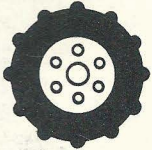


COMPETITION



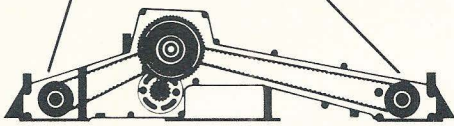
PLUS[®] THE R/C CAR MAGAZINE

- MRC Fox Product Review
- EFRA British Grand Prix
- 200 Plus at RC/RC ROAR Oval Series



MUGEN BULLDOG II/AWDS. IMPROVING THE BREED.

Front and rear differentials are
Factory-assembled.



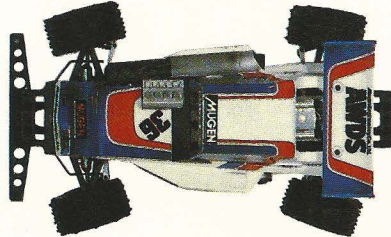
Factory-assembled center differential lets
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track conditions.

Our original Mugen Bulldog surprised everyone. We shook up the offroad establishment with a different approach to radio controlled car design...advanced technology and racing engineering.

Innovative thinking led to the Bulldog's all wheel drive and steering (AWDS), a system that simply leaves other RC buggies in the dust. In fact, only exotic, experimental full-scale cars

feature this kind of advanced design.

Race-rugged, yet light, the Bulldog's high-tech triple-diff drive train, composite backbone chassis and distinctive pipe-frame made this Mugen a winner right from the start.



All-wheel drive, steering and suspension
let you experiment with state-of-the-art
automotive technology.

Now our Bulldog II is here to really put the bite on the competition. All three differentials are Factory built for fast assembly. Special front and rear bumpers handle racing traffic and pounding with ease. And the new polycarbonate body and wing give the Bulldog II extra high-speed stability and racy good looks.

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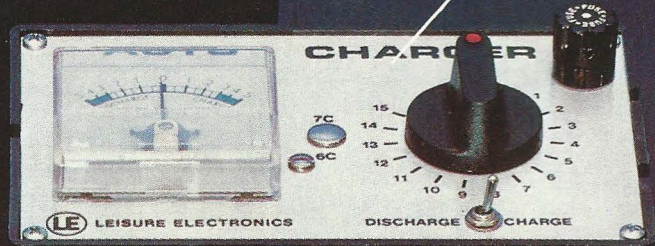
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Input: 117 vAC
Charge Rate:
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7 cell - 20 min.



Leisure 107

Input: 12 vDC/117 vAC
Charge Rate:
6 cell - 15 min.
7 cell - 20 min.



Leisure 105

Input: 12 vDC
Charge Rate:
6/7 cell - 15 min.



Leisure 104

Input: 12 vDC
Charge Rate:
6 cell - 15 min.

The common sense approach towards NiCad charging by Leisure.

Safe, simple, NiCad charging alternatives.

No matter what your application each Leisure auto charger offers safe, trouble free NiCad charging. Developed and refined from over 16 years of experience in R/C NiCad technology, Leisure chargers take the guess work out of NiCad care and maintenance. Just plug in your batteries, set the timer and relax. And, every Leisure charger has a discharge test feature which allows you to determine the health of your battery pack, and takes a lot of the guess work out of troubleshooting a sick car.

Leisure chargers also have trickle charge circuits which operate when the timer is off. Trickle charging allows you to top-off your battery pack overnight insuring maximum performance.

On all Leisure chargers you will find other thoughtful design fea-

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



Leisure offers high quality Sanyo NiCad cells and fully assembled battery packs. A complete selection of switches and connectors are also available.

Another thoughtful design feature of our chargers is our input connectors. Unlike some of our competitor's chargers, Leisure doesn't include cigarette lighter type connectors on its' D/C chargers. We've seen expensive front

seats and floor mats in cars destroyed by hot battery packs and runaway cars. Our chargers are designed for use outside the automobile where it's both convenient and safe.

Leisure is a pioneer in the use of electric power for radio controlled models. Being modelers ourselves we've designed our chargers to save you effort and expense and to get the most enjoyment from your R/C hobby. See Leisure's complete line of equipment and accessories; including electric flight motors, battery packs, and connectors, at your R/C hobby dealer. Or, send a stamped, self-addressed, business size envelope for complete details.

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PUBLISHER

Peter Barana

MANAGING EDITOR

Peter Barana

TECHNICAL/PRODUCT REVIEW

Bob Crane

NORTHEAST COAST EDITOR

Tony P.

SOUTHEAST COAST EDITOR

Eric Gudger

INTERNATIONAL EDITOR

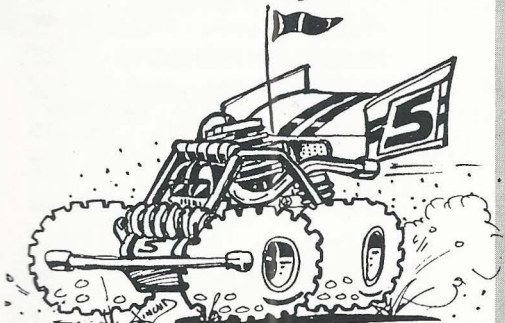
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SOAPBOX EDITOR

Ernie Provetti

ADVERTISING DIRECTOR

Samantha Ryan



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

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— ABOUT THE COVER —

This month's cover features MRC's New Fox 2WD car. Our reporter, Bob Crane, takes an in-depth look at this slick, new racer. Check page 9 for complete review.

mailbox

Dear Competition Plus:

Just got back from racing last night and had a great time! Most of the time they sell Competition Plus at the track, but this time they were all out by 8:30 a.m.. That's right 8:30 a.m. Sunday they go on sale and bang their gone. Well needless to say I never got one. I love to read all the articles in CP. The technical articles are SUPER. I wish you would do one on setting up a new car for us beginners. I just joined ROAR and NORCAR and every week I race. I come home with new ideas from members, practical and worthwhile, but I'd like to hear from the pros on setting up a car. Like for instance some steering kits that come on car kits. Are they worthwhile or must be changed to threaded rod and ball joints? Little things like that. The paper quality is great, every cover is superbly colored and ALL photos are clear. Please keep up this fine work!

R. Zaveda
East Lake, Ohio

Talked to our subscription department and they'll be sending you out some back issues. As far as the setting up of a car, check our future issues it will be in there!

Dear Peter:

I read your magazine religiously each month because it presents new technical information and reports on racing in all areas across the United States. You and your staff are doing a great job. I, along with the other racers in the Northeast are looking forward to future issues and what we may learn about racing.

If you want to know what's happening in the Northwest, I would be glad to talk with you as I keep up with 1/10th scale racing in the state of Washington. I assure you the sport is growing rapidly up here.

Several new tracks have been built in the last few months with more on the way.

Sincerely,
DEL FLAGG

Dear Competition Plus:

I have been reading your magazine for three years now and think its the best R/C magazine on the market today. I really enjoy the race coverages and tech articles. Sometime ago (1984) you ran an ad for obtaining back issues. Is it possible to run that same ad? Keep up the good work and God bless!

Sincerely,
MICHAEL WINGO

Dear Michael:

Check next month's issue for a re-run of the back issue ad. Thanks for the kind words!

Dear CP:

Once again you have outclassed all the other magazines with your fabulous cover! The sprint cars were great! I also want to thank you and RC/RC for the information you gave me on setting up my sprinter. Hats off again!

Sincerely,
Gene Aaron

Thank you. We're glad to see such an overwhelming response to last month's cover. We're pleased to see another aspect of this sport growing.



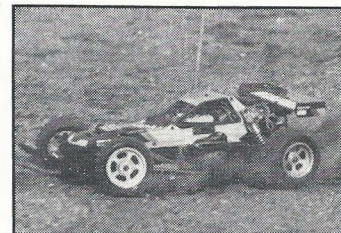
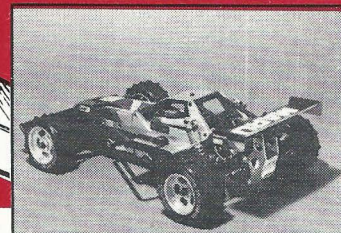
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We Challenge Kyosho, MRC/Tamiya, Yokomo And Mugen To 4WD Races Across America!



*The Samurai Challenge:
It Is Braver For You To Compete
And Lose Than To Run And Hide!*



We humbly challenge our honorable competitors to an off road racing competition between their famous 4 wheel drive cars and our not so famous but very worthy new car SAMURAI. We understand that many people drive the others because they were the only cars around. But now that SAMURAI is here, people will realize that they have been settling for second best. In our humble opinion, SAMURAI is faster, more maneuverable, better built and less expensive than our honorable competition. We forgive you for thinking that other cars are better, because you did not know that we had revolutionized 4 wheel drive RC racing (See explanation below). It is easy to talk big – we learned that from our honorable competitors. So we are putting our SAMURAI where our mouth is:

WE CHALLENGE ALL OTHER 4WD CARS. We will be at ROAR and ORCCA racing events across the country. We will even be at the ROAR 1:10 Scale OFF ROAD NATIONALS on July 23-27 at the Ranch Pit Shop in Pomona, California. If you do not recognize us, please look for the Checkered Flag. We will be holding it.

Please read why SAMURAI is revolutionizing 4 WD racing:

The 1:10 scale Samurai is a 4WD whirlwind that's taking the RC industry by storm. The secret to Samurai's success is a three differential gear drive system. In addition to normal front and rear differentials, Samurai has an adjustable center differential gear to compensate tire speed differences between front and rear. With other cars the front tires can rotate at excessive speeds, causing under steering in sharp, high-grip corners. Samurai's center differential gives you razor sharp cornering response – and the checkered flag along with it! No track is too intimidating for Samurai's high ground clearance, adjustable oil damped aluminum shock absorbers and independent rear suspension. The Mabuchi RS-540 motor and sealed 3 stage forward and reverse speed controller give you the pickup and response you need. Changeable pinion gears let you pick your favorite gear ratio. Samurai's top-of-the-line construction uses brass, steel, nylon and aluminum, and still weighs in at a race-winning total of only 37.1 oz. overall including motor, mini servos and mini-receiver.

Look for the SAMURAI in fine hobby shops near you, or order now by mailing the coupon below.

Or, for fastest service on credit card orders, call:
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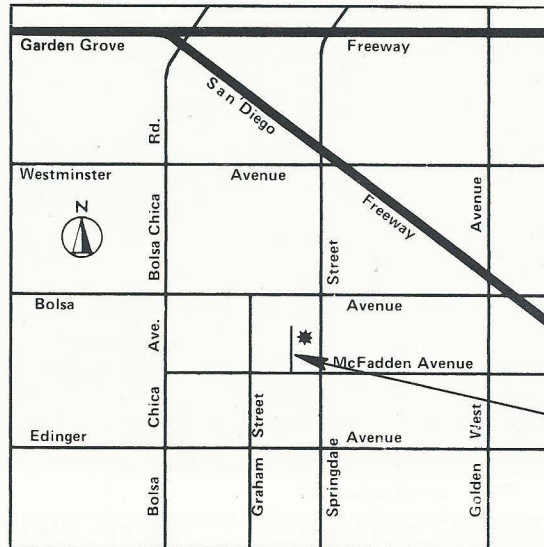
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Nor Gloom of Night . . .

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Product Review . . .

THE FOX

By Bob and Sean Gane
Photos By The Authors
Wayne, New Jersey

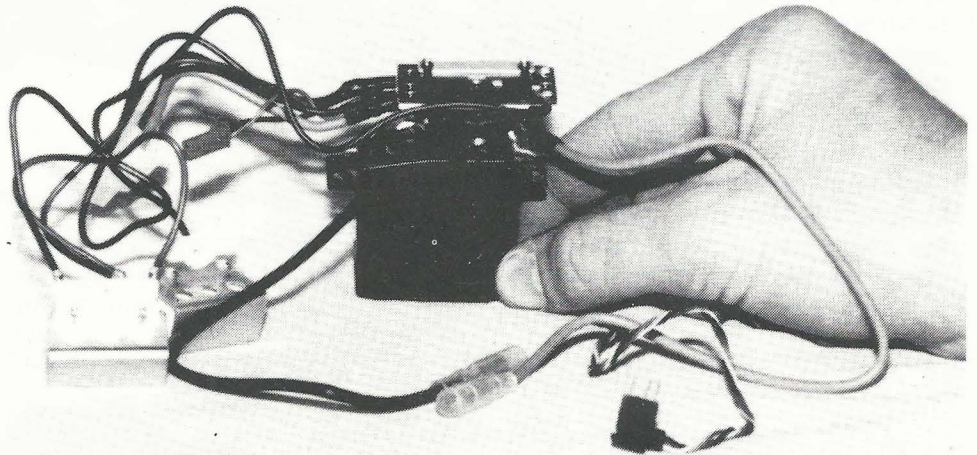
In North America the Kit Fox, genus *velox*, is also called the Swift Fox for its speed and agility in running. The Kit Fox ranges from east coast to west coast, in prairie, desert, and city areas. It is a small, 1/10th scale, radio controlled off-road, electric racer.

It is marked with gold mag wheels, knobby tires, wishbone suspension, and a Tamiya battery eliminator circuit. In the wild the Fox is a solitary hunter, never being seen in packs. Their prey consists largely of Frogs, Grasshoppers, and Hornets. This Fox is truly a high performance racer.

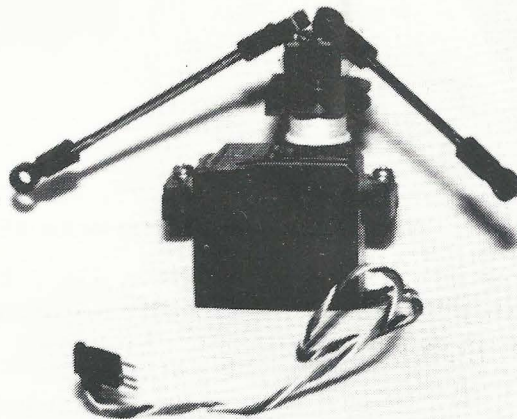
In this kit review I will highlight the construction of the Fox. Whether you are a beginner to R/C cars or an experienced modeler the Fox goes together very easily. The Fox is unique, in that it uses a battery eliminator circuit, (BEC). The BEC is not included in the kit, but must be purchased separately, for eleven dollars. Make sure that you purchase the correct connectors for your specific radio. The BEC eliminates your receiver battery pack and draws current for your radio off of the Ni-Cad car pack. This idea works well in a racing situation, where you may only run for four or five minutes. For just plain fun driving, where you run your batteries down, the car will go out of range, because of insufficient power to the receiver. My suggestion would be to only run for seven minutes, so that you can avoid this problem. Before you begin actual construction, read over the directions very carefully. The directions for the kit are very comprehensive.

CONSTRUCTION

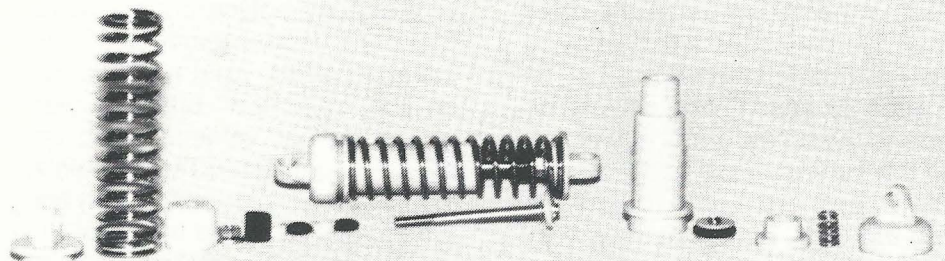
We are assuming you already



The Fox Speed Controller with resistors.

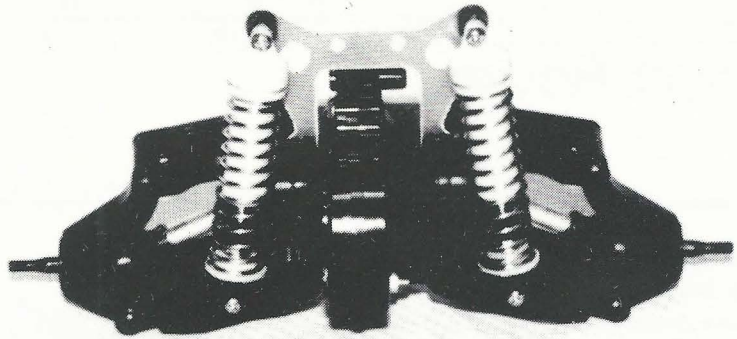


The Fox Servo Saver, with Steering Arms Installed.



The Complete Shock System, With One Assembled Shock In The Center.

have purchased your radio, because we are going to start with the speed control/resistor assembly first (steps 3 and 4). These steps are very straight forward and should pose no problem. In step 5, attaching the servo saver (steering servo), we offer the following suggestions. After assembling the servo joint and seating the servo seal rubber, connect parts S1, D5, S6 (spread slightly) and attach to D1. Before putting this assembly onto the servo put the 2mm. x 10 shaft into the servo joint, pressing the shaft only to the inner part of the servo joint. Now put part D1, into the servo joint, align the shaft with the corresponding holes and



The complete rear end of the Fox. Note wishbone suspension and double coil over shocks.

izes eight ball bearings in the drive train for minimum friction loss, four in the gear train and four in the

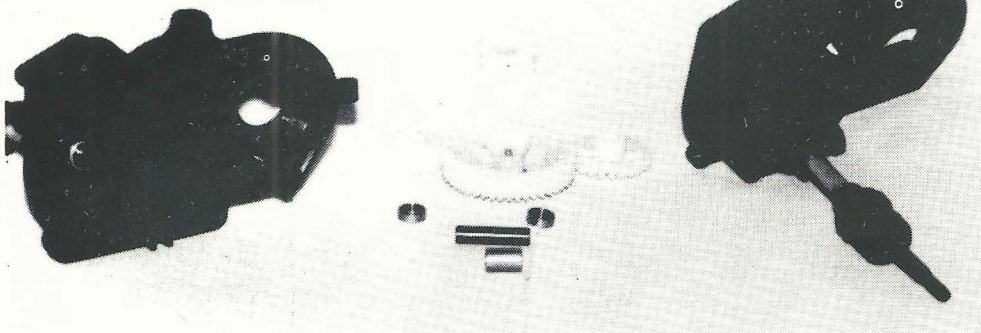
down. Using a wide, soft paint brush evenly stroke one coat of paint on the inside of the body. When that coat has dried, brush another coat on. Two coats should be enough. Now it is time to trim the body. Use a small pair of scissors for the straight cuts. I use a small pair of manicure scissors for the curves. The manicure scissors have curved tips and make this type of cutting very easy.

Applying the stickers is simple if a few rules are followed. Use scissors to cut very close to the border of the sticker. Position the sticker on the car, BEFORE removal of the paper backing. This insures proper alignment on the car body. Peel off only a slight amount of the paper backing and position the sticker on the car. Press down on the top of the sticker and slowly peel the backing away while smoothing out the sticker as you go. This process helps eliminate air bubbles in the sticker. If when you finish, you find an air bubble, insert a pin in the sticker and work the air toward the pin hole. Using an Exacto knife, blade #11, cut out the holes for the body mounting posts.

Install the body, charge up your battery and let's go test drive the Fox.

TEST DRIVING

Cars, airplanes, boats and anything that is radio controlled must be trimmed out first. Trimming out is a term used to insure that the car drives straight when the throttle is applied and the steering wheel is untouched. Look at your front



The Fox differential system. Not the ball bearings for the diff.

push the shaft in all the way.

Steps 6 - 13 are a piece of cake, just follow the directions. A small note on steps 14 and 15, the assembly of the front upright and front arm, be sure that small holes on part numbers F3 and F4 (plastic), are lined up with the small pin on parts F6 (plastic). Step 19, attaching the drive shaft, make sure the drive shaft universals are thoroughly greased (supplied in kit). Take extra precautions where installing the "C" rings on the drive shaft, as they have a tendency to "fly off" during insertion.

Step 29, assembly of wheels, be sure to cut off the small plastic tab on the inner surface of the wheel. The wheels are a little tough to fit into the tires, but be patient, they do fit. We recommend installing ball bearings in place of the plastic bearings in the front wheels. They should be purchased at the same time as the BEC unit. The Fox util-

izes eight ball bearings in the drive shafts. Complete the final instructions and we will move on to finishing the body.

If the Fox is going to be your first R/C car we will guide you through

FINISHING THE BODY

The body is vacuum formed using polycarbonate plastic. The body will absorb a lot of punishment before breaking. Polycarbonate is very flexible and must be painted with special polycarbonate paint. Standard model paint will only flake off after your first mishap on the track. For brushing purposes, we recommend using the specially formulated Tamiya paints.

