

July, 1987

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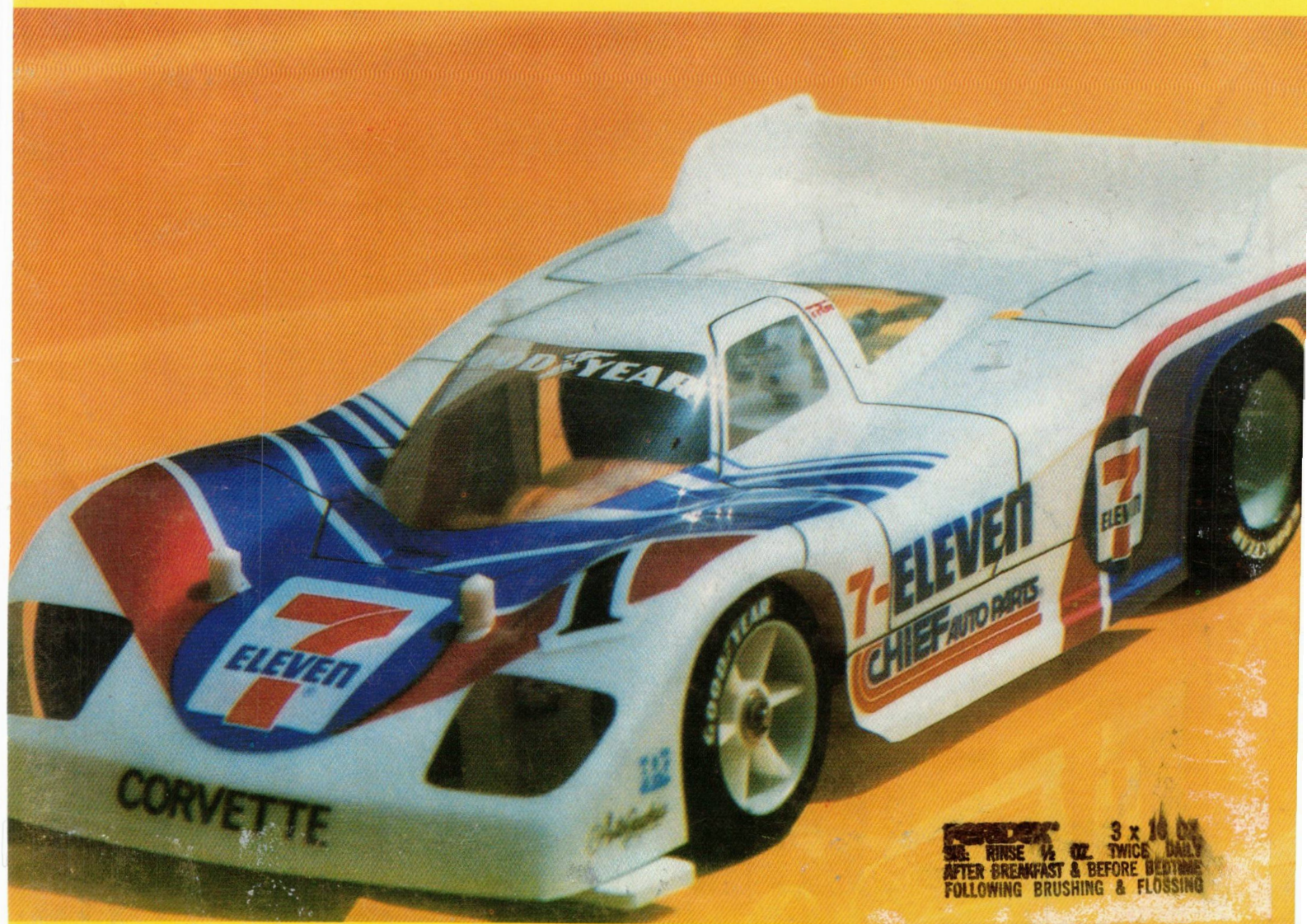
COMPETITION



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THE R/C CAR MAGAZINE

- Associated Electric's 12L
- Setting Up Your First Race
- Product Review - Tamiya Tamtech Car
- 2nd Annual Canadian 1/12 Scale Championship



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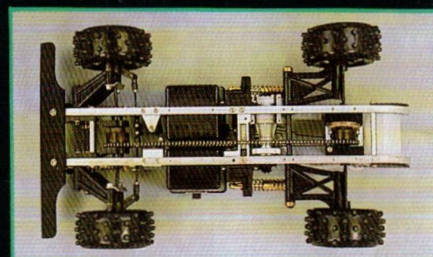
Varicom's Silver Fox launches you into the high performance dimension of offroad radio control. Big, 1/8 scale, 4WD design harnesses .19-.21 engine power while full competition, coil-over shocked, independent suspension handles the tough terrain.

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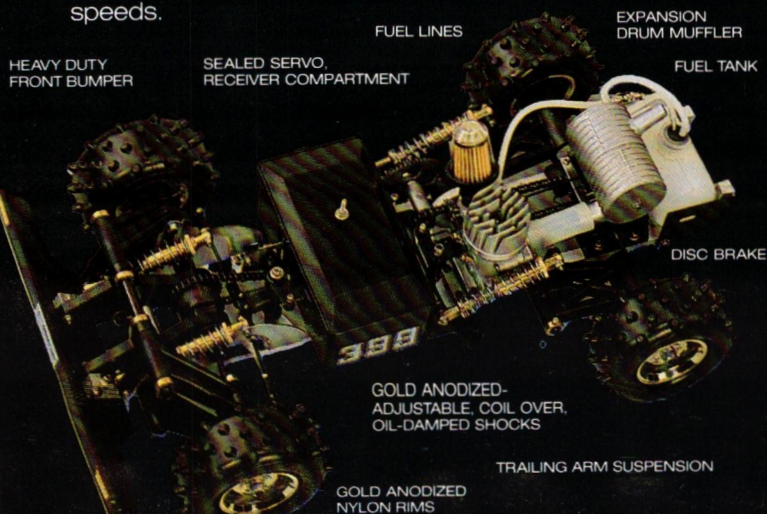
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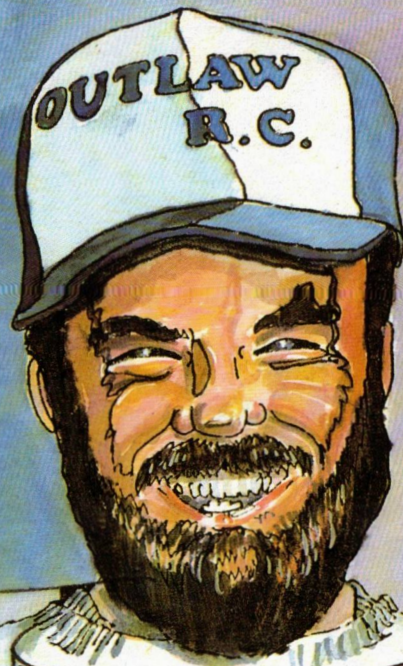
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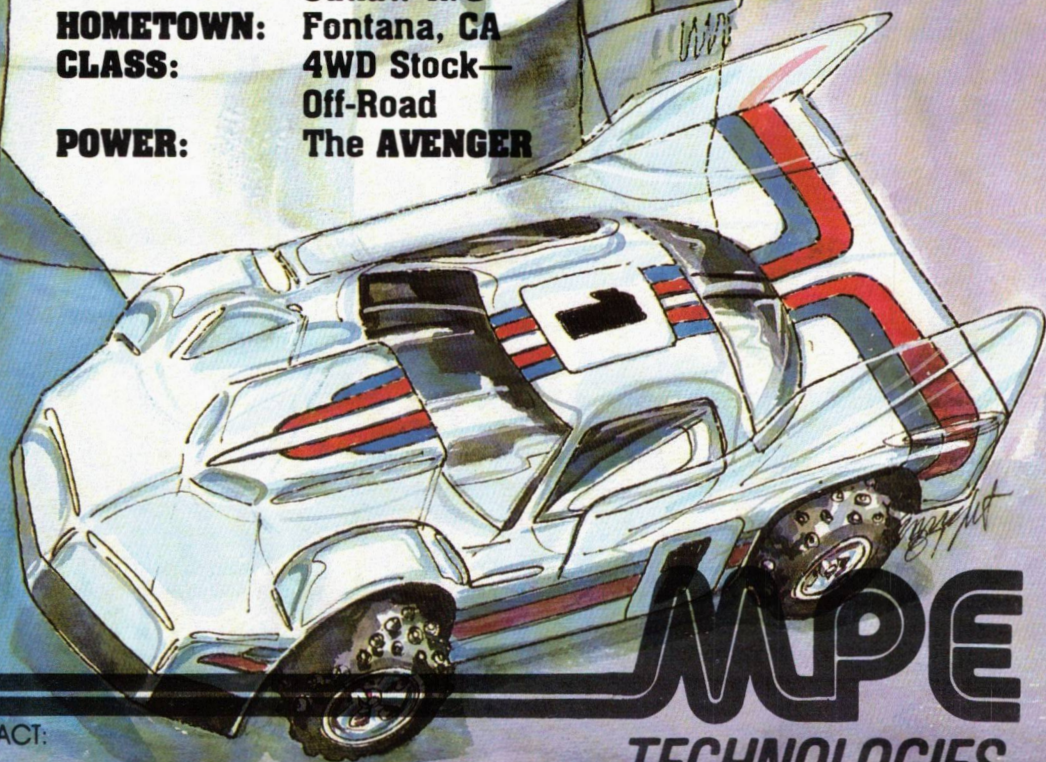
You can get all the winning battery packs and accessories from MPE Technologies and Panasonic at your favorite R/C hobby store.



GRAND AMERICAN OVAL SERIES

OFF-ROAD 4WD STOCK
CHAMPION 1986

NAME:	John Keck, Outlaw R/C
HOMETOWN:	Fontana, CA
CLASS:	4WD Stock— Off-Road
POWER:	The AVENGER



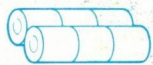
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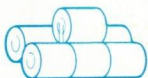
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11262
6 cell matched Sanyo battery pack with connector for Cox, Mugen & Kyosho cars



11270
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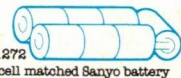
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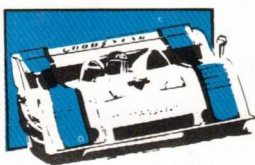
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7 cell matched Sanyo battery tunnel pack for Yokomo car



11272
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Samantha Ryan

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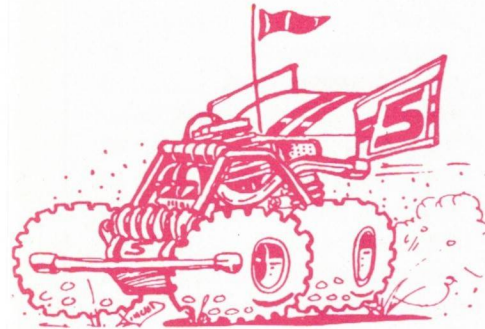
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— ABOUT THE COVER —

This month's cover features the Associated 12L. Check out the product review and tips on setting up the car on page 17.

MAILBOX

Dear Sirs:

We carry Competition Plus in our store and thought we would write this for your Mailbox column. Maybe you would be interested in publishing this because everyone loves a good joke very now and then.

A LITTLE R/C CAR HUMOR

... Once upon a time, a HUNTER took his PORSCHE to look for the MAD WOLF. He thought he was such a HOT SHOT till he got stung by a HORNET and ran like LIGHTNING. He almost ran into a BIG BEAR who was eating a FROG and a GRASSHOPPER. Just then a TORNADO struck. It sent a FOX, a SCORPION and a MONSTER BEETLE flying through the sky like a FALCON. He got the WOLF and a BLACKFOOT and was known as the SUPER CHAMP of the GALAXY.

THE END

.. the workers at Family Hobby Shop, Vandalia, Ohio

Dear Sir:

I am writing you for any information and help you may be able to provide me.

The 1/10 scale R/C cars are starting to be very popular in my area, but there is no real main race tracks around to my knowledge, My son and I are extremely interested and excited about this hobby and I thought that I would like to organize and promote it here.

I cannot find any type of rules or informations to any standards, if there are any, on conducting races or rules pertaining to the cars themselves. If something like this exists, could you either send me a copy, or advise me where I can go to obtain a copy for myself?

As you can tell, I am looking for

any and all information I can get, so that I can make a small business for myself along with giving the kids (of all ages) a place to go, participat, race and have a great time.

Thank you for your time, consideration, and any info you may provide me.

Sincerely,

ROBERT J. BENTCLIFF

Dear Mr. Bentcliff:

Check the article in this issue, "Setting Up You First Race" and it will give you all the information you will need to get started. Good Luck!

Dear Sir:

I wish to introduce to you Forget-Me-Not Speedway, a radio-controlled hobby shop with a race track.

Forget-Me-Not Speedway has one location at 955 State Street, Schenectady, NY and the largest outdoor dirt oval in the Northeast at Snyder's Acre Farm on Balltown Rd., Rexford, NY. The State Street location offers 1/10, 1/12, 1/24 electric racing while at the Snyder's location 1/10 oval, 1/10 off-road, and 1/10, 1/8, 1/4 scale gas oval compete.

"The object of Forget-Me-Not is to provide a facility for all that are interested in the sport of radio-controlled racing to be able to race and become involved with other's in this sport."

At Forget-Me-Not every effort is made by the staff and the competitors to make the racing equal to the local stock car tracks. This includes trophies, a point system, and an awards banquet.

The staff of Forget-Me-Not wishes to thank you for your time. For further information call (518) 382-1030 or write to the above address.

Sincerely,

Forget-Me-Not Speedway

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The Tamtech Car

By Bob and Sean Crane

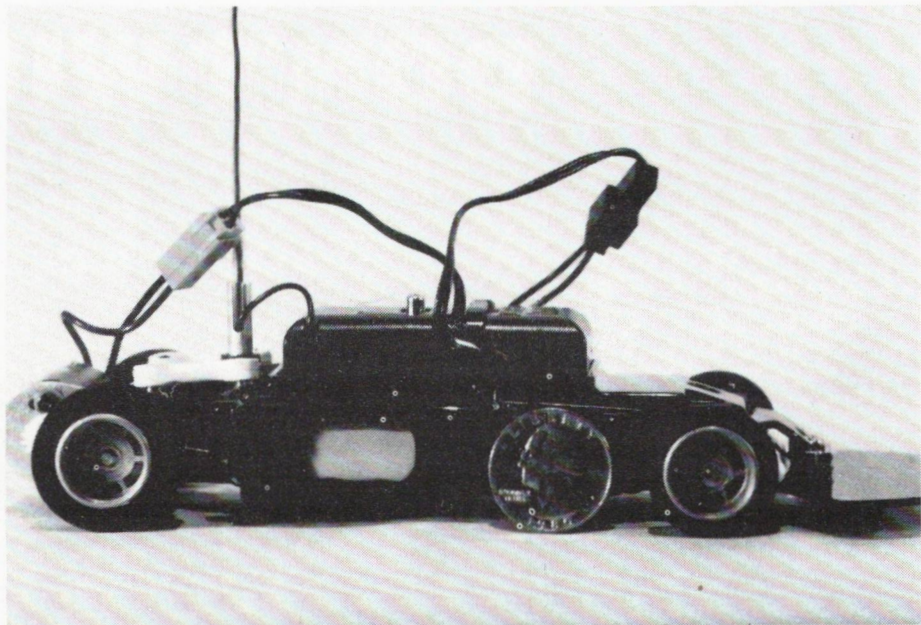
Photos by the Authors

Table top racing, once only a dream has now become a reality, with the introduction of the 1/24 scale radio controlled cars. These small cars offer the same thrills and chills as 1/10 or 1/12 scale racing, only on a much smaller scale. The Tamtech car comes complete with transmitter and 5 hour slow charger. The car's features include a three point suspension system, precision differential gearing, a high performance FK-108SH mini-black motor, small diameter high grip sponge racing tires, a polycarbonate monocoque chassis and a highly detailed, impact resistant plastic styrene body. Not too shabby for a 1/24 scale racer!!

At the heart of the car is a new and novel concept in radio control. The electronic speed control, battery eliminator circuit and receiver are all under one roof. The CPR, Central Processing unit, is the nerve center of the car. The CPR unit measures one inch by three inches by one half inch. The unit is completely built and only needs to be bolted into the car.

The Tamtech car utilizes many suspension details commonly found in one of the 1/12 scale racers. Sway bar, changeable springs for the front suspension and changeable motor pinions for different track conditions are included in the kit.

