

# COMPETITION



# PLUS

THE R/C CAR MAGAZINE

- ROAR 1/10 Dirt Oval Nationals
- Racer's Eye View Bud's Memorial Day Challenge
- 1988 Canadian Indoor Nationals



# EVERYTHING YOU NEED TO TUNE A FUTABA MOS/FET SPEED CONTROL.



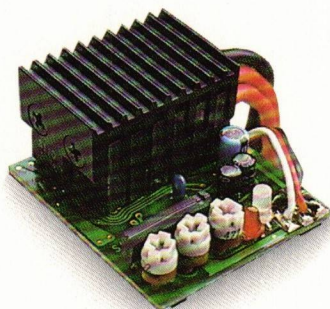
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*An inside look at the computer built circuit of the MC111B reveals the latest in high tech electronics.*

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The MC112B uses 10 MOS/FETs with trimming for high and neutral point and

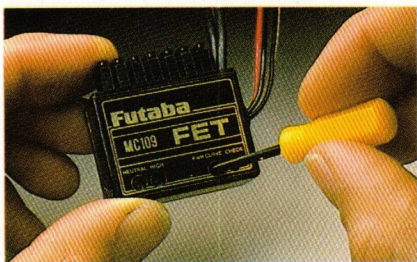
electronic braking. Want more? The killer MC111B has it all with 12 MOS/FETs, high, neutral and brake point trimmers for adjustable braking, and a 130/500A capacity. Both feature special case design to permit mounting in place the throttle servo, and both include anodized light alloy heat sinks and BEC for maximum efficiency.



*The MC112B is ideal for offroad cars like our FX10. It features MOS/FET design with reverse and installs conveniently in place of the throttle servo.*

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MC112B(12B)	10	7.2-8.4v	100/400A	.009	2.0oz

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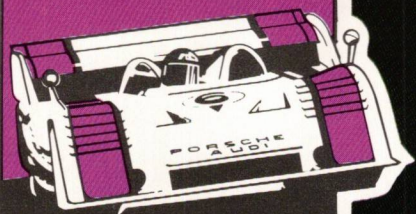


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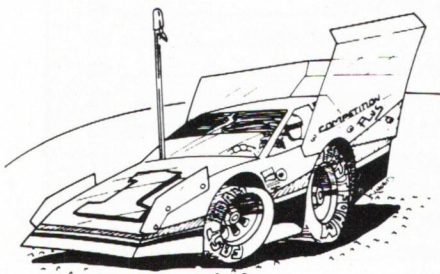
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## ABOUT THE COVER

At the first ever ROAR 1/10 Dirt Oval Nationals Cliff Lett took home a large share of the gold. He TQed in 2WD Modified with an Associated RC10 powered by a Reedy pink. In the 4WD Modified class he not only TQed, but also won the class with a Dominator/Reedy

# MAILBOX

## TO RUN OR NOT TO RUN???

Dear Peter Barana:

The manufacturers are continuing to exert their dominance in R.O.A.R. When are they going to leave the racing and the operation up to its members? I, for one would like to see a racer and not the manufacturers running R.O.A.R. Lets get the manufacturers out of our organization.

Sincerely,

**JOE EPSTEIN**

*(Reprinted from the May issue)*

Good Morning Peter,

I read your (May Issue) letter from Joe Epsetin with great interest. As one of those manufacturers Joe wants out of R.O.A.R. I want him to know I'm all for it.

My R.O.A.R. duties have taken up far too much of my company's time in the past. Volunteer unpaid hours have gone from 50-60 hours weekly - just a few short years ago.

We'll leave - and I quote "Leave the racing and the operation up to us and the members???" Gladly - but when?

The answer is quite simple - when Joe and other people like him get off their butts - stop criticizing - and volunteer 30-40-60 hours a week of their personal-private-family time.

Speaking for myself, and I know for Mike Reedy; we're ready to stand back and watch someone else. We've worked tirelessly for 18 or so years - now it's Joe's and people like him time to come forward. What are you volunteering for Joe??

Best Regards,

**BOB RULE**

**BoLINK R/C CARS, INC.**

**(Letter dated May 20, 1988)**

*Editor's Note*

*So you want to leave the opera-*

*tion of R.O.A.R. up to the members you say. The ROAR volunteer work is taking too much of your time. You want to step aside. Then why are you running for R.O.A.R. President. With the number of people running for the job of President, this would seem like a gracious time for you to bow out, like you said you wanted to do. Instead you not only don't want to leave, but you want to stay in R.O.A.R so bad that you have begun to send direct mail letters to the different R.O.A.R. clubs in the country urging them to vote for you.*

*WHY? When did you change your tune from tired volunteer, wanting to get out of being a R.O.A.R. official, to humble candidate hungry for a position. Don't get me wrong, I think any R.O.A.R. member has the right to run for any position they chose, but when one openly pops off at how much time they volunteer, in a manner to belittle others, its time for that person to, as Bob Rule would say, sit down!*

## NEW HOBBY SHOW SCHEDULED

Los Angeles Model Hobby Show  
Scheduled

MARCH 2-5, 1989

The Los Angeles Model Hobby Show makes its debut March 2-5, 1989 at the Los Angeles County Fair Grounds in Los Angeles, California.

Manufacturers will display the latest in radio control airplanes, boats, cars, trains, plastic models and adventure games. Special features include an off-road track, a boat pond, retail sales, model railroad demonstrations and a model display by the Academy of Model Aeronautics (AMA).

The Show is sponsored by the Radio Control Hobby Trade Association (RCHTA) and co-sponsored by the Model Railroad

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Industry Association (MRIA). These organizations also sponsor the popular Chicago Model Hobby Show.

The event is open to the trade only March 2 and 3, and open to the public March 4 and 5.

For more information write: Los Angeles Model Hobby Show, 2400 East Devon Avenue, Suite 205, Des Plaines, IL 60018 or call (312) 299-3131.

### SCHUMACHER TEAM

The Schumacher Team has just signed British National Champion Jamie Booth to drive the CAT for the 1988 and 1989 season. The ultimate aim being a repeat world championship victory in Sydney in 1989, Jamie has also joined Schumacher Racing Products, Ltd. as U.K. sales representative as part of the ongoing expansion program. The 1/10 team in the U.K. for 1988 consists of Phil Davies double European Champion in 1/12 and 1/10. Jamie Booth, British 1/10 National Champion in both 2WD and 4WD and Rory Cull, Radio Race Car Champion. The team will be racing XLS CATS during 1988.

The 1/12 team is led by Phil Davies, British and European Champion, ably assisted by Pete Farmer and Mark Barford. The team will be using the latest European Championship winning "SPC" car and look forward to good results at the worlds in Holland.

Schumacher have recently expanded their distribution in America by a co-operative deal between TRC and Trinity. Tim Morton for TRC will run a team consisting of Chris Doseck, Dave Hechler and Bud Bartos while Ernie Provetti for Trinity will field reigning World Champion Joel Johnson, Mike Giem, Jim Dieter and Chris Allec.

### NORRCA LEGALIZES 1700 BATTERIES

Effective June 1, 1988, the new 1700 MAH sub "C" batteries will be legal for use at all NORRCA

events. The subject of much controversy, these batteries have been tested by several independent organizations comparing them to the standard 1200 MAH cells. After accumulating as much data as was available, NORRCA's decision to legalize these batteries was based on the following: The retail price of the batteries is comparable to the cost of the 1200 SCR cells. Contrary to rumor, the new 1700's are being sold for \$6.00 to \$7.50 a cell, and are now readily available in most hobby shops.

Based on the test results, racers will not need to replace all of their 1200 cells with 1700's in order to be competitive. Although the 1700's do have a longer running time, they have less punch than the 1200's. The test results showed very little difference in any of the 1/10 scale classes and no difference in stock class. As has always been the case, the proper combination of motor, gear ratio, suspension, tires and driving skill in combination with the proper batteries will win the race.

The delay in legalizing the

1700 cells has been causing problems for both NORCCA and track owners alike. Attempts to police the use of the new cells has been unreliable at best. Even going through tech inspection, the cells are easily disguised through the use of new shrink wrap and grinding down the ends of the cells (as many racers already do to provide better solder contact) to remove any identifying markings. So even though they are not yet legal, NORRCA racers are already running against the 1700 cells used by their less-than-honest competitors without the fairness of equal advantage.

NORCCA feels that technology must be allowed to proceed; to inhibit the use of new and possibly better products would be unfair to both the racer and the manufacturers in R/C racing. We all hope that the sport of R/C racing will flourish in the years to come, providing us with many challenging and rewarding hour of entertainment.

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# Bud's Memorial Day Challenge

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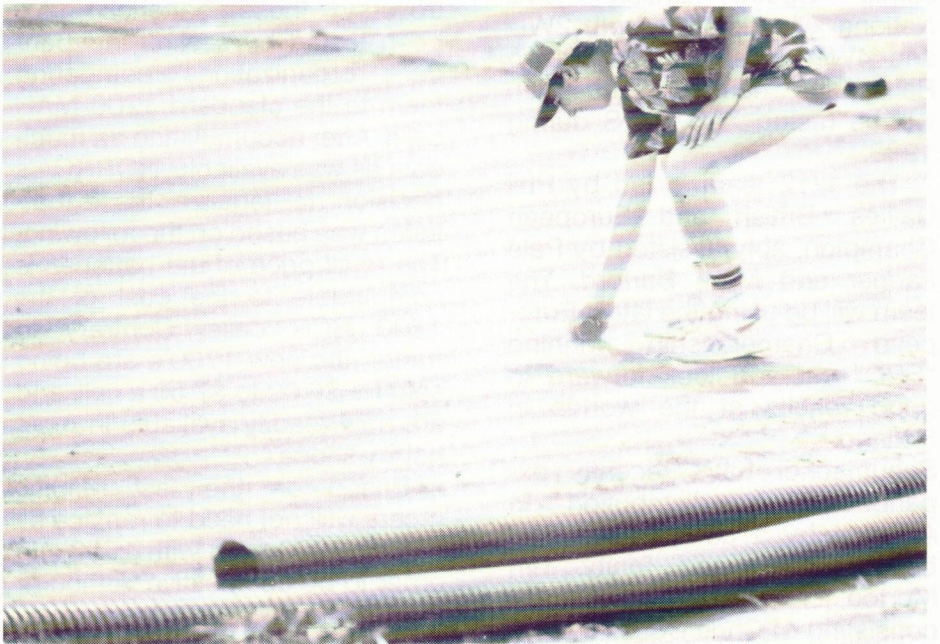
By F. Dale Cauthen

Action Photos by Theresa A. Cavanaugh

**THE RACE:** What happened on race weekend? Well, the cars didn't work. Oops! Guess what guys, just because you have your car all dialed in for the track you've been running on doesn't mean you can go somewhere else to race and just plop your car down on the track and have it work the same way.

And no, I didn't just stick a stock car body on the Ultima and go race it. Before trying the full body class in this nationally advertised race, I put a BoLink ASA T-Bird body on it and ran two oval races on the tri-oval at Tait's Hobby Shop and Raceway in Saginaw. Now the guys and girls at Tait's run off-road and carpet too. But dirt oval racing is their specialty. So when you come oval racing in Saginaw MI., come prepared to go fast. The first week was mostly sorting out the handling differences. The second week, the Ultima/T-Bird won the "A" main. With this victory under the car's belt, I felt confident it was ready to go down to Detroit and turn some heads.

The flaw in this plan was the difference between the tracks. To run the banked oval in Saginaw, the car was geared up high and ran a LeMans 480G. The low torque, high top end combination worked perfectly on the shallow banks. SEMROCC was a different story. In the first heat the handling was so bad I had a marshal remove the car after only eight laps. SEMROCC is building a new track but it couldn't be ready in time for this race and be up to the club's high standards so the old track was reworked instead. This track has a change of elevation of about six feet from end to end and no banking. That's right guys, no banks. The difference was day and night. Starting on the front straight, we ran



Above: 4WD A main winner just as the left rear wheel departed the car on the last lap.

Below: And the turn marshal catching the wheel!

uphill to turn one and hung the car sideways through turn two, which created the second problem, the sideways traveling cars skipping across the track surface quickly created ruts running across the track. From turn two the back straight runs downhill

into off camber turns three and four where we created similar ruts coming onto the front uphill straight again.

The SEMROCC club did a terrific job of keeping the track in the best shape possible and should be applauded for putting



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out the most outrageous effort I've ever seen on track maintenance. Apparently the winter moisture had washed all the clay out of the track surface so the quest for traction was the real challenge of the weekend and due to softness of the sandy surface the smooth track would become rutted and choppy after about two heats.

No better luck with the four wheel drive car as I'd been setup for three minute heats and had to make changes to run four minutes. After this experience, I for one will be very resistant to changing up to five minute runs in off-road racing. It was a nightmare. My not modified motors would run about half a lap past three minutes before the car stopped answering the transmitter. The first heat yielded a thirteen lap run before the batteries gave up. Changing to a 480T on the second run got me twenty-two laps but still two laps off the pace. Changing to a four cell 12th scale motor was worse, yielding only seventeen laps for the four



Gee, she shook my hand!

minutes. Running two classes is tough so this car was neglected for the most part and only made it into the "C" main (the bottom of the stack) and finished low at that. As time allows, I will be doing a

follow-up article on the HotShot II to modify the gearbox for a wider range of pinions to make the car more adaptable to varying track configurations. This limitation on the sizes of pinions useable in the HotShots gearbox was proved to be the car's major shortcoming in off-road racing as well. The car was initially setup as a stock class competitor but there seems to be very little interest in racing 4WD stock. Converting to modified hasn't worked out well so far, primarily due to the gear ratios the car was built for being better suited to stock or near stock motors. Running a modified motor with the 13 tooth pinion overheats the motor and keeps run time too short. Running a motor that lasts for four minutes doesn't produce enough speed to keep up with the front runners. More on this in the later article.

As soon as the Saturday heat races were over, I packed up and headed back to the workshop in Flushing to overhaul the Ultima in hopes of a stronger effort on Sun-

## THE BEST PARTS FOR ULTIMAS AND RC-10s

- All types of graphite chassis
- Thorp and Kyosho ball differentials
- Team Pit Stop chain-drive transmissions
- Houge lightweight steering cranks
- Titanium turnbuckle sets

## THE BEST BATTERIES

- 1700 mAh sub-C matched packs
- 600 mAh 2/2 Sub-C drag racing cells
- 8-cell AA transmitter packs (standard or high capacity)
- 2000 mAh C packs for Blackfoot (6 or 7-cell)



Mike Burnette's 1988 Winter Championship Ultima



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day. Thankfully John Thawley, SEMROCC's president, our Region III Director and the ROAR Administrator had planned this race and set it up for four heats. The second set of heats was the salvation of the Ultima.

Realizing that the oval setup wasn't working because the turns were flat and the track was rough, I considered the necessary changes. For the rough track conditions, I set the car up in off-road configuration. Luckily my off-road car was disassembled for cleaning and a rebuild so I pirated the "HotTrick" parts from that car to set the oval Ultima up for the next day. Platinum shocks with no travel limiters went on. The body was remounted higher to keep the nose from digging in on the bumpy sections and to allow for backing off the throttle completely and coming back on, I laid out a quick reference chart to which gear ratios gave what run times on off-road. This was the key. First run on Saturday, the car went nineteen laps and handled like it should. One contributing factor to the handling was the addition of "air control" foils to the rear of the car. On each side of the rear, I added a side dam from the front of each rear wheel well to about an inch behind the car and a rear spoiler a half inch lighter than the side dams and raked back at a shallow angle. No, that wasn't an original idea. I did what any good plagiarist would and looked at the cars that were beating me, then adapted what I liked for the Ultima.

With ProLine wedge front tires and Schumacher "Cat" rears, the car was hooking up so well I put in a Trinity "Pure Gold" motor and fourteen tooth pinion for the last heat. This ratio would only give about three and a half minutes of running on our Flint off-road track, but I was betting that the oval would let the batteries live the extra half minute.

The Parma matched Sanyos held up and the car turned in a twenty lap run to grid me fourth in the "B" main. Don't ask me what the "A" guys were running for motors and batteries. They were flying around so fast that marshalling for them was like playing one of the old space war video games. And I was so busy trying to keep two cars running that most of my attention was focused on the battery chargers instead of the faster cars. To bring up another point of interest, the fast guys have been showing me some tricks to get more power out of batteries. Their favorite stunt at this point is to charge their packs at an extremely high amp rate. This does put more power to the motor but at a high price. All of them have admitted that this drastically shortens battery life and I found out how when I charged a few packs this way during the Saturday heats. The price was a melted down SCR pack. So unless you have a megabuck budget, stay under five amps on your charge rates. If this is the way to go fast, the average racer's budget is going to keep him out of "A" mains. Let's look for another way to get more speed.

All too soon (as usual), it was time for the mains. Since I hadn't had much time for the four wheel drive car, I didn't expect a record run and even with one of my better four wheel drive motors and the smallest pinion that would fit, the car went soft and just putted around the last three laps, barely crawling across the finish line at four minutes. By contrast, most of the week's efforts had been concentrated on the Ultima and it was working beautifully. It was all fitted up with a new Trinity Sprint motor and the biggest gear I figured would make time. A tangle with a back marker put my nose into the wall and only the actions of a lively turn marshal kept me on the same lap with the leader. We were all looking for the cleanest line out of the second turn as the churning of these

modified juggernauts ripped Team SEMROCC's conscientiously groomed track surface into "whoopededoo" for the umpteenth time of the weekend. Halfway through the race I'm battling for second place when we both cook it into the first turn side by side. Following my chosen outside line over the smoothest ground left forces the racer I'm trying to take second place from onto the washboard surfaced inside line. The crash that resulted when our lines met sent me onto the pipe that served as an outside wall and put me firmly into third. Then five seconds from the end of the run my batteries started going soft and the car could run at full throttle all the way around for the last two laps.

All in all this was the most fun I've ever had at any race. Thanks and my personal applause go to the members of the SEMROCC club for all their hard work in putting on this race and to Bud Bartos for making it all possible. If you live within driving distance of the upper midwest this race should definitely be on your calendar for the 1989 season.

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# Racer's Eye View - Bud's Memorial Day Challenge

By F. Dale Cauthen

Photos by Vince Palazoa

## The Setup

**Preparing off-road racing cars for competition on the dirt oval.**

The modifications described here converted two dual duty cars into single purpose oval racing cars. Hopefully these pointers will provide you with a starting point for converting your off-road car for racing on the increasingly popular dirt ovals.

For this race on SEMROCC's new dirt oval, I decided to run the two modified full body classes. So the sprint car body and wings came off "Budget Ultima" and on went the McAllister Outlaw T-Bird. I hated to do it since the car has been consistently finishing well in "A" mains even against

expensive sprint car setups. But the race director had warned me before hand that the rules had, by intention, been written to specify complete sprint car kits in such a way as to make Ultimas and RC10s with sprint car bodies and wings illegal. Since the car was already sitting dead level, lowering it was a simple matter of dropping each corner the same distance. All four shocks came off and four 1/4" travel limiters were cut from surgical tubing. Surgical tubing has several properties that make it the perfect material for this task: One, it is resistant to breaking down in most fluids, including shock oil. Two, it is soft enough that there is no worry it might cause any scratching or

cracking of other components even under hard impact while being very tough so that it retains its shape while under these same demanding conditions and is unlikely to come apart in use. Three, your local hobby shop sells it as airplane fuel line for about 75¢ a foot. While the shocks are apart, I switch to the two hole pistons and 30 weight oil, then put them back together with nice stiff HotShot springs on the rear and Kyosho gold toned (the stiffest) springs on the fronts. Springs are set stiffer on the outside (right in this case) since I don't run sway bars and don't want any lean in the car with the large "stock" car body. Lowering the car in this fashion is a simple



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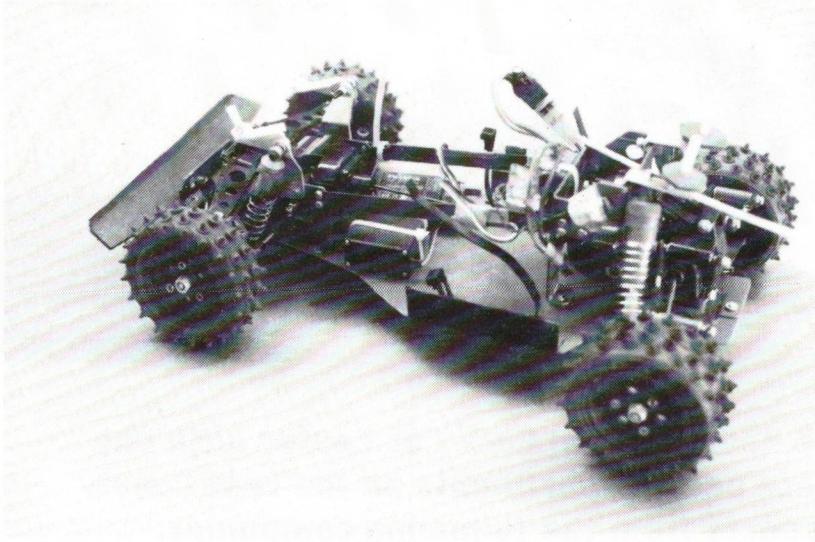
Max. Cont. Cur.	Volt. Drop
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Hot Trick Hot Shot II ready for its oval body.

matter of taking each stock apart and placing the spacer on the shock rod between the shock piston and the bottom of the shock. Take care in selecting the length of this spacer and all the shock movement adjustments can be done by varying the length of the outside spacer which is much easier to change, especially outdoors. The outside spacer (also a short piece of fuel line) fits between the bottom of the shock body and the bottom spring retaining cup. The amount of travel needed will depend on the relative smoothness of the track. Having not seen SEMROCC's track before race day, I compromised and left the car high enough to clear small ruts and bumps with enough shock travel to take as large a bump as should ever exist on a dirt oval track.

Since this track is an unknown quantity, (it is in fact still under construction as I write this), I assumed the worst case and mounted up the Kyosho round spike rear tires on Optima Mid rims with high bite spikes on spoke ProLine fronts. These standard Ultima tires are perfectly suited to oval racing. While there are a few tires around that get better tractions off-road, they do so by using a softer tire. The softer tire can conform to the track more readily, keeping more of the tire's surface in contact with the track. On the oval though, the

high speeds can produce distortion of the tire, much like a dragster's tires expanding during a burnout. This expansion bows the outer surface of the tire so that at very high speeds only the center of the tire is in contact with the track. The slightly stiffer construction of the Kyosho spike tires gives up a little low speed traction in exchange for a lot more high

speed bite. I ran HotTrick front axles that allow use of the Tamiya Fox size front wheels, mostly because this gave me a much wider selection of wheels and tires to choose from at the time. Secondly, there are hardened steel bearings available for these wheels that roll more smoothly and hold up longer than the stainless steel units available in the past. Recently, however, ProLine has come out with excellent lightweight front wheels for the Ultima/Raider/Icarus size bearing eliminating the need to change front axles. These have the same outside diameter as the Fox wheel so now the Kyosho owner can use virtually every tread pattern available without the expense of buying new axles and bearings and with the bonus of less unsprung weight. Even though the smaller Ultima bearings are available only in stainless, their small size and lightweight makes up for having to pay more attention to keeping the dirt out of them.

