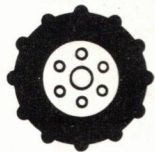


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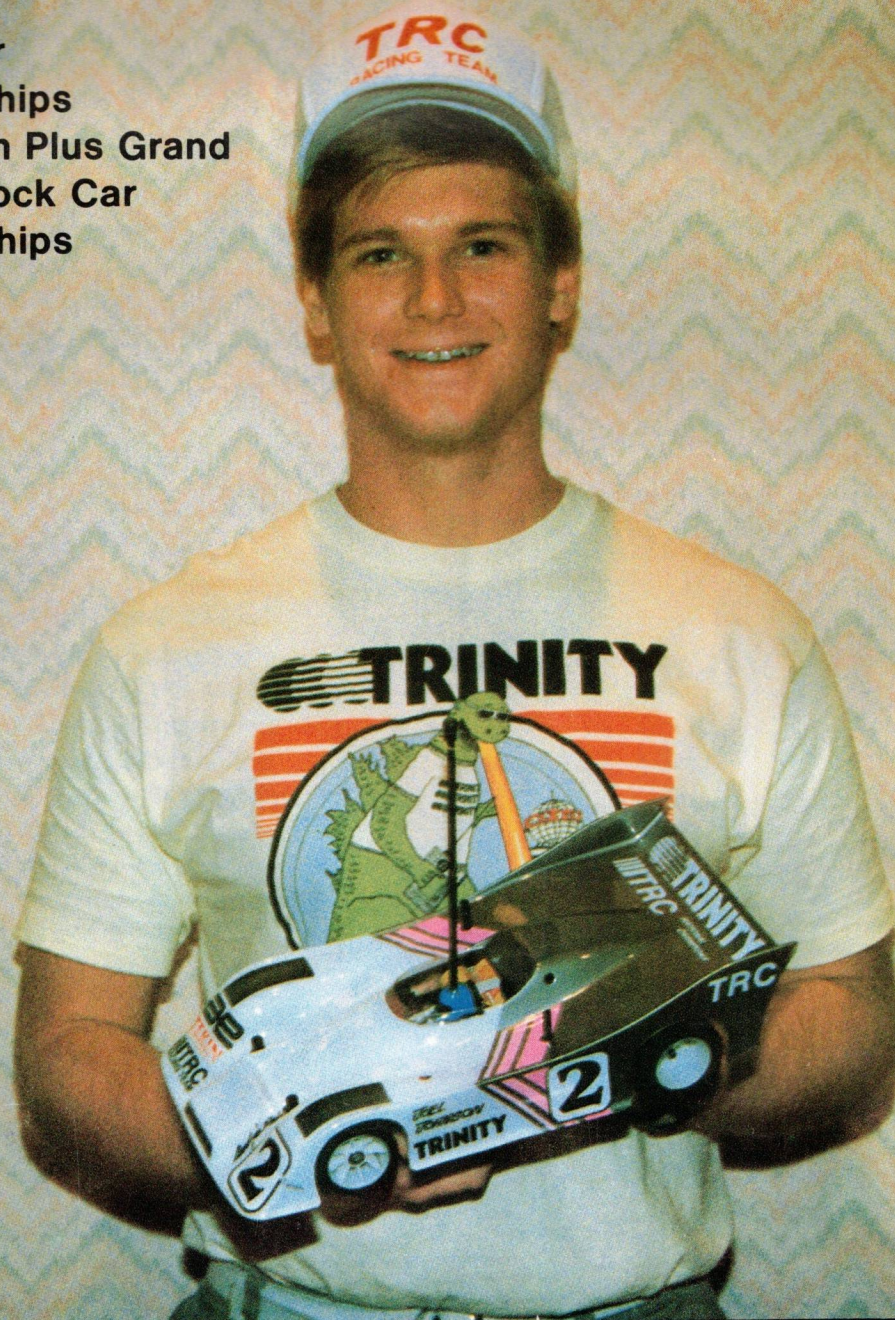
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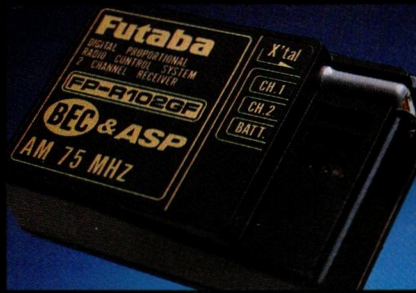
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tures to protect you and your equipment. For example, all our chargers include an inexpensive, easy-to-replace fuse. Should a short occur in your model or should you incorrectly wire your model or batteries, you simply replace the fuse rather than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



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### — ABOUT THE COVER —

This month's cover features Joel Johnson, the winner of the U.S. Indoor 4 Cell Championships held in Cleveland over Thanksgiving weekend. Joel was driving a Trinity powered Associated 12L, using TRC tires and a Tekin speed controller.

# MAILBOX

Dear Sirs:

In the last few months I have been reading articles in various RC magazines regarding team sponsored racers. How easy they have it. How they receive the best of everything. Well, I as a wife and mother of a team sponsored racer would like to respond to these letters.

My husband and son have put in many long hours in RC racing. Just because they have sponsors, you also have to contribute a lot to the racing. My husband has a very demanding job, comes home and spends many hours in the garage with our son developing better ways to run the car. This is just like real car racing to them. A lot of what they have, they have designed themselves. It also is not all given to them as stated in a few articles I have read lately. We have put a lot of money into this type of racing. Yes, they do get help from their sponsors, but much of the expense comes out of our pockets. They have had to do a lot of traveling, they are away from home on many weekends, and they are sometimes gone full weeks. They love this, but to you out there that think they get the best of everything, you are not correct. They pick out motors at races just like you do. You just have to know the correct way to dial in the motor. They are also willing to help anyone out that asks for help. Maybe if some of you out there could drive and give the time my husband and son give you may someday have a sponsor. Nothing is given to you in life. You have to work for it, show dedication, drive and win.

I'm really sorry I had to write this letter but you all make it sound so easy for the sponsored person. Well it is harder on them and more demanding than any of you could ever imagine. I do hope this letter wakes someone up out there and

we do not have to read these kind of articles any more about sponsored drivers.

**GOOD RACING!**

A very concerned Wife and Mother

Dear Editor:

I want to thank you for the coverage of the recent Futaba Grand Prix in the December/January, 1987 issue. However, I would like to point out an error in the article prepared by Chuck Boldetti. Ken Jones is listed as having won the Concours event with a Ford Probe. In fact, the Concours was won by an ALBA Gp.C body, the same body type that won the 1986 ROAR Nationals Concours competition in 1/12 scale.

I might also mention that Rick Hohwart won the Futaba Grand Prix using the ALBA body.

Thank you for your consideration,

Sincerely,

**KENNETH C. JONES**  
Partner, BBR

*ED.: Thank you for bringing this to my attention. As you know one of our staff writers did not cover this event. The article was sent in by a SCAR Club member. We took the article on good faith, and that the information was true. Sorry for the misunderstanding. I am glad the record is now set straight.*

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1/10<sup>th</sup>  
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Stinger

**Kyosho – On the move again with Stinger!**

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**An impressive list of features**

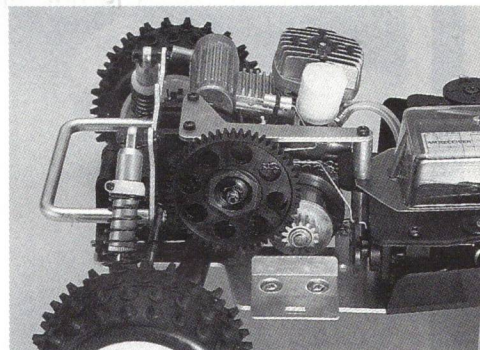
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**Catch the excitement of Stinger**

Wherever Stingers are racing, there's always a crowd. The realistic sounds, power, speed and acceleration of gas power combined with the championship style, performance and handling of the Stinger 4WD is an exciting and captivating event no one ever wants to miss. Be part of this new excitement – buy the Kyosho Stinger 4WD today and see that real off-road racing is all about!

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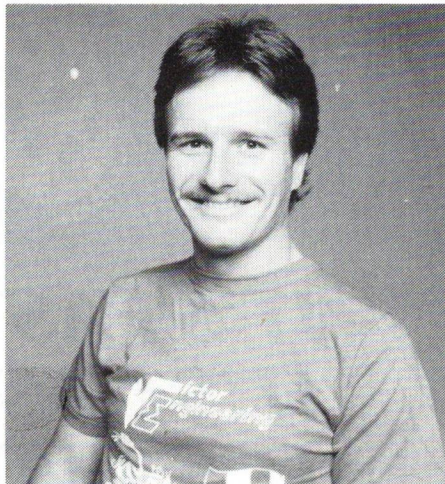


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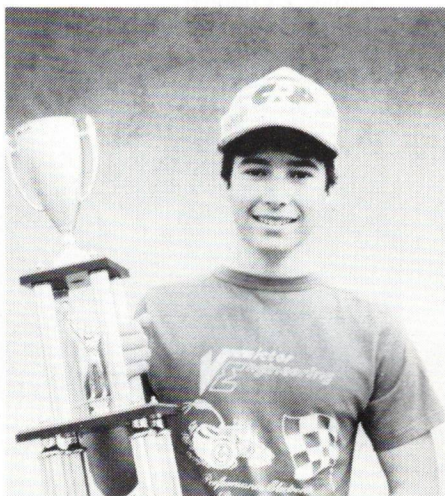
**JOHN PETERSON**

1986 ROAR 4WD Stock  
National Champ  
1985 ORRCA 2WD Stock National Champ  
1986 ROAR Region 6 World Qualifier  
1986 CRP Challenge - 2nd 4WD Open



**CURTIS STRAWN**

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1986 Grand Nat. Oval 4WD Open Champ  
1986 ROAR Reg. 6 World Qualifier



**MIKE CHRISTIANSEN**

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1986 2nd 2WD Open ROAR Oval Series  
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# Speed Sport/JG Mfg. Grand National Championships

By R. Horowitz  
Gardena, CA

November 15 and 16, 1986 will be remembered at RC/RC as the race of records!!! More people went faster with R/C cars than any other race in history!!! Maybe it was the fast track? Maybe it was the end of the season and everyone had a lot of practice? And maybe it was all the new cars, but it sure lead to alot of exciting racing!!

Saturday's qualifying started with Stock 2WD and fast times. Dale Kurokawa with a 29, 248.69 in the first round was a fast time. His time would only last until the next qualifier. Eric Cobb continued the pace with a 30, 243.92. And finally Steve Baker set the TQ with a 31, 246.15, which was a fast time for 2WD stock for this race.

In the A Main for 2WD Stock 9 out of the 10 had qualified with 30 or better laps. Eric Cobb from San Diego won the A Main with Steve Baker from Bakersfield in second place a lap down. Noel Jordan just one second behind Baker came in third.

As fast as the 2WD stock cars were going the 4WD stock cars did not show a big difference. The TQ in 4WD stock was Dick Pat. Pat, in a new hand built car, was only two seconds in front of Robert Bates. Pat's time was 31, 240.77 to Bates's 31, 242.54. Not to be out done John Keck was right behind with a 31, 245.46.

In the A Main for 4WD Stock a local racer Blazen Blaser won with a 29, 241.23 over Brian Bates. Bates a lap down with a 28, 240.69 was second and Dick Pat our TQ was third with a 28, 247.69. The difference between the average lap times of the winners of the 2 and 4WD stock cars was only a .33!! Not very much, maybe these cars can race together?

The 2WD open cars really started to show the spectators what



Curtis Strawn with our trophy girl Leslie Bremen winning the 4WD Modified Class.

racing is all about. The TQ missed 35 laps by 2.31 seconds. Mike Christensen the TQ had a 34, 242.31 with Scott Quillen right behind him with a 34, 244.54. These two cars were almost 2 laps ahead of the TQ for last year.

Again 9 out of the 10 cars in the A Main for 2WD open had qualified with 33 laps or better. The winner of the A Main, the Man from Bakersfield, Scott Quillen with a 33, 249.31 was a full lap in front of Jay Halsey. Halsey, had a 32, 240.23 for second, and Ed Knoles, Jr. was third with a 32, 244.23.

Scott Quillen, the only man to go 33 laps in qualifying, not only TQ'ed but won the Sprint Car class. Scott TQ'ed at 33, 247.46 and Gary Demory qualified second at 32, 240.46. Quillen just walked away from everyone in Sprint Car. Winning 2 A Mains in one day is really something! Quillen first, Demory second, and John Smith in third was the way the Sprint Cars finished.

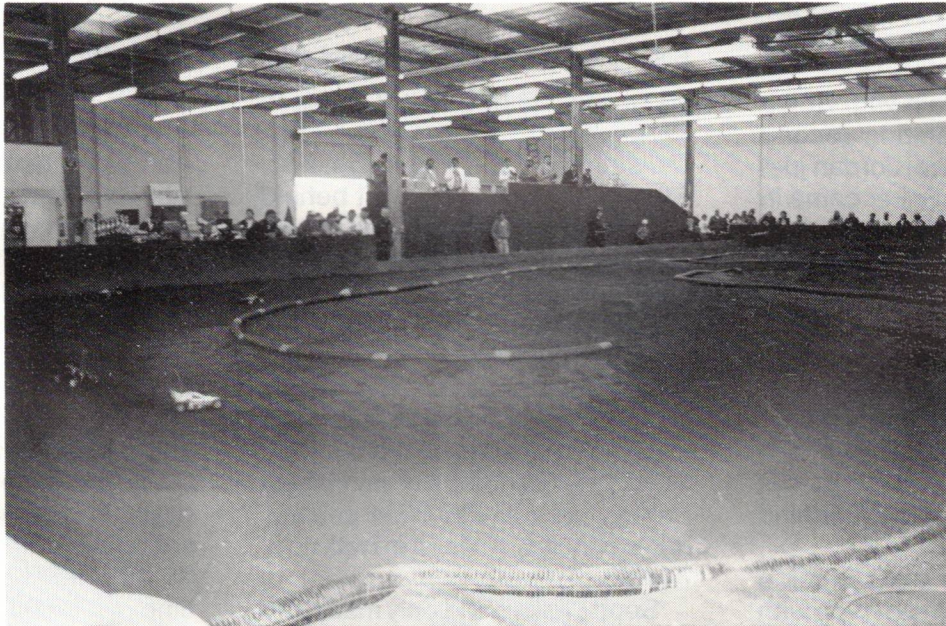
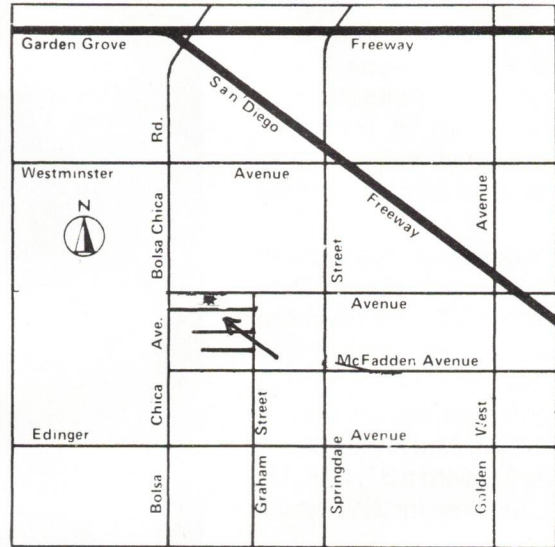
The qualifying for 4WD open was really something to watch! 16 cars were faster than the TQ from last year! Out of the names of the top 10, Mariscal, Pat, May, Halsey, Knoles, Rossetti, Norris, Yoshinaga, Strawn, two of the names really stand out, Yoshinaga and Strawn. Both ran hand built cars, both ran Premier Designs motors, and both qualified at 36 laps, the only cars to do so. These two guys really put a show on for the two days. In qualifying Curtis Strawn set a new track record at 36, 240.31, 236 MPH and an average lap time of 6.66!! The time will be posted at RC/RC's track, for the next person to try to break. John Yoshinaga qualified .46 behind Strawn with a 36, 240.77 and in third was Bob Novak with a 35, 240.77. Just a note both Strawn and Yoshinaga learned to drive at RC/RC.

Before the mains started on Sunday a Trophy Dash was run for the four fastest cars. In the dash

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was Strawn, Yoshinaga, Novak and Tony Rossetti. Strawn and Yoshinaga really put on a race, with Strawn pulling the win over Yoshinaga. Strawn winning Average lap time 6.66, and Yoshinaga second with a time of 6.77. Very close racing.

The A Main for 4WD open was almost a carbon copy of the trophy dash. Curtis Strawn broke to an early lead over John Yoshinaga and held on for the win. Strawn won with a 36, 243.38; Yoshinaga second with a 36, 247.46 and Eddie Norris third with a 35, 242.54.

During the half time the RC/RC staff came up with a very unusual idea. With some great sponsors who gave a lot of products RC/RC decided to give the products to the racers in order of their sign ups. For the second year in a row the main sponsors were Speed/Sport and JG Mfg. The manufacturers contributing most to the giveaways were: Hot Trick Stuff, Novak, McAllister, Thorp, RC Performance Specialties, and Perfection Press. Perfection Press gave everyone a set of their new numbers to run on their cars for the race.

With everyone receiving a great pin and T-shirt, and first through third receiving plaques that matched the T-Shirts, everyone really had a great time. As in the past RC/RC's official trophy girl, Leslee Bremer, presented the trophies to all the lucky winners.

Great weather, Great track, great racers, great cars lead to a great weekend, see you next year, at Ascot where oval is alive!

**4WD MODIFIED  
A MAIN**

- 1st - Curtis Strawn/TQ
- 2nd - John Yoshinaga
- 3rd - Eddie Norris
- 4th - Tony Rossetti
- 5th - Bob Novak
- 6th - Ed Knoles, Jr.
- 7th - Jay Halsey
- 8th - Dave May
- 9th - Paul Pat
- 10th - Paul Mariscal

**B MAIN**

- 1st - Jerry Case
- 2nd - Bob Smith
- 3rd - Allen Mair
- 4th - John Gudvagen, Sr.