Before building the car make sure that you have a small screw driver and needle nose pliers. The construction of the car is very straight forward as are all of the Tamiya cars. For this construction article, there are only a few steps which need clarification. In step number 16, when attaching the wheel discs to the wheel, insert the disc as shown and push them in with the tip of your thumb until they are seated firmly. They are easily removed with an allen key. In step



The completed Tamtech car, sans body. The antenna is removeable for storage.

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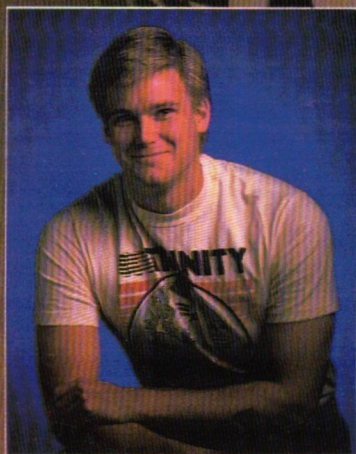
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The Tamtech 201 transmitter, CPU and mini steering servo.

number 22, make sure that the curved part of part numbers D2 and D3 are facing the rear and curving down. If not the body will sit crooked on the chassis.

Trim the car before you run it at flat out speed, making sure that your trim tabs on the radio are centered. The body requires painting and since this is a styrene body, you paint on the outside. Tamiya provides the masking inserts for the curved windows in the kit. After you apply the masking, rub your finger along the outline of the window to make sure that no paint will seep onto the window areas. Also mask the windows on the underside of the car, so that the overspray will not fog them. Use a fine tip permanent ink pen to outline the body lines on the car. Now comes the decals.

My only recommendation on the decals is to have patience and a new exacto blade in your knife. These are the water transfer type. I found that on the smaller decals extract them off the transfer backing with the exacto knife blade tip. Carefully blot the decal with toilet paper. Do not rub the decal. All I can say is have fun!!

I hope by this point that your battery is fully charged. We installed the 14 tooth pinion for our initial tests. The stick configuration on

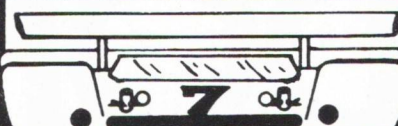
the radio is fine for this car. Choose a smooth piece of asphalt for your testing or else the car will bottom out and possibly destroy the pinion gear. We choose our church hall for the testing. Our initial reaction is that this car is fast. We were running on low pile carpet and the traction was very good. Handling is superior on this car, because the center of gravity (C.G.) is very low to the road surface. Straight line speed is dazzling, (considering the scale of the car).

I forsee many neighborhood tracks as the popularity of the car increases.. One interesting detail of the car is that it fits into the small body box that is included in the kit. Check this car out at your local hobby shop. The new wave of R/C is here now.


Till next time... Tight cornering!!



The Martini Racing Lancia body. The decals are worth the effort.



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

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Based upon our many years of model car design, and development as a result of many, many races the Mini Mustang offers that very rare combination of an easy-to-drive car with supreme speed and performance.

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FEATURE:

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BENEFIT:

The Mini Mustang's drive system means that you normally use pinions in the 16 to 22 tooth range giving better efficiency than the commonly used smaller pinions. The Mini Mustang will run faster and longer.

Your Mini Mustang has the potential to run longer (faster) gear ratios and still have power to spare at the end of the race. Range of gears; 54, 56, 58 and 60. Range of pinions; 11 to 22 tooth.

Free differential action gives minimum power loss during cornering—your battery charge lasts longer.

Lightweight and positive location. Now you can practice between heats! The change from 2 W.D. can be achieved at minimum cost.

The low component count means fewer spares and the suspension geometry means precision handling.

The three "O" ring design gives super smooth no-leak operation and simplicity of assembly and filling.

You can upgrade to a Mini Mustang at minimum cost.

The Mini Mustang's low weight and high efficiency may be fully used to give you a faster, longer running car.

You won't be sidelined waiting for a part. PB understands the importance of keeping you racing.

With these simple adjustments you can "tune" the Mini Mustang to suit your driving style and the particular track conditions.

You don't need to spend a fortune on ball bearings after you've bought the kit. The Mini Mustang's ball bearings give it long life and high efficiency as standard.

You can raise the car for rough tracks or lower it for smooth ones without affecting your chosen spring rate.

Maximum chassis strength and rigidity give the best handling. Internal servo and receiver mountings are additional bonuses and save weight.

The Mini Mustang's smooth handling will compliment your driving. Moulded in composite material and with fully hardened steel drive pins. They don't bend like many metal driveshafts.

MAY 17, 1987—Andy Dobson dominates the Cleveland NORCAR Champs Season Opener by T.Q.ing, winning and setting a new track record in the 4WD open "A" main with his PB 30.

Also in Cleveland Bill Jeric T.Q.'d in the 2WD open class with his PB 28.

May 17, 1987—Lee Morrison T.Q.'s and places first in the 4WD open category at Wings-N-Things Raceway in Chesterton, IN. PB 29

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Setting Up Your First Race

By Al Hess

With the great number of new clubs and tracks that are sprouting up all over the country, I've had numerous questions on the definition of rules and how to put on a race.

First of all, organize your club. Elect a president (or spokesperson) and a secretary/treasurer. Get yourself a mailing list and get your members together for a meeting to map out your club goals.

Next, get all of the information you can lay your hands on. There are a few publications on the market that are devoted solely to R/C car racing. Get them and use them!

Join ROAR. This will give you a

set of rules and a publication (Rev-UP) and insurance coverage for your race. All ROAR members are insured at ROAR sanctioned events. Besides the individual memberships, there is a family membership program and a club affiliation program.

The whole program that ROAR has to offer the club or individual racer can be explained by your regional director. If you don't know who that might be, call the ROAR information center at (404) 962-ROAR. They will be glad to put you in contact with the right person.

Before breaking ground on your race track, draw out several de-

signs and get the opinion of the racers.

Okay, your track is ready, your a member of ROAR, your insurance is in effect, now what? Set up your race format. Let's say for example that you have thirty racers wanting to race that have never raced before. For the sake of simplicity, let's say that all of the racers fit into the "Novice" class.

With thirty racers and this being your first race and all, let's figure on racing four main events for this class: (A Main, B Main, C Main and D Main).

To separate the fast guys (or gals) from the faster you set up

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qualifying heats to see who races who in the mains. The top eight drivers make up the A main, the next fastest the B Main and so on.

You start making up your qualifying heats at sign up. An example of an entry card would look like this:

NAME _____

CAR NO. _____

Monster Truck Novice

2WD 4WD STOCK

2WD 4WD MODIFIED

Freq. 1. _____ 2. _____ 3. _____

No. 1 _____ laps Time _____

No. 2 _____ laps Time _____

No. 3 _____ laps Time _____

Main _____ Place _____

All of the information is on the one card; name, car number, class and frequency. The racer fills out the top half of the card, the scorer fills out the bottom half of the card.

When filling out your entry card make sure your name is legible! It's hard to announce your name if you can't pronounce it.

Your car number should be a single digit number to aid the lap counters. There may be several racers with the same number, so be prepared to change numbers. Numbers are the racer's responsibility. If a track gives you numbers, count your blessings.

You class is the class that you intend to enter and race in. If you want to race two classes (and are eligible) then fill out two cards. The classes are defined in the ROAR rules. If your track runs a Novice class for the first time racers, you'll have to write that.

Frequency is probably the most important item to be filled in. This is the frequency of your radio. There are two major band of radio equipment used in R/C car racing, the 27 band and the 75 band. The 27 band is often listed by colors (brown, yellow, orange, red, blue and green). The 75 band should be listed by the numbers of the colors which range from 62 to 84.

When setting up your heat boards your main objective is separating the entries by class and then by frequency.

When separating the frequen-

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cies, a good idea is to separate your 75 band racers by more than one frequency (like 74 and 78, not 74 and 76). Putting two frequencies that are next to each other in the same heat might cause radio problems. I say "might", not always. If you can separate them, do it.

You'll notice that there is space for more than one frequency on the entry card. If you have other crystals for your radio with you, list them as your second and third choices in case you have to change frequencies.

Your heats are now set up by class and frequency. Try not to put more than eight racers in any one heat. Now you can check for car number conflicts. Move people around if you have to or assign them a new number.

Once this is accomplished, set your heat boards out to where everyone can see them and call a "Driver's Meeting". Have the racers check the boards and make sure they know their car number, frequency and which heat they are in.

At the driver's meeting you might also point out your race format, the

the
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penalties for infractions, the length of the races, etc.

Before you start your first heat, you must have "turn marshalls" in their designated positions. The turn marshalls for the first heat or main are always the racers from the very last heat on the boards.

A turn marshal is a racer who monitors that corner which he is assigned. He rights overturned cars, with care being taken not to interfere with the other race cars. The car that is running has the right of way over an upended car. When

CLEVELAND - USA

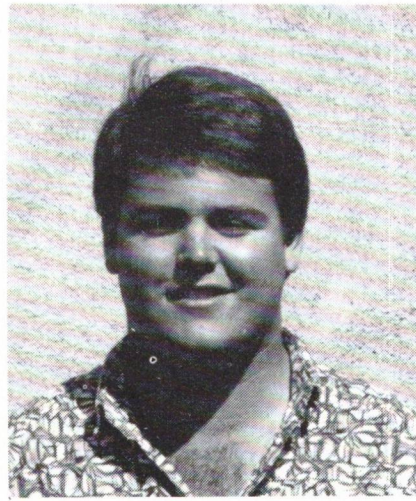
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SECOND TQ

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TEKIN PEAK
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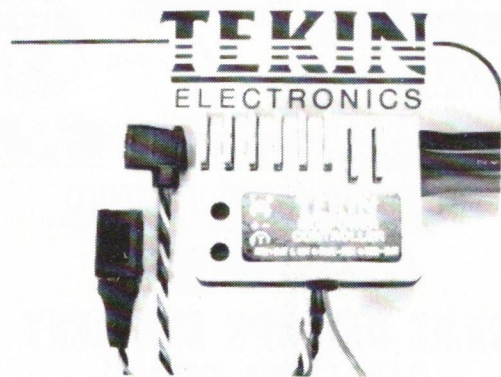


RICK HOHWART
TOP QUALIFIER
SECOND PLACE

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 Blackketter



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the race is over, the racers that just raced are the new turn marshalls.

Finally, the race. You can start your race by a flag, hat or horn or whatever. A "PA" system with an announcer calling the action is desirable but not necessary. It does add to the excitement!

The length of the race will depend on the club holding the race. Most ROAR 1/10 scale races are four minutes in length. Some clubs like five minutes and some a very fast three minutes. Some tracks go by laps completed. Whatever your duration is, make sure everyone understands what it is, and stay consistant throughout the race day.

Once the heat is over, have all of the racers take away their cars, turn off their radios and go out and turn marshall. While the racers are doing this, the scorers write down on the entry card the racers' finish (either position or lap time). The announcer then can read off the results to those spectators and racers.

After you have completed all of your pre-determined number of heats, you then have to rearrange your entry cards by class, with priority to the quickest (most laps in a specific time).

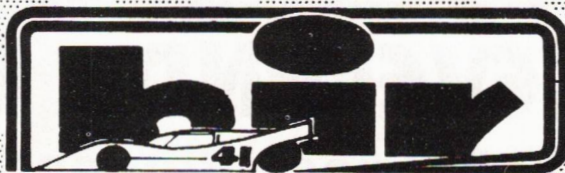
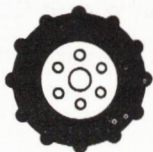
At this point, you'll have your "A" Main (quickest eight), your "B" Main and so on. Check the car numbers and frequencies for conflict and have the lower qualifier change.

If you choose to run the "bump up" system, announce this too at the driver's meeting. The bump up system is when the winner of the lower main may race in the next higher main event if he can be ready to race on time and have no other conflicts (number or frequency). This way it is possible (and it has happened) to bump all the way from the bottom to the "A" Main.

The mains are run from the bottom mains to the top. You would normally run out all of the D Mains first, then all of the C mains and so on.

Once all of the mains are over, write down the race results while your trophy girl is passing out the trophies. Trophy girl? Oh, that is optional, too, but like the PA system, very exciting. Send your race results off to Competition Plus. They are very interested in your racing and consider making a series of races.

Remember, the idea is to have fun racing. Don't nit pick the rules!



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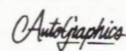
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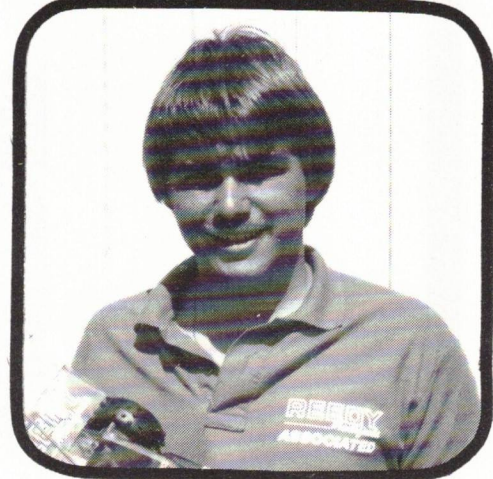
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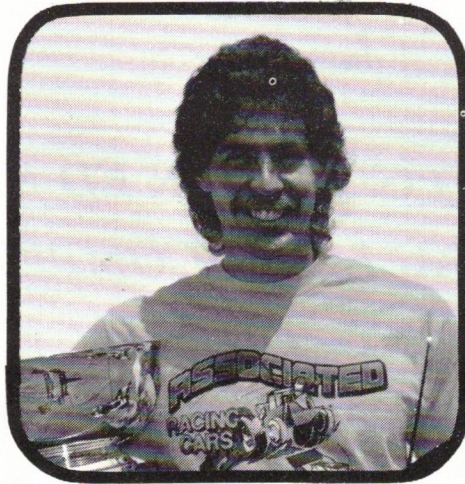
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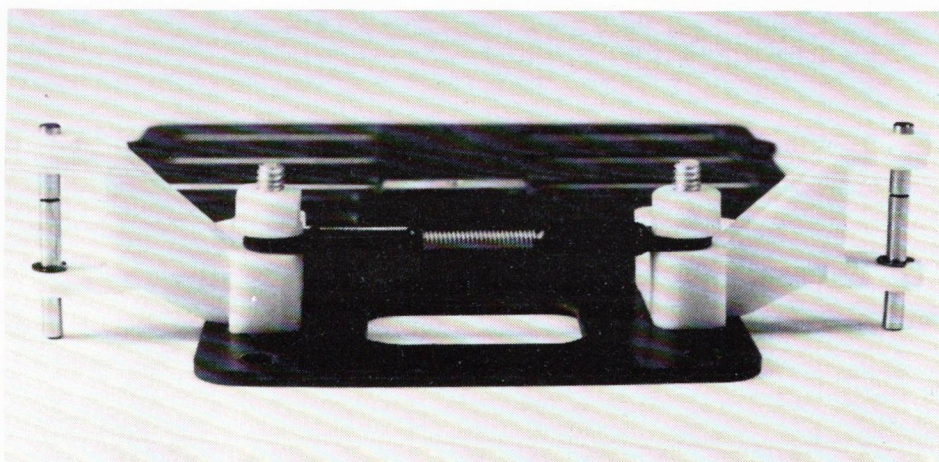
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Associated Electric's 12L

Story and Photos By: Eric S. Gudger

Associated. Its name is synonymous with winning. Their cars have won or been a factor in every U.S. National or World Championship race. In 1/12 scale racing, the 12L won the first World Championship behind the capable skills of Kent Clausen. Two years later, Tony Neisinger put the 12L into the World Championship winner's circle. Last year, Tony again drove an Associated car, this time the 12L prototype, to an unprecedented second World Championship title. Associated builds cars to win races. The 12L is the car by which all others will be judged during 1987.

The 12L is available in several kit versions from Associated. There are two fiberglass versions available. The No. 4301 is the basic kit



The Associated 12L front end features 82 counter-sunk screws and new front suspension cars. Although this photo distorts the camber angle, the top of the king pins are closer together than at the bottom.

while the No. 4317 kit includes batteries and a Reedy Yokomo motor. The best performing kits will be those that include the Composite Craft manufactured graphite chassis. There are two graphite chassis

kits available. The No. 4302 is the basic kit while the No. 4319 kit includes batteries and a Reedy Yokomo motor.