Once assured that traction is



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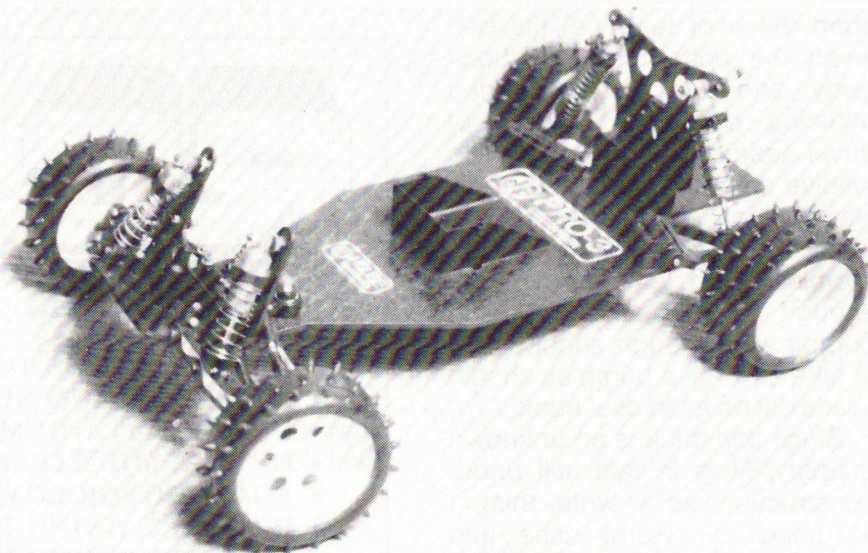
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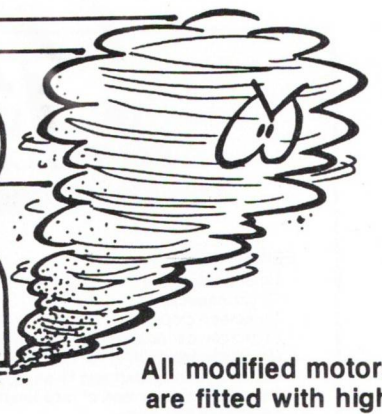
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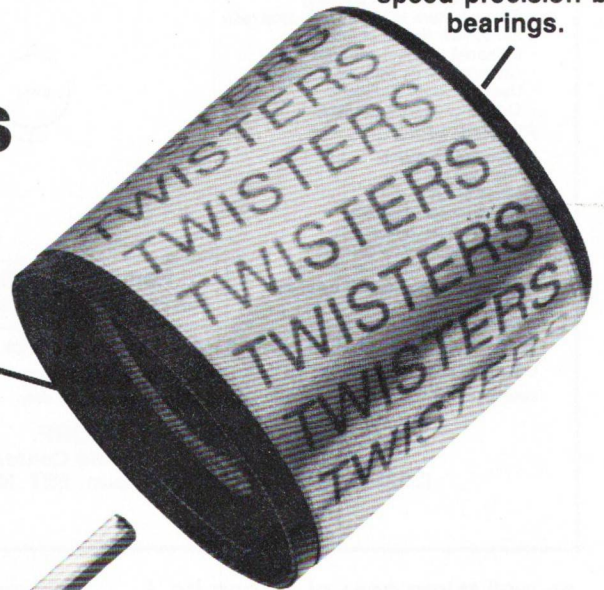
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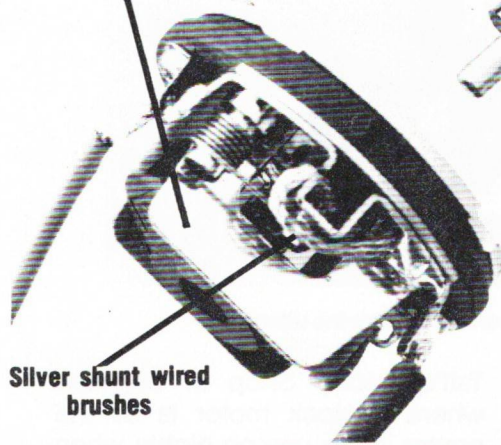


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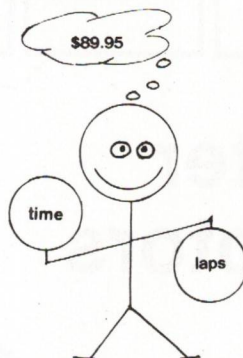
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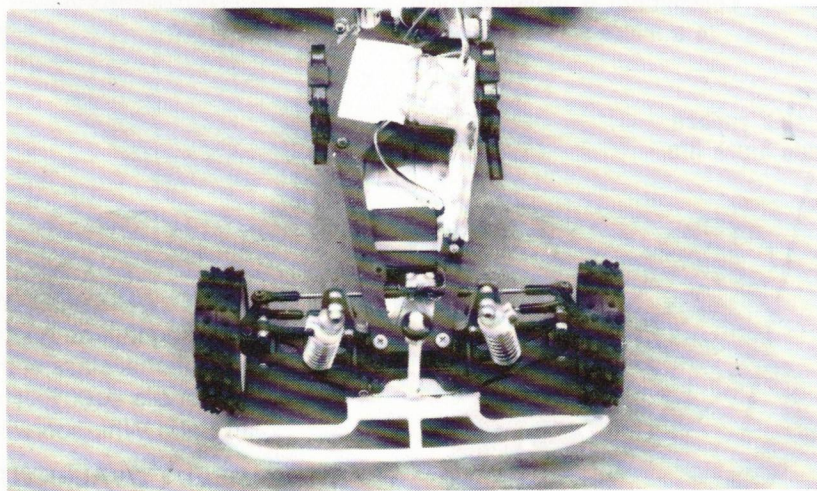
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as well taken care of as can be, I shift my attention to bearings. I've already put new hardened steel bearings in the front wheels and now the old worn bearings come off the rear axles and the differential box comes apart for inspection. The large bearings on the differential output shafts are noticeable loose, not surprising considering how many races this car has been in and that these are the original bearings. With new bearings all through the car, it is smoother and puts a little more power on the ground. Mostly though, it is more predictable as the worn bearings were binding up occasionally and causing drag which not only affected handling but was rough on motors as well. Motors need to run free and the best thing you can do for yours is to keep it running wide open as much of the time as possible.

Don't take any of this as a slam to Kyosho's stainless bearings. They are as good as any on the market, better than some. The bearings in the Ultima had lasted for over a year of frequent racing

and use on my "mule" car that gets subjected to all kinds of experimentation. I just like the new hardened steel bearings bet-

to loosen up hardened dirt and grime, after which it is blown off with the air hose again. Close inspection of the commutator and brushes shows that the motor is still in superb condition and hasn't been overheating (no discoloration of the brushes), though some arching has pitted the sides of the brushes. The brushes are replaced with Twister modified units after the brush hoods are thoroughly cleaned out and checked for rough spots. Parma silicone lube goes onto the bushings and is allowed an overnight soak-in period before the motor is run in for three hours at 3.5 volts to seat the new brushes. Since this car runs a Thorpe overdrive gear set, a 16 tooth pinion assures plenty of top end without endangering the stock motor. Should use of a modified motor become necessary, a 12 tooth pinion goes on (Note that these are OVAL ratios. Use of such gearings for off-road use would quickly fry your motor as well as draining your batteries early). For spare motores, a LeMans 480G, a Trinity Sprint and a Race Prep stock go into the parts box. This car has been racing on the oval at



Front view of the modified steering setup for the Ultima.

ter than any stainless bearings. They cost a bit more but are well worth the price.

The Black Magic stock comes out for cleaning. First it gets blasted with compressed air to remove loose dirt. Then it is shot down with Reedy motor cleaner

Tait's Hobby Shop in Saginaw where a stock motor is all the power it can use on nights when the track is hard and a 360PT (Illegal in ROAR racing) is just the ticket for those nights when the surface is soft and traction high. The new track at SEMROCC's

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1500 - Big Front Bumper.

1501 - Mini Front Bumper.

1502 - Wide-Flat Chassis with battery cut outs and battery hold down kit.

1502G - Wide-Flat Graphite Chassis same as above except made of Graphite.

1503 - Wide-Flat Chassis without battery cut outs.

1503G - Wide-Flat Graphite Chassis same as above except made of graphite.

1504 - Upper Chassis Radio Tray re-designed tray for mounting speed control and receiver.

1504G - Graphite Upper Chassis Radio Tray same as above except made of graphite.

1505 - Rear Body Mount Bracket & Body Post.

1506 - Rear Shock Mount.

1506G - Graphite Rear Shock Mount.

1507 - Oval Front Bumper.

1508 - Oval Rear Body Mount.

1509 - Front Shock Mount.

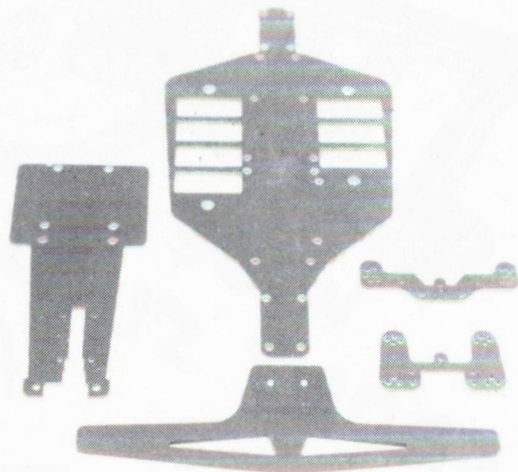
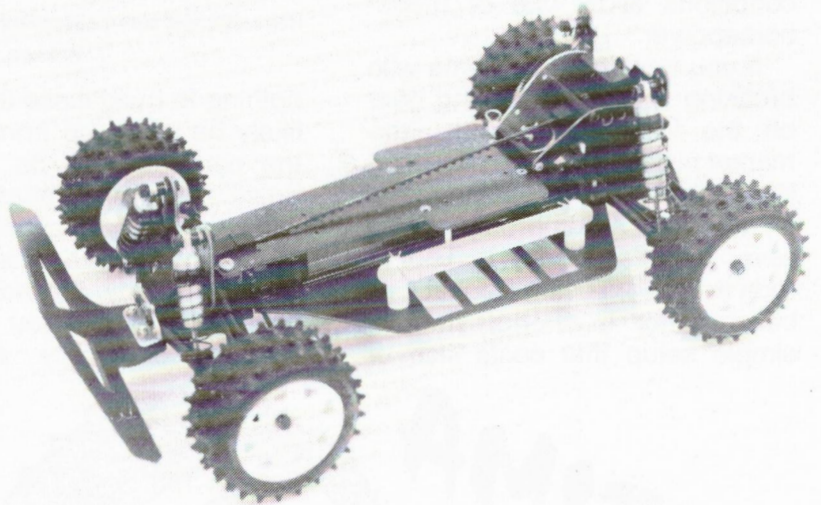
1509G - Graphite Front Shock Mount.

1510 - Oval Lower Chassis offset chassis with battery location on inside of chassis. Long wheel base with top plate, belt and lexan belt covers.

1510G - Graphite Oval Lower Chassis same as above except made of graphite

1511 - "Midi" Replacement Lexan Body.

1512 - Mid-Gear Cover.



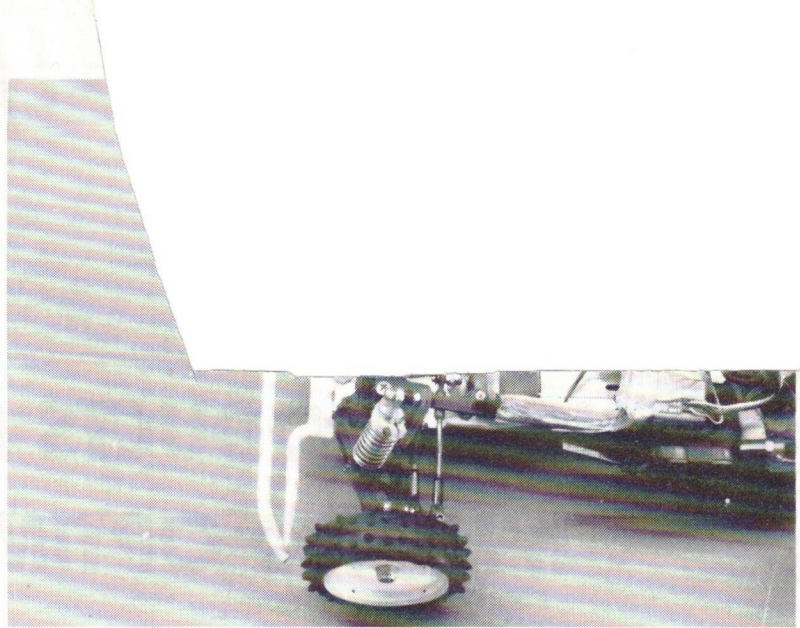
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Freedon Hill Park location may allow more horsepower under higher bite conditions. We'll soon see.

To further prepare for a variety of possible track surfaces, I pack miscellaneous tires and a spare speed control. The Futaba MC110 will be my choice with the stock or near stock motors as its responsiveness is without peer. For the modified motors though, I pack up an old Novak 4. While this spare unit lacks the crisp throttle response of the Futaba, it can handle the current draw of a hot modified motor and even seven cells to boot should track conditions allow use of mega-horsepower.

If you have had problems with breaking the stock steering gear on the Ultima and with after-market units binding up or getting loose, check out the steering gear on this car. A Kimbrough servo saver mounts directly to Thorpe rods (for a Fox) using Rocket City ballends for a strong, smooth, simple setup that costs little or

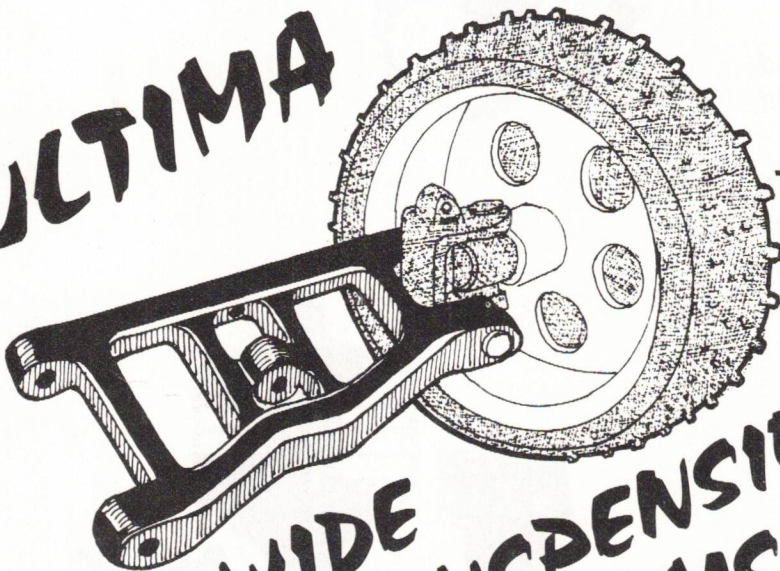


Repositioned servo simplifies steering but restricts lowering or radio plate interferes with linkage. Great on level oval, not for off-road use.

nothing to build since it can most likely be made up from some of the parts already on your car. Small slots in the chassis pan for a tie-wrap over the servo and a little light grinding (as little as possible) of the radio tray and it works better than ever. If you make this change, cut only as much

material from the radio tray as absolutely necessary as this tray provides reinforcement for the chassis. Also, wear both safety glasses and an air filter while grinding this material in a well ventilated location. This is one of the easiest modifications I've made to any car and it works so

# ULTIMA



## WIDE FRONT SUSPENSION ARMS

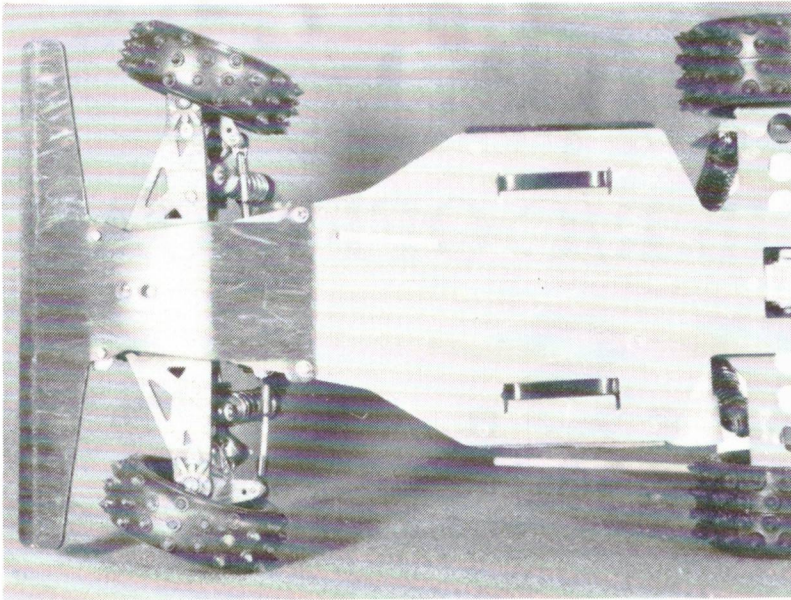
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RC10 shocks are the largest that will work on the front of the Hot Trick HotShot and still allow full steering movements.

well and removes so much complication from the front of the Ultima that I'm only torqued with myself for not thinking of it sooner. This modification is recommended for oval use only as it does tend to change the parallel tracking of the wheels near the end of their travel. If the racing is particularly rough where you run, this setup may also be more vulnerable to damage during nerf and slam heats. I will update you on how it holds up as experience in different kinds of racing puts it to the test.

Mounting the T-Bird body is a simple matter of bolting on a JG oval body mount to the rear shock tower and using a longer post in the front.

Turning my attention to the four-wheel-drive car. The HotTrick HotShot II lends itself readily to the mounting of the wedge type dirt body and needs nothing in the way of lowering as the center of gravity of the HotShot is extremely low already. The original kit shocks go back on the rear. Tamiya's original springs are sufficiently stiff and these also get 30 weight oil. The only change to the Associated shocks on the front is the change to 30 weight oil. No movement limiters are used in these as more travel is useable on this car and it is more

important to keep all four wheels planted since this car tracks very erratically when traction is interrupted at any corner, especially at the speeds reached on an oval.

For power, I've been saving a shiny new Trinity Sprint motor for

this race. In contrast to the Ultima where traction is the controlling factor in horsepower choice, the four-wheel has plenty of bite and where the Ultima can win on handling, the only cars able to consistently stay in front of this car on the oval were the ones who could out-motor it. Even though it may cost some top-end, I select a 13 tooth pinion for the HotShot. With the tremendous speed potential of the Trinity Sprint motor, my main concern is that I not retire the motor early by overheating it. The smallest gear that will work in this gearbox gives the motor the best chance of a long life.

On the front, Parma HotShot front spikes provide excellent traction and on the rear I've decided to go with Kyosho pinspikes. This combination has worked well on other tracks so should provide a good starting point for this race as well.

For body mounts, the same rears used to mount the off-road body work well for the oval body as well. And on the front, a Parma

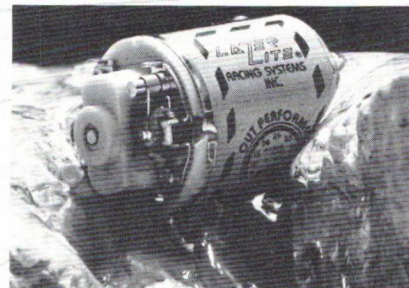
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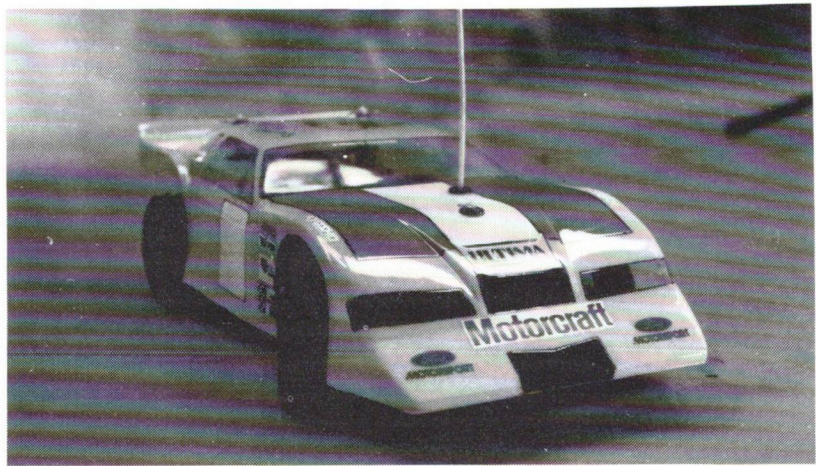
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aftermarket mounting kit intended for a Frog supplies the dual mounts, providing the stability and strength needed in this high stress area. The reason for the odd mount configuration is the same as the reason for the funny looking clear windows. The rules said so. In the case of the front body mount, that rule says your bumper can't extend past the front of the body.

The rear shocks are stiffened up with one long and one short spring spacer on each shock. I'll throw a length of surgical tubing in the tool bag in case this car needs travel limiters but for now it doesn't get any. On your car, use only as much travel limiter as you need. The way to tell when you need more is the occurrence of "wallowing". The body will seem to roll from side to side on the chassis. A little of this is inevitable and acceptable. Too much leads to breaking traction or rolling the car over. Check the article on the Bud's Memorial Challenge.



The Ultima in its new McAllister Outlaw T-Bird grab.

### Epilogue

The Ultima/T-Bird worked well as described and in its second outing, won the "A" main on a banked, level surfaced track.

The HotShot handled well and neither car broke a single part through a total of seventeen runs on the Ultima and five for the HotShot. Only problem encountered was speed in the case of the HotShot. While it handled as well as any car running, its speed potential is not yet up to racing in

modified class.

This car was initially built as a stock class racer. While it performs very well in stock class, there are only a few stock 4WD races being run this summer so it is undergoing conversion. Probably there will have to be more changes to the suspension to handle greater speeds in modified racing but for now the problem is getting the car to go fast.

Check out "Bud's Memorial Day Challenge" also in this issue.

