmer Schilli
6. Jeff Campbell
- 7.
- 8.

**A MAIN 2WD OPEN:**

1. Wayne Hoover
2. Marty Runge
3. Jim Boehmer

**B MAIN PAN**

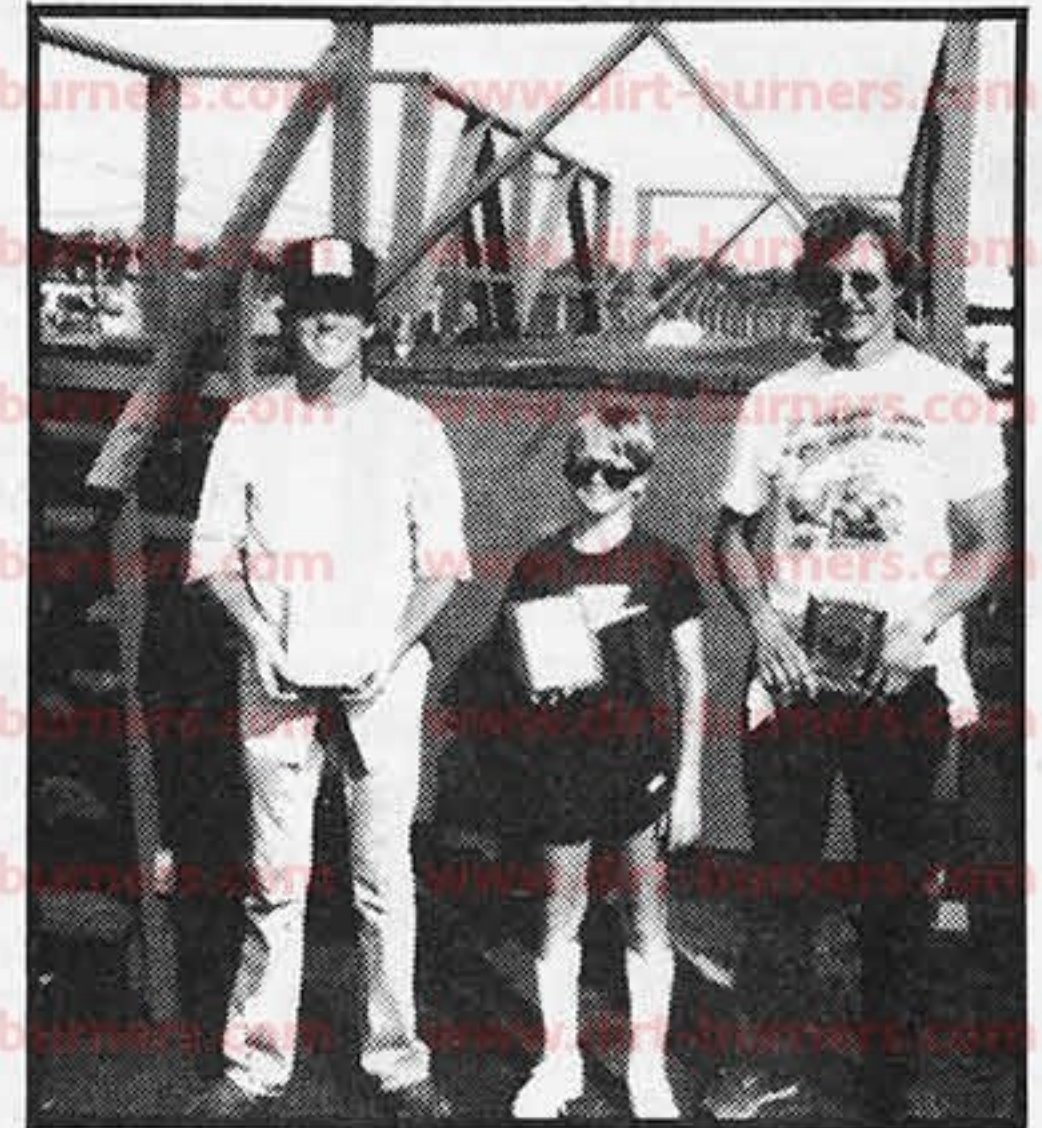
- Jeff Leckron
- Bob Paradis
- Wayne Hoover
- Tony Gagliard
- Daryl Klotz
- Al Rovel
- Jamie Campbell
- Barb Pipchok

**B MAIN 2WD OPEN**

- Bob Leckron
- Ed Frizzell
- Cris Bury



The Pan Class B Main winners (l to r), Lance Simon, Paul Crawford and Dave Klittich.



The 2WD B Main winners (l to r), Cris Bury, Donnie Wade and Ed Frizzell.

4. Harold Hoover
5. Mike Melendy
6. Stuart Kay
7. Mike Mantla
8. Todd Paterson

- Murray Pipchok
- Gerry Argalas
- Vic Valderrama
- Jon Brannon
- Steve Lazarus

**A MAIN 4WD OPEN:**

1. Dana Smeltzer
2. Butch Kloeber
3. Larry Martin
4. Dale Smith
5. Mike Saputo
6. Randy Ramsey
7. Brad Hoehn

**B MAIN 4WD OPEN:**

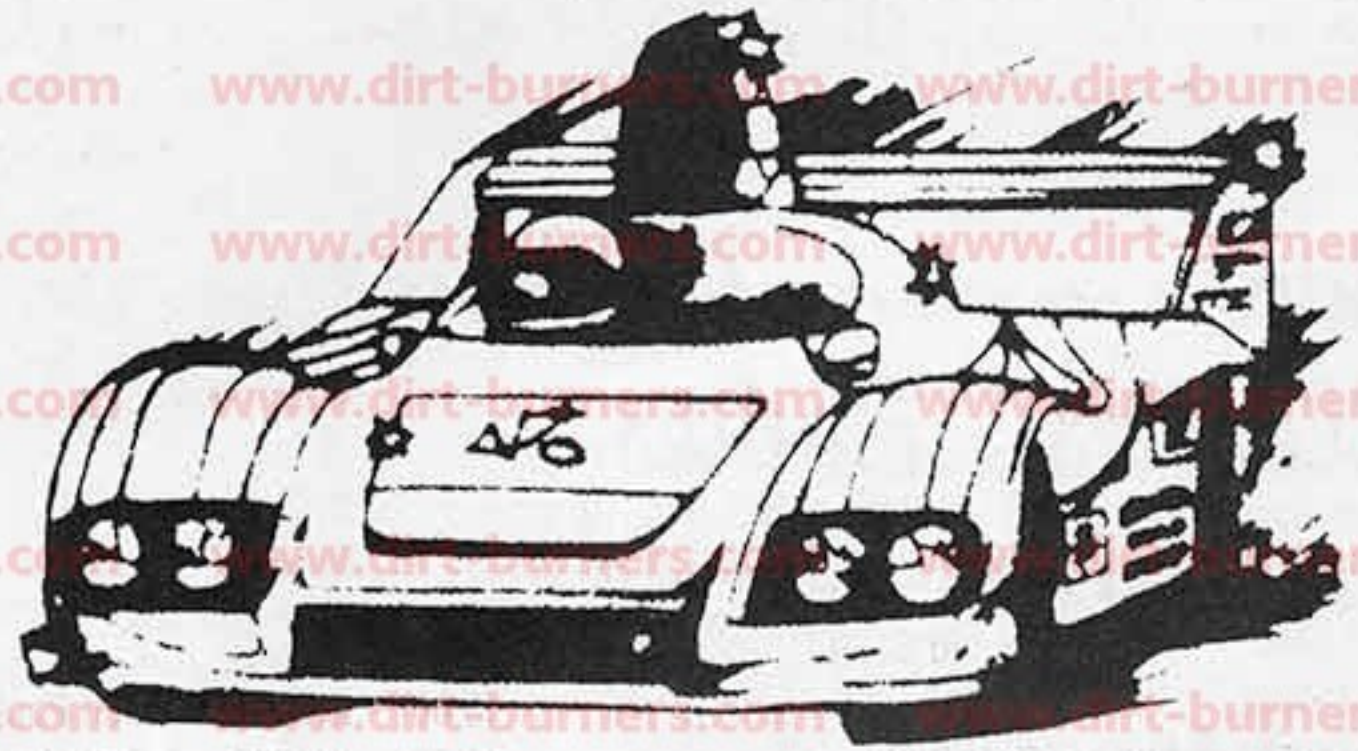
- Bob Leckron
- Gary Anderson
- Arlynn Simon
- Tom Sagle
- Rich Bloom
- Lou Przybyla
- Tracy St. Aubin