Changes incorporated into the L car are both obvious and dis-

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DOG BONES for the RC10: All stainless steel with hardened steel pins. Part No. 2304. \$9.00 each.

REAR TRAILING ARMS for the RC10: Provides more suspension movement for roughest terrain. Easy installation. All hardware included. Part Number 2200 for Aluminum Tub, Part Number 2201 for graphite chassis. \$40.00 set.

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The transmitter features servo reversing switches, quick-change right/left-hand conversion, adjustable trigger centering, adjustable tension "sure-grip" steering wheel with built-in over-torque protector, fully-collapsible antenna, power output meter, NiCd charging jack, fast frequency change plug-in crystals and more. Racers asked for it, and Pulsar has it!

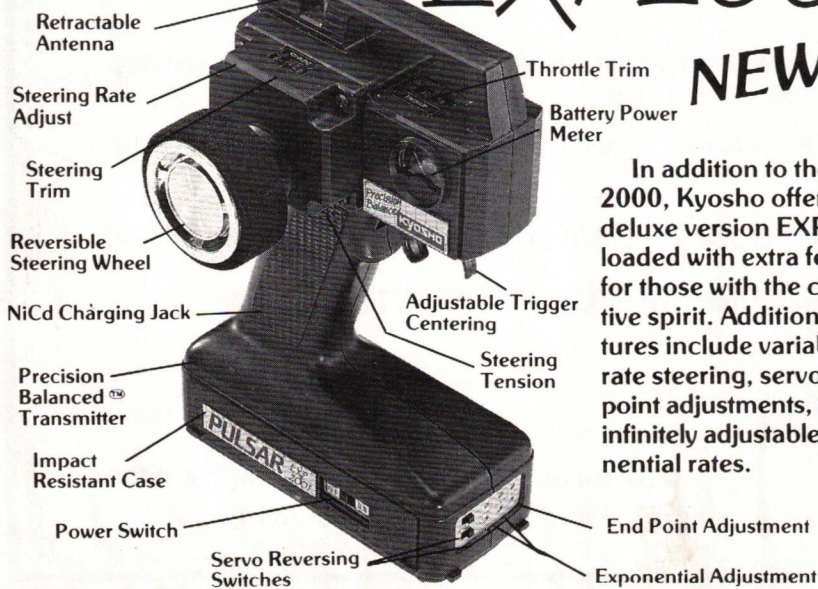
The Pulsar has been Precision Balanced™, a unique design that places the center of gravity of the transmitter directly in the center of your hand.



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PULSAR EXP 2001

NEW!



In addition to the Pro-2000, Kyosho offers the deluxe version EXP-2001; loaded with extra features for those with the competitive spirit. Additional features include variable dual-rate steering, servo end-point adjustments, and infinitely adjustable exponential rates.

Other transmitters are top-heavy which causes wrist fatigue, but Kyosho Engineering has designed this radio to be comfortable for racers all day long.

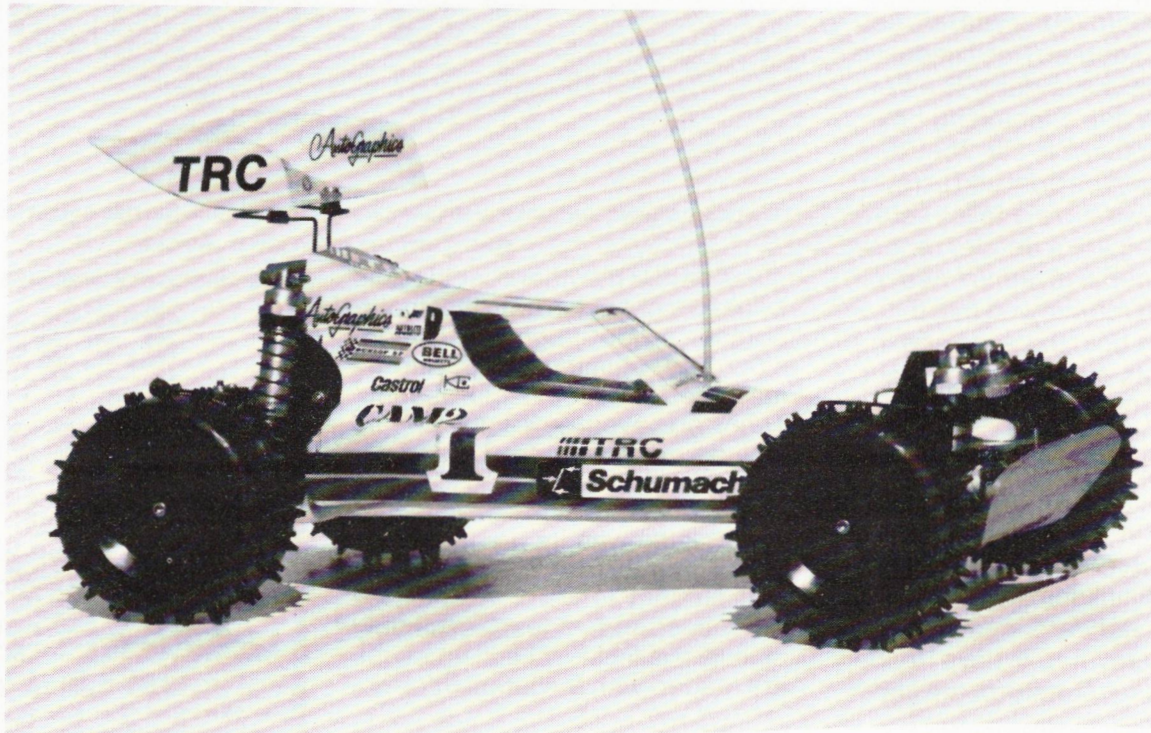
The Pulsar's compact KS-88 servos fit in virtually any R/C car, but still have a big 34 oz.-in. of torque - power enough for almost any model. Kyosho knows weight and space are important in car installations and that's why they made the KR-2M Mini Receiver - it's one of the smallest and lightest (only 1 ounce!) in the world.

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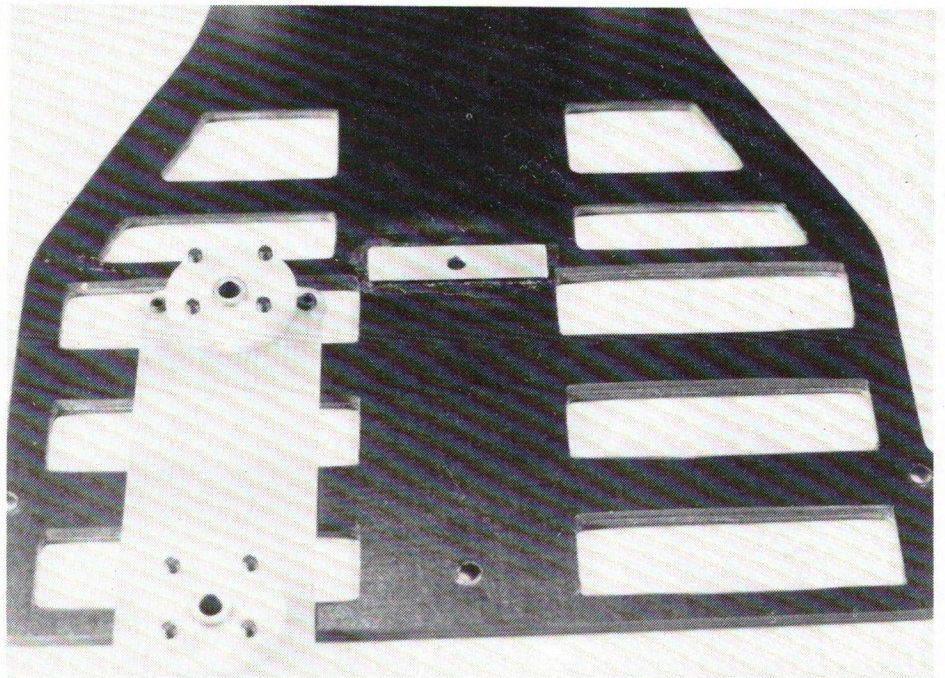
tion available in assembling a car. Read it carefully. However, there are a few subtle changes and a few important areas that should be considered when building this car.

The steel pivot balls must be highly polished to work smoothly. Use fine emery cloth and a high speed Dremel tool to rough fit the balls. Only remove a small amount of material at a time. Install the balls and check the fit. The screw holding the plastic ball retainers should be tightened until they are barely snug. The balls are loose enough when the rear pod assembly returns to center no matter which direction the T-bar is twisted. It will take several attempts, but the results are well worth the effort required. Once the return is correct, polish the balls with crocus cloth and reassemble.

Replace the two aluminum nuts holding the T-bar to the chassis with Team Pit Stop No. 5008 nylon inserted aluminum 4/40 nuts. Use blue loctite to keep the No. 4337 aluminum post tight. When adjusting the two tweak screws, there should be enough pressure on the chassis so that the two screws maintain constant contact with the rear pod when it is twisted from side to side. Any more than the bare minimum necessary will cause the balls to pop out. Modify the No. 6338 antenna mount or fashion a new one from Bud's Racing Products No. 2510 fiberglass antenna.

To complete work on the middle section of the car, drill an extra hole in the No. 4338 collar. With another 4/40 set screw, the collar will mount flat. Enlarge the holes in the No. 4340 plastic washers. This allows the damper plate to float and move freely. Finally, enlarge one small hole in the No. 4342 collar. The ride height adjuster should pivot in the forward hole only.

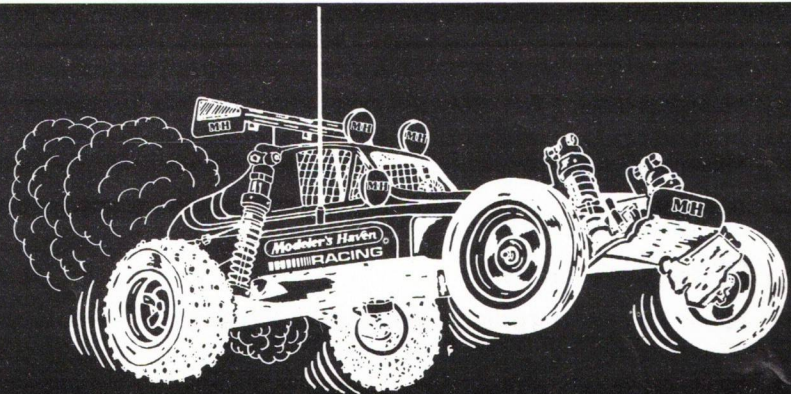
Assembly of the rear section begins with the installation of the No. 4347 aluminum motor mount. A .125" spacer should be fashioned



A .030" plate is glued to the t-bar's forward hole. The chassis' edges must be filed smoothly so that the strapping tape is not cut by a sharp edge.

and installed between the motor and the motor mount. This will space the motor in enough that the pinion gear goes on with the set screw to the inside. At this point, a centerline should be scribed all the

way to the back of the car. This mark will be used to check the car's tweak and to center the tires. Install the diff washers using Delta No. 13185 glue or the Bud's Racing Products No. 2110 diff pinning



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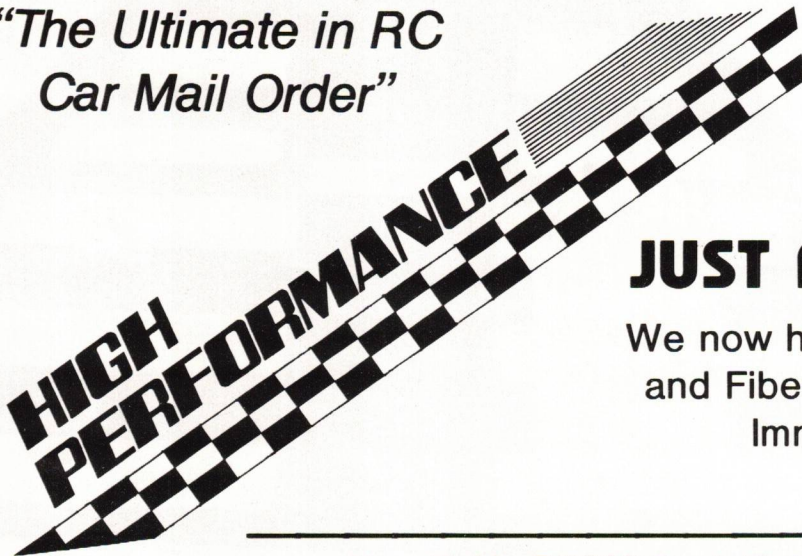
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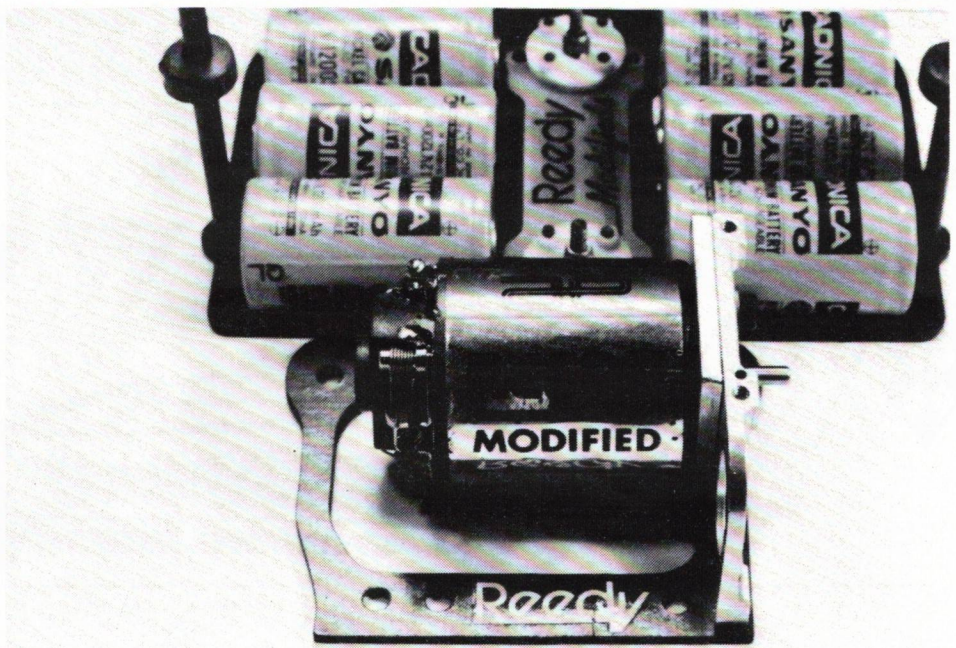
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kit. Composite Craft computer matched "Super Balls" are installed in the Team Losi 64 pitch spur gears and lubricated with Bud's No. 7460 silicone. The right side is completed with the use of a Bud's Racing Products No. 2130 plastic beveled washer. On the left side a Bud's No. 2350 light weight hub is utilized.

At the front of the car, leave one of the nuts loose that holds the brace on. If they are both tight, tweak could result. Use the TRC No. 220 light weight body posts to keep the body suspended. Finally, use two 1/8" collars on each steering linkage set up. This will insure that the rod stays in place. Do not attempt to relocate the output hole on the steering block. Some servos do not have enough torque to handle a change.

For the test car we used the following high quality equipment Associated 4302 basic graphite kit; Novak NES1 Pro speed controller, NER2S miniature receiver,



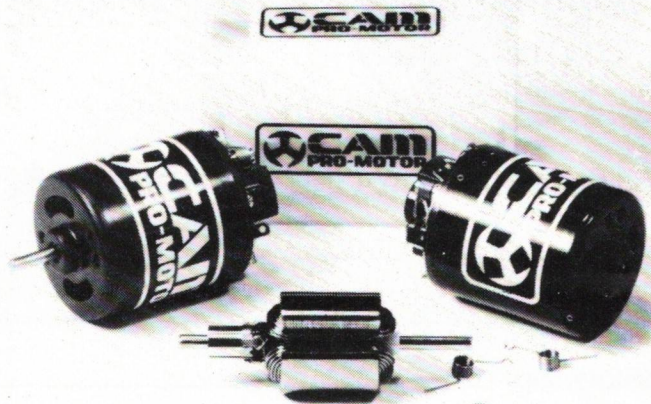
A .125" aluminum spacer is installed between the motor and aluminum bulkhead.