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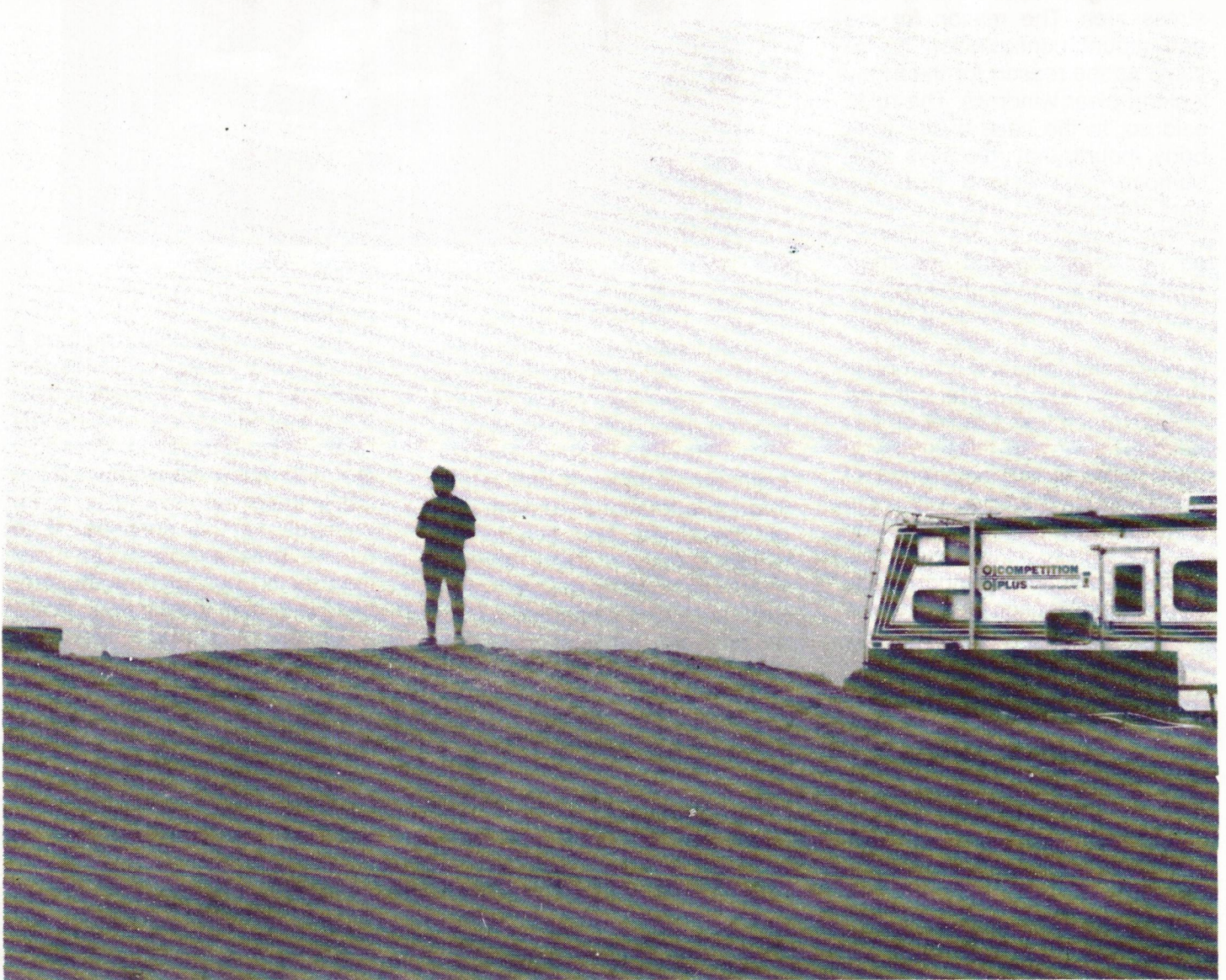
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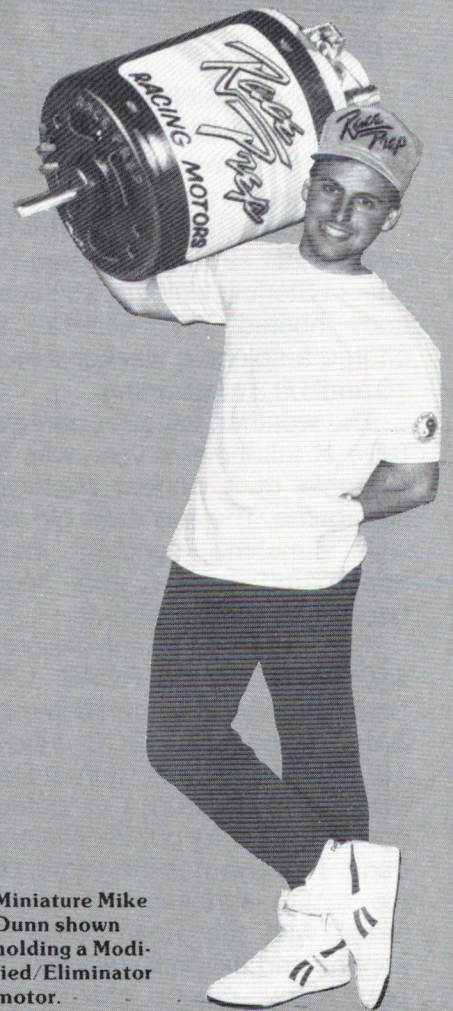
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Miniature Mike Dunn shown holding a Modified/Eliminator motor.

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# SEMROCC/ROAR ROAD RACE

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By Mary Wartell

The Southeast Michigan Radio Operated Car Club lent its Midas touch to another racing weekend and the results were golden.

The Road Race, held April 30 and May 1, 1988 at Freedom Hill Park in Sterling Heights, Michigan and hosted by SEMROCC, offered a splendid weekend of 1/10 and 1/12 road racing.

The weather, usually unpredictable at this time of year, was an example of a perfect Michigan springtime. The two days glowed with sunshine sending many unprepared racers and spectators home with sunburns.

The Road Race layout, designed specifically for the ROAR 1/12 Scale '88 Nationals presented by SANYO and SEMROCC July 7-10 at the Plymouth Hilton in Detroit, gave the racers a golden opportunity to try out the National track. The layout is the same, but the racing surfaces will be different with the Road Race on asphalt and the Nationals on carpet. Many racers commented favorably about the layout and are looking forward to trying it again in July.

The asphalt surface at the Road Race proved to cause a great deal of problems for the expert racer as well as the beginner during the first day of racing. With changes in tire compound, drivers started to get hooked up Sunday morning.

After two rounds of qualifiers on Saturday and two rounds on Sunday, Mike Marshall was TQ in 1/10 Open with 16 laps, Chuck Sommers was TQ in 1/12 Stock with 28 laps and Curt DeMars was TQ in the 1/12 Modified with 31 laps.

While the Mains were being set up Sunday afternoon the concourse judging took place.

Next the Mains were run. Mike Marshall won the 1/10 Open A



The Concourse winners displaying their cars.

Main with 16 laps, Rick Rottach won the 1/12 Stock A Main with 27 laps and Clayton White won the 1/12 Mod A Main with 32 laps. Complete main results are printed at the end of this article.

After the mains, the drivers and spectators gathered for the handing out of the beautiful Lucite trophies. There were trophies for the first, second and third place winners of all mains as well as a TQ trophy in each class.

Many thanks go out to Bolink Industries, Parma International, Bud's Racing Products, Peak Performance and McAllister Racing for their donations of prizes.

A special appreciation is expressed to John Thawley's father John R. Thawley who with hard work and dedication built the track.

SEMROCC would also like to thank all the drivers for their participation and all club members

who worked to make the weekend a success.

## 1/10 OPEN CLASS A MAIN

- 1st - Mike Marshall
- 2nd - Andy Dobson
- 3rd - Bud Bartos
- 4th - Paul Morack
- 5th - John Thawley
- 6th - Russ Mustar
- 7th - Scott Brennen

## B MAIN

- 1st - Rob Sleves
- 2nd - Clayton White
- 3rd - Mike Eckstein
- 4th - Rick McComas
- 5th - Steve Mancinelli
- 6th - Mike Blackstock
- 7th - Tony Carrubba

## C MAIN

- 1st - Howard Kemery
- 2nd - E.L. Wygal
- 3rd - Troy L'Esperance
- 4th - Barry Zulkowski



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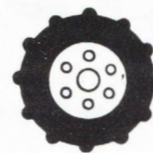
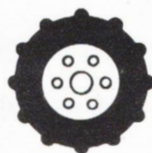
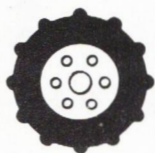
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5th - Joe Lawrence  
6th - Rick Rottach  
7th - Reed Bolick

**D MAIN**

1st - Vince Palazzolo  
2nd - Mike Wartell  
3rd - Karl Schuneman  
4th - Rick Daring  
5th - Alan Forro  
6th - Howard Mottin  
7th - Jeff O'Malley

**E MAIN**

1st - Jeff Wygal  
2nd - Tony Mancinelli  
3rd - Chad McComas  
4th - Dean Densmore  
5th - Dale Cauthen  
6th - Bill Wojtyla  
7th - Charles King

**1/12 STOCK CLASS  
A MAIN**

1st - Rick Rottach  
2nd - Steve Charles

3rd - Chuck Sommers  
4th - Ron Kwentus  
5th - Troy L'Esperance

**B MAIN**

1st - Steve Boice  
2nd - Larry Rice  
3rd - Paul Bertolino  
4th - Jay Regan  
5th - David Wartell

**C MAIN**

1st - Brian Montalbano  
2nd - Larry Rice III  
3rd - Jeb Koontz  
4th - Jim Rhodes  
5th - Sean Medling  
6th - Joey Palazzolo

**1/12 MODIFIED CLASS  
A MAIN**

1st - Clayton White  
2nd - Curt DeMars  
3rd - Jerry Cyril  
4th - Howard Kemery  
5th - Kevin Betz

6th - Paul Morack  
7th - Don Smolik

**B MAIN**

1st - Darryl Bingner  
2nd - Bill Worrel  
3rd - Kevin Montalbano  
4th - Joe Fitzpatrick  
5th - Robert Shuchman  
6th - Dave Palazzolo  
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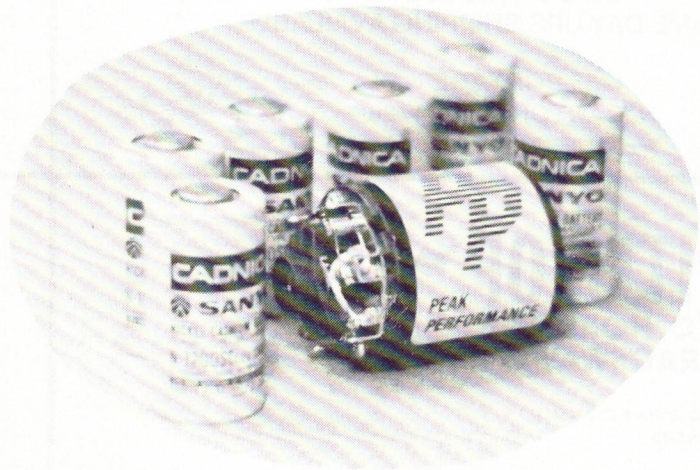
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# NORRCA 1988 Dirt Oval Final Race

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By J.R. Sitman

NORRCA's 1988 Winter Dirt Oval Series concluded at Metro Raceway in Bakersfield. Originally scheduled to be held at the new Racer's Haven track, (also in Bakersfield). However, the race was changed due to construction delays. I arrived in Bakersfield early on Friday the 15th to find Al Sandrini (owner of Metro) and Martin Buchanan (1987 Sprint Car Oval Champion) hard at work on preparing the track. Martin is employed by R/C Custom Works who very generously donated his time to Metro to help prepare the track. Earlier that week the track was prepared into a smooth, fast surface and then flooded with water to help preserve the condition until race time. On Monday, there was a slight chance of rain predicted for later in the week, so no one was concerned about too much water on the track. Well as they say amongst the Bakersfield locals, "to predict weather conditions in Bakersfield, you're either new or crazy". Sure enough, on Thursday down came the rains and the track was converted into a boat pond. First thing Friday morning out came Al and Martin with the pump, ATC, tractor, 2 trucks and various devices to drag the track surface. From the early morning to 7:00 p.m. that evening, the track was torn up and packed down 3 times until there was nothing else that could be done until the surface and several inches underneath could dry out. Once again, on Saturday, the first day of the race, the crew was hard at work on the track dragging and packing it down. By 8:30 a.m. they decided to allow the racers on the track to help prepare the surface for racing. Soon, the surface was in fair shape with some soft spots in the front and back straights. Concourse was held for the best pain-



4WD Open cars ran a fast, but very close race.

ted and detailed car. First place went to Roland Bayly of CRP and second went to Dustin Abernathy. At 11:00 a.m., the first round of stock qualifying began. All the stock classes ran on Saturday and all the open classes on Sunday. The first round of qualifying for 2WD stock was a little slow, with the average laps around 26. The next class to qualify was a new class added by NORRCA, the Stock Sprint Class. This class runs under the same rules as the Outlaw Sprints with the exception of no wings, stock motor, six cells and minimum weight of 3 lbs. 8 oz. The average laps for the first run was 21. Next was the 4WD stock cars running an average of 27 laps. Moving into the final class for Saturday which was the novice class averaging 20 laps. The first round took approximately 1 hour to run and by this time the track was beginning to harden and the qualifying times were getting faster. However, the second round of qualifying for

2WD stock showed some slower laps with an average of 25. Stock sprint laps increased to an average of 22 laps. 4WD stock improved by 1 lap increasing the average to 28. With the exception of Kelli Abate, the novice class did not improve their times. The third round of qualifying showed some very fast times with all the Top Qualifying times being set in this round. 2WD stock average time was 27 with the T.Q. position being held by Eddie Perez of E & L Racing Center with a 29, 4:03.3. E & L Racing Center in Del Mar, CA has been awarded the 1988 NORRCA Dirt Oval National to be held on August 31, thru September 3rd. Stock Sprint averaged 24 with Greg Dee taking the T.Q. position with a 26, 4:04.3. The 4WD stock class averaged 28 laps with the T.Q. being Paul Pat with a 30, 4:04.1. Novice averaged 24 with Kelli Abate taking the T.Q. position with a 26, 4:12.1.

While the mains were being  
(Continued on Page 55)

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# R.O.A.R. 1/10 Dirt Oval National Championship

## Lett Devastates the Track

By Eric S. Gudger



The Modified Class winners (left to right) Cliff Lett, Scott Quillen, and John Smith.

Two hundred eighty-three of the nation's best entrants, pull the throttle and turn left, participating in R.O.A.R.'s first ever electric Oval National. This 1/10 scale dirt event was very proud and fortunate to have M.P.E. as its official sponsor.

Race director, R.O.A.R. 1/10 Off-Road National Director, and Region 2 1/10 Off-Road Representative, Keith Young, enlisted the help of race site owner

Michael Blackmon to prepare for this important event. The RC Speedway indoor facility easily accommodated all the racers, provided ample work space, featured a well stocked pro shop, and had a challenging 120' x 65' smooth surface. Perched 7' above the ground, a 6' x 20' driver's stand provided adequate room and an easy view of the track. Beneath the driver's stand was the first of two Bolink/AMB

computer scoring systems. A separate track announcer's tower was located at the outside of turn four. It had its own Bolink/AMB system, while also acting as a viewing spot for the officials.

With the schedule calling for one qualifier on Friday, two on Saturday, and the mains on Sunday, many racers arrived early to get their cars well prepared. RC Speedway held a Warm-Up race Wednesday evening so that the

early arrivals could get a little racing excitement going.

All day Thursday and early Friday was set aside as open practice. During this period, the hot set ups came into place. The track had a fairly high sand content that tended to move around. By the time qualifying came around, most cars were fitted with the new Schumacher low profile series of pin spike tires. Cecil Schumacher had mentioned to me in January that this tire should be hot for the oval guys. He was right! The pro shop sold over one hundred pair on Thursday and had to have more flown in for Friday.

All of the best laid plans and all the man hours spent to prepare for this event fell firmly into place with the qualifying sessions. Five different classes at this event provided everyone an opportunity to find a class to run in.

Two Wheel Stock action, the largest class, provided for some really close competition on the race track. Top qualifier Ed Krupa was the only driver, in this class, to go 27 laps. His time was 4:05.8. Steve Miniea, owner, designer, and builder of the Team Pit Stop chain transmission, was firmly situated in second place with a 26, 4:03.9 The rest of the A main was closely stacked. They were: Ed Krupa, Steve Miniea, Peter Ohlandt, Winston Carter, Keith Abbott, Sean O'Campo, Randy Flurer, Edwin McTureous, Edwin Barr and Kevin Clark.

Although it was the smallest class, 4 Wheel Stock action was intense. Ed Krupa once again



Keith Young (left) and Patty Young (right) show R.O.A.R.'s new Administrator John Thawley how the 2 system BoLink/AMB computer works.

flexed his talents with the TQ position. As before, he was a lap up on the field. His time was 4:10.3 on his 29 lap run. Second fastest was Brian Landgraff while Randy Flurer held down the number three spot. The A main was completely dominated with the Custom Work's Dominator car. All ten cars were of this variety. This is without a doubt one of the best, if not the best, built cars on the market. Its simplicity yet function really shines on the race track. These ten drivers would have to fight amongst themselves to decide which Dominator would win. Ed Krupa, Brian Landgraff, Randy Flurer, Dave May, Tony Wahlay, Chris Doseck, Larry Wedemeyer, Curtis Barr, Mike Bodman and Bob Currie.

The 2 Wheel Sprint cars were neat. Even though they were the heaviest cars at 3 3/4 pounds, they really worked well in the turns. The man of the hour was John Smith. John drove an Ascot Sprint car conversion kit to a full lap advantage with a 27, 4:07.2. John Peterson, Kyosho Ultima, and John Gouge tied for second with identical times of 26, 4:01.5. The remainder of the A main was only 6 seconds back. They were: John Smith, John Peterson, John Gouge, Roger Purdue Jr., Darrin Stump, Joel Watkins, Mike Bevel, Greg Abbott, Tem Raskin and Andy Sova.

Two Wheel Modified action was blistering. And that is exactly what Cliff Lett did to the track.

Cliff's best time was 30, 4:08.3. Fact is his other two runs were the 4th and 5th best times for this class. His Reedy powered, Novak ignited Associated RC10 was unbelievable. In the number 2 and 3 spots were two Team Losi drivers Ron Rossetti and Scott Quillien. Their times were 29, 4:01.9 and 4:02.6. The "name" drivers were here plus a couple of up and coming new faces. Look out for Winston Carter, Ed Krupa, and Darrin Stump as they are surely to make a "name" for themselves shortly. Cliff Lett, Ron Rossetti, Scott Quillien, Jay Halsey, Kris Moore, Gary Demory, Winston Carter, Ed Krupa, Ed Knoles and Darrin Stump were all in the A Main.

If 2 Wheel Modified action was unbelievable, the 4 Wheel Modifieds were out of this world. Cliff Lett once again showed his mighty talents with the top qualifying position. His Reedy powered Custom Work Dominator turned in a 32, 4:02.0 clocking. But nipping on Cliff's heels was the J.G. Oval Champion Curtis Strawn, Premier Designs/Novak/Custom Works Dominator, with a 4:05.6 32 lap run. Bob Novak, Reedy/Novak/Custom Works Dominator, was also right there with a 4:10.8 time. The top ten drivers were: Cliff Lett, Curtis Strawn, Bob Novak, Ron Rossetti, Chris Doseck, Brian Landgraff, Jay Halsey, Winston Carter, Erik Soderquist and Randy Flurer.

This class provided some real

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wild racing action. The wild side dams and the ground ripping 4 wheel drifts provided for plenty of spectator and racer excitement.

While all the qualifying action was very intense, the anticipation of Sunday's Main event provided many nervous moments for all the racers. It was time to do your best. Every main had its own champion for the moment. Each one deserves a congratulations for a job well done. But as we are all aware, to the victors belong the spotlight. With that in mind we provide you with a "A" main coverage.

First up, in the schedule of events, was Sprint car action. At the start, John Smith takes an awesome holeshot and begins to pull away from John Peterson. Randy Flurer and Joel Watkins are really going at it trying to grab the third spot. Greg Abbott moves into fourth and looks around for Randy. Greg finds an opening and moves in. But up front the two leaders are really stretching it out. The distance between them has

settled down to about 20'. John Smith is masterfully making his way through traffic. Peterson is not as fortunate. He has to wait longer to make his way around. At the half way point, Smith has a full straight advantage. By now, Tem Raskin has gotten his car settled down and has moved into third. Positions are changing constantly throughout the back of the pack. Up front the leaders remained the same and finished the race in those positions. John Smith turned in a seven second faster time that he did in qualifying. What a beautiful run! John Peterson was only 2 1/2 seconds back in the number two spot. RC Speedway Manager Tem Raskin brought home a well deserved third place finish.

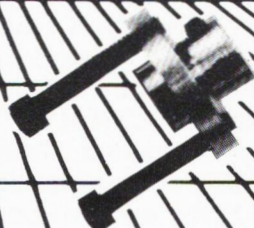
Up next was 4 Wheel Stock A Main racing. A couple of the top cars tangle. Larry Wedemeyer took the lead, with Bob Currie in second and Chris Doseck in third. Chris found a line inside and moved into second. However, Chris did not stop there as he

found a way into the top position. Mike Bodman moved into second while Randy Flurer had made a move for third. Doseck was flying. The rest of the field was still battling it out for the second position. Randy Flurer took it over as Larry Wedemeyer once again joined the foray to the top. But Brian Landgraff had overcome his first lap problems and moved into third. Will time and luck be on his side as he tries to run down the top cars with only thirty seconds remaining? At the finish line, it was Chris Doseck taking the win with a 29, 4:05.6. What a run! Randy Flurer held on to second and Brian Landgraff received a hard fought third place finish. What a battle royal for these machines!

The Two Wheel Modified A Main win was decided at the start. This race took on the semblance of an A Main 1/12 scale National. The cars were all on rails and freight training around the track. From the outside front row position Scott Quillen used a well set

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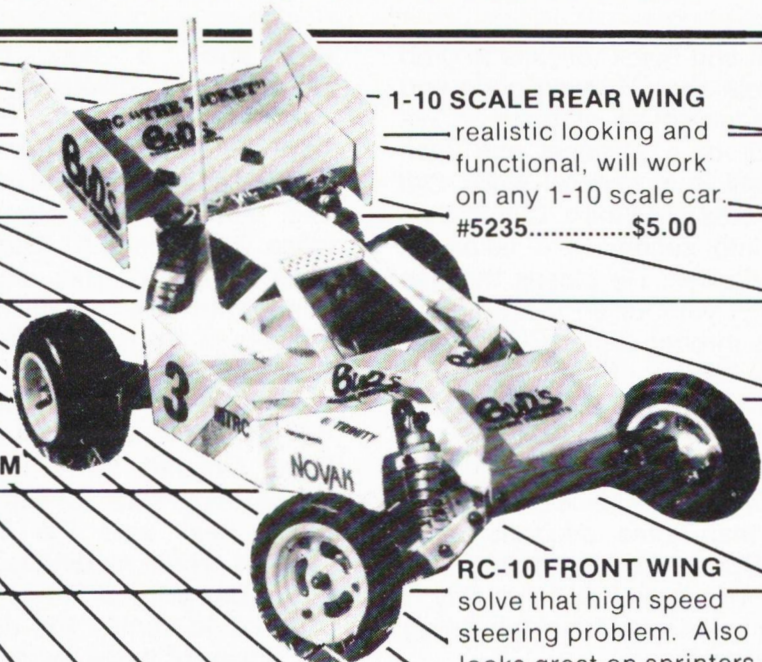
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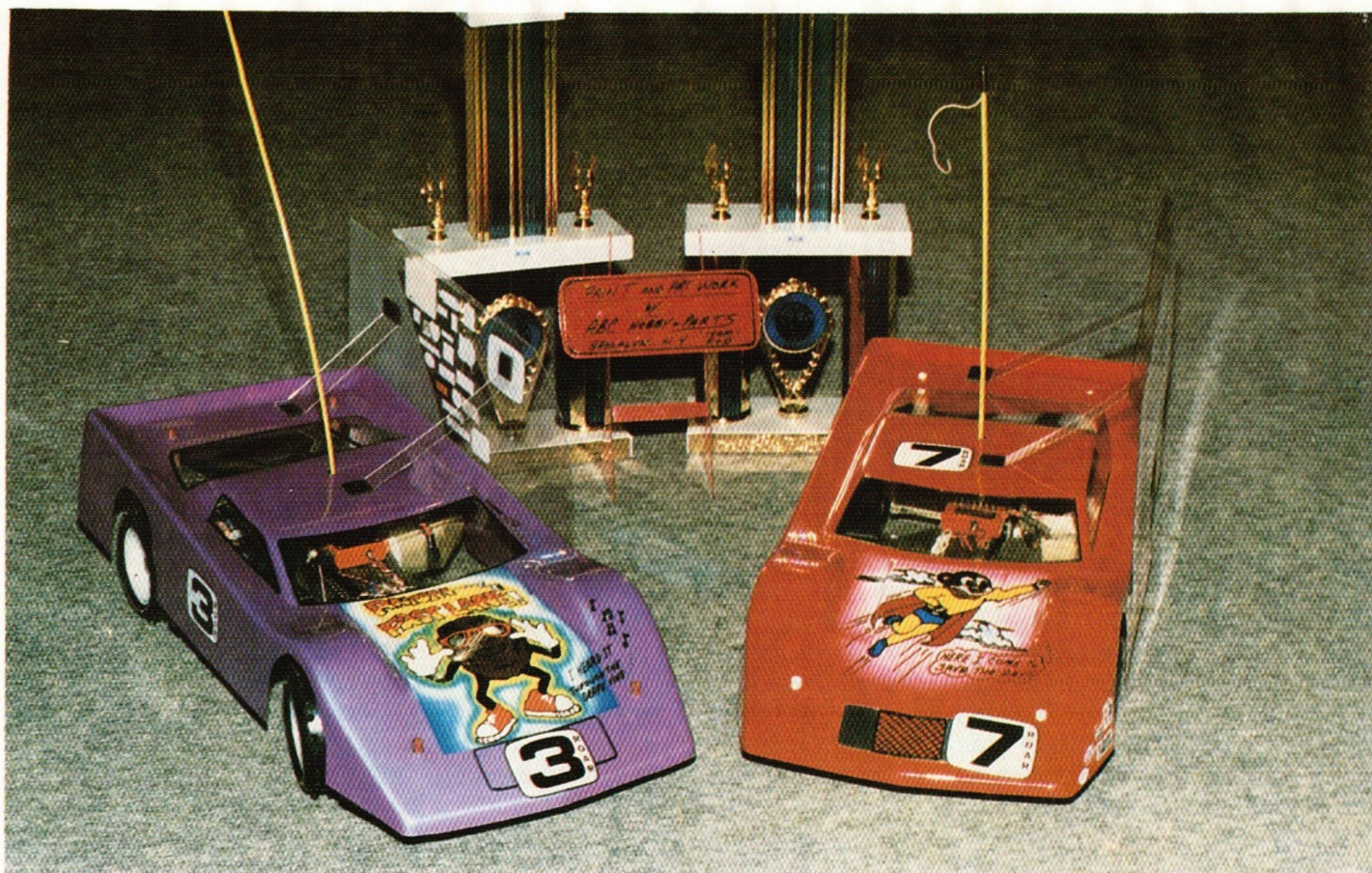
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The first and second place concours cars were absolutely beautiful and detailed. Congratulations!

up diff and quick reflexes to grab the hole shot. He was gone and would never be stopped in his pursuit of a National title. Ron Rossetti is in second while Cliff Lett holds onto third. Cliff finds a way into second and takes off after Quillen. He closes the gap slightly, yet Quillen moves effortlessly through traffic. Cliff can not catch him as Scott Quillen is crowned the first R.O.A.R. 1/10 2 Wheel Modified Dirt Oval National Champion with a 30, 4:05.0 clocking. Cliff finished in second less than three seconds back. Ron Rossetti brings it home for third. The speed and intensity of these cars was overwhelming. Great race!