- 5th - Eustace Moore
- 6th - J. R. Sitman
- 7th - Gary McAllister
- 8th - John Peterson
- 9th - Russ Hawkins
- 10th - Brian Landgraaf

**C MAIN**

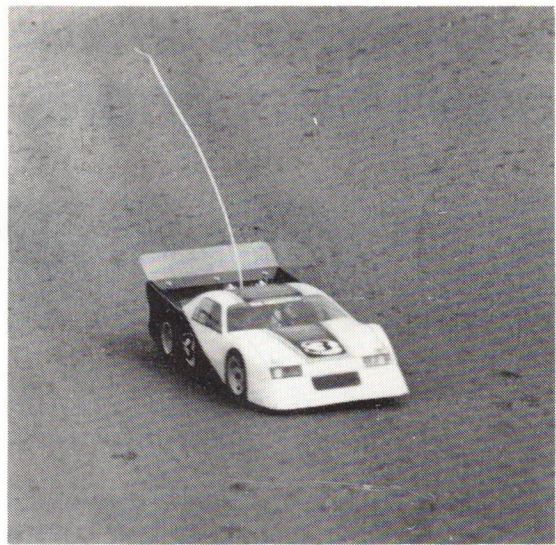
- 1st - Chuck Crawford
- 2nd - Jeff Maurer
- 3rd - Mike Thompson
- 4th - Andy Jacobsen
- 5th - Dave Arellano
- 6th - Jerry Meisenzahn
- 7th - Andy Anderson
- 8th - Kevin Winans
- 9th - Gary Haskill
- 10th - Chuck Van Deweghe

**D MAIN**

- 1st - Bob Ahulii
- 2nd - Chris Rockwood
- 3rd - William Mace
- 4th - Jamie Navaro

**2WD MODIFIED  
A MAIN**

- 1st - Scott Quillen
- 2nd - Jay Halsey
- 3rd - Ed Knoles, Jr.
- 4th - Brandy Dreyfus
- 5th - Kyle Reed
- 6th - Gary Demory
- 7th - Mike Christensen/TQ

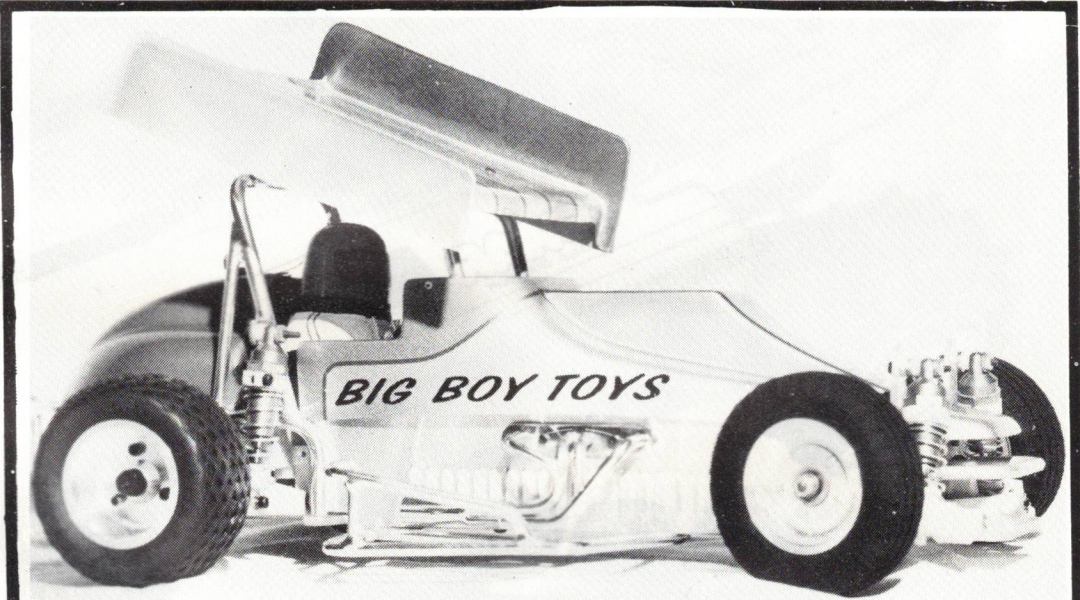


Bob Cresitelli was seventh in the 2WD Stock A Main.

- 8th - Charles Suit
- 9th - Mark Lane
- 10th - Duane Inouye

**B MAIN**

- 1st - Mark O'Campo
- 2nd - Stan Hoalst
- 3rd - Vince Ito
- 4th - Carl Thompson



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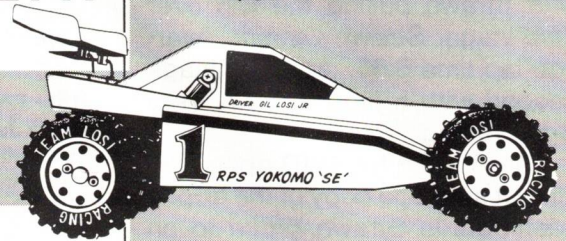


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**1986 IFMAR**  
1/10 WORLD CHAMPION

**...IT'S RPS/YOKOMO AGAIN**



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

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

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



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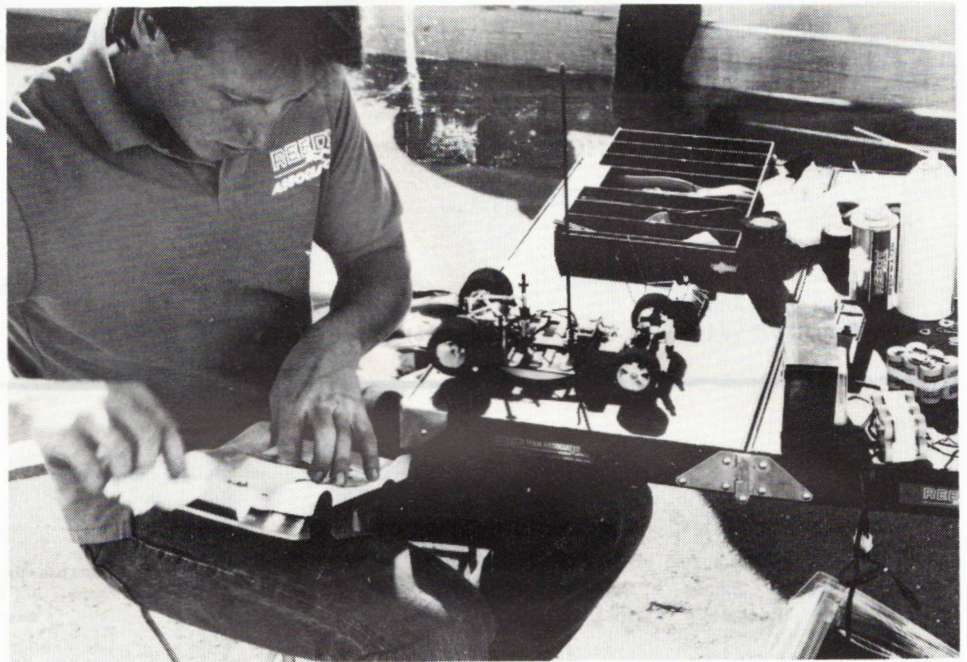
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By Larry Stewart & Photos by Rick Brown  
Nov. 8 & 9, 1986 - Tempe, AZ

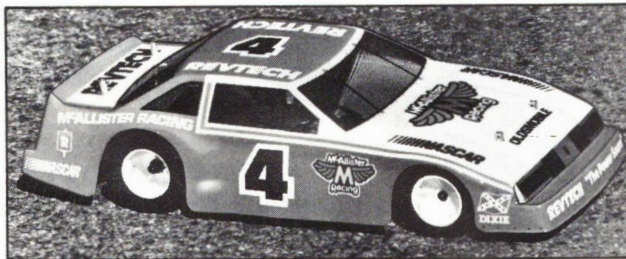
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With one day of qualifying behind us, Sunday morning brought out the concours entries. Judge, Bob Rowlands had about 15 beautiful cars to look over and after about 20 minutes of examination, awarded first place to Jeff Jones' Lowenbrau Porsche, second



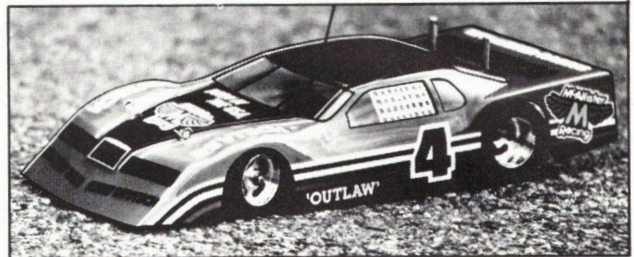
Butch Kloeber, surprise of the weekend, preparing for the A Main.

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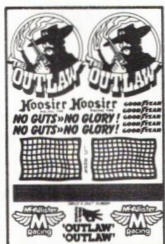
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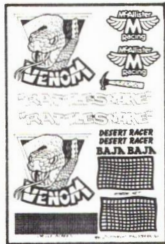
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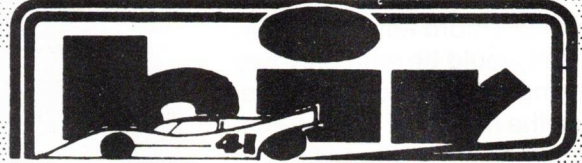
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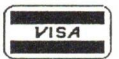
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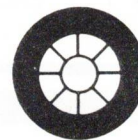
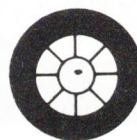
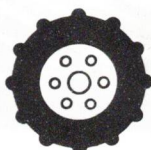
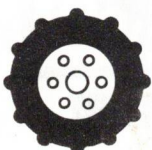
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place to Bob Kaminskis' GTP Corvette, and third place to Lucas Garneau's 956 Porsche. Next up was the last two rounds of qualifying which would help Saturday's unlucky drivers get another shot at the mains. The "A" main drivers times from the first day held as tenth qualifier, Joe Schmitz held his starting position. After totally destroying the track record on Saturday, Tony Neisinger's car seemed to have developed a strange tweak problem that made it look like a totally different car than the one he ran on the previous day. Would Tony have the car back in peak condition when he sits in on the TQ position in the A Main grid? The big story of the weekend was about a driver from Laveen, Arizona. Butch Kloeber's first big 1/12 scale race ever and he's starting on the front row in the A Main. This is the same guy who finished second at the 1/8 scale nationals and has devoted himself to that scale while racing 1/10 scale off-road just for the fun of it, yet hasn't even driven a 1/12 scale for probably three years. I would watch for his name at the upcoming big races.

The D Main race horn just blew and look who is in the lead at the end of the first lap. It seems that Jeff Jones spent so much time with his concours effort that his qualifying effort suffered. Now it was time to get serious about speed and Jeff ran the rest of the main uncontested for the lead. Bob Kamiskis from Las Vegas grabbed second place and held on while newcomer Rob Veazie rolled across the finish line in third.

The C Main had the closest racing of the day as Mark Shaw jumped out to an early lead only to launch off a dot and allow half the field to go around him. Dave McCombs soon worked his way from ninth all the way up toward the front to battle with Mike Lewis for second place edging out Mike by 2 1/2 seconds at the end. The big story had to be Richard Lake in this main. The first time on asphalt, he consistently improved all weekend and when it came time to really show his stuff he moved to the front



A Main lineup of drivers in order of qualifying.

pack and stayed there for the victory.

Coming up with awesome horsepower for the B Main, Mark Mcvitty got a tremendous hole shot and the rest of the field could not catch his firebreather. Lonny Johnson and Larry Stewart battled for second place for a long time, but running fender to fender they hampered each others effort to catch the leader. At the end, Lonny's batteries went south on him allowing Larry to take second with Donald Bossett also taking advantage of Lonny's creeping car to take third.

Many people will remember this A Main for a long time. Each driver in this race clearly demonstrated in

qualifying that they were the men to get the job done in the main. A few questions came to the minds of the spectators. Did Tony Neisinger find the little demon in his car? The exorocist was working feverishly over the prototype Associated 12L car. Would Butch Kloeber be able to handle the pressure of the A Main in his first big 1/12 scale race? Would Jeff Abrams be able to run a full 8 minutes without dumping on the last lap as he did so many times in qualifying? Has Joe Schmitz, primarily an off-road racers, adjusted to the lack of dirt

(Continued on Page 49)

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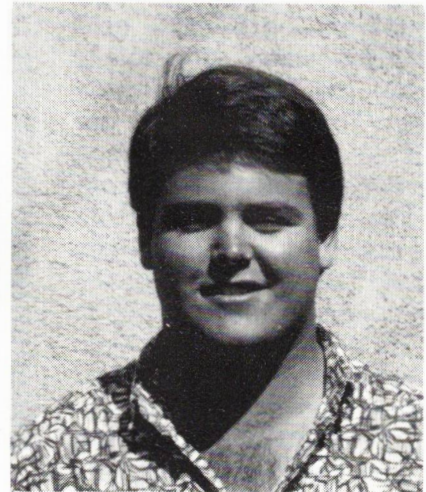
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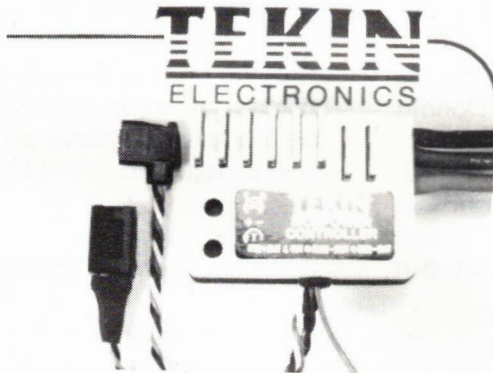


**RICK HOHWART**  
TOP QUALIFIER  
SECOND PLACE

Third Place in very strong run - Dave Hechler. Dave also turned the only 43 lap run of the week in practice.

B Main Winner Jim Dieter - C Main Winner Chris Doseck

D Main Winner Dave Pulfer - E Main Winner Mark Blacketter



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# Frank Killam Productions' 1986 Pacific Nationals

By Peter Barana

Huntington Beach, CA - Dec. 22, 1986

Indoor 1/12 carpet racing in Southern California was greeted with approving arms. A few years ago when Frank Killam began to promote an indoor 1/12 scale carpet series in conjunction with the R. G. Canning Custom Car Shows, Southern Californians began experiencing carpet racing. The first that I attended was the inaugural Pacific Nationals.

Since that first race the Pacific Nationals has moved from the R. G. Canning Show to a more permanent home at Hot Trax Raceway in Huntington Beach, California. At first only an off-road track Hot Trax now encompasses an off-road, oval and 1/12 carpet track, all in one indoor half acre complex.

The Hot Trax circuit has purchased the exact carpet that was used at the World Championships in Las Vegas earlier this summer. The track configuration, while slightly tight for my liking, is as flat as glass and the carpet seams are undetectable.

A total of seven rounds of qualifying were scheduled. The seven rounds were spread over two days, Saturday and Sunday. Friday, the first day of the event, was an open practice day. Saturday began with five rounds of qualifying. Sunday had the remaining two rounds of qualifying and the main events.

The Pacific Nationals was a modified only race with three driver classes, novice, amateur and expert class.

Round one saw Barbie Smith the top qualifier with 40 laps in 8:14.27. The closest driver to Barbie was Mark Hinkley with 38 laps, 8:04.15. After round two the distance between the top qualifier and the rest of the field wasn't any different. Although Mark Shimbukuro and Randy Johnson both went 40 laps. Barbie Smith bumped the TQ to 42 laps with a 8:09.18.



**Rick Hohwart driving a Delta with Peak Performance power was the 1986 Pacific Nationals Winner.**

Round three saw Mark Shimbukuro come a little closer with 41, 8:07.03.

It wasn't until round six on Sunday that Barbie Smith beat her own time of 42, 8:09.18 with a 42, 8:08.36.

There was no further change in the top qualifier for round 7 so Barbie Smith was awarded the TQ position in Novice.

In the Amateur class most of the front runners figured to go about 44 to 45 laps. Round one was a little disappointing as only one driver went 43 laps. That was Don Bossett at 43, 8:07.18.

In round 2 things began to heat up alot. Leo Barana exploded, with

what should have been a 46 lap run. Unfortunately his batteries decided to go to the Bahamas. Leo wound up with a 45 DNF. In round three, however, Barana put it all together and went 46, 8:07.48. The closest driver to Leo was Jake Gutierrez with 43, 8:10.57.

Going into round 5 it was Leo Barana again who went 46 laps. This time faster at 8:03.78. Peter Mitchell was second quickest, but still more than two laps back at 44, 8:09.63.

In the final round the only change was Barana's TQ time, which was now 46, 8:00.72. Leo Barana in the Amateur class, like Barbie Smith in the Novice class

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before, were truly the premiere drivers in their grouping.

The Expert class was not so one sided. In round 1 Randy Tentschert was on top with a 47, 8:04.06. That run was completely ablated by Peak Performance's Rick Hohwart. The 1986 National 1/12 Modified Champion went 49, 8:11.62 to become the TQ.

Rounds 3, 4 and 5 went by with little change. No other driver was able to go 49. The best 48 was Kent Clausen (Reedy/Associated) at 48, 8:02.24.

Sunday morning after round 6 was complete, things were a little shuffled. Kent Clausen was now the Top Qualifier at 49, 8:09.57. Round 7 had Randy Tentschert also go 49 laps, though his time was not as fast as Clausen's. Tentschert ran a 49, 8:11.56. In the meantime, Clausen had a record



Leo Barana was the Amateur winner with a Reedy/Associated combination.

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run of 49, 8:07.24. Clausen was the TQ in the Expert class.

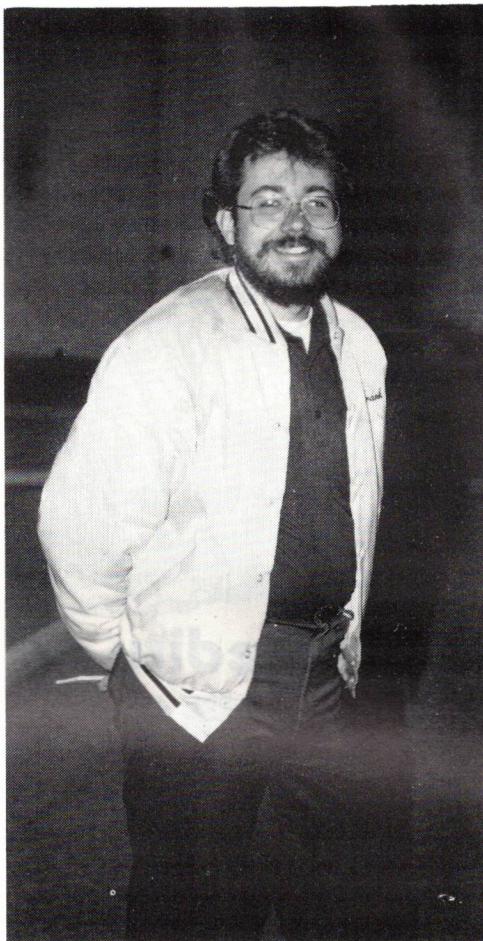
Now on with the mains. The Novice B Main was up first and it was a runaway. Turbo Tim Pappas in his first 1/12 scale race took control early on and dominated this race. Pappas continues to improve each time out on the track. His first run on Saturday was an eight lap effort. By the final run on Sunday it was 38 laps. It was really no surprise to see him take the B Main.

The Novice A Main too figured to be a runaway unless the following happened: A - a race with alot of hammering or B - bad luck on Barbie Smith's part. As it turned out a little of both was good enough to take Smith out of the winner's circle. The official winner was Wayne Breault, almost a lap ahead of Smith, who finished in second spot. In third was Dean McCarthy, who had to ward off a late race charge by Randy Johnson.

The C Main Amateur Class was a free for all for the top spot. James Gordon, Roger Vorba and Steve Handy went at it for the full eight minutes, constantly swapping positions. In the end it was Gordon who finished just a few seconds ahead of the second place Vorba. A few back from Vorba was Handy in third.