First drill all holes on the body and then lightly sand the inside of the body. Next wash the body thoroughly with mild detergent and dry. Mask off the inside of the windows, insuring that the edges of the tape are pressed firmly

wheels and make sure that they are aligned straight and the trim tab for the steering is in the center position, with the radio on. If all the looks well, set the car down and give it a small amount of throttle and see if the car pulls to the right or to the left. If your car is pulling, adjust your trim tab to compensate. If your trim tab is all the way over to the side and the car still pulls, adjust your linkage a few turns, center the trim tab and start again. Trimming out your car really helps in the straights and in overall performance.

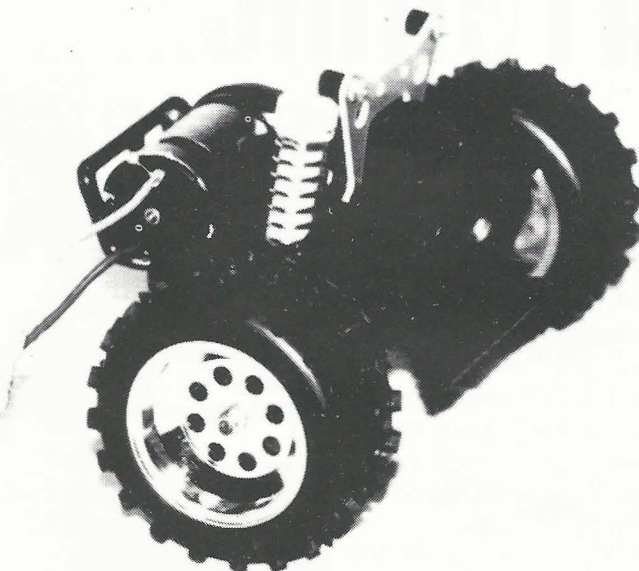
We usually start with a series of figure eight turns to see how the car handles in both types of turns, ie. right and left. Our first series of turns is practiced on pavement, and then we go to the local dirt track. After our turns, we do some straight-away runs. This gives us a very good idea of straight line performance. Also you can fine tune your transmitter/steering on the car. Driving is made easier when the car is trimmed out. One of the features of the car that I enjoyed was the new wishbone suspension and the adjustable shocks. If the track has only left turns you can pre-load the shocks for a left turn. You will be amazed at the handling in your left turns.

The Fox is truly at home in the dirt. Power slides around the turns is awesome. The ABS resin monocoque type frame/chassis will protect all of the valuable mechanisms from shock and debris. The sealed gear case, with differential and ball bearings is one of the smoothest diffs I have seen.

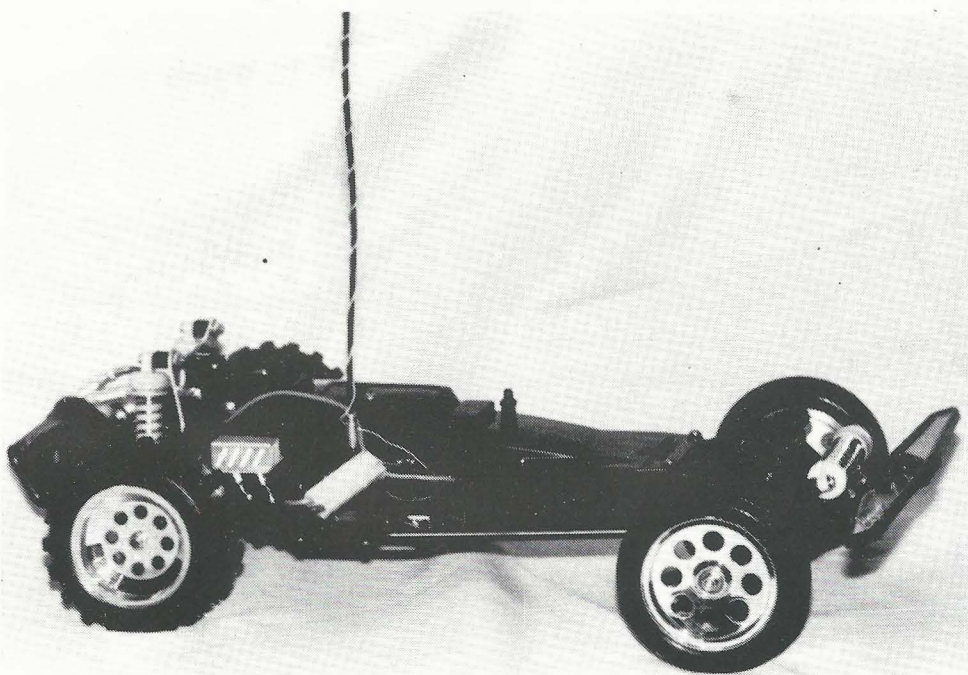
The Fox in stock form is really fast. We raced the Fox against my hopped up Frog (MRC Enduro Motor), and the Fox walked away from the frog.

FINAL COMMENTS

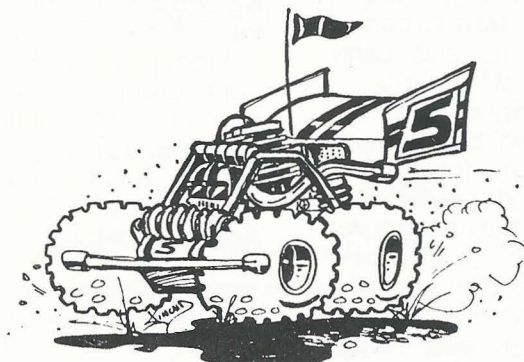
The fox is a true thoroughbred off-road racer. I would recommend this car to beginners and experienced drivers alike. MRC/Tamiya has another winner on its hands.



Wheels and motor installed. A very compact, neat unit.



The complete Fox, less body. All radio components are enclosed in the ABS monocoque frame.



FEATURING...

Pit Stop R/C Hobbies & Raceway

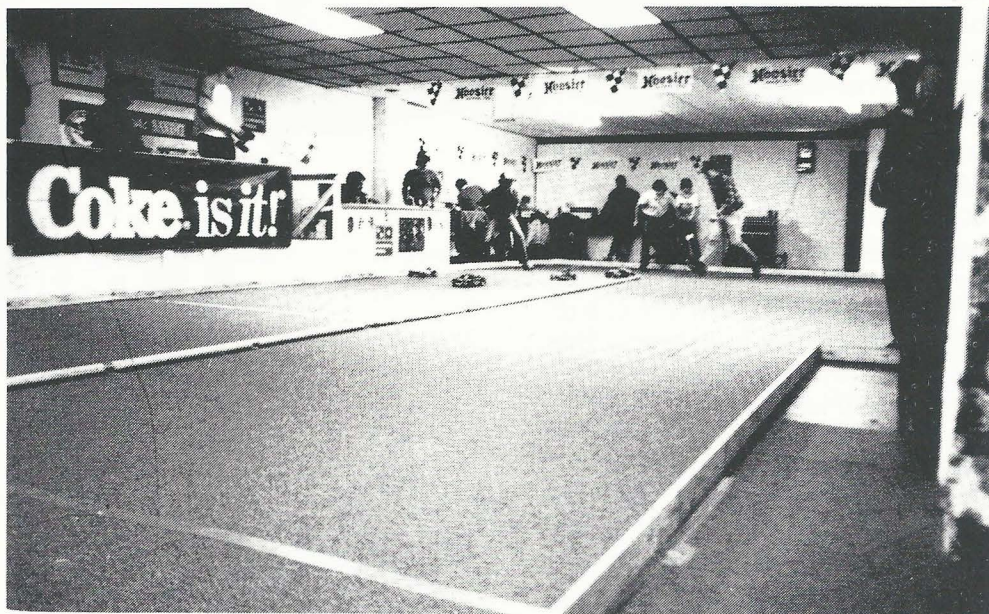
By Ted Connolly

Pit Stop Hobbies & Raceway opened in November, 1985 and is the only carpeted, multi-purpose, indoor raceway between Pekin, Il and St. Louis, Mo. Becoming one of the most active tracks in the midwest, we feature four races per week on a regular basis on our 1,355 square foot track.

Oval stock car racing is the most popular, they are always close, fast and very exciting. The level of competition has been excellent and seems to increase each week. A twelve week series is currently five weeks in with the top five positions up for grabs in the 540 Stock Division, even though Larry Boggs holds a firm lead with 655 points. Second place is currently held by Ben Green with 553 points, followed by Rick Beck in third place with 488 points. If fourth place, only two points down with 486, is R/C newcomer, Ron Burton, driving one of the new Bolink cars. The top five is rounded out with Dwayne Moore and 431 points. Even though he was out for a time for surgery, Steve Burris holds on to eleventh place currently and with seven weeks to go everyone realizes Steve is back and will be charging hard on the 130 ft. oval.

The same class has produced close standings also in our yearly point totals with Rick Beck leading with 1163 points. Second place is held by Brian Call with 973 points driving April Smith's Bolink car. In a close third is Bill Call with 973 points, followed by Dwayne Moore in fourth with 935, Ben Green in fifth with 928 points and Larry Boggs in sixth with 910 points.

With the popularity of stock car racing in mind we will be adding a 200 ft. (3,200 square foot) exact replica of the Daytona International Speedway in the near future. The "Little Tri-Oval" will be extremely fast featuring the same 31 degree banked turns and will handle both 1/10th and 1/12th

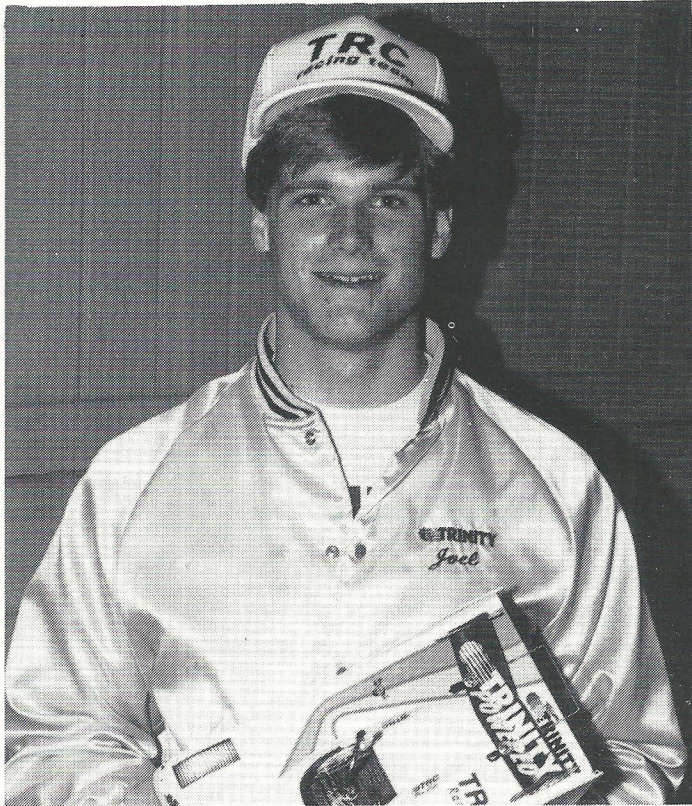


scale races. The target finish date is mid-July with the first major race on August 9 & 10, The Annual Willie Nelson 500, all proceeds going to Farm-Aid.

Indoor 1/12th scale racing has been equally close and exciting with Mike Muellens, Eric Young and Tom Aiello leading the group in points. 1/12th scale oval point leaders are Eric Young, Chris Young, Bobby Cunningham and Tom Aiello.

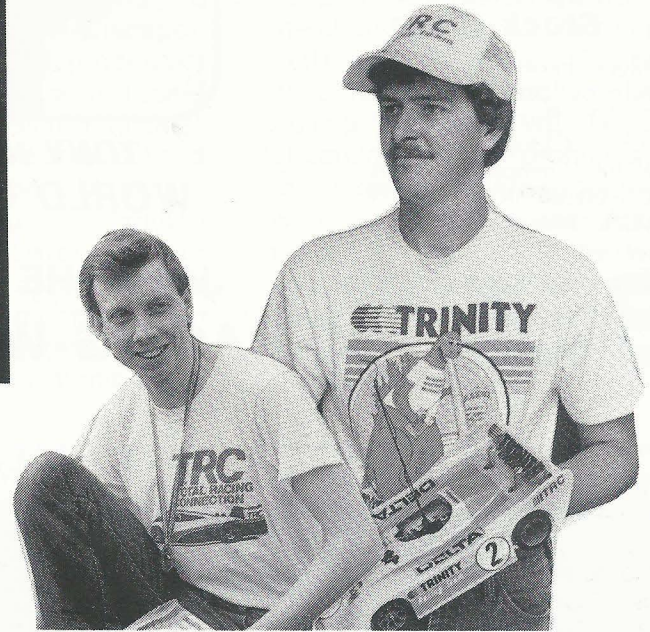
RC10 yearly leaders are Jack Smith, Larry Boggs and Jim Crafton.

If you need information regarding our facility or racing please feel free to contact me at the: Pit Stop, 513 E. Laurel St., Springfield, IL 62703, (217) 528-2757.



ABOVE: Joel "Magic Man" Johnson
 CENTER: Andy Dobson - European Champ
 RIGHT: Bob "The Bullit" Light

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TRC is starting its third year. PRO-CUTS have won almost every major race in 1985 and we would like to give a big thanks to everyone that has used PRO-CUTS this past year - Pro's as well as club racers.

TRC is now going into a new area. Starting June 1st TRC will have a full line of 1/10th wheels and tires. Watch further ads for more information. 1/10th scale might be new to us, but tires are not.

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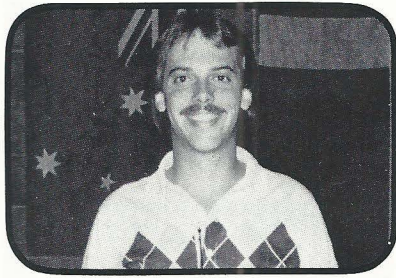
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1/12 WORLD CHAMPIONSHIPS - DENMARK

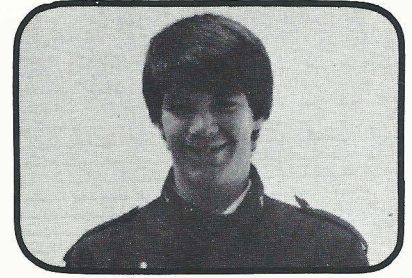


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Top Qualifier
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|----|----------------|-----|
| 2 | Nigel Hale | GBR |
| 3 | Mickey Booth | GBR |
| 4 | Ralph Burch Jr | USA |
| 6 | Kent Clausen | USA |
| 7 | Mike Lavacot | USA |
| 9 | Christian Keil | GER |
| 10 | Rick Hohwart | USA |



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- | | | |
|---|----------------|-----|
| 1 | Tony Neisinger | USA |
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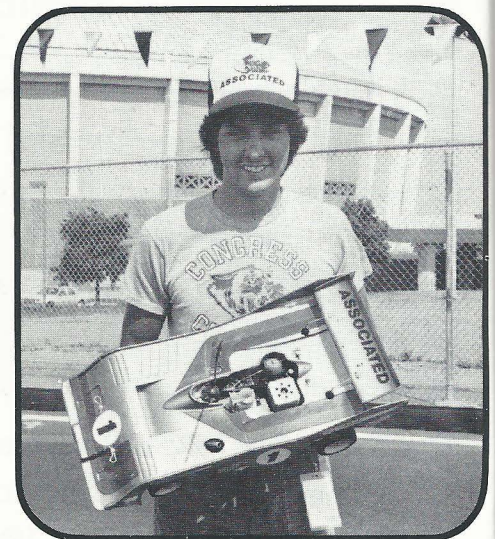
ROAR & ORRCA NATIONALS



ROAR - Jammin' Jay Halsey, on the left, won both Stock & Modified classes at the ROAR Off Road Nationals. Gil Losi Jr. was Top Qualifier in both classes and finished 2nd in Stock. Tony Neisinger was 3rd in Stock & Curtis Husting was 4th.

ORRCA - Jammin' Jay is Top Qualifier in both Modified and Open classes and wins Modified Class.

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Chicagoland Off-Road Racers Association

By Bob Czapl

First, I would like to introduce our club. We are C.O.R.R.A. (Chicagoland Off-Road Association). Our club is less than one year old. We started with five members and have grown to a membership of approximately eighty. Our initial interest was 1/10th off-road, but during the winter we ventured into on-road (1/10th and 1/12th) just to keep everyone's interest growing and to pass time. Much to our surprise, we are coming off a very successful winter racing season. Each of our weekly events attracted roughly fifty entries.

C.O.R.R.A. has an elected set of officers, as well as chairman for off-road and on-road committees. They are:

Paul Robinson President
 Bob Czapl ... V.P. & Secretary
 Milo Yglesias Secretary
 Phil Burks ... Chairman-Off-Road
 Lou Grupe ... Chairman-On-Road

Our upcoming off-road season begins June 1st. Our track is located in Arlington Heights, IL (30 miles northwest of Chicago). We are currently in the process of resurfacing the track with a sand and clay mixture (similar to what is used on baseball diamonds) and also redesigning the tack layout. We are planning on holding several R.O.A.R. Level 1 sanctioned races this season. Because of this and more importantly because of insurance reasons, we are encouraging our members to

become R.O.A.R. members also. For further information on our race schedule, please refer to the calendar section in the back of this issue.

Our indoor season began in late December. We decided that to keep costs down for the younger members, that we would run both 1/10 and 1/12 scales. The races were held in the Holiday Inn in Rolling Meadows, IL. with the exception of space problems (due to unexpected interest) our events were a great success. Another reason racing during the winter was for the club members to become familiar with our new AMB computer. This equipment was purchased with the help of Dan

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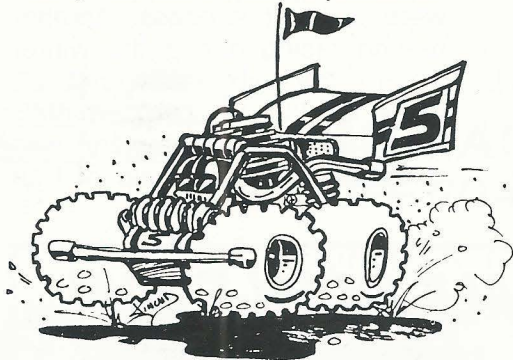
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Dubrulle of Arlington Hobbies and Milo Yglesias. These two individuals have not only provided us with financial assistance, but also valuable racing tips and support. Thank you.

Because of the interest in on-road and the forthcoming off-road season, C.O.R.R.A. purchased the Auto-Score system for the AMB computer. Again thanks to Dan and Milo for advancing the club the funds.

In closing, let me say that the upcoming off-road season should be fun and very exciting for all who participate. Our goal is to become the best run track and club in the Chicago area. With the support and dedication of all our club members, this should be no problem.



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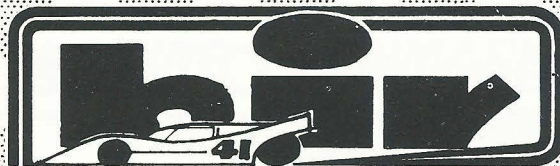
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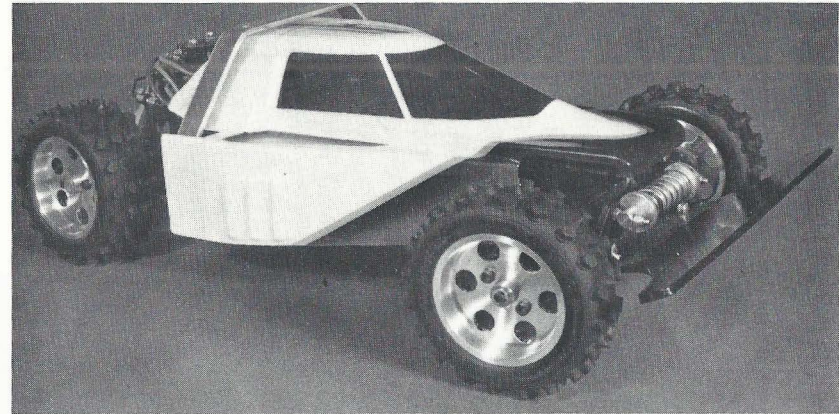
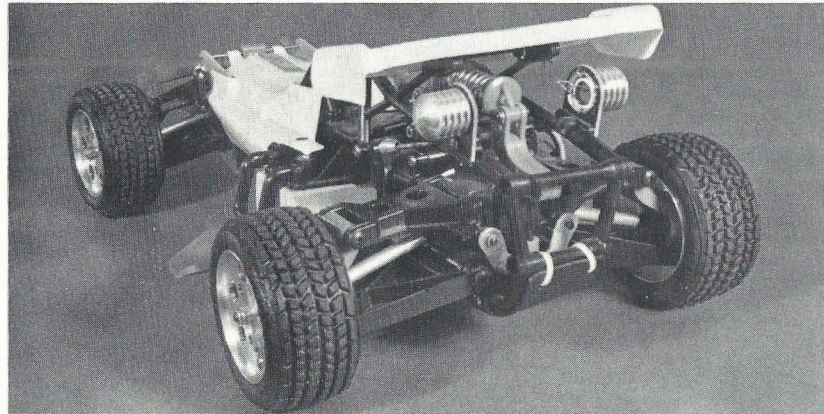
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1/8th Scale Stronger Than Ever in Dallas & Forth Worth Metroplex

By Heinz Meyer

In the metroplex 1/8th scale road racing has seemed to have just died out, but this season it looks as if it might gain a rather large following with the formation of a new club along with the present club's surprisingly large membership.