In the Two Wheel Stock A Main, the front row cars take the lead one, two, three: Ed Krupa, Steve Miniea, and Peter Ohlandt. Krupa tangles and falls back to fourth. Steve Miniea maintains the lead with Ohlandt in second and Sean O'Campo in third. No one wants to hold the lead. Ohlandt makes a move for the top spot

and finds a way through. O'Campo is displaying some awesome speed with his Cox Turbo Scorpion. He moves into the lead and keeps right on going. The battle settles into second place between Ed Krupa and Peter Ohlandt. This continues throughout the remaining two minutes in the race. At the finish line it is Sean O'Campo with a career ride. His time was 28, 4:08.2. In the battle for second. Peter Ohlandt takes it as Ed Krupa has to settle for third.

Up next was the Thunder class, 4 wheel modifieds. This is it, the big prize of the weekend. Who could control the devastating power of these machines the best? The track was lined for the start. The drivers held their breath. When would the start come? Would they be able to get away cleanly? Curtis Strawn is out and gone. Cliff Lett and Bob Novak are battling right from the first turn. Novak takes second while Curtis Strawn stretches his lead. Strawn's car is unbelievable! His

Dominator is on a train track as it makes its way around. Lett is sitting patiently in third looking for a way inside of Novak. Then disaster strikes the leader. Curtis is up into the loose dirt in turn number one. Bob Novak takes the lead, with Cliff in second, and Curtis rejoining in third. Novak is wired to the track. He is not about to let anyone around. What a battle! Novak, up front, closes the door on Cliff's every move, and Curtis moves up rapidly to join in the battle. At the one minute mark, Cliff sees an opening and takes advantage of it to move into the lead. Curtis Strawn's car is blazingly fast! He moves around Lett and retakes the lead. But the extra energy required to get Curtis' car going takes its toll. His batteries begin to drop off and Cliff easily moves into the lead to take home his much sought after National title. What a race! What a way to finish off the racing action! Curtis holds on to finish second, Bob Novak is third, and Chirs Doseck finishes fourth. These

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four drivers were on the same lap only separated by four seconds. Unbelievable!!

All in all this was a very successful and extremely fun event. Many thanks go to Keith and Patty Young and their more than capable staff of helpers for out-doing themselves with this event. They always do a super job! Michael Blackmon and his staff at the RC Speedway facility did a great job of keeping the track in tip top shape. To the R.O.A.R. officials, Mike Reedy, John Thawley, Jerry Landgraff, Jim Fuller, and yours truly, who do so much work behind the scenes "thanks for all the help!" We have to thank the many contributors who provided the great prizes for the racers: Associated Electrics, Bolink RC Cars, Reedy Modifieds, Norcal Avionics, Futaba, MIP, Airtronics, Race Case, Matrix Space Case, Super Lube, Stage III, Pactra, Raceway Hobbies, Victor Engineering, and Competition Plus Magazine. We



The 4WD Modified lineup: Winston Carter, Curtis Strawn, Brian Landgraff, Randy Flurer, Cliff Lett, Jay Halsey, Erik Soderquist, Chris Doseck, Bob Novak, and Ron Rossetti (This time Ron Rossetti decided to sit down).

also want to thank the t-shirt sponsors: JG Manufacturing, Twister Motors, Custom Works, Novak Electronics, and Track

Master. A big thank you goes out to the factory teams who donated their top finishing motors to the racers: Reedy Modifieds, Twister,

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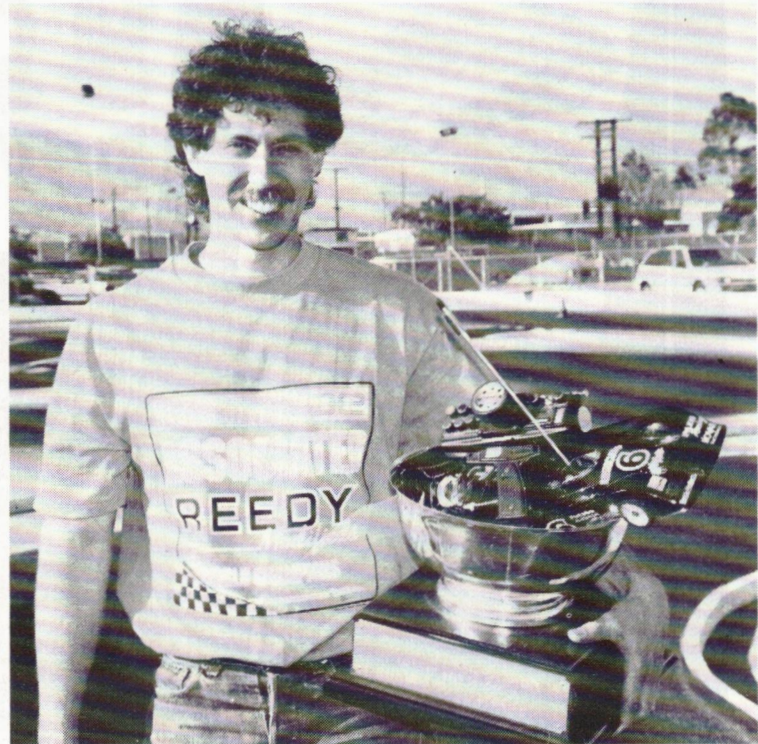
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Once a year the Top Twenty in 1/12th scale meet for the Trinity Shootout. This year when the smoke cleared, Tony Neisinger was the Champion driving a Reedy Powered Associated RC 12L.

CAM, RevTech, Premier Designs, Team Losi, and Peak Performance. Of course, the biggest thanks goes out to M.P.E. for their underwriting of this event. Thanks everyone!

**SPRINT CAR  
A MAIN**

- 1st - John Smith/TQ  
Ascot Sprint Car  
17/81 Robinson Gear  
PeakPerformance 16d  
Novak 1X
- 2nd - John Peterson  
Kyosho Ultima  
10.00:1 Robinson Gears  
Twister 702  
Victor
- 3rd - Tem Raskin  
Big Boy Toys  
16/85 Robinson Gears  
RevTech 14d  
Novak 1X
- 4th - Roger Purdue, Jr.  
Associated RC10  
10/54 Associated Gears  
Checkpoint 15  
Novak 1X
- 5th - Andy Sova  
Kyosho Ultima  
17/54 Associated  
CAM 215  
Novak 4
- 6th - Darrin Stump  
Assoc./Houge RC10  
15/85 Robinson Gears  
Reedy Pink  
Novak 1
- 7th - Jim Gouge  
Ascot Sprint Car  
26/108 Team Losi  
Team Losi 17  
Tekin Pro
- 8th - Joel Watkins  
Associated RC10  
20/108 Team Losi  
Reedy Pink  
Novak 1
- 9th - Greg Abbott  
Associated RC10  
13/54 Associated  
Reedy Silver  
Novak 4
- 10th - Mike Bevel  
Associated RC10  
21/81 Robinson Gears  
Reedy Silver  
Novak 1

**B MAIN**

- 1st - Ken Canniff  
2nd - Bill Blakeslee  
3rd - Lance Elbertson  
4th - Richard Abate  
5th - John Wong  
6th - Mark Manor  
7th - Scott Snyder  
8th - Orlando Millian  
9th - Eddie Perez  
10th - Fred Scadron

**C MAIN**

- 1st - Skeeter Voyen

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4th - John Gudvangen  
5th - David Motten  
6th - Jose Vera  
7th - Dean Vince  
8th - Keith Abbott  
9th - John Nemeovie  
10th - Jerome Talbert

**D MAIN**

- 1st - Russ McCallister  
2nd - Dave Vince Sr.  
3rd - Steve Miniea  
4th - Glenn Harkey  
5th - Bob Talbert  
6th - Dave Vince Jr.  
7th - Dave Market  
8th - Bob Waters  
9th - Rick Creek  
10th - Frank Ciccarello

**E MAIN**

- 1st - Billy Buckley  
2nd - Trace Button  
3rd - Duane LeCornu  
4th - David Adams  
5th - John Riggs  
6th - Roger Brogan

**4 WHEEL STOCK  
A MAIN**

- 1st - Chris Doseck  
Custom Works Dominator  
2nd - Randy Flurer  
Custom Works Dominator  
3rd - Brian Landgraaf  
Custom Works Dominator  
4th - Mike Bodman

- Custom Works Dominator  
5th - Dave May  
Custom Works Dominator  
6th - Larry Wedemeyer  
Custom Works Dominator  
7th - Tony Wahlay  
Custom Works Dominator  
8th - Bob Currie  
Custom Works Dominator  
9th - Ed Krupa/TQ  
Custom Works Dominator  
10th - Curtis Barr  
Custom Works Dominator

**B MAIN**

- 1st - Art Wilson  
2nd - Brian Hawthorne  
3rd - Frank Tammarc  
4th - David Mottin  
5th - Chad Casey  
6th - Raymond Lusak  
7th - Steve Miniea  
8th - Joe Gallo  
9th - David Adams

**C MAIN**

- 1st - James Smith  
2nd - Drew Waters  
3rd - Cecil Ahand Jr.  
4th - Brian Brogan  
5th - Steve Hodsdon  
6th - Jimmy Lightsey  
7th - Wendell Chapman  
8th - Steve Pappas

**2 WHEEL MODIFIED  
A MAIN**

- 1st - Scott Quillen  
Associated RC10

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VIC-2B	Matches Best Competition S/Cs	0.005 V/A	4 to 10	240 A	140 A	1.3 oz.	1x1.9x.5
VIC-3A	Ultimate 1/1/2sc. 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
RM-20/B	Reverse Option Module	0	4 to 10	80 A	50 A	0.9 oz.	1x1x1

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Reedy Pink  
Novak 1X
- 3rd - Ron Rosetti  
Team Losi JRX1  
22/86 Team Losi  
Team Losi Killer  
Novak 1X
- 4th - Jay Halsey  
Associated RC10  
17/78 Team Losi  
Reedy Pink  
Novak 1X
- 5th - Kris Moore  
Associated RC10  
17/81 Robinson Gears  
Twister 703  
Novak 1X
- 6th - Ed Krupa  
Associated RC10  
17/85 Robinson Gears  
Peak Performance 15  
Novak 1X

- 7th - Darrin Stump  
Houge/Assoc. RC10  
17/85 Robinson Gears  
Reedy Pink  
Novak 1
- 8th - Ed Knoles  
Cox Turbo Scorpion  
9.40:1 Custom  
Twister 702  
Victor
- 9th - Winston Carter  
Associated RC10  
22/104 Trinity  
CAM 215  
Novak 1
- 10th - Gary Demory  
Associated RC10  
15/81 Rob/Kim.  
Reedy Pink  
Novak 1

**B MAIN**

- 1st - Randy Flurer
- 2nd - Nathen Winsick
- 3rd - Kevin Clark
- 4th - Steve Miniea
- 5th - Eddie Perez
- 6th - Keith Abbott
- 7th - Steven Maslin
- 8th - Edwin McTureous
- 9th - Brian Hawthorne
- 10th - John Ross

**C MAIN**

- 1st - John Peterson
- 2nd - Randell Winslett
- 3rd - Bill Frame
- 4th - Scott Snyder
- 5th - Larry Wedemeyer
- 6th - Darrell Winslett
- 7th - David Motten
- 8th - Jeffrey DeRouche
- 9th - Guy Nelson
- 10th - Joe Goodwin

**D MAIN**

- 1st - Dave Market
- 2nd - Darren Farley

- 3rd - Ricky Burger
- 4th - James McCallum
- 5th - Joe Conte
- 6th - Tommy Gant
- 7th - Sol Campbell
- 8th - Steve Swindell
- 9th - James Diaz
- 10th - Jim Bartok

**E MAIN**

- 1st - Kenny Gillett
- 2nd - Dino Mowreader
- 3rd - Rick Reynolds
- 4th - Kevin Mandeville
- 5th - Jack Ingram
- 6th - David Adams
- 7th - Richard Carr
- 8th - Tyler Clements
- 9th - Richard Crubb
- 10th - Frank Sadacukis

**F MAIN**

- 1st - Randy Calvin
- 2nd - Sonny Palmer
- 3rd - Wesley Powell
- 4th - Leo Roberts Jr.
- 5th - Randy Hancock
- 6th - Ray Barker Sr.

**2 WHEEL STOCK  
A MAIN**

- 1st - Sean O'Campo  
Cox Turbo Scorpion
- 2nd - Peter Ohlandt  
Associated RC10
- 3rd - Ed Krupa TQ  
Associated RC10
- 4th - Randy Flurer  
Associated RC10
- 5th - Steve Miniea  
Team Pit Stop/RC10
- 6th - Edwin McTureous  
Associated RC10
- 7th - Keith Abbott  
Associated RC10
- 8th - Kevin Clark  
Associated RC10
- 9th - Edwin Barr  
Scratch
- 10th - Winston Carter  
Associated RC10

**B MAIN**

- 1st - Mark Manor
- 2nd - Steven Maslin
- 3rd - Guy Nelson
- 4th - Lee Davis
- 5th - Randell Winslett
- 6th - Ricky Burger
- 7th - Anthony Powell
- 8th - Jeffrey DeRouche
- 9th - Mike Boyland
- 10th - Darrell Winslett

**C MAIN**

- 1st - Richard Abate
- 2nd - James McCallum
- 3rd - Bill Frame
- 4th - Kevin Cuthbertson
- 5th - Joe Goodwin
- 6th - Brian Hawthorne
- 7th - Michael Spehn
- 8th - Gilbert Comeau
- 9th - Larry Gaskin
- 10th - John Ross

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- 3rd - Chris Wilbank
- 4th - Greg Spehn
- 5th - Scott Wilson
- 6th - Miles Nelson
- 7th - Chad Landress
- 8th - Raymond Lusak
- 9th - Mark Ruble
- 10th - Tyler Clements

E MAIN

- 1st - Larry Wedemeyer
- 2nd - Art Wilson
- 3rd - Greg Abbott
- 4th - Mike Edwards
- 5th - Steve Elder
- 6th - Bill Davis
- 7th - David Adams
- 8th - Lito Usi
- 9th - Albert Mai
- 10 - John Ruble

F MAIN

- 1st - Gordon Zito
- 2nd - David Elder
- 3rd - Jeremy Fitch
- 4th - Lynn Ann Kotto
- 5th - Leo Roberts Jr.
- 6th - R.E. Alsbrooks
- 7th - James Kotto
- 8th - James Nelson
- 9th - Chris Lopez
- 10th - Bill Tillman

E MAIN

- 1st - Bert Oemoke
- 2nd - Chris Barrett
- 3rd - Denvil McCallum
- 4th - Jeff Gauthier
- 5th - Jane Brogan
- 6th - Chris Casey
- 7th - Jamie Fisher

4 WHEEL MODIFIED  
A MAIN

- 1st - Cliff Lett  
C.W. Dominator  
18/81 Team Losi  
Reedy Pink  
Novak 1X
- 2nd - Curtis Strawn  
C.W. Dominator  
27/104 Trinity  
Premier Dsn. F16  
Novak 1X
- 3rd - Bob Novak  
C.W. Dominator  
27/104 Trinity  
Reedy Pink  
Novak 1X
- 4th - Chris Doseck  
C.W. Dominator  
15/78 Robinson Gears  
CAM 214  
Novak 1X
- 5th - Brian Landgraff  
C.W. Dominator  
26/104 Trinity  
RevTech Express

- Novak 1X
- 6th - Jay Halsey  
Yokomo C4  
19/81 Team Losi  
Reedy Pink  
Novak 1X
- 7th - Randy Flurer  
C.W. Dominator  
19/75 Robinson Gears  
Peak Performance 15  
Novak 1X
- 8th - Winston Carter  
C.W. Dominator  
21/104 Trinity  
RevTech 4189  
Airtronics
- 9th - Erik Soderquist  
C.W. Dominator  
18/78 Robinson Gears  
Twsiter 704  
Novak 1X
- 10th - Ron Rosetti  
Yokomo C4  
18/81 Team Losi  
Team Losi Killer  
Novak 1X

B MAIN

- 1st - Steve Maslin
- 2nd - Kris Moore
- 3rd - Dave May
- 4th - Lance Elbertson
- 5th - Mike Reedy
- 6th - Scott Quillen
- 7th - David Mottin
- 8th - Orlando Milian

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SANY

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

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10th - Eric Gudger

C MAIN

1st - Philip Simms  
2nd - Bill Tommolino  
3rd - Larry Wedemeyer  
4th - Curtis Bar  
5th - Andy Sova  
6th - Michael Place  
7th - Tony Wahlay  
8th - Ray Barker Jr.  
9th - Ed Krupa  
10th - Jill Simms

D MAIN

1st - John Wong  
2nd - Richard Grubb  
3rd - Fred Scadron  
4th - Jack Ingram  
5th - Frank Tammaro  
6th - Jim Smith  
7th - Dean Vince  
8th - Bob Waters  
9th - Art Wilson  
10th - Steve Swindle

E MAIN

1st - Bob Currie  
2nd - David Adams  
3rd - James Smith  
4th - Brian Hawthorne  
5th - Chip Button  
6th - Dave Vince Sr.  
7th - Steve Pappas  
8th - Russell Lenig  
9th - Denvil McCallum

10th - Tye Gaskin

F MAIN

1st - Tem Raskin  
2nd - Billy Hock  
3rd - Steve Hodsdon  
4th - Raymond Lusak

5th - Joe Gallo

6th - Dan Boone

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8th - Leo Roberts Jr.

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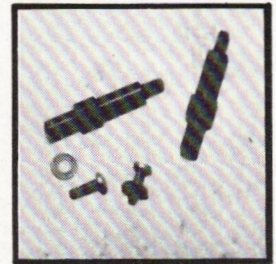
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# Andy . . . Not Just Bodies Any More

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By Peter Barana

For years the name Andy has been synonymous with intricate paintwork on r/c bodies. Owning an "Andy Body" meant your car, in whatever scale you raced, was going to look hot.

Today you can still own an Andy painted body, but Andy Jacobsen has developed a complete line of products that include everything from bodies and paints, to suspension arms and bumpers. I've known Andy for a few years now and he remains one of the most cordial people in racing. I caught up to Andy recently and had a chance to talk to him at length about his new company and his ideas of r/c. Here is Andy Jacobsen, the man behind Andy's R/C.

**CP:** What got you started in r/c racing?

**Andy:** I got started through a friend, Dana Smeltzer. He had asked me to paint some bodies for him. I bought my first car, an Associated 12E at Thorp Raceway (now the Ranch Pit Shop) and started racing and painting bodies.

**CP:** So actually you've been in the r/c car industry for some time?

**Andy:** Right, from the start I've been painting bodies. Once I started doing some volume my next step was to manufacture a clear body.

**CP:** After the production of clear bodies, what was your next move?

**Andy:** From there we started to get into plastic injection molding. Suspension arms and things of that nature.

**CP:** How many products do you have out on the market?

**Andy:** We currently have 56 dif-

ferent parts and about 8 bodies.

**CP:** And I hear you have a line of paints coming out now, too.

**Andy:** We are getting back into the paints, and painted bodies very heavy, offering painted off-road bodies in several different colors.

**CP:** Does a racer call you to order a painted body.

**Andy:** All the painted bodies we do now are sold through hobby distributors, already painted. This works out well . . . We are pretty amazed as to how well it has taken off.

**CP:** What is your next product going to be?

**Andy:** A complete line of Yokomo parts is next up for us. Our arms will be 23% lighter than the stock arms, with the same quality and a nice sleek design.

**CP:** '88 seems to be your year. As a new company, what separates you from the other guys?

**Andy:** Our quality. I feel we have the best injection mold maker. He takes his time, and has great pride in his work. He does that little extra to give it that finished look. The same holds true with our bodies. We are looking for the extra detail. If it costs us a little more to put it in that's fine. Everything on the market today is so cut and dry. . . We stress quality . . . When a guy goes in and buys a part, its something nice, not just a little piece.

**CP:** Like any new business, I'm sure it was tough getting started. How are things going now?

**Andy:** Great! We have a really good team of people at the shop and our products are being sold throughout the U.S. and Canada, along with Europe. We are also doing a lot of business with the

Orient which is exciting. In fact, we just occupied another building so things are going real well.

**CP:** You hear about actors being afraid of getting typecast in a certain role. To some extent did you experience a similar problem because you were so noted for painted bodies, and not for manufacturing parts?

**Andy:** Definately. (laughs) I've always had an eye for the way things should be done. When I was racing I'd always be making things for my car. One of the things that got me thinking of manufacturing my own parts was when other manufacturers would come up and ask me, "How would you design this part." That got me thinking about doing parts for myself.

**CP:** I've noticed a few of your products being copied by other company's. Does this bother you?

**Andy:** Well, lets say when we come out with a body, and I hear that so and so is coming out with the same body, the only thing I can do is to put out the best one. I know ours will be more detailed, and look better. We let the public decide who is better We are low key and let the products speak for themselves.