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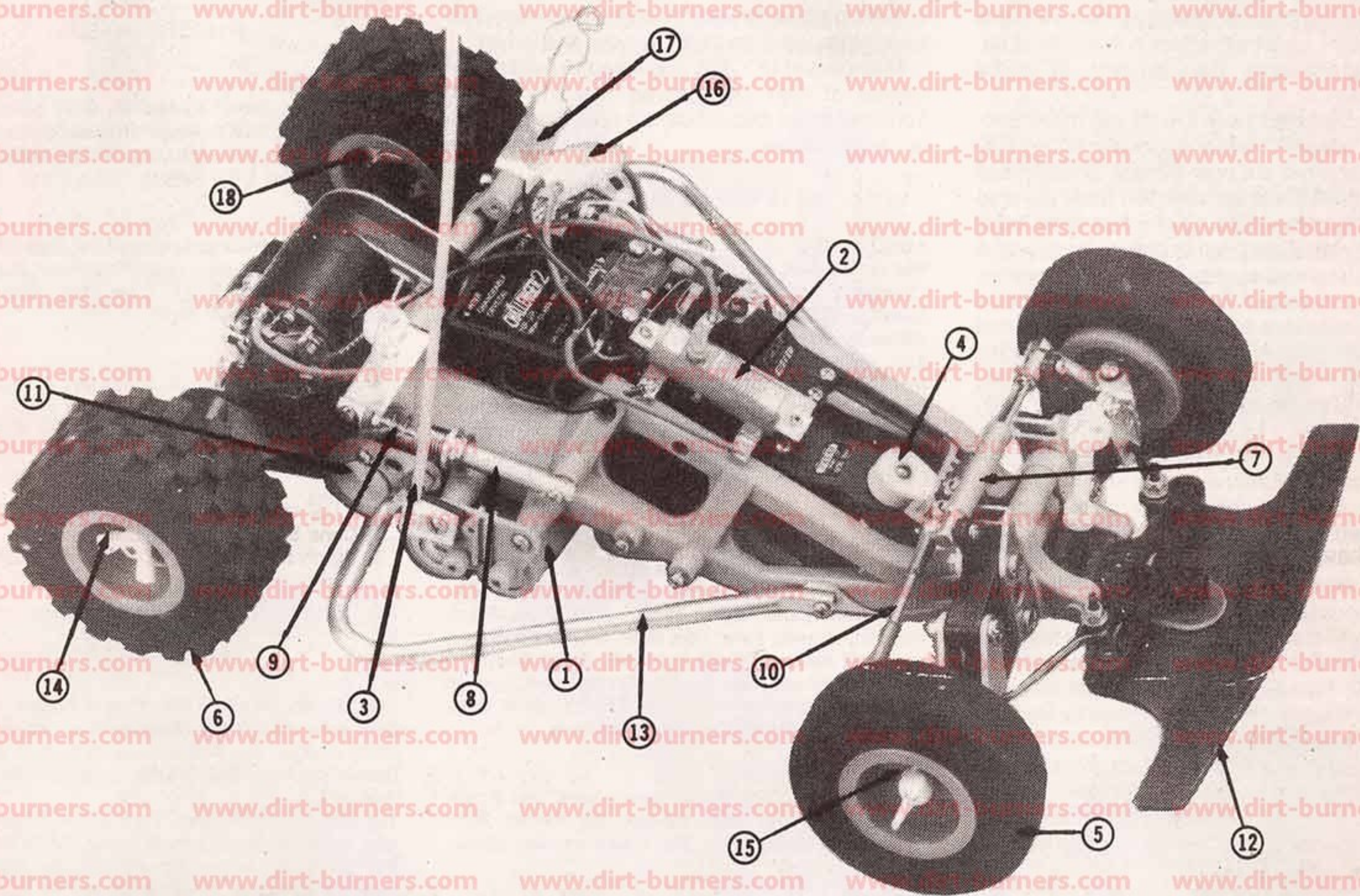
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# RADIO CONTROL CAR MANUFACTURERS' ASSOC. (RCCMA) FORGES AHEAD FOR THE BETTERMENT OF THE SPORT.

RCCMA held its meeting last May and discussed a number of topics which should be of interest to all of us in the R/C sport and hobby.

Among some of the topics of the association, which included internal affairs, certain subjects were brought up which affect a number of us. Among them was the subject of radio frequencies.

It was noted that there are far too many people using "illegal" frequencies while racing R/C cars. While there are now 20 legal frequencies available for R/C car enthusiasts, there are also a number of frequencies which have either been specifically allocated for airplanes or are of a foreign nature and are not legal in this country.

As we understand it, there will be 15 more channels available for R/C cars, but not until 1991. In the meantime, the following are the only legal frequencies: 26.995, 27.045, 27.095, 27.145, 27.195, 27.225/72.160, 72.320, 72.960/75.430, 75.470, 75.510, 75.550, 75.590, 75.670, 75.710, 75.750, 75.790, 75.830, and 75.870.

There are racers who are still using frequencies on such channels as 25, 30, 35 and 40. These are illegal in this country. The only ones who can use foreign frequencies are those racers from outside the United States that will be coming to the Worlds, and are using frequencies legal in their country, such as channels 25, 39 and 40, from Europe. You run the risk of a heavy fine if you do use any of these foreign frequencies, and clubs and promoters also run the risk of being involved in lawsuits from parties who may have had their R/C model planes damaged, for example, as a result of someone using a frequency other than a car frequency in an R/C car race.

The association tackled the question of "sponsored" drivers/racers. For the purposes of determining who is a "sponsored" or "team" driver, RCCMA has given the following definition as to what sponsorship means:

**"Sponsorship is if a manufacturer gives anyone anything, but can, reasonably, help racers at tracks as a courtesy, or service their own product."**

The definition seems a bit ambiguous, but what they're trying to say is that if you receive any type of equipment, parts, accessories, kits, get your entry paid for, or anything in which you would have otherwise had to spend money on

in order to acquire any one of these, then you are a "sponsored" racer. The exception would be if a manufacturer, during the course of a race, offers you assistance in the repairs or fine-tuning of a kit, part, or accessory which that manufacturer sells, as a courtesy to you, the buyer.

Members of RCCMA also voted to publish the names of their "sponsored" racers in both 1/12th electric and 1/10th off road scales. The list is as follows:

## 1/12 SCALE ELECTRIC

### ASSOCIATED:

Robert Bartlett, Butch Berney, Ralph Burch, Kent Clausen, R. Comrie, Shelby Dillard, Pete Fusco, Ron Galang, Rick Hohwart, Shawn Ireland, Bill Jeric, Glenn Kawamae, Ron Kessing, Frank Killam, Doug Kott, Mike Lavacot, Gil Losi, Jr., Tony Massey, John Morgan, Tom Morgan, Tim Neja, Ken Pepe, Tyree Phillips, Terry Rott, Mike Toland, Steve Verona and Mike Yoes. **FACTORY:** Roger Curtis, Curtis Husting, Gene Husting, Midge Husting, Tony Nelsinger, Jim Nelson, and Mike Reedy.

### BOLINK:

Jeff Ball, Tom Bolin, Carlton Coleman, Jerry Evans, Carl Ford, Jim Graham, Linda Gupta, Mike Hamilton, John Huron, David Johnson, Nub Koplaca, John Koss, Jim Lane, Norm Mead, Nick Piro, Frank Pupello, Donnie Pyle, Don Pyle, Sr., Gene Roberson, Jeff Rotruck, Craig Schmidt, Steve Shepard, Jimmy Simmons, Don Smolik, Frank Vales, Forrest Whitson and Dave Willits. **FACTORY:** Chet Ellis, Rick Jordan, Bob Rule and Steve Rule.

### MRP:

Jerry Brower, Tom Buck, Randy Link and Roger Moore. **FACTORY:** Gino Bellizzi, Jay Hamlin, Danny Schepis, Chad Smith, Bob Welch and Jim Welch.

### McALLISTER RACING:

Les Ammann, Tim Copp, Ron Dyer, Mike Glem, Ted Graf, Howard Kemrey, Guy Miller, Steve Pritchett, Larry Stevens, Carlos Turano and Roger Wagner. **FACTORY:** Gary McAllister.

### PREMIER:

Gary Haskel, Dennis Hill, Dave Johnson, Dennis Taylor and Mike Thompson.

### REEDY:

Mike Lavacot, Terry Rott, Rick Hohwart, Tony Massey, Mike Yoes, Shawn Ireland, Pete Fusco, John Morgan, Ken Pepe, Fernando Belair, Butch Berney, Kent Clausen, Ralph Burch, Tyree Phillips, Mike Toland, Steve Verona, R. Comrie, Bill Jeric, Tom Morgan, Tara Belair and Tim Neja.

### REVTECH:

Tom Adams, Tim Copp, Ron Dyer, Ted Graf, Mike Hamilton, John Huron, Lonny Johnson, Howard Kimrey, Mike Mayberry, Norm Mead, Dave Portz, Steve Pritchett, Larry Stevens, Carlos Turano and Roger Wagner. **FACTORY:** Mike Glem and Mike Miller.

### TRINITY:

Mark Berkowitz, Mark Blackletter, Arturo Carbonell, Jim Dieter, Chris Dosek, Alan Dyches, Chuck Gill, Eric Gudger, Robert Ham, Dave Hechler, Jim Hoffman, Rick Hunsacker, Gary Kyes, Henry Lee, Bob Light, Gil Losi, Sr., Gil Losi, Jr., Dan Louis, Pat Miller, Ken Pohiman Don Pyle, Dan Salvatore, Craig Smith, Bob Schoenau, Ron Schurr, Skip Starkey and Kevin Van Dyke. **FACTORY:** Robert Kurylo, Joel Johnson and Tony Przybulowicz.

### THORP MFG:

Jim Brophy and Jeff Gullick.

These were the only manufacturers listed as having "sponsored" 1/12th scale drivers.

## 1/10 OFF ROAD

### ASSOCIATED:

Ron Galang, Glenn Kawamae, Gary Kyes and Gil Losi, Jr. **FACTORY:** Roger Curtis, Curtis Husting, Randy Hunter, Gene Husting, Midge Husting, Tony Nelsinger and Mike Reedy.

### BOLINK:

Jeff Ball, Dean Cooper, Chet Ellis, Carl Ford, Mike Hamilton, John Huron, Nick Piro, Frank Pupello and Dave Willits. **FACTORY:** Chet Ellis, Rick Jordan, Bob Rule and Steve Rule.

### C.R.P.:

Chris Allec, Herb Hanss, Vince Ito, Joel Johnson, John LeBak, Dennis Lowry, Randy Ritch and Ken Swanson. **FACTORY:** Roland Bayley, Mike Tobey and Susan Tobey.

### J.G. MFG.:

Pat Cirelli, Jay Halsey, Vince Ito, Jeff Mauer and Carl Thompson. **FACTORY:** John Gudvangen, Jr.

### M.I.P.:

**FACTORY:** Catton Cobb, Chuck Keene and Brandy Mc.

### M.R.P.:

Tom Buck, Randy Link, Roger Moore and Ned Schmaltz. **FACTORY:** Gino Bellizzi, Tony Bellizzi, Brian Bodine, Jim Booker, Jay Hamlin, Russ Lewis, Danny Schepis, Bob Welch, David Welch and Jim Welch.

1/8 GAS: Jerry Brower, Tom Buck, Roger Moore, Ned Schmaltz and Larry Stevens. **FACTORY:** Gino Bellizzi, Tony Bellizzi, Danny Schepis, Bob Welch, David Welch and Jim Welch.

### McALLISTER RACING:

Tim Copp, Chuck Crawford, Ron Dyer, Mike Glem, Ted Graf, Howard Kemery, Guy Miller, Steve Pritchett, and Roger Wagner.

### NOVAK:

Chris Allec, Jay Halsey and Joel Johnson. **FACTORY:** Mike Lavacot.

### PARMA:

Butch Feco, Brian Gisi, Keevan Inouye, Vic Mailloux, Scott Montgomery, Joe Schmitz, Bruce Shaffstall, Mark Sweeney, Jeff Reuland, Gary Weideman and Tom Moyer. **FACTORY:** Bud Bartos and Greg Fox.

### PREMIER:

Gary Haskel, Dennis Hill, Dave Johnson, Dennis Taylor and Mike Thompson.