NES1A servo; Reedy No. 2519 Yokomo motor, matched Sanyo batteries, "Reedy in a Can" motor cleaner, "Reedy in a Can" power spray; Bud's Racing Products No. 6925 silver braid, No. 6920 sili-

cone wire; TRC No. 435 green front tires; No. 531 green rear tires; Kimbrough No. 112 servo saver; No. 125 wing tie; All Pro Racing No. 500 modified antenna mount; No. 501 traction compound; and Team

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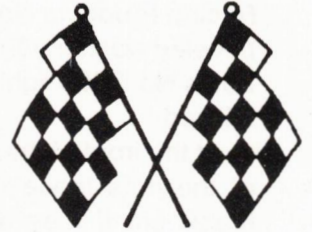
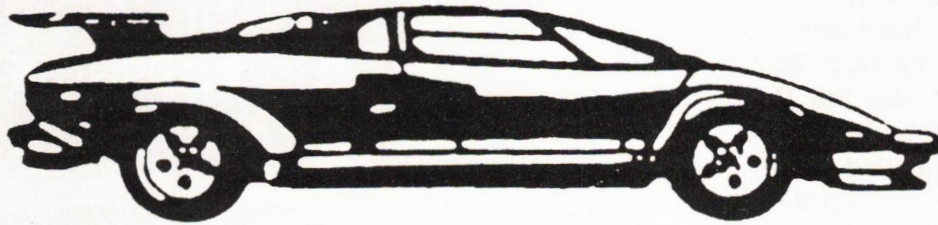
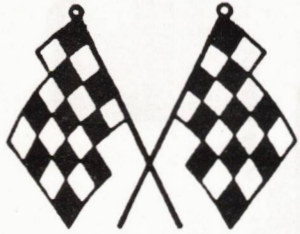
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Losi 64 pitch gears. To complete our package, we used Pactra's line of R/C car paint. If you are looking for some easy to use, brilliant looking, and light weight paint, then Pactra's paint is what you need. This is an excellent paint.

Before putting the car on the track, the tweak must be checked. Place the car on a flat surface and use an exacto knife tip to gradually lift the rear tires off the surface. When both tires come off together, the tweak is flat. Adjust as required for varying track surfaces and layouts.

How did the car work? Like magic! It handles and reacts like the champion race car that it is. Of the two cars entered at a recent Florida State Race, both cars easily made the main. That is not bad considering the 130 plus entries, the fact that both cars saw the track for the first time Saturday morning, and the unexcusable fact that I had not raced in six months. Jeff Davis' car finished a respectable second while I went out with radio problems while in fourth place. The car works very well indeed. With a little proper preparation, the Associated 12L can put you into the winner's circle.

Special thanks to Pete Cooney of Associated Electrics and to Mike Reedy of Reedy Motors for their help in preparing this article. The following car set up starting points should help you dial in your world winning car.

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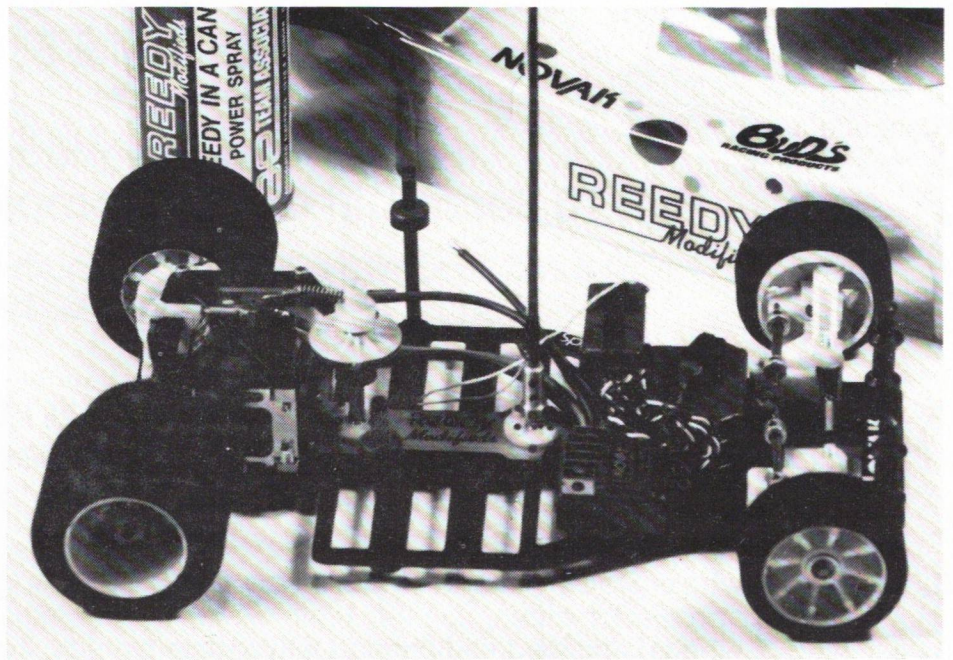
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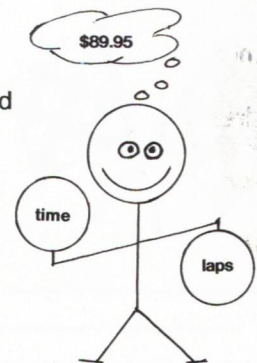
Check next page for Car Set Up
Starting Points.

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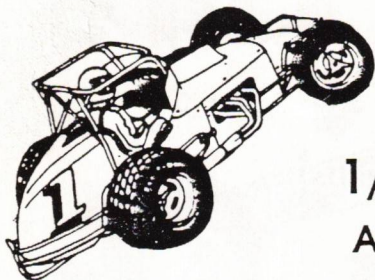
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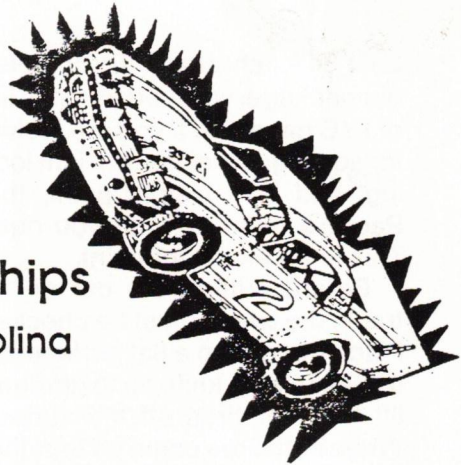


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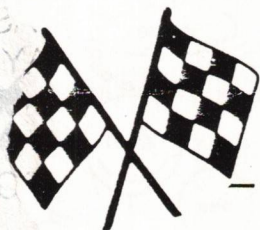


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Diameter	1.95"	1.80"
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Silicone on King Pin	Yes	No
Caster	2	2
Front Susp. Arm Spacer	No	Yes
Camber	-1	-1
Servo Saver Hole	Bottom	Middle
T-Bar	.074 (4331)	.062 (4330) Cut Down
T-Bar Preload	None	.030 at Front
Rear Spring Preload	None	1/8"
Rear Ride Height Insert	1 Below Center	Center
Rear Tire	TRC Green (531) Associated Yellow (3624)	TRC Green (531) Associated Green (3625)
Diameter	2.20"	2.05"
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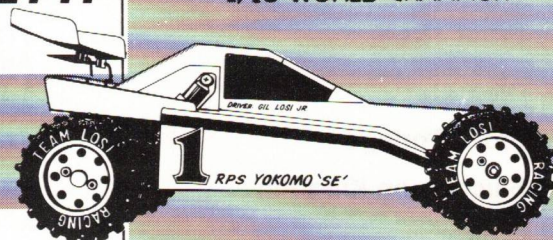
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RPS Yokomo, the current IFMAR world champion continues to excel in 1986 winning the winter nationals in Florida, the Trinity shoot out in New Jersey, and now the Roar Nationals in Pomona, California. Is there any doubt about the RPS/Yokomo S.E.

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2nd Annual Canadian 1/12 Scale Championship

By Pat Doherty
Hamilton, Ontario, Canada



Hoping to discover major error in scoring, Hunsaker, Bartos, Fox, Doseck and Light (kissing car) descend on scorer's table.

Steel City Auto Racing Club of Hamilton, Ontario, hosted Canada's Second Annual 4-Cell Championship meet. The venue was The Rockton World's Fairground, equidistant from Hamilton and a rapidly growing Cambridge.

STARC President Sam Burke acted as host and set the hounds loose on Friday night at 6 for an evening of open practice. It was needed! The track, laid out on a 24' x 72' slab of charcoal ozite, was designed by a German-born motor-wizard Peter Klebert. If P.K., was a painter, he would be of the cubist school; as its main feature were a series of 4" x 4" wooden elbows, sorry, that should be corners, that dealt out harsh punishment to all those who strayed too close. Of particular merit was the "sweeper" at the end of the straightaway, so-called because if you cut too close, your car was too often swept up the marshall.

The large pit area was full of

visitors from farther and wider than last year, evidence of the growing international acceptance of the event. Even Western Canada was represented this year! A prowl around the pits showed that more racers were applying more science in an effort to get more performance. A number of devices were in use to help very serious contenders come closer to the perfect track/motor/gearing/battery match. Conversations with competitors contained allusions to serious, computerized analysis of all devices in use prior to arriving at the event, testifying to a level of effort never imagined when the first electron from a GE nicad excited the windings of an Igarashi 05 in an R/C car some eleven years ago.

It was obvious that there were three classes of racer in attendance: pure amateurs, working from their own pockets; supported racers with great access to batteries and motors; and those who wanted

to be. It was an eloquent argument for the Sportsman class. However, this situation did nothing to dull the competitive atmosphere.

Standing trackside with stopwatch in hand, the fastest runners were circulating in the 11 to 12 second bracket, however, long, clean runs were not the order of the night as traffic was somewhat dense at times with up to 25 people bruising each other's rib cages on the drivers' stand.

Saturday's serious business started at about the time that Rockton's roosters were getting hoarse, when the 110 entrants were artfully arranged into octets and invited to strut their stuff.

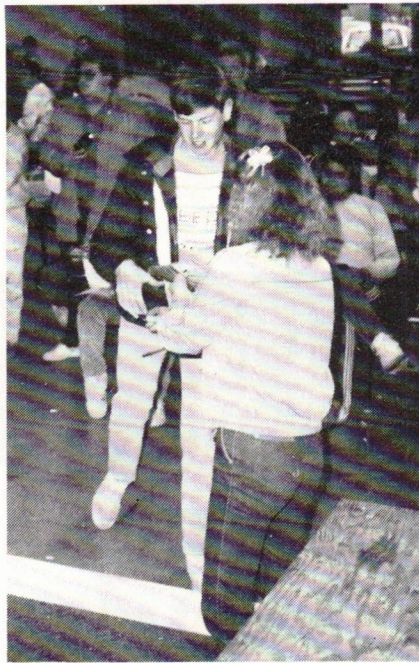
During the first round of qualifying, TQ position was held by fifteen different racers. Going into the final heat of the first of four rounds, Bob Schoenau, of Frankfort, IL, was on top with a 39.8 with his TRC. However, a major improvement on that result was to come as

that mark was topped by six of the eight runners in the fastest qualifying heat, and Bob was dropped to seventh.

Round one leaders were headed by eventual TQ Dave Hechler, from Mason, Ohio. The soft-spoken Hechler, a production manager for a printing company who is a keen water-skier, turned in a 42.5 lap performance. This was only 0.1 lap off his best effort, to be set in the second round. Equipment in use for this stellar run included TRC/Cam Pro/Kraft/Gonzo in all of the appropriate places.

Second place qualifier Chris Doseck, with a 41.9, looked very much a contender as well. A native of Troy, Ohio, Chris saw 43 laps being the best possible performance and he wanted to do it. He used Associated/Trinity/Tekin/Kraft and was sponsored by Do-Rite Machinery Service.

Terry Rott, 20, of Grand Rapids, Mich., was settled in third spot. Rott dusted off the cobwebs that had accumulated during a year on the beach and completed 41.3



Shawn Ireland, after insisting on something to show the folks back home, has his wish granted.

laps with his 12L/Reedy/Novak/KO set up. His racing attire suggested that he might rather be

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fishing, but this was another example of the famous misleading appearances, as Terry admitted to a recent infatuation with two-wheeled speed on his new YAMAHA RD350.

Thoughtful Tyree Philips, whose hat has been hanging in Skokie, IL, for the past fifteen years, after the great migration from NY, came next with a 41.1 effort using equipment similar to Terry's. A serious horn player who is working toward an electrical engineering degree, 30 year-old Tyree is an admirer of Art Carbonell. Philips, too, aspired to join the 43 lap club. (but it was not to be).

Defending champion, former W/C Buddy Bartos, lay fifth after round one. No longer affiliated with R/C power Parma International, a major sponsor of the event, Buddy was out to prove that Bud's Racing Products were good enough to help him win again. He turned his best, a 40.7 in this round, using a TRC chassis, Gonzo batteries, and a Cam Pro motor.

Bob Light journeyed from Oklahoma City to place his 12L in sixth with a 40.4 effort. Trinity power and his relaxed, smooth manner earmarked him for an A Main position quite early in the proceedings.

Bob Schoenau, Kent Clausen, and Shawn Ireland were the only members of the 39 lap club at this point. Another eight entrants demonstrated their ability to go 38 plus laps in eight minutes, and a few fast guys were struggling. Chief among them were Chris Butcher, who managed only a 37.7

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and Edmonton's Andrew Comrie who logged a 37.4.

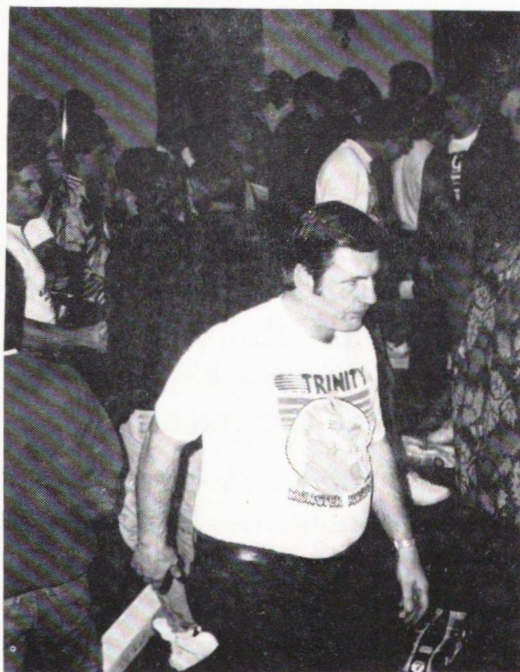
Round two, as expected, produced a few improvements. Wayne Penfold, arguably Eastern Canada's best carpet racer crossed the 40 lap barrier with a 40.1, as did Bob Schoenau. Glenn Tonogai made 39.5, his best run, and looked set for the B main.

The close action was in the A heat, though, as five entrants enjoyed an incident free run and set their best times: Hechler (42.6), Doseck (42.1), Philips (41.7), Rott (41.5) and Light (41.4). Rick Hunsacker, sporting a new TQ Eagle, demonstrated a mastery of the tight in-field portion of the track, and knocked on the door with a 40.3. The new TQ chassis was also being run by Dave Pulfer and Fred Wheeler, who collaborated in the design, along with fellow General Dynamics engineers Dave Biller and Jim McLain. It is an all-graphite "U" section chassis with T-bar, and is as light and rigid as you would expect it to be. The radio tray is quite QD, held in by two screws. D & D have helped with the material used which is a quasi-isothermic lay-up. This 5 plane lamination eliminates any memory that would be found in the material if a more simple method of manufacture was used. The car has screw-adjust castor and tweak. Expect it to be out now, at a retail price of \$225.

Back in the pack, many changes in position were evident as efforts were beginning to focus and bad luck and ignorance were dispelled.

Late Saturday afternoon, round three was run, and the deck was shuffled again. Of the front runners, only Hunsacker was able to improve, registering a 40.7, his best. Schoenau also got 0.3 laps more to sit at 40.4. Affable Dave Pulfer leaped into contention with the same result in the TQ Eagle. Don Jones, Steve Koepf and Chuck Lonergan all set their best times in heat three with 38.8, 37.9 and 38 respectively.

After a few hours rest, it was bubble time. Round four. Sunday morning. Everyone had one chance to move up a main or two.



Pulfer strides back to the pits to pack, as winner Hechler accepts verbal bouquet from Kent Clausen (L) while a pensive Comrie (R) tries to discern what it all means!

This time, the C qualifier was the smooth heat. Contestants Mike Baker (39.2), Judd Nichols (38.3), Peter Klebert (38.9), Pete Cioruch

(39.1), Rusty Husband (38.5), and Sam Burke (38.6) all set their best times here. They joined Rob Meiloo and Don Jones in the C Main.