R/C R.C. of Dallas, the first existing of the two clubs, made its first showing in February of 1977 when four gentlemen were sitting around an apartment decided there needed to be a gas car club. They all threw \$50.00 into a pot and out came R/C R.C. of Dallas. As of the present time, Heinz Meyer is president over the club's 34 members. Dues are \$10.00 per year and can be sent c/o Floyd Clark to 1457 Bayshore, Garland, TX 75040.

Races are held the second and

fourth Sundays of each month at Brookhaven College. The club is ROAR affiliated and there are several different classes including 2WD Open and 4WD.

O.K.R.A., Old Kids Racing Association, is the second of the two clubs. They are located between Dallas and Forth Worth in Hurst, Texas. Don Kinney, president of the 15 member club, said, "Three R/C airplane enthusiasts, including myself, were looking for another way to become involved in R/C. First we tried 1/8th scale off road, but it was too messy and expensive so we modified our cars to run on asphalt. We enjoyed this but it was still difficult so we bought cars built just for asphalt. This did the trick and the club just slowly evolved over a six month period."

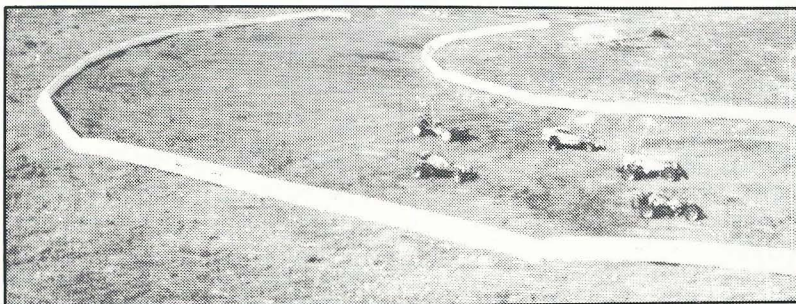
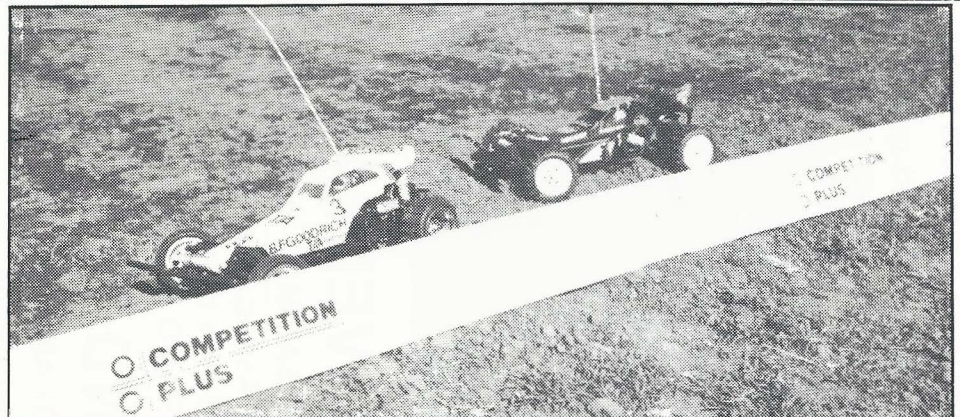
Races are held on a parking lot in Hurst on the corner of Grapevine Highway and Precinct Line on the first and third Sundays of each month. The club is ROAR affiliated therefore ROAR membership is required along with a \$10.00 membership fee. Classes of competition include: Club pan car with no diff and a .21 engine, Pan Class, and Open Class (if interest is shown). For more information contact Don Kinney at (817) 571-1517.

It has come to my attention that there is another 1/8th scale club in Forth Worth and if someone in that club would contact me at (214) 986-9144, I know of several people that might be interested in racing with them.

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The EFRA British Grand Prix

By Mike Reedy
London, England

The combination of Jay Halsey (driver), and Jim Halsey (mechanic). RC10 (car), and Reedy Modified (motor) has been a winning combination out here in the U.S.A. So when the invitation came to run in the EFRA British Grand Prix, in England, we jumped at the chance to try our hand at racing off-road European style. The major differences in European off-road racing are: (1) The races are five minutes, (2) limited to six cells, (3) run on track laid out in grass fields, (4) and most important in all kinds of weather, especially rain and lots of it.

Arriving in England on Thursday we were meet at the London airport by our hosts and after checking in to our rooms at an old country inn we were taken out to the track, for a quick look around. The organizers had done a great job grooming the track, which was placed in a large field behind a pub in the english countryside. The surface was completely different from our track as it was laid out on grass and followed the natural contours of the land. It was also quite muddy in parts as it had been raining. A large tent had been erected as a pit area and was greatly appreciated by all the racers, especially us from dry Southern California. An idea of the extent the organizers went to get this race, was the size of this tent, which would hold the one hundred ten entrants with no trouble and was supplied with table electricity. Some of our hosts, with knowing smiles, informed us the track would be in proper condition for practice Friday (wetter and muddier). We were taking a lot of good natured kidding about running in the rain but we were looking forward to the experience.

Friday was practice and with off and on rain everyone had a chance to try both damp and wet car set ups. It wasn't long until Jay Halsey

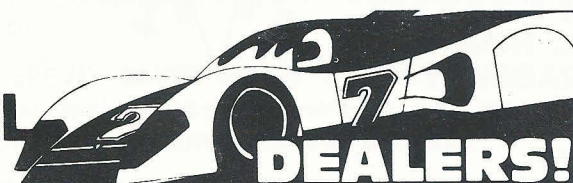


Off-road tracks English style. The course was on natural terrain in the English countryside. Running on grass furnished an unusual mix of traction but was great after getting used to it.

had his car flying as usual with Pete Stevens (Optima/Parma) and Jamie Booth (RC 10/Reedy), both of England gave everyone the times to shoot for. The English Associated team along with their team manager Nick Adams was helping a lot getting us used to the conditions and giving tuning tips: this same group of racers furnished

us shuttle service to and from the track every day, and as there does not seem to be an enforced speed limit in the english country side this was also an experience. After the first RUN to the track, Jim Halsey was a little pale, and seemed to regret riding again. I think from then on he just closed his eyes until the car stopped. These guys were

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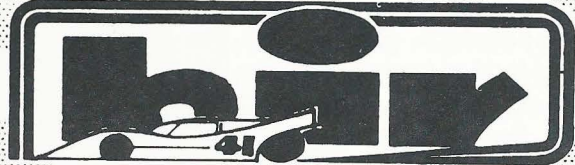
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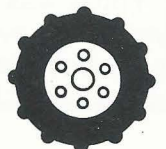
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great rain or dry they never went under 100 mph, and they had an efficient way of parking by locking it up in the mud and doing a four wheel slide into their parking places. Kidding aside, this was a great group as were all the racers we meet out there.

Saturday found qualifying starting first thing in the morning, most people were predicting a fast run of twelve laps for TQ. At the end of the first round this estimate had to be raised with Jay Halsey doing a quick thirteen lapper to grab the pole. As it turned out his time was to hold up throughout the rest of qualifying as the grass and dirt started to get dug up. At the end of qualifying, second place honors went to Associated/Demon driver Steven Haynes with Parma driver Peter Strurns bringing the highest placed four wheel drive car in the third qualifying spot. After qualifying was over we all headed for the pub for some dinner, ale, and bench racing. Finally leaving the pub to head for our inn we were greeted by heavy rain which was to last the night.

Sunday was devoted to one round of controlled practice and mains. In Europe they run a move up system that separates the drivers (odd and even numbered qualifiers) into two groups. The winners of each main move up until the Main is formed with the top six finishers moving into the A final along with the top four qualifiers. There are three A finals with combined laps/times of the best two determining final placement.

So far we had run in light rain and mud, but when we got to the track Sunday morning it was all mud and water from the night's heavy rain. A few spots on the track had water about four inches deep. Everyone got to work and scooped out as much of the water as possible and they proceeded with the controlled practice session. The mud was bad, deep and sticky. No one seemed anxious to take their practice run but figured they better check it out in case the track did not dry up. Jay went out to practice as everyone gathered to see how the USA driver would



Jay Halsey from the USA was the winner of the EFRA British Grand Prix. Jay is shown here with his winning Associated/Reedy car and trophies for first place and top qualifier.

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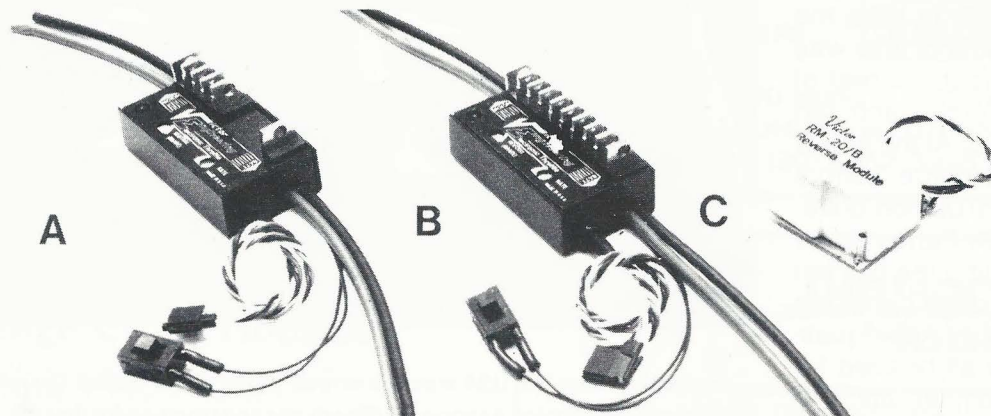
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adapt to the mud and water. All the testing Jay did at home with water and mud proved out as he was turning the fastest times on the muddy track. Jay had gone to a tamed motor because of the mud and had no trouble with the five minute time as some drivers were experiencing difficulty making the time.

Everyone kept a good eye on the sky as the track started to dry. The weather held up and with only a few sprinkles the track dried a little for the mains. With the crowd looking for a contest between Jay Halsey (2WD RC10) and Peter Stevens (4WD Optima) the first heat lined up and was off. Jay Halsey had the line around the track as he finished a solid first ahead of Pete Stevens with James Booth coming in third. "A" heat number two saw Jay Halsey running into some problems dropping him back to third with Steven Haynes taking first followed by Darren Harris. Pete Stevens and Jamie Booth also had problems ending up sixth and ninth. After two "A" heats it was still wide open as your best two of three counted, with Halsey, Stevens, Haynes and Booth all having a possible shot at the win. "A" heat number three and Halsey did one of his patented pull aways to finish an easy first followed by Pete Stevens in second and Steve Haynes in third. Jamie Booth, the only other with a shot at winning overall, finished sixth after some traffic problems. Everyone knew from keeping score that the overall winner was Jay Halsey, but the rest was tight and took the officials some time to check over all the heat results to get the final placing. The results were finally announced and with Jay Halsey placing first we had the new EFRA British Grand Prix championship, followed by Steven Haynes in second, Pete Stevens in third and Darren Harris in fourth.

The race was an interesting experience for us and I think both the European competitors and ourselves learned a lot from each other. Just as important was the chance to meet the European racers and make new friendships.



Great group of racers. Nick Adams and his Demon/Associated Team. Many thanks to them for all their help.

We are all looking forward to next year's World Championships which will be held in Europe.

Special thanks to the Cheshary Off-Road Club for hosting the race and to Nick Adams and his Demon/Associated team for taking care of us.

RESULTS

- 1st - Jay Halsey
Assoc. RC10/Reedy
- 2nd - Steven Haynes
Assoc. RC10/Reedy
- 3rd - Peter Stevens
Kyosho Optima/Parma
- 4th - Darren Harris
Assoc. RC10/Reedy
- 5th - Jamie Booth
Assoc/ RC10/Reedy
- 6th - Simon McCrae
Assoc. RC10/Twister
- 7th - Andy Benson
Assoc. Rc10/Twister
- 8th - Bill Jones
Hot Shot/Parma
- 9th - Allan Harrman
Assoc. RC10/Parma
- 10th - Terry Calcott
Kyosho Optima/Technipower



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Race Starts 9:00 a.m.

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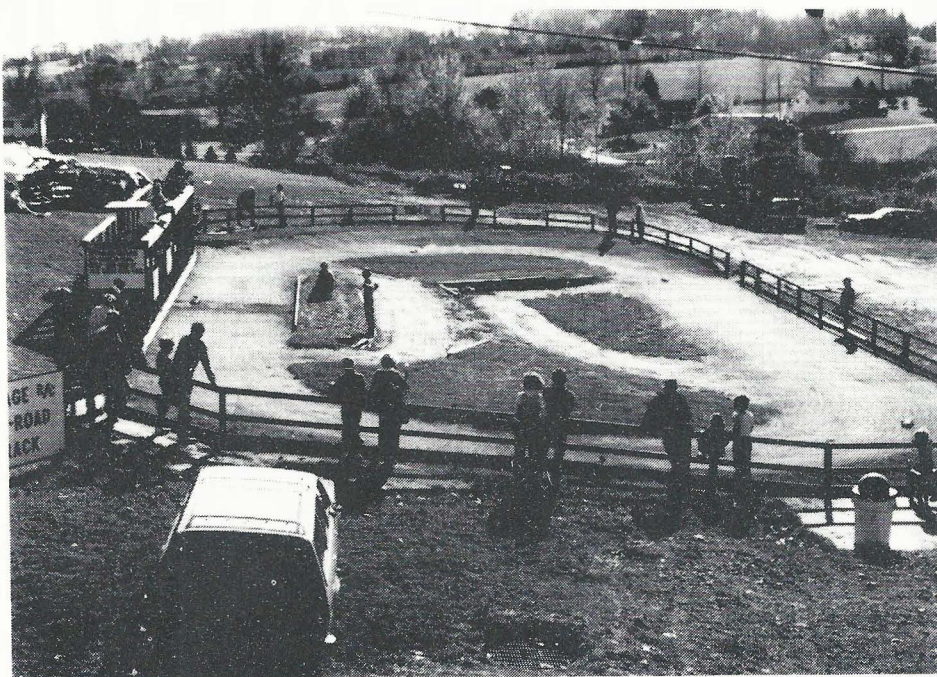
Pennsylvania Track Enters Second Full Season

By N. J. Wesolowski

The Village R/C Speedway near Scranton, PA has now entered its second full year of 10th scale dirt oval racing. After extensive water problems in the spring the decision was made to place a drainage system under the track which would not only help in the spring, but also help after heavy rain during the race season. Track operator Bert Ayers notes, "Thanks to a resourceful group of racers with access to equipment, we were able to rebuild the track in less than a week!" Another improvement for "86" that Mr. Ayers notes, is the "Home Stretch" has been moved two feet away from the drivers' stand, thus eliminating the blind spot that occurred near the outside edge of the track.

You may remember that the Village R/C Speedway hosted a regional race last October. Despite many problems with rain delays, they were able to complete all but the 4WD Mains before darkness. "The response was terrific", Mr. Ayers continues, "We had racers from all over, Canada to Virginia to Ohio. In the Six Cell Stock Class alone we had almost 100 drivers." He also noted, that the racers were helpful in getting through all the problems and confusion which come with the first race of this size.

Because of the huge success of that race, the speedway is planning another this year. One which is scheduled for early October. There is also talk of a second which would be run by a newly formed area R/C Club in mid-summer. For more information contact Bert Ayers, RD No. 2 Box 95, Clarks Summit, PA 18411. (717) 586-8061.



Technical Tip

Want to save some money? It's easy, mount your own tires! All that you need is a can of acetone, a can of lacquer thinner, some cement (Contact cement or weather stripping glue), a small brush, and a tire mounting horn. Soak the old mounted tires overnight in a jar of acetone. The acetone will dissolve the glue and allow the tire to be easily removed from the wheel. Coat the inside of the new tire and the outside of the wheel with a thin layer of cement. Using the brush, spread a generous amount of lacquer thinner on the inside of the new tire, the outside of the wheel, and the tire mounting horn. The lacquer thinner acts as a lubricant to make mounting the tire easier. Quickly, before the lacquer thinner evaporates, push the tire over the tire

mounting horn onto the wheel. To ensure that the tire is mounted squarely on the wheel, press the outside surface of the wheel and tire against a flat surface. The lacquer thinner will evaporate and the cement will harden in about 24 hours.

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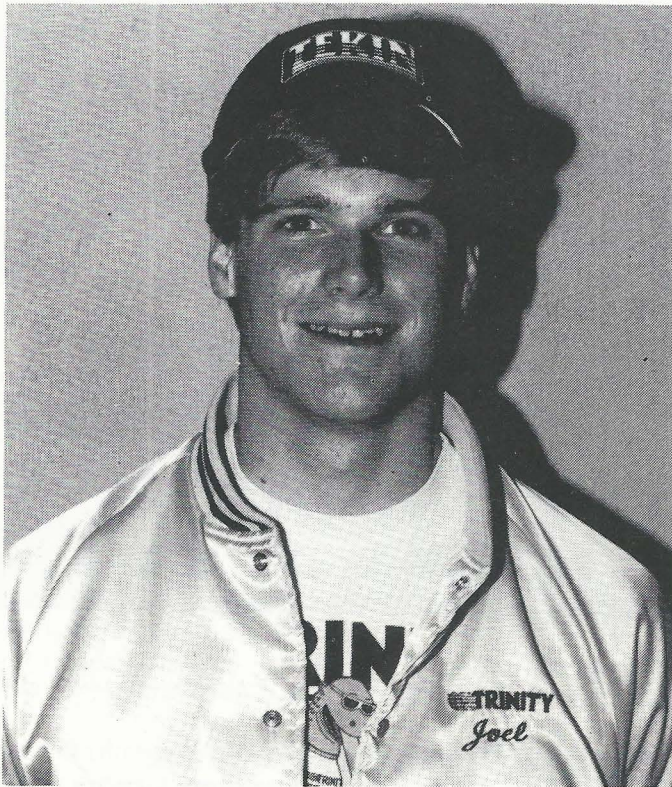
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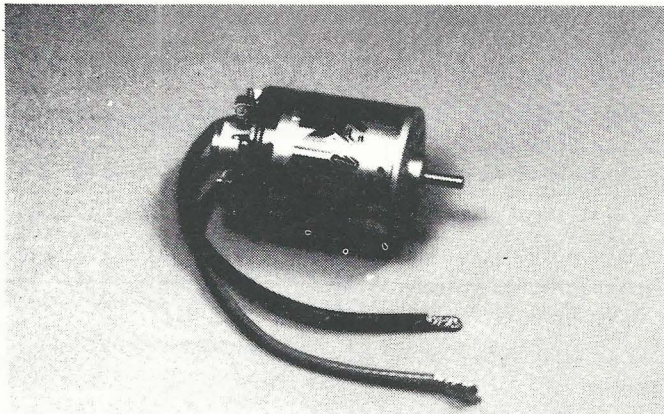
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 April '85 - U.S. Spring Championships - Atlanta
 June '85 - U.S. R.O.A.R. Nationals - Michigan
 Nov. '85 - U.S. Indoor Championship - Cleveland
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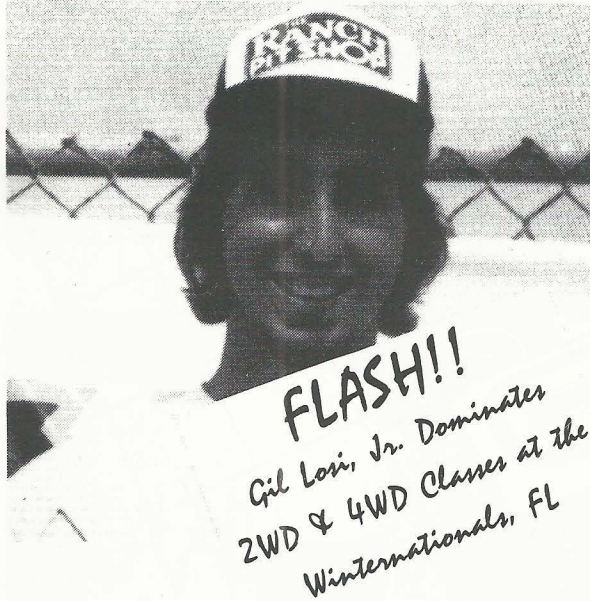
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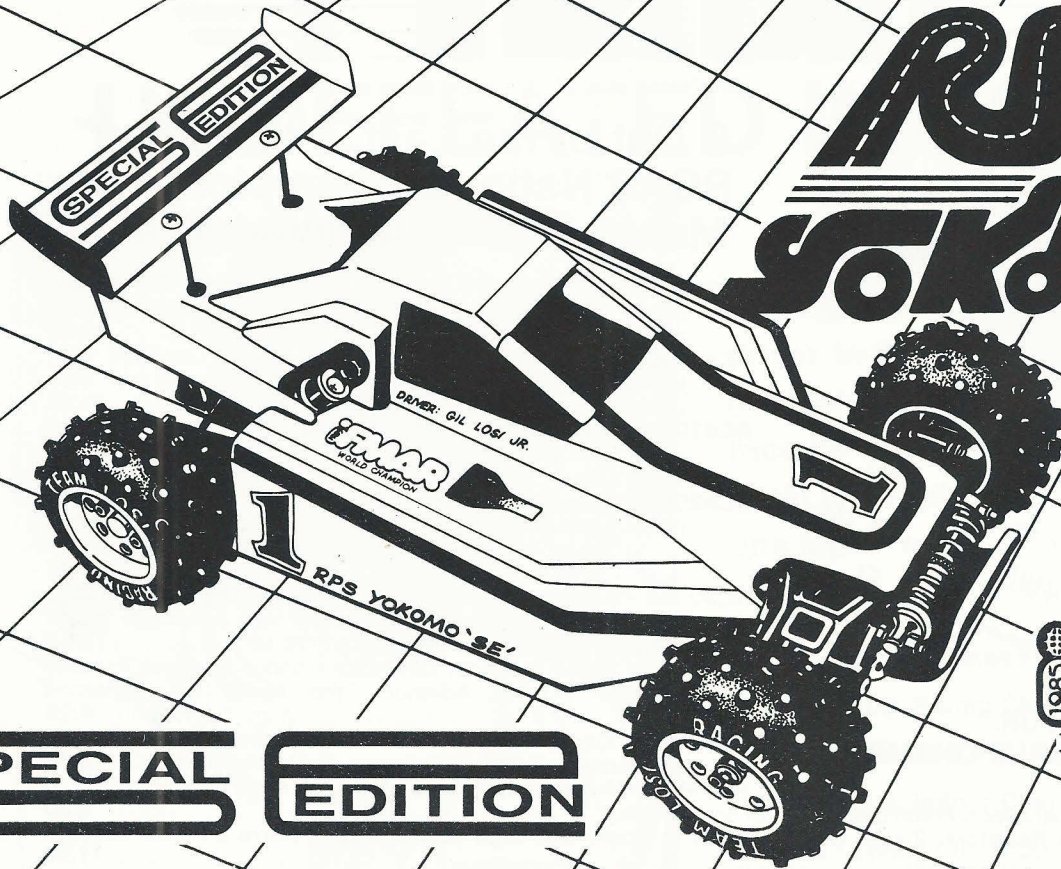


