



COMPETITION



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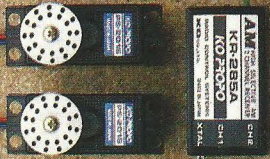
© THE R/C CAR MAGAZINE

- Parma/Norcar American Off-Road Championships
- Product Reviews - 1/10 Exceed Pro 443 & 1/8 Gas SG Tiger
- Region V Championships & Pepsi Challenge



SYSTEM 1

MINI PRICE



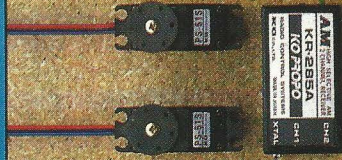
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