The Amateur B Main was a two car runaway. Marty Desbrow and Jake Gutierrez were motoring around well ahead of the rest of the pack. After a few minutes it was clear those two would be the ones going for the win. Across the line it was Gutierrez over Desbrow by a couple of seconds. Finishing in a solid third was Fred Hohwart two laps behind the leaders, but a lap up from fourth.

As the C Amateur was a three car dash, the B Main a two car, how about the A? Yes, it was a one car runaway. Although Brandon Monte challenged Leo Barana early on, he soon developed radio interference and faded way back. Barana was left out in front by himself. When it was over Leo Barana was three laps up, and in first place. Luis Fong finished in second and Jeff Maurer was third.



**Frank Killam, the promoter of the Pacific Nationals and many other indoor races.**

After about three minutes only three drivers were left in the Modified C Main. Bill Martin, Pete Petersen and Ray Cervantes. After a few more minutes clicked off Martin had found himself in third spot, a lap back. Cervantes and Petersen continued to battle for the top finishing position. When it was over Petersen proved the better and finished in front. Ray Cervantes, while still on the same lap, was 6 seconds back in second.

The Modified B Main was a very close one. A total of four drivers went at it. At about the midway point Steve Hickman began to take control of things. Jeff Abrams, Lucas Garneau and Larry Stevens all were left behind Hickman. One possible reason why Hickman was able to scoot away was the dueling between the other three mentioned drivers. Whatever the case, Hickman went on to win by a lap. Jeff Abrams just nosed out Lucas for

second by less than a second!

The final event of the weekend was the Expert A Main. Drivers for this race were some of the best in the world. Qualifying times ranged from a high of 49, 8:07.24 to a low of 47, 8:00.36.

The race began with Rick Hohwart and Randy Tentschert in front. These two were providing an excellent show. Then Tentschert fell on some back luck and was forced to pull off.

The race would have probably ended and have been forgotten, with the exception of this following incident. As Randy Hunter and Kent Clausen were approaching the back straight, Clausen made an attempt to move inside of Hunter. Everything was fine until Hunter moved inside and clipped Clausen. There is no doubt about that! Clausen, because of the collision jumped the board and found himself half a lap ahead of where the incident took place. It is also true that he then continued to drive. This presented an interesting question: Do you penalized a driver for an accident that is not his fault, but that he benefits from after the cars stop tumbling? Certainly Clausen would not have jumped the board if Hunter had not clipped him. The crowd reacted first at the accident, then more when Clausen landed over the other side of the board. It was relatively late in the race and things were not settled until about 15 minutes later.

Rick Hohwart was the winner no question. The only serious threat came from Randy Tentschert and he did not finish. The question came in for second and third. In second was Clausen and third Ireland, both Reedy/Associated drivers. Clausen's finishing time was 47, 8:09.21 and for Ireland, a 46, 8:01.33. On a track where lap times are around 10.5 seconds, penalizing somebody 10 seconds, is almost a lap. Even tacking on five seconds to someone's lap is over punishment. It was decided among the two drivers and race officials to award Clausen second place and Ireland third.

So ended a weekend of highly competitive racing. As some closing notes, Frank Killam's carpet series will continue at the Custom Car Shows, the Pacific Nationals has, however, found a home at Hot Trax.

With 1/12 racing really fading in



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**Race - Feb. 21 & 22, 1987**

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**Modified - 100 Entries Maximum**

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## **INVITATIONAL CLASS:**

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Bob Light  
Rick Hohwart

Dave Hechler  
Bud Bartos  
Chris Doseck  
Gil Losi, Jr.

Gary Kyes  
Ralph Burch, Jr.  
Mike Lavacot  
Kent Clausen

Art Carbonell  
Bob Schoenau  
Bill Jeric  
Andrew Comrie

Shawn Ireland  
Jerry Case  
Greg Fox  
Mike Toland

## **ALTERNATES:**

1. James Hoffman; 2 .Bruce Hickman; 3. Frank Killam; 4. Kevin Mercadante; 5. Randy Hunter

Southern California, especially with the continuing growth in 1/10, Hot Trax and its indoor 1/12 carpet circuit is an important last stand. With any luck 1/12 in Southern California can grow again.

#### NOVICE A MAIN

- 1st - Wayne Breault
- 2nd - Barbie Smith
- 3rd - Dean McCarthy
- 4th - Randy Johnson
- 5th - Mark Shimabukuro
- 6th - Mark Hinkley

#### STOCK A MAIN

- 1st - Leo Barana
- 2nd - Luis Fong
- 3rd - Jeff Maurer
- 4th - Jim Wright
- 5th - Ken Koch
- 6th - Brandon Monte
- 7th - Don Bossett
- 8th - Peter Mitchell

#### STOCK B MAIN

- 1st - Jake Gutierrez
- 2nd - Marty Desbrow
- 3rd - Fred Hohwart
- 4th - Jeff Deacon
- 5th - Dean Nibuhr
- 6th - Bev Pritchett
- 7th - Peter Barana
- 8th - Jay Katz

#### STOCK C MAIN

- 1st - James Gordon
- 2nd - Roger Vorba
- 3rd - Steve Handy
- 4th - Lee Criger
- 5th - David Mayhew
- 6th - Kirby Criger
- 7th - Cory Barana

#### EXPERT A MAIN

- 1st - Rick Hohwart
- 2nd - Kent Clausen/TQ
- 3rd - Shawn Ireland
- 4th - Frank Killam
- 5th - Randy Hunter
- 6th - Jerry CAsE
- 7th - Fernando Belair
- 8th - Randy Tentschert
- 9th - Boyd Gable
- 10th - Bruce Hickman

#### EXPERT B MAIN

- 1st - Steve Hickman
- 2nd - Jeff Abrams
- 3rd - Paul Lucas
- 4th - Larry Stevens
- 5th - Miles Cook
- 6th - Mace Horowitz
- 7th - Tim Copp
- 8th - Steve Pritchett
- 9th - Grant Johnson
- 10th - Tom Bowlin

#### EXPERT C MAIN



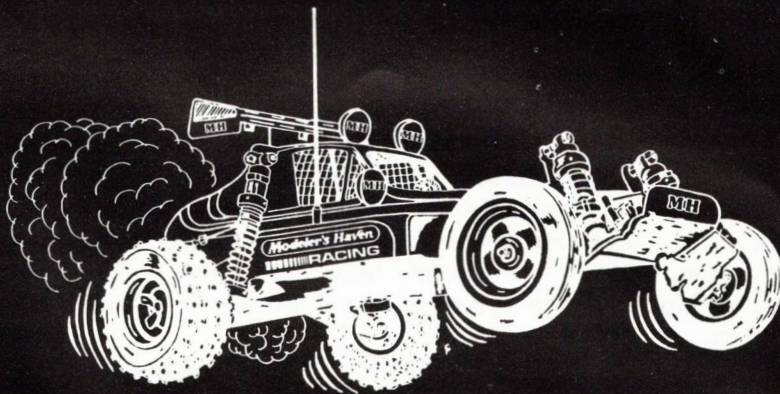
Some of the Novice drivers at Hot Trax: Tim Pappas, Eddie Spencer, Jay Katz and Dave Loftan.

- 1st - Pete Petersen
- 2nd - Ray Cervantes
- 3rd - Bill Martin
- 4th - Jim Greenmeyer
- 5th - Frank Vales

*The computer sheet erased the Novice B Main and I was able to locate them at the last minute.*

#### NOVICE B MAIN

- 1st - Tim Pappas
- 2nd - Dave Cochran
- 3rd - Wally Evans
- 4th - Dave Lofton
- 5th - Eddie Spencer



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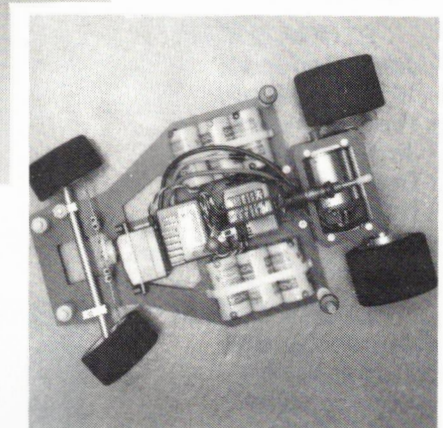
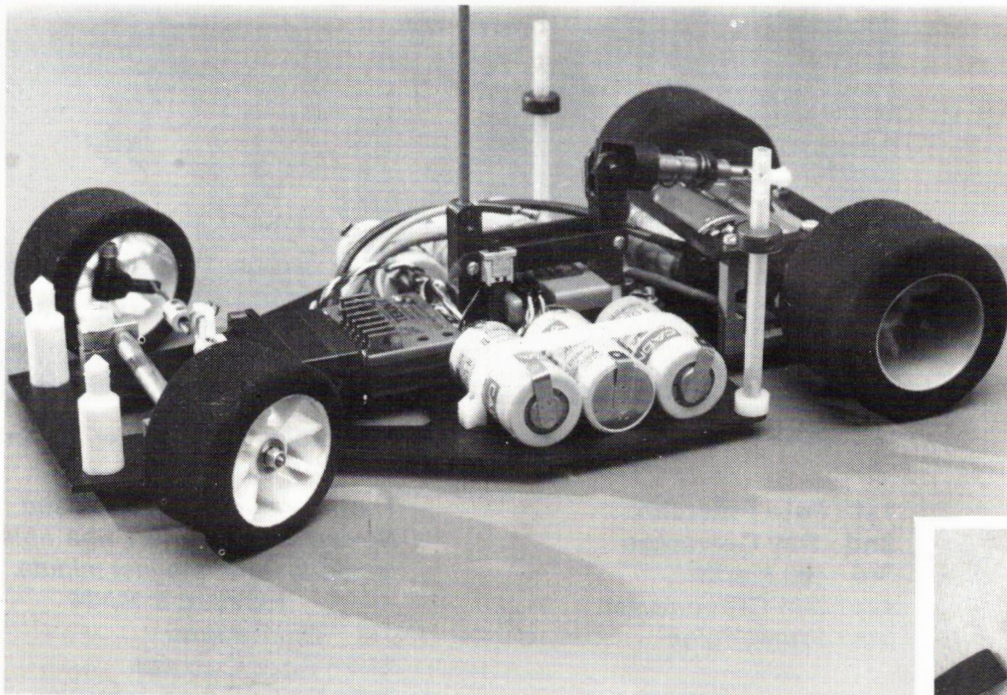
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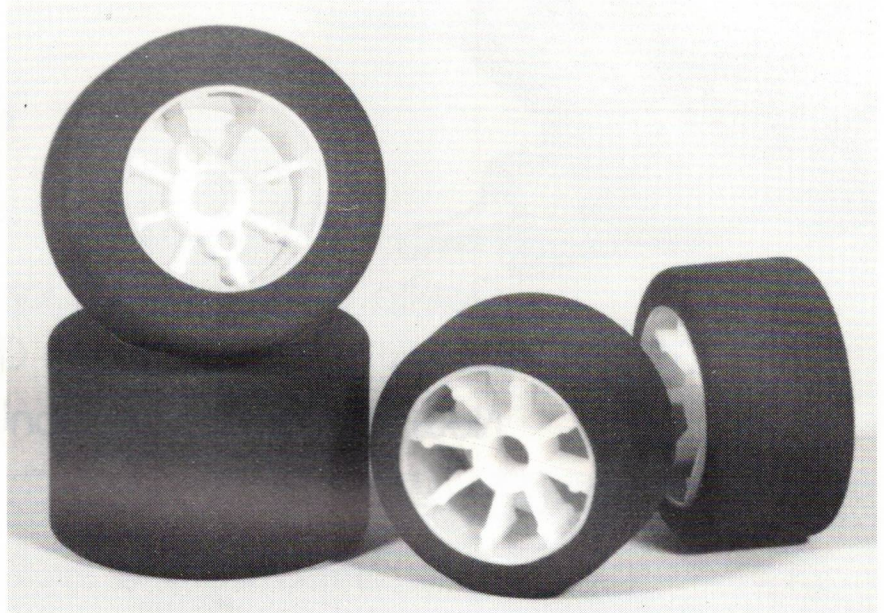
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- 7th - Phil Davies
- 8th - Dave Hechler
- 9th - Jose Rosas
- 10th - Bud Bartos



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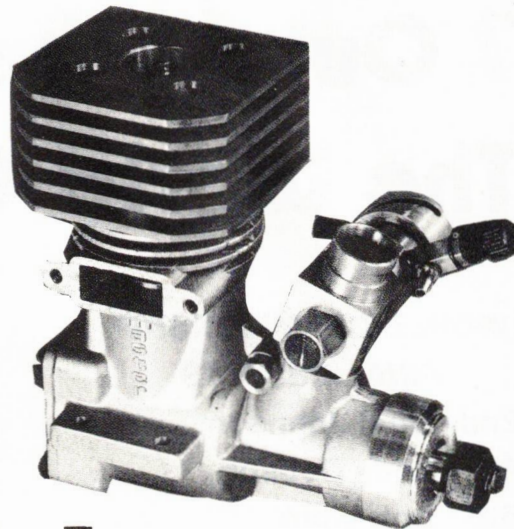
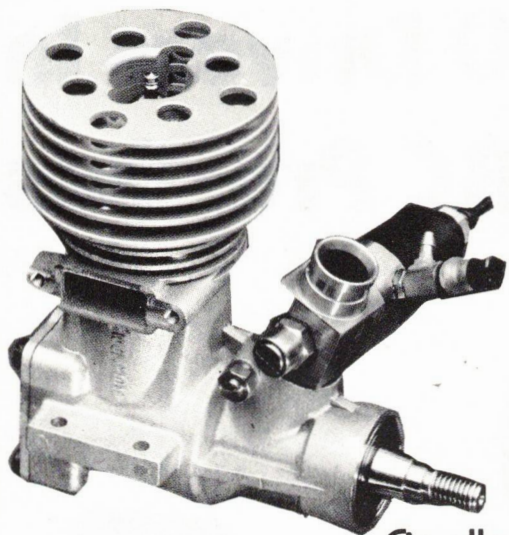
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# Johnson Motors To Victory at U.S. Champs!

By Linda Carrubba

Photos by Gene Husting

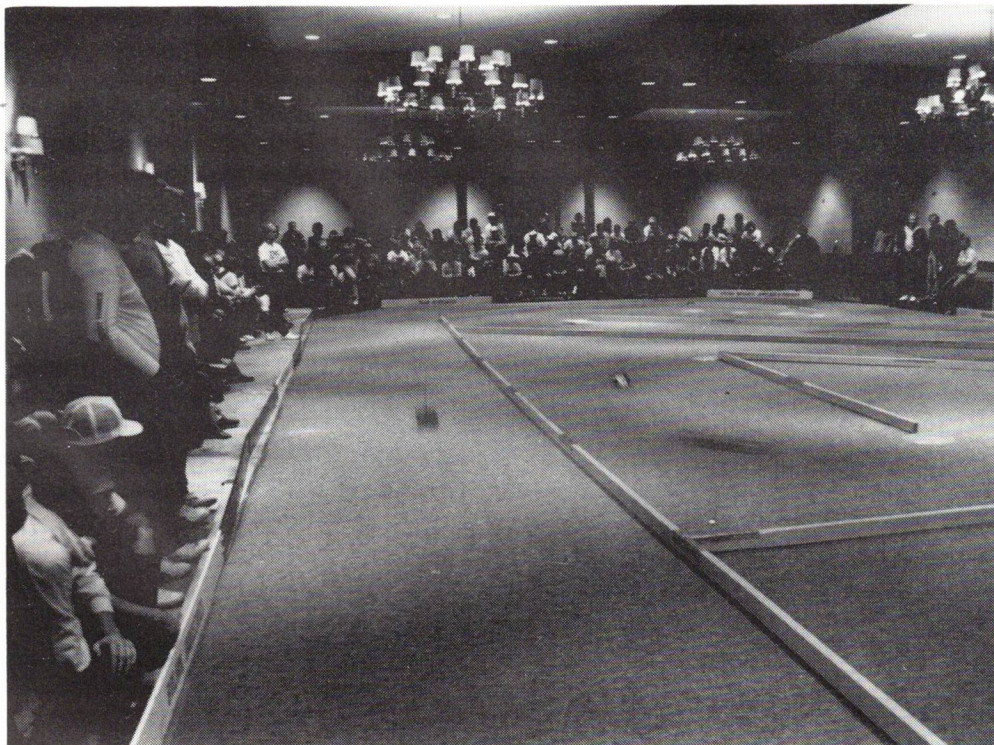
Cleveland, OH

This was the Seventh Annual NORCAR U. S. Indoor Championships. This year there were over 300 entries, which makes this the largest 1/12 scale race held. With such a group there is plenty of time to work on your car, charge, go to lunch or dinner. Every year it is held over Thanksgiving weekend, and this year it was back at the Hilton Hotel.

The weekend began Wednesday night with track set-up. Wayne Gerber, Sr. and his crew put down the carpet and arranged the track until the wee hours of the morning. The Hilton Inn had torn up all their carpeting in order for NORCAR to put down the best possible track. All volunteers were very busy Wednesday night getting everything set up. Steven DiFranco of Steven DiFranco Jewelers brought all the trophies and set them up, ready for Sunday. Some racers began checking into the hotel. The first racing group to register was from North Dakota.

Thursday was the day to register. Chuck Mackin and his crew were kept busy checking ROAR memberships and giving out drivers packets and Sportsman motors. All drivers received a free T-shirt with their entry and very nice hand-outs from various manufacturers. Drivers who had not seen each other since the last indoor champs were busy catching up on all the news. The track was open for practice, but with almost 300 racers wanting to practice, you were lucky to get one round of practice in. The line was almost always 70 drivers long, however, the track was smooth, fast and awesome.

The first qualifying round began at 9:00 a.m. with Heat T, Sportsman Class. There was the usual mix-up of frequencies to be righted, but all went smoothly. After the



The track was located inside the ballroom of the Hilton Hotel in Cleveland.

second round of qualifying the Hilton Inn provided us with pizza and liquid refreshments for a pizza party in the pit room. The pizza was delicious and everyone enjoyed visiting with friends, old and new.

Saturday began with the third round of qualifying. After all heats had been run we took a pause for a race with celebrity drivers. NORCAR, radio stations WRMR/WLTF, Ford Motor Company and TV Channel 8 put on a race for the benefit of the Coats-For-Kids program. The volunteers sold raffle tickets throughout the weekend. The winners of the raffle would each receive one of the cars driven by the celebrities in the race. All involved had a good time and NORCAR was able to present the Coats-For-Kids fund with a check for \$600.00.