As the B qualifier lined up, sights were set on Dave Pulfer and Bob Schoenau, joint bubble sitters at 40.4, these two were most vulnerable and would be the first to be displaced by a good B performance. They were. Parma's Greg Fox, an A Main driver from last year completed 40.6 laps and edged into the A Main, pending results from the A qualifier, where Bob could have redeemed himself. High drama! It was not to be. All A qualifiers were slower than previously posted times, and the mains were frozen.

Many also-rans ran in the mains, including the writer, but space precludes detailing their sometimes dramatic performances. The first noteworthy effort was Andrew Comrie's win in the E Main. Andrew turned 39.6 laps, winning with a time that would have qualified him in the middle of the B. Parma's Chris Butcher was ditto in the D Main, winning with 39.3 laps, much better than his qualifying effort.



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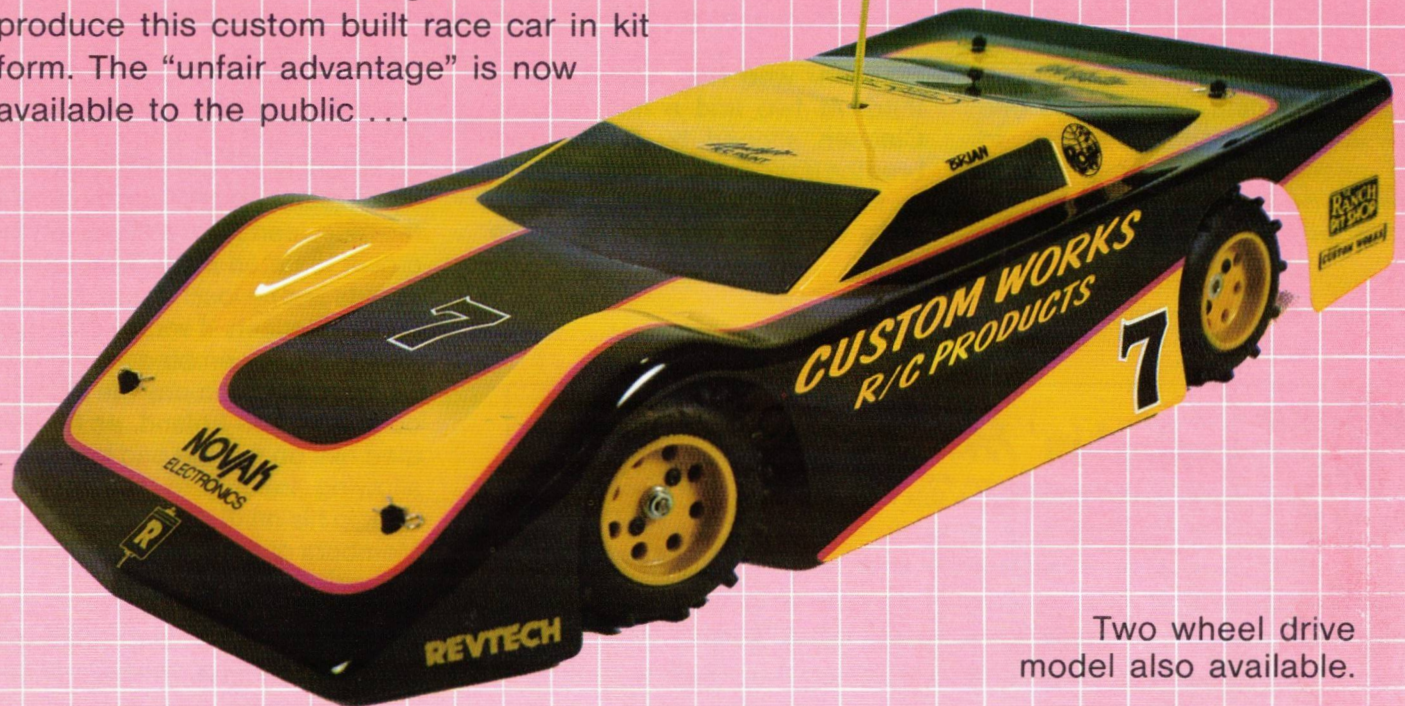
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Second in the D at 38 laps was Steve Koepp. Hard luck third placer was Halifax's Jack Robaczewski at 37.8, after missing the first 15 seconds of the race with an interference problem.

The C Main was quite closely contested and Rob Mieloo had to better his qualifying performance by 0.1 laps to edge out Don Jones at the wire with 38.4 laps. Mike Baker was third, 0.2 laps back. The next three finishers, all at 37.5, had an obviously close race. Judd Nichols, Peter Klebert and Pete Cioruch finished in that order. Texan Rusty Husband (37.2) beat out Sam Burke (36.1) into seventh.

The B Main was the day's crowd pleaser. Bob Schoenau (TRC) led off the line. Shawn Ireland (Associated), and Wayne Penfold (Delta) were close behind. Kent Clausen (Associated) was moving up fast. Tom Adams (PK Corally) and Dennis Moscatelli (Associated) rounded out the field. Nearing the one minute mark, Penfold had moved to second, and over the next minute he built the lead to 4 seconds over Dave Pulfer and Kent



Andrew Comrie (L) watches Tyree Philips' every move.

Clausen, who had moved up to third. At two and a half minutes Clausen slipped by Pulfer. Two breaths later, Penfold was delayed by a slight bump, but recovered to keep his lead until the 4 minute

point when Ireland went by. Shortly thereafter Clausen mounted his challenge and the leading two diced furiously in front of Bob Schoenau. Three corners from the end of the race, leader Ireland caused the crowd to groan as he T-boned the boards and he lost his premier position to Clausen. It was with disbelief that the assembled throng then watched Clausen pay the ultimate compliment to Ireland, as he imitated him on the second last bend, allowing Ireland to regain what was, in his mind, his rightful place. Members of the crowd were heard to roar!

At 4 p.m. it was time for the A-team! With a 2 lap qualifying spread it did not look like an eight way fight for the front, however, all contestants were proven performers, and you never know who has been able to rewrite Ohm's Law. Grid line-up was 2 x 2 and this allowed Chris Doseck to jump to an early lead over Hechler, Rott, Light, and Hunsaker, in that order. It took Hechler only two laps to correct what was not going according to his race plan, while a little further back, Hunsaker pulled up a bit on the leading group.

On lap six, Hechler performed a rear end inspection on tail-ender

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Bartos' car and, apparently satisfied with what he found there, allowed Buddy to do the same to his machine. Smooth running paid off and at the three minute mark he held a 5 second advantage over Doseck. It took him two minutes to stretch that to six seconds. At five and a half minutes Light's efforts were rewarded with a temporary second place, but Doseck reversed that 15 seconds later. The order did not change much in the last two minutes. Hechler had two small incidents, coolly handled, position protected. The five second margin over Doseck held. Bob Light was a further 8 seconds back, almost a lap ahead of Terry Rott, in fourth. Former team mates Fox and Bartos stayed close and finished that way, a lap up on Hunsaker. Tyree Philips was DNF at 6 minutes.

Hechler drove a smooth, controlled race, and was warmly congratulated by the field after the event. Prior to the prize giving, a drawing was held and a vast amount of sponsor-donated merchandise was awarded to all entrants by main man Sam Burke, who smoothly coordinated the whole affair.

A MAIN

- 1st - Dave Hechler/TQ
TRC/Cam/Gonzo
- 2nd - Chris Doseck
Associated/Trinity/Tekin
- 3rd - Bob Light
Associated/Trinity/Tekin
- 4th - Terry Rott
Associated/Reedy/Novak/KO
- 5th - Greg Fox
Parma
- 6th - Buddy Bartos
TRC/Cam/Gonzo
- 7th - Rick Hunsaker
TQ Eagle/Cam
- 8th - Tyree Philips
Associated/Reedy

B MAIN

- 1st - Shawn Ireland
- 2nd - Kent Clausen
- 3rd - Bob Schoenau
- 4th - Dave Pulfer
- 5th - Dennis Moscatelli
- 6th - Tom Adams
- 7th - Wayne Penfold
- 8th - Glenn Tonogai

C MAIN

- 1st - Rob Meiloo
- 2nd - Don Jones
- 3rd - Mike Baker

- 4th - Judd Nichols
- 5th - Peter Klebert
- 6th - Pete Cioruch
- 7th - Rusty Husband
- 8th - Sam Burke

D MAIN

- 1st - Chris Butcher
- 2nd - Steve Koepf
- 3rd - Jack Robaczewski
- 4th - Bill Schoenau
- 5th - Chuck Lonergan
- 6th - Howard Kemery
- 7th - Brad Makaric
- 8th - Marc Sevier

E MAIN

- 1st - Andrew Comrie
- 2nd - Paul Martin
- 3rd - Doug Orton
- 4th - Steve Radecky
- 5th - Dave Germaine
- 6th - Butch Beebe
- 7th - Tommy Lamb
- 8th - Jay Lawrence

F MAIN

- 1st - Norm Klebert
- 2nd - Wayne Gerber, Jr.
- 3rd - Danny Rockefeller
- 4th - Eric Whitlock
- 5th - Frank Calvarese
- 6th - Robert Wilkinson
- 7th - Bill MacTavish
- 8th - Fred Wheeler

G MAIN

- 1st - Jeff Nidd
- 2nd - Rich Panches
- 3rd - Dale Freeman
- 4th - Andy VanDyk
- 5th - Allan Walker
- 6th - Gary Sager
- 7th - Francis Lee

H MAIN

- 1st - Jacques Dorey
- 2nd - Tom Lamb
- 3rd - Orlin Clarkson
- 4th - Al Baker
- 5th - Mike Lo
- 6th - Steven Lacomte
- 7th - Wes Sawchuk
- 8th - Pat Doherty

I MAIN

- 1st - Keith Walsh
- 2nd - Mark Frechette
- 3rd - John McNamee
- 4th - Chris Poirier
- 5th - Tom Walters
- 6th - Harold Greschner
- 7th - Ron Nelson, Jr.

J MAIN

- 1st - Wayne Gerber, Sr.
- 2nd - Scott Melanson
- 3rd - William Lau
- 4th - Dan Englebreth
- 5th - Matt Morden
- 6th - Ted McCarthy

- 7th - Mike Winn
- 8th - Carri Gerber

K MAIN

- 1st - Donald Thompson
- 2nd - Don Munro
- 3rd - Dave Biller
- 4th - Bernard Neiberg
- 5th - Mike McGuire
- 6th - Peter Langlois
- 7th - Shilo Goracoff
- 8th - Richard Zbin

L MAIN

- 1st - Barry Makaric
- 2nd - Jerry Johnson
- 3rd - Rich Fairey
- 4th - Jim Gibbs
- 5th - Scott Hurst
- 6th - Tom Wortkey
- 7th - Bruce Tremaine
- 8th - Gene Kenyon

M MAIN

- 1st - Steve DiFranco
- 2nd - John Kouw
- 3rd - Dave McDonald
- 4th - Mike Kenyon
- 5th - Brad Frank
- 6th - Jim McLain

N MAIN

- 1st - Brad Wilkinson
- 2nd - Brian Fairey
- 3rd - George Tipton
- 4th - Pete Morden
- 5th - Brian Cripps
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Second Round of the Brazilian Championship

By Peter Gogarten

Sao Paulo, Brazil - May, 1987



Stadium at Sao Paulo, Brazil

Over the last weekend we had the second round of the Brazilian Championship for 1/8 scale.

Practice began on Friday, which luckily was a holiday, and everybody was able to try out the best settings for the forthcoming race. The track had reasonable grip, but various suspension softenings were needed to get it right.

Qualifying was held on Saturday, and after four rounds we had Leonardo Leite at the first spot running a Serpent OPS Boca powered. Second was Francisco Carillo with the same equipment and third was Sergio Boca, also with the same type of car and motor. As the three are from Brazilian's leading team, the results were not such a surprise. It looked as if it was going to take a hard Sunday to beat them.

After the lower mains were run on Sunday morning, we had the final 10 sorted out ready to run in the afternoon. Thirty minutes were going to be run under a nice blue sky, with temperatures of around 25C, which means 77F. Off we went and it was soon to be noticed that this was to be Leonardo's day. It must be said that he is only 12 years old and racing cars for about 3 1/2 years now. Since his grandfather financed a new Serpent for Christmas, it seems a perfect combination was achieved and his driving bettered each run. Only Francisco could stay anywhere close and was able to take the lead during the fueling periods.

At about 15 minutes Francisco had a heavy crash with Nicola and as a result his engine blew a few laps later. This left Leonardo alone

and without the pressure he was able to extend his lead over the rest of the race, which had yours truly and Newton fighting it out for second.

Positions were swapped constantly until two laps from the end, when a collision with a backmarker cost Newton a front dog bone and determined his third place. Fourth place went to Boca, who had trouble after a steering link was popping off constantly.

After the race prizes were awarded for the first twenty. Everybody said farewell, intending to meet again for the third round of the National Championship on June 13 & 14.

A MAIN
1st - Leonardo Leite
Serpent/OPS Boca

2nd - Peter Gogarten
Cook Cobra/Picco
3rd - Newton Drumond
Mantua/NovaRossi
4th - Sergio Boca
Serpent/OPS Boca
5th - Rodolfo Arruda
Cook Cobra/Picco
6th - Paulinho Garalhada
SG MKIV/OPS
7th - Francisco Carillo
Serpent/OPS Boca
8th - Nicola Ruschioni
SG MKIV/OPS
9th - Sergio Badin
SG MKIV/OPS
10th - Cabral
Mantua/OPS

3rd - Edgar Maluf/214
4th - Alexandre Figueiredo/200
5th - Sergio Boca/186
6th - Newton Drumond/176
7th - Francisco Carillo/159
8th - Sergio Gasparin/153
9th - Rodolfo Arruda/145
10th - Paulinho Gargalhada/133
11th - Italo Adami/132
12th - Luis Cesar/130
13th - Nicola Rushioni/123
14th - Sergio Badin/106
15th - Lula B. Mello/104
16th - Ivair Simoes/103
17th - Albino/74
18th Carlos Loyola/51
19th - Jefferson/49
20th - Paulo Quem/40
21st - Geraldo/38
22nd - Mauro/36
22nd - V. Quadrelli/36
24th - Fernando Yamashita/32
24th - Molina/32

CHAMPIONSHIP STANDINGS
After Second Round

1st - Peter Gogarten/244 pts.
2nd - Leonardo Leite/220

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VIC-3A	Ultimate 1/1/2sc. S/C	0.004 V/A	4 to 10	200 A*	120 A	1.0 oz.	1x1.9x.5
VIC-4A	Ultimate Competition S/C	0.002 V/A	4 to 10	320 A	180 A	1.3 oz.	1x1.9x.5
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Motor Care

By David Lovett

Most anyone who has been racing for a while, even a short while, has one or several motors that are short of being first rate but really are not worn out. In this article I will try to give you a few tips that could bring new life to these motors and possibly make them good as new.

The commutator and brushes seem to be the reason most motors get shelved and it is really a simple matter to recondition them.

Begin by thoroughly cleaning the motor with any good motor spray. Pay particular attention to the brush commutator area. Lubricate the bearings or bushings with a single drop of lubricant. Be careful not to use too much, a drop is plenty and any more may work its way to the commutator and pollute it, making it necessary to clean the motor again.

Make a battery pack with a plug to match your motors and watch that you keep the polarities the same as your speed control. This is to insure that you run the motor the same direction in which you use it. This battery pack should have a voltage of three to four volts. The easiest power source is to use half of a six cell battery pack. Simply mark a cord with a

motor plug at one end and alligator clips at the other. Clip on to the power pack in the center and attach the other to the end of a row of three cells.

It may be necessary to make minor modifications to the battery pack such as soldering a small wire to the center of the pack, between the two rows of three cells. But this will not harm it and it can still be used as a racing pack if left this way. Using this method, you can drain three cells then rearrange the clips and drain the remaining three. Be sure to drain all six cells before recharging.

Connect the motor to the battery and let it run unloaded for five to fifteen minutes. This time will vary depending on your motor and the air temperature. Watch that the motor does not get too hot, heat is what causes the magnets to get weak. Once they are weakened they must be replaced, if possible, or the motor discarded.

After the proper running time disconnect the motor and reclean the brush commutator area. Set it aside and give it time to cool. One other way to achieve the same results is to run the motor in a freezer, this works well and you only need to clean it every half hour. Repeat these steps until the motor has been run for one hour.

Carefully remove one of the

brushes and check to see if it is seated properly against the commutator. A well seated brush will be smooth and concave across the entire width of the brush. If there are any irregularities more running time is required.