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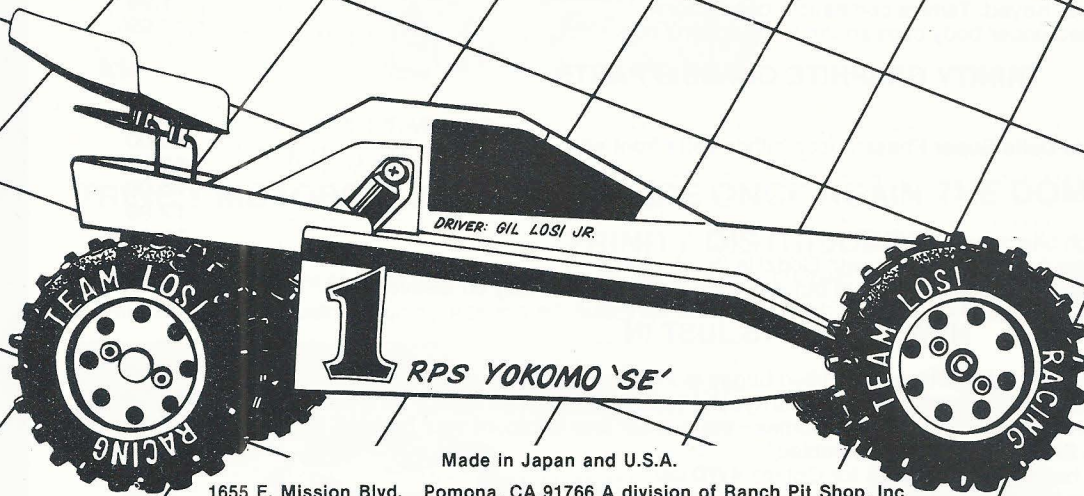
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What A Crowd!

Southern California ROAR Grand Am Oval Series

By Pam Greco - RC/RC, Gardena, CA
Photos By Alfred Hathaway, Jr.



Left to Right: Scott Quillen, 2WD Modified winner; John Keck, 4WD Stock winner; Leslee Bremer, Trophy Presentator; Russ Hawkins, 2WD Stock winner; Curtis Strawn, Sprint Class winner.

The Ascot 400, the first race in the Grand Am Series was a sell out. Well, it can not exactly be called a sell out as there were an unlimited number of entries. The first race in the 1/10th scale oval series held at RC/RC in Gardena hosted 201 drivers! This event was the largest Southern California 1/10th scale oval race to date.

The Grand Am Series is a seven race series. The first race of the series slated for April 6 was postponed until April 20 (who says it never rains in So. California). The first six races of the event are one day races (and with sky rocketing entries, bring your camping gear).

The final race of the series, the Domino's Pizza/Coca Cola Classic 800 is a two day event. The Domino's Pizza/Coca Cola Classic 800 will be the only double main race. All others will be single mains with a bump up. If you want to do well in the series, do not miss a race! There is no throw out. As unusual as this may seem there is a good reason; the points system is made to be extremely fair. The points system starts with the usual 100 points for the A Main winner losing a point for each subsequent place. However, no matter how you place you receive at least 80 points. There is also one point for

T.Q.

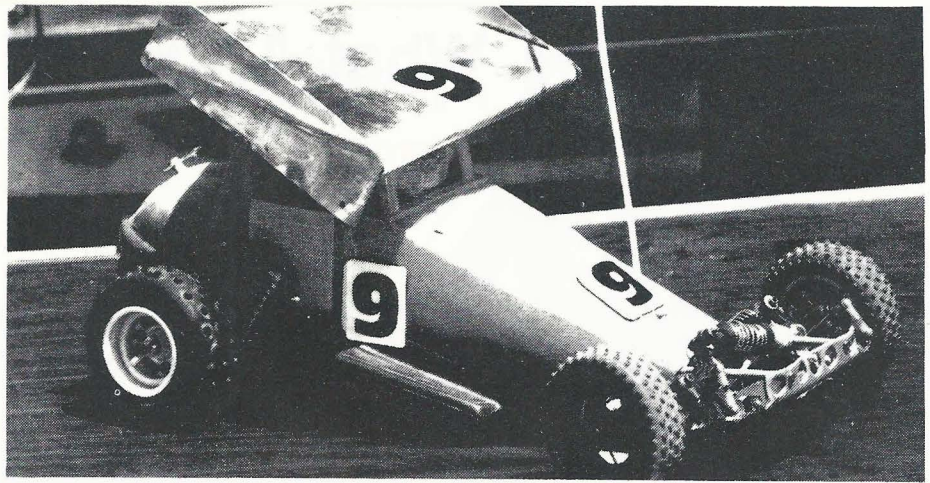
If you are tired of the traditional oval bodies, the Grand Am series has something different to offer you. The new Sprint Car class is proving to be a very popular addition to oval racing. There were twenty-five drivers who elected to drive Sprint cars, quite an impressive number for a first time race. What are the rules governing the Sprint car class? The car must be 2 wheel drive car with seven cells, modified motor, sprint car body front and rear, and you must have a wing mounted over the driver's compartment. Beyond this drivers were free to do as they please.

Some drivers went all out, fastening headers and pipes, nerf wings and front spoilers.

Concourse was an all inclusive event, meaning oval bodies and sprint cars were judged together. The beauty of the sprints just could not be appreciated, oval bodies won out. First place in concourse went to Gary McAllister's Wedge Vette. Bob Kauffman came in second with his Parma '63 Corvette. The Wedge Vette painted with the Mother's Polish logo won Crawford third place. Maybe as concourse judges come to appreciate the gawdy nerf wings, flashy headers, beetle butts, and sprint wings which resemble Heda Hopper during an Easter Parade, Sprint Cars will gain their day in the beauty contest spot light.

Sprint cars didn't make the grade in Best Engineered either. Dennis Taylor took first place with a borrowed oval car. Jerry Landgraff came in second with his Desert Custom Cover car (April issue). Landgraff may have come in second, however, the first place car was also a Desert Custom car built by Landgraff. The third place car in Best Engineered went to Dan Lamey's masterpiece of machinery.

Qualifying for the series has been cut from the usual three rounds to two rounds. Even with two rounds of qualifying the race day was still a good twelve hours. Do you remember hearing that ridiculous rumor, about a year ago, that no one was interested in oval racing? Just goes



Paul Williams set up a unique front suspension on his RC10.

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to show you should never listen to rumors.

The first round of qualifying saw Russ Hawkins dominate both Stock classes. If you saw Hawkins at the JG Oval you saw a sizzlin' performance. Hawkins certainly has not gotten any slower. In 2 Wheel Stock BJ Christensen was just a little over three seconds away from Hawkins' time. In round one of 4 Wheel Stock Eddie Perez was just a short lap back from Hawkins.

In 2 Wheel Modified the first round of qualifying saw Scott Quillen turn in a blistering 31 laps in 4:12.56 with his Associated R/C 10. Mike Christensen was a lap back with his R/C 10 turning a 30, 4:01.63.

Mike Thompson was on top at the end of the first round of qualifying in 4 Wheel Modified. Thompson drove his Yokomo 33 laps in just 4:05.49. Brian Landgraff was not far off driving his Desert Custom car 32 laps in just 4:04.56.

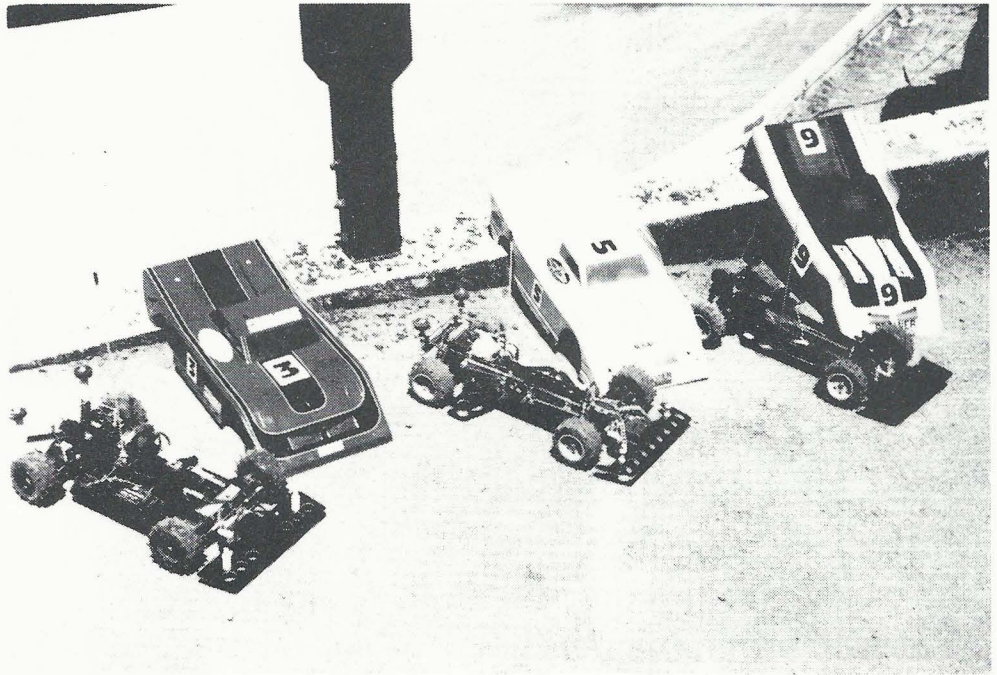
Gary Demory drove his Scorpion to the top spot in the first round of Sprint qualifying with a 30, 4:06.30. Curtis Strawn's dumping R/C 10 was not far behind with a 30, 4:10.66.

At the end of the second round of Stock qualifying Russ Hawkins had not lost any ground. Hawkins went out and showed everyone that beating his best times were not hard. Just to prove it he beat both of his old times by a lap. In 2 Wheel Stock he turned an impressive 28 4:00.19 with his R/C 10. Hawkins' Yokomo turned the TQ time of 30, 4:03.26 in 4 Wheel Stock.

BJ Christensen dropped from second to sixth qualifier by the end of round two. Roger Wagner took BJ's place in 2 Wheel Stock with a time just five seconds slower than Hawkins.

Eddie Perez dropped down from second qualifier to fourth qualifier by the end of round two 4 Wheel Stock qualifying. Danny Nelson driving his Optima car jumped up from fifth qualifier in round one to second qualifier in round two with a time of 29, 4:04.37.

The top qualifiers of Modified



Three of the best engineered cars. The first place finisher was No. 3 Dennis Taylor. It is a Desert Custom car made by the second place finisher Jerry Landgraff No. 5. Your winner was No. 9 Dan Lamey.

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Concours Winners from left to right: Gary McAllister, 1st place with a Wedge Vette; Bob Kauffman, 2nd place with a Parma '63 Corvette; Chuck Crawford, 3rd place with a Wedge Vette.

and Sprint car classes did not change either, for the most part their times just got quicker.

Scott Quillen went out to improve on his first round time; he turned a 32, 4:00.35. Gary Demory, enthusiastic from his Sprint car run

brought his position up to second qualifier in 2 Wheel Modified with a time of 31, 4:02.05.

The pole position in 4 Wheel drive went to Mike Thompson. Next to him on the grid would be Mark Gray who had turned a qualif-

ing time of 33, 4:07.53.

Gary Demory may have been second qualifier in 2 Wheel Modified, but the Sprint Car class was all his with an excellent time of 31, 4:07.05.

Curtis Strawn would better his first

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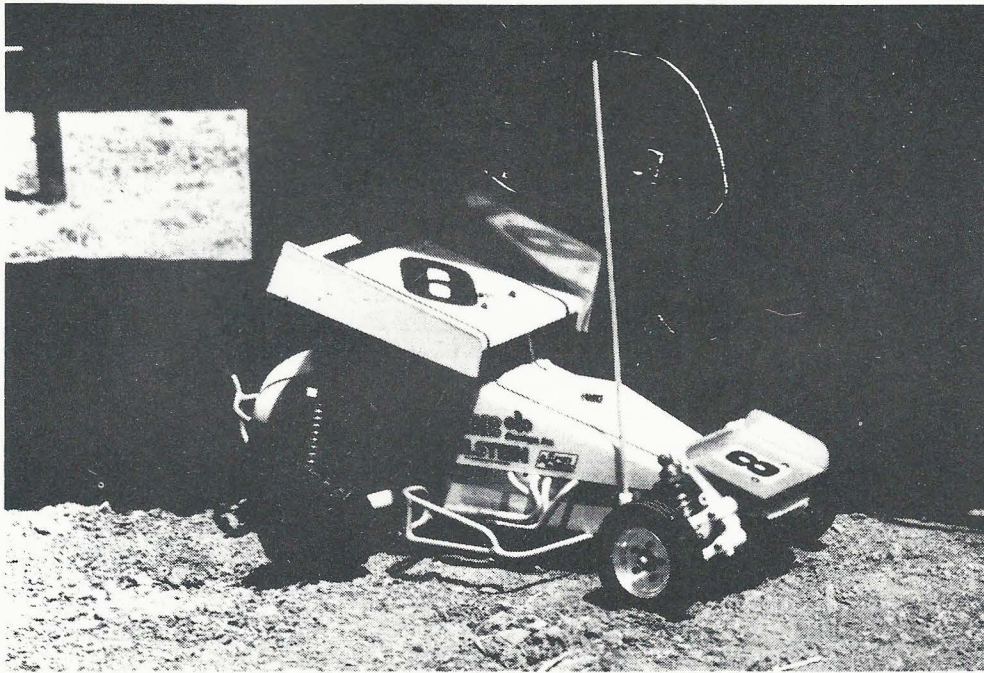
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One of the many Sprint cars Randy Smith had on the production line, this one was based on the Tamiya Rough Rider.

round time with a 30, 4:03.37 to retain second qualifier in Sprint.

With qualifying completed the lower mains began. Spectators were treated to some fine racing, the B and A mains would be no exception.

Robert Williams pulled to the head of the pack from the pole position in the B Main 2 Wheel Stock. His early lead did not last long, as he was hit by another driver. Bryan Bruce shot to the lead with Tom Owens right behind. Tom Owens, the C main bump up, pushed Bruce out to take over first spot. Mark O'Campo, in third, moved into second spot when Bruce flipped. O'Campo driving a strong line, moved up fast on Owens. O'Campo dove round Owens to secure first spot. Owens lost ground when he was spun by a back marker. Owens, fighting to regain the lead was trapped in back of the pack. Bryan Bruce may have been pushed back, but he wasn't pushed out. With Owens being bogged down by traffic Bruce jumped to second spot. Jerry Pitts who had made his way from behind the crowd weaved his way up to third spot.

Mark O'Campo took the win giving him a chance to secure a greater number of series points in the A

Main. Bryan Bruce came in second. Jerry Pitts rolled in for a third place.

The line up for the Stock 4WD B Main was short but competitive. Drivers Blazen Blaser, Cliff Soderberg, Chuck Crawford and John Hooks pulled their cars to the grid line. Chuck Crawford took the lead followed by Blazen Blaser, Cliff Soderberg, and John Hooks. Blazen Blaser went blazin' right off the track giving Soderberg an opportunity to move up. Hooks was closing in on Soderberg when Soderberg's car decided to oblige by losing a wheel. Soderberg pulled it off the track to make some hasty repairs while Hooks pulled into second. Chuck Crawford had stretched his lead, but not far enough. Hooks had cast his line and was ready to reel Crawford in. The four minute clock was ready to give way to its last tick when Hooks shot past Crawford crossing the line to take the win. Crawford crossed the line to take second place, and Blazen Blaser pulled in for third.

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booster and pulled further out front. Cliff Lett driving the awesome line preceded to lap the field . . . again and again and again. Vince Ito's car began to slow giving Mark Lane and Stan Hoalst the green light. Hoalst pulled away from Lane stretching his second place lead. Cliff Lett crossed the finish line to claim his well deserved first place trophy. Stan Hoalst came around for second, and Mark Lane pulled in for third place.

Dennis Taylor pulled out in front at the sound of the horn in the 4WD Modified A Main. Donald Waugh pulled round him on the first lap to take over the lead. Ed Knoles, Jr. was right there dicing back and forth with Taylor securing second spot. Taylor pulled around both Knoles, Jr. and Waugh to regain first spot. It was a short victory, however. Taylor's car spun across the field. With Taylor barely able to creep just one more lap and Waugh out, Paul Mariscal, Jr. pulled in the lead to take first place. Sonny Madison was just a tire length back from Mariscal when the four minute timer went off.

Car No. 2 Gary Demory (Reedy/Cox Scorpion) leading Kyle Reed (Reedy/Scratch Car) around the turns. On this run Demory posted the TQ time in the Sprint Class.

Cliff Lett pulled his RC10 to the front and didn't look back to take the win in the B Main 2WD Stock. Around the first corner Lett was chased by Tony Rossetti and Ed Knoles, Jr., however, Vince Ito

passed them in his Cox Scorpion to take a stab at first spot. It looked as if Ito would catch Lett, when Lett collided with Steve Baucom who had broken on the back straight. Lett just strapped on his rocket

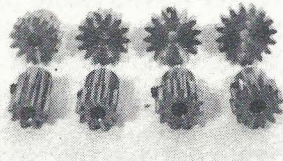
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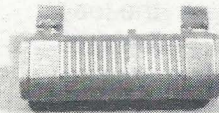
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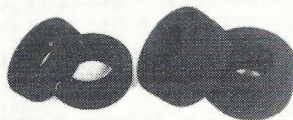
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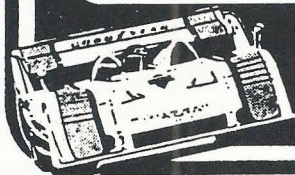
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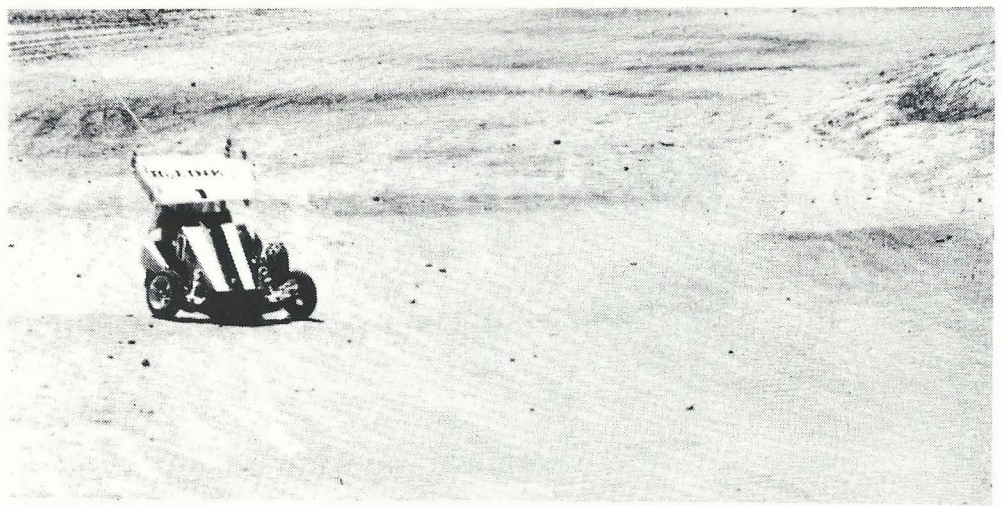


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the only Scorpion in a seas of RC10 couldn't hope to survive. Mike Christensen in his Twister powered RC10 was Quillen's next contender for the title. The battle between Quillen's Camaro and Christensen's Parma Wedge was tight but it was not the only battle on the field worth watching. The battle for third spot between Charles Suit and Cliff Lett also offered some intense viewing. Bump up, Cliff Lett won out with his Reedy powered RC10 gaining third place and 98 series points. Scott Quillen came out on top with a phenomenal 101 series points. Mike Christensen, second place went home with 99 series points.