Shortly after the celebrity race

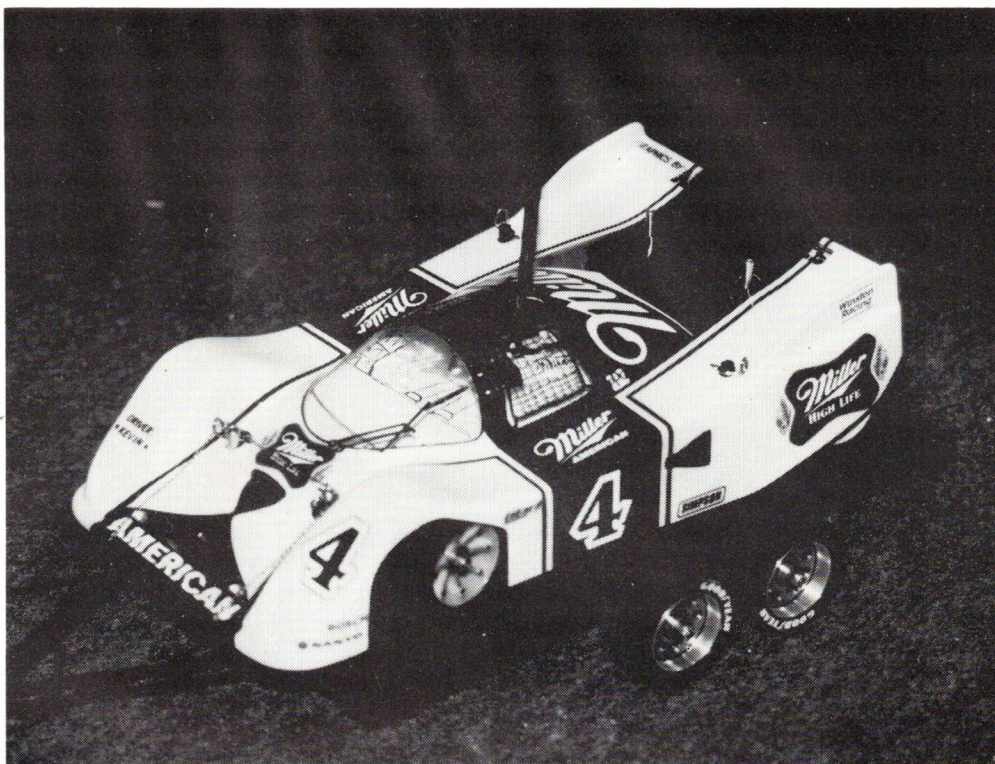
three concours events took place at one time. NORCAR had an open concours, the best three bodies to win awards. At the same time, Parma International, Inc. would pick a winner of the Parma Products Award and Autographics would also select a body that used the Autographics theme sheet the best. Winners of the NORCAR concours were first - Dennis Calkins' Porsche; second - Dan Hughes and third - Eric Swaney. Parma's award went to Lee Ashby's Oscella and Autographics chose the Arundo Miller of Kevin Gray. Many cars were entered, each one better than the other. The judges had a hard time making their selection. Thanks to judges Don Deutsch, Rick Jordan and Greg Fox for the NORCAR concours, Greg Fox for Parma International and Dennis Calkins for Autographics.

After the concours, prizes donated by various manufacturers were given out. Thanks to Associated, TRC and Strongsville for donating a 1/10 scale car, shirts and hats. All winners were pleased with their prizes. Next up was the fourth round of qualifying. The last round seemed to last forever, everyone was tired and anxious for the posting of the heat board. The mains were set up and posted by 1:30 a.m. Many thanks to Don Holub and his computer for making this job much easier.

Sunday began bright and early with practice at 6:00 a.m. Each driver practiced eight minutes in the heat he or she would be racing during the main. By the time Sportsman A practice was run, the ballroom was packed with other racers and spectators ready to catch the excitement. NORCAR officials decided to use the transponders in this heat and the A Modified practice to be sure all systems were operational. Sportsman A practice was won by Wayne Gerber, Jr. of Cleveland who made 39 laps in 8:02.1. Next up was Modified A practice. Dave Hechler flew around the track and finished with the awesome total of 43 laps in 8:11.3. I'll bet both drivers wished that this practice had been the mains! Hechler's 43 laps were the highest of the whole weekend. Good work, Hechler!

We took a short break to be sure everything was set up, all drivers in the Sportsman class were ready to race, and be sure the track was in top shape. Mains began at 1:00 p.m. with the Sportsman S class. All results are printed at the end of this article. Immediately after the Sportsman class B ran, we went into the modified heats beginning with Heat N. More and more racers and spectators filled the ballroom and by the time the D Modified heat ran, you could hardly move.

Modified C winner Chris Doseck had 41 laps in 8:04.9, Ken Pohlman, second had 40 laps in 8:01.3. The race for third was won by Art Carbonell with 40 laps in 8:13.7, closely followed by Butch Kloeber with 40 laps in 8:14.2. Modified B then began. After an early crash



Kevin Gray took one of the concours events with his Miller GTP car.

the leader was Parma's Greg Fox, followed closely by Jim Dieter and Kent Clausen. Dieter pulled away from the pack and became the leader. Clausen got around Fox for second and Greg and Steve Verona began the battle for third. Fox kept third place for the first half of the race until he was knocked into a board and Steve Verona got around him. Fox chased Verona and regained third position. In the meantime, Dieter stayed in front with Clausen in second. Fox and Verona tangled near the end and Tyree Phillips was able to sneak into third for a time. By the end, Dieter remained strongly in front, Clausen second and Verona won the battle for third.

We were then ready for the A Sportsman event. Brad Makaric and Dennis Moscatelli fought for the lead for the first 2 1/2 minutes. Moscatelli finally took the lead and was gone! Wayne Gerber, Jr. held a strong third, finally passing Makaric for second. Gerber began to catch up to Dennis, but could not get past him. Mike Pulfer came from nowhere and moved into third, right behind Dennis and Wayne, Jr. There were several crashes during the last minute of

the race, and Dennis Moscatelli was able to avoid everyone. He

*(Continued on Page 41)*

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# Competition Plus Grand National Stock Car Championships

By Peter Barana - Orlando, FL



The line up of all drivers' cars - each driver is individually recognized and stands in center of track - following the balloon release and National Anthem.

It has often been understood that when it comes to R/C car racing, things start in California, and move to the rest of America.

Well that theory comes to a screeching halt when it comes to high banked oval racing. The guys in the southeast are fast, very fast. The guys that came out from California for the Competition Plus Grand National learned just how fast they were.

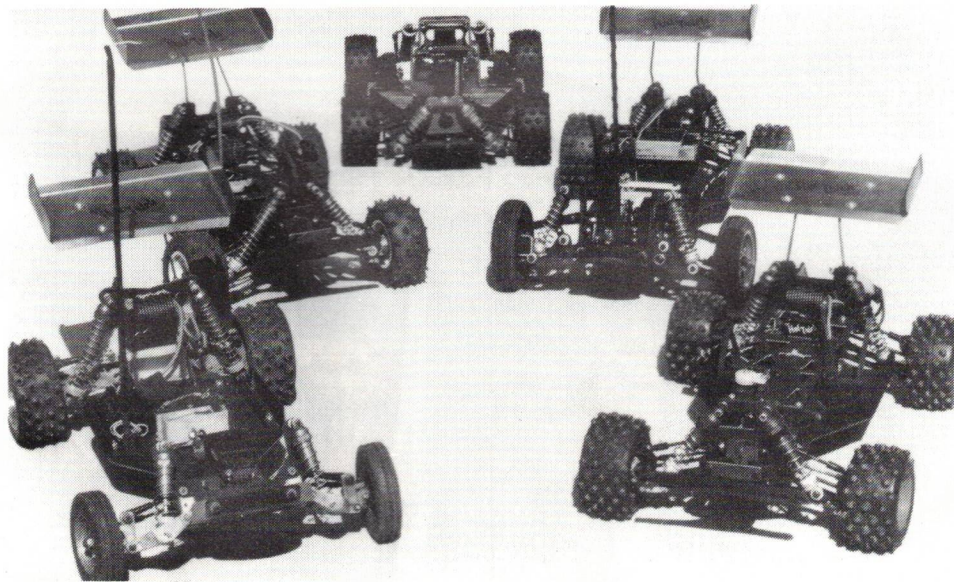
Of course, there was a difference in east versus west as far as equipment goes. For one, the California drivers used cars that were too heavy and many were using a gear-box. The east coast guys were using a light, very light car with little, if any suspension. Basically a 1/12 scale car, but larger. In essence the drivers from California were out of it in 1/10 scale as soon as they arrived. I'm sure next year they will be prepared.

In the 1/12 scale category things between east and west were more equal. It was basically a driver dif-



Kim Davis accepting the trophy from Miss Whippoorwill, Cherie Caldwell, a South Carolina beauty queen. Kim Davis was the Invitational winner and was driving a D & D Composite Craft 1/10th Predator made in Orlando, Florida.

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Pictured above Front Row - Left to Right: Associated RC10 and Optima Ram. Second Row - Left to Right: Red Hot Shot and Red Fox. Center: Yokomo. Not Shown - Coming Soon The Red Prince (Frog).

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ference. The 1/12 scale cars, although quicker, were not really as popular with either the crowd or participants. Indeed on the giant Whippoorwill International Speedway the 1/10 scale cars looked more at home.

While talking about the track I want to say that it was awesome. I had pictured a tri-oval that would be fast, but have a few bumps. Boy was I wrong. This scale replica of the Daytona tri-oval is flat! Bob Hosch should be commended on the track and the entire facility which is marvelous. The Speedway is encompassed in the Whippoorwill RV Park just 50 yards from Lake Whippoorwill itself.

There were more than 100 entries for this three day event, from all over the country. The event also featured an invitational class. Along with the 1/10 and 1/12 invitational class, there was a 1/12 stock and modified and a 1/10 stock and modified class.

It was decided that a five minute qualifying heats would be set and every main would be a double main. In other words, all the main events would be two races with the total number of laps in the least amount of time would be deciding the winner.

Taking a look at the cars in the 1/12 scale class, they were nothing really unusual. Your basic mixture of Associated 12is, Deltas and TRC Pro 12s and Associated 12Is.

The 1/12 scale cars on the oval really hook up with not many modifications. In fact, Bob Novak, who was running a 12I said he didn't do a thing to his car. The last time it was run was in Las Vegas at the 1/12 scale Worlds.

In 1/10 scale, however, there was a mixed grouping. The BoLink Invader, one of the first 1/10 road machines, was a favorite for many of the drivers. D & D Graphite also produces a car called the predator. It also was popular with the entries. Both these cars are produced in the south.

From California you had some of the best looking machines. From Apple Valley, CA the Desert Custom Works cars were beautiful. At home on the California flat dirt oval



Jerry Landgraff from Desert Custom Work in Apple Valley, CA is giving two of his drivers a pep talk before the race.

tracks this car is almost untouchable. It was another story, however, in the high banked oval arena. The car was heavy and the transmission was a little too complex.

Most drivers, whether in 1/10 or 1/12 were using off-road modified motors. While talking about drivers I must mention one that truly stands out in my mind today. His name is

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Steve Swindle. Because I am not from Florida, and because this is a new form of R/C racing with no big "Stars", I had to learn who were the fast guys. The name that kept coming up was Steve Swindle. I mean everybody I asked said he was something else.

Swindle had a custom built car powered by a Twister motor, Tekin speed control and BoLink tires. The class he entered, even though he was not factory sponsored, was the invitational class. His sponsor was Lake Whippoorwill Speed-

way. Another invitational class driver was Kim Davis of Composite Craft. Davis was using the new Predator with Reedy power. Davis would provide Swindle with tough competition.

The 1/12 scale invitational class, like all of the other 1/12 classes was not as popular as the 1/10 scale. Only four drivers were in this class. Any one of the drivers, Jim Fuller, Gary McAllister, Mark Gray and Bob Novak had a chance at the title.

After the final qualifying round

on Sunday, it was time for the main events.

I will begin with the 1/10 scale Stock Mains. The first was the Stock C Main. Al Patterson from Orange, CA was the winner of this main. Patterson was running a Predator with a Victor speed control. Patterson won by a lap with Joe Mullins of West Palm Beach in second and Chris Mitchell of Orlando in third.

The 1/10th Stock B also went to a non-Floridian. Jeff Swartz from Hyattsville, MD (Trinity/RC10) won big in his main. In second was Bob Rule, owner of BoLink from Lawrenceville, GA. Finishing third was Roger Sanford of Winter Park, FL.

The out of state 1/10 Stock winning streak continued into the A Main. In this main it was a driver from Fort Wayne, Indiana, J. C. Rotruck who won by a lap in his BoLink Invader. Runner up was Chris Martin and in third Danny Walker.

In the 1/12 scale Stock class, which was a little faster, the first main up was the C Main. Cliff Griffin from Tyron, GA and his TRC/Trinity car were outstanding taking the main by two laps. Roy Bagin finished in a solid second and third was Greg Evans.

The first local to win a main was John DiDonna in the Stock B. His win was not a difficult one, as Bob Bazin and Ron Benash, who were second and third did not even finish the main.

Likewise Ellis Bowers in the Stock A had an easy go of things. Bowers won his main by three laps! Rick Differt was in second and third was Bob Sumner.

In 1/12 scale Modified there was only an A Main. It really wasn't much of a race, however. Jeff Swartz finished 10 laps up on second place Gary Weber. Gary wasn't exactly in a dog fight either as he finished 31 laps up on third place Michael Dowell.

The difference between 1/12 Stock and 1/10 Stock was even less than in 1/12 Modified to 1/10 Modified. The margins of victory, however, were sometimes not.

Landry Frasco easily took the top honors in the 1/10 D Main Modified. He was 7 laps up on Tex



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McDonald your second place finisher. Rolfe Reeves was third.

Only three of seven cars finished the 1/10 Modified C Main. They were George David, Bob Fensterer and David Franklin. They finished 1, 2, 3 in that order.

What was probably the best race of the event was the 1/10 Modified B Main. Your front three finishers were all on the same lap. When it was over it was the guys from Georgia, Mike Dooley and Chet Ellis who finished 1, 2. Terry Sherwood was third.

The top drivers in 1/10 Modified came next, the A Main. The winner was Pete Holland with 78 laps. Bobby Tirchitella was second and in third was J. C. Rotruck, your 1/10 Stock A winner.

As I wrote earlier the 1/12 Invitational class was not big, with only four drivers entered. The eventual winner was Jim Fuller of Orlando. Gary McAllister of McAllister Racing was second and third, with only one of two main heats completed, was Mark Gray.

If there was any emphasis placed on a particular class it was the 1/10 Invitational class. In the B Brian Landgraff was an easy winner by 4 laps. Landgraff was one of those California drivers that was just not prepared for the no weight minimum rules. He and his Team Desert Custom Works did learn about the east's style of racing. Rick Jordan was second with his BoLink Invader and third was Alan Mair.

The finale of the entire event was the A 1/10 Modified Invitational race. The two drivers that I was most looking at was Kim Davis and Steve Swindle. At the start those two plus Jeff Davis ran in front. As they were swapping positions Swindle was tapped and spun. In a race as tight as that was a spin really spelled the end of Swindle's chances for victory. In heat one he was a lap or so back. Heat two didn't change Swindle's fortune. In the end Kim Davis won, Jeff Davis was second and Steve Swindle came in third.

So ended a fine weekend of racing. The crew at Lake Wippoowill Speedway really know how to



Jim Fuller 1/12 Invitational Winner sponsored by D & D Composite Craft driving a Delta.

put on a show. Everything from the ballon release ceremony and drivers' introductions to trophy presentation was first class.

So much of the popularity of this

race really lies in the organization. On Saturday evening there was a steak dinner with many guest speakers. Many were manufacturers and track owners from other

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high banked facilities. This form of racing is really catching on in the south. Hopefully it will spread throughout the country.

I wish to personally thank Bob Hosch and his staff for making this race a total success and for their fine hospitality.

The 1987 Competition Plus race is slated for March 20, 21, 22. Hope to see many more of you at this fine and fun event!

**1/10 STOCK A MAIN**

- 1st - J. C. Rotruck  
BoLink Invader/RevTech
- 2nd - Chris Martin  
Predator/Pro-Teck
- 3rd - Danny Walker  
BoLink Invader/Race Prep
- 4th - Richie Schaeffer  
Predator/Trinity
- 5th - Mark Barnard  
RC10/Trinity
- 6th - Ray Lambert  
BoLink Invader/Kyosho

**1/10 STOCK B MAIN**

- 1st - Jeff Swartz
- 2nd - Bob Rule



Bob Rule, Owner of BoLink, admiring some of the trophies.

- 3rd - Roger Sanford
- 4th - Keith Pace
- 5th - Gary Weber
- 6th - Darwin Gray

- 1st - Al Patterson
- 2nd - Joe Mullins
- 3rd - Chris Mitchell
- 4th - Dale Skipper
- 5th - Bobby Curnutt
- 6th - Bill Fraden

**1/10 STOCK C MAIN**

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7th - Jason Webster

### 1/10 MODIFIED A MAIN

- 1st - Pete Holland  
Predator/Trinity
- 2nd - Bobby Trinchitella  
Custom/?
- 3rd - J. C Rotruck  
BoLink Invader/RevTech
- 4th - Chris Powers  
Custom/Checkpoint
- 5th - Chuck Massey  
Custom/Trinity
- 6th - Lou Branding  
Custom/Twister

### 1/10 MODIFIED B MAIN

- 1st - Mike Dooley
- 2nd - Chet Ellis
- 3rd - Terry Sherwood
- 4th - Ricky Jordan
- 5th - Mark Arnett
- 6th - Rick Atwood

### 1/10 MODIFIED C MAIN

- 1st - George David
- 2nd - Bob Fensterer
- 3rd - David Franklin
- 4th - T. J. Wright
- 5th - Bill Barberi
- 6th - Steve Rule
- 7th - Sunny Borrego

### 1/10 MODIFIED D MAIN

- 1st - Landry Frasco
- 2nd - Tex McDonald
- 3rd - Rolfe Reeves
- 4th - Richard Valdez
- 5th - Mitchell Bronson
- 6th - Darwin Gray

### 1/12 STOCK A MAIN

- 1st - Ellis Bowers  
Assoc. 12i/Race Prep
- 2nd - Rick Differt  
Assoc. 12i/Trinity
- 3rd - Bob Sumner  
Assoc. 12i/Trinity
- 4th - Jim Bo Evans  
TRC/Trinity
- 5th - Frank Duranza  
?/Trinity
- 6th - Michael Dowell  
Assoc. 12i/RevTech

### 1/12 STOCK B MAIN

- 1st - John DiDonna
- 2nd - Bob Bazin
- 3rd - Ron Benash
- 4th - Rick Crewse
- 5th - Richie Schaeffer
- 6th - John Robinson

### 1/12 STOCK C MAIN

- 1st - Cliff Griffin

- 2nd - Roy Bazin
- 3rd - Greg Evans
- 4th - Bob Curnutt
- 5th - Scott Turner

### 1/12 MODIFIED A MAIN

- 1st - Jeff Swartz
- 2nd - Gary Weber
- 3rd - Michael Dowell
- 4th - Paul Randazzo
- 5th - Kevin Boyd

### 1/12 INVITATIONAL A MAIN

- 1st - Jim Fuller/Composite Craft  
Delta/Checkpoint
- 2nd - Gary McAllister/McAllister  
Delta/RevTech
- 3rd - Mark Gray/Desert Custom  
?/Premiere
- 4th - Bob Novak/Novak Electron.  
Assoc. 12L/Reedy

### 1/10 INVITATIONAL A MAIN

- 1st - Kim Davis/Composite Craft  
Predator/Reedy
- 2nd - Jeff Davis/Composite Craft  
Predator/Reedy
- 3rd - Steve Swindle/Lake Whip.  
Custom/Twister
- 4th - Eddie Norris/RevTech  
Desert Custom/RevTech
- 5th - Jim Fuller/Composite Craft  
Predator/Trinity
- 6th - John Waters/Bob's Hobby  
Custom/Trinity
- 7th - Mark Gray/Desert Custom  
Desert Custom/Premier

### 1/10 INVITATIONAL B MAIN

- 1st - Brian Landgraff
- 2nd - Rick Jordan
- 3rd - Alan Mair
- 4th - Gary McAllister
- 5th - Tim Raskin
- 6th - Bob Novak
- 7th - Dave May

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# KYOSHO COSMO

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It All!