### RACE PREP:

Ron Anthony, Don Arndt, John Clements, Jiggs Garcia, Tracy Geiger and Rick Walton. **FACTORY:** Mike Dunn and Steve Dunn.

### REVTECH:

Jim Brophy, Tim Copp, Mike Dunn, Ron Dyer, Joe Gallagher, Mike Hamilton, Howard Kimery, Nelson Kracke, Kelly Porras, Joey Schmitz and Roger Wagner. **FACTORY:** Mike Glem and Guy Miller.

### REEDY:

Ralph Burch, Troy Cline, Rick Davis, Jay Halsey, Butch Kloeber, Cliff Lett, Kyle Reed, Ron Rossetti and Eric Soderquist.

(cont'd page 54)

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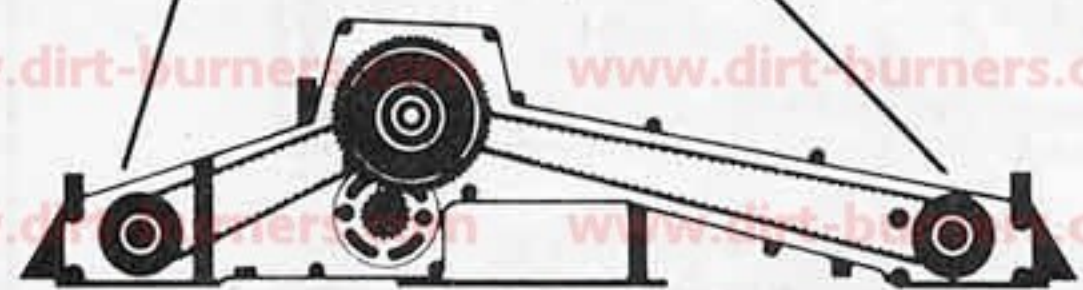
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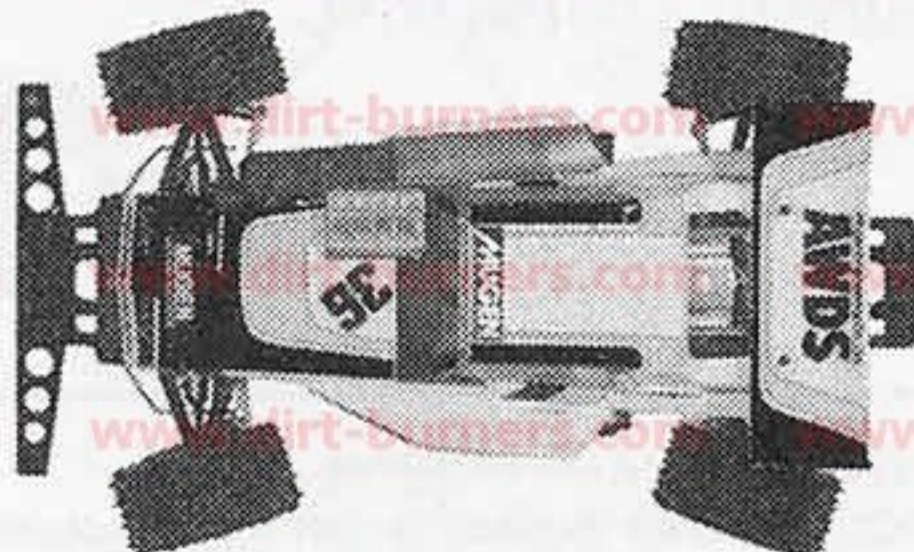
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**TRINITY:**

Chris Allec, Ron Boorman, Arturo Carbonell, Jim Dieter, Paul Dionne, Glen Glass, Gary Kyes, Gil Losi, Sr., Gil Losi, Jr., Derek McDonald, Don Meade, Peter Okano and Ken Swanson. **FACTORY:** Bob Emott, Joel Johnson, Robert Kurylo, Tony

**Przybylowicz and Steve Szalus.**

RCCMA also posted a list of its current members. They are: Advance Engineering Mfg., Co., Airtronics, Aristo, Associated Electrics, AutoGraphics of California, AYK/Race Prep, BBR, Bilba, Inc., BoLink, C.R.P., Checkpoint, Cox Hobbies, D & D Graphite, Delta Mfg., Dubro Prod., Euro-Imports, Futaba, General Electric, Carl Goldberg Models, J.G. Mfg., Kimbrough Prod., Leisure Products, M.I.P., M.R.C., M.R.P., McAllister Racing, Micro Power Electronics, Monogram, Novak Electronics, Pacesetter Products, Panasonic, Parma International, Premier Designs, Pro-Line, Pro-Tech, RACO, Reedy Modified/Assoc., RevTech, RPS/Team Losi, Saft

America, Sanyo, Tekin, Thorp Mfg., TRC, Trinity, Tri-Star Imports, Inc., Twinn-K, Twister, Varicom, Victor Engineering, and WCM, Inc.

If you would like to contact any of these individual members, you can get their addresses and telephone numbers from RCCMA at (818) 303-2529.

Finally, RCCMA is also preparing a video tape explaining what the association is all about and also explaining what the R/C sport and hobby is all about. The tape will be available soon. Call RCCMA for additional information.

The next RCCMA meeting is set for sometime in September. If invited, **R/C NEWS** will be there to bring you additional information. **•R/C•**

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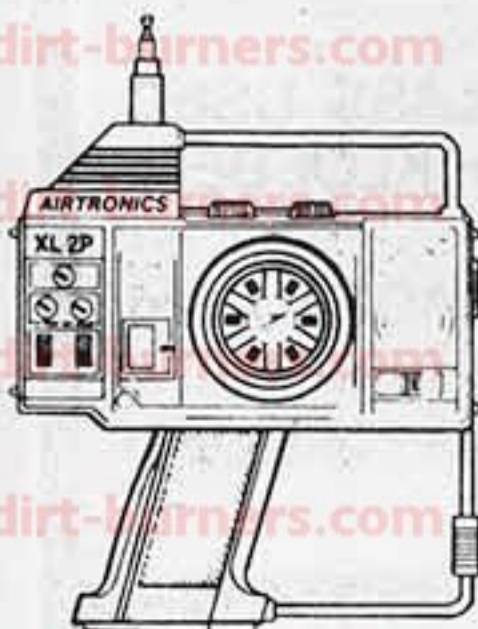
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# WESTERN NEW YORK RACING NEWS

Our racing activity is at full-tilt in the Western New York area. Rochester Raceways and Fantasy Raceways, two local slot racing centers, have begun a pavement racing series, which will alternate between the two stores on Sunday afternoons. Tom and Jim Leonardo will head up the Rochester Raceways Group, and Larry Micciche will mastermind the Fantasy racing.

The Mod Stock Racing Store is so busy these days, you have to take a number to get in the store. Owner and local hot-shoe Tim Gebhart hosted his first big race at the D-shaped high-bank track on Memorial Weekend. The 1/10 Late Models were run both in Stock and Open classes.

Bill Kimpton put his wedge Firebird into first in the Stock Division followed by Ray Dennis' Corvette. Newcomer Terry Williams turned in a great performance in the #7 T-Bird.

Eric Redmond scored the Open win in his McAllister Corvette-bodied 4WD with brother-in-law Harvey Van Zandt riding shotgun in another Vette. Dave Lawrence brought his Dodge Daytona in third.

Lawrence Race Park Racing is also in full swing with activity on the clay oval, the big dirt oval and the Eric Redmond-designed Baja course, which incorporates an amateur and an expert course all in one. It consists of regular

jumps, a bowl-shaped hairpin, an up-and-down turn, a table-top jump and a reverse camber carousel turn, which then goes uphill, and then another jump.

The Sunday Series II (6 weeks) was run on the clay oval which features a covered drivers' pavillion. 1/10 Stock J Main winner "Chargin" Charlie Stallworth originally came to watch his son Chad, who had trouble keeping up with his dad, but managed a second-place finish. Third place was a tie between Dave Newbrook and Troy Stark.

The A Stock Main again fell to "Hard" Harvey Van Zandt, but watch out for second-place winner Sean Cutt, who has won every race he has run. Andy Morrell did a fine job, taking third place with his #9 winged super modified car.

Eric Redmond captured first in 10-Open with his MP 4WD RC10. The 1/12 Stock Expert win went to Tim Gebhart and his T-Bird, with Dave Lawrence and Bill Kimpton rounding out the top three. Larry Newbrook won the 12-Stock-Amateur division.

Dave Lawrence eeked out the 12-Modified win over Leo Kellett and Tim Gebhart. Our new Saturday Series does double duty, with practice all day and timed runs every hour. This allows drivers to make changes and to see if the changes helped or not. Don Tripolo won J Stock,

with Frank Barnard and Bob Deery coming in second and third. Larry Micciche posted a win in the A Stock Main, followed by Andy Morrell and Loren Debraal.

Next in line was the first of our "Super Saturdays," which will be scheduled near the end of each month. Terry Williams debuted his T-Bird and ran it right to first place. Frank Beswick and John Bartlett filled out the top three places in the Amateur division.

The Stock division saw Larry Newbrook in the winners' circle. Larry, along with help from his two sons and wife, does many of the tasks necessary to run the races, and he still finds time to race! Larry's lap-record-holding RC10 was followed in by Chad Stallworth's front-wheel-drive machine and son David's Tamiya.

The 1/10 Open Class saw Eric Redmond emerge victorious once again in the 4WD red, white and blue RC10. The #24 of Harvey Vanzandt was second, followed by Tom Gebhart's beautiful new red and white Mudd Bus.

Lawrence Race Park is moving right along with the addition of a Late Model Class and a whole new Tractor Pulling Class. The park is planning a race weekend on August 22-24 with three days of racing. If anyone is interested, please write to Lawrence Race Park, 2509 Macedoh Center Rd., Palmyra, NY 14522.

•R/C•

## THE POWER LEVEL HAS JUST ESCALATED TO FORCE-5



First, MPE Technologies set the pace with the AVENGER, turning Panasonic power into performance-proven superiority. Then, ROUGH RIDER hit the trail with ground-pounding power in a 4amp/hr. NiCad D-cell pak designed exclusively for 4x4 trucks. NOW, there's FORCE-5 from MPE Technologies.

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FORCE-5 is a D-cell pak producing 5amp/hr. of dense energy, constructed tough like all MPE Technologie paks with super-hard welds and heat and vibration resistant glues. The result is the best energy storage/delivery system available for your 4x4 rig.