**CP:** Recently, your team really cleaned house at the oval Nationals, how important is winning and does the stuff that wins on Sunday really sell on Monday.

**Andy:** Definately! Scott Quillen won 2WD modified and Cliff Lett TQ'ed in both 2WD and 4WD, Modified, finished second in 2WD Mod and won the 4WD Mod class. Both these drivers were using our bodies. It seemed that alot of fast guys are running our bodies now.

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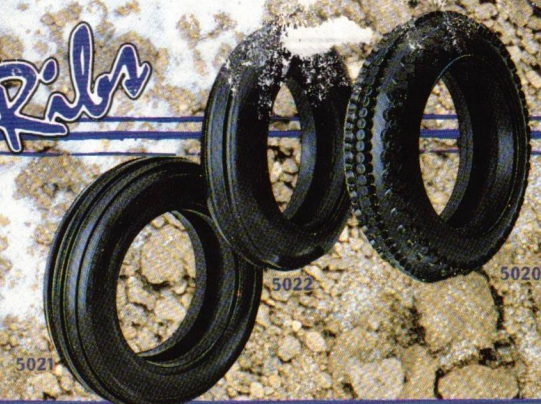
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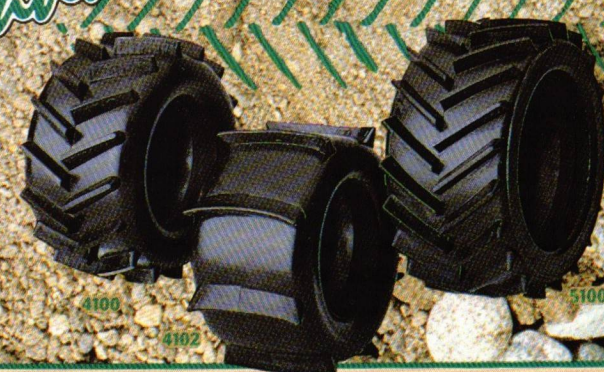
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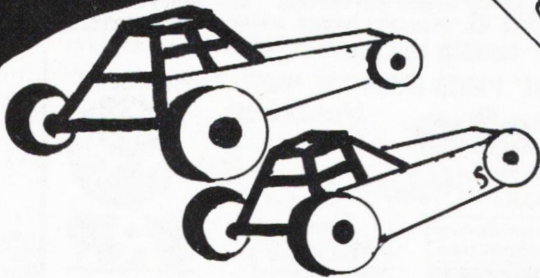
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**CP:** How big is your team now?

**Andy:** We have five drivers, three are really fast; Scott Quillen, Cliff Lett, and Jack Johnson. The others are amateur drivers, but it is the amateurs who at times really put our products through the test. They are the ones that hit things, and it gives us a good idea as to how well our product is going to hold up.

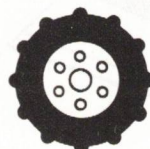
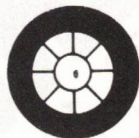
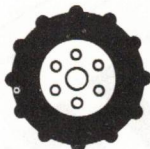
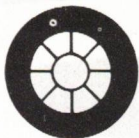
**CP:** What prompts you to make a new part?

**Andy:** We see alot of products out there being made now. Some of them with no purpose. We want to make parts that will directly make your car handle better, be more durable or lighter. We aren't just going to come out with a product that is for nothing, or just to make a color change. If we're not going to improve the car, we are not going to come out with the part.

With that kind of outlook, Andy's R/C Products should be around for a long time, providing quality products for racers across the world. We hope this has given you some insight into Andy Jacobsen, and we wish he and his company much success in the future.

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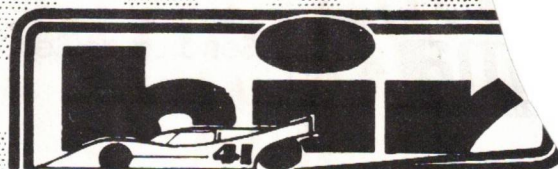


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# 1988 Canadian Indoor Nationals

By Pat Doherty

Hamilton's STARC rolled out the gray carpet for the third consecutive year on the April 22/23/24 weekend to host the 1988 Canadian Indoor Nationals. As in past years, the event was held at the Rockton Community Centre, some 25 miles outside Hamilton, Ontario. Race direction was furnished by Glenn Tonogai and Sam Burke, and the usual helpful band of club members insured that all facilities were up and running well before any racers were.

For 1988 the track had been expanded by 6' in width to an impressive 30' x 72'. Racer Rob Meiloo had devised a new track layout which did not feature a 60' straight, which one might expect on a carpet of this size. The configuration was an excellent one to race on and it attracted a lot of favorable comment from many of the 120 registered entrants.

Doors opened at two on Friday afternoon for practice, with Saturday afternoon featuring three qualifying heats, and Sunday offered a final chance to qualify prior to the mains, A through J.

The first round of qualifying showed excellent results, with the fastest run of the entire event being posted by Chris Doseck, who admits to using CAM/BOLINK/GONZO/NOVAK equipment. He turned in a 49 lap performance, recorded by the AMB Autocount in 8:03.98. We did not know it at the time, but this would turn out to be TQ. His second try was only 0.79 seconds slower, and his other three runs were all 48 laps efforts spanning 0.96 seconds, attesting to an amazingly consistent weekend for young Doseck.

Second qualifier Lee Morrison, out of Chesterton, Indiana, set his best mark in the initial round as well, with a 48 - 8:00.26. Currently employed as a battery tester,



Chris Doseck, 1988 Canadian Indoor Champion, accepts hardware to signify improvement over his 1987 finish by one place.

Morrison also selected a BOLINK car with a NOVAK ESC for the event, and used this parcel of equipment to run off four more 48 lap runs during the event. His runs varied less than 10 seconds.

Michigan native Terry Rott, qualifying third, at 48 - 8:05.89 in round two, employed a personalized ASSOCIATED RC12L that displayed his thoughtful approach to R/C racing. Terry put in three 48 lap qualifiers to mark himself as a potential winner of the event.

The Land of Lakes, specifically Mt. Clements, also produced next qualifier, 15 year old Joe Lawrence, an enthusiastic dirt racer competing out of USA Raceways. JL relied on an RC12L/REEDY car with ADVANTAGE batteries to cover 48 laps in 8:11.22 and mark himself as a "comer" who would be pleased to show the racing world how good YOUR batteries are. (Did you get that, potential sponsors?)

James Hoffman, a man who can inspire confidence (check out these sponsors: BOLINK/CMW/NOVAK/PEAK PERFORMANCE/KO PROPO/VARICOM/PARAGON/GATES/GONZO) lodged in 5th qualifying spot with a round four effort of 48, 8:17.38.

Sixth place in Q was held by 17 year old honor student Mike Ebert, from Chantilly, Virginia. His 47, 8:02.42 in round four was his best effort with an RC12L/REEDY, powered by ADVANTAGE batteries.

Dan Louis, BOLINK/REV TECH/CMW/GONZO/PARAGON/GATES, used these products to good effect as he posted a third heat time of 8:03.77 to record 47 laps and eighth qualifying spot in the A main.

Paul Martin, highest flying of the TQ EAGLE brigade, used his CAM/GONZO supplied urge to pick up 47 laps in his final qualifier at 8:04.74 as he placed ninth in A.

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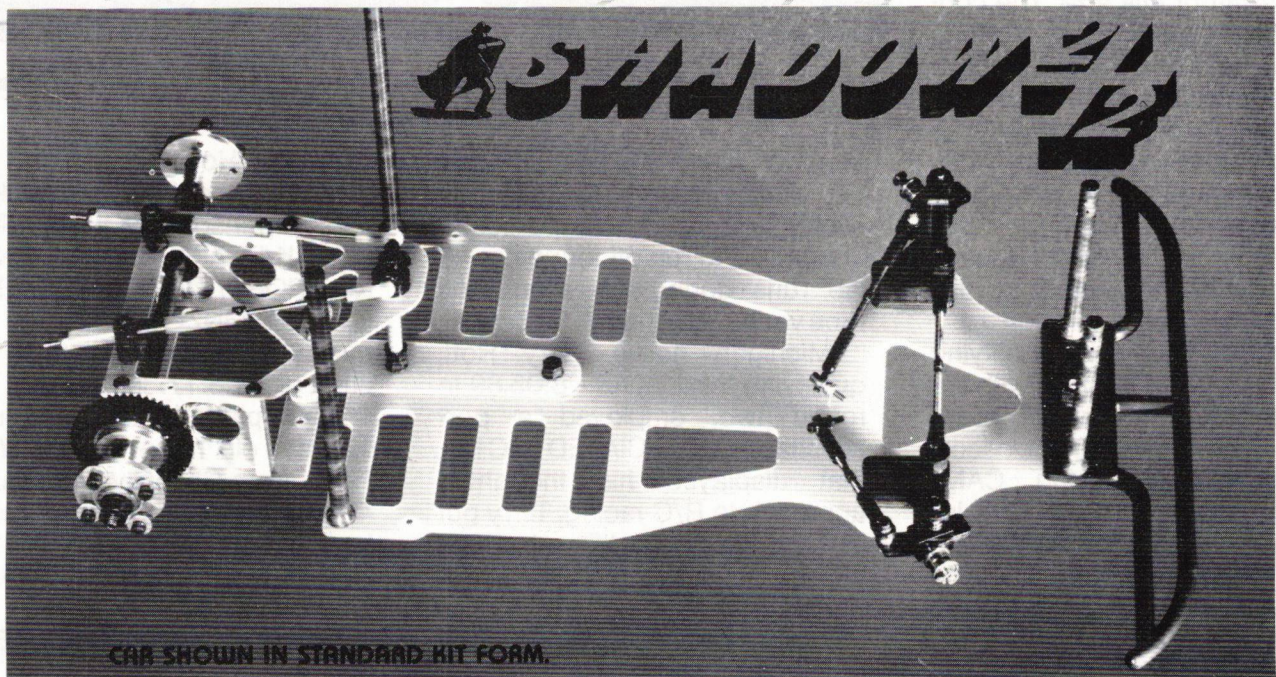
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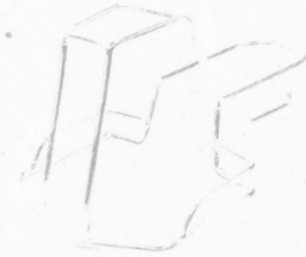
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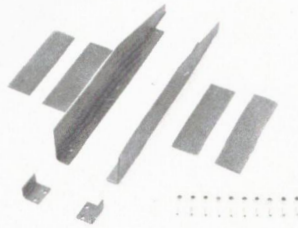
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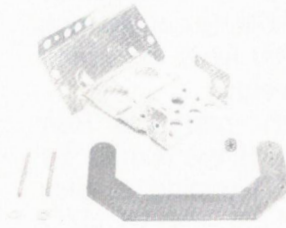
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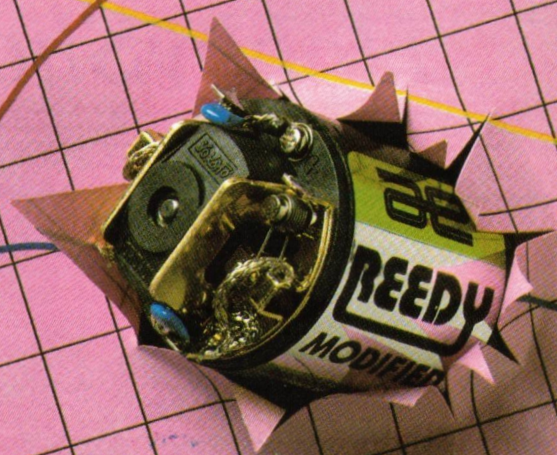
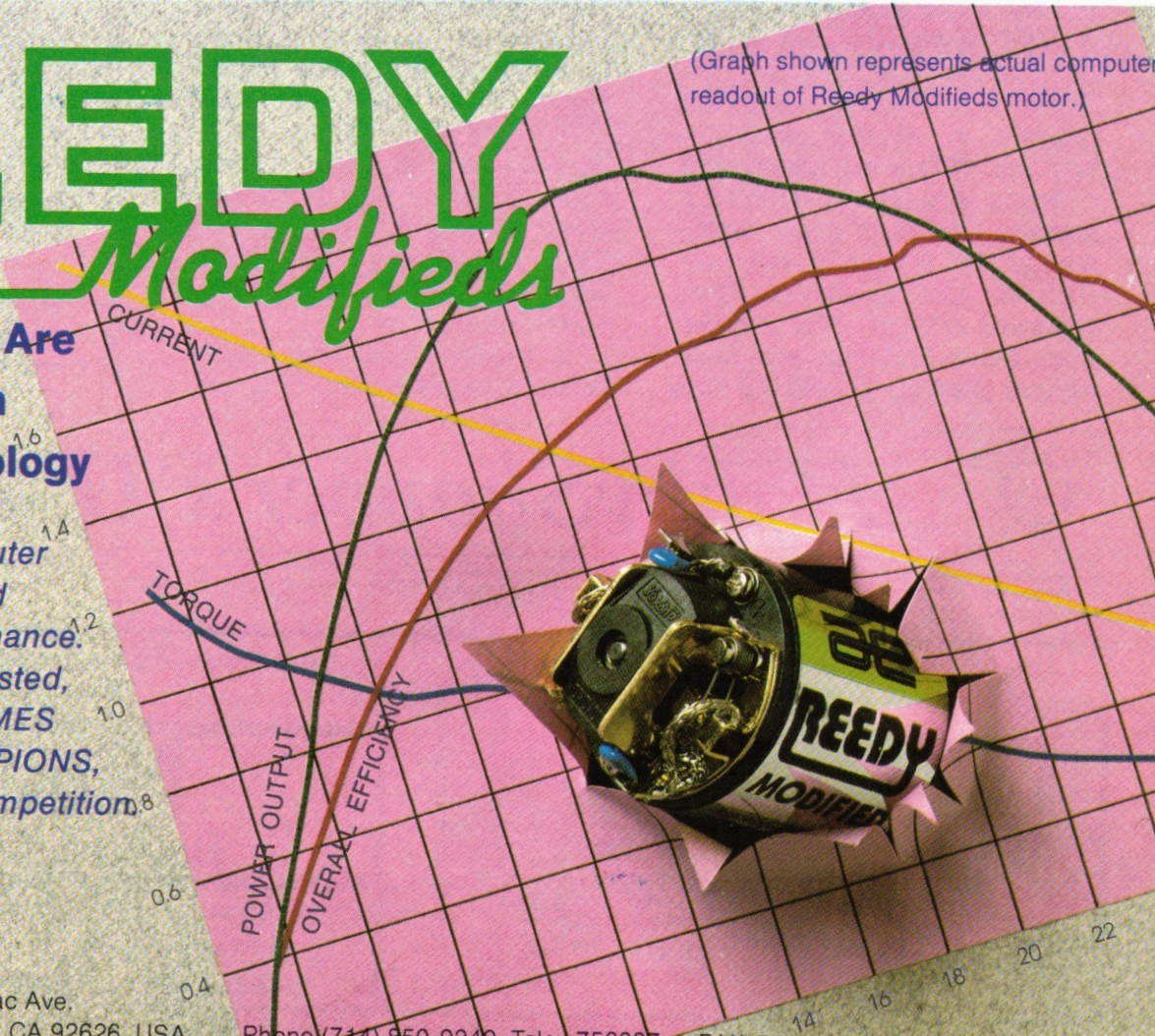
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Ever-helpful Dave Pulfer, in his well-equipped pit area, spotted a second TQ EAGLE in the A main with a round two effort of 47, 8:04.80. TRINITY power was the moving force behind this effort. An excellent showing considering how sought-after he is for advice during these events.

The eleventh man was Ron Ferguson, missing the A main by 0.76 seconds. Running a prototype BOLINK car, with GONZO batteries, Ron led the B main qualifiers, setting his best time of 47, 8:05.56 in his final heat. Canada's best hope was 12th qualifier Glenn Tonogai, representing the host club. Glenn, sponsored by NOVAK and TWISTER (whose motors he distributes) was close to the big time with a 47, 8:06.41 in heat four.

BOLINK runner Carl Christy was also in the 47 lap bracket in 8:09.59, some 0.69 seconds ahead of TQ EAGLE user Bernie Piatt who qualified fourteenth. PARMA's Bill Jeric, representing an R/C giant who has always been very kind to his event, confessed to some driving errors that resulted in fifteenth qualifying spot with 46 laps in 8 minutes flat.

Young Mike Seibert, TQ EAGLE, showed flashes of great performance in sixteenth with 46, 8:01.19, just ahead of Chris Butcher's 8:01.67. Phil Zimmerman, Steve Radecky, and Scott Nelson filled up B with 46 laps



Terry Rott, never afraid to get his hands dirty, demonstrates finer points of antenna attachment to track designer Rob Meiloo, while he silently plots how to get Doseck off the top of the mountain.

runs in 8:09.02, 8:11.25 and 8:15.49 respectively.

Residents of the Great White North did not start to appear in quantity until the C main, where Dave Germaine, holding qualifying spot #21 led off. Doug Orton's 44, 8:06.64 was 22nd STARC member Peter Klebert, soon to be marketing his own range of SIZZLER motors, was 23rd, followed by Mike Blackstock, Mike Baker, Eric Whitrock, and Ralph Duncan.

To examine qualifying ranges in heats, here's a chart of scores

of the best and worst qualifiers in each main:

<b>A - best</b>	<b>49 - 8:03.98</b>
<b>B - best</b>	<b>47 - 8:05.56</b>
<b>C - best</b>	<b>46 - 8:16.03</b>
<b>D - best</b>	<b>44 - 8:14.33</b>
<b>E - best</b>	<b>43 - 8:10.80</b>
<b>F - best</b>	<b>41 - 8:01.61</b>
<b>G - best</b>	<b>40 - 8:02.55</b>
<b>H - best</b>	<b>40 - 8:13.08</b>
<b>I - best</b>	<b>38 - 8:10.89</b>
<b>J - best</b>	<b>36 - 8:00.00</b>
<b>A - worst</b>	<b>47 - 8:04.80</b>
<b>B - worst</b>	<b>46 - 8:15.49</b>
<b>C - worst</b>	<b>44 - 8:10.48</b>

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D - worst	43 - 8:09.85
E - worst	41 - 8:00.00
F - worst	40 - 8:00.99
G - worst	40 - 8:11.72
H - worst	38 - 8:06.83
I - worst	36 - 8:11.82
J - worst	32 - 8:14.58

A - spread	2 + 0.82 sec
B - spread	1 + 9.93
C - spread	2 - 5.55
D - spread	1 - 5.48
E - spread	2 - 10.80
F - spread	1 - 0.62
G - spread	0 + 9.17
H - spread	2 - 6.25
I - spread	2 + 0.93
J - spread	4 + 14.58

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F & G would appear to have been the closest with about twenty seconds spanning twenty performances.

At this point in the proceedings, the concours cars were allowed to sit on the drivers' stand and be admired while the judges looked for the glass slipper. It was finally slipped onto the foot of Carl Christy. Rich Jones was runner-up, while the Unknown Painter placed third, ahead of Jim Hoffman's fourth place effort.

In the G main, Keith Walsh improved his qualifying effort by about 14 seconds and turned his 8th grid position into a win over Kevin Rouse of Thunder Bay. Frank Calvarese was a lap back in third.

In F, Francis Lee demonstrated his dirt-burning style with a bombastic pass of Pat Doherty of Halifax on the last corner to win, forcing the latter to settle second best, some 3 seconds back. Mike Kelso, another Thunder Bay native, took third.

Chris Pratt was another sleeper, this time in E as he turned half a lap better than his qualifier, making 43 laps in 8:00.71, and emerging on top, just a second a head of Andy Holub's CORALLY. Dave MacDonald was a lap down in third. Sixth place in E was the event's "Mr. Consistency", Bill Worrel, who turned in 41 lap performances in all five of his races with times ranging from 8:00.00 to 8:02.37.

Another racer just getting it

together was Halifax's Jack Robaczewski, winning D, almost two laps better than qualifying at 45, 8:04.88 with a DELTA/TEKIN/CAM setup. Dave Biller's TQ EAGLE placed second with a 44, 8:10.85. Scott Smith placed a close third at 43, 8:00.32. Fourth was Steven Mancinelli who posted a time almost identical to this qualifier of 43, 8:09.59.

Things started to heat up in the C, with some former and some future A main runners. STARC runner Peter Klebert's SIZZLER/RC12L took the 46 lap win after a close contest with Doug Orton who pulled a 45, 8:04.55 and clubmate Wayne Penfold who recorded 45, 8:07.09 using RC12L/SIZZLER gear. Local Dave Germain's DELTA/SIZZLER effort at 45, 8:15.69 was good for fourth. Fred Wheeler, TQ EAGLE, was a lap off his qualifying pace in fifth. STARC members Mike Baker and Rob Meiloo were sixth and seventh.

The guys who almost made it

to the A main were next up in the B where #17 qualifier Chris Butcher was first man out, retiring from the grid, with a case of terminal radio interference. This main was highly competitive with eventual winner Carl Christy BOLINK/REV TECH moving into the lead over Glenn Tonogai's RC12L/TWISTER/NOVAK just before half way. However, Ron Ferguson moved up well and late to ease into second and finish just 1.5 seconds off Christy's 48, 8:11.14 performance. Bernie Piatt's TQ EAGLE ended up forth over Phil Zimmerman's BOLINK. Bill Jeric's PARMA/NOVAK effort was good enough for sixth. Mike Siebert's TQ EAGLE landed seventh, six seconds in Jeric's rear and a lap up on Scott Nelson. Steve Radecky finished ninth.