Length: 15.6"  
Width: 8.7"  
Height: 4.9"  
Weight: 52.9 oz.  
Motor: RS-540S  
Requires:  
Radio: 2-Channel  
Battery: 6-Cell, 7.2V 1200 mAh Pack

## Out of this world performance at a down to earth price.

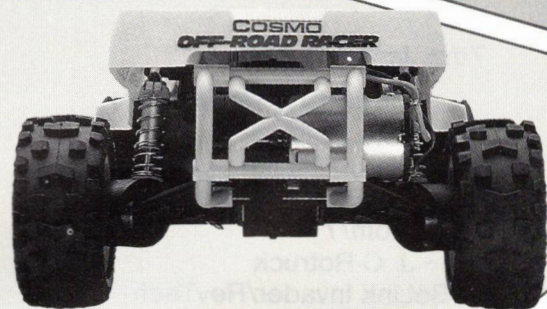
Kyosho has become famous world-wide for developing nothing but the highest quality R/C off-road racers. Their superior engineering and continuous experimentation has resulted in yet another breakthrough, the *Kyosho Cosmo*!

## Computer Design Means Easy to Assemble, Easy to Maintain

Computer-aided design has made the Cosmo a fantastic choice for the R/C beginner. Its low parts count means easy assembly — even if you have no previous model building experience. Plus, the Cosmo's simple, straightforward design with easy access for battery and other components allows for smooth operation and quick pit stops.

## From Any Angle . . . Uncompromising Performance.

The Cosmo is built to take a lot of punishment. Its newly-designed front suspension and super-durable construction make the Cosmo an uncompromising off-road performer. It comes with a crash-resistant, oversized front bumper, a sturdy rear motor cage and a fully-enclosed gearbox that keeps out dirt and other foreign matter. Kyosho's heavy-duty aluminum, oil-filled shocks along with low-profile, block spike rear tires and 4-wheel independent suspension ensure awesome handling on the roughest terrain. Cosmo also features Kyosho's special Torque Limiter Clutch that gives the initials "T.L.C." a whole new meaning. This racing clutch allows the motor to indirectly couple to the gears, increasing running time and minimizing motor lockup. It protects the speed control and helps prevent



motor damage by allowing just the right amount of slippage when necessary.

## Ready for Fun . . . Wherever it Runs

Equally at home at the track or in the backyard, Cosmo lets the beginner experience the thrills of R/C off-roading. Its reliable, proven RS-540S motor provides enough power to kick up plenty of dirt. Intermediate racers ready for more intense competition can easily "hop-up" the Cosmo by adding ball bearings and a high performance motor, such as Kyosho's LeMans 360ST. Out of this world performance at a down to earth price make the Cosmo a great choice. Anyway you look at it, Cosmo can . . . do it all!



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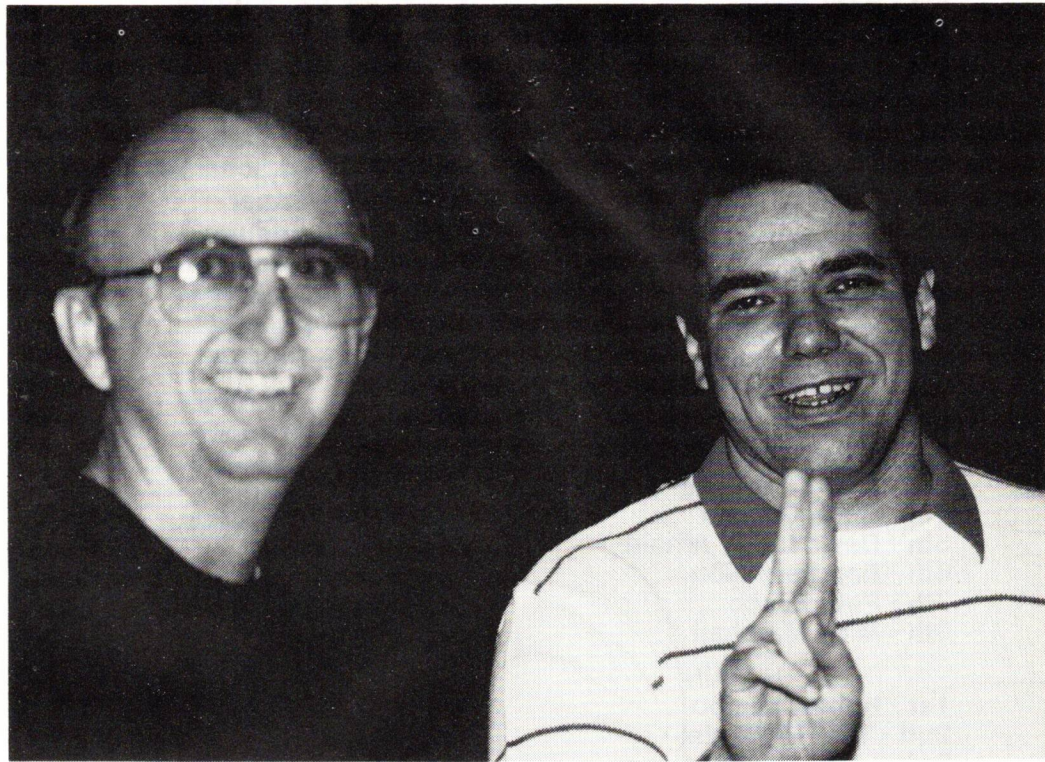
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CHAMPAIGN, IL 61820

(Continued from Page 31)

was remarkable in his agility. Final results were Moscatelli first with 39 laps in 8:05.6, Gerber, Jr. second and Mike Pulfer third.

Now the moment everyone had been waiting for had arrived. Time for the A Modified Main to begin. Rich LaPlante turned the microphone over the Mike Toland to introduce the drivers and announce the big race. The drivers were Car No. 1, TQ of the weekend Rick Hohwart with Delta/Peak; Car No. 2 Joel "Magic" Johnson Associated/Trinity; Car No. 3 Bob Schoneau TRC/Trinity; Car No. 4 Tony Neisinger Associated/Reedy; Car No. 5 Bob Light TRC/Trinity; Car No. 6 James Hoffman BoLink/RevTech; Car No. 7 Bill Jeric Parma/Parma; Car No. 8 Dave Hechler TRC/Trinity; Car No. 9 Bud Bartos TRC/Trinity and Car No. 0 Ralph Burch, Jr. Associated/Reedy.

The stage was set, the track cleared, marshalls were warned to stay alert and they were off. They started with a big bang, Joel "magically" avoided the carnage and took the early lead. Second place went from Ralph to Tony to Jeric, then Hohwart within a minute. Jim Hoffman had trouble with the car early in the race and lost at least a minute of racing time, but came back strong. Halfway through the race Joel remained in the lead with Hohwart second, Burch third and Jeric close behind for fourth. Dave Hechler skillfully worked his way into third place at the five minute mark, Joel hit a dot which threw his car into a board! Hohwart passed him and remained in the lead for 3½ laps. Unfortunately Rick ran into a slower car on the track and Joel (again magically) avoided the wreck and regained the lead. Ralph Burch in the meantime captured second and Hechler was again in third. With less than a minute to go, Hohwart worked his way back to third place. Burch started slowing and Hohwart found himself in second place. At the end of the race it was Joel Johnson winning the Seventh U.S. Indoor Championships, Rick Hohwart second, and Dave Hechler third. Joel's stats for the main were 42 laps in



Ernie Provetti, on the right, is telling Mike Reedy that "me and Gene are just like this." I don't believe Mike's buying it.

8:03.9. Hohwart had 42 laps in 8:13.9 and Hechler finished with 42 laps in 8:17.8. Very exciting racing!

NORCAR wishes to thank all entrants and sponsors of the race. This year was bigger and better than ever!

#### MODIFIED CLASS

##### A MAIN

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

##### B MAIN

- 1st - Jim Dieter

- 2nd - Kent Clausen
- 3rd - Steve Verona
- 4th - Tyree Phillips
- 5th - Greg Fox
- 6th - Lee Morrison
- 7th - Carl Christy
- 8th - Skip Starkey
- 9th - Andrew Comrie
- 10th - Rick Hunsaker

##### C MAIN

- 1st - Chris Doseck
- 2nd - Ken Pohlman
- 3rd - Arturo Carbonell
- 4th - Butch Kloeber
- 5th - Shawn Ireland
- 6th - Gil Pataky, Jr.
- 7th - J. C. Rotruck
- 8th - Rusty Husband
- 9th - Kevin Mercadante
- 10th - Tim Kopacz

##### D MAIN

- 1st - Dave Pulfer
- 2nd - Dave Clary
- 3rd - Dan Louis
- 4th - Ken Pepe
- 5th - Ron Schuur
- 6th - Wayne Penfold
- 7th - Peter Klebert
- 8th - Howard Kemery

##### E MAIN

- 1st - Mark Blackketter
- 2nd - Thomas T. Adams
- 3rd - Fernando Belair
- 4th - Phil Zimmerman

5th - Sam Burke  
 6th - Clayton White  
 7th - Tim Chin  
 8th - Judd Nichols

**F MAIN**

1st - Don Jones  
 2nd - John Huron  
 3rd - Keith Hamilton  
 4th - Jacques Dorey  
 5th - Mike Baker  
 6th - Lee Ashby  
 7th - Norm Mead  
 8th - Bill Schoneau

**G MAIN**

1st - Mike Hamilton  
 2nd - Jimmy Simmons  
 3rd - Glenn Tonogai  
 4th - Chris George  
 5th - David Leroy Arnold  
 6th - Ron Ferguson  
 7th - Pete Fusco  
 8th - Mike Marshall

**H MAIN**

1st - Robert Mieloo  
 2nd - Tate McDaniel  
 3rd - Louis Przybyla  
 4th - Dave Gardiner  
 5th - Jeff Davis  
 6th - Bob Novak  
 7th - Steven J.  
 8th - Tommy Miller

**I MAIN**

1st - Chuck Longergan  
 2nd - Nub Kopsisca  
 3rd - Mike Mitzell  
 4th - John Bright  
 5th - James Arnold  
 6th - Richard LaPlante  
 7th - Frank Radosti  
 8th - Butch Beebe

**J MAIN**

1st - Daniel Kinnaird  
 2nd - Joe L. Weeman  
 3rd - Peter D. Martin  
 4th - Dan Hughes  
 5th - Glen Dement  
 6th - Terry Raceina  
 7th - John C. Brown  
 8th - Jeff Reuland

**K MAIN**

1st - Joe Sullivan  
 2nd - Chuck Baader  
 3rd - Frank Calvarese  
 4th - Tommy Lamb, Jr.  
 5th - Bob Dunlop  
 6th - Andy VanDyk  
 7th - Joseph M. Hynek  
 8th - Mike Toland

**L MAIN**

1st - Lee Harpe  
 2nd - Joe Manis  
 3rd - Robert H. Ingersoll  
 4th - Rick Wynn  
 5th - Ralph Middaugh

6th - Andre LaRoche  
 7th - Wayne Gerber, Sr.  
 8th - Bob Kuss

**M MAIN**

1st - Scott Williams  
 2nd - Ronald Schambach  
 3rd - Gary Sager  
 4th - Greg Edmunds  
 5th - Gerd Neumann  
 6th - David Johnson  
 7th - Tom Frederick  
 8th - Mike Reniger

**N MAIN**

1st - Joe Lawrence  
 2nd - Tom Esposito  
 3rd - Tom Lamb  
 4th - Shilo Goracoff  
 5th - Jim Redler  
 6th - Jerry Johnson  
 7th - Michael Blackstock

**SPORTSMAN CLASS**

**A MAIN**

1st - Dennis Moscatelli  
 2nd - Wayne Gerber, Jr.  
 3rd - Mike Pulfer  
 4th - Brad Makaric  
 5th - John Pens

6th - Greg S. Combs  
 7th - Douglas Orton  
 8th - Chuck Lee  
 9th - Mitchell S. Witteman  
 10th - Chris Butcher

**B MAIN**

1st - Mike McMasters  
 2nd - Kenneth Miller  
 3rd - Steve Radecky  
 4th - Dale Freeman, Jr.  
 5th - Mark Sweeney  
 6th - Chuck Mackin  
 7th - Tom Griep  
 8th - Tony Carrubba  
 9th - Bob Cooper  
 10th - Carrie Jeram

**C MAIN**

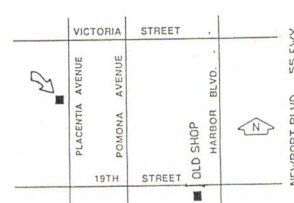
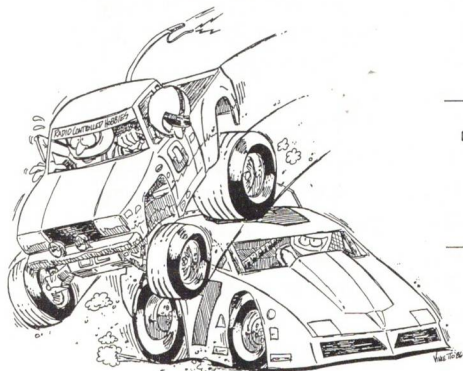
1st - Kevin Cowel  
 2nd - Jeff Nidd  
 3rd - Bob Wilkenson  
 4th - Glenn Libtow  
 5th - Rob Rall  
 6th - Andy Baker  
 7th - Rick Myos  
 8th - James D. Graham  
 9th - Fred Wheeler  
 10th - Donald Deutsch

**D MAIN**

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 3rd - Mike Becker  
 4th - Ray Cifani  
 5th - Keith A. Stumpf  
 6th - Michael R. Mercer  
 7th - Niel Younggren  
 8th - Christopher Morris

**E MAIN**

1st - Jim Fuller  
 2nd - Michael Smith  
 3rd - Gary Coverdale  
 4th - Larry Mauer  
 5th - Carleton Mollitor  
 6th - Donny Wade  
 7th - Michael J. Stewart  
 8th - Sam Williams

**F MAIN**

1st - Jeffrey L. Wertranen  
 2nd - Ken VanBrocklyn  
 3rd - Dennis Calkins  
 4th - Jason McWethy  
 5th - Jack Gilgenbach  
 6th - Tim L. Smith  
 7th - Gary Kral  
 8th - Jim Baugh

**G MAIN**

1st - Bobby Decker

2nd - Roger Hollingsworth  
 3rd - Royce C. Talley  
 4th - Michael Winn  
 5th - William Eisenhard  
 6th - Ron Arrichi  
 7th - Leo J. Schaaf  
 8th - James J. Ruff

**H MAIN**

1st - Andy Holub  
 2nd - Bill MacTavish  
 3rd - Richard Dyke  
 4th - Jan R. Limpach  
 5th - Carri Gerber  
 6th - Eric Whitrock  
 7th - Charlie Chan  
 8th - Thomas Hoeg

**I MAIN**

1st - Mike Denney  
 2nd - Timothy Blair  
 3rd - Romy Winn  
 4th - Jerry Benson  
 5th - Randy Ash  
 6th - Tom Abram  
 7th - John Gelsimino  
 8th - Ralph Duncan

**J MAIN**

1st - Walter Roosa  
 2nd - Julian A. Beak

3rd - Paul A. Borowski, II  
 4th - Eric Swaney  
 5th - Dr. A. J. Leonardo  
 6th - Matt Mackin  
 7th - Derrick Johnson  
 8th - Dave Biller

**K MAIN**

1st - Robert Knasel  
 2nd - Jim Keserich  
 3rd - Keith Walsh  
 4th - Allan Baker  
 5th - John Sabo  
 6th - Brian Chun  
 7th - John Bell  
 8th - Will Stoner

**L MAIN**

1st - Buddy Clary  
 2nd - Tony Veri  
 3rd - Red Hallaman  
 4th - Valerie Boese  
 5th - Gary Lees  
 6th - Ken Hamilton  
 7th - Ray Williams  
 8th - Dennis Novotny

**M MAIN**

1st - Steven J. LaComte  
 2nd - Chuck Ewing  
 3rd - Reed S. Bolik

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2 CARS "A" MAIN  
 MODIFIED & STOCK

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2 CARS "A" MAIN  
 MODIFIED

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

2 CARS "A" MAIN  
 MODIFIED & HEAVY METAL

### THE CAR TO WATCH IN 1987!

*"I won the race and also tied the track record which I set in 4 minutes, 2.3 seconds."  
 "The PB Mini Mustang may be the answer to my prayers."*

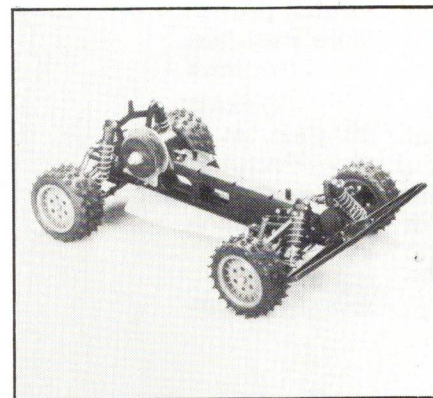
Mike Coffey R/C 500 Racetrax, Richmond, Virginia

*"With the PB Mini Mustang I hold the track record at Outlaw Raceway, Chandler,  
 Arizona, in 4 minutes, 19 seconds."*

Mark Mac Vittie, SRS Raceway, Phoenix, Arizona



**parma**  
 INTERNATIONAL INC.



- 4th - Don Holub
- 5th - Richard A. Zbin
- 6th - Jason Deen
- 7th - Ron Runyon
- 8th - Mike LuFaso

**N MAIN**

- 1st - Jeff Huntsman
- 2nd - Randy Stanham
- 3rd - Craig Bernard
- 4th - Brad Wilkenson
- 5th - Christopher J. Poirier
- 6th - Dave Ede
- 7th - Brian Hartman
- 8th - Rob Wood

**O MAIN**

- 1st - John Blike
- 2nd - Jeff Veverka
- 3rd - Ron Kovach
- 4th - William E. Bulgrin
- 5th - Michael Ellis
- 6th - Dan Engelbreth
- 7th - Wesley L. McCann
- 8th - Steve F. Lochner

**P MAIN**

- 1st - James McCann
- 2nd - John V. Deitrich
- 3rd - Vicky Carubba
- 4th - David Mitchell
- 5th - Ron Nelson, Jr.
- 6th - Jeff Stilwell
- 7th - Kevin Gray
- 8th - Kurt John Roth