If your battery pak's level can't match FORCE-5, pull over, 'cause MPE Technologies is comin' through!

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# 1986 MIDWEST SERIES

## SPRINTS DRAW 24 AT SLEEPY HOLLOW

The first race of the 1986 Midwest Series for 1/8 gas sprinters was run at Bob Rexrode's Sleepy Hollow Raceway in Concord, OH, on May 24. A light rain in the morning helped prepare the surface for the day's events. Bob had the track groomed to perfection.

The largest group of sprinters ever assembled at one track included many new cars which had not seen a track before. There were four drivers from Pennsylvania, four from Illinois, three from Michigan and the rest were from Ohio.

After qualifying, both Bob Baker and Gary Waldhelm were tied with a quick time of 8.44 seconds, but Baker had a better second-lap time

and was given the T.Q. trophy. The 22 cars that qualified were set up in four heats, and all heats were run three times to determine the four drivers that would go directly to the main.

Greg Zielinski moved into the main after winning three firsts in his heat. He was later joined by Harold Mitchem, Marty Waldhelm and Bob Baker. The remaining 12 drivers, who finished second, third and fourth in their heat races, were placed in two semi-mains that would yield two more starters for the main event.

Herb Zieman from Toledo, OH, won the bump-up spot in the first semi, and Rich Stuchel of Alsip, IL, copped the second semi. Rich was running his new "American" on the dirt for the first

time, and his smooth driving style really paid off when he won the first race and the pole-position for the main event.

Marty Waldhelm took off at the green flag with Harold Mitchem and Greg Zielinski right on his tail. After about eight laps, Marty had put a lap on the entire field, and nobody came close to him after that point. Harold drove a smooth, steady race with little difficulty and finished a little over three laps down. He was trailed by Zielinski and Bob Baker with 30 laps each, Rich Stuchel with 29 laps and Herb Zieman with 28 laps.

All in all, it was a good race on a great track. There were some good looking cars on hand. Jim Biehl from Pennsylvania had a copy of Ron Shuman's 21X Ofixco sprinter that not only looked good, but drove superbly on the track. Gary Berrier had a super looking #33 painted in Skoal Bandit colors. It is great to see a trend toward cars modeled after the real ones. It sure adds interest and realism to the racing. ●R/C●

# GOLDEN TRIANGLE R/C... UPDATING THE RACING SCENE

It's been a long time since the last report on Golden Triangle R/C Roadracers, so there is a lot to catch up on. There was a race on March 23, 1986, with Wayne Boswell TQ with 31.4 laps.

<b>A MAIN</b>	<b>B MAIN</b>
Wayne Boswell 31.4	Wayne Moncla 24.3
Carey Fracht 28.1	Todd Conger 23.6
Ed Billheimer 27.0	

The race on April 6, 1986, had almost the same results. Wayne Boswell TQ'd with 29.4 laps.

<b>A MAIN</b>	<b>B MAIN</b>
Wayne Boswell 29.4	Wayne Moncla 23.2
Carey Fracht 29.1	Eldon Branhem 18.1

Todd Conger 28.6	Todd Conger 7.5
------------------	-----------------

There was a light turn-out on April 20, 1986, but the four who did attend had a good time.

<b>A MAIN</b>	<b>B MAIN</b>
Don Lyons 29.4	Wayne Boswell 23.2
Ed Billheimer 25.6	Wayne Moncla 24.2

The Golden Triangle R/C Roadracers have decided to race once a month, so the next race was on May 18, 1986. Don Lyons TQ'd with 32.6 laps.

<b>A MAIN</b>	<b>B MAIN</b>
Don Lyons 30.4	Ed Billheimer 32.0
Wayne Moncla 28.9	Randy Harris 5
Wayne Boswell 22.0	

Then, on June 29, 1986, the Golden Triangle R/C Roadracers held their last race of the first half of their season. Wayne Boswell TQ'd with an unbelievable stock motor with 37.9 laps. The rest of the field was at least two laps back!

<b>A MAIN</b>	<b>B MAIN</b>
Wayne Boswell 37.9	Ed Billheimer 35.9
Don Lyons 35.6	Charles LeBlanc 35.3
Carey Fracht 35.0	Wayne Moncla 31.3
	Randy Harris 23.9

Here are the final points standings for the first half of the season with two races dropped.

1. Wayne Boswell ..... 490 points
2. Don Lyons ..... 480
3. Carey Fracht ..... 465
4. Ed Billheimer ..... 455
5. Wayne Moncla ..... 430
6. Eldon Branhem ..... 235
7. Todd Conger ..... 230
8. Randy Harris ..... 155

●R/C●



**NEW!**

## High Power Competition Cell 1.2V/1.2AH Sub C HPRC Nickel Cadmium

"Symbol of Perfection"



(L-r) - Ron Travis and Tom Irvin, showing the New Power Group 1.2V/1.2AH SubC HPRC Nickel Cadmium High Power Competition Cell 7.50 Retail. Tom & Ron tested and approved cell performance at the 4th Annual Raspberry 100 GT/GTP R/C Road Race, July 19 & 20, 1986 in Hopkins, Minnesota, featuring 1/8 & 1/12 Scale ROAR cars. The batteries tested were random cells and performed as good, if not better, than the "Team" matched cells.

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# EVENT CALENDAR

## AA R/C RACEWAY & HOBBIES

Sandhill Ranch  
Brentwood, CA

ROAR-sanctioned track with drinking water, restroom facilities, overnight camping and more than two acres of parking.

### Schedule for August 1986

**AUG 2:** Trophy dash  
**AUG 3:** Off road door prizes and gift certificates  
**AUG 5:** Off road series #1, race 3  
**AUG 7:** Oval Series #1, race 3  
**AUG 9:** Trophy dash  
**AUG 10:** Off road door prizes and gift certificates  
**AUG 12:** Off road Series #1, race 4  
**AUG 14:** Oval Series #1, race 4  
**AUG 16:** Trophy dash  
**AUG 17:** Off road door prizes, gift certificates  
**AUG 19:** Off road Series #1, race 5  
**AUG 21:** Oval Series #1, race 5  
**AUG 23:** Off road trophy dash  
**AUG 24:** Off road door prizes and gift certificates  
**AUG 26:** Off road Series #2, race 1  
**AUG 28:** Oval Series #2, race 1  
**AUG 30:** Off road trophy dash  
**AUG 31:** Off road door prizes and gift certificates

Weekend sign-up begins at 5 pm  
Weekday sign-up begins at 8:30 am

## ANTIOCH R/C RACEWAY

5631 W. Lone Tree Way  
Antioch, CA 94509

Contact: Jack Hanson (415) 754-5700

New track located at the Antioch Airport between San Jose and Sacramento. One-and-a-half-acre race site. Lots of parking or fly in! Shop, snack bar, AC power. Every Saturday 10:30 a.m., 1/10 off road. Every Sunday, 10:30 a.m., 1/8 gas off road. Entry fee \$7, first class; \$5, second class. ROAR rules. Coming soon, Wednesday and Friday nights, 1/10 and 1/8 gas Oval racing. Also coming: 1/12 off road.

## ARCORR

(Alaska Radio Controlled Off Road Racers)

4970 Fairbanks St.  
Anchorage, AK 99515

Contact: Tim Brass, President 278-4250

Joe Mikus, Vice-President 338-2103

Joan Porter, Sec/Treas. 344-6734

ARCORR will be hosting series races every Monday night at the race track noted below. Check with club officers for further information.

1/10 Scale Off Road Regionals will be hosted by ARCORR. Site and dates to be announced soon.

Race Site: 4970 Fairbanks St.  
Anchorage, AK

Entry Fee: \$4 per class — ROAR members only!  
Sign Ups: Start at 6 p.m. race night and close at 6:30 p.m.

Qualifying: 4-minute heats

Mains: 4-minute heats

Classes: 2WD Stock & Modified, 4WD Modified

## AROARA

(Alaska Radio Operated Auto Racing Assoc.)

1/10 Scale Racing Series

4970 Fairbanks St.

Anchorage, AK

Contact: Bob Peters 345-3269

Joe Mikus 338-2103

Ernie Nidiffer 272-9053

All participants must be AROARA and ROAR members. Memberships are available at races. AROARA is \$10/year and ROAR is \$20/year.

Entry Fee: \$4 per class

Sign Ups: Close at 7 p.m. on race day

Start: Heats start by 7:30 p.m.

Qualifying: 3 four-minute heats

Mains: Four-minute mains

Classes: All ROAR classes: Novice, 2WD Stock, 4WD Stock, 2WD Modified, 4WD Modified

Off-road course: Must use off-roadtype body only.

Oval course: Must use oval type body only. AUG 1, 15, 29. SEPT 12, 26. OCT 10.

## AROARA

1/8 & 1/12 Scale Racing Schedule

4000 Credit Union Drive

Anchorage, AK

Contact: Bob Peters 345-3269

Tony Glenn 278-9132

Kim Fleetwood 248-6682

GT, NASCAR or Trans-AM bodies allowed.

AUG 3, 10, 24, 31

Set-up: 9 am

Sign-up: 10:30 am

Racing begins: 11:00 am

## ARROW HOBBIES

2710 So. I-35W

Burleson, TX

(817) 295-2821

1/10 electric racing on Wednesday nights (Ovals), Fridays (off road), and fourth Sundays (Ovals). Race track facility may be rented by any race club on non-race dates. Electronic lap counting, refreshment stand, restrooms, and hobby shop on premises.

## B & H HOBBIES RACEWAY

Rt. 10, Box 178

Mechanicsville, VA 23111

(804) 746-2758

## BoLINK RACEWAY PARK

420 Hosea Road

Lawrenceville, GA 30245

Contact: Bob Rule (404) 963-0252

Ovals and off road on Friday nights, and 1/10 scale asphalt on Sundays. Host club is Georgia Roundtrackers. Call for more information.

## BREMEN BANDITS R/C RACING CLUB

BREMEN HOBBIES

308 N. Bowen

Bremen, IN 46506

Club races at two tracks: Indoor track located at St. Paul's Gym; outdoor off road track is at Sunnyside City Park, located at extreme southeast corner east of Frog Mountain. Practice anytime but membership required to race. Oval racing and off road. Bring your own work table and charging system.

## CALIFORNIA AUTO RACERS

Don Hill

1658 Provincetown Dr.

San Jose, CA 95129

(408) 973-9622

Club meets at D & J Hobby Shop in Campbell. Race 1/12 scale electric. Racing on second Sunday of each month, except May and Dec.