This is a good shot of the BoLink Wedge Body on the RC10.

Have you ever watched a race and when the results were announced, you were sure the announcer was talking about some other race. That is how I and a good number of spectators felt after viewing the Open 4WD A Main. The main started off with Brian Landgraff driving his Premier Design

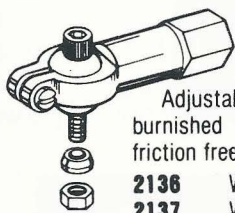
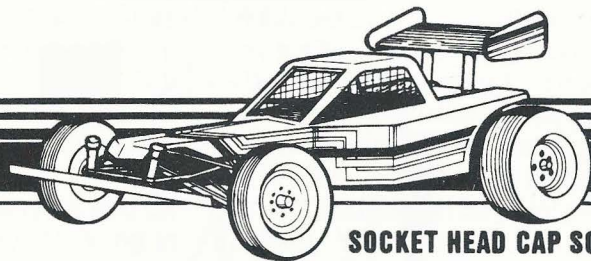
powered Desert Custom racer to the lead. Following were Mike Walker, Alan Mair, and then Mark Gray. Mark Gray pulled up from behind passing Mair and Walker. walker began to show off his Twister power darting past Gray and Landgraff, obtaining first spot.

Landgraff momentarily gave

second spot to Gray, just long enough to give Gray a bit of a tease. Landgraff then pulled back into second spot and made his way to Mike Walker's car. Landgraff and Walker spent the last four laps of the race in wheel to wheel combat. On the last lap of the race, they raced side by side down the

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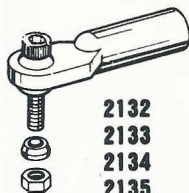


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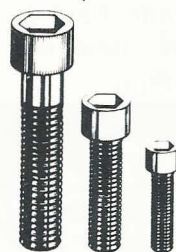
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- 2135** 2-56 W/ HARDWARE 2/pkg



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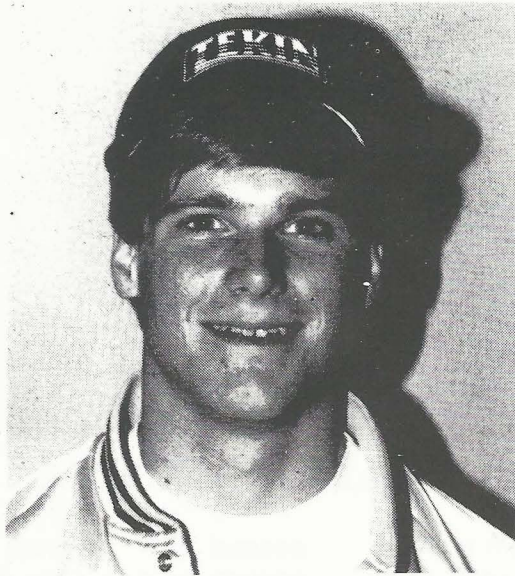
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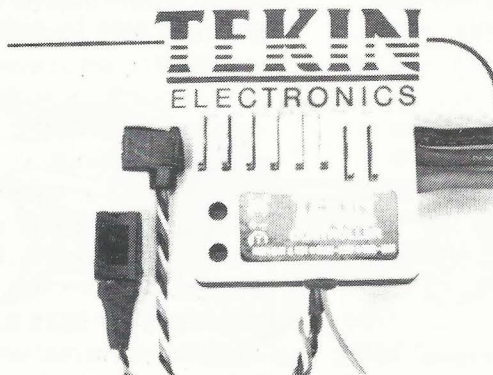
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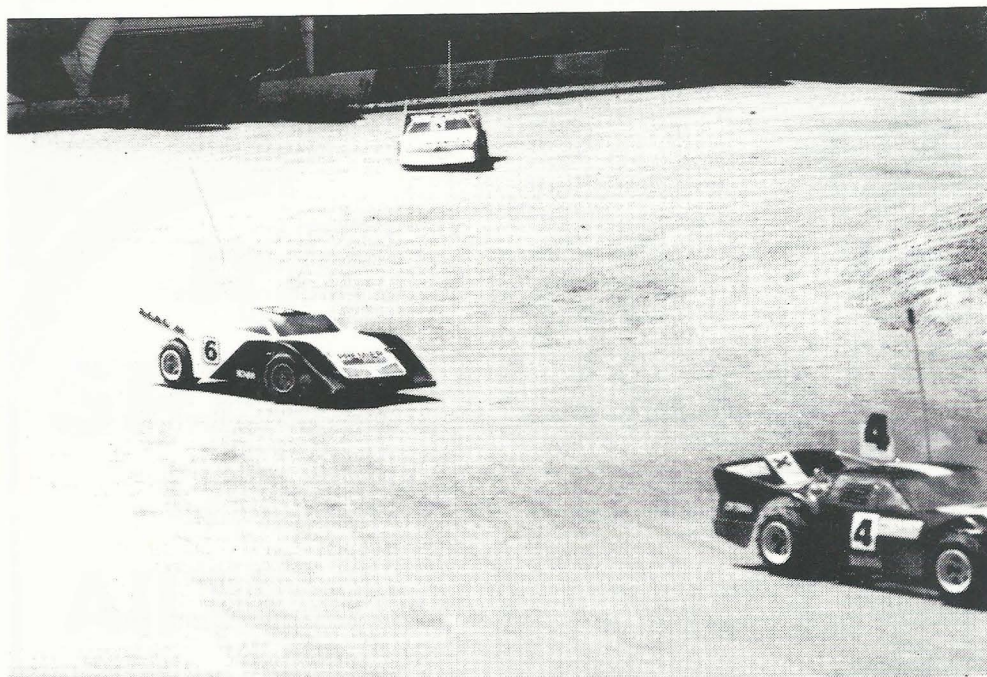
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front straight, bumping wheels. While Landgraft and Walker were regaining composure, Gray scooted on past them. But that didn't cause the crowd any concern, after all Gray was a lap back. The race was over. Gray crossed the finish line before Walker and Landgraft. Walker came in next after Gray and then Landgraft. Well, we all thought that Walker was in first place; Landgraft in second; and Gray in third. Well, somehow, maybe during that last bite of hot dog or "its almost 9 p.m. yawn" we missed something. Somehow both Gray and Landgraft had fallen a lap back from Walker. Oh well, even if Landgraft was down a lap from Walker those past four laps were exciting.

The sprint cars were off with some squirrly excitement. Curtis Strawn charged to the lead followed closely by Gary Demory, then Stan Hoalst. Demory ducked his Reedy powered Scorpion MRP Sprint underneath Strawn around the sweeper, and pulled to the lead on the back straight. Demory and Strawn raced around wheel to wheel until Strawns' Twister powered RC10 BoLink Wedge took the awesome "scrape the wall" line. Strawn bounced back into action determined not to let Demory gain too much ground. Strawn got his chance to catch Demory. Demory was T-boned around the first sweeper; the two cars locked and



The 4WD Modified Class also provided some great action, Here Julian Betancourt (4) leads John Yo (6) and Dave May (3) around the first corner in the first round of qualifying.

went spinning in circles. Strawn was just feet away from Demory when he and third place Saladin collided, locking together and spinning on the sweeper. At this point the race looked like a square dance rather than a race. The question was who would let go of their "partner" first and mosey on down the racing trail.

Lady luck chose Strawn and off he went with Demory following in the prairie dust. No matter how hard Demory tried Strawn wasn't giving up first spot. Strawn had

already taken a back seat to Demory once today two times was just too many.

When the buzzer went off Strawn claimed the first place trophy, securing himself 100 series points, Demory, in second, also went home with 100 series points, 99 for second in the A and one point for TQ. Saladin was off to a good start in the series with 98 points for third place. With Strawn and Demory tied for first, you can expect some fierce battles in the series races to come.

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The trophy presentation began shortly. The trophies which have been tantalizing the drivers throughout the mains (the trophies were placed in the center of the track before the mains) were handed out by Miss Leslee Bremer. Rather than the trophy presentation being a symbol of the end of the racing day, it set up the ground work for the battle to come in the Grand American Series.

I would like to express my gratitude to Alfred Hathaway for coming to my rescue in a pinch, by taking photographs of this race on his day off no less.

SPRINT CLASS

A MAIN

- 1st - Curtis Strawn
- 2nd - Gary Demory/TQ
- 3rd - Chuck Saladin
- 4th - Stan Hoalst
- 5th - Ken Buzzard
- 6th - Gordon I.

- 7th - George Wilson
- 8th - Bob Blume
- 9th - Herb Hanss
- 10th - Ron Burgess

B MAIN

- 1st - Gordon I.
- 2nd - Dave Keller
- 3rd - John Brandsteter
- 4th - Randy Smith
- 5th - Bob Kauffman
- 6th - Pat Keller
- 7th - John Gudvangen, Sr.
- 8th - Paul Williams
- 9th - Warren Reed
- 10th - Mark Hartman

C MAIN

- 1st - John Gudvangen, Sr.
- 2nd - Al Hess
- 3rd - Dennis Ervin

4WD MODIFIED

- 1st - Mike Walker
- 2nd - Mark Gray
- 3rd - Brian Landgraaf
- 4th - Paul Mariscal, Jr.
- 5th - Bob Smith

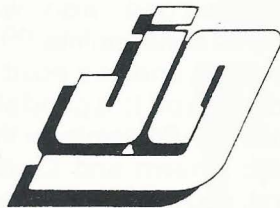
- 6th - Gary Haskill
- 7th - Bill Seney
- 8th - Frank Pitts
- 9th - Mike Thompson
- 10th - Alan Mair

B MAIN

- 1st - Paul Mariscal, Jr.
- 2nd - Sonny Madison
- 3rd - Chris Allec
- 4th - Julian Betancourt
- 5th - Dave Ryan
- 6th - Ed Knoles, Jr.
- 7th - Bob Novak
- 8th - Dave May
- 9th - Dennis Taylor
- 10th - Donald Waugh

C MAIN

- 1st - Dave May
- 2nd - John Kaiser
- 3rd - Jeff Maurer
- 4th - John Canete
- 5th - Jim Brophy
- 6th - Gary McAllister
- 7th - Ed Norris
- 8th - Tony Runnels
- 9th - Don Burgess



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10th - Tony Rossetti

D MAIN

- 1st - Jeff Maurer
- 2nd - Chuck VanDeWeghe
- 3rd - John Yoshinaga
- 4th - Jerry Meisenzahl
- 5th - Joe Smaldino
- 6th - Herb Hanss
- 7th - Bob Ahulii
- 8th - Don Botisser
- 9th - Darwin Gray
- 10th - Tye Gaskin

E MAIN

- 1st - Jeff Maurer
- 2nd - Dan Lamey
- 3rd - Steve Pritchett
- 4th - Andy Anderson
- 5th - John Brandstetter
- 6th - Kevin Kritz
- 7th - Larry Gold
- 8th - James Greenwood
- 9th - Dennis Ervin
- 10th - Brandon Petersen

F MAIN

- 1st - Jeff Maurer
- 2nd - Chuck Benjamin

2WD MODIFIED

A MAIN

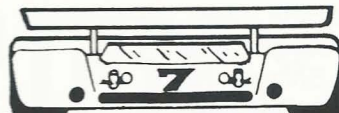
- 1st - Scott Quillen
- 2nd - Mike Christensen
- 3rd - Cliff Lett
- 4th - Charles Suit
- 5th - Gary Demory
- 6th - Troy Cline
- 7th - Eddie Souza
- 8th - Robert Bates
- 9th - Allen Mair
- 10th - Duane Inouye

B MAIN

- 1st - Cliff Lett
- 2nd - Stan Hoalst
- 3rd - Mark Lane
- 4th - Vince Ito
- 5th - Tony Rossetti
- 6th - Roger Wagner
- 7th - Mark Shimabukuro
- 8th - Mike Thompson
- 9th - Ed Knoles Jr.
- 10th - Steve Baucum

C MAIN

- 1st - Mark Shimabukuro
- 2nd - Dave Barber



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- 4th - Denny Johnson
- 5th - Paul Pat
- 6th - Randy Johnson
- 7th - Troy James
- 8th - Bob Novak
- 9th - Bruce Peters
- 9th - Bob Kauffman
- 10th - Bruce Peters

D MAIN

- 1st - Bruce Peters
- 2nd - Rick Atwood
- 3rd - Martin Buchanan
- 4th - Chuch Van DeWeighe
- 5th - Steve Redd
- 6th - John Canete
- 7th - Rick Thompson
- 8th - Scott Dickson
- 9th - Fred Wenzlaff
- 10th - Thad Pritchard

E MAIN

- 1st - Steve Redd
- 2nd - Matt Pritchard
- 3rd - Russ Oakely

4WD STOCK

A MAIN

- 1st - John Keck
- 2nd - Terry Gable
- 3rd - Danny Nelson
- 4th - Steve Turner
- 5th - Russ Hawkins
- 6th - Eddie Perez
- 7th - Carol Pitts
- 8th - Chuck Mann
- 9th - John Hooks
- 10th - Joe Wenzlaff

B MAIN

- 1st - John Hooks
- 2nd - Chuck Crawford
- 3rd - Blazen Blaser
- 4th - Cliff Soderberg

2WD STOCK

A MAIN

- 1st - Russ Hawkins
- 2nd - Larry Keys
- 3rd - George Smith
- 4th - Mark O'Campo
- 5th - Steve Baker
- 6th - B J Christensen
- 7th - Roger Wagner
- 8th - Steve Lane
- 9th - Larry Deweese
- 10th - Paul Williams

B MAIN

- 1st - Mark O'Campo
- 2nd - Bryan Bruce

- 3rd - Jerry Pitts
- 4th - Tom Owens
- 5th - Mark Shimabukuro
- 6th - Charlie Ontiveros
- 7th - Les Petersen
- 8th - Chuck Crawford
- 9th - Paul Pat
- 10th - Robert Williams

C MAIN

- 1st - Tom Owens
- 2nd - Kyle Reed
- 3rd - John Keck
- 4th - Bill Carter
- 5th - Daryl Collins
- 6th - Ceasar Del Rio
- 7th - Paul Bautista
- 8th - Derek Chock
- 9th - Ken Warren
- 10 - Ernie Comacho Sr.

D MAIN

- 1st - Kyle Reed
- 2nd - Flo Johnson
- 3rd - Michelle Lucas
- 4th - David Navarro
- 5th - Keith Miller
- 6th - Mike Bodman
- 7th - Greg Vaughn
- 8th - Val Rael
- 9th - Dale Kurokawa
- 10th - Alfred Hathaway

E MAIN

- 1st - Dale Kurokawa
- 2nd - Jeff Barber
- 3rd - Bryan Chock
- 4th - Roger McCracken
- 5th - Dan Herbage
- 6th - Jason Davison
- 7th - Jill Hartman
- 8th - John Hooks
- 9th - Randy Welch
- 10th - Connie Atwood

F MAIN

- 1st - Randy Welch
- 2nd - John Smith
- 3rd - David Cazares Jr.
- 4th - Gilbert Cruz
- 5th - Steve Bazinet
- 6th - D J May
- 7th - Dave Dahlen
- 8th - John Petersen
- 9th - Bruce Hubbard
- 10th - James Knapp

G MAIN

- 1st - Randy Welch
- 2nd - Tom Beecher
- 3rd - Ernie Comacho Jr.
- 4th - Jason Crowley
- 5th - John Davison
- 6th - Scott Barber
- 7th - Steve Baugh

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7 Out of 11

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1978 - 6 Cell

Curtis Husting

1978 - 4 Cell

Rick Davis

1979 - 6 Cell

Kent Clausen

1980 - 6 Cell

Ralph Burch, Jr.

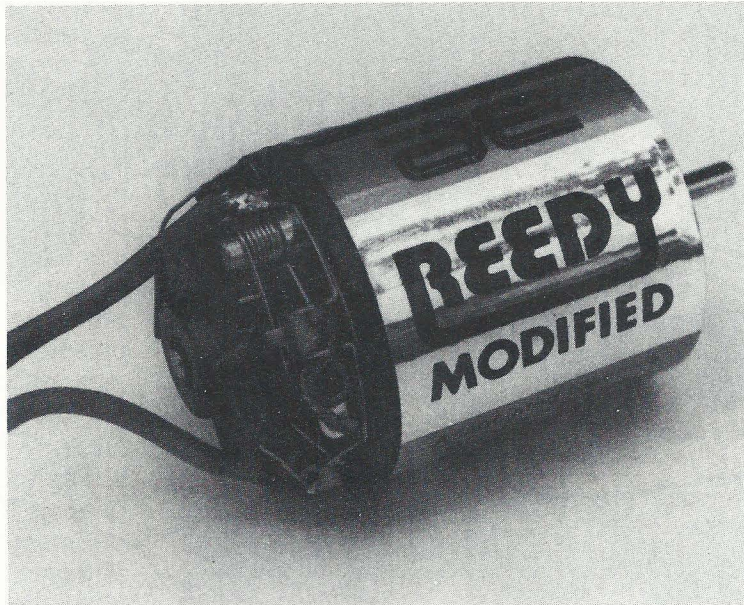
1981 - 6 Cell

Mike Lavacot

1981 - 4 Cell

Jay Halsey

1984 - Off Road



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WORLD CHAMPION

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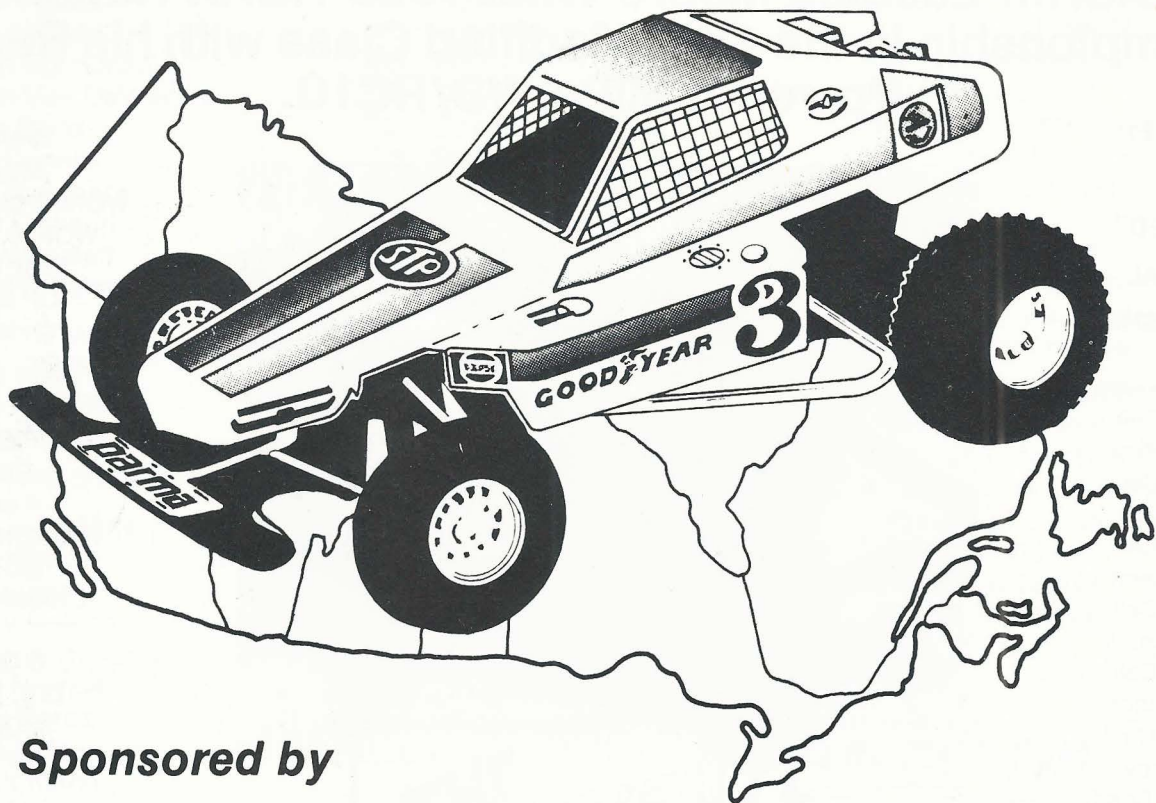
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R & R Hobby Grand Opening Race

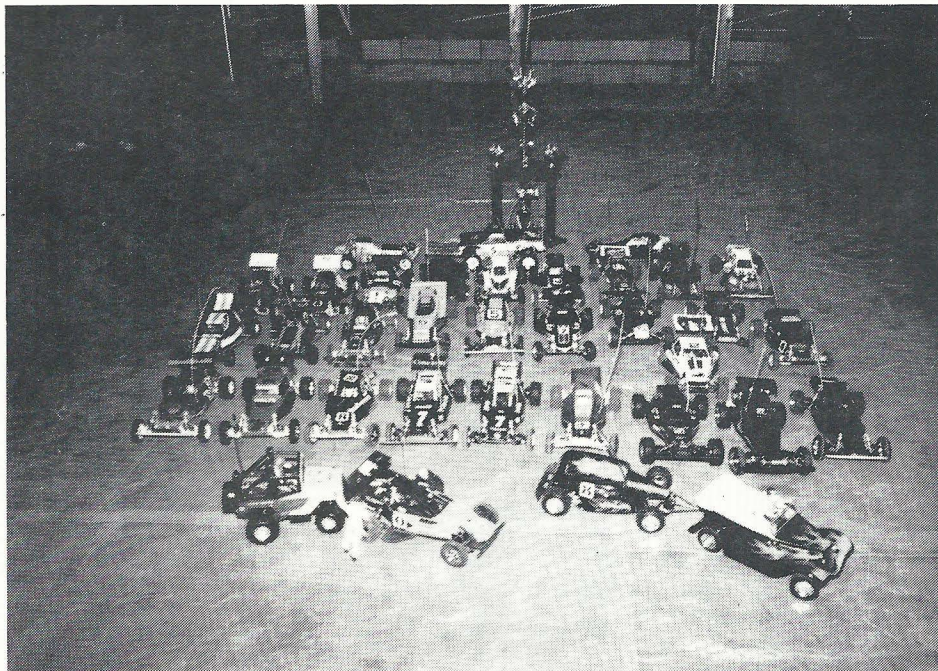
By Larry Wright

The track had been soaking for a day, the parts inventory was doubled, the computer was fired up and ready for action, and all that was left for the staff of R & R Hobby and Raceway was to wait. The wait came to an end early Friday morning March 21 when the first entries arrived at R & R Hobby & Raceway for the Grand Opening three day race.