**Q MAIN**

- 1st - Stanley A. Witteman
- 2nd - Steve Smith
- 3rd - Robert Gerber
- 4th - Mario J. Morello
- 5th - Bonnie Gerber
- 6th - Rick Jones
- 7th - Ed Gallagher
- 8th - Patrick Gallagher

**R MAIN**

- 1st - Rick Davis
- 2nd - Jeff Mitchell
- 3rd - Michael Johnson
- 4th - Jim Anagost
- 5th - Pete Baszuk
- 6th - Patrick Barber
- 7th - Mike Pachasa
- 8th - Tim Travnicek

**S MAIN**

- 1st - Bill Bett, Jr.
- 2nd - Tom Perkins
- 3rd - Jason Elenbarger
- 4th - Darin Kreilach
- 5th - Lyn Smith
- 6th - Bill Ingle
- 7th - Ronald R. Ritz



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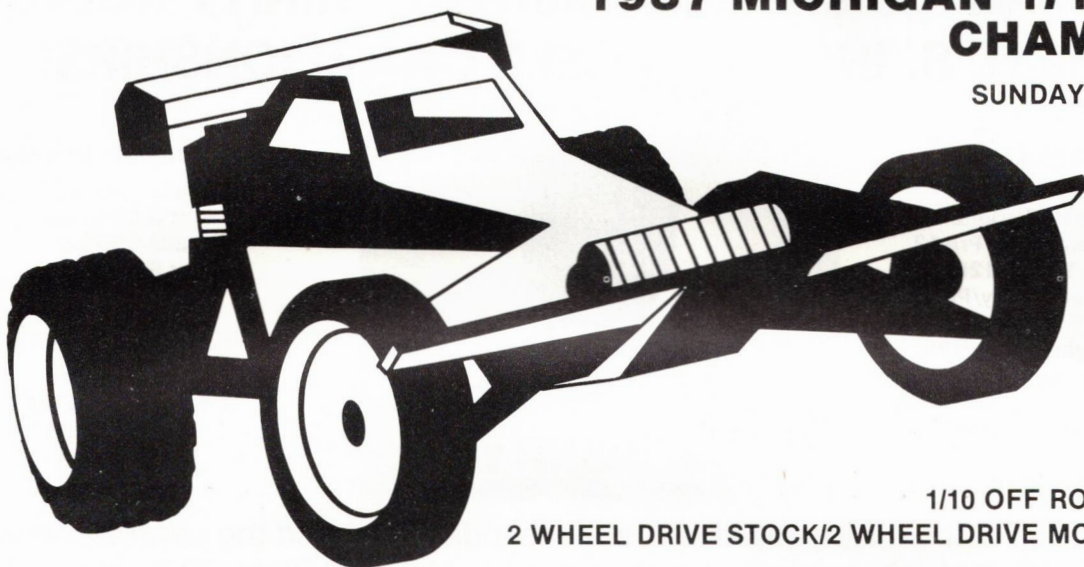


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SUNDAY, MARCH 22nd, 1987



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Birmingham, MI 48011

2wd stock \_\_\_\_\_ 2wd modified (6 cell) \_\_\_\_\_

Confirmation, Event Schedule and Motel List will be mailed on receipt of entry.

ENTRY VOID WITHOUT PAYMENT

NAME \_\_\_\_\_  
 ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_  
 ZIP \_\_\_\_\_ ROAR NO. \_\_\_\_\_ PHONE \_\_\_\_\_  
 SKILL LEVEL: BEGINNER \_\_\_\_\_ INTERMEDIATE \_\_\_\_\_ EXPERT \_\_\_\_\_  
 FREQUENCY: 1 \_\_\_\_\_ 2 \_\_\_\_\_ 3 \_\_\_\_\_  
 TOTAL AMOUNT ENCLOSED \$ \_\_\_\_\_

# TRINITY

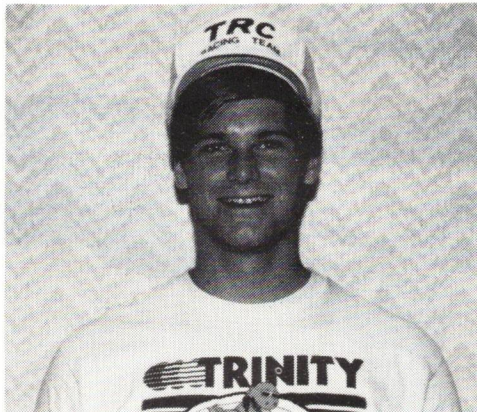
"1985 WORLD CHAMPIONS"

## "DEVASTATING DEBUT"

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

### A MAIN RESULTS

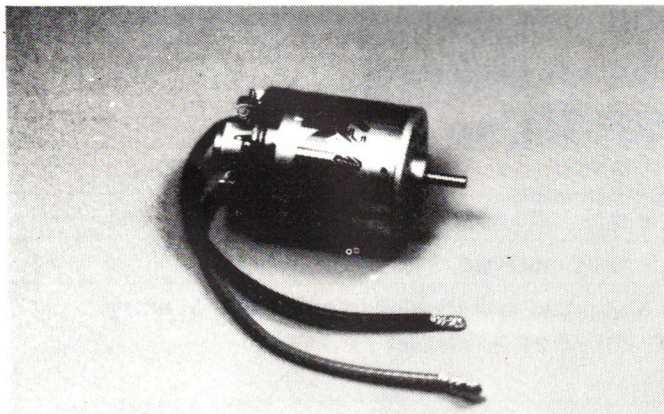
- 1st - Joel Johnson/Trinity/12L
- 2nd - Rick Hohwart/P/P/Delta
- 3rd - Dave Hechler/Trinity/Pro 12
- 4th - Ralph Burch/Reedy/12L
- 5th - Bob Schoneau/Trinity/Pro 12
- 6th - Bud Bartos/Trinity/Pro 12
- 7th - Tony Neisinger/Reedy/12L
- 8th - Bill Jeric/Parma/Panther
- 9th - James Hoffman/RevTech/BoLink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



### TRINITY SWEEPS TOP 5 MAINS!!!

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

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



RC# 2004 - "Pure Gold" - \$75.00. Now the only motor to run in 2WD Modified is available. Designed especially for cars like the RC10. It has a "Skewed" armature and special wind to give it super top end, but with a smooth power curve, so it doesn't spin the tires off the turns. It is also the only motor that comes with an un-melttable aluminum endbell.



Our matched Sanyos have won more championships than all the other brands put together. Even in the "5" minute battery wars at the World Champs, it was Trinity "Matched Sanyos" that came out on top. RC#5000 4 Cell - RC#5001 6 cell - RC#5002 - 7 cell.

# TRINITY

'82, '83, '84, '85 NATIONAL CHAMPIONS

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RC 2000 - Trinity Stock Motor - The hottest stock motor on the market for off-road racing. Comes packaged in a new box with eye catching graphics.	25.00
RC 2002 - Sprint Motor - Our World Champion sprint motor has been re-designed to increase motor brush life and produce more horsepower!	75.00
RC 2005 - Turbo Blast - Machine wound modified motor with ball bearings based on our world championship winning sprint motor	49.99
RC 2007 - Drag Motor - This motor is designed for drag racing or 3 minute dual heats.	75.00
RC 4032 - Replace Springs (X-Lite) - Kyosho, Yokomo replacement motor springs, lighter than stock springs. 6 pairs	12.00
RC 4033 - Replacement Springs (Heavy) - Kyosho/Yokomo replacement motor springs. Heavier tension than stock. 6 pairs	12.00
RC 5017 - Receiver Plug - Futaba 3 pin plug with wires.	3.75
RC 5018 - Solder - High silver content solder for all electrical connectors	1.39
RC 5019 - The Wrap Kit - Assorted Tie Wraps	2.49
RC 5020 - Trinity Racing Pack - 6 cell hump pack	28.00
RC 5021 - Trinity Racing Pack - 7 cell hump pack - 5 on bottom, 2 on top	33.00
RC 5022 - Alligator Clips - Mini clips that really grab. Perfect for charger leads, power supplies, discharge resistors	1.59
RC 6032 - Motor Wrench - Drill blank wrench like our pro wrench except sized to fit metric motor mounting screws	8.99
RC 8007 - 4 Cell Magic Phaser - 4 cell graphite version of our Magic Phaser Plate for the Delta Super Phaser, shorter wheel base makes it turn in better	40.00
RC 8013 - Optima Chassis - Graphite, uses Hot Trick mounting brackets	29.95
RC 8014 - Optima Radio Tray - Graphite, uses Hot Trick mounting brackets	14.95
RC 8015 - RC10 Foam Plate - Ultra-lite RC10 chassis. Made of structural foam covered in graphite.	65.00
RC 8017 - Optima Rails - Graphite right side rail for Optima, eliminates all aluminum, except for 1 inch of the rail in front & back, Ultra-lite	33.95
RC 8018 - Optima Rails - Graphite left side	33.95
RC 8019 - Radio Tray - Graphite radio tray for Optima	31.95
RC 8020 - Shock Mount - Graphite rear shock tower for the Optima. Allows use of Associated rear shock	15.95
RC 8022 - Replacement Mounts - Replaces just the aluminum transmission mounts on the stock Optima. Complete set	36.95

## NEW ITEMS IN AT TRINITY DISTRIBUTING

### KO PROPO

EX5, super new design KO Transmitter, comes with S-28 type servos and a mini receiver. An excellent radio, KO radios are used by all the pro drivers like "Joel Johnson". EX2, same radio as the Kraft KP2, 2 channel system, S-28 sized servos. CX2, KO speed control, good for buggys or 1/10 pavement cars, has reverse, comes with KO connectors and pulse checker to adjust it.

### JG MFG.

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

### D & D GRAPHITE

"The Predator" state of the art 1/10 scale road race car. This all graphite asphalt racer is the fastest around. Looks like a giant Delta Super Phaser. If you run 1/10 indoor on carpet this will be the car to have. It blows the other brands into the weeds. There is no comparison!

### TEKIN

BC 200, this new "State of the Art" Pro Charger from Tekin has made all other peak detector or any chargers for that matter obsolete. The new Tekin BC 200 incorporates a new meter and circuitry which gives you a running count of the AMP minute capacity of your pack as you charge. This lets you know which of your packs is the best as you charge it. 189.00  
 845 Replacement mosfet, this is the only part that blows out on the Tekin chargers. It is easily replaceable in minutes and saves sending your charger back for repairs. 5.00  
 RC 1200 Power Cell, if you run 4 cell, the power cell is a necessity. It prevents glitches when the batteries get low. 12.00

### TRC

PRO-12, newest 1/12 scale road racer. There were three of these cars in the A Main at the Worlds. Comes with a "Pro-Diff" and graphite chassis. No electronics or batteries. 225.00  
 Pro-Cuts, The ultimate cut tires, we stock the full line of TRC cut and mounted tires and donuts.  
 Pro-Diff, state of the art in 1/12 scale differential technology. Ball Diff with ball bearings and graphite axle. 50.00

### SCHUMACHER

CAT, this could be the fastest 4WD off-road racer made. Belt drive can easily be converted from 2WD to 4WD in minutes. Comes with full ball bearings, race tires, sway bars, high tech shocks, etc. You don't have to add any extras to this kit, it comes complete. 325.00

### RPS TEAM LOSI

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

5007 - Soft Fronts	5.50
5008 - Medium Fronts	5.50
5045 - Soft Rears	7.50
5046 - Medium Rears	7.50
4005 - Diff Tube, RC10 diff tube with ball bearing, eliminates wobble	13.95
5072 - RC10 Custom Wheels, slotted design aluminum front half	19.95
5074 - Same design as above but rear half	19.95
5073 - RC10 Custom Wheels, centerline design aluminum front half	19.95
5075 - Same design as above but rear half	19.95
5076 - Optima Custom Wheels, slotted design, aluminum	31.95
5077 - Optima Custom Wheels, centerline design	31.95

### RACE PREP

FX501 - Fox Shock Mount - rear shock mount for the Fox. Allows use of Associated rear shocks	5.00
FX500 - Fox Front Shock Mount - Allows Kyosho or Associated shock to be mounted to the front of the Fox	5.00
FX502 - Rear Drive System - Hardened rear dog bone drive system for the Hornet. No more stripped out drives	24.95
RP2002 - Hornet Shocks - Front shocks for the Hornet/Grasshopper	13.95

SEND \$1.00 FOR LATEST CATALOG

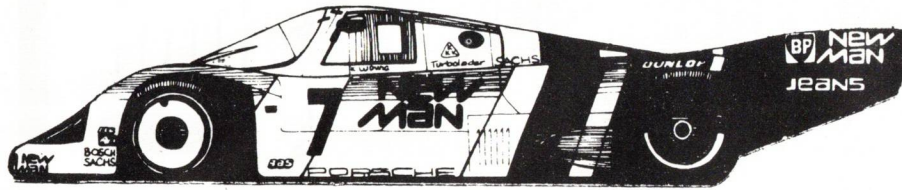


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10 Hours \$30.00 per team 12-10 PM  
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Feb. 14 2nd Saturday of February  
10 Teams Maximum 5 drivers per team maximum  
Each Team must provide its own turn marshall No Weight Limit

One radio frequency per team. IMSA Camel Light, GTU, GTD, GTP; FIA Group C, or Group C Junior bodies only. Can-AM bodies are specifically illegal. Quick change rims, in which the diff can remain intact during a tire change (i.e. Shumacher) will not be allowed in any form.

An automatic lap counting system will be used. Your team will be assigned a single digit car number. One car per team. If a car is damaged, only the part needing replacing may be changed. Replacing axles, hubs, gears, bearings, etc. during a tire change will not be allowed unless those parts are damaged. All bodies must be numbered, painted & decaled identically. Numbers will not be supplied. Qualifying will begin at 10 AM.

Team Name: \_\_\_\_\_

Sponsors (if any): \_\_\_\_\_

Pilots: 1. \_\_\_\_\_ 2. \_\_\_\_\_

3. \_\_\_\_\_ 4. \_\_\_\_\_

5. \_\_\_\_\_

Frequency choices: 1. \_\_\_\_\_ 2. \_\_\_\_\_ 3. \_\_\_\_\_

Team Manager: \_\_\_\_\_ ph# (\_\_\_\_) \_\_\_\_\_

Send check payable to HOT TRAX 5201 Argosy Ave.  
(714) 898-1543 Huntington Beach, CA 92649

(Continued from Page 17)

on the track and has he had enough time to adjust to his brand new TRC Pro 12? Did Tim Neja have enough horsepower to run at the front of the field? These questions were about to be answered. The horn blows and they're off. Tony has a great start from his No. 1 qualifying position. Both he and the car are now showing their championship form. With that big mystery solved it is now evident that the rest of the field is racing for second place. Kloeber's nervousness is apparent as he's hitting dots and boards. Fifth qualifier, Jim Silway is out of the race right away. It seems he soldered his motor in backwards and, you guessed it, his car took off in the wrong direction at the start. What a way to have to lose a race! Randy Hunter is now looking very strong in the second position as Kloeber has now worked his way back to fifth position with Tim Neja and David Portz battling for third. The race now at the 6 minute mark, there is no chance of catching Tony as he has lapped the entire field. But wait, Kloeber has settled down and is now trying to get around Tim Neja and take over third place. He does it but it looks as if there won't be enough time to catch Hunter. The Gods then smiled upon Butch as Randy Hunter starts to slow drastically! Fifteen feet before the finish line Butch passes Randy to take second. About ten seconds later, Tim Neja creeps across the line for fourth place.

The racing and weather were great, but attendance was off a little. Speculation is that the Futaba Grand Prix scheduled a week later in the same region kept many of the California drivers at home. Hopefully your race director's out there will take a good look at the racing schedule in your region before setting dates. This will help attendance at all the races.

#### A MAIN

- 1st - Tony Neisinger  
Assoc./Reedy
- 2nd - Butch Kloeber  
Assoc./Reedy
- 3rd - Randy Hunter

- RPS/Trinity
- 4th - Tim Neja  
Assoc./Reedy
- 5th - Dave Portz  
Lucas/RevTech
- 6th - Joe Schmitz  
TRC/RevTech
- 7th - Lucas Garneau  
Lucas/Peak Perf.
- 8th - Jeff Abrams  
Parma/Trinity
- 9th - Barry Grossenbacher  
PB Demon/RevTech
- 10th - Jim Silway  
Lucas/RevTech

#### B MAIN

- 1st - Mark Mcvitty
- 2nd - Larry Stewart
- 3rd - Donald Bossett
- 4th - Lonny Johnson
- 5th - Steve Close
- 6th - Jack Steward
- 7th - Bruce Enderle
- 8th - Chris Koza
- 9th - Ryan Close
- 10th - Bob Rowlands

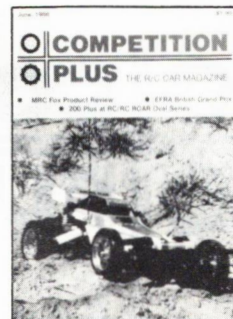
#### C MAIN

- 1st - Richard Lake
- 2nd - Dave McCombs
- 3rd - Mike Lewis
- 4th - Mark Shaw
- 5th - E. J. Inigo
- 6th - Dave Van Dalsen
- 7th - William Rice
- 8th - Ben Tsai
- 9th - Tim Weinman
- 10th - Glenn Lane

#### D MAIN

- 1st - Jeff Jones
- 2nd - Bob Kaminskis
- 3rd - Robert Veazie
- 4th - John Young
- 5th - Joe Brunson
- 6th - Don Wideman
- 7th - Perry Maifield

- 8th - Erik Mueller
- 9th - Mark McKenna
- 10th - Eugene Lewis



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**\$100.00 FIRST PLACE IN TEAM CONCOURS**

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- ★ ★ ★ **Trophies and Competition Plus Magazine Subscription for 1st, 2nd and 3rd in all classes.**
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---

**RULES:** 1/12 and 1/10 scale 6 cell ROAR approved. Motor not to exceed \$25.00 retail, open brush 540 only. ROAR legal Grand National Stock Body, no ASA or sports cars allowed. Length of race: 1/12 scale 8 minutes; 1/10 scale 5 minutes. Electronic speed controls allowed. Chassis: factory production only. First, second, and third in A Mains will be motor teched, if found legal, motor will be replaced. Saturday four qualifier trophies for 1st, 2nd, and 3rd. Sunday two mains, total lap times of two mains combined to determine winner. Modified the same as stock with following exceptions: batteries can be 7 cells. Motors not to exceed \$75.00 retail. Length 5 minutes, possibly 6 minutes. Chassis: custom or factory. All other ROAR rules apply. Sit Down Barbecue Dinner \$10.00 per person.