AUG 10: (Sports, Road)

AUG 23-24: Silicon Valley Invitational

SEPT 14: (Sports, Road)

OCT 12: (Sports, Road)

OCT 18: 4-hr Enduro

NOV 9: (Sports, Road)

DEC 6: (Sports, Road)

DEC 7: Year-end trophy luncheon

## CALIFORNIA STATE CHAMPIONSHIPS

INDOOR CARPET SERIES

Frank Killam Productions

7359 Cartwright Ave.

Sun Valley, CA 91352

(805) 499-0223 or (818) 764-7557

For Modified Class 1/12 electrics only. Novice, Amateur and Experts.

## CALIFORNIA AUTO RACERS

r500 Wakefield Way

Sacramento, CA 95822

Gene Bush (916) 421-4794

1/8 Gas Road Racing: Fourth Sunday of every month at Sunrise Mall, Sunrise Blvd. & Greenback Lane.

1/10 Electric Off Road: Race on the first Sunday of each month at Phoenix Park, Sunset & Hazel. The third Sunday of each month at Trail

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# EVENT CALENDAR

Head Par, Florin Mall Dr. ROAR insurance required. ROAR rules apply.

## 1/12 Schedule:

**AUG 3:** 6-hour Enduro, off road, special award.  
**AUG 10:** Sports, off road, points awarded  
**AUG 23-24:** Silicon Valley Invitational, Special award  
**SEPT 14:** Sports, off road, points awarded  
**OCT 12:** Sports, off road, points awarded  
**OCT 18:** 4 hour Enduro, off road, special award  
**NOV 9:** Sports, off road, points awarded  
**DEC 6:** Sports, off road, points awarded  
**DEC 7:** Year End Trophy Award Luncheon

## CHECKERED FLAG R/C RACEWAYS

8100 South Kirkwood Rd.  
Houston, TX 77072  
(713) 879-7619

New permanent track for 1/10 off road, 1/12 electric and 1/8 gas cars. Asphalt track more than 15,000 sq. ft. Dirt track with a scale half-mile oval. Auto Count, large driver's stand, lights for night racing. Hobby shop on premises.

### Race schedule:

**Friday Nights:** 1/10 Dirt Oval Racing

**Saturday Nights:** 1/10 Dirt Road Racing

**Every Sunday:** 1/8 Gas, 1/10 Electric, 1/12 Electric, on the asphalt road race course.

## CHICAGO MODEL & HOBBY SHOW

O'Hare Expo Center  
Chicago, IL  
(800) 323-5155

(312) 299-3131 (In Chicago or Canada)

**OCT 9-12:** At O'Hare Expo Center, Rosemont, IL. One heck of a good show. Trade and consumer show. Booths available. Contact office for more information. Admission prices are \$5 for adults and \$2.50 for children.

**Trade days and hours:** noon to 5 p.m., Thursday, October 9 and 9 a.m. to 2 p.m. on Friday, October 10.

**Public days and hours:** 2 p.m. to 10 p.m., Friday, October 10, 9 a.m. to 6 p.m. on Saturday, October 11 and 10 a.m. to 5 p.m. on Sunday, October 12.

## CIRCUS RACEWAY

3132 S. Highland  
Las Vegas, NV 89109  
(702) 732-0022

Off road racing every first and third Sunday. Races run in compliance with ROAR rules. Lighted track and plenty of parking. Track is open for practice anytime, free of charge. Call for more information.

## CLASSIC R/C SPEED SHOP & RACEWAY

N. 90 W16519 Roosevelt Dr.

Menomonee Falls, WI 53051  
Contact: Joel Gish (414) 251-2000

Off road: Every Thursday night. Hot laps at 6 p.m. Time Trials at 7 p.m. Racing starts at 7:30 p.m. Hobby shop on location, concessions, lights, scoring, PA and bleachers. Track located three miles north of Milwaukee.

## CLEAR LAKE CAR CLUB

300 N. Vista, -1420  
Houston, TX 77073

Contact: Doug Caraway at (713) 443-0580 or Jim Shannon at (713) 485-1398

Racing at 1300 Bay Area Blvd. off I-45, near Boeing. 1/12 electric club motors issued; races start at 1 p.m., check in by noon. Entry is \$3; non-members \$5. Anybody may run, except at Texas Tri-Oval, which will be for NASCAR bodies only!

## CLUB S.E.A.R.

### SOUTHWICK ELECTRIC AUTO RACERS

13 Powder Mill Road  
(413) 569-5753

1/10 off road racing. Located at Moto-X 338 in Southwick Stock. Modified and Open classes. Driver's stand, refreshments, restrooms and hobby shop on premises. Track open for practice at noon. Races start at 1 p.m.

### 1986 Schedule:

**AUG 3, 17, 31**

**SEPT 14, 28**

**OCT 5, 19**

## C.O.R.C.A.R.

1775 Balford Circle West  
Columbus, OH 43232

Contact: John White, president

Newly built off road track, 120'x 165', made of sand and clay and graded to smooth grabbing surface. Facilities also include restrooms picnic tables, play area for kids and water for track. All classes run, i.e., Novice, 2WD Stock, 4WD Stock, 2WD Modified and 4WD Modified run each Sunday at noon. Ribbons given for TQ and first, second and third in each class.

## CORRA

(Chicagoland Off-Road Racers Association)

Arlington Heights, IL

Dan Dubrule (312) 255-7383

Paul Robinson (312) 506-9726

**1/10 Scale off-road:** Bolink AMB computer with Auto-Score. New track layout and surface for 1986. Trophy racing every Sunday. Registration begins at 8 a.m. and closes at 9:30 a.m. Racing starts at 10 a.m. Maximum of 3 entries — 1 car per class. All Oval races must have stock car bodies.

**AUG 3:** Oval

**AUG 10:** Off road

**AUG 17:** Off road

**AUG 24:** Off road — ROAR Level 1 sanctioned

**SEPT 7:** Oval — ROAR Level 1 sanctioned

**SEPT 14:** Off road

**SEPT 21:** Off road

**SEPT 28:** Off road

**OCT 5:** Off road

**OCT 12:** Oval

**OCT 19:** Off road

**OCT 26:** Off road

The five classes are: 2WD Production, 2WD Stock, 2WD Modified, 4WD Stock and 4WD Modified.

## CUDAHY NEWS & HOBBY CTR.

4758 S. Packard Ave.  
Cudahy, WI 53110  
(414) 769-1500

### 1/12 Electric:

Road racing every Monday night. Oval racing on Wednesday night. Track located in basement of hobby shop. Racing starts at 7 p.m. Computerized scoring.

### 1/10 Off Road:

Racing at 2 p.m. Sunday afternoons during summer months. Track located at 4th and Edgerton Ave., west of Mitchell Field Airport.

## DENWICK R/C HOBBIES & RACEWAY

14961 Buchanan Trail East  
Blue Ridge Summit, PA 17214  
(717) 794-5184

Racing every weekend for 1/10 scale off road cars. Off road and Oval races. No race schedule yet. Call shop for more information. Night racing as well, plus a complete parts shop.

## DIRT POWER HOBBIES RACEWAY

Rt. 1, Box 307

Deer Park, WA 99006

(509) 276-6805

1/10 off road. Racing season started in March; races every Sunday — either oval or off road track. Hobby shop on site. Track open anytime for practice during the season.

## DUSTBUSTERS R/C CLUB

5004 - 70th Place

Hyattsville, MD 20784

Contact: Jeff Swartz (301) 773-7230

Weekend races: practice at noon, races start at 2 p.m. Weeknights: 6 p.m. practice, races start at 7:30 p.m.

# EVENT CALENDAR

## ELECTRIC OFFROAD RACEWAY

1801 Springs Rd.  
Vallejo, CA 94590  
(707) 557-0302

Track is located behind bike shop. Call for more information about race days and special events.

## EL PASO CAN AM El Paso, TX

Contact: Bob Blum  
3109 Jarvis  
El Paso, TX 79935  
(915) 593-8015

The sixth annual El Paso Can Am, presented by the Rio Grande Racers, is being held on Aug. 23 & 24, 1986. Computer scoring, R.O.A.R. rules & sanction. \$15 early entry fee or \$25 after Aug. 4.

319 East 54th St.  
Elmwood Park, NJ 07407  
(201) 794-1133

HIA CONSUMER & TRADE SHOW: August 8-10 at the Brendan Byrne Meadowlands Sports Complex in East Rutherford, NJ. Consumer show opens Friday afternoon and runs through Sunday. Consumer sales optional.

## HOBBYTOWN

4915 W. RTE. 120  
McHenry, IL 60050  
(815) 344-1777

## IFMAR

1/12 Scale World Championship  
Tropicana Hotel  
Las Vegas, NV

**AUG 11-16, 1986:** Back in the United States, the Electric World Championships will be sponsored by Sanyo Batteries. Entries for qualified racers due by May 15, 1986. Special Hotel rate for racers and also a special package for enthusiasts. For more information, contact the IFMAR World Championships at 20431 Castle Rock Circle, Huntington Beach, CA 92646. Attn: Monica Barana

## IORC

(Iowa Offroad Racing Club)  
116 East Ninth  
Ames, IA 50010

**AUG 23-24:** The Iowa State Fair is providing facilities for this club to sponsor this two-day event, which will feature 2WD and 4WD off road — full body and sprint dirt oval racers. Novice and Expert classes, minimal entry fee. Contact John Miller at (515) 232-2381 for additional information or send letters to P.O. Box 1912, Ames, IA 50010.

## JOROCC

(Joliet Outlaw Radio Operated Car Club)  
Contact: Don Meade at (815) 436-8574 or  
Ken Swenson at (815) 723-5172

Off road 1/10 Scale: Production, Modified, Open 2WD and Open 4WD classes. You may enter a maximum of two classes. Sunday racing starts at 8:30 a.m. Track located about 30 miles south of Chicago, on Frontage Rd., between Rte. 30 and I-80, across from Louis Joliet Mall.

**AUG 10, 17, 31:** Off road  
**SEPT 12-14:** REGION 3 CHAMPIONSHIPS  
**SEPT 21:** Off road  
**OCT 11:** Gas sprints  
**OCT 12:** Oval — oval-type bodies

## KAL COUNTY MINIATURE RACERS (KCMR)

Airway Lanes, 5626 Portage Rd.  
Kalamazoo, MI  
(616) 329-1087/344-3104

Off road: 6-cell Stock 2WD & 7-cell Modified 2WD racing. Also, 7-cell Modified 4WD Class. Heart of America Format. Trophies for firsts, seconds and thirds. All heats four minutes long; three rounds of qualifying, plus feature race. ROAR rules.