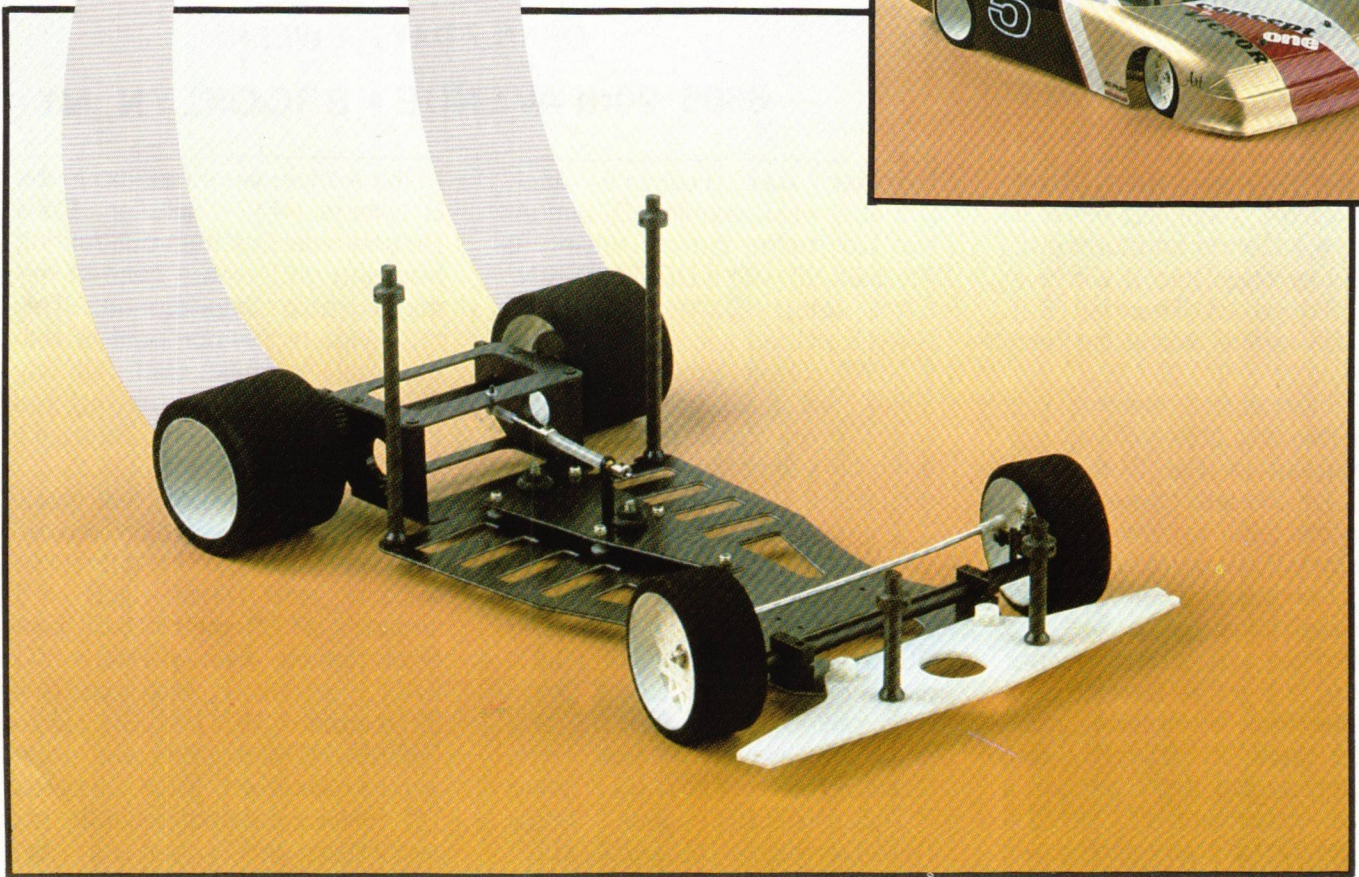
Finally the A was ready to run, four RC12Ls, four BOLINKs, two TQ EAGLEs. After a timer malfunction and half-hour composition session which some

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Ever-helpful Dave Pulfer, in his well-equipped pit area.

used for battery charging, TQ Chris Doseck left the line in the lead, with James Hoffman, Joe Lawrence, Lee Morrison, Dave Pulfer, Terry Rott, Chuck Lonergan, Mike Ebert, Dan Louis and Paul Martin in pursuit. The first drama struck at the 90 second mark when it became obvious that third qualifier Terry Rott's race was not going to be easy as he was forced to interrupt his charge to adjust the vehicle, thereby dropping out of sight. Thirty seconds later, Morrison validated his second qualifying spot by assuming the lead. Doseck soon repassed on a shunt and built his margin to a slim two seconds by midway. He was in command, though, and slowly increased this gap over a consistent Morrison whose BOLINK car followed its stablemate to the flag, albeit 6 seconds late. Mike Ebert was showing that he had not travelled all the way from Chantilly, Virginia for nothing though, as he had worked the RC12L into third some fifteen seconds behind the leader.

After another eight seconds interval Dan Louis BOLINK/REV TECH snapped up fourth, one second over James Hoffman's similar car. Paul Martin's TQ

EAGLE was in the contest right to the end as his finish was less than two seconds in arrears of Hoffman. Whereas Joe Lawrence's RC12L had faded a couple of seconds, finishing seventh. Chuck Lonergan as a lap and a half off his qualifying pace in eighth over Dave Pulfer, who dropped three laps off his best effort. Terry's finish was rotten.

At the conclusion of the racing activities organizer, Sam Burke attempted to restore lost confidence and morale by conducting a major drawing to distribute some booty generously donated by event sponsors TM R/C COMPONENTS, ADVANTAGE BATTERIES, PARMA, BUDS RACING PRODUCTS, PARAGON, SANYO, BOLINK and NOVAK, whom the host club would like to thank for their support.

#### A MAIN

- 1st - Chris Doseck
- 2nd - Lee Morrison
- 3rd - Michael Ebert
- 4th - Dan Luis
- 5th - James Hoffman
- 6th - Paul Martin
- 7th - Joe Lawrence
- 8th - Chuck Lonergan
- 9th - Dave Pulfer
- 10th - Terry Rott

#### B MAIN

- 1st - Carl Christy
- 2nd - Ron Ferguson
- 3rd - Glenn Tonogai
- 4th - Bernie Piatt
- 5th - Phil Zimmerman
- 6th - Bill Jeric
- 7th - Mike Seibert
- 8th - Scott Nelson
- 9th - Steve Radecky
- 10th - Chris Butcher

#### C MAIN

- 1st - Peter Klebert
- 2nd - Doug Orton
- 3rd - Wayne Penfold
- 4th - Dave Germaine
- 5th - Fred Wheeler
- 6th - Mike Baker
- 7th - Rob Meiloo
- 8th - Mike Blackstock
- 9th - Eric Witrock
- 10th - Ralph Duncan

#### D MAIN

- 1st - Jack Robaczewski
- 2nd - Dave Biller
- 3rd - Scott Smith
- 4th - Steven Mancinelli
- 5th - Sam Burke
- 6th - Andy Van Dyk
- 7th - Mark Frechette
- 8th - Pete Cioruch

- 9th - Ted McCarthy
- 10th - Norm Klebert

#### E MAIN

- 1st - Chris Pratt
- 2nd - Andy Holub
- 3rd - Dave McDonald
- 4th - Robert Wilkinson
- 5th - Chris Poirier
- 6th - Bill Worrell
- 7th - Bill MacTavish
- 8th - Frank Calandra
- 9th - Tim Harper
- 10th - Jim Detrick

#### F MAIN

- 1st - Francis Lee
- 2nd - Pat Doherty
- 3rd - Mike Kelso
- 4th - Louie Salerno
- 5th - Jeff O'Malley
- 6th - Geoff Davis
- 7th - Hoyte Stacey
- 8th - Steve DiFranco
- 9th - Mark Crown
- 10 - Mark Sevier

#### G MAIN

- 1st - Keith Walsh
- 2nd - Kevin Rouse
- 3rd - Frank Calvarese
- 4th - Alan Shore
- 5th - Walt Weterling
- 6th - Dave Ede
- 7th - Julian Beak
- 8th - Don Thompson
- 9th - Mike Lo
- 10th - Jo Dias

#### H MAIN

- 1st - Tom Lamb, Jr.
- 2nd - Peter Morden
- 3rd - Ron Tougas
- 4th - Mike McGuire
- 5th - Don Munro
- 6th - Tom Wortley
- 7th - Rich Fairey
- 8th - Peter Warren

#### I MAIN

- 1st - Mike Winn
- 2nd - Richard Zbin
- 3rd - Joe Fitzpatrick
- 4th - Jose Dias
- 5th - Richard Jones
- 6th - Grant McLeod
- 7th - Brad Frank
- 8th - Kirt Scammell
- 9th - Dan Engelbreth
- 10th - Brad Wilkinson

#### J MAIN

- 1st - Matt Morden
- 2nd - Ron Nelson
- 3rd - Romy Winn
- 4th - Mark Calandra
- 5th - Todd Suave
- 6th - Brian Fairey
- 7th - Tim Lamb
- 8th - Mark Hennion
- 9th - Scott Hurst
- 10th - Don Holub

(Continued From Page 27)

prepared, the holes that had developed in turns 1 & 2 were filled in with a plaster compound making the surface much smoother.

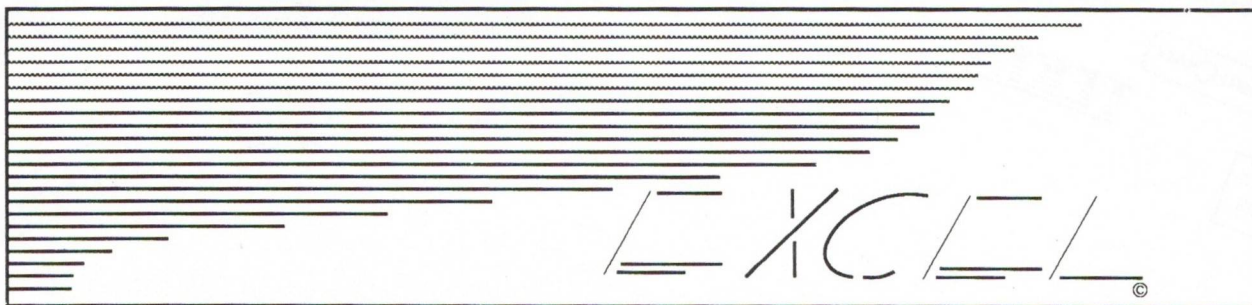
The "A" mains were run first starting with 2WD stock. The race started with the first six cars battling for position into turn #1; and as we all know, only so many cars can get through a corner at once. This was no exception, with several of the leaders getting tangled together and losing precious time. The top qualifier in this class, Eddie Perez was fortunate not to get tangled in the mess and moved out to take the lead. After the first couple of laps, the first three cars were Eddie, Frank Root and Rick Hagen. Into the tenth lap, things began to change. Eddie got caught up with a backmarker and into the lead went Rick followed by Frank. Seemingly out of nowhere came Daniel Salgado, Joe MacGregor, and Bryan Blaser in that order and that's the way the finish was tallied with Daniel taking first, Joe in second and Bryan in third. Daniel's time was 3 tenths of a second off the T.Q. pace.



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Next up was the new class of stock sprint. In my opinion, this is one of the most fun classes to race and watch. The cars are the closest to real scale as anything in oval racing. They have full roll cages, nerf bars, rear cages, and headers. Most of the car's components are made of aluminum

and some are even very highly polished. Coming from the 3rd row of the "A" main starting line was Eddie Mondragon to take the lead for the first several laps followed very closely by the T.Q. of the class David Markert. Now taking over first was David and the battle was for second bet-



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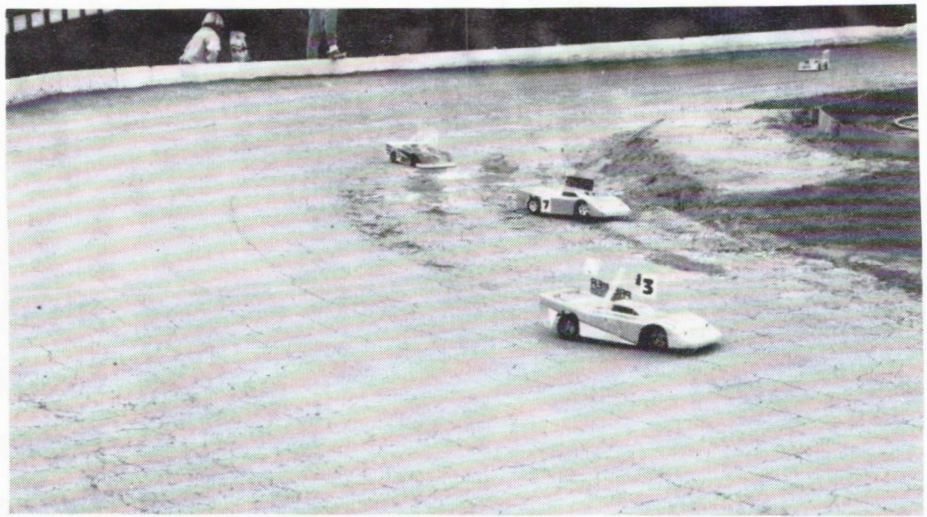
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ween Eddie, Skeeter Voyer, and Dustin Abernathy. On lap 19, Eddie ran into some trouble and dropped down into fourth place where he finished the race. The final results were David in first, Dustin in second and Skeeter in third. The fact that David was T.Q. for this class and won his main event is somewhat of a rarity. There is what is known in this sport as the T.Q. jinx. The top qualifier is seldom the driver to win the event.

The 4WD stock was up next starting with the "A" main first. The start of the main found the Top Qualifier in this class (Paul Pat) taking the hole shot and getting through the first corner without any hangups. Two-tenths of a second behind Paul was Keith Miller, a local driver, and six-tenths of a second behind Keith was Don Winans. The first lap was a good one for the three leaders, but the clean racing was short lived for Keith. Into turn one of the second lap Keith got into a little trouble and let Tom Ward slip past and move into third position with Don taking second. Moving very quickly into the fourth position came Mike Bodman (C & M Racing). Mike and Keith were running an extremely close race for the third position, however, Mike had a little better cornering speed and overtook Keith on the seventh lap. The remaining portion of the race showed no significant changes in position, with the three leaders continuing to jockey for position and being separated



Premier Design driver Curtis Strawn No. 3 setting the pace in the 4WD Open.

by only four seconds. The final outcome of the race saw all three leaders lapping the rest of the cars and finishing with Paul in first, Don in second and Mike taking third.

The final class for Saturday was the novice class. These are the drivers who are just beginning and need a place to start. NORRCA is one of the only organizations that allow novice drivers to compete in a series. NORRCA feels that these are drivers of the future and they should be allowed to participate. For the most part, you can tell when a novice race is taking place even without asking. The driving skills are not quite perfected and therefore, they bump around a little more than the other classes. The outcome of this race found the T.Q. driver, Kelli Abate taking first, Eric Hamilton placing second, and David Van Neman

placing third.

The top 10 drivers in each class that completed at least three of the four race series were awarded special trophies constructed of real marble and wood.

When I woke up Sunday morning at 5:00 a.m. the first thing I did was open my motel door to check for rain. The sky was cloudy, but it had not rained the night before, so I felt a little relief.

The open car drivers got signed up to race on time and the driver's meeting took place on schedule. By this time (9:45), the sky was beginning to cloud up with rain clouds, making me very nervous. I announced to the racers that if it began to rain, we would use the first round of qualifying as the results for the day. Fortunately for everyone, the rain did not start and the day went off without a problem.

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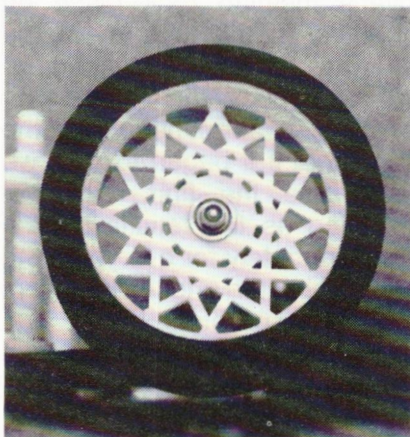
# THE BEST JUST GOT BETTER



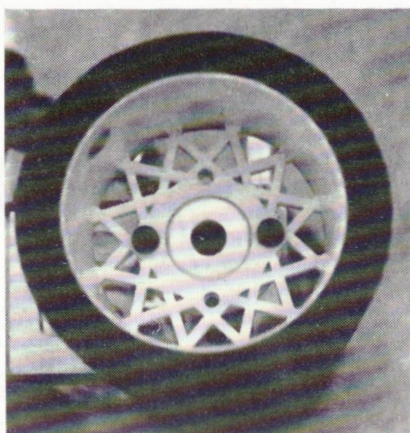
Pictured from left to right. Tim Morton, President of TRC, Dave Hechler, and Ernie Provetti President of Trinity. The Super Team is here! TRC and Trinity!

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

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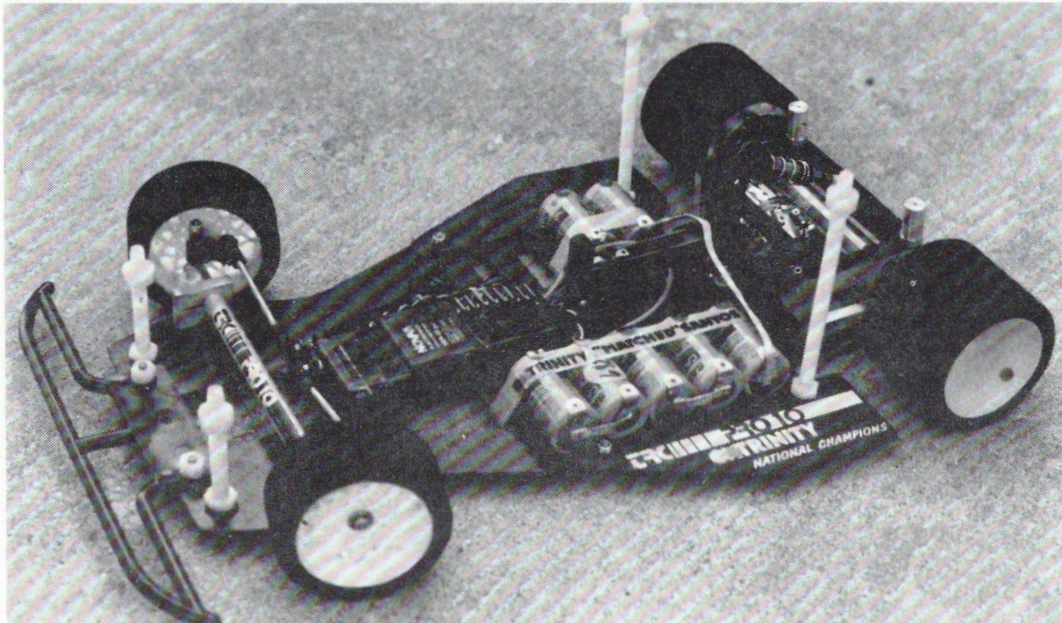
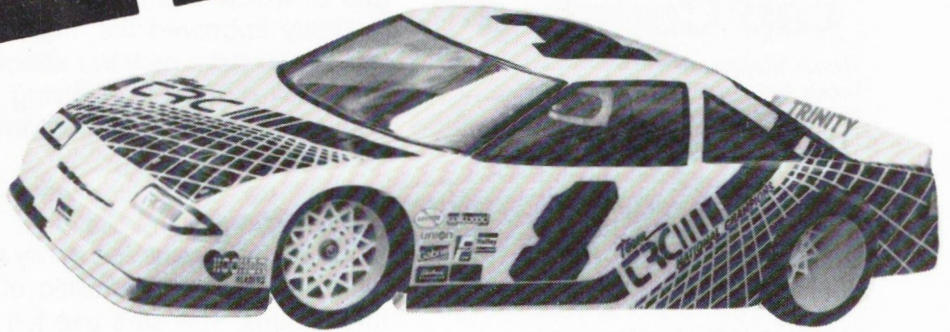
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Sunday for the open cars with Joe MacGregor placing first and Joe Cox taking second.

The first class to qualify was the 2WD open drivers. The track was hard and dry and had begun to "blue groove". For those not familiar with the term "blue groove", it means the cars begin to drive in a consistent path around the track, the rubber left from the cars tires begins to look like a "blue groove" on the track surface. The qualifying times in the first round were for the most part not any faster than the two rounds to follow. As it was throughout the three races he had attended Ed Knoles, Jr. (Cox, Twister, J.G., Mfg.) got the hole shot and lapped the entire field to set the pace of 34, 4:02.4. The

next closest time was that of J.R. Sitman (RevTech, McAllister) of 33, 4:03.6. The second round of qualifying only showed a couple of drivers improving their time and one of which was Ed Knoles. He not only improved his time by 1 lap, but he set a new track record. The third round of qualifying still showed very little improvement for most drivers.

Next up to qualify were the outlaw sprint cars. As with the stock sprint cars, these in my opinion are the most realistic of all the classes. The cars use full roll cages, nerf bars, rear cages, headers and large wings mounted over the drivers cage. Most of these components are made of aluminum and like the stock cars, some are highly polished. Coming into this race was a very close contest for the top position between Greg Dee and Bob Chad-eayne. Once again the qualifying did not get much faster as the day progressed. Greg Dee set the pace with a 32, 4:04.7 with Larry DeWeese not far behind with a 31, 4:01.3. The other driver competing for the top spot was Bob, who also had a good first run of 31, 4:09.0. The second and third rounds of qualifying were not as good for Bob, as his car did not seem to be working quite well. His next best time was a 29, 4:02.5 followed by a 29, 4:03.8. And believe me, Greg was watching every run that Bob made to see how close the finish was going to be. After the three rounds had completed, the T.Q. was Greg Dee with a 32, 4:02.5. This gave Greg two extra points toward the final trophy of the series. The final class of the day was the big boys of R/C racing, the 4WD open drivers. For the most part, the times stayed consistent for this class throughout the day with one notable exception of Dave May (RevTech, Custom Works). Dave went from a first round of 28 to a second round of 30 to a third round of 35 laps. The T.Q., record holder and only 36 lap run of the weekend was Martin Buchanan (RevTech, Custom Works). Following Martin

very closely was Bob Novak (Novak Electronics, Associated) with a 35, 4:00.5. You can't get much closer to a 36 lap run than that.

As the day progressed, the sky cleared up to the point that I was no longer worried about being rained out. While the mains were being prepared, two assistants, Danielle Lee (daughter of Leonard Lee of CORC) and Steve Trotta handled the drawing of names to giveaway the prizes donated by our sponsors.

The first main of the day would be the "A" main of 2WD open. The start of the main found Danny Ramirez taking the hole shot and moving out into first place. Following Danny extremely close (.03 of a second) was the Top Qualifier, Ed Knoles, Jr. followed by Rich Strattan. Ed during qualifying had set a new track record and had out qualified the entire class by 2 laps. Early into the second lap, Rich got into some trouble and quickly passing him by was Eddie Mondragon, Sr. The field didn't spread out too much, however, the rest of the race was very clean and smooth with Ed taking first, Danny placing second and Eddie holding onto third.

Now comes one of the spectators favorite event, the Outlaw Sprints.

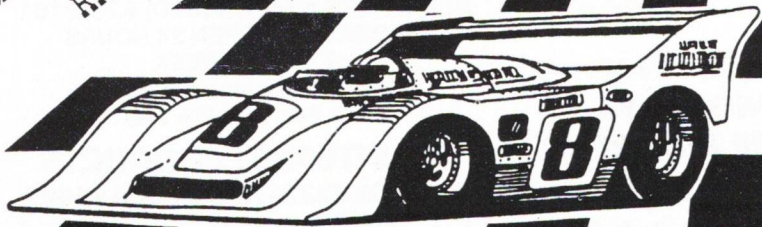
If you've ever watched these cars race, you know what I'm talking about. With the wheels being exposed, the car cannot touch anything (other cars or walls) on the track or it is almost sure trouble. Oval racing is a very close type of racing with the cars sometimes less than inches from each other. When two sprint cars come this close and touch, one of them is sure to make a spectacular flip into the air and this is why I say the spectators love to watch these cars. The start of the "A" main was no exception, five of the ten cars got caught in the first corner pile-up. The two front row starters Greg Dee and Larry DeWeese were able to get ahead of the crash and move into the lead positions with David Markert not

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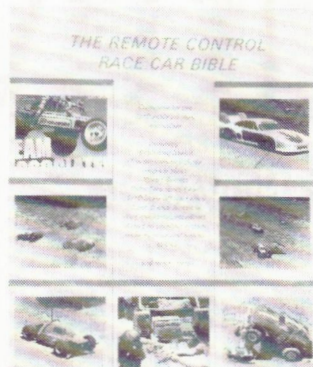
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too far behind in third position. Throughout the race there were too many accidents to count and the tower crew had their hands full keeping an accurate count of the cars as they sped past the scoring tower. After the race had been completed and I thoroughly checked the computer printout and made any necessary corrections, the end result was, Larry DeWeese placing first, Greg Dee in second and John Peterson taking third.

The last class of the day was the 4WD open cars. Starting with the fastest drivers of the class in the "A" main event. Out from the front row of the starting line came Bob Novak with a blistering first lap time of 5.3 seconds followed by the Top Qualifier for the class, Martin Buchanan and behind him was Danny Ramirez. Approximately half way through the race, two cars had dropped out due to mechanical failures. On lap 10, Bob got tied up with a back marker and Martin seemed to be having some handling problems. This opened the door for Danny to take the lead, Curtis Strawn (Premier Designs) and Ed Norris (RevTech, Custom Works) to move into second and third, respectively. Bob and Martin ran a good race after their initial problems, but 4-5 seconds lost in oval racing can cost you the entire race, as proved to be the case here. The finishing order

was Danny in first, Curtis in second and Ed placing third.