---

**ENTRY FEE: \$30.00 PER CLASS - DEADLINE MARCH 10, 1987**

Name \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_

State \_\_\_\_\_ Zip \_\_\_\_\_ Phone \_\_\_\_\_

Class(es):  1/10 Grand National Stock Oval  1/10 Grand National Modified Oval  Amateur  Novice

1/12 Grand National Stock Oval  1/12 Grand National Modified Oval  Amateur  Novice

Frequencies: 1st Choice: \_\_\_\_\_ 2nd Choice: \_\_\_\_\_ 3rd Choice: \_\_\_\_\_

Send and Make Check Payable to: LAKE WHIPPOORWILL INTERNATIONAL SPEEDWAY  
12345 Narcoossee Road - Orlando, Florida 32812

**(305) 277-5075**

— **ROAR RULES APPLY** —

Check here if you need information on campground reservations.

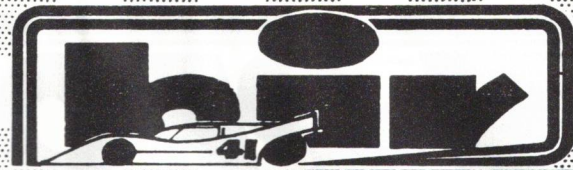
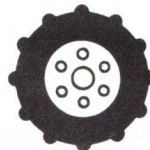
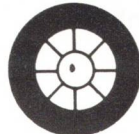
PRE-ENTRIES NON-REFUNDABLE

# 1987 1/8 Scale Gas Worlds

IFMAR has designated the Ranch Pit Shop Raceway, Pomona, California as the site for the 1987 World Championships for gas 1/8 scale. National and regional champions from the Orient, Europe, South America and the United States will compete in a field limited to the top 120 qualifiers based on 1986 racing performance.

This Worlds event, acknowledged as the "Superbowl" of R/C racing is held every-other-year in the odd numbered years. The 1985 Champs were held in Tokyo, Japan, where Rody Roem, European champion from the Netherlands, drove his Serpent Quattro R/C car to victory. Roem will be in Pomona to defend his title against the world's best, including former World Champion Arturo Carbonell from Lorimar, Iowa, who won the race in 1981; current U.S. National Champions: Gary Kyes from Ontario, CA and Ray Zabriskie from Fontana, CA; Gil Losi, Jr. from Ontario, CA, current World Champion in 1/10 scale, and winner of the prestigious 1986 McCoy Race; Ralph Burch, Jr. the teen-aged Texan who was top qualifier at the U.S. Nationals and Tony Neisinger, current World's 1/12 scale champion.

The week long event will begin with two days of practice for the 120 entrants on July 6 and 7, 1987. Six rounds of ten minute qualifying heats will be run on July 8-10 with the top 10 performers moving into the 60-minute Championship A Main. All other racers will be assigned to mains according to their best qualifying time. Winners of main events lower than the A Main will have the opportunity to bump-up to higher mains. Main events are scheduled for Saturday and Sunday, July 11 and 12.



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



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# PRO-LINE

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& Accessories



## THE 1987 PRO-LINE ARIZONA CACTUS CLASSIC

### 1/10th Scale Off-Road Championship Race

### MARCH 14th and 15th, 1987

- Location: SRS Raceway, 1120 N. Hayden Rd., Tempe, AZ 85281  
Lighted track for open practice.
- Classes: 2WD Stock, 2WD Modified, 4WD Stock, 4WD Modified.  
Note Drivers may enter Stock or Modified classes only, not both classes. 2WD and 4WD entries will be accepted from the same driver provided they are both for the same type motor. Example—2WD Stock and 4WD Stock. Factory sponsored drivers must run in the Modified classes only.
- Awards: 1st thru 5th Each Main  
1st thru 3rd Concours
- Racing Program: A-B-C System. Everyone runs a main event.
- Schedule: Sat. 9:00 A.M. — Qualifying  
Sun. 9:00 A.M. — Concours judging  
9:30 A.M. — Last round of qualifying followed by mains
- Entry: \$20.00 per class, payable to Scale Racing Sports, 1120 N. Hayden Rd., Tempe, AZ 85281.  
**—IMPORTANT—**A maximum of 200 entries will be accepted for this race. All entries must be received by March 8, 1987.
- Rules: ROAR. All drivers must provide proof of valid ROAR membership.
- Information: Call Scale Racing Sports, (602) 829-9117

#### Entry Form

Driver: \_\_\_\_\_ Street Address: \_\_\_\_\_

City \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_ Phone: \_\_\_\_\_

Class: (check)  2WD Stock  2WD Modified  4WD Stock  4WD Modified

Car: \_\_\_\_\_ Motor: \_\_\_\_\_ Radio: \_\_\_\_\_

Speed Controller: \_\_\_\_\_ Sponsor: \_\_\_\_\_

Club \_\_\_\_\_ Frequency Choice: 1st \_\_\_\_\_ 2nd \_\_\_\_\_ 3rd \_\_\_\_\_

**PRESENTED BY: TEMPE MINI SPORTS and SCALE RACING SPORTS**

# ROAR Region 2 1/10 Scale Off-Road Championships

By Eric S. Gudger

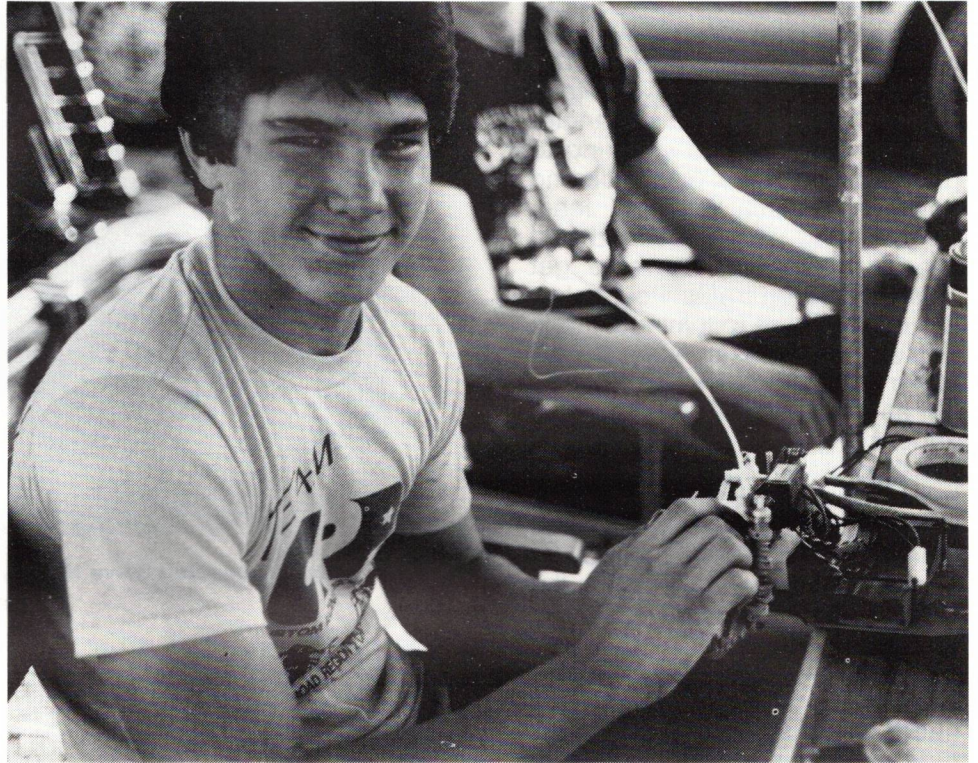
With the year drawing to a close, Region 2 hosted 198 entrants for qualifying spots on ROAR's 1987 World Championship Team. Even though the World Champs will be held in Romsey, England, the team is expected to be easily filled by those eligible. Region 2 has more than its share of drivers wanting to make the journey across the Atlantic.

Race director Bernie Glassen, Jr., West Coast R/C club president Bernie Glassen, Sr., Region 2 1/10 scale off-road representative Tom McFarland, and the remainder of the WCRC club put together a memorable race for all. Although organization was at a premium, the racing action was excellent. The races were divided into four classes; CRP Sportsman, 2 Wheel Stock, 2 Wheel Modified, and 4 Wheel Modified. Saturday was scheduled for two rounds of qualifying. Following a reshuffling of the board Saturday night, Sunday would have one qualifying round before the main events. The schedule was hecticly paced, but because of the number of entries it had to be.

In the CRP Sportsman class, Eric Sollohub proved to be the driver to beat. He drove his Tamiya Falcon to a full lap advantage in qualifying and in the main. Local racer Bob Glassen ran very well, but he had to settle for second place. Third place went to Stephen Miniea.

The largest class of the meet was the 2WD Stock Class. Every driver making the A Main in this class had times good enough to have made the Modified A Main. This was a very tough class. Ed Beeler failed to make the A by .2 of a second. He went out to not only destroy the B Main, but to post the fastest time for the stock mains with a 15, 4:15.7. Excellent drive Ed!

The A Main was a real battle



Top qualifier in two wheel modified was Mark Novotny.

right from the start between Billy Blakeslee and top qualifier Steve Majors. Steve had posted a fast time of a 15, 4:13.2 with his Reedy Yokomo powered Associated RC10. Chasing these two front runners was up and coming star Mark Novotny. Mark fell a little short in his bid for the win, but he still placed a respectable third in his first major race. Billy Blakeslee had to settle for second as Steve Majors pulled off an excellent win. Congratulations Steve Majors 1986 Region 2WD Stock Champ.

The two wheel modified cars were very exciting to watch. Keith Young used his last qualifier to move up from the bottom of the pack to the number three spot with a 15, 4:17.4. Steve Majors was able to hold down the number two spot with a 15, 4:16.0. However, the class of the field and second fastest qualifier overall was Mark Novotny. Mark and his dad Miles have an excellent attitude about racing. Instead of questioning a missed lap in a qualifier on Satur-

day, they waited until Sunday morning to unleash Mark's devastating attack on the track. Mark posted a very quick time of 15, 4:11.4 to lead the two wheel modified class.

The A Main was awesome. Billy Blakeslee took his Trinity prepared stock Kyosho, 6 cell powered RC10 to a very impressive win. Billy used the same set up in both 2WD classes. His win should stand as a model to a lot of drivers. Greet drive Billy, and welcome to the 1987 World Championship Team. Mark Novotny and Keith Abbott finished a hard fought second and third respectively.

The four wheel drive cars were hot. The tight and loamy track played havoc on these drivers. However, Keith Young's Reedy powered Yokomo/Optima car proved to be up to the task of taming the track. Keith posted the fastest time with a 15, 4:09.2. In the number two spot was Atlanta's Gary Miyakawa with his Twister powered TRC/Schumacher CAT. This car looked very good in its first

outing. It may very well be the car to watch in four wheel drive.

The A Main was unbelievable. West Palm Beach's Paul Knudsen took the hole shot and began to power away from the field with his RPS Yokomo SE. Two minutes into the race disaster struck! Paul's car broke a chain, and he was out. The real battle for the win began to take shape. Atlanta's Cliff Spangler drove through all the crashing to put his Checkpoint Gold Yokomo powered Optima into the lead. Keith Young was in second and charging hard. Keith would get close, and then traffic would slow him down. At the four minute mark, Cliff's slowing car was barely under for one more lap. Keith was not as fortunate; he missed going under before the four minute mark by .4 of a second. Cliff Spangler took the most important win of his RC career as he emerged the 1986 Modified Four Wheel Champ. He also earned himself a spot on the 1987 World Championship Team. What a race!

So the final major race in Region 2 in 1986 was over. Region 2 needs more races of this magnitude in 1987 so that both drivers and organizers can improve on their skills. We are going to make ROAR's largest region even larger during 1987.

Thanks to Shirley and Larry McLendon of Lake Side Hobby Shop and to Al Miller and Skip Horton of South Side Hobby Shop for their sponsorship of this race. The Hillsborough County Parks and Stan Wooten deserve a big thank you for their help in hosting this event. A very special thanks to Mike Tobey of CRP for his underwriting of this event. Thanks also go to Bruce Wilson of Autographics for their support.

#### CRP SPORTSMAN A MAIN

- 1st - Eric Sollohub/TQ  
Falcon/RevTech
- 2nd - Bob Glassen  
Falcon/Trinity
- 3rd - Stephen Miniea  
Falcon/Reedy
- 4th - Albert Mai, Jr.  
Frog/Trinity
- 5th - Mike Hope  
Hornet/Trinity
- 6th - Mark Kobisk  
Frog/Trinity
- 7th - Steve Schadt



Webber's Gutters sponsored Steve Majors, who was top man in the two wheel stock class.

#### Hornet/Trinity

8th - Bernie Glassen, Sr.

#### Falcon/Trinity

9th - Matt Fuller

#### Falcon/Reedy

10th - Helen Glassen

#### Falcon/Mabuchi

#### B MAIN

1st - Ralph Carey

2nd - Kris Jacks

3rd - Wesley Powell

#### 2WD STOCK

#### A MAIN

1st - Steve Majors

#### RC10/Reedy

2nd - Billy Blakeslee

#### RC10/Trinity

3rd - Mark Novotny

#### RC10/Race Prep

4th - Jeff Harris

#### RC10/Trinity

5th - Joel Watkins

#### RC10/RevTech

6th - David Moody

#### RC10/Race Prep

7th - Jeff Burnette

#### RC10/Trinity

8th - Long Hoang

#### RC10/Race Prep

9th - Allen Hall

#### RC10/Trinity

10th - Keith Abbott

#### RC10/RevTech

#### B MAIN

1st - Ed Beeler

2nd - Gary Jones

3rd - Jeff Mikolaitis

#### C MAIN

1st - Kenny Gillett

2nd - Andy Sova

3rd - Glenn Hammond

#### D MAIN

1st - Mark Mannor

2nd - Paul Norris

3rd - Ron McDavid

#### E MAIN

1st - David Daugherty

2nd - Heidi Majors

3rd - Paul Wynn

#### F MAIN

1st - Charles DesChamps

2nd - David Young

3rd - Hal Weaver

#### G MAIN

1st - Gregg Robinson

2nd - Bill McFarland

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3rd - Wendy Shoemaker  
H MAIN

1st - Bob Lucas

2nd - Glen Chambley

3rd - Skipper Horton  
2WD MODIFIED  
A MAIN

1st - Billy Blakeslee  
RC10/Trinity

2nd - Mark Novotny/TQ  
RC10/Twister

3rd - Keith Abbott  
RC10/Reedy

4th - Steve Majors  
RC10/Reedy

5th - Allen Hall  
RC10/Checkpoint

6th - Keith Young  
RC10/Reedy

7th - Gary Fulp  
RC10/Parma

8th - Jeff Mikolaitis  
RC10/Reedy

9th - Mike Burnette  
RC10/Trinity

10th - Tommy Everett  
RC10/Reedy

B MAIN

1st - James Sellers

2nd - Jeff Harris

3rd - Lance Elbertson  
C MAIN

1st - Andy Sova

2nd - Joel Watkins

3rd - Greg Smith

D MAIN

1st - Glenn Hammond

2nd - Dean Vince

3rd - Craig Destefano

E MAIN

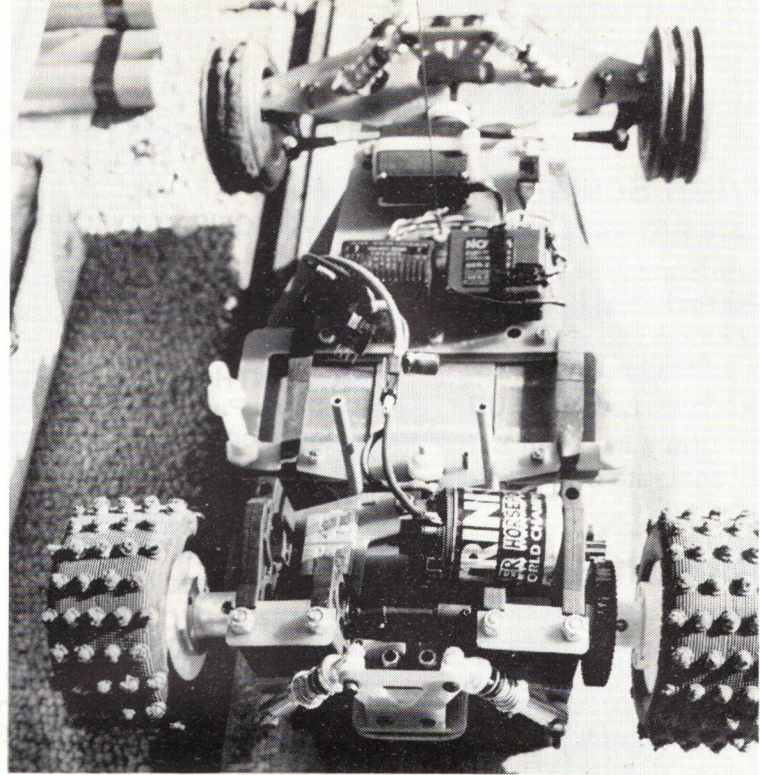
1st - Robbie Clapp

2nd - Brian Johnston

3rd - Frank Shoemaker

F MAIN

1st - Carmen Cardenell



Rick Jordan's BoLink off-road Invader.

2nd - Gerald Wynn

3rd - Don White

4WD MODIFIED

A MAIN

1st - Cliff Spangler  
Optima/Checkpoint

2nd - Keith Young  
Yokomo/Reedy

3rd - Mike Place  
Optima/Twister

4th - Tim Raskin  
Optima/RevTech

5th - Bob Serra  
Optima/RPS Revolution

6th - Greg Jeppesen  
Turbo Optima/Checkpoint

7th - Lance Elbertson  
Optima/Twister

8th - Gary Miyakawa  
Schumacher/Twister

9th - Paul Knudsen  
RPS Yokomo/Trinity

10th - Mike Armstrong  
Optima/Parma

B MAIN

1st - Kenneth Tarczewski

2nd - Steve Olivera

3rd - Eric Sollohub

C MAIN

1st - Mike Martin

2nd - Al Smith

3rd - Carmen Cardenell

D MAIN

1st - Paul Remias

2nd - Keith Miller

3rd - Steve Van Osdell

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# Racing Schedule

## - 1/8th Scale -

### OUTLAW R/C RACEWAY

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

### TEAM RACE R/C CAR CLUB

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

## — 1/10th Off-Road —

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

### ASCOT RADIO CONTROLLED RACEWAY RACEWAY

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

### HOT TRAX HOBBIES

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

### KANSAS R/C RACING CLUB

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

### ORLANDO DIRT BUSTERS

Every Sunday - at 8328 Curry Ford Rd., Orlando, FL 32822. For info call: Brenda Moody (305) 275-5774 or Steve Joiner at club track (305) 273-8150.

### CENTRAL NEW YORK Lawrence Race Park

2509 Macedon Center Road, Palmyra, NY 14522, (315) 597-6429 1/10 & 1/12 Oval and Off-Road Racing - Dirt. 1/8th Gas Sprinter track, under construction - dirt. Call or write for schedule and map. Contact Dave Lawrence.

### BIR INDOOR SEASON

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

Union, NJ.

### REECE'S R/C RACERS

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

### PANTHORN RACEWAY

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

### ORRA R/C RACEWAY

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

### BEAUMONT PASS RACEWAY

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

### R & R HOBBY

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

### HAL'S HOBBY SHOP

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

### RATTLESNAKE RACEWAY

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

### RIVER CITY R/C OFF-ROAD RACERS

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

### MASON DIXON R/C CAR CLUB

Every Sunday at 1:00 p.m. Covered track with spectator grandstands and pits under cover. Track location at Hagerstown Fairgrounds, Hagerstown, Maryland. For further info or details call: King's R/C Cars 219 E. Washington St. Hagers-

town, MD 21740, (301) 739-0080.