Electric 1/12: Racing at the East Town Mall, 5280 Gull Rd. 6-cell Stock & Modified. 7 a.m., registration. 10 a.m., qualifying. Contact: Tim Miller at (616) 323-9590 or Judd Nichols at (616) 344-3104 for more information.

## K & W RACEWAYS

Hard Rock (1 block N. Shady Grove)  
Grand Prairie, TX  
Contact: Matt Hafer (214) 986-5063

Racing on the first and third Sundays of the month. Automatic scoring, refreshments, etc. Friday night racing coming soon.

## KING'S R/C CARS

219 East Washington St.  
Hagerstown, MD 21740  
(301) 739-0080

1/10 off road races. Races every Sunday. Races begin at 1:00 p.m. Covered track with spectator grandstands and pits under cover. Track is located at Hagerstown Fairgrounds, Hagerstown, MD. Call for further information and details.

## LAKE WHIPPOORWILL INTERNATIONAL SPEEDWAY

12345 Narcoossee Rd.  
Orlando, FL 32812  
Trackside: (305) 277-9586  
Campground: (305) 277-5075

Race on Florida's first and only cement track. It's located directly on a campground, so camp out for the weekend on beautiful Lake Whippoorwill (a sand-bottom lake) and race! If you rent a lot at the campground, practice on the track is free. A BoLink Computer is used to count your times and laps. Trophies given at every race in all A Mains, ribbons in all others.

**Race Days:** Saturdays — GN Oval track. Stock, Modified, 1/12 and Late Model classes. Track closes at 10 p.m. Friday nights — Road Course and Can Am cars. Practice Sunday through Friday. Rookie Race Night — Wednesday nights (for beginners only). Call for more information.

## LAWRENCE RACE PARK

2509 Macedon Center Rd.  
Palmyra, NY 14522  
(315) 597-6429

1/10 & 1/12 oval and off road racing on dirt. 1/8 Gas Sprinter track (under construction), also on dirt. Call or write for schedule or map.

## 1/8 Gas Racing Schedule:

**AUG 10:** Oval race — ASA Special.  
**AUG 24:** Road Race Series East.  
**SEPT 7:** Road Race Asnuntuck Gran Prix — Formula 1.  
**SEPT 21:** Oval race.  
**OCT 12:** Road Race Series East.

## N.E.S.C.A.R.

(North East Scale Car Auto Racing)  
P.O. Box 118  
N. Greece, NY 14515

Club races at three tracks: Mod-Stock Raceway (MSR), 3748 Latta Rd., Rochester, NY 14612 - Tom Gebhart, promoter; Mosquito Valley Raceway (MVR), 200 Ogden Parma T.L. Rd., Spenceport, NY - Leo Kellet, promoter; and K.D. National (KDN), 995 Atlantic Ave., Rochester, NY 14609 - Kevin Cole, promoter.

## NOR-CAL MINI OFFROADERS

2665 Park Marina  
Redding, CA 96001  
(916) 241-3737

Nor-Cal Mini Offroaders track is located behind Chips Restaurant at Oasis Rd. and Cascade Blvd. in Redding, CA. 1/10 scale oval track racing every other Sunday. Sportsman, Limited and Unlimited classes, both closed and open-wheel. Entry fee: \$5 — member; \$6 — non-member. ROAR membership required. For further information, please contact Kevin Paschke (916) 241-3737 — Tues.-Sat.

## NORCAR

848 Wilder Ave.  
Elyria, OH 44035  
Chuck Mackin (216) 365-6562

# EVENT CALENDAR

1/12 Scale racing. Best-of-seven-races series at American Legion Hall, Brookpark Rd. & W. 220th Street. Entry fee \$4 for NORCAR members, all others \$5. Register 8 a.m., practice 9:30 a.m., race 10:30 a.m.

## NORODS

(Northwest Ohio Radio Operated Dirt Sprints)  
Herb Zleman  
906 Eton Rd.  
Toledo, OH 43615  
(419) 531-0070

## 1/8 Gas Sprints on DIRT!

**AUG 2:** Sprint series 4, Fostoria, OH.  
**AUG 30:** Sprint series 5, Cleveland, OH.  
**SEPT 20:** Sprint series & NORODS Third Annual Fall Classic, Fostoria, OH.  
**OCT 11:** Sprint series 7, Joliet, IL.

NORODS Track located BEHIND County Line Machine Co., on U.S. 23, south of Fostoria, OH. High banked turns.

## NORTHERN MINI-RACERS

OF MINOT, NORTH DAKOTA  
Contact: John Weaver (701) 727-5120  
108-2 Sunset Loop  
Minot AFB, North Dakota 58704

1/12 Scale 6-cell summer season. Regular races are held at Roosevelt Park on the first and third Saturday of each month. Stock motors only. For more information or location confirmation contact John Weaver.

**NYROC (New York Radio Operated Cars)**  
Contacts: Joe Fiero (718) 272-1917  
Larry LaBounty

**SERIES EAST 1/8 Scale Gas Series:** run at two track sites - Brooklyn, NY, and Enfield CN.

## ORRCA CENTRAL DIVISION

Cycle Arts Racing  
3188 N. Marks, #121  
Fresno, CA 93711  
(209) 233-3665 or (209) 229-9366

Entry fees: pre-registration, \$6; late fee or non-ORRCA member, \$8. Pre-register the Friday before. Call for more information.

## OUTBACK OFF ROAD

Market St. at Akron  
Jacinto City, TX  
(713) 673-5911 or  
(713) 675-7938/455-2893 after 5 p.m.

Racing every first and third Saturday night of the month. Sign up by 5:30 p.m. Races start at 6:30 p.m. Track located on the east side of Houston at 1215 Akron St. All ROAR classes run, plus

special Tamiya class for newcomers. Auto Count computer for scoring and starting grid with X-mas tree lights.

## PANDEMONIUM RACEWAY (PR)

Buffalo, TX  
and  
I-30 SPEEDWAY (I-30)  
Little Rock, AK

Dates preceded by I-30 will be held at I-30 Speedway in Little Rock, AK (2nd Saturday of each month). Dates scheduled at I-30 are tentative; as long as track is still available, races will be held. Contact Ken Leslie at (501) 562-9448 (day) or 835-6302 (eve.) for information. All races at Pandemonium Raceway except for the Nationals will be in the 1986 Points Championship. As last year, each point will also be redeemable for WCM, Inc., parts (\$ per point).

**AUG 2:** (PR) 6 p.m. time trials, races follow.  
**AUG 16:** (I-30) 1 p.m. time trials, races follow.  
**SEPT 6:** (PR) 6 p.m. time trials, races follow.  
**SEPT 20:** (I-30) 1 p.m. time trials, races follow.  
**OCT 4:** (PR) 2 p.m. time trials, races follow.  
**OCT 18:** (I-30) 1 p.m. time trials, races follow.  
**NOV 1: 2ND ANNUAL MID-SOUTH REGIONAL CHAMPIONSHIP** — (PR) Tentative, in Little Rock, AK. 11 a.m. time trials, races follow.

## PARMA AMERICAN OFF ROAD CHAMPIONSHIPS

13927 Progress Parkway  
N. Royalton, OH 44133  
(216) 237-8650

### Off Road:

**AUG 22-24:** Presented by NORCAR at its track, which is located five miles from the Hopkins Int'l Airport. Send S.A.S.E. for entry information.

## THE 2ND ANNUAL PEPSI CHALLENGE OFF ROAD RACE

1933 S. Plaza  
Springfield, MO 65804  
Contact: Mike Bayless  
(417) 883-2373

**SEPT 19-21:** Track is on Catalpa St. One block west of Kansas Expressway. Indoor track is 1/2 mile east of downtown Springfield, located in the University Plaza Trade Center on Trafficway & St. Louis St. ROAR rules apply. Off road bodies only. Classes are 4WD Modified, 4WD Stock, 2WD Modified, 2WD Stock, 2WD Production, 2WD Tamiya Production. ROAR members only.

## PETERBUILT JR. RACEWAY

1261 Lick Ave.  
San Jose, CA 95110  
Contact: Peter Liu (408) 279-0111

Race days: Tuesdays, 6:30 p.m. off road; Thursdays, 6:30 p.m. off road (series night).

Weekends: floating racedays, Swap Meet. Call for race each week. Hobby shop open seven days a week, 11 a.m. to 5 p.m.

## POOR BOY'S HOBBIES AND RACEWAY

Rte. 6, Box 31  
Mechanicsville, VA 23111  
Contact: Allen, Nancy, or Rick at  
(804) 746-5184

1/10 off road and Oval schedule:

**AUG 2:** Oval  
**AUG 16:** Off road  
**AUG 30:** Oval Shoot Out  
**SEPT 6:** Oval 200 Lap Endurance  
**SEPT 20:** Off road  
**OCT 4:** Oval  
**OCT 18:** Off road  
**NOV 1:** Oval  
**NOV 15:** Off Road Shoot Out  
**TBA:** Banquet

Classes are 2WD Stock, 2WD Modified, 4WD Modified. Call for further information.

## THE PITSTOP

6112 Hudswell Lane  
Richmond Virginia  
(804) 271-1904

Race information not available at this time.

## RADIO CONTROLLED HOBBIES RACEWAY

653 West 19th Street  
Costa Mesa, CA 92627  
Contact: Ron Williams (714) 631-1555

NEW TRACK located at the Orange Y.M.C.A. at 2241 in Costa Mesa open seven days a week. ORRCA-sanctioned track. Hot and cold food, AC power and night racing SOON! Call for race dates and exact location of the track.

## RADIO CONTROL RACE CENTER

18240 S. Vermont Ave.  
Gardena, CA 90247  
Contact: Cliff & Rhea Fisher (213) 324-3105

Tuesday night, Oval racing at 7 p.m. Friday night off-road racing at 7 p.m. Sundays alternating off-road and Oval racing at noon. All races occur at the world famous Ascot Park, the only complete R/C facility in the South Bay.

## RAMS

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

1/8 scale Gas club:  
(Dates not available at press time)

# EVENT CALENDAR

**RANCH PIT SHOP — POMONA**  
1655 East Mission Blvd.  
Pomona, CA 91766  
(714) 623-1506

(No race dates available at this time; call shop for details.)