Now, look at the commutator, it should be cleaned completely around its diameter. The area just before the three thin slots are the trouble spots. Deposits in this area cause arcing and this causes pitting and burning of the brushes and commutator. If this area is not clean more running time is required.

It is important to get these areas clean. It allows the motor to operate at maximum power through 360 degrees of rotation. An old motor may take as long as five hours running time to fully recondition it. Following this procedure after each day's racing will shorten it to one hour. With most motors I have worked on I have been able to get these areas as clean as I have described. The increase in torque and RPM is surprising. Give this method a try. I have won races, "A" mains, using motors I once would have thrown away!

CP

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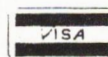
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- 3. Grand National, (2 wd, 7 cell, open motor, any legal bodies).
- 4. Open Comp, (4 wd, 7 cell, open motor, any legal bodies).
- 5. Sprint Car, (2 wd, 7 cell, open motor, outlaw bodies with 2 wings).

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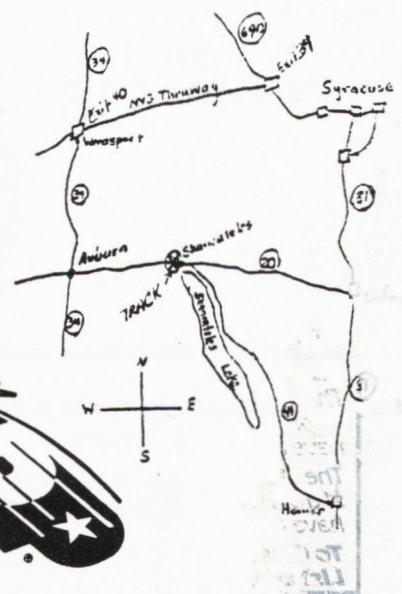
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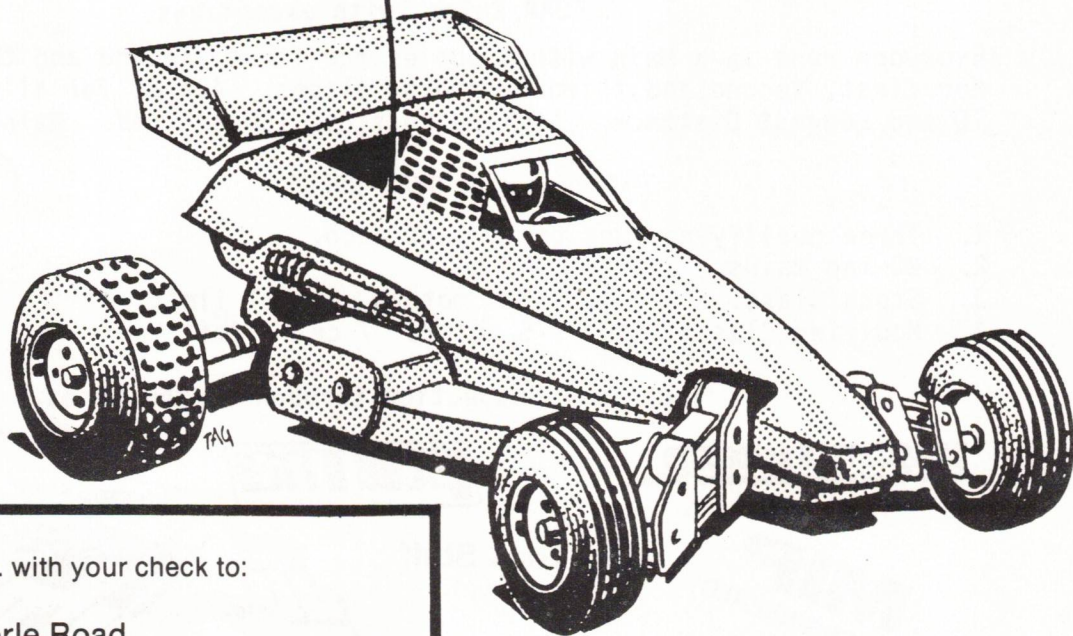
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Twister Oval - First Race of the World Series

By Monica Barana
Gardena, CA

The Twister Oval was the first of a three race series called the "World Series" being presented by RC/RC. The three races are for points. Everyone must run one of the first two races in order to be eligible to run the third race, the Reedy Oval. The points for the third and final race will be doubled, and only one of the first two race points will count towards the final series totals.

Five classes were run at this race with some of the names being unfamiliar to many racers, so I'll define them here:

1 - Street Stock: 2WD cars with 6 cells and stock motors, no wedge bodies.

2 - Sportsman: 2WD cars with either 7 cells and stock motors OR 6 cells and modified motors, no wedge bodies.

3 - Grand National: 2WD cars with 7 cells and modified motors.

4 - Open Competition: 4WD cars with 7 cells and modified motors.

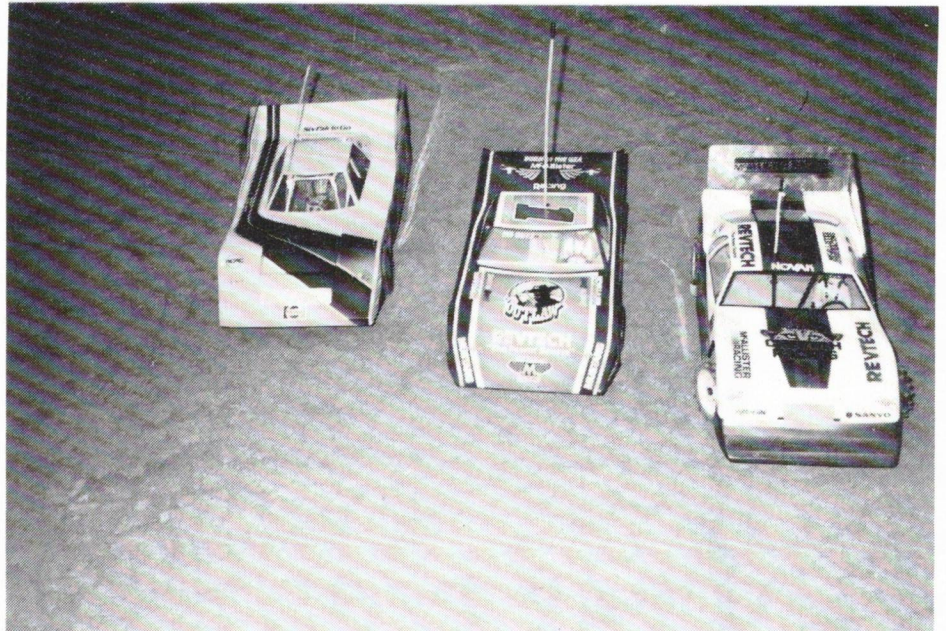
5 - Sprint Car: 2WD cars with 7 cells and modified motors, outlaw bodies with two wings.

Qualifying was also done in a different way. There was one car on the track at a time. Each car receiving 10 laps, with two rounds being run.

Qualifying started Saturday morning with Noel Jordan TQing in the Street Stock class. Noel ran 10 laps in 76.325 seconds.

The Sportsman class saw Gary Demory run 10 laps in 75.302 laps. Next was the Grand National class. Scott Quillen TQ'ed with 10 laps in 66.581 seconds.

The Open Competition class was the fastest of the weekend with Chuck Saladin running 10 laps in 66.352 seconds. Last we
(Continued on Page 49)



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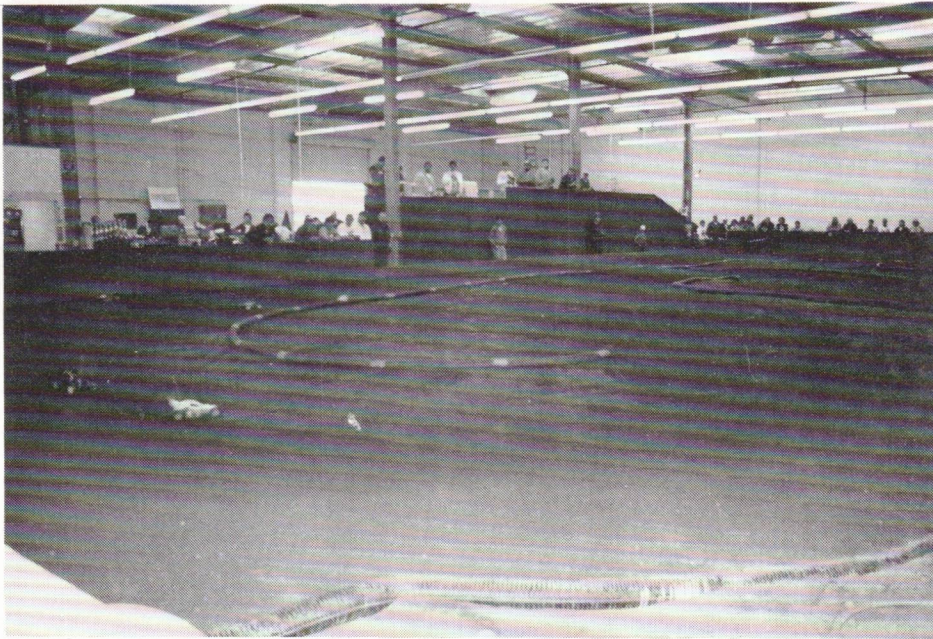
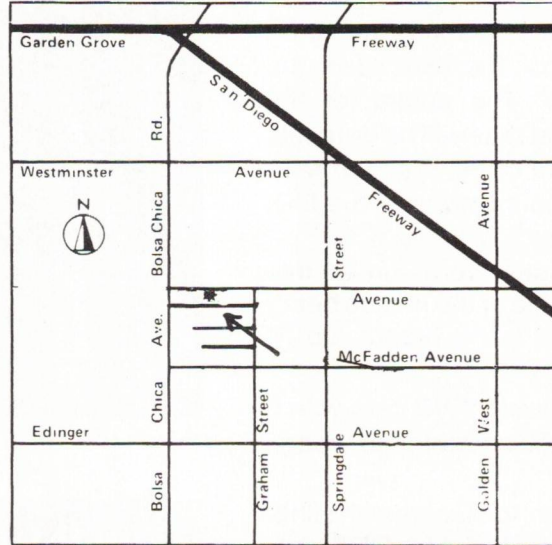
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Confirmation, Event Schedule and Motel List will be mailed on receipt of entry.

ENTRY VOID WITHOUT PAYMENT

NAME _____

ADDRESS _____ CITY _____ STATE _____

ZIP _____ ROAR NO. _____ PHONE _____

SKILL LEVEL: BEGINNER _____ INTERMEDIATE _____ EXPERT _____

FREQUENCY: 1 _____ 2 _____ 3 _____

TOTAL AMOUNT ENCLOSED \$ _____

had the Sprint Car class. John Smith was the top qualifier with 10 laps in 75.348 seconds.

The Concours and Best Engineered competition was next. Concours saw Carlos Turano take home top honors. Second went to Gary McAllister and third was Rick Pazananski. Mike Terry won the Best Engineered category with second and third going to Carlos Turano and Russ Hawkins.

Sunday's mains started off at 8:00 a.m. Each of the A mains were scheduled to be double mains, with the laps and times totaled to reach your overall winner.

The Street Stock A Main started us off. Steve Wilkins was the overall winner with a first place and a third place finish in the two mains.

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Lap Counting

ATTENTION
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Computer based real-time race management program. Displays, records, prints, corrects race data and recalls for post-race review or printing. Simplified driver name entry, race makeup and points recording/printing. Internal timer to 1/100 sec. tailored to track and equipment.

RCC1: For TRS-80 Models III and IV. Conducts races up to 24 hours long. Accommodates 3 tracks, 8 classes, 900 drivers in roster plus points. 66 races per diskette. \$190.00.

RCC2: Same as RCC1 except no points. Roster plus credit info.

RCC5: Most PC's. Similar to RCC1 except conducts races to 24 hours long or 5200 laps. Up to 200 races per diskette. \$240.00.

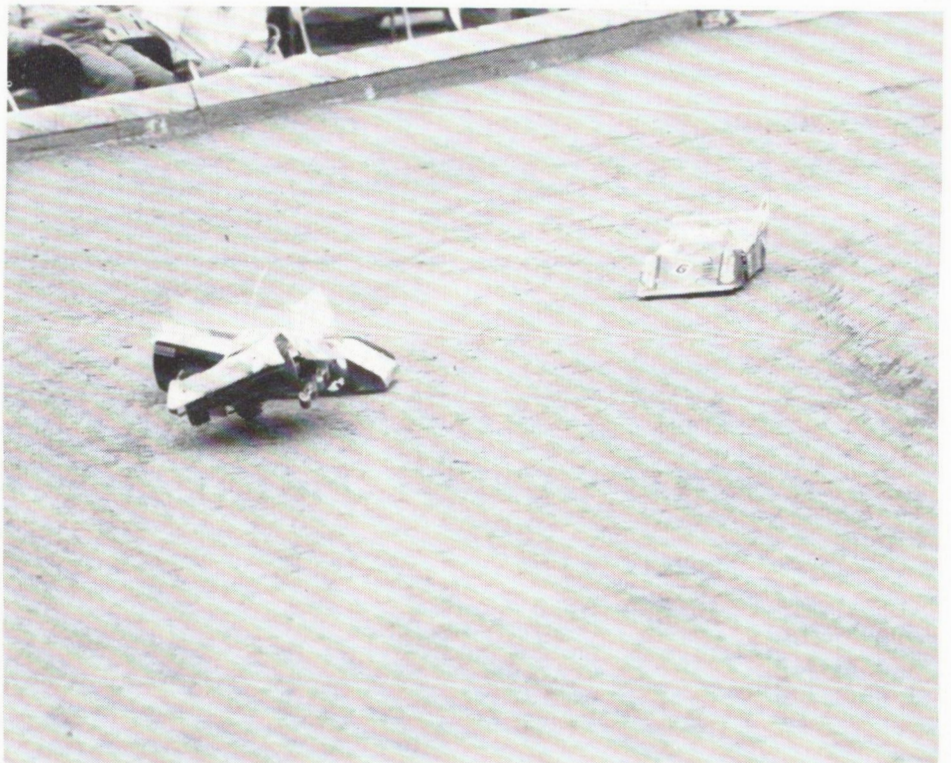
RCC6: Same as RCC5 except no points. Roster plus credit info.

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Action at the "World Series". Note the batteries falling out of the car.

Second place went to Noel Jordan and third was Dick Pat.

The Sportsman class was next. TQ, Gary Demory, swept this class. He finished with a first and fourth place in the two mains, which gave him the overall victory. Second place went to Danny Nelson, who put forth a great effort with two second place finishes in the mains. Third place was John Peterson.

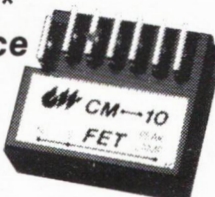
The Grand National class ended with two great races. Scott Quillen and Ed Knoles, Jr. both finished first and third in the two mains, however, Ed Knoles had a total of 65 laps, where Scott Quillen only had 63 laps. This put Ed in the

winner's circle overall, but with Scott Quillen's TQ points, Scott was the overall series points leader. Mike Giem finished third overall with a second and fourth place finish in the mains.

With 67 laps overall, Chuck Saladin won the Open Competition class. Second place went to Ed Norris with a second and third place finish in the mains. Third place overall went to your Grand National Champ, Ed Knoles, Jr.

The Sprint Car A mains were the final mains of the day. Your TQ, John Smith was a big winner this weekend. He finished first in the first heat and fourth in the second,

**1/2*
Price**



THANKS GUYS!

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

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

Special thanks to **WIZARD MOTOR RACING TEAM** for using the CM10 and the new CMW Peak Detection Pulse Charger at the JG Westcoast Championship. *Team-mate **Rob Cutman** (PA) took A Main 2nd.

Larry Westcott (86 OCCRA champ) "I am very impressed by my CM10!" *Ultra efficient high output (CM10 450 Amp peak surge) low volt drop light w/ full speed LED with on/off switch and 30 Amp fuse. Futaba Airtronics KO JR plugs Tamiya male connector.