That brings to a close the NORRCA 1988 Winter Dirt Oval Series. I want to thank all the people who have supported NORRCA and especially our sponsors for without their help this type of racing would not be possible. Thanks to Andy Jacobsen of Andy's R/C Products, Roland Bayly of CRP, Bill Steele of Hot Trick Stuff, Gary McAllister of McAllister Racing, Eustace Moore of MIP, Hal Newell of Paragon Products, Lou Peralta of R/C News and Jim Greenemeyer of Checkpoint.

**2WD STOCK "A"**

- 1st - Daniel Salgado
- 2nd - Joe MacGregor
- 3rd - Bryan Blaser
- 4th - Charles Riehold
- 5th - Rick Hagen
- 6th - Danny Ramirez
- 7th - Frank Root
- 8th - Eddie Perez
- 9th - Dustin Abernathy
- 10th - Pat Werkema

**2WD STOCK "B"**

- 1st - Phred Gebauer
- 2nd - Ian Wedertz

**2WD STOCK "C"**

- 1st - Noel Jourdan
- 2nd - Steve Baker
- 3rd - Dennis Dill

**4WD STOCK "A"**

- 1st - Paul Pat
- 2nd - Don Winans
- 3rd - Mike Bodman
- 4th - Byron Burns
- 5th - Keith Miller
- 6th - Ed Schafer
- 7th - Christi Winans
- 8th - Tom Ward
- 9th - Kevin Stevens
- 10th - Joe Rojas

**4WD STOCK "B"**

- 1st - Ann Murry
- 2nd - Daniel Salgado

**NOVICE "A" MAIN**

- 1st - Kelli Abate
- 2nd - Eric Hamilton
- 3rd - David Van Neman
- 4th - Chad Greenwood
- 5th - James Mondragon
- 6th - Joe Mondragon
- 7th - Dan Martin

**2WD OPEN "A" MAIN**

- 1st - Ed Knoles Jr. T.Q.
- 2nd - Danny Ramirez
- 3rd - Eddie Mondragon
- 4th - John Peterson
- 5th - J.R. Sitman
- 6th - Leonard Lee
- 7th - Rich Strattan
- 8th - Steve Baker
- 9th - Robert Moss
- 10 - Pat Werkema

**2WD OPEN "B" MAIN**

- 1st - Alan Furukawa
- 2nd - Dan Moynihan
- 3rd - Joe MacGregor

**2WD OPEN "C" MAIN**

- 1st - Eddie Perez
- 2nd - Frank Root
- 3rd - Dustin Abernathy

**4WD OPEN "A" MAIN**

- 1st - Danny Ramirez
- 2nd - Curtis Strawn
- 3rd - Ed Morris
- 4th - Martin Buchanan T.Q.
- 5th - Jason Mariscal
- 6th - Bob Novak
- 7th - Dave May
- 8th - Daniel Salgado
- 9th - John Yo
- 10th - Rick Hagen

**4WD OPEN "B" MAIN**

- 1st - Darin Ishitani
- 2nd - Paul Mariscal
- 3rd - Greg Banks

**4WD OPEN "C" MAIN**

- 1st - Dan Henley
- 2nd - Bryan Blaser
- 3rd - Dave Mastanich

**OUTLAW SPRINT "A" MAIN**

- 1st - Larry DeWeese
- 2nd - Greg Dee T.Q.
- 3rd - John Peterson
- 4th - Skeeter V.
- 5th - David Markert
- 6th - Bryan Bruce
- 7th - Bob Chadayne
- 8th - J.R. Sitman
- 9th - Rick Abate
- 10th - Eddie Mondragon

**OUTLAW SPRINT "B" MAIN**

- 1st - Greg Lund
- 2nd - Tom Carter
- 3rd - Roland Bayly

**OUTLAW SPRINT "C" MAIN**

- 1st - Ernie Prince
- 2nd - Dustin Abernathy
- 3rd - Brandon Phillips

**STOCK SPRINT "A"**

- 1st - David Markert
- 2nd - Dustin Abernathy
- 3rd - Skeeter Voyer
- 4th - Eddie Mondragon
- 5th - Greg Lee
- 6th - Brandon Phillips
- 7th - Bryan Bruce

**STOCK SPRINT "B"**

- 1st - Joe MacGregor
- 2nd - Jim Gouge
- 3rd - Roland Bayly

# Alabama 1988 1/10 Scale Dirt Oval Championships

By James Kemp

Blue skies and bright sunshine greeted entries from four states to the dirt oval of the West Alabama Dirt Trackers in Tuscaloosa, Alabama. Track preparation completed, the racers were turned loose to churn dirt. Two days later the dirt settled and the champions for the year were decided.

State champions were decided in three classes. The classes were 2WD Stock with NASCAR Grand National bodies, 2WD Modified Sprint Cars and 4WD Modified with Buggy Bodies. The crowning of each winner was preceded by a lot of racing.

Prior to the beginning of the heat races a concours judging of the entrants was made. The winner was Ken Pinkerton.

Qualifying heats started Saturday at noon. Four heats in each class were run to determine top qualifier and to set the grids for the mains to be held on the second day of the meet. The last qualifying heat was held on Sunday morning to give all the racers a last chance to adjust their cars.

When the dust settled after the fourth qualifying heat, the mains were set and the top qualifiers cooled down. Chris Stockman was the fastest in 2WD Stock. His run of 28, 4:30.6 beat all the others in the class. Sprint cars were led by Sandy Strunk of Lenior City, TN. Sandy set the track record with his heat of 30, 4:00.3. Thanks go to Sandy and his wrench Harold Little for also taking care of the teching of the cars during the whole championship. Jimmy Simmons took the TQ spot for 4WD Modified with 30, 4:01.7.



Trophy winners - 1988 Dirt Oval Championships

The dust has settled until the championship next year. Plans are already in progress for next year's races. Special thanks to HOBBIES of ALABAMA for the assistance in conducting the races this year. Also thanks to all the volunteers working behind the scenes to make the championship successful.

The West Alabama Dirt Trackers race every Saturday night on our dirt oval. When you are near Tuscaloosa stop by and race with us. Congratulations to the champions, just look out because we will all be gunning for you. Til next year.

The preliminaries concluded, the mains were turned loose on

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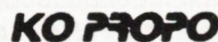
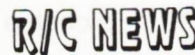
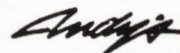
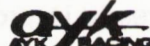
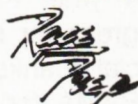
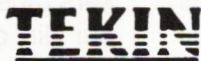
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the fresh track. Dirt was flying along with some of the cars trying to occupy the same space at the same time. The spectators were enjoying the show put on by the best racing seen in the area for quite a while.

The AMB 8100 timing system cranked out lap times for 2WD Stock down to 8.44 seconds and down to 7.76 seconds for the 2WD Modifieds. Except for a problem during the A main for 2WD Modified Sprint Cars the timing and scoring of the two days was flawless.

The winners of the mains and state champions follow.

**2WD STOCK  
A MAIN**

- 1st - Chris Stockman\*\*\*
- 2nd - Chris Horton
- 3rd - Tim Mesvin
- 4th - Byram Rollins
- 5th - Teddy Burnett
- 6th - Gary Wright
- 7th - Mike Johnson
- 8th - Sid Brooks

**B MAIN**

- 1st - Darryl Garrison
- 2nd - Tim Brooks
- 3rd - Scott Brooks

**C MAIN**

- 1st - Shaun McDuffie
- 2nd - Stuart Valentine
- 3rd - Ken Pinkerton

**D MAIN**

- 1st - Pearce Dickson

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- 2nd - David Estes
- 3rd - Earl Ratliff

**2WD MODIFIED SPRINT CARS  
A MAIN**

- 1st - John James\*\*\*
- 2nd - Jimmy Simmons
- 3rd - Jackie Crane
- 4th - Chuck Rowe
- 5th - Garry Waters
- 6th - David Swerengin
- 7th - Sandy Strunk
- 8th - Randy Ash

**B MAIN**

- 1st - Jerry Evans
- 2nd - Gary Wolbach
- 3rd - Trey Hoyle

**4WD MODIFIED**

- 1st - Gary Wright\*\*\*
- 2nd - Jimmy Simmons

- 3rd - Darryl Garrison
- 4th - Jay Lollar
- 5th - Charles Powell

\*\*\* - Denotes the State Champion

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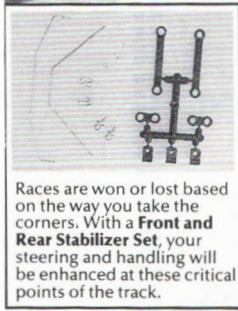
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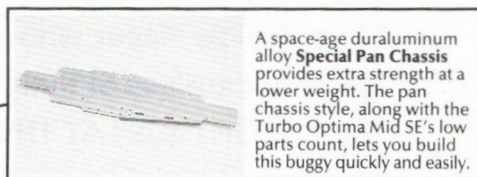
Races are won or lost based on the way you take the corners. With a **Front and Rear Stabilizer Set**, your steering and handling will be enhanced at these critical points of the track.



The metal-reinforced toothed belt in Kyosho's state-of-the-art **Belt Drive System** produces incredible power delivery that's also more efficient than traditional chain or shaft drive. An FRP upper chassis plate fully protects the belt.



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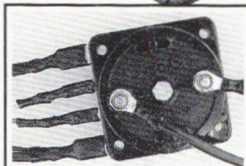
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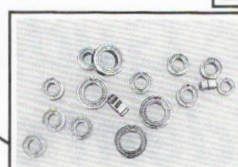
The high-RPM **LeMans 240ST Motor** is specially-designed for off-road sprint races. It features adjustable timing, diamond-trued commutators, and a longer armature and field poles for higher torque.



Three out of four drivers at the 1987/88 World Championships chose Kyosho **Low-Profile Pin Spike Tires**. Mounted on lightweight **Chrome-Plated Nylon Wheels**, you'll be driving on the perfect combination of race-winning traction and fashion.



Kyosho's new **Heavy Duty Rotary Speed Control** is built to handle the stress of off-roading. A shielded design keeps out dirt; heavy-duty, spring-loaded contact points allow wires to float and eliminate binding; and heavy-gauge metal contact wiper plates add durability.



Eliminating friction is one of the surest ways to tweak your buggy's performance. A top-quality Kyosho **Complete Ball Bearing Set** will put you in a powerglide to the finish line.

DISTRIBUTED TO LEADING RETAILERS NATIONWIDE EXCLUSIVELY THROUGH



***Isn't It About Time  
The Members  
Ran Their Own Organization!***

**THE Choice for R.O.A.R. President**

**ERIC GUDGER**

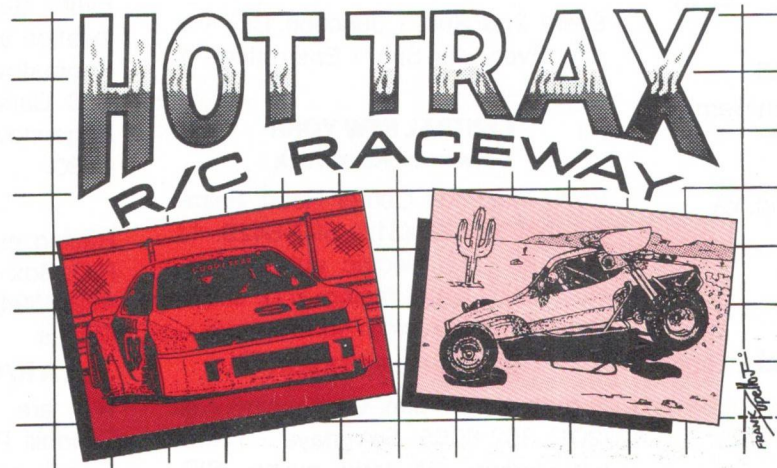
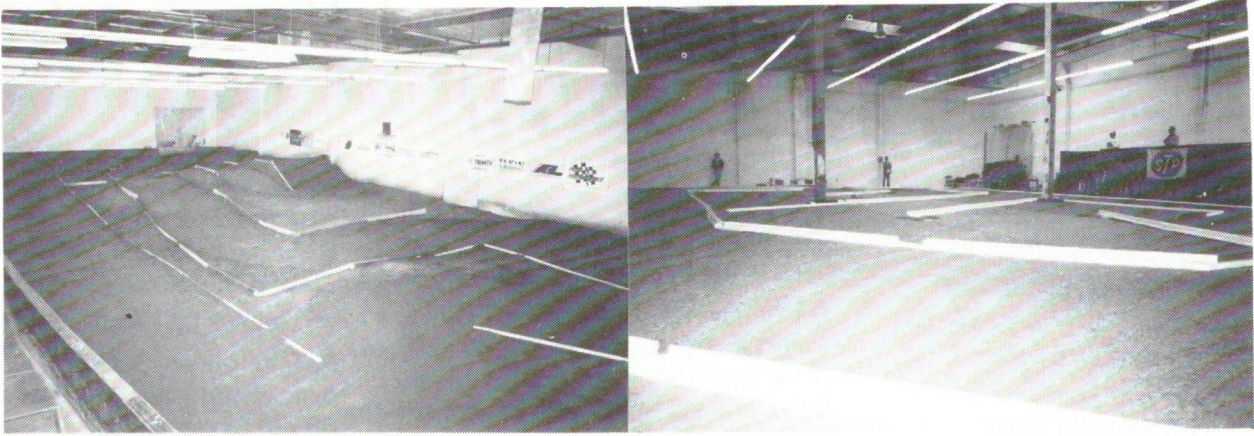
**QUALIFICATIONS**

- Current Region II Director
- Competition Director for many national events including the 1988 Reedy Race of Champions and the 1987 1/10 and 1/12 Scale Nationals
- Coordinator for all 1987 ROAR Nationals and Initial Coordinator for all 1988 Nationals (duties assumed by the Administrator in March)
- 1986 1/12 Florida State Series
- Former President Electric Auto Racers (Winter Haven, FL)
- Writes many technical articles for many national magazines including Competition Plus and R/C News
- Interim Rev-Up Editor January to July
- Help to re-write all current R.O.A.R. rules including the 1/10 on-road and dirt oval
- No affiliation with any R/C manufacturer
- Hard Working, Energetic, Enthusiastic
- Fellow Racer who wants to see R.O.A.R. rules applied fairly to everyone, regardless of their affiliation
- **RIGHT MAN AT THE RIGHT TIME!**

***The Only Real Choice!!***

***Elect Eric Gudger Your Next  
President of R.O.A.R.***

*Donated By Racers for Eric Gudger*



### **RACING SCHEDULE**

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

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

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

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

**HOBBY SHOP - AMPLE PARKING - PIT TABLES W/ELECTRIC**

*Come Join the Fun!!*

# HOT TRAX R/C RACEWAY

5201 ARGOSY - HUNTINGTON BEACH, CA 92649

**(714) 898-1543**

# Racing Schedule

## — 1/8 & 1/4 Scale —

### OUTLAW R/C RACEWAY

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

### OUTLAW MOTOR SPEEDWAY

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

### THE RANCH PIT SHOP

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

### MID-ATLANTIC SERIES

July 16/17 - Regionals - Glen Bernie, MD

July 24 - Selingsgrove, PA

Aug. 10-13 - Nats - Richmond, VA

Aug. 21 - Vincentown, NJ

Sept. 11 - Richmond, VA

Sept. 25 - Washington, D.C.

Oct. 16 - Glen Bernie, MD

Oct. 30 - MD State Champs - Glen Bernie, MD

### ALJO RACING CLUB

#### Series East

July 10 - New Haven, CT

July 24 - Brooklyn, NY

July 31 - Club, Can Am

Aug. 7 - Club, Indy or Formula I

Aug. 21 - Aljo, PA

Sept. 4 - Club, Can Am

Sept. 11 - New Haven, CT

Sept. 25 - Club, Can Am

Oct. 2 - Enfield, CT

Oct. 9 - Club, Can Am

Oct. 23 - Championship

For information contact Arch Paltrineri, Aljo Racing, 1248 E. Main, Norristown, PA, (215) 277-5181.

### 19th ANNUAL MIDWEST SERIES

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

July 23-24 - Toledo, OH

Aug. 20-21 - Chicago, IL

Sept. 17-18 - Detroit, MI

Oct. 15-16 - St. Louis, MO

### MACHESNEY PARK RACEWAY

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

70 *Competition Plus*

282-1311.

## — 1/10 Scale —

### G & S Off-Road Raceway

Every Sunday - San Carlos & Meridian Avenue, San Jose, CA.

### HOT TRAX HOBBIES

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

### KANSAS R/C RACING CLUB

Every 2nd Sun. - Junction City - 1 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 Pete Church, 237-6976 Bob Lavoie, 879-2316 Steve Magnani.

### R/C HOBBIES RACEWAY

Route 163 Bozrah, CT

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

### R & R HOBBY

We have 1/10 scale dirt tracks both inside and outside, also 1/12 tracks both inside, also 1/12 tracks both inside and outside. R & R Hobby -

1414 N. 24th St., Quincy, IL 62301, (217) 228-1133.

### HAL'S HOBBY SHOP

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

### RIVER CITY R/C OFF-ROAD

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

### MASON DIXON R/C CAR CLUB

Every Sunday at 1:00 p.m. Track location at Hagerstown Fairgrounds, Hagerstown, Maryland. Call King's R/C Cars, 219 E. Washington St., Hagerstown, MD 21740, (303) 739-0080.

### SNORR

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

### A A R/C RACEWAY & HOBBIES

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

### MODEL CAR WORLD & RACEWAY

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

### TEAM RACE R/C CAR CLUB

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

### ANTIOCH R/C RACEWAY

5631 Lone Tree Way, Antioch, CA 94509. Every Wed. & Fri. 6:30 p.m., Every Sat. & Sun. 10:30 a.m. Call Jack Hanson (415) 754-5700.

### F/X CITY RACEWAY

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

### RIVER CITY RACEWAY

On Quincy Road, Wichita Falls,

Texas. Every 2nd & 4th Sundays at noon. Call (817) 691-1478.

#### **WALT'S HOBBY & CRAFT**

4300 West Genesee Street, Syracuse, NY 13219. (315) 468-6544. 1/10 Off-Road racing on unique indoor clay track. Mon. eves (sprints). Racing 7 p.m. - Sat. Afternoons racing at 1 p.m. Computerized scoring. Daily practice.

#### **HITT'S HOBBY AND RACEWAY**

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

#### **CARCLUB - COCHRANTON AREA**

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

#### **QUEEN CITY R/C RACEWAY**

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

#### **PDQ RACEWAYS & HOBBIES**

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

#### **NEW ENGLAND'S PINE BANKS R/C RACEWAY**

We are located in Melrose, Mass. For info contact: B & B R/C Accessories at (617) 324-4465 or Brian Branon at (617) 322-9554.

#### **GROUND ZERO RACEWAY**

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

#### **SROKA'S INDOOR R/C**

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

#### **FLINT R/C CAR CLUB**

Flint, MI. Summer: Every other Sun.

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

#### **MILE-HI R/C SPEEDWAYS**

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

#### **AMERICAN HOBBIES**

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

#### **C.A.R. CLUB**

Racing at Tamarack Raceways. Contact Harry Turner, 120 W. Admans St., Cochran-ton, PA 16314, (814) 524-7788. Racing every Sunday.

#### **ARROW HOBBIES**

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

#### **BLASTERS OFF-ROAD CLUB**

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

#### **BUCKLEY SPEEDWAY**

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

#### **HOBBY HAVEN RACEWAY**

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

#### **RADIO OPERATED AUTO RACING OF ROCHESTER**

110 Anderson Ave., Behind Village Gate (274 N. Goodman St.)  
7:00 p.m. - Monday Pro Night  
7:00 p.m. - Tuesday Boy Scout Nite  
7:00 p.m. - Wednesday Teen Night  
7:00 p.m. - Thursday Indoor Clay  
7:00 p.m. - Friday Roarr Meetings  
7:00 p.m. - Sat. & Sun. Family Days

#### **HOT TRICK RACEWAY**

Route 1, Box 390, Wilkesboro, NC 28697. Oval and Off-Road - Indoor dirt track. Friday nites: Oval and Off-road racing beginning at 7 p.m. Sunday Afternoons Oval and Off-Road Racing beginning at 1 p.m. For information call (919) 973-7444 after 4 p.m. weekdays.

#### **HOBBY HUT**

2665 Park Marina Dr., Redding, CA

96001, (916) 241-3737. 1/10 Off-Road Racing. Norcal Mini Off-Roaders. Ask for Kevin Paschke.

#### **USA RACEWAYS**

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

#### **R.C. BUGGYWORLD & RACEWAY**

7511 Hamilton Ave. - RT. 127, MT. Healthy, OH 45231, 522-0809.  
Wednesday night off-road and oval on alternating weeks. Also carpet races on Monday nights 40 x 80 banked oval.

#### **OUTLAW MOTOR SPEEDWAY**

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

#### **LITTLES HOBBIES**

Tuesday Nite - 1/12 4 Cell Mod.  
Thursday Nite - 1/10 Banked Oval  
Friday Nite - 1/10 Oval Stock Car  
Banked oval carpet surface. 111 Main St., Hebron, CT 06248, (203) 228-4942. Open 7 days.

#### **R/C WORLD & TRACK**

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

#### **FAST LANE R/C**

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

#### **RPM R/C RACEWAY**

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

#### **REC. R/C RACEWAY**

1/10 scale clay oval track. Racing Sat. - Oval 10-2.30 - Racing at 3:00 p.m. - Sunday - Off-Road 10-2:30 Racing at 3 p.m. Call Erin Clancy (914) 868-7715. Route 82 to Standfordville, NY 12581.

#### **MADISON AREA RADIO CONTROL CAR ASSOCIATION, INC.**

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

#### **THE RANCH PIT SHOP**

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

Oval and Off-Road.

### COMPETITION HOBBY

Off-Road racing indoors on dirt. Every Wednesday night 6:30 - Sunday 12 noon, Juniors (12 and under) & Novice Saturday 12 noon. 8169 S. State St., Midvale, UT 84047, (801) 562-9452.

### SPOKANE COUNTY

#### OFF-ROAD

July 2 - July 24  
Aug. 5-7 - Aug. 20  
Sept. 4 - Sept. 17

#### OVAL

July 9 - July 17 - July 30  
Aug. 14 - Sept. 10 - Sept. 11  
Sept. 25 - Oct. 2

### NORRCA 1988 SCHEDULE

#### Off-Road Series

July 9 - Brake-A-Way, Norco  
Aug. 6 - Radion Controlled Race Cars, Riverside

#### Oval Series

July 16/17 - Racers Haven, Bakersfield  
Aug. 20/21 - Speed Racer, Northridge

### CONNECTICUT AUTO RACING TEAM

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

### HOBBYTOWN

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

Tues. - 7 p.m. - Lincoln

Wed. - 7 p.m. - Omaha

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

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

### ROMAC

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

### COOPER'S RC RACE CENTER

Racing every Sunday 2 p.m.

Open Wed. and Fri. 6 p.m.