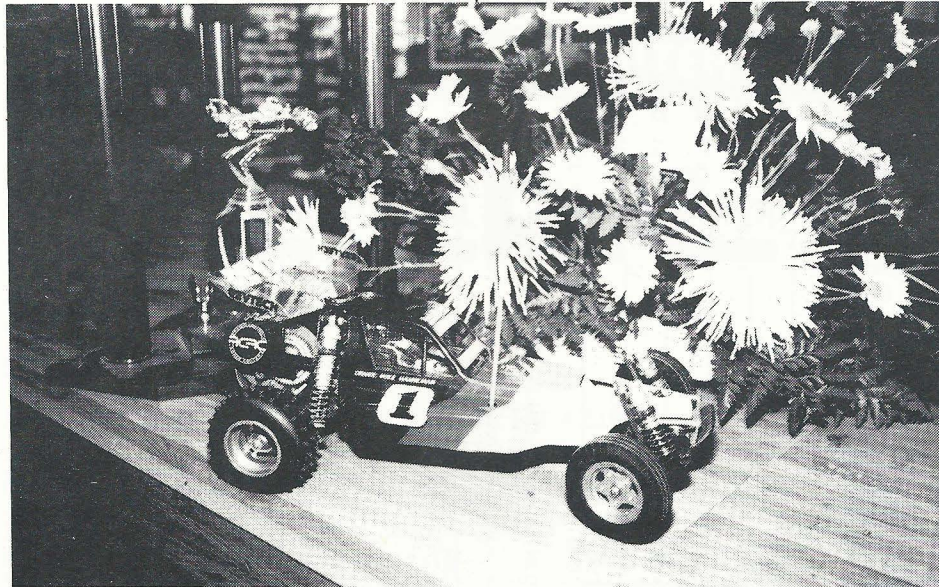
The doors were opened at nine o'clock in the morning Friday for practice and within four hours about fifty of the eighty registered drivers were in the pit areas wrenching with the skill that any professional pit crew would envy. Of the eighty drivers many had traveled from afar with the states of Kansas, Missouri, Iowa, Illinois, and Indiana being represented. Many clubs had a number of members attend and a special award was given to the club with the highest membership present. The club winning that award was the Joliet Outlaw Radio Operated Car Club (JOROCC), from Joliet, Illinois with thirteen members present. Thanks to all of the clubs for their support.

Practice session Friday was a lot of fun, for everyone was trying to go super fast with killer motors not yet realizing that the track was a true driver's track and not a motor track at all. An exception to the rule was Jim Dieter of Joliet with his Trinity powered RPS Yokomo, who from the moment he hit the track had everyone's attention. By now everyone was excited about qualifying on Saturday.

Qualifying started Saturday at 11:30 in the morning for the following classes 540 Stock, 540 Pro Stock, 2WD Modified and 4WD Modified. In the 540 Stock Class it appeared after the first round that Louie Quinero of Quincy was going to be hard to beat with a fast time of 14 laps 4:09.6. Mike Shumaker of Quincy was second fast time with a



Cars entered in Concours competition.

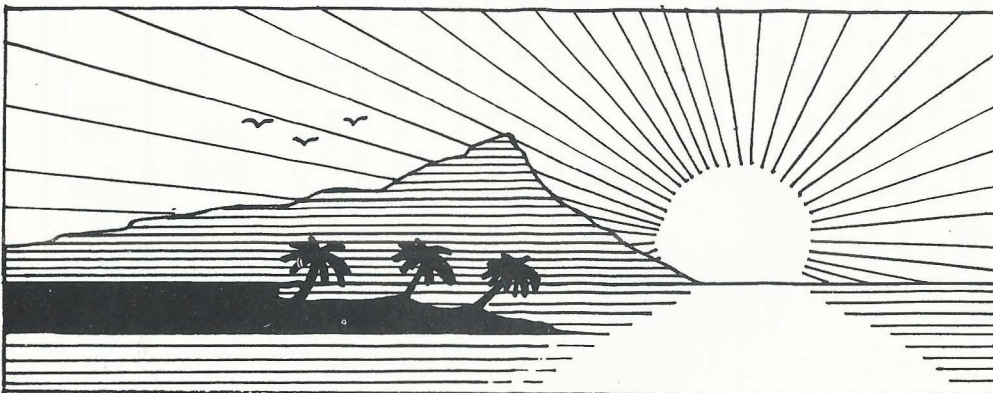


One of the nicer cars. Owned and driven by Mike Henneman.

14 lap 4:15.5. also after the first round. Jim Allen of Peoria, Illinois ended up with third fastest time of 13 laps 4:01.6. The stage was now set for 540 Stock and everyone now knew who to shot for.

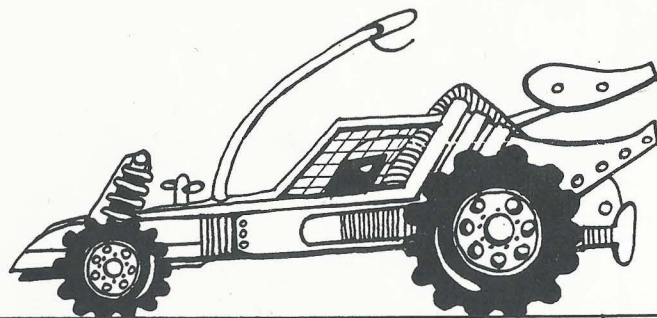
The 540 Pro Stock Class was real close between six drivers only

being separated by seconds. The top three in this class also ran fast times in the first round with Beford, Indiana's driver Brien Fields running 15 laps 4:07.9. Doing their best to out do Brien were Quincy drivers Raymond Weast and Louis Quintero who were only one tenth



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MODIFIED CLASS:
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SATURDAY AUGUST 30, 1986:
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of a second apart with 14 laps 4:02.5 and 14 laps 4:02.6.

The 2WD Modified Class drivers had to work longer to reach fast times and in most cases it took all three rounds. Louie Quintero was again in the hunt with a fast time of 15 laps 4:08.8 followed by Mike Hanneman of Shelbyville, Indiana with a 15 lap 4:12.4 and Rusty Kaiser of St. Charles, Missouri with a 15 lap 4:14.1 run.

Closing out the day of qualifying and doing it in fine style was the 4WD Modified Class. It seemed that the talk of the day was just how fast this class would go. Jim Dieter at the conclusion of round three finally answered the question of just how many laps could be run by turning in a 17 lap run in 4:07.9. Don Meade of Plainfield, Illinois was second fast with 16 laps 4:12.2, and rounding out the field from Elmhurst, Illinois was John Koonce with 15 laps 4:08.5.

With practice and qualifying now history it was time for the mains which got underway at 11:00 Sunday morning. One of the most exciting races was the Pro Stock A Main. The computer buzzed and the race was underway with Bernie Hoogstra grabbing a quick lead followed by Walt Siemens, Michael and Raymond Weast. Walt and Michael encountered problems costing them each a couple of places with Brien Fields and Louie Quintero marching in contention for the lead behind Bernie. By the end of the third lap Todd Tribbet made a demanding statement to the rest of the field by taking the lead followed by Louie and Brien and they stayed in that order for the next six laps. Walt and Raymond both encountered unexpected problems on laps 10 and 11 and ended up being the only two DNF of the race, which was unfortunate because these two were fourth and fifth fastest in their class. At this point in the race it was apparent that the race would be for second place, for Todd was in total control of the field and his RC10.

As you would expect to happen when you are trying to catch the leader the next thing you know there is no more time left and that is just what happened. Remember that I told you that the race was for second place well second through fifth place were all 14 laps all cross-



Joliet Outlaw Radio Operated Car Club (JOROCC). Highest club in attendance.

sing the line within seven seconds of one another. Todd Tribbet, of Joliet, Illinois was the clear winner with a 15 lap 4:15.3, and the next four places were 14 laps seven seconds apart.

At the conclusion of the races it was now time for the awards pre-

sentation with over 40 of the prettiest trophies I have ever seen, and I might add that I did not go home with one. Trophies were presented for TQ in all classes, first three places in the A through C Main all classes, concours, club most in attendance, and most miles travel-

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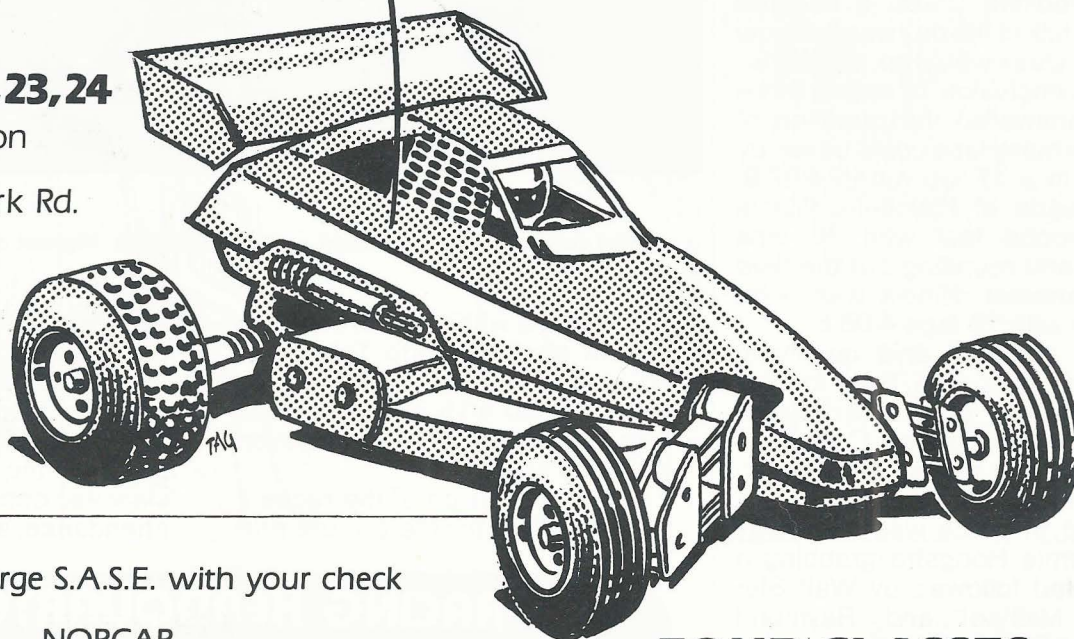
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ed. All was over by about 6:45 p.m. and everyone that I talked with was very pleased about the way the three days had gone.

Roy Weast, and all of the staff of R & R Hobby and Raceway wish to thank all that attended and raced for their support and they hope to see all of you again soon. A special thanks from Roy to: Autographics, Race Prep, Ranch Pit Shop, Speed & Sport, Airborne, and Horizon. My thanks go to all the staff of this fine magazine.

**540 STOCK CLASS
A MAIN**

- 1st - David Croy
- 2nd - Jody Schroder
- 3rd - Todd Schumaker
- 4th - Rusty Kaiser
- 5th - Jim Allen
- 6th - Louie Quintero
- 7th - Lance Siemens
- 8th - Mike Schumaker

B MAIN

- 1st - David Harbison
- 2nd - Doug McDaniel
- 3rd - Bill Gill
- 4th - Chad Siemens
- 5th - Tim Wiemelt
- 6th - John Kenny
- 7th - Larry Boggs
- 8th - Jeremiah LaTour

C MAIN

- 1st - Mike O'Brien
- 2nd - Jan Allen Knobbe
- 3rd - Bridgett King
- 4th - Glenn Harbison
- 5th - Trent Brendel
- 6th - Ryan McClean

**540 PRO STOCK CLASS
A MAIN**

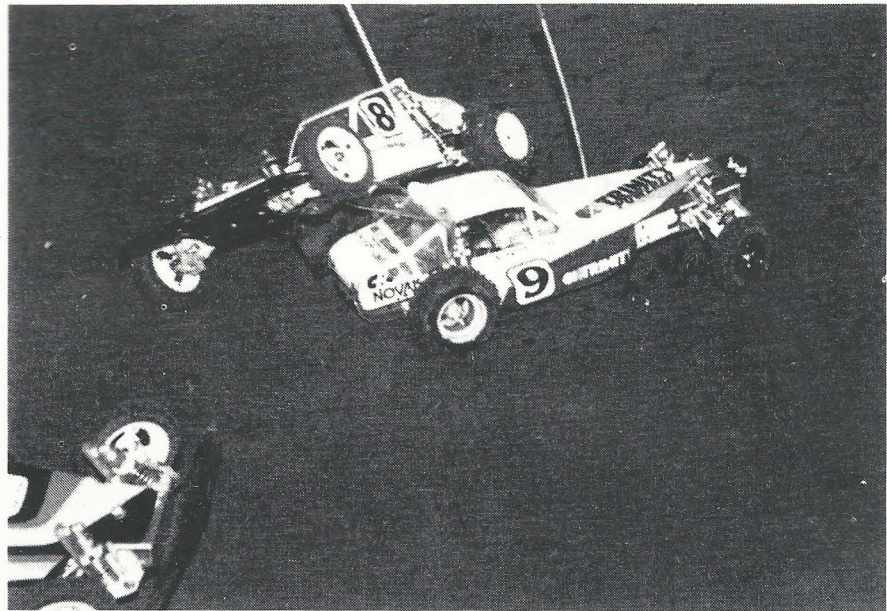
- 1st - Todd Tribbet
- 2nd - Louie Quintero
- 3rd - Brien Fields
- 4th - Bernie Feverstein
- 5th - Michael Weast
- 4th - Bernie Hoogstra
- 5th - Michael Weast
- 6th - Bernie Feverstein
- 7th - Raymond Weast
- 8th - Walt Siemens

B MAIN

- 1st - Rick Foster
- 2nd - Ken Schueler
- 3rd - Mike Bratton
- 4th - Dan Sutton
- 5th - David Haribson
- 6th - Larry Wright
- 7th - Don Beckler
- 8th - Dr. Louis Quintero

C MAIN

- 1st - Ken Pepe
- 2nd - Eric Meyers
- 3rd - Rusty Kaiser



Brien Fields and Barry Bechtel during 2WD Modified qualifying heat.

- 3rd - Rusty Kaiser
- 4th - Dave Thompson
- 5th - Mike Schumaker
- 6th - Mike Crane
- 7th - Jeff Hyatt
- 8th - Darin Wike
- 9th - Larry Boggs

D MAIN

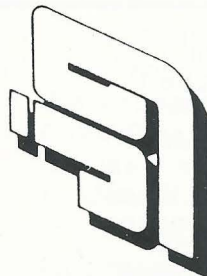
- 1st - Larry Boggs

- 2nd - Dax Moss
- 3rd - Bob Moss
- 4th - Bob Thompson
- 5th - Mike O'Brien
- 6th - Gary Adams
- 7th - Tabatha Moss
- 8th - Glenn Harbison
- 9th - Rich Kopplemann

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- 3006 - Fox Mono Nerf Wing, Red and Black
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- KO-05 - Oval Front Bumper
- KO-06 - Dual Rear Shock Mount for Large Kyoshos 88, 89, 71
- KO-07 - Dual Front Shock Mount for Large Kyoshos 88, 89, 71
- KO-08 - Front Mono Shock Mount for Large Kyoshos 88, 89, 71

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- 9th - Mike Judy

2WD MODIFIED A MAIN

- 1st - Louie Quintero
- 2nd - Ken Pepe
- 3rd - Bernie Feverstein
- 4th - Jim Dieter
- 5th - Greg Brown
- 6th - Roger Stark
- 7th - Mike Hanneman
- 8th - Rusty Kaiser

B MAIN

- 1st - Todd Tribbett
- 2nd - Walt Siemens
- 3rd - Bernie Hoogstra
- 4th - Larry Boggs
- 5th - Dan Sutton
- 6th - Brien Fields
- 7th - Tim Wiemelt
- 8th - Don Meade

C MAIN

- 1st - Mike Bratton
- 2nd - Schueler
- 3rd - Louie Quintero
- 4th - Dax Moss
- 5th - Berry Bechtel
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- 9th - Mike O'Brien

D MAIN

- 1st - Dax Moss
- 2nd - Raymond Weast
- 3rd - Dave Thompson
- 4th - Gary Adams
- 5th - Michael Weast
- 6th - Adrian Perry
- 7th - John Kenny

- 8th - Jason Klecker
- 9th - Dave Thompson

E MAIN

- 1st - Michael Weast
- 2nd - Rich Koppelman
- 3rd - Butch Foster
- 4th - Mark Redler
- 5th - Scott Zeman

(Continued on Page 54)

Richmond R/C Race Club Update

By Ron Birkhead
Richmond, VA

The brouhaha of 1985 continued as the Richmond R/C Race Club opened the 1986 season on April 6 at the Science Museum of Virginia. Race Director, Bruce Cole, set up a mammoth hot dog of a track for this NASCAR event. The track produced tremendous speeds that very much suited Jerry and Rhonda Pond as they both captured a main.

The event featured the initial Sportsman race. This class is designed for inexperienced drivers and those on a limited budget. Ray McMurray prevailed over rookie Eric Coppedge as both racers experienced problems.

In the C Main, little Rhonda Pond led every lap in besting veteran Hunter Davis by three laps. Jimmy Hicks, running in his first asphalt race turned in a commendable performance in finishing third.

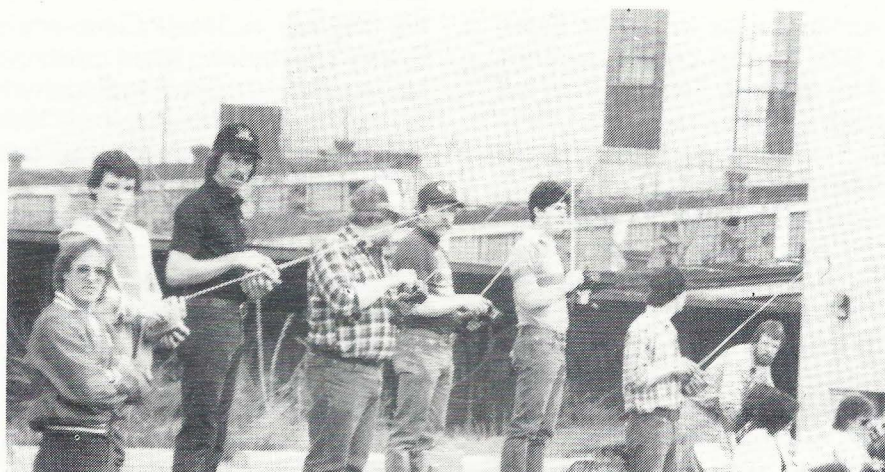
Dirt track act, Warren Darby and Bill Johnson, battled fender to fender and nose to tail for much of the B Main. Finally, Johnson seized command of the race at the six minute mark. Darby got his second wind and made one last charge at Johnson, but fell just short. Allen Cole of Poor Boys Hobbies held on for third place.