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August 26th	Controlled Practice
August 27th-28th	Qualifying (3 @ day)
August 29th	Concourse - Mains
August 30th	Rain Date

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TRAVEL/MOTEL INFORMATION

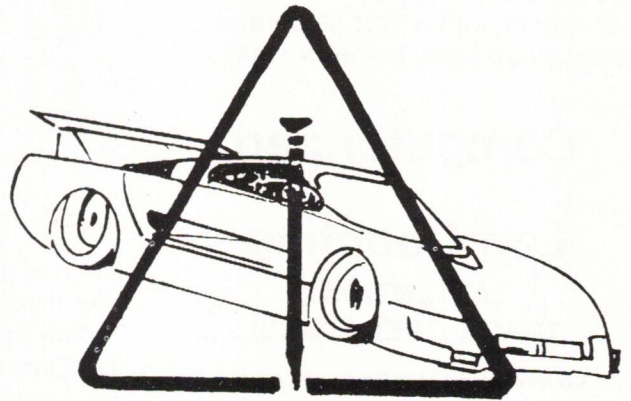
Days Inn 1595 W. Oakland Park Blvd. Fort
Lauderdale.
Call: (305) 484-9290 for Reservations
Motel can be seen from track/5 min. drive

Moter Home Parking allowed on Track Site
No charge/No hookups available

For Discount Airfares & Rental Cars - Call
1 (800) 327-8867 / ask for Cecile Erlston
Mention R.O.A.R. / U.S. Nationals
Ft. Laud. Int'l Airport 20 Min. from Track

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Maps will be sent with Conformation Letter

For Additional Information - Call:
N. e. Morse 1 (305) 748-5416 7-10pm (EST)



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AND "A" MAIN WINNERS IN EACH DIVISION

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ENTRY FORM

NAME _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____
PHONE (____) _____
R.O.A.R. # _____ CLUB _____
FREQUENCY: 1st _____ 2nd _____ 3rd _____
CLASS: 2WD () 4WD ()
CAR _____ RADIO _____
MOTOR _____

MAIL ENTRY FORM AND \$25 FEE TO:

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SUNRISE, FLA. 33313

Make Checks Payable to: F.A.R.C.A.R.

NO REFUNDS !

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evening at the Top Of The Surf on Ft.
Lauderdale Beach. The menu will be
uniquely all Florida, consisting of native
fruit, conch salad, gator tail and key lime
pie. An alternate menu of native fish or
beef will be available. Please signify on
the entry form your reservations needs.
20.00 Dollars each at the door.



Darin Ishitani (4th place) getting around the track.

which was good enough to crown him the overall Sprint Car champ. Second went to Greg Elsberry, who gave Smith a run for his money in both mains, by also finishing first and fourth. Third place went to Ken Buzzard.

Along with the plaques given away after each race, there will also be two perpetual trophies awarded at the end of the series.

One of which is the JG Trophy, this will be given to the overall points leader at the end of the series. It will be displayed at RC/RC in Ascot Park. A duplicate trophy will be presented to the winner.

The second Perpetual Trophy is the Ascot Trophy. This will be awarded to the overall points leader in the Sprint Car class.

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ASTRO FLIGHT, FLEXAN, ROBBE, X-ACTO, DURACELL.

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WE'LL BE COMPETITIVE TO ANYBODY'S PRICES! ASK US!			

So ended the first leg of the RC/RC "World Series". Next will be the RevTech Oval on July 18 & 19 followed by the grand finale, the Reedy Oval on Sept. 19 & 20, which will count for double points as mentioned earlier. See you there!

TWISTER OVAL POINTS SERIES RACE NO. 1

STREET STOCK

1st - Steve Wilkins	296
2nd - Noel Jourdan	295.5
3rd - Dick Pat	290

4th - David Heege	288.5
4th - Robert Moss	288.5
5th - Rick Stratten	287
6th - Steve Ruffin	284
7th - Brandon Phillips	281
8th - David Montgomery	275
9th - Dale Kurokawa	275
10th - Tom Smith	266
11th - Greg Lund	263
12th - Joe MacGreagor	260
13th - Johnny Taylor	257
14th - David Adams	254
15th - John Hooks	251
16th - Keith Miller	248
17th - Mark Shimabukuro	245
18th - Doug Long	236
19th - Mike Brand	233

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City _____ State _____ Zip _____

Country _____ Signature _____

20th - Andrea Espejo	230
21st - Ted Hauser	227

SPORTSMAN

1st - Gary Demory	300
2nd - Danny Nelson	296
3rd - John Peterson	293
4th - Lori McCafferty	291.5
5th - Sami Srouf	287
6th - Steve Lane	282.5
7th - John Gudvangen, Sr.	281
8th - Steve Wilkins	281
9th - Mark Shimabukuro	275
10th - Dennis Hill	273.5
11th - George Smith	266
12th - Bob Baker	263
13th - Jeff Boyd	260
14th - Chuck Crawford	257

GRAND NATIONAL

1st - Scott Quillen	301.5
2nd - Ed Knoles, Jr.	296
3rd - Mike Giem	293
3rd - Chuck Saladin	293
4th - Larry Deweese	284
4th - Brian Landgraff	284
5th - Dan Binter	281
6th - Vince Ito	279.5
6th - Gary Demory	279.5

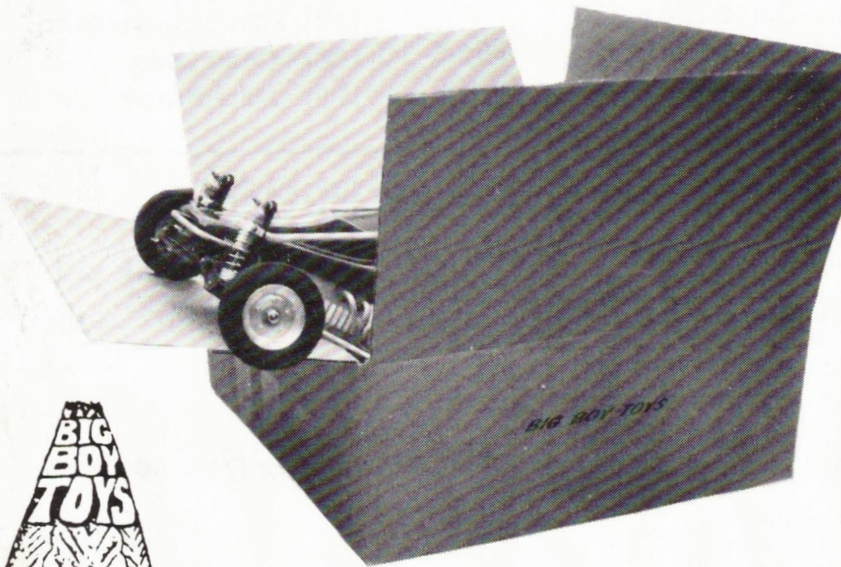


Gary Demory (car No. 1) leading the pack around the track.

7th - Curtis Strawn	278
8th - Mark Lane	275
9th - Rick Thompson	266

10th - Greg Walske	263
11th - JR Sitman	260
12th - John Peterson	257
13th - Rich Stratton	254
14th - Mike Scheick	251
15th - Chad Klem	248
16th - Mike Terry	245
17th - Roland Bayly	242
18th - Rick Pazanowski	236
19th - John Gudvangen, Sr.	233
20th - Troy Kennedy	230
21st - Al McGhee	227
22nd - David Heege	224
23rd - Brian Kono	221
24th - Johnny Montgomery	218
25th - David Adams	215
26th - John Sparlund	212
27th - Ken Buzzard	206

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OPEN COMPETITION

1st - Chuck Saladin	303
2nd - Ed Norris	294.5
3rd - Ed Knoles, Jr.	288.5
4th - Mike Walker	287
5th - Brandon Petersen	285.5
6th - Brian Landgraff	284
7th - Paul Mariscal	284
8th - Jeff Mier	281
9th - Joe Schmitz	278

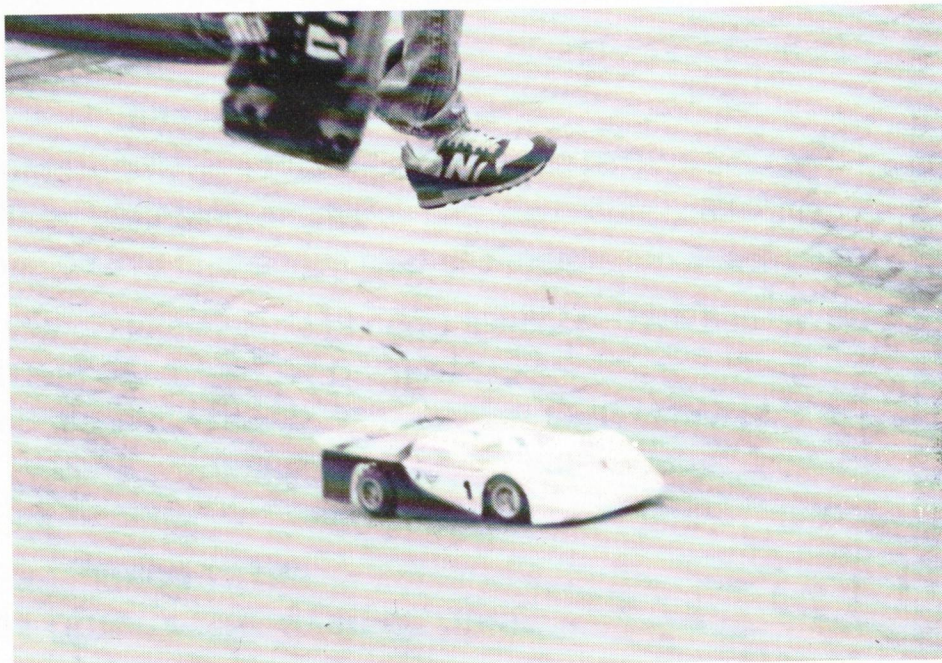
10th - Scott Quillen	275
11th - Russ Hawkins	266
12th - Mike Giem	263
13th - Dave May	260
14th - Curtis Strawn	257
15th - Blazen Blaser	254
16th - Paul Pat	251
17th - Larry Grant	248
18th - John Yo	245
19th - Gary McAllister	242
20th - Sami Srour	236
21st - Chuck Crawford	233
22nd - Jeffy Meisenzahl	230
23rd - Mike Scheick	227
24th - Christi Winans	224
25th - Greg Dee	221
26th - Kevin Winans	218
27th - Andy Jacobson	215
28th - Bob Novak	212
29th - Ed Perez	206
30th - Eric Oliver	203
31st - John Bobbel	200
32nd - John McMullen	197
33rd - Chris Rockwood	194
34th - JR Sitman	191
35th - Keith Fennell	188
36th - Tom Christopher	185
37th - Mike Gill	182
38th - Hal Empey	176
39th - Jeff Maurer	173
40th - Lori McCafferty	170
41st - Johnny Montgomery	167
42nd - Carlos Turano	164
43rd - Bob Baker	161
44th - Rob Brum	158
45th - Cliff Soderberg	155
46th - Tommy Christopher	149
47th - Ed Smith	146
48th - JG, Jr.	143

SPRINT CAR

1st - John Smith	300
2nd - Greg Elsberry	294.5
3rd - Ken Buzzard	291.5
4th - Darin Ishitani	290
5th - Bob Novak	287
6th - JR Sitman	287
7th - Daniel Herbage	279.5
7th - Jimmy Wright	279.5
8th - Hal Empey	276.5
9th - John Sparlund	275
10th - Dale Kurokawa	266
11th - Mike Terry	263
12th - Ed Perez	260
13th - Greg Lund	257
14th - Russ Hawkins	254
15th - Gary McAllister	251



Winners of the Best Engineered cars.



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 17th - Dennis Hill 245

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PRESENTS

The 1987 North American Indoor Off-Road Championships

September 4, 5, 6, 1987

ROAR RULES APPLY - ROAR MEMBERSHIP REQUIRED

CLASSES:

2WD and 4WD STOCK: This class will be given stock motors to run. Motor will be of the competition stock type, and only these motors will be allowed to compete in the stock classes. Extra motors can be purchased at \$15.00 each.

2WD and 4WD Modified: Open to all drivers using any ROAR legal Modified motor.

— LIMITED TO FIRST 150 ENTRIES —

★ Saturday Night Party (Hot Dogs, Chips, Punch, Bench Racing)

★ Free T-Shirt to Each Entry

— ENTRY FORM —
SIGN UP DEADLINE: AUGUST 15, 1987

Name _____ Car _____

Address _____ Motor _____

City, State, Zip _____ Radio _____

ROAR # _____ Speed Control _____

Frequencies: 1st _____ 2nd _____ 3rd _____

2WD STOCK 4WD STOCK 2WD MODIFIED 4WD MODIFIED

Entry Fee: \$35.00 Stock (includes stock competition motor) \$25.00 Modified Total Enclosed _____

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Racing Schedule

- 1/8th Scale -

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

TEAM RACE R/C CAR CLUB

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

NERCAR

Race Site: Snyntuck Community College, 170 Elm St., Route 220, Enfield, CT. Info: Wes Ford (203) 749-7927, Larry Labounty (203) 749-6281, Phil Olsson (203) 668-749-6281, Phil Olsson (203) 668-1545. Racing starts: 11 a.m.

July 12 - Road Race - Formula One
July 26 - Road Race - Can Am
August 16 - Oval Race - GT Bodies
August 30 - Road Race - Grand Nat
Sept. 13 - Road Race - Can Am
Oct. 11 - Tri Oval Special - GT

18th ANNUAL MIDWEST SERIES

5108 Victoria Ave., Middletown, OH 45044, Marty Runge (513) 425-6920.

July 18-19 - Toledo, OH
Aug. 15-16 - Chicago, IL
Sept. 12-13 - Detroit, MI

Oct. 10-11 - Indianapolis, IN

R.C.A.R. OF TULSA

July 12 - Aug. 9 - Sept. 13 - Oct. 11
Contact Bobby Brummet at (918) 366-3752.

TRI-STATE R/C AUTO RACERS

Northern Kentucky Hobbies
1/8 Scale Gas Series

For more information call: Jerry Brugger (606) 342-7226, Mike Ross (606) 283-2329, Martin Runge (513) 425-6920.

July 12 - Aug. 9 - Aug. 30

Sept. 26/27 - Oct. 17 - Nov. 1

- 1/10th Off-Road -

Every Sunday -G & S Off-Road Raceway, San Carlos & Meridian Avenue, San Jose, CA.

ASCOT R/C 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.

CENTRAL NEW YORK Lawrence Race Park

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

BIR INDOOR SEASON

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

REECE'S R/C RACERS

1st & 3rd Sundays at Spinner's 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.

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Route 163 Bozrah, CT
Racing Every Sunday - May 4 to

SECOND ANNUAL "I CAN'T DRIVE 55" SHOWDOWN

Sponsored by Topeka R/C Buggy Bouncers

September 6 & 7, 1987

Woodgate Speedway, 45th and Adams, Topeka, Kansas

Classes: 2 wd stock - 2 wd modified - 4 wd stock - 4 wd modified

Trophies and prizes to be awarded

Registration deadline Sunday, September 6, 1987 at 9:00am

Registration Fees \$10.00 per car

Confirmation, event schedule and motel list
will be mailed upon receipt of entry form

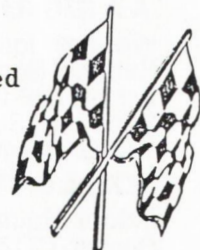
1/10th scale off-road race

ROAR rules apply--exception, 360 series Kyosho motors allowed

ENTRY FORM

NAME _____
 ADDRESS _____ CITY _____ STATE _____
 ZIP CODE _____ PHONE NO. (____) _____
 FREQUENCIES: 1st _____ 2nd _____ 3rd _____
 CLASSES _____
 CAR _____ CAR NUMBER _____
 REGISTRATION FEE _____

Make check payable to Topeka R/C Buggy Bouncers. Send entries to Mike Barnard, 3108 Wisconsin, Topeka, Kansas, 66605



Oct. 26. For more information call: Mike Badorek (203) 889-1734 or Rex Sigler (203) 889-8219.

BEAUMONT PASS RACEWAY

2nd & 4th Saturdays - 11 a.m. 3rd & Maple in Beaumont, CA. Call (714) 347-2664 for more info.

R & R HOBBY

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

HAL'S HOBBY SHOP

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

RIVER CITY R/C OFF-ROAD

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

MASON DIXON R/C CAR CLUB

Every Sunday at 1:00 p.m. 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. Hagerstown, MD 21740, (301) 739-0080.

SNORR

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

AA R/C RACEWAY & HOBBIES

We are located at the famous Sandhill Ranch in Brentwood, CA. For info call: (415) 757-6594, AA R/C Raceway, Sandhill Ranch, Route 2 143-B, Brentwood, CA 94513.

MODEL CAR WORLD & RACEWAY

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

TEAM RACE R/C CAR CLUB

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. Every Wed. & Fri. 6:30 p.m., Every Sat. & Sun. 10:30 a.m. Call Jack Hanson (415) 754-5700.