Open Sat. & Sun. 12 noon

Oval and Off-Road

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

### INLAND EMPIRE SPINOUTS

### Deer Park, WA

#### OVAL

July 9  
July 30 - Aug. 28 - Sept. 11  
Sept. 25 - Oct. 16

#### OFF-ROAD

July 2 - July 17 - Aug. 14  
Aug. 20 - Sept. 3 - Sept. 17  
Oct. 2 - Oct. 30

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

### VICTORIA HOBBY SHOP

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

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

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

155540 E. Batavia Dr., Aurora, CO 80011, (East on 17th Ave. at Chambers Rd.). Indoor 1/10 Off-Road Racing on Wed. & Sat. Practice/Track Time Tues., Thur., Fri., Sun. Complete Hobby Shop, pit area has AC & DC power, a nice clean handicap accessible racing facility. For info call Jess Brockman, (303) 343-0151 after 3 p.m. MST. Closed Monday.

### HOBBYTOWN RACEWAY

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

#### Outdoor

July 10 - IRAC Race - July 24  
Aug. 7 - 21 - Sept. 11 - 25  
Hobbytown Raceway, 219 W. Cedar Lake Rd., Round Lake, IL 60073. Indoor - Dirt 80' straightaways, (312) 546-0707. Oval Racing every Friday 7 p.m.; Off-Road Sunday 10 a.m.

### BNS COMPETITION HOBBIES

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

Aug. 6 & 7 - Southeastern Regional Sprint Car Champs

Oct. 29 & 30 - Oval Invitational Champs

### DENWICK RACEWAY

July 9 - 16 - 30  
Aug. 6 - 13 - 20 - 27  
Sept. 3 - 10 - 17 - 24  
Oct. 1 - 8 - 15 - 22 - 29  
Nov. 5 - 12

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

### DESERT HOBBIES & RACEWAY

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

### TAIT'S HOBBY SHOP

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

### J.G.S.

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

### TRACKSIDE RACEWAY

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

### WAGONHILL HOBBIES

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

### ROUNDHOUSE RACEWAY

#### Dirt Track

July 2 - July 16.

1918 Paulson Road No. 102, Turlock, CA (209) 634-5224. Just off the Golden State and Golf.

### RSR

July 17 - July 31 - Aug. 14 - Aug. 28 - Sept. 4 - Sept. 11 - Sept. 25

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

### HOBBY CENTERS

#### DIRT-DROME

Indoor Dirt Oval: Tues. 2WD Stock/Modified, Sprint Car Bodies Only. 4WD Mod. Oval full bodies 7:30 p.m. Thurs. Open Practice 6-10 p.m. Sat. 6 Big Classes 7:30 p.m. 2WD Stock A, 2WD Stock B, Box Stock Trucks, Modified Trucks, 2WD Modified, 4WD Modified. Sun. Open Practice 1-5 p.m.

Call Brent Wilson (502) 683-7611.  
715 E. 4th Street, Owensboro, KY  
42301.

### DIXIE R/C HOBBY SHOP

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

### BREMEN RACEWAY

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

### WEST TEXAS R/C RACEWAY

3477 Lee Blvd. - Racing every Sunday.

1/10 scale off-road and oval dirt. Mailing address: 301 Edith Dr., El Paso, TX 79915. For more information call Hector (915) 772-1382.

### JIM'S R/C SPECIALTIES

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

### EAGLE HOBBY CENTER & RACEWAY

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

### SUMMIT SPEEDWAY

Summer Schedule: 1/10 Indoor Oval-Outdoor Tri-Oval - Fridays 7 p.m.; Tuesdays off-road 6:30 p.m.; Saturday nights and Sundays. Call for more information (219) 489-RACE.

## — 1/12 Scale —

### OUTLAW RACING

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

### GLASS CITY RADIO CONTROL

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

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

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

### TEAM RACE R/C CAR CLUB

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

### NORTHERN MINI-RACERS

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

### KOUNTRY KLIN HOBBY

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

### USA RACEWAYS

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

### THE RANCH PIT SHOP

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

### 1988 FLORIDA STATE SERIES

Aug. 6/7 - Jacksonville, Can-Am or GTP  
Sept. 17/18 - Tampa, GTP only  
Oct. 15/16 - Winterhaven, Can-Am Modified and GTP Stock  
Nov. 12/13 - Sebring, Can-Am or GTP

### HOT TRAX RACEWAY

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

### OMAHA NEBRASKA RADIO OPERATED AUTO DRIVERS

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

### TRACKSIDE RACEWAY

Summer Schedule  
Carpet oval racing every Tuesday nite 6 p.m. Computer scoring, fully stock

hobby shop, concessions, pit tables.  
Menomonee Falls, WI (414) 255-2040.

## —Special Events—

### ENDURO 6

Sept. 3 & 4, 1988

Sheraton-Riverside Inn, Minot, ND  
4-Cell, Modified motors, CanAm, GTP Bodies  
Northern Mini-Racers, P. O. Box 415, Minot, ND 58702, (701) 839-4731 days or nites (701) 839-5294 Roger Lee; (701) 839-3000 days or nites (701) 852-6254 Pat McWethy.

### ANNUAL SUMMER FESTIVAL RACE

July 29, 30, 31, 1988

Contact: Jerry Lyles, (502) 554-0925, P. O. Box 7505, Avondale Station, Paducah, KY 42002.

### 1ST ANNUAL 1/4 SCALE TRI SERIES POINTS RACES

July 23 - Sept. 10

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

### 1/4 SCALE MIDWEST SUPERS

August 5 & 6

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

### 1ST ANNUAL MIDWEST OPEN WHEEL CHAMPS

September 11, 1988

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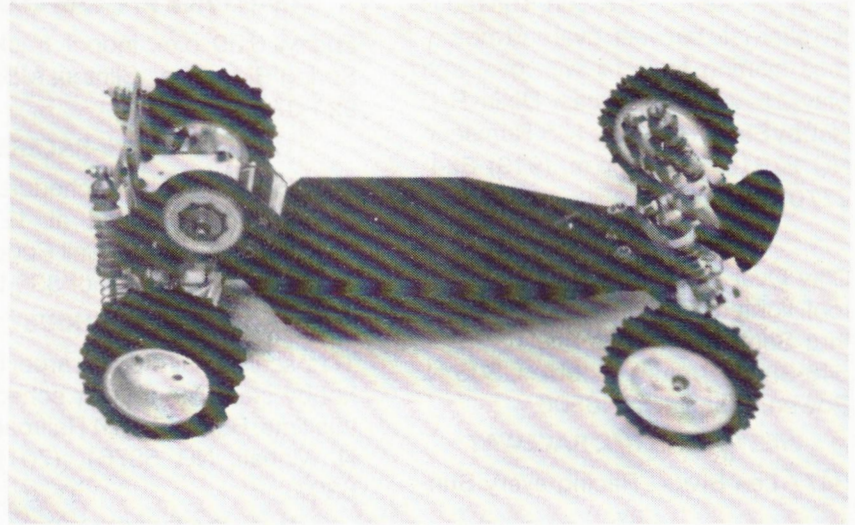
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# NEW PRODUCTS

Advanced Racing Products announces a new mid-engine conversion kit for the RC10. The kit features an adjustable wheel base, improved weight distribution and handling, and quicker response when cornering. It also includes a custom designed mid-engine graphite chassis with either battery tray mounts (#4901, \$69.95) or battery cut-outs (#4902, \$69.95), rear bulkhead, blue anodized aluminum motor plate, lexan gear cover, all necessary hardware, and complete instructions. Advanced Racing Products, P. O. Box 643, Los Gatos, CA 95031. (408) 358-3901.

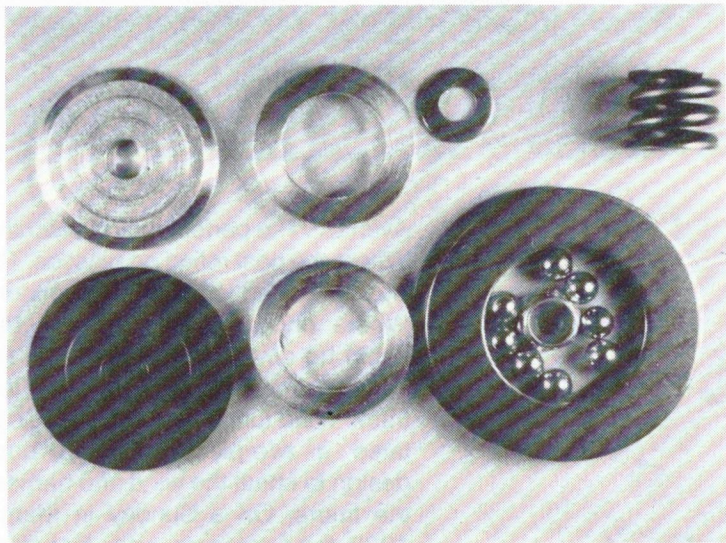
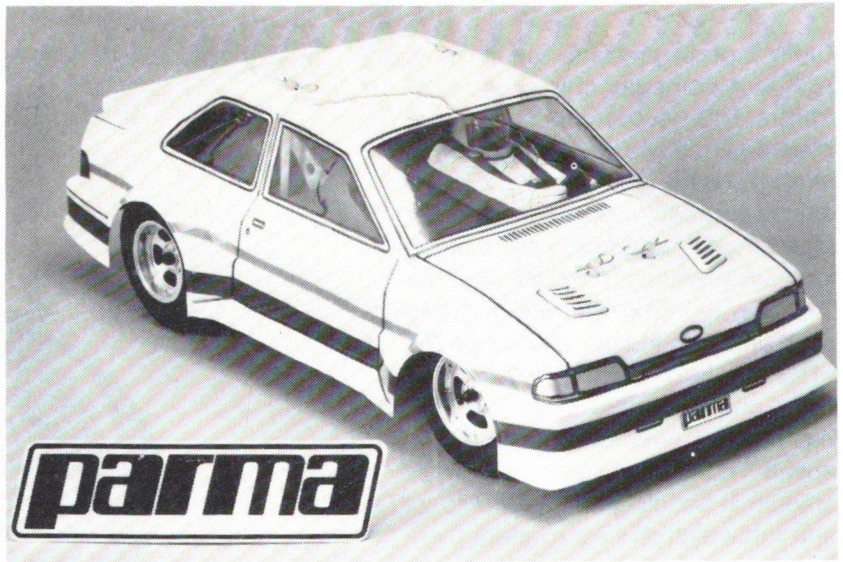


Titanium Suspension Hinge Pins for Kyosho Ultima and Optima Mid are now available from RC Performance Specialties. Super strong and half the weight of the kit hinge pins. Distributor inquiries invited. Dealers send for brochure and distributors list. RC Performance Specialties, 18312 Gifford Street, Fountain Valley, CA 92708, (714) 962-6928.

CMW's Digital Peak Detector Charger with LCD. CMW announces its top of the line adjustable current peak charger for the serious racers. This high tech charger is designed to handle a full range of cell capacities, including the latest 1700 maH Sanyo cells. Here are just a few of its features: Charger uses pulsed charging current and with bi-colour light emitting diode (LED) to indicate fast charging and trickle charging; Charger uses a total of 6 sophisticated computer grade integrated IC circuits for complete stability of operation. CMW International Corp., 2101 Midway Road, Suite 250, Carrollton, TX 75006 (214) 960-2680.

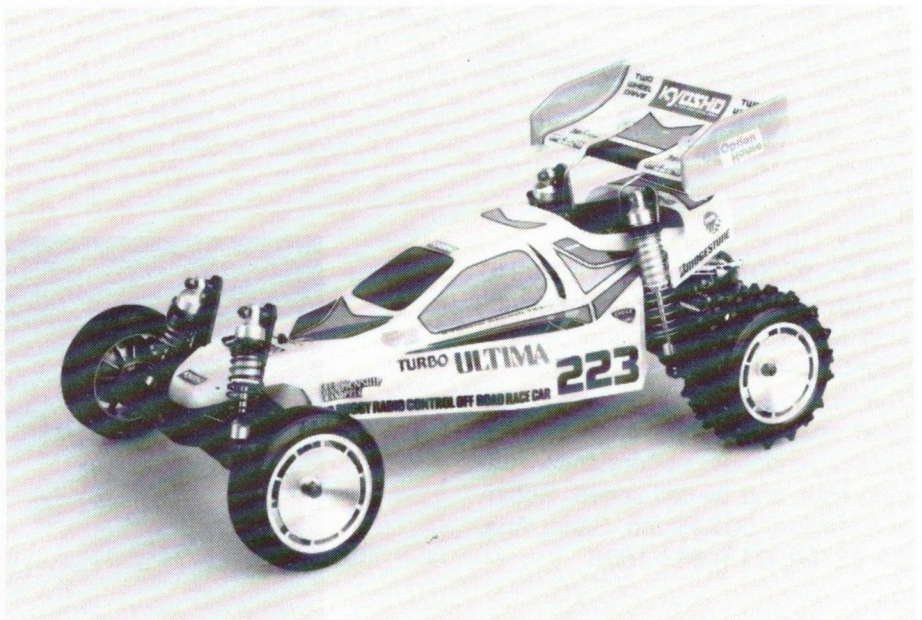


Parma's new 1/10 Ford Escort Body is a scale rendition of the European Rally/Group A Sedan. Available in clear lexan with Parma's usual attention to detail, the Escort (# 10259, \$19.00) fits all 1/10 chassis with the use of a # 10453 Body Mounting Kit. Look for them at your local Parma dealer. Parma International, Inc., 13927 Progress Parkway, North Royalton, OH 44133.

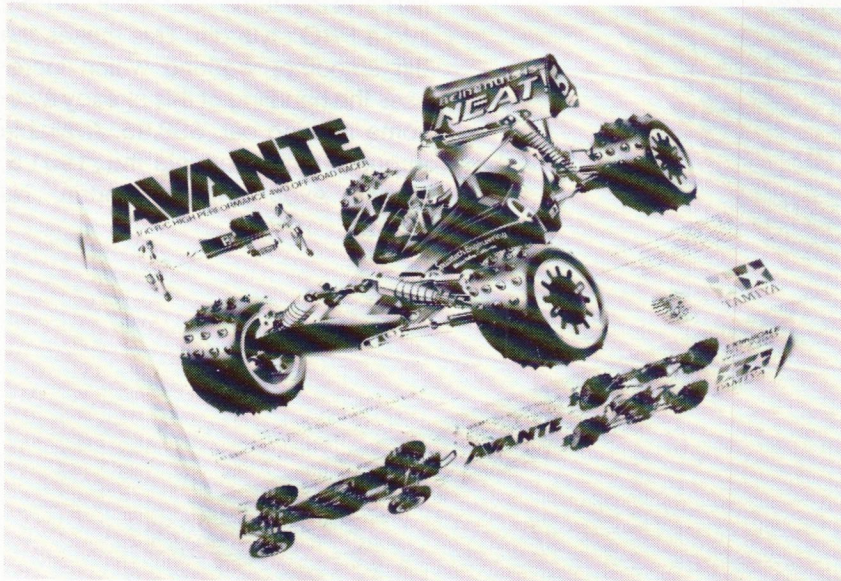
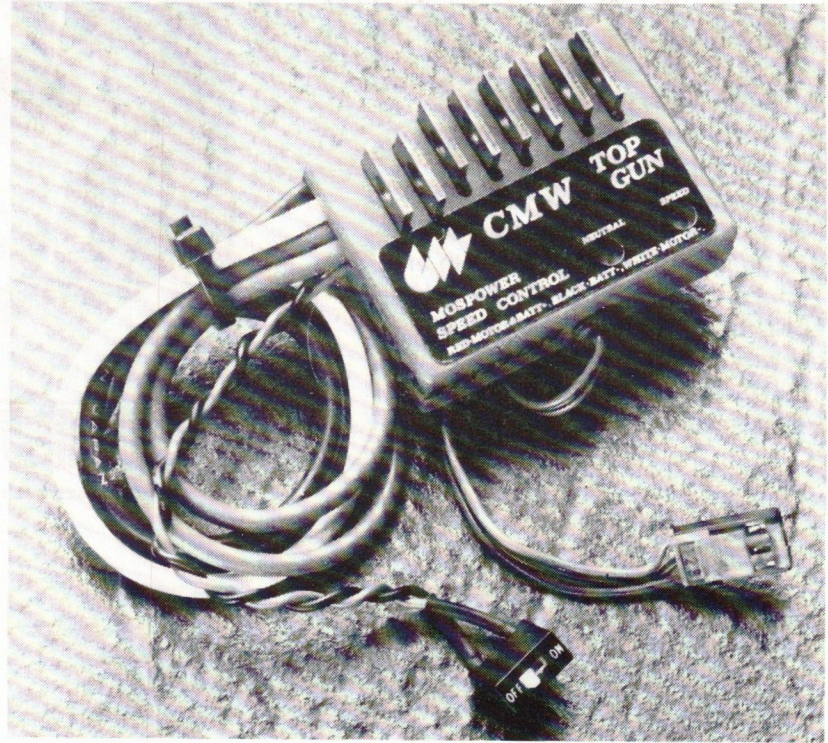


RC # 7101 SCHUMACHER CAT PRO DIFF. Cat replacement differential parts that turns your stock CAT diff into a PRO style diff. This makes the diff smoother working which increases the handling of this already awesome running car. \$39.95. Available through Trinity Products, Inc., 1901 E. Linden Ave., Unit 8, Linden, NJ 07036.

Kyosho is proud to introduce their latest design in 2WD, the Kyosho Turbo Ultima. Based on the World Champion Kyosho Ultima, the Kyosho Turbo Ultima incorporates many of the features used by the world's top drivers. The Kyosho Turbo Ultima includes: a special heavy-duty chassis, platinum shocks, special radio plate and shock towers, universal swing shafts, special linkage set, special aerodynamic body, hardened final pinion gear, ball differential and specially designed chromed wheels. In fact, the Turbo Ultima comes with hop up parts valued at over \$350! The Kyosho Turbo Ultima is distributed to leading retailers nationwide by Great Planes Model Distributors, P. O. Box 4021, Champaign, IL 61820.

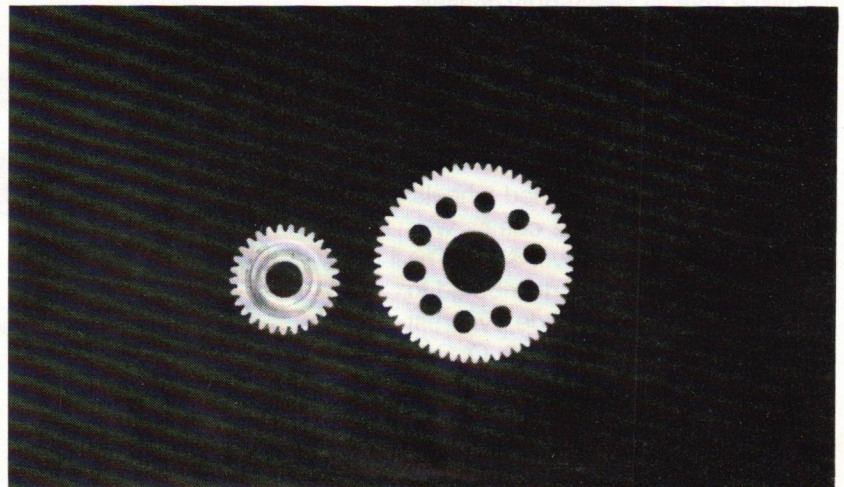


CMW proudly presents its full line of high tech computer chip speed controllers. This new computer chip controllers will replace the previous CM10 models. Using high grade computer chips has greatly reduced the number of electronic components and thereby increasing efficiency and stability. The Top Gun has Max Current of 1,140 Amp and Continuous 360 Amp. The PRO has Max Current of 720 Amp and Continuous 280 Amp. The STD has a Max Current of 350 Amp. The speed controllers are extremely smooth in handling and are compact and lightweight. For each model, there is a 6-9 cell version and a 4 cell version. Each comes with a mini screw driver. Top Gun \$189.95; Pro \$139.95; Std \$89.95. Available from CMW, 2101 Midway Rd., Suite 250, Carrollton, TX 75006, (214) 960-2680.



Avante . . The perfect racing machine. Where the past relied on plastics, The Avante honed steel and aluminum. Where once A-arms were all that could be devised, now metal "I" linkages glistened in the light of the test track. Wind tunnel aerodynamics dictated a two-piece teardrop body design to cheat the wind and harness the future. On a Sunday in March, 1988, the Avante roared to first place at the Japanese National Championships in Numazu, Japan. We urge you to see the 4WD Avante at your hobby dealer now. MRC, 2500 Woodbridge Ave., P. O. Box 267, Edison, NJ 08817.

Part No. 9200 (Thorpe); Part No. 9210 (Kyosho, Not shown). 48 pitch conversion kit for Thorpe/Kyosho ball differentials. Designed for the Ultima. This system reduces friction inside the gear box, thus improving the cars throttle response, performance, running time, and overall speed. Robinson Racing, 501 Peach, Santa Ana, CA 92704, (714) 542-1852.



# WORLD CHAMPIONS

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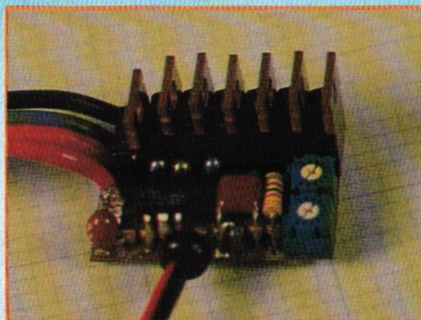
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World's first, most experienced, and most advanced peak detection charger builders.

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

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

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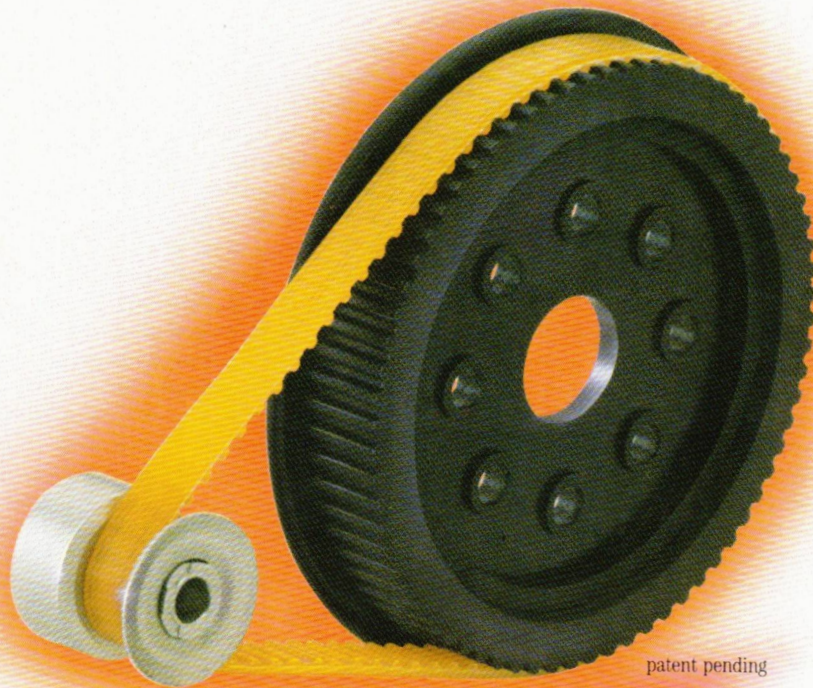
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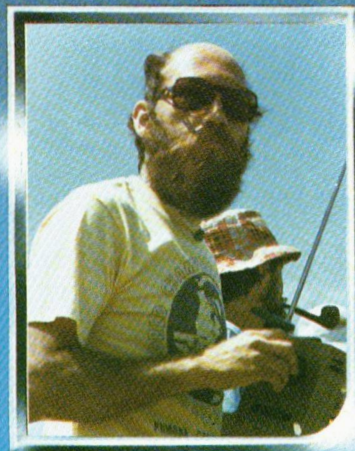
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