Hyperaggressive Jerry Pond bolted away from the field in The A Main. Bill McDonald was able to stay in the same lap with Pond until a brush with a backmarker at about five minutes into the event allowed Pond to go a lap up and to capture the first A Main victory of his career. Bruce Cole drove a steady race to claim the third spot.

The Goody's Headache Award goes to short track phenom Hunter Davis. Davis entered the event with high hopes for a victory and a leg up on the coveted points championship. However, radio and handling problems relegated Davis to the last qualifying position and second place in the C Main.



Drivers' meeting at the NASCAR event.



Drivers in one of the NASCAR qualifiers.

A round of applause goes out to Sonny Higgins of B & H Hobbies for running the most efficient race in the history of the Richmond R/C Race Club.

A MAIN

- 1st - Jerry Pond
- 2nd - Bill McDonald
- 3rd - Bruce Cole
- 4th - Charles Smith
- 5th - Troy Blanton

B MAIN

- 1st - Bill Johnson

- 2nd - Warren Darby
- 3rd - Al Cole
- 4th - Ron Birkhead
- 5th - Rick McDonald

C MAIN

- 1st - Rhonda Pond
- 2nd - Hunter Davis
- 3rd - Jimmy Hick
- 4th - Chris Wisner
- 5th - Shilo Goraeoff

SPORTSMAN MAIN

- 1st - Ray McMurray
- 2nd - Eric Coppedge

Rochester R/C News

By Dave Lawrence
Rochester, NY

The NESCAR 86 Lakeshore Series has concluded the February and March races. This year we tried three one month championships with trophies and plaques awarded at the end of each month. We fielded 66 cars in 6 divisions.

February Lance Shevdruk won the 1/10th scale "J" Class with Steve Cliffl second and Chad Drexel third. 1/10th "A" Class was taken by Mark Lawrence closely followed by Harvey Van Zandt and Joe Wesley who tied for second. Tom Gebhart rolled his No. 9 into first place in the 1/12th scale Stock Expert class with Bob Wesley second and Bill Dysart third. Scott Miller scored his first win in 1/12th Stock Amateur, followed by Aaron Brodsky and Bill Mosher. Eric Redmond continued his winning ways in 1/10th Open with Billy K and Dave Lawrence tying for second. Tom Gebhart put together another win in 1/12th Open, Phil Alhart second and George Madison third.

March - The March series concluded our indoor racing season with Steve Cliffl scoring his first ever win in 1/10th "J" Class with John Thomas in second and Lance Shevdruk third. We saw another rising star take top honors in 1/10th "A" Class as Todd Morris won, Mark Lawrence took second and Joe Wesley, Steve Sciarratti and Frank Luther tied for third. Tom Gebhart won his second 1/12th Stock "E" Class with Bill Dysart second and Bob Wesley, Sr. Third. Scott Miller had four straight wins to wrap up the 1/12th Stock "A" Class. Bill Mosher filled the second spot and new driver John Cleveland took third. Dave Lawrence tied with Eric Redmond for 1/10th Open while Tim Wahls broke into the top three with his Hot RC10 T-Bird. Bill Dysart moved into first in the 1/12th Open division followed by Phil Alhart and

Dana Harding.

Track Championships went to John "Big Daddy" Thomas in 1/10th Stock "J", and Bill Humnicky and Harvey Van Zandt in 1/10th Stock "A".

Tom Gebhart out distanced the field for top driver in 1/12th Stock Expert and new hot shoe Scott Miller got by Aaron Brodsky in the last race of the series to take 1/12th Stock Amateur Division.

Eric Redmond ran away and hid in 1/10th Open and Dana Harding drove to a well deserved win in 1/12th Open.

Lawrence Race Park has run its first six week series on the new indoor carpet track. Troy Stark won 360 J 1/10th Stock with Bill Newbrook in second. Chad Stallworth got a taste of checkers with his first win in 540 J Class while Dave Newbrook filled second place. Harvey Van Zandt demolished the competition in 1/10th Stock a while followed by Todd Morris and Bill Humnicky.

Leo Kellett, owner of Mosquito Valley Raceway in Spencerport, took time from his busy schedule to visit the new race track, besting Mike Gilbert and Dave Lawrence in 1/12th Stock Class. Larry Newbrook brought the No. 9 Bill Elliott-T-Bird to a win in 1/12th Stock Amateur, ahead of Aaron Brodsky and Frank Barnard. Eric Redmond drove his "All-American" RC10 to victory in 1/10th Modified while Dave Lawrence and Harvey Van Zandt filled second and third, both in RC10s. Dave Newbrook brought the DL Racing Enterprises Cavalier to first place in 1/12th Modified. Leo Kellett tried a four cell car with good results and Bill Kimpton rounded out the top three in the Piedmont Airlines Grand National car.

The three outdoor tracks at Lawrence Race Park are now operational with gas and electric cars

testing on the 75' x 150' dirt oval. The 40' x 18' building that sits between the 40' x 60' BAJA track and the 45' x 80' banked clay oval are also in operation. A hillclimb and tractor pull area are near completion.

We have tried a new format that may be of interest to other clubs. We have shorter series races (4-6 weeks) and are allowing 1-2 races to be missed. Last place points are awarded to all drivers on that particular night which allows drivers to still remain competitive. Awards are made at the end of these series and a new one begun. This method seems to work well and has solved many problems. We averaged 50-60 entries per night at Lakeshore and points were sometimes 1/2 a point difference between places.

Lawrence Race Park has moved the Sunday race program to the outdoor tracks and NESCAR will begin its 18 race outdoor series in June.

Mod Stock and Mosquito Valley will be opening their outdoor tracks soon plus Rochester Raceways plans to begin pavement races in addition to the Tuesday night indoor track program.

The NESCAR group has invited area race clubs from the New York State area to join us in a big race at Lakeshore Country Club to cap off the indoor season. A Race of Champions will be run for NESCAR top points drivers plus a regular program for 1/10th and 1/12th Stock and Open classes. A full report will be coming. Things are happening fast and furious around here and I'll try to keep you all posted as to area events and happenings.



Tech Talk

By Robert Cavazos

Once you get to the track you want to set up your stuff as close to the drivers' stand as possible. Some tracks you don't want to get to close because of all the traffic. So use your own judgement. Try to always be at the track a half hour earlier than you think it takes to get set up. This way you are not rushing in and getting frustrated so early in the morning. Make sure you get completely set up before you do anything else. This way when you start your practicing you will have all your tools at your finger tips. The last thing you want to do when your out running your car, is to need a simple tool and not be able to find it because you didn't finish setting up and nine times out of ten someone else will be waiting for your frequency as soon as your done.

Driving fast sounds like it's easy to do. I am always hearing all these how to go faster tips from people who have never raced before or a beginner racer who says, "if I drove your car I could go just as fast". Driving fast takes a lot of time and practice. I would like to explain to you something about driving fast. Driving as fast as you can while you are still under complete control of your car is what I mean driving fast is all about. To a new driver driving fast means holding the car full throttle and hoping to make the next turn. This is not how to drive fast. The next type of driving is the kind you use for a qualifying run. This is the most important four minutes of driving you will have. First of all, you must be ready for your qualifying run. Try to get out there as soon as possible so you can make any small adjustments to your car. Line up to the starting line about 45 seconds before you start. This way you can get a good spot on the starting line. The next part is the most important part of all. Try not to crash in the next four minutes of your qualifying run. For most drivers this is the best way to greatly improve their qualifying time. The next thing in line would be to concentrate on what you are doing and

not what the other drivers are doing. One more thing, if someone else is going faster that you let him go by, don't slow him down because that might be you some day.

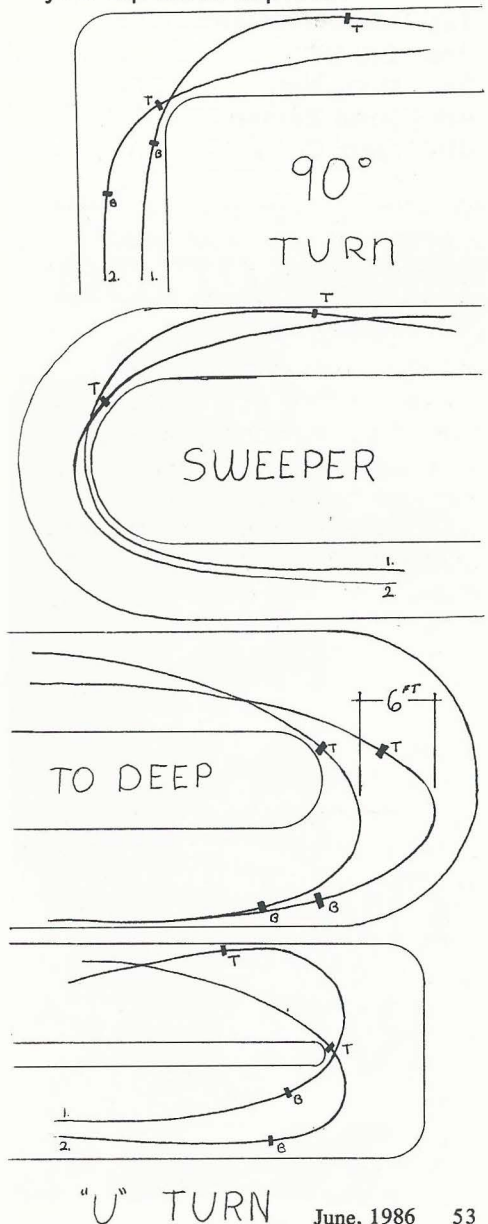
Driving for the main event is a little different than driving for a qualifier. In a main you must remember that it is a long race and the faster driver usually wins. So be as consistant as you can and don't take any unnecessary risks.

I will try to show you the fastest line for any given track corner on a race track. There are going to be some track conditions that may be different but these illustrations should cover most of them. Line 1 shows driving a typical line in a 90 degree turn. In Line 2, it also shows a faster line. In the same drawing it shows the amount of brake needed to make the turn using both lines. Letter B shows the braking distance of the first line and of the braking distance of the faster line. As you can see the braking distance of the faster line is much shorter than the other, while both lines get you through the corner. Another important thing of the two lines is where the take off point is letter (T). It shows how much sooner you take off and how much faster you can go on the same straight away. Figure 2 shows a "U" turn or a hair pin. These two turns should be taken the same way. Line 1 is the wrong way to drive this turn. The braking occurs at about the same time in both lines, but look at the difference where the take off point is. Figure 3 shows a sweeper or a constant radius turn. Line 1 is a normal way for a beginner to take a sweeper. You usually do not brake for one of these turns as long as you go in to them smoothly. The take off point on the fast line is much earlier and quicker on this turn.

Any turn that you go to deep in will cost you a lot of time. Figure 4 show a turn taken properly both

times but the second line they missed the turn by six feet. So you say that's not bad but you didn't miss that turn by six feet, you missed it by 12 feet. Six feet going away from the turn and six feet to come back to it. How many turns are there in the track you drive on and how many turns did you miss? Now add up all the extra feet you traveled per lap then times that figure by the amount of laps you run per race so you wonder why you go so slow.

Next time your at the track drive in the way I have explained and see your lap times improve!



(Continued from page 50)

4WD MODIFIED

A MAIN

- 1st - Jim Dieter
- 2nd - Don Meade
- 3rd - Greg Brown
- 4th - Ken Schueler
- 5th - Brad Hoehn
- 6th - John Koonce
- 7th - Bernie Feverstein

B MAIN

- 1st - Rusty Kaiser
- 2nd - Phil Leonard
- 3rd - Doug McDaniel
- 4th - Mike Mullens
- 5th - Rob Schubert
- 6th - Greg Garrison

C MAIN

- 1st - Archie Hunter
- 2nd - Bill Gill
- 3rd - Mike Judy
- 4th - Scott Zeman
- 5th - Larry Crisler

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Racing Schedule

- 1/8th Scale -

Outlaw R/C Raceway

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

GORA CLUB

Every First & Third Sunday - Practice 9 a.m. Racing starts 10 a.m. at Fountain Valley's Mile Square Park at Warner & Euclid, call (714) 841-6656.

17th ANNUAL MIDWEST SERIES REGION III

June 28 & 29 - St. Louis, MO
July 19 & 20 - Detroit, MI
Aug. 16 & 17 - Toledo, OH
Sept. 13 & 14 - Indianapolis, IN
Oct. 11 & 12 - Dayton, OH
Call or write: Steve Lazarus, P. O. Box 69, Wauconda, IL 60084, (312) 526-1493.

1986 Southern California Series

June 22 - Outlaw R/C, San Bernard.
July 13 - Pit Shop, Pomona
August 3 - Mile Square Park, FV
Sept. 7 - Mile Square Park, FV
Sept 28 - Outlaw R/C, S. Bernardino
Oct. 12 - Pit Shop, Pomona
Sign up 8:30 a.m. - Starts 9:00 a.m.
\$10.00 entry fee - Year end trophies
1st thru 5th place

- 1/10th Off-Road -

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

Every 2nd Saturday - Radio-Controlled Hobbies is racing at the Orange YMCA corner of Palmyra and Tracy Lane. Call (714) 631-1555 for further information.

ASCOT RADIO CONTROLLED RACEWAY

Every Tuesday - Oval - Every Friday - Off-Road - 1st & 2nd Sunday - Off-Road - 3rd & 4th - Sunday - Oval. Radio Control Race Center, 18420 S. Vermont Ave., Gardena, CA (213) 324-3105.

HOT TRAX HOBBIES

Racing Every Wednesday, and Friday.

Complete indoor dirt off-road track. Track open other days for open practice. The only S. California indoor track. For further information call (714) 898-1543, Hot Trax Hobbies, 15432 Electronic Lane, Huntington Beach, CA 92649.

Every Friday & Third & Fourth Sunday TQ Hobbies, 1358 Pacific Coast Hwy., Harbor City, CA. Home of the South Bay R/C Racers.

Kansas R/C Racing Club

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

Orlando Dirt Busters

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

CENTRAL NEW YORK Lawrence Race Park

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

BIR INDOOR SEASON

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

REECE'S R/C RACERS

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

PANTHORN RACEWAY

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

BEAUMONT PASS RACEWAY

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

845-7730.

R & R HOBBY

We have just completed a deal on a 14,000 sq. ft. building in which to relocate my shop and tracks. I will have 1/10th scale dirt tracks both inside and outside, also 1/12th tracks both inside and outside. Heated and air conditioned. Year round racing without a chance of the weather stopping anything! R & R Hobby - 1414 N. 24th St., Quincy, IL 62301, (217) 228-1133.

HAL'S HOBBY SHOP

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

RATTLESNAKE RACEWAY

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

REGION 6 OVAL SERIES

July 5 - Hobby Bench Raceway
August 3 - Lance's Pit Stop
Sept. 7 - Open Date
Oct. 4 & 5 - Metro Raceway

RIVER CITY R/C OFF-ROAD RACERS

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

CORRA

July 6 - Off-Road
July 13 - Off-Road
July 20 - Oval
July 27 - Off-Road ROAR Level 1
Aug. 3 - Oval
Aug. 10 - Off-Road
Aug. 17 - Off-Road
Aug. 24 - Off-Road ROAR level 1
Aug. 31 - Off-Road
Sept. 7 - Oval - ROAR Level 1
Sept. 14 - Off-Road
Sept. 21 - Off-Road
Sept. 28 - Off-Road
Oct. 5 - Off-Road
Oct. 12 - Oval
Oct. 19 - Off-Road

Oct. 26 - Off-Road
Arlington Heights, IL. Call Dan Dub-
rule (312) 255-7383 or Paul Robin-
son (312) 506-9726.

MASON DIXON R/C CAR CLUB

Every Sunday at 1:00 p.m. Covered
track with spectator grandstands
and pits under cover. Track loca-
tion at Hagerstown Fairgrounds,
Hagerstown, Maryland. For further
info or details call: King's R/C Cars
219 E. Washington St. Hagers-
town, MD 21740, (301) 739-
0080.

MILLVILLE R/C RACING ASSOCIATION

July 18 - Millville Championship
July 19 - Millville Championship - Oval
July 20 - Millville Champs - Off-Road
Aug. 1 - Off-Road
Aug. 3 - S.J.R.A. Modified Race No. 2
Aug. 16 - Oval Champs No. 2
Aug. 24 - Oval Champs No. 3
Sept. 5 - Off-Road
Sept. 7 - S.J.R.A. Oval Race
Sept. 20 - Oval Champs No. 4
Oct. 4 - Oval Champs No. 5
Oct. 18 - Off-Road
Oct. 26 - Off-Road

— 1/12th Scale —

Every First & Second Sunday - First
Sunday Fun Race - Second Sun. points
race at TQ Hobbies, 1358 Pacific Coast
Hwy., Harbor City, CA.

SCAR CLUB

Every Third Sunday - Briggs Cunning-
ham, Redhill & Baker, Costa Mesa, CA

RANCH PIT SHOP

4th Sunday - Ranch Pit Shop, 1655 E.
Mission, Pomona, CA.

OUTLAW RACING

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

Glass City Radio Control Car Club

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

BIR INDOOR SCHEDULE

Tuesdays - 7:30 Stock & Mod. Fri. -
7:30 p.m. Oval Racing. Sun. - 9 a.m.

SEAR/C Points Series. 550 North Ave.,
Union, NJ Call (201) 352-6955 after 4 p.m.

FLORIDA STATE SERIES

June 21 & 22 - Miami; Aug. 2 & 3 - Daytona;
Oct. 4 & 5 - Orlando; Nov. 8 & 9 - Jack-
sonville.

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

Golden Triangle R/C Roadracers

June 15 - Stock - June 29 - Modified.
Call (409) 833-1940.

CALIFORNIA AUTO RACERS

July 13 - July 19 - Aug. 10

RICHMOND R/C RACE CLUB

July 13 - Nascar Modified
July 27 - Can Am Modified
August 10 - Nascar Stock
August 24 - Can Am Stock
September 14 - Nascar Modified
September 28 - Can Am Modified
October 12 - Nascar Stock
October 26 - Can Am Stock
November 2 - Nascar Modified
November 9 - Can Am Modified

SEATTLE AREA RADIO CONTROL AUTO RACERS

July 6 - 1/12th Can Am
July 22 - 1/12th Can Am
Aug. 3 - 1/12th Can Am
Aug. 16 & 17 - Region 7 Champs
Sept. 14 - 1/2th Can Am
Sept. 28 - 1/12th Can Am
Oct. 12 - 1/12th Can Am
Oct. 26 - 1/12th Can Am

NORTHERN MINI-RACERS

First and Third Saturday - Roosevelt
Park/ For info call: John Weaver,
108-2 Sunset Loop, Minot AFB, North
Dakota 58704, (701) 727-5120.

— Special Events —

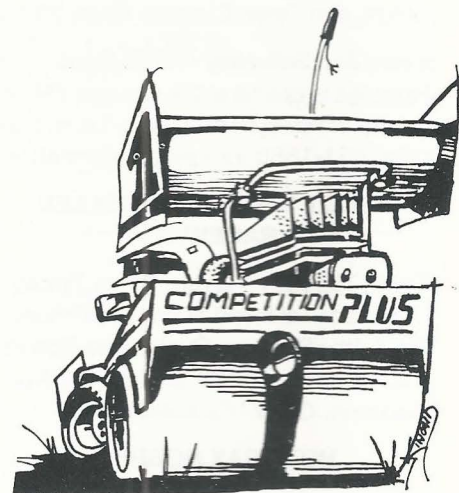
**JULY 7-12 - ROAR 1/12th Scale
Electric Nationals - Reno, Nevada.**
For further information call Neal
McCurdy (818) 998-5113 or Della
Wilson (805) 366-2744.