**R/C DIRT WORLD/AA HOBBIES**  
1801 South College  
Fort Collins, CO 80521  
(303) 493-7199

1/10 Scale Off Road racing every Saturday at 2:00 pm. Course is completely changed every 2 months.

**R/C HOBBY VILLAGE & RACEWAY**  
112 N.W. Business Park Ln.  
Riverside, MO 64150

Open Mon.-Fri.: 2-10 p.m.; Sat. 9 a.m.-10 p.m.; Sun.: Noon-6 p.m. Please register for all races at least 30 minutes prior to start of race (call for exact starting times). Practice included with entry fee — one hour maximum prior to race time.

**R/C RACERS, INC.**  
Gerry Gilbert  
3385 Medicine Bow Dr.  
Lake Havasu City, AZ 86403

**1/10 Off Road:**  
New track going in on the Nautical Inn Resort parking area, 1000 McCulloch Blvd., Lake Havasu City, AZ. Del Mullen at Del's Hobbies coordinating events.

**R. C. RACERS, INC.**  
2240 McCulloch Bl., Ste. D  
Lake Havasu City, AZ 86403  
Contact: Richard Bettes

This new track incorporates both an oval and off road course made of clay surfaces. Perimeter is approximately 123' X 60'. Write to Richard Bettes for more information.

**R/C SPEED WEEK**  
P.O. Box 411  
Woodland Hills, CA. 91365  
(303) 431-8868

At the Frontier Hotel and Casino. Open to all three classes of R/C cars: 1/10, 1/8 and 1/12. Special room rates for racers at the hotel. More information later on. Special events and surprises. Limit on entries. Entry form to be available in July 1986. Entries open August 1, 1986! Close November 10, 1986!

**REGION 6 MIDWEST SERIES**  
P.O. Box 69  
Wauconda, IL 60084  
Steve Lazarus (312) 526-1493

**1/8 Scale Gas:**  
AUG 16-17: Toledo, OH.  
SEPT 13-14: Indianapolis, IN.  
OCT 11-12: Dayton, OH.

Three classes of gas cars: Pan Class, 2WD Suspension, and 4WD Suspension. Trophies for top three and TQ.

**REGION 6 1/10 OVAL SERIES**  
Al Hess  
24201 Kirby  
Hemet, CA 92343

AUG. 3: Lance's Pit Shop, Riverside, CA. Lance Love (714) 780-9196.  
SEPT. 7: Open date.  
OCT. 4-5: Metro Raceway, Bakersfield, CA. Al Sandrini (805) 322-7955.

**RIO GRANDE RACERS**  
El Paso, TX  
Contact: Jerry McGinnle (915) 591-9271

All races at Vista Hills Center. For more information contact: Bob Blum, president, at (915) 593-8015 or Bob Akins, race director, at (915) 821-7563.

**RIVER CITY R/C OFF ROAD RACERS**  
10502 Nacogdoches Rd.  
Northeast San Antonio, TX  
Robert Cubberly, president  
(512) 656-5724

**1/10 Off Road:**  
Racing every Saturday with registration closing at 3 p.m. Racing starts at 3:30 p.m. Spectator bleachers, concession stand, fenced pit area and lights.

**ROAR NATIONALS**  
Ranch Pit Shop  
1655 Mission Blvd  
Pomona, CA  
(714) 623-1555

**1/8 Gas:**  
AUG 28-31: No other information available at this time.

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

Large indoor off road track for 1/10 scale. Course completely changed each month. R/C hobby

shop on premises with a full line of cars and radios. Races every Thursday and Saturday night - 2:30 p.m. Closed on Tuesday.

**SCALE RACING SPORTS**  
1120 N. Hayden Rd.  
Tempe, AZ 85281

Contact: Doug Warren (602) 248-0218 (eve.)  
(602) 829-9117

Complete R/C racing facility for 1/8, 1/12, and 1/10 scales. Fully stocked shop and parts for every scale. Affiliated with the ARCC (Arizona Radio Control Car) club and TMS (Tempe Mini Sports) club.

NOV 15: Gas cars. "First annual Bill Campbell Memorial Eight Hour Enduro." 14 teams only! \$75 per team.

**SCAR**  
1904 S. Ross  
Santa Ana, CA 92707  
Steve Hickman, President

**1/12 Electric:**  
Racing at Briggs Cunningham Automotive Museum parking lot. Track is permanent and racing is every third Sunday of the month. ROAR sanctioned and membership is required.

**S.A.R.C.A.R**  
(Seattle Area Radio Control Auto Racers)  
Contact: Tom O'Hara (206) 784-9656  
or Ed Hagan (206) 271-0461

**SMALL TORQUE R/C RACERS OF LONG ISLAND**  
267 Clayplts Rd.  
East Northport, NY 11731  
Contact: Jim Crego (516) 368-1954

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

**SOUTHEAST ALABAMA R/C AUTO RACERS**  
111 Foxfire Dr.  
Dotham, AL 36301  
Woody Trimble (205) 793-1849

**1/12 Electric and now forming 1/10 off road.**  
Track is located at the Rip Hewes Stadium parking lot in Dotham, AL.

**SO. CAL. ORRCA SERIES**  
(818) 340-5750

# EVENT CALENDAR

## SERIES II:

**JULY 20:** Hobby Bench Raceway, Glendora, CA.

ORRCA membership required. You can buy "day membership" at the track or full membership on race day. Entry \$7 per class. Trophies A, B, C Mains, with "bump-up." Four minute heats and mains. Drop one race from each series for overall position.

## 1986 Major Races:

**AUG 3:** So. Cal. #6, Mile Square

**AUG 11-17:** 1/12 World, Las Vegas

**AUG 15-17:** ORRCA Nationals

**AUG 28-31:** 1/8 Nationals, PitShop

**SEPT 7:** So. Cal. #7, Mile Square

**SEPT 20-21:** West Coast Championships, San Jose

**SEPT 28:** So. Cal. #8, San Bernadino

**OCT 12:** So. Cal. #9, PitShop wrap up

**OCT 24-26:** Region 6 SRS, Temple, AZ.

**OCT 31-NOV 2:** CRP Challenge, PitShop

**NOV 9:** So. Cal. Rain Date

**NOV 15:** SRS Enduro, Bill Cambell Memorial, Temple, AZ.

**NOV 29-30:** SRS Turkey Shoot, Temple, AZ.

**DEC 14:** Toys for Tots, PitShop

**DEC 17-20:** Speed Week, Las Vegas

**1/10 Off Road:** At Rattlesnake Speedway. Off road racing every Sunday afternoon. Scale half-mile oval with off road infield. 2WD, 4WD and Oval classes. Sign-up by noon. Call Otto Bandmann at (519) 623-2560. RR 1, Dundas, Ontario.

## 1/12 Electric:

Race at Rockton Fairgrounds, HWY 8, between Dundas and Cambridge, Ontario. Indoor carpet — race every Wednesday evening. 24' X 72' ozite track.

**Off Road** racing every Friday night and every third and fourth Sunday of the month. **1/12 electric** racing every first and second Sunday of the month. Call for more information and specific race dates.

**VALLEY FORGE R/C RACING ASSOCIATION**  
Gateway Shopping Center  
Wayne, PA  
Howard Finkelman (215) 563-4800

All 1/12 racing is indoor on carpet located at Ridge Runner Roller Skating Rink, 914 East Main St., Norristown, PA 19401. Racing every other Sunday from 9 a.m. to 12:30 p.m. 1/10 off road racing at Gateway Shopping Center, RT 202, Devon Exit, Wayne, PA. 2WD Stock & Modified, 4WD Modified.

## TEAM RACE R/C CLUB

505 Spring Ridge Rd.

Clinton, Miss. 39056

(601) 924-3341

Contact: Thomas Bullock after 2 p.m.

**Dirt Oval:** Every Saturday afternoon. Qualifying begins at 1 p.m. No body restrictions. Stock & Modified. Stock Races are 5-minute heats and Modified races are 4-minute heats. Thursday night racing began in June.

**Off Road:** Every other Sunday. ROAR sanctioned series — ROAR rules apply. Stock class only. 4WD and 2WD.

## WINROC

(Winchester Radio Operated Cars)

Contact: Kenny March (703) 667-2468

## Off road and ovals:

Track located in Winchester City Park, near Exit 80 off Interstate 81 on Pleasant Valley Rd. Winchester is approximately 70 miles NE of Washington, D.C. Races are every other Sunday for 1/10 scale and 1/12 scale on a half-mile clay oval track and off road track. Indoor racing in the winter will take place at South End Fire Department, 603 S. Braddock Street, Winchester, VA.

## SSRCCC

(South Suburban Radio Control Car Club)

510 Ingraham

Calumet City, IL 60409

(312) 891-0089/474-7802

**1/12 electric:** Four-cell racing takes place at Glenwood School For Boys, Glenwood, IL. Racing on 50' X 36' carpet track. A different track design is used each race.

## TEAROR OFF ROAD RACEWAY

8012 S. Tacoma Way

Tacoma, WA 98499

(206) 537-9437

The off road track is open 24 hours a day, with automatic lights for night racing or practice. Hobby shop nearby at B&I's Fantasy World, Toys and Hobbies. Races every other Saturday, year-round, rain or shine. Registration closes at 9:30 a.m. Runs similar to ORRCA rules, although not sanctioned. Call for more information.

## WRECK

(Wheeling Radio Electric Car Klub)

Rt 4, Box 117A-12

Milton Freewater, OR 97862

Don Rudy, Secretary

## STEEL TOWN AUTO RADIO CONTROL

93 Wellington Street

Cambridge, Ontario

Canada N1R 3Y8

Sam Burke (519) 621-5442

## T.Q. HOBBIES

1358 Pacific Coast Hwy.

Harbor City, CA

Contact: Bruce Berteau: (213) 539-3611

Club has tri-oval for 1/8 gas cars and oval and off road course for 1/10 off road cars. Track located in Ft. Walla Walla at Parks Department Land, west of the city of Walla Walla. Write for more information.