F/X RACEWAY THE FRAME GALLERY

Every Saturday 1 p.m. The Frame Gallery, 13340 F. Franklin Farm

Road, Herndon, VA 22071. For info call Eric Zelman, (703) 471-4499.

RIVER CITY RACEWAY

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

WALT'S HOBBY & CRAFT

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

DIRT POWER HOBBIES RACEWAY

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

HITT'S HOBBY AND RACEWAY

Tuesdays: Oval Asa, Full Bodies Thursdays: Off-Road - Stock Saturdays: Off-Road - Novice Sundays: Off-Road - Modified Oval and Off-Road; 853 Wren Rd., Goodlettsville, TN 37072. For info call Ben or Kent (615) 859-3465.

CARCLUB - COCHRANTON AREA

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

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

July 4 & 5 - Spring Cove Speedway Rt. 1 Box 95, Florence, AL 35630. (205) 757-5998.

Sept. 6 & 7th - Clinton R/C Super Speedway, 505 Spring Ridge, Clinton, Miss. 39056.

Nov. 14 & 15 - Lake Whipoorwill International Speedway, 12345 Narcoossee Rd, Orlando, FL 32812, (305) 277-9586.

QUEEN CITY R/C RACEWAY

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

MODESTO SCALE AUTO RACERS

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

PDQ RACEWAYS & HOBBIES

1/8, 1/10, 1/12 Scales Call times and details. 429 Bankhead Highway, Mableton, GA 30059, (404) 941-2626.

NEW ENGLAND'S PINE BANKS R/C RACEWAY

We are located in Melrose, Mass.

For further info and schedule contact: B & B R/C Accessories at (617) 324-4465 or Brian Branon at (617) 322-9554.

C.O.R.R.A.

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

SOUTHWICK AUTO RACERS

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

GROUND ZERO RACEWAY

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

SEMROCC

July 12 - July 19 July 26 - Aug. 2 - Aug. 16 - Aug. 23 Aug. 30 - Sept. 13 - Sept. 20 - Sept. 27 - Freedom Hill Park Sterling Heights, MI

McHENRY GROUND POUNDERS

July 12 - Benefit Race for Cancer July 26 - Aug. 9 - Aug. 23 - Sept. 6 Sept. 20 - Oct. 4 - Oct. 18. Hobbytown, Call (815) 344-1777, Ask for Luke, Knox Park, Route 31, McHenry, IL 60050.

SROKA'S INDOOR R/C

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

RACEWAY HOBBIES

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

FAST LANE R/C

Off-Road - Fri. nites & Sun. Oval - Wed. nites & Sat. nites, 24900 Anza Dr. No. D, Valencia, CA 91355, (805) 257-3645.

FLINT R/C CAR CLUB

Flint, MI. Summer: Every other Sun. from May to Sept., Fall & Winter 1/12 4 cell on carpet. For info: Ralph Herndon (313) 658-5390 or Tom Hoos (313) 658-1043.

NEAR/CORT SERIES SOUTH

July 26 - Southington, CT (Panthorn) Aug. 30 - E. Longmeadow, MA Sept. 27 - Torrington, CT (TEAR)

Oct. 25 - Southington, CT (Panthorn)
Call Rick (413) 736-7711.

R.C.A.R. OF TULSA

July 11 - July 18 - July 25 - Aug. 2
Aug. 8 - Aug. 15 - Aug. 22 - Aug. 29
Sept. 5 - Sept. 15 - Sept. 19 - Sept.
26 - Oct. 3 - Oct. 10 - Oct. 17 - Oct. 24
Bobby Brummett (918) 366-3752.

MILE-HI R/C SPEEDWAYS

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

AMERICAN HOBBIES

Thursday Night Oval Racing

July 9 - July 16 - July 23 - July 30
Aug. 6 - Aug. 13 - Aug. 20 - Aug. 27
Sept. 3 - Sept. 10 - Sept. 17 - Sept. 24
Oct. 1 - Oct. 8 rain - Oct. 15 rain
Sunday Off-Road & Oval
July 5 - July 12 - July 19 - Aug. 2
Aug. 9 - Aug. 16 - Aug. 23 - Aug. 30
Sept. 6 - Sept. 13 - Sept. 20 - Sept.
25/27 - Oct. 4 - Oct. 11

For info call (201) 446-2010.

TOPEKA R/C BUGGY BOUNCERS

July 5 - July 19 - Aug. 2 - Aug. 16
Sept. 20 - Starting at 1:30 p.m. For
info call Mike Barnard, (913) 266-
9096 or Randy Ruppel, (913) 862-
0672.

C.A.R. CLUB

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

DETROIT R/C CAR CLUB

July 11/12, July 26 - Aug. 2 - Aug. 23
Sept. 27 - Oct. 4 - Oct. 18
1/8 - 1/10 - 1/12 Scales - For info
contact DRCCC, 25080 Barbara,
Roseville, MI 48066.

ARROW HOBBIES

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

- 1/12th Scale -

OUTLAW RACING

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

GLASS CITY RADIO CONTROL

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

S.T.A.R.C.

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

TEAM RACE R/C CAR CLUB

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

FLORIDA STATE SERIES

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

CALIFORNIA AUTO RACERS

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

SEMROCC

July 5 - Aug. 9 - Sept. 6 - Oct. 4

NORTHERN MINI-RACERS

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

KOUNTRY KILN HOBBY

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

- Special Events -

ROAR REGION 3 CHAMPIONSHIP

1/10 & 1/12 Scale Road Race host-
ed by the Detroit R/C Car Club.
Site: The Detroit Science Center.
Dates: Sept. 5 & 6, 1987. For more
info contact: DRCCC, 25080 Bar-
bara, Roseville, MI 48066.

THE ENDURO VI for MDA

Presented by the Northern Mini-
Racers. Sunday, Sept. 6, 1987 fea-
turing 1/12 scale cars with GTP
bodies only. Held at the Sheraton
Riverside, Minot, ND. For info con-
tact John R. Weaver, 108-2 Sunset
Loop, Minot AFB, ND 58704. (701)
727-5120.

THE 1987 NORTH AMERICAN INDOOR OFF-ROAD CHAMPS

September 4, 5, 6, 1987
2WD Stock & Modified - 4WD Stock
& Modified. For more info contact:
Hot Trax Raceway, 5201 Argosy,
Huntington Beach, CA 92649,
(714) 898-1543.

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

The Warriors

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

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#427 For Hard Surfaces

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#422 For Sand

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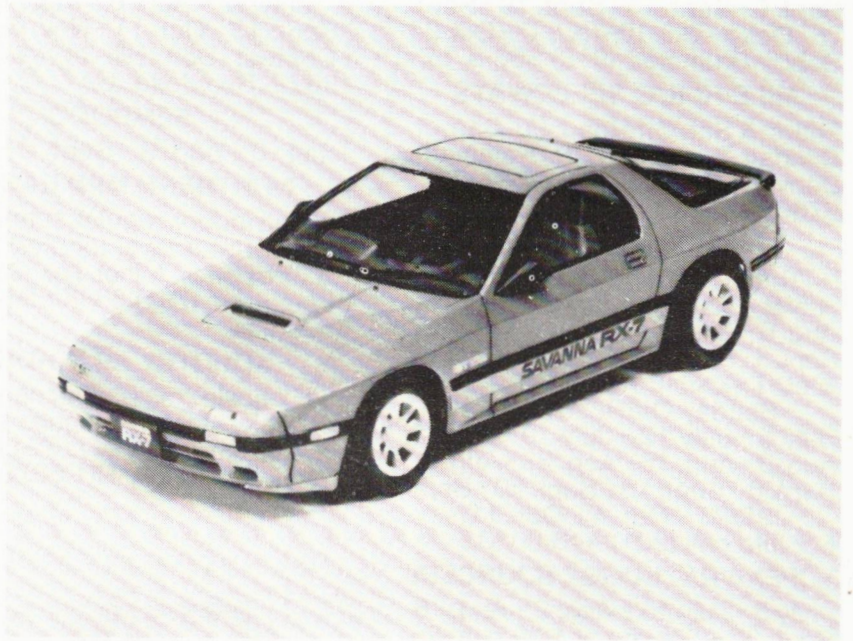
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NEW PRODUCTS

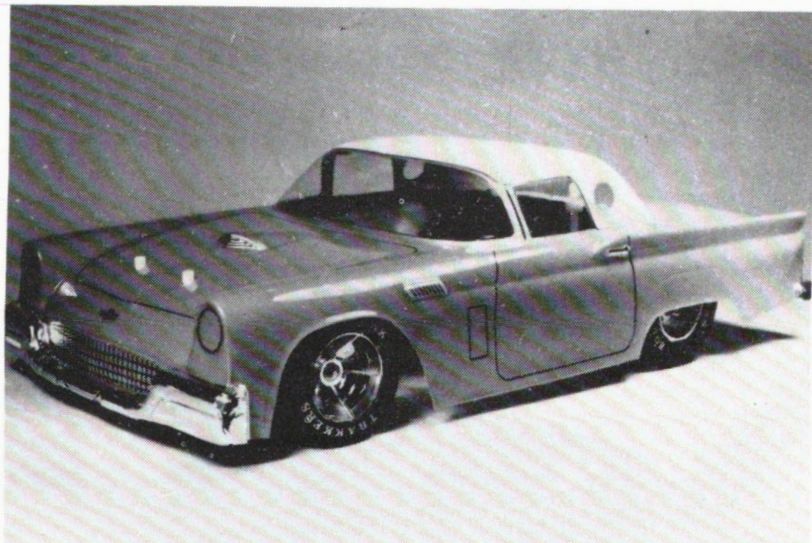
MRC-Tamiya adds to the legend with their release of a 1/24 scale kit based upon this street-wise beauty. With a FA-130 motor included, this little model really can move! Two "AA" batteries (not included) can be inserted through a convenient hatch located on the chassis. Unlike some static models equipped with a motor, the chassis and steering components are built to take the bumps of running on the "Hallway Highway" and keep their good looks, too.

This is the kind of quality you'd expect from MRC-Tamiya; get your Mazda Savanna RX-7 kit, No. 2466, at a hobby dealer today and enjoy a sports car at a price you really can afford! For more information on this and other kits from MRC-Tamiya, contact Model Rectifier Corporation, 2500 Woodbridge Avenue, Edison, NJ 08817. Enjoy the smooth whine of its rotary engine which is legendary among sports car aficionados.



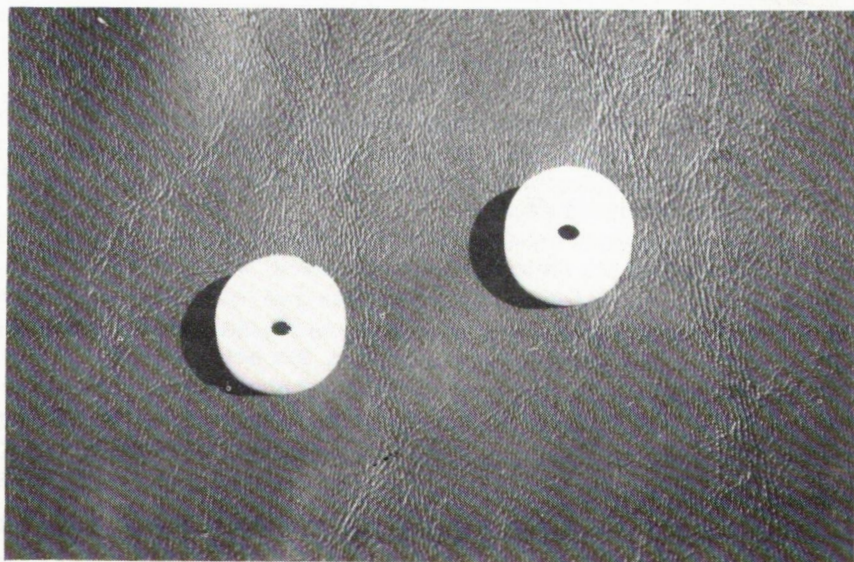
Paragon Gear I.D. Stickers: Now you can find the gear you want without having to strain your eyes counting teeth! Each pad is numbered for labeling a full set of 32 or 64 pitch gears. I. D. stickers adhere to the barrel of the gear and are resistant to motor sprays. Works great with the Gear Caddy! Part No. 837, \$2.50. For a catalog of this and other Paragon Racing Products, send \$2.00 to: Dept. CP, 8802 Knollwood Dr., Eden Prairie, MN 55344.

Revisit the 50's in style with BoLink's latest classic - 1957 T-Bird. Available now in 1/10 scale and 1/12 scale in July. Clear and painted, \$17.00/\$25.00. Send \$3.00 for complete catalog and free "He Who Dies With The Most Toys", bumper sticker to BoLink R/C Cars, Inc., 420 Hosea Road, Lawrenceville, Georgia 30345.



Parma's one-way drive shafts when fitted to your Mini-Mustang will eliminate all drag on the front wheels when trying to corner, this will therefore make the car turn tighter and also much easier. Part number 7/10 - \$40.00. Available at your local hobby store from PARMA INTERNATIONAL, INC.

HI-TECH Falcon Wheel Adapters for the RC10: Permits rear Falcon tires and rims to be used on the RC10. Made of Delrin. Part Number 2409. \$10.00 pair. Available through your hobby shop. Hi-Tech Racing, 13432 Balos Street, Garden Grove, CA 92644, (714) 898-9344.

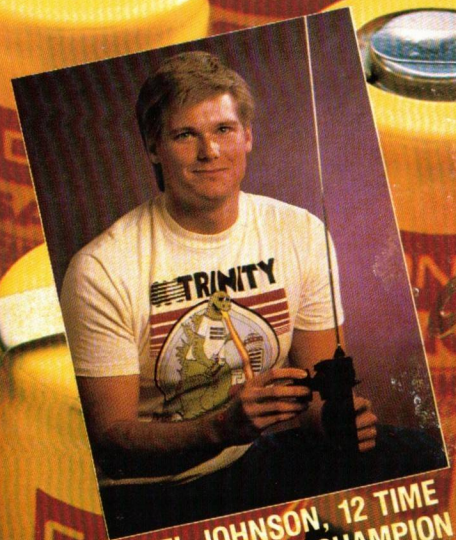


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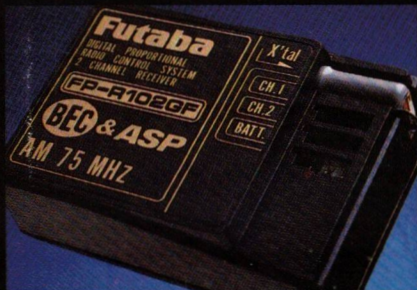
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TWOS FOR OFFROAD.

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

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

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



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

BEC. TAKE A LOAD OFF YOUR WHEELS.

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

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

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

MAGNUM SPORT.

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

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

REVERSE ATTACK.

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

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

MAGNUM ATTACK

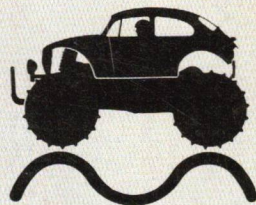


Magnum Sport/2P
(System includes
R2GS receiver/2-S128
servos)

Futaba

Futaba Corporation of America
535 West Victoria Street
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TAMIYA'S MONSTER BEETLE



An all terrain terror

Tamiya mated the body of a legend with the chassis of a champ to create the biggest, baddest bug ever — the menacing Monster Beetle. Arriving on the heels of our popular Blackfoot, this hot performer continues to strengthen Tamiya's leadership in the all-terrain crusher category.

Advanced Power Technology

Poised on claw-like, pin-spiked 5" high tires, the Monster Beetle doesn't know the meaning of detour...it just devours everything in its path. Driven by Tamiya's competition RS-540S powerplant, or optional Black or Technigold motors, this bug bites and climbs its way atop obstacles most buggies would rather avoid.

How does it handle? Toss it through tight corners and sharp chicanes where most buggies smash up or slow down. The Monster Beetle just takes off. Its got four-wheel

independent suspension — wishbone in front, trailing arm in the rear. Adjustable coil-over oil-filled shocks and differential gearing. Plus responsiveness few buggies this size can match.

Anatomy of a hump-backed Beetle

Other features include: • Injection-molded, lightweight, rugged, detailed body • ABS space frame • Steering tie-rods with adjusters at both ends for quick trimming • 3-step forward heavy duty speed controller • Optional ball bearings • Custom-look gold finish, one-piece wheels...and more.

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