**ROAR Region V Championships
August 23 and 24 - 1/12th scale
electric Stock and Modified
classes. Motor provided with
stock entry. Heart of America for-
mat. Location: St. Louis R/C Car**

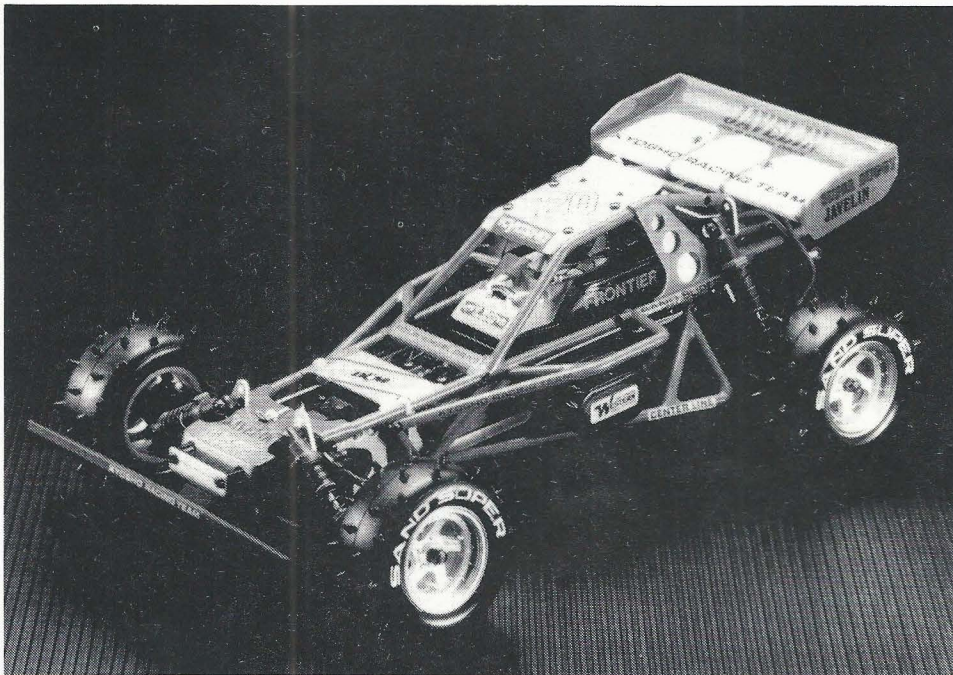
**Club - Levitz Raceway Park, 9124
Pershall Road, (1-270 and Lind-
bergh Blvd.), Hazelwood, MO.**
For further information call: Joe
Poole (618) 462-5334 or Jim
Lynch (314) 279-1759.

**ROAR Region V Championships
Aug. 9 and 10 - 1/8th scale Gas.
Superstock, 2WD Open, and
4WD Open. Heart of American
format. Location: St. Louis R/C
Car Club, Levitz Raceway Park,
9124 Pershall Rd., (1-270 and
Lindbergh Blvd.), Hazelwood,
MO. For more information call:
Joe Poole (618) 462-5334 or Jim
Lynch (314) 279-1759.**

**ROAR 1/10th Scale Off-Road
Nationals - Ranch Pit Shop, 1655
E. Mission Blvd., Pomona, CA
91766, (714) 623-1506. July 23-
26, 1986. Entry Fee: One Class
\$20.00 or Two Classes \$30.00.
Wednesday - Open Practice,
Thurs. - Qualifying 2WD - 9 a.m.
Fri. - Qualifying 4WD - 9 a.m.
Sat. - 8:30 a.m. - Concourse,
9:00 a.m. - 2WD Practice by Main
11:00 a.m. 2WD Drive Mains
1:00 p.m. - 4WD Practice by Main
3:00 p.m. - 4WD Drive Mains
5:00 p.m. - Trophy Presentation.
Entries Close July 1, 1986**



New Products



Kyosho has introduced a new "roll cage" version of the enormously popular Optima - The Javelin 4WD. The new Javelin is designed for the serious off-road racer.

The 1/10th scale Javelin is very fast and a superb performer on virtually any terrain. It's powered by a Mabuchi RS-540S electric motor and features an efficient, enclosed chain-drive system. A choice of two gear ratio allows the modeler to adjust for varying track conditions. Also featured is a three-speed forward, single-speed reverse speed control unit.

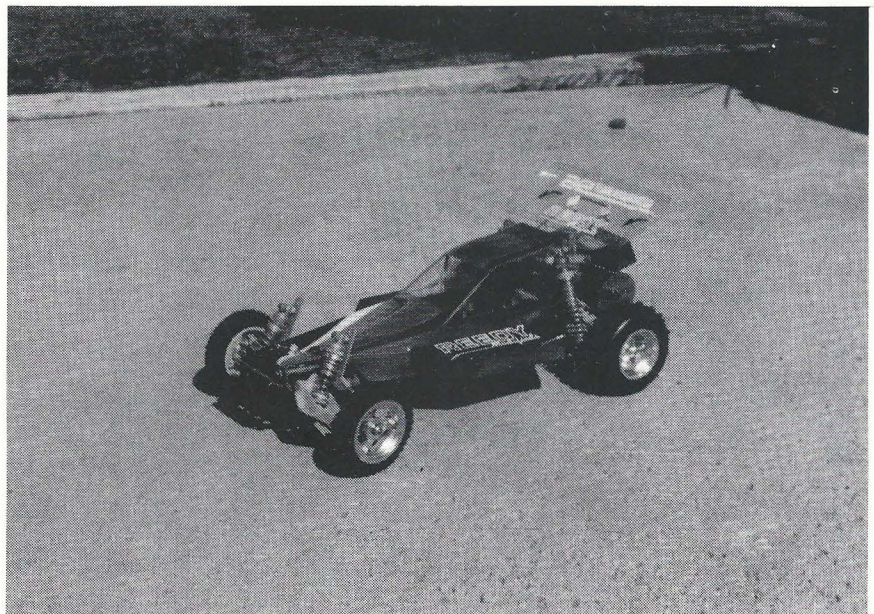
The rugged Javelin 4WD absorbs bumps, jumps and spills with ease. Glass-filled nylon and aluminum parts provide tremendous strength, yet save weight. A glass-filled

66EX nylon front bumper protects the buggy's front end and a full roll cage keeps everything safe during roll-overs. The Javelin's extra-long suspension arms help minimize angular change when the car hits bumps. Oil-filled shocks are featured on all four wheels - the Javelin's suspension system is simply outstanding. New, longer shock towers allow the use of larger, optional shocks.

The Javelin 4WD comes with an aerodynamic rear wing and complete hardware. A truly exciting new model for the Off-Road competitor!

The Kyosho Javelin 4WD is distributed to leading retailers by Great Planes Model Distributors, P. O. Box 4021, Champaign, IL 61820.

The R2-1 1/10th Off-Road Body has a sleek new aerodynamic shape with spoilers on the rear section and both sides. The side pods are 15% wider and flared to protect rear wheels. Also thinner material means lighter weight. RC Performance Specialties, 18312 Gifford St., Fountain Valley, CA 92708, (714) 962-6928.



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SPECIAL QUANTITY DISCOUNTS

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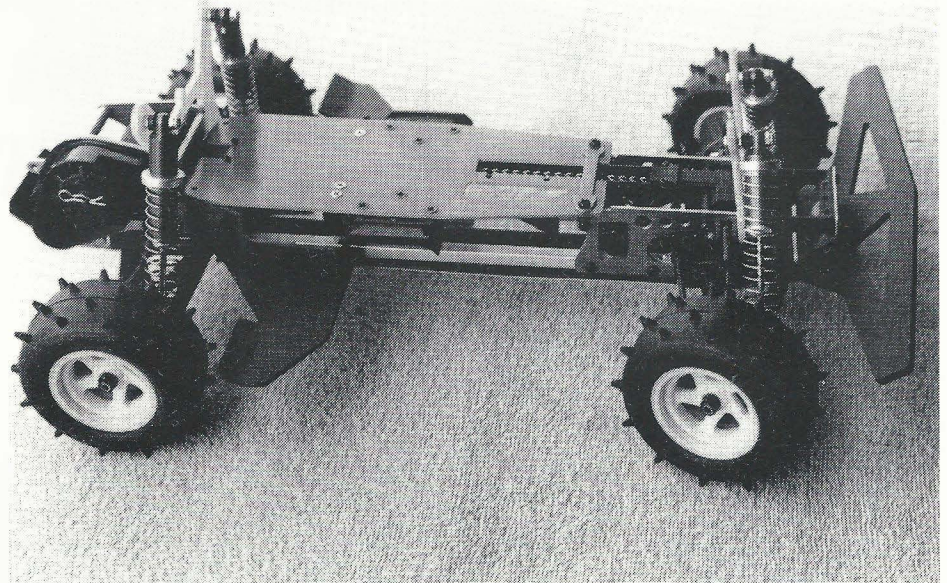
NationWide Hobbies Distributing

16582 Gothard Street - Unit G

Huntington Beach, CA 92647

(714) 841-6656

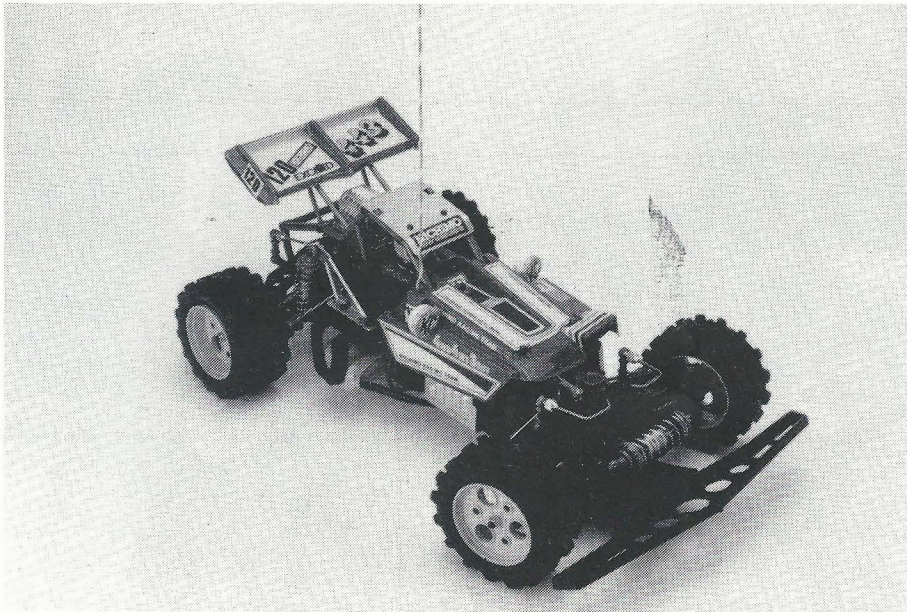
JG Mfg. offers parts for the Kyosho Optima. KO-1 - Optima large front skid bumper, read or black; KO-02 - Nerf wings, red or black; KO-03 - Skid Plate, Extends entire length of chassis and protects motor; KO-04 - Receiver Speed Control Plate; KO-05 - Oval Front Bumper; KO-06 Dual Rear Shock Mount for large Kyoshos 88, 89, 71; KO-07 - Dual Front Shock Mount for large Kyo-shos 88, 89, 71; KO-08 - Front Mono Shock Mount for large Kyo-shos 88, 89, 71. Available at your local hobby dealer. JG Mfg., P. O. Box 6014 - Dept. CP, Whittier, CA 90609-6014.



Once again NationWide Hobbies Distributing comes through with the best times available with rubber that lasts two to three times longer than the most popular brands having the same traction. NationWide Hobbies, 16582 Gothard Street, Unit G, Huntington Beach, Ca 92647, (714) 841-6656.

This chopped 1933 Ford 3 window coupe (No. 10227) available in clear lexan, is our newest 1/10th body. It has detail that is unmatched! Parma International, Inc., 13927 Progress Parkway, North Royalton, OH 44133.



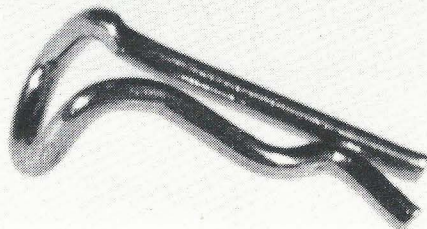
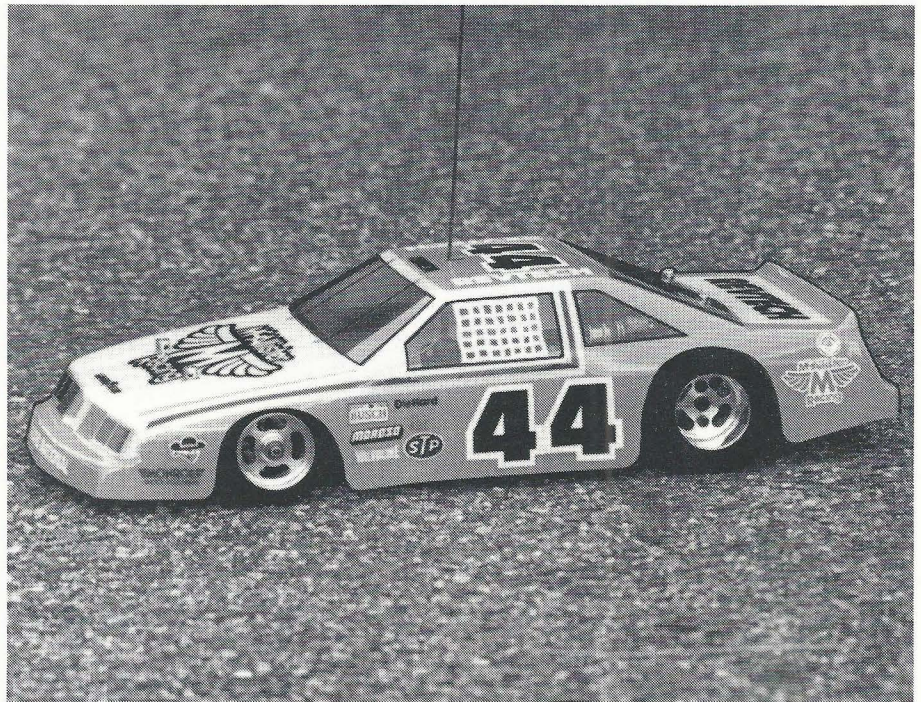


Nichimo plastic model company of Tokyo, Japan has just released its second 1/10th scale off road car kit.

The Exceed Pro 443 represents the state of the art in 4 wheel drive vehicles.

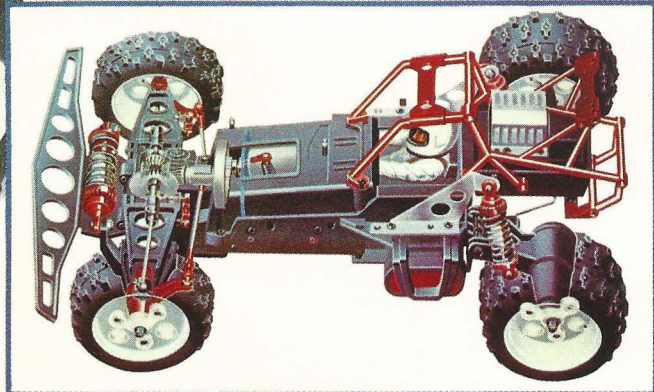
This car features: 3 differentials; limited slip center differential; shaft driven; 4 Wheel independent suspension; 4 wheel steering; 3 step FWD/3 step rev. speed control; battery eliminator circuit; polycarbonate body and wing; Mabuchi RS540S motor. For further info, please contact exclusive U.S.A. importer: Tri Star Imports, Inc., P. O. Box 11392, Santa Rosa, CA 95401, (707) 576-7006.

The fastbacks are back. Put the new 1986 Olds Fastback Stock car 1/12th scale body in the winners circle of your local roundy-round. From the good-ol-boys at McAllister Racing, 4827 Top Circle, Simi Valley, CA 93063, (805) 522-1071.



RC No. 6002 - "The" Body Clip. Pre-bent for easy removal. 5 Pieces. \$1.29. Contact: Trinity Products, Inc., 1901 E. Linden Avenue, No. 20, Linden, NJ 07083, (201) 862-1705, 862-1708.

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SPIRIT FF

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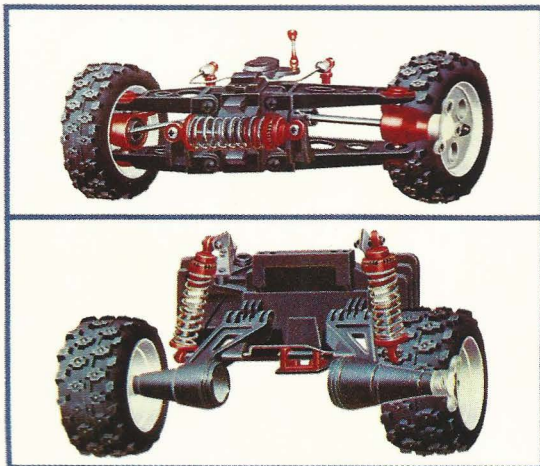
Front wheel drive for maximum stability, and a driveability not available until now.

Body completed enclosed, including gearbox and power train, in FLEXIBLE; tough, durable material especially engineered for a rugged, long life.

Faster, smoother turning response. Steering problems eliminated by NICHIMO's custom designed drive shaft.

Independent suspension. Unprecedented degree of driving freedom. More control than you've ever had with any other r/c model.

Eliminate "Spin Out." NICHIMO's unique design for the extra large Super Block Pattern tires gives a strong surface grip.



Specifications:

- Scale: 1/10
- Driving: F.F. (Front wheel, front drive)
- Motor: Mabuchi RS-540S
- Divided Axle: Front - Double wishbone
 Rear - Full trailing link
- Suspension: 4 Wheel Independent
- Shock Absorbers: Adjustable coil spring & oil damper (Front & rear)

- Stabilizers: Front & rear
- Gearing: Differential & bevel-wheel ring drive
- Frame: Monocoque
- Body: Polycarbonate cowl body & wing roll-bar
- Tires: Super Block Pattern (Blizzard - 7, H55-16-8p)
- Speed Control: 3 step forward & 3 step reverse system (or 3 step forward and reverse with 6V regulator for receiving set)

The state of the art from the innovators in r/c model cars—



Wholesale inquiries invited. Call or write TRI-STAR IMPORTS, INC., P.O. Box 11392, Santa Rosa, CA 95401. Telephone (707) 576-7006.

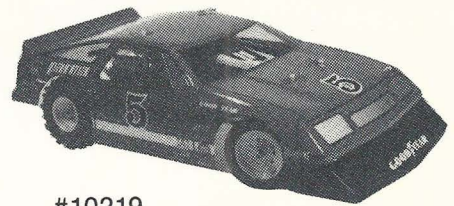


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New FP-MC8 electronic speed control. Proportional forward and reverse, with adjustable braking. Capacity: 7.2v/20A (30A surge).

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Magnum Junior/T2PKA Transmitter. Available with R2GS receiver and 2-S28 or S-29 servos, or with R2H mini receiver and 32H high speed servos. 27, 72, and 75MHz.

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Compton, CA 90220

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can build like a
winner



The Ultimate Pit Kit...

The first tool kit designed for the R/C buggy hobbyist

To be a winner, you've got to have the right attitude, the right moves, and the right equipment.

Now MRC, the R/C car experts, get you closer to perfection with a finely-crafted collection of precision master tools, engineered for the R/C buggy builder.

Most tools needed to build, modify and maintain a buggy are in one handsomely crafted wooden storage case. And they're by far the most precise, carefully crafted, quality tools on the market. Compare them one on one with even the most popular competitive brands, and you'll understand why this is the ultimate in quality tools.

The ultimate pit kit

Start with the quality pliers, which feature vinyl-coated handles. Unlike most competitors, ours is spring-loaded for unparalleled sensitivity, with more clearly defined serrations for a sure, non-slip grip.

Our diagonal cutters also come with vinyl-coated, spring-loaded handles, to help you control its sharp durable cutting edges. So now you can snip quickly and confidently through plastic, wire and more.

Examine the precision tweezers, which

are heat-treated stainless steel for extra durability. A full 5" long, they're longer, thinner and lighter than most all our nearest competitors, giving you the ability to work in the tightest areas without fumbling.

Tools with true grip

There are other screwdrivers on the market, but only MRC offers you a four piece set just for buggies featuring thicker, easier-to-handle grips for extra torque. And they come in the most commonly-needed Phillips head and slot head sizes — so you don't have to settle for too large or too small heads. These aren't conventional Phillips heads either. These are uniquely machined to fit the screws of the most common R/C buggies.

The hand drill and awl also sport extra large grips. And you'll find ours are equipped with extra long shafts to reach those hard-to-get-at places. Lets you punch through plastic easily, cleanly. Just compare that to conventional tools.

MRC's Master Tool Kit even provides you with two Allen wrenches and a box wrench with four different head sizes, each one engineered to handle the specific needs

of R/C buggy building, like tightening wheel nuts in hard to get to areas.

Cutting edge utility knife

Of course, you'll need a quality utility knife. So MRC supplies one of the very best. Perfectly balanced, it comes with a threaded lock designed to keep your blades from slipping.

And, as a special bonus, every kit comes equipped with 12 free replacement blades for your convenience.

No matter what you're building — from an out of the box buggy, to a modified for competition version — these are the tools to get the job done right.

See your hobby dealer today, and get what it takes to build like a winner. MRC's new Master Tool Kit for R/C buggies.

Also ideal for other hobbies,
including plastic model kits,
R/C planes and boats and craft projects.

MRC 

Model Rectifier Corporation
2500 Woodbridge Ave., Edison, N.J. 08817