### SNORR

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

### A A R/C RACEWAY & HOBBIES

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

### MODEL CAR WORLD & RACEWAY

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

### TEAM RACE R/C CAR CLUB

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

### ANTIOCH R/C RACEWAY

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

### F/X RACEWAY

Every Saturday 1 p.m. The Frame Gallery, 13340 F. Franklin Farm Road, Herndon, VA 22071. For further information call Eric Zelman, (703) 471-4499.

### RIVER CITY RACEWAY

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

### WALT'S HOBBY & CRAFT

4300 West Genesee Street, Syra-

cuse, NY 13219. 468-6544. Monday evenings Special races scheduled on select Saturdays. Daily practice.

## - 1/12th Scale -

### HOT TRAX HOBBIES

Every Tuesday & Saturday Indoors on carpet. 5201 Argosy, Huntington Beach, CA, (714) 898-1543.

### OUTLAW RACING

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

### GLASS CITY RADIO CONTROL CAR CLUB

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

### BIR INDOOR SCHEDULE

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

### S.T.A.R.C.

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

### THE NORTHERN MINI-RACERS WINTER INDOOR SEASON

The Northern Mini-Racers 1/12 scale indoor season starts on the

4th of October. This year races are at the Minot AFB Recreation Center on the first and third Saturday of each month.

### TEAM RACE R/C CAR CLUB

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

### FLORIDA STATE SERIES

March 7 & 8 - Sebring  
April 4 & 5 - Ft. Lauderdale  
May 16 & 17 - Tampa  
Aug. 8 & 9 - Melbourne  
Oct. 17 & 18 - Miami  
Nov. 14 & 15 - Orlando

### SOUTHERN CALIFORNIA POINTS CHAMPIONSHIP

Stock & Modified.

Feb. 1 - San Bernardino  
Feb. 15 - Briggs  
Mar. 8 - Ventura  
Mar. 22 - Ranch  
Mar. 28 - Hot Trax  
April 12 - Ventura  
April 19 - Briggs  
May 3 - San Bernardino  
May 24 - Ranch  
All dates are Sundays, except Mar. 28 which is a Saturday. Call Mr. Nadeau (714) 862-5789.

### CALIFORNIA AUTO RACERS

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

9622. San Jose, CA.

## - Special Events -

### Grand American '87 Oval Series

Jan 31/Feb. 1 - Central Coast R/C Raceway - 3490 Orcutt Rd., Santa Maria, CA 93455, (805) 937-7269.

May 2 & 3 - Metro Raceway, 1424 Baker Ave., Bakersfield, CA 93305, (805) 322-7955.

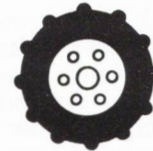
May 16 & 17 - Outlaw Raceway, 7902 Webster, Highland, CA, (714) 370-0607.

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

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

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

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



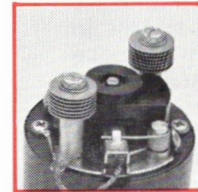
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- PRO-TRACK "Lo-Profile" Servo Tape - \$3.80
- PRO-TRACK Motor Noise Suppressor Kit - \$2.50
- PRO-TRACK 4mm Nylon Wing Nuts - \$1.90/6 per pack

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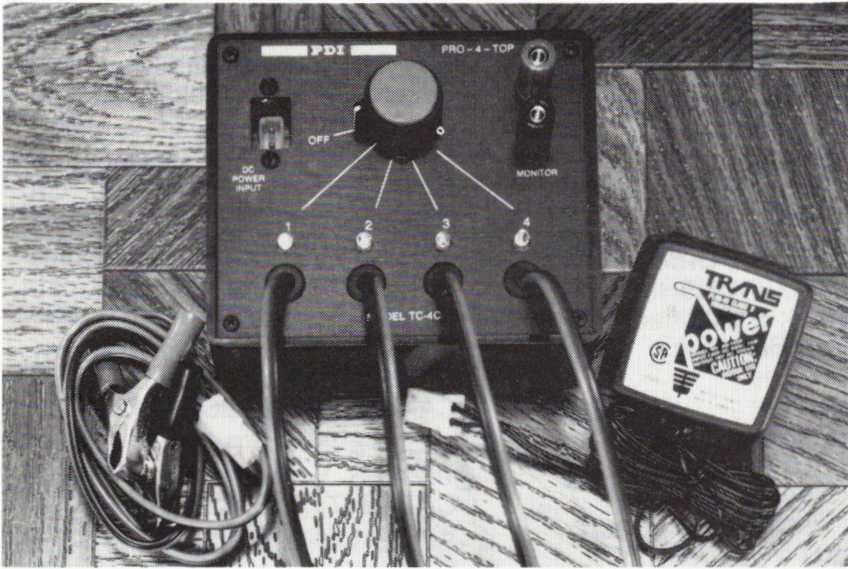
• PRO-TRACK Brush Hood Heat Sink - For Kyosho and Yokomo motors \$5.00

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



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# NEW PRODUCTS



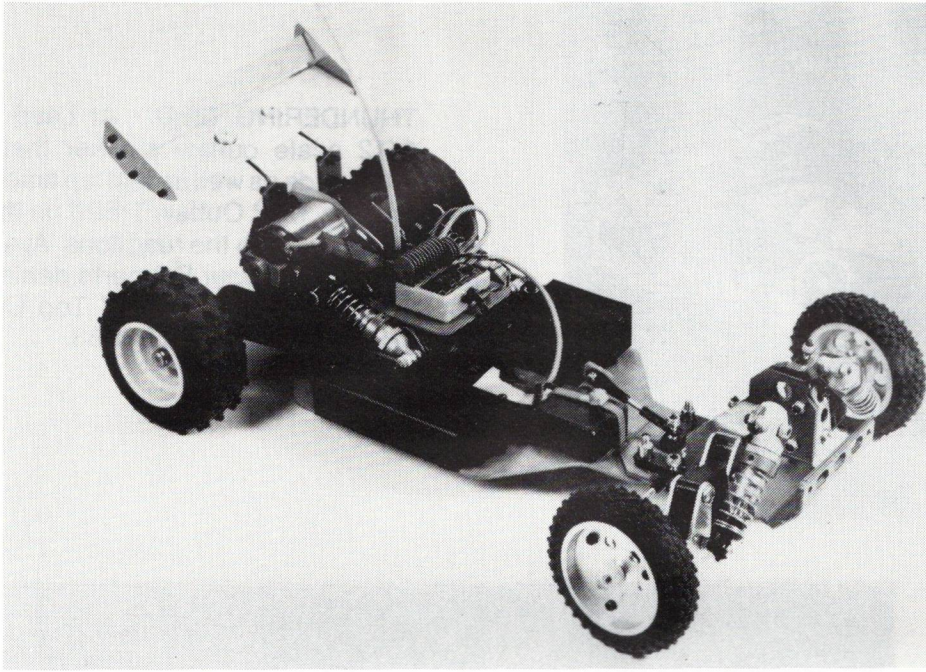
**4 Channel Topping Charger** - The topping charger is composed of 4 separate charging channels. Each channel has a very bright LED that glows when a constant 100 ma of current is pumped into the battery pack. Any power pack from 1-10 cells can be charged. In addition, transmitter and receiver power packs can be charged. The topping charger contains a switch selector monitor that allows a voltmeter to be connected to the charger's binding posts. Each channel can be individually dialed up. Multiple chargers can be grouped together and monitored with a single voltmeter. The topping charger includes an AC wall power supply for overnight slow charging and a battery clip cable for operating the charger from your car battery. Suggested Retail Price: \$119.95. Product Design Inc. - 16922 N. E. 124th Street, Redmond, WA 98052.

Atlantic Brass Company announces its Five Star brand Molybdenum and Teflon™ greases in precision grease guns @ 3.00 retail, and Racing Spray oil and Racing Spray Motor Cleaner @ 3.99 retail a can for the perfect maintenance and race tune-up of all R/C vehicles.

Keeping your vehicle well lubricated will make your car faster and give a longer running time, too! Not to mention you won't have to replace those hard to find, expensive parts as often! Call or write for our new catalog. Atlantic Brass Company, P. O. Box 304, Farmington, MI 48024, (313) 477-2813.



ROAR rules require the use of a front bumper on 1/10 scale off-road cars. With the popularity of the wide front end, Parma has released a shock-absorbing bumper for this application. Die-cut from tough Kydex it protects front suspension components from abuse of off-road crashes and jumps. Part No. 13206 \$4.50. Parma International, 13927 Progress Parkway, North Royalton, OH 44133.



Turn your ugly FROG into a HAND-SOME RED PRINCE! HOT TRICK RACING CARS is proud to announce the RED PRINCE HI-TECH RACING KIT for the Tamiya Frog. The kit includes: TRI DIR COMP CHASSIS, FRONT END KIT, HEAVY DUTY STEERING LINKAGE KIT, SPEED CONTROL/RECEIVER TRAY, OVAL LOWERING KIT, WING MOUNT, AND VELCRO BODY MOUNTING KIT. The kit is designed to use a RC10 BODY, 4 RC10 FRONT SHOCKS and the RC10 BATTERY CUPS (not included). Best of all, the kit is only \$74.95 for the ULTRA-LIGHT version and \$78.95 for the SUPER-DUTY version. For more information, write or call: HOT TRICK RACING CARS, INC. 1157 Cushman Avenue, San Diego, CA 92110, (619) 295-2211.



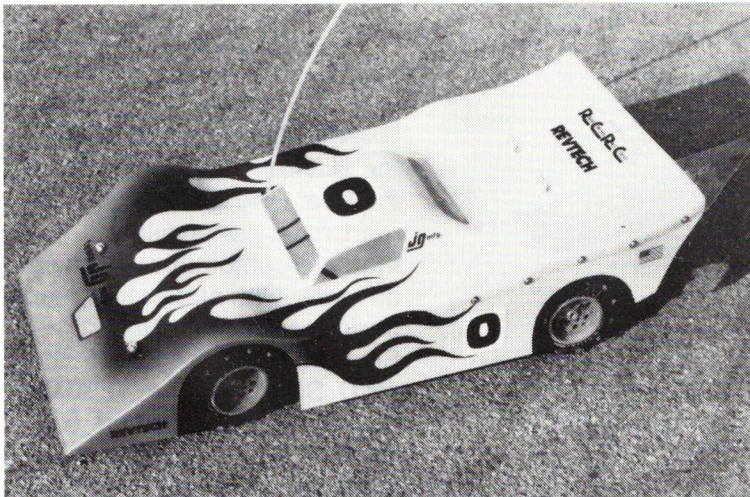
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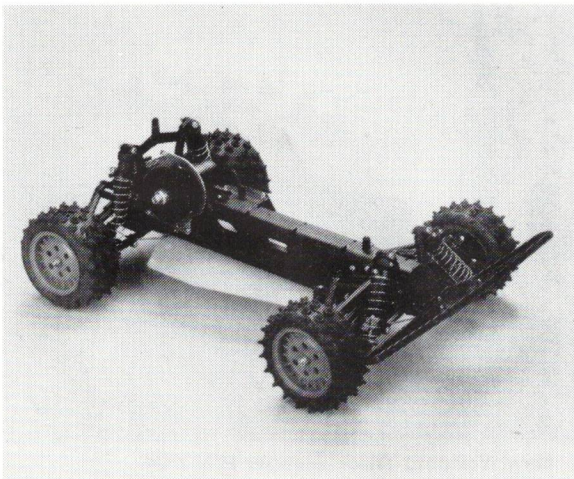
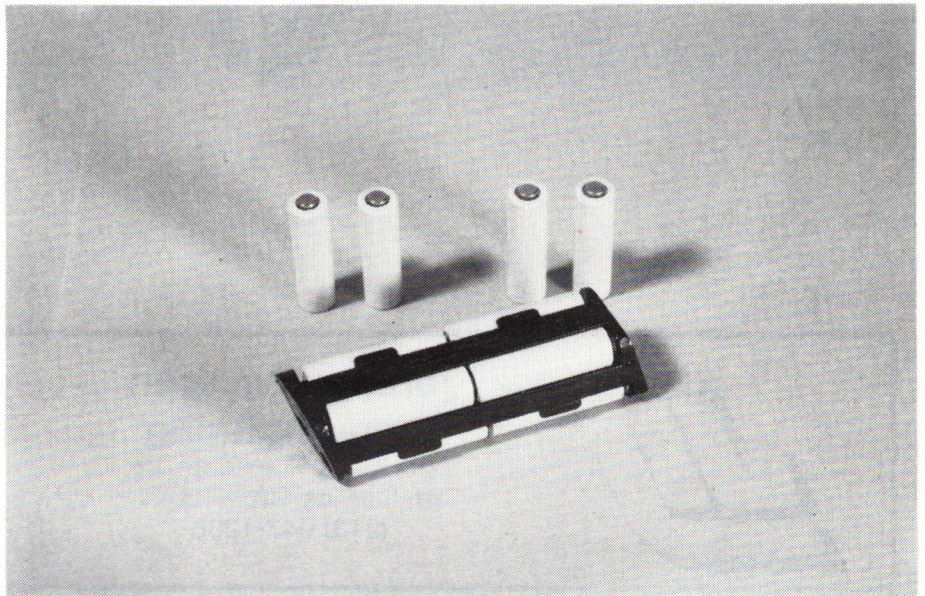
New! Yokomo Truck Bumper P/N Y-04  
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CONGRATULATIONS New Team J.G. Driver BRIEN FIELDS for winning 4WD Modified at the 4 Wheel & Off-Road Jamboree Nationals, Indianapolis, Indiana. Brien used his J.G. equipped Optima to totally blow away the competition.



**THUNDERING BIRD** - At Last! A 1/12 scale outlaw stocker that'll turn heads as well as fast lap times. Put this 1/12 Outlaw T-Bird on the line and watch the reactions. Available now at your RC parts dealer. McAllister RACING, 4827 Top Circle, Simi Valley, CA 93063.

**AA Rechargeable Ni-Cad Battery Set (8) by SANYO.** Looking for an economical way to convert your two-channel transmitter from expensive throw-away batteries to rechargeables? This set of eight rechargeable 450 MA NI-CAD SANYO BATTERIES will pay for itself in the first four hours of operation. These cells slip into the standard battery holder of most popular two-channel radios. Standard or adjustable fast chargers will ready them for service again and again! Part No. 6030 \$18.00. RPS Distributing, 1655 E. Mission Blvd., Pomona, CA 91766, (714) 620-0164.



The **PB Mini-Mustang**, imported to the U.S. exclusively by **PARMA**, is the best innovative 1/10 scale off-road race car available. It offers that rare combination of an easy to drive car with supreme speed and performance. PB No. 28 - 2WD Single Speed \$260.00; PB No. 29 4WD Single Speed \$290.00; PB No. 30 4WD 2 Speed \$325.00. Parma International, Inc., 13927 Progress Parkway, North Royalton, OH 44133-4237.

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# MINI MUSTANG

were spared in the crossbreeding that went into this ultralight, highly efficient, super handling pacesetter. Features include a choice of 2 or 4 wheel drive, fully enclosed belt, adjustable gear ratios, and even an automatic 2 speed gearbox! MINI MUSTANG comes standard equipped with ball bearings, fully independent double

wishbone suspension with triple O-ring hydraulic shocks all around, front and rear anti-roll bars, fully adjustable camber, toe-in, spring rate and ride height, plus a quick change battery location and connector. The MINI MUSTANG's genuine bevel gear differentials give sure footed cornering and its micrometer adjustable belt drive provides greater power transfer and less power loss. Saddled over the precision molded

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MINI MUSTANG's innovative design, reliability, handling and incredible performance make this pony a favorite in every event. Check out the new PB Racing MINI MUSTANG at your local hobby dealer and put one in your stable today! . . . BEFORE THEY'RE ALL ROUNDED UP!



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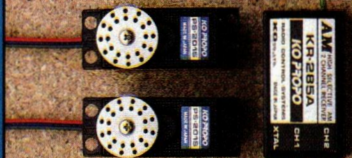


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## SYSTEM 1

### MINI PRICE



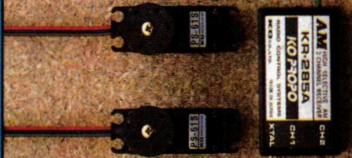
The perfect system for the beginner. Rugged PS-201S servos fit offroad and 1:12 scale cars; 2 channel KR-285A receiver, battery case and switch harness are included.

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## SYSTEM 2

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**EX-5**

# TOUGH ENOUGH!



MPE Technologies' Pak is ROAR approved.

MPE Technologies and Panasonic have developed a battery pak that combines quality construction techniques with winning performance that cheaper "bargain" packs just can't deliver. The Avenger Pak has become a legend in its own time, winning race after race, time after time! Get the winning team on your team, today.

Ask for the WINNING combination, MPE Technologies and Panasonic, at your favorite R/C hobby store.

**MPE**  
TECHNOLOGIES

# MRC-Tamiya's Blackfoot

**Tamiya enters the all-terrain crusher category...and everything that came before doesn't come close.**

## Setting the standards to power the industry

Churning mud and spitting rocks like a malicious monster gone mad, the Blackfoot is the nastiest, most powerful brute in the bog. He's also the most beautifully detailed R/C pickup, and the leader of the new generation of great looking, hot performing crusher pickups.

## A deranged Ranger

This 1/10 scale Ford Ranger is all business and no compromise. Perched on its mammoth wheels and turf chompin' tires that are nearly a full 5" high, the Blackfoot towers above the ground like a Goliath. It stands high enough to scale sharp inclines and stomp the stumps and bumps that strand lesser pickups. Single piece hubs allow quick assembly, low weight and maximum ruggedness.

## Tall isn't all

The Blackfoot's hefty ground clearance means it'll climb most any obstacle. And Tamiya's high output, high torque RS-540S engine pumps plenty of ground thumping power. While the Blackfoot's heavy duty, coil-dampened suspension — double wishbone in front, trailing arm in the rear — lets it effortlessly cut and dart with a nimbleness that belies its size.

## Other creature features

Tamiya has engineered the Blackfoot with attention to quality and durability. Like a sealed gear box to protect the drive train gears from debris and moisture, differential gears for tight cornering stability and positive control on any type of terrain. And its one-source power from its BEC (Battery Eliminator Circuitry) gives you maximum space in the chassis with lower weight. For overall best performance we suggest you buy genuine, matched MRC-Tamiya ni-cads (not included).

## The beauty at rest

Check out the lifelike scale and detail on the authentic undercarriage. Examine the carefully crafted chrome grille, the headlights, the doorlocks. From top to bottom, few R/C reproductions rival it.

## Don't pussyfoot...get the Blackfoot

Add excitement to your hobby, and take command of the Blackfoot today. It's a beauty and a beast...prowling in a hobby shop near you.



**Model Rectifier Corporation**  
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**A beauty  
and a beast.**