OFF ROAD RADIO CONTROL ASSOCIATION

## JOIN ORRCA!

Membership Application Form

Name \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_

Zip \_\_\_\_\_ Tel \_\_\_\_\_

Age \_\_\_\_\_ Class (check one) Stock \_\_\_\_\_ Mod \_\_\_\_\_ Open \_\_\_\_\_

Current dues are \$15

(Allow 2 to 4 weeks for processing)

**WHAT IS ORRCA?** Off Road Radio Control Association (ORRCA) is the pioneer of Off-Road racing in the United States. Over three years ago, when the first 1/10th scale off-road cars were introduced, ORRCA and its founding members set out to create and standardize formats for off-road competition. The results are that ORRCA provides you with the best format(s) of local, regional and National competition, while keeping the sport/hobby just as much fun as it ever was. In addition, ORRCA provides you with: An official ORRCA Hat, Set of Rules, An ORRCA Decal sheet (many sizes to fit all) and your Membership card. You're now part of the growing family of ORRCA members/racers.

Mail to: ORRCA  
P.O. Box 8938  
Calabasas, CA. 91302-8938





METRO RACEWAYS  
PRESENTS:

1986  
NATIONAL

CHAMPIONSHIP

August 22, 23 & 24

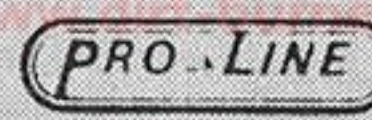
CLASSES:

\$25 ENTRY

\$20 ea. Additional  
Class



2 WHEEL OPEN



2 WHEEL STOCK



4 WHEEL OPEN



4 WHEEL STOCK

CONCOURSE SPONSORED BY



Numbers will be supplied by



MUST BE ORCA MEMBER

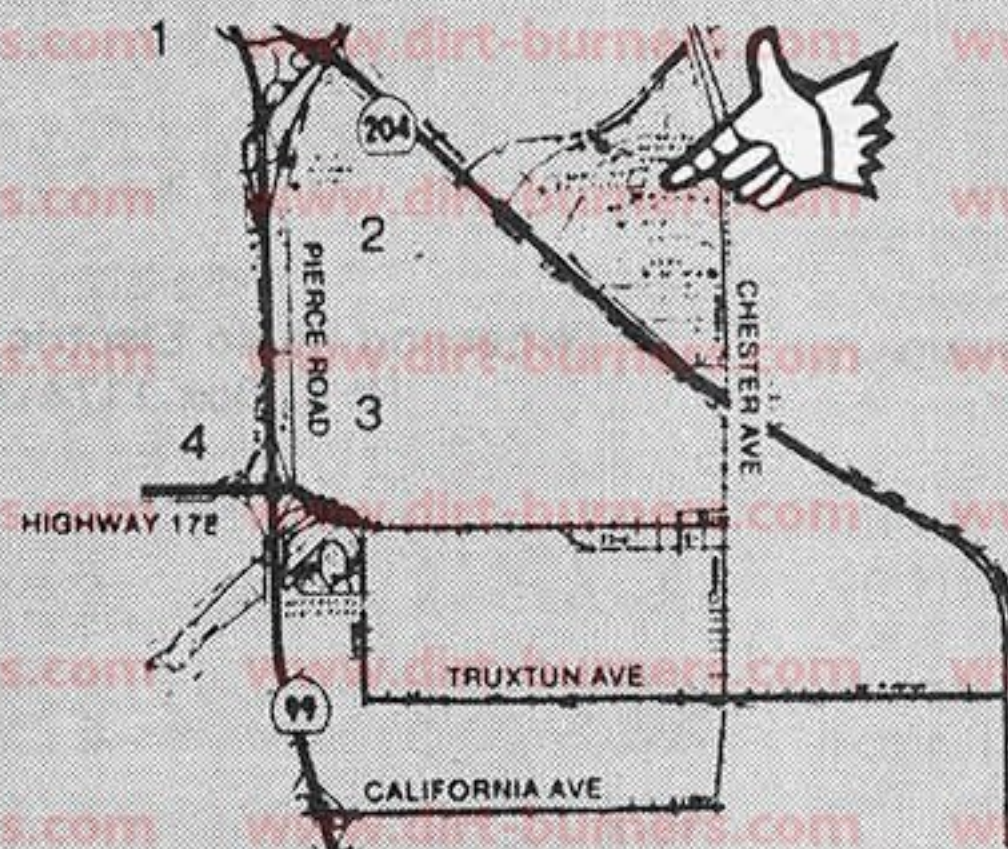
One Event Membership \$5.00

TROPHIES - ALL A MAIN DRIVERS

-- 1st, 2nd, 3rd In Other Mains

-- Prizes -- Food -- Drink --

AC POWER AVAILABLE -- LIMITED  
LIMITED SHADE AREA



Highway 99 north or south, take highway 178 east off ramp (24th Street). Turn left on Chester Avenue (fourth traffic signal). Turn left, 1/4 mile past second traffic light, at Sam Lynn Ball Park. large sign reads "Home of the Bakersfield Dodgers."

LODGING NEARBY

- 1. MOTEL 6..... Ph. 392-1028
- 2. RIO MIRADA..... Ph. 324-5555
- 3. KERN RIVER INN..... Ph. 327-9651
- 4. RED LION..... Ph. 323-7111

1986 ORCA NATIONALS ENTRY FORM

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ ZIP \_\_\_\_\_

NOVICE  2 WHEEL OPEN  4 WHEEL OPEN  2 WHEEL STOCK  4 WHEEL STOCK

FREQUENCY 1 \_\_\_\_\_ 2 \_\_\_\_\_ 3 \_\_\_\_\_

Mail to: B & F Hobby ★ 1424 Baker Street ★ Bakersfield, CA 93305  
For more information call Al Sandrini (805) 322-7955 10:00 a.m. to 6:00 p.m.

# RACE CORNER

(cont'd from page 5)

published that the Air Supply Motors were now ORRCA legal and that they could be ordered from MRC! Wrong! Wrong! Wrong! While the motor is ORRCA legal, it comes from MRP and NOT from MRC. Sorry, Bob, Danny...all you guys! Blunder time all the way, but fortunately, MRP was pretty decent about it, asking only that we correct it — which we hope we did with this.

Got word that the Fort Collins Raceway, Fort Collins, CO, is no longer in operation. But rejoice Fort Collins R/C'ers, a new track has opened up. R/C Dirt World/AA Hobbies, at 1801 South College, Fort Collins, CO 80521, is now operational for 1/10th off road racing. They race every Saturday at 2 p.m., and we hear that the course gets a facelift every two months so that the local hotshoes don't get it too wired. Call (303) 493-7199 for more details.

Like to thank PARIS RACING ENGINES for once again sponsoring the "R/C IRONMAN" award at the R/C SPEED WEEK event. Ron Paris donated one of his super-fast 1/8th scale engines last year and a huge trophy. He plans to do likewise this year. In order to qualify for the "Ironman" award, you must race in at least four (4) classes and in at least two (2) scales during R/C SPEED WEEK. You can race in all four scales (1/10, 1/12, 1/8, and 1/4) if you can survive, but only four of your best finishes in at least two scales will be counted for the overall title. Check out the entry blank in this issue for more details.

They ran out of space! Parma International has announced the construction of a new facility to be used as their manufacturing plant and office headquarters, which will be three times the size of the building that they are currently occupying. The company will remain in North Royalton, OH, and the facility should be completed by the end of this year.

Congratulations to Tony Nelsinger (Stock) and Rick Hohwart (Modified) for becoming the National Champions, in their respective classes, at the ROAR Nationals which took place in Reno, NV, this past month. See story in this issue.

The 46th Annual HIA Show (Hobby Industries of America) comes to the Anaheim Convention Center, Anaheim, CA, on January 23-28, 1987. This is the granddaddy of all the trade shows which has displays for models, hobbies and

crafts. If you would like more information, you can write to HIA, 319 East 54th Street, Elmwood Park, NJ 07407, or call (201) 794-1133.

Don't forget the ORRCA Nationals set for August 22-24, 1986, at Metro Raceways in Bakersfield, CA. Al Sandrini, owner of the track, informed us that there will be a brand new track for the nationals which has never been run on before. There will be four classes: the CRP 2WD Open Class, the Pro-Line 2WD Stock Class, the Ranch Pit Shop 4WD Open Class, and the Novak 4WD Stock Class. The Concours event is sponsored by Speed and Sport, and all numbers are being supplied by AutoGraphics. All "A" Main drivers will get a trophy, and the top three in all other mains will also get trophies. There's plenty of room for parking and pitting, and you can check out their ad in this issue for motel information. Call Al at (805) 322-7955 if you need more details. See you there!

Speaking of nationals. We just got back from the SANYO & C.R.P. ROAR Off Road Nationals which took place at the Ranch Pit Shop. Unfortunately, the event took place just two days before we went to press so we could not include the full story in this issue (see next issue). But at least we can give you some of the details. Chris Allec was the big gun in the 2WD Modified Class, while Curtis Strawn was the 2WD Stock Class main man. In the highly competitive 4WD classes, Ron Rossetti edged out Mike Dunn to take the 4WD Modified national title. This was Rossetti's first "big" title since he's been in competition, and it was a most popular win for the local Ranch Pit Shop racer. In the 4WD Stock Class, John Peterson became the national title holder, just ahead of Tatsuhiro Watanabe, who had flown in from Japan to compete in the event. Congratulations to all these fine racers.

Gil Losi, owner of the facility and promoter of the event, announced that there were a total of 243 entries for the event, making it one of the largest ever in off road. Also, the brand new track at the Ranch Pit Shop was well-received by all racers. It featured several neat sections where racers drove up a ramp, crossing over the oval section of the track, ran parallel to the track and then dropped off from a retaining wall back into the infield. It was quite "trick," but very raceable. This track was, as Losi put it, "a driver's track,"

indicating that there were several really tough sections that racers had to drive through. We agreed. We've always said that off road tracks should be rough and tough; that's the nature of the scale. If you want to drive fast, then try 1/8th or 1/12th scale. However, recently some of the off road tracks have become too smooth and too fast so that it's almost like racing on carpet.

We do want to comment on some of the construction that Losi has undertaken at the facility. The off road track appears to be a permanent track because surrounding the track, Gil used thick, cement retaining walls, and inside the track, he laid out smooth cement outlining the course. There is an automatic sprinkler system and there are even drains around the off road and oval so that when it rains, the automatic sump-pump will suck up the water. There are plenty of lights, a brand new drivers' stand and a new announcing/scoring stand right next to it. The track is great!

Next month we'll bring you the full details of the ROAR Off Road Nationals and a complete report on the IFMAR 1/12 World Championships. 'Til next time! ●R/C●

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- Bodily Injury/Property Damage Liability Insurance
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- REV-UP, the official ROAR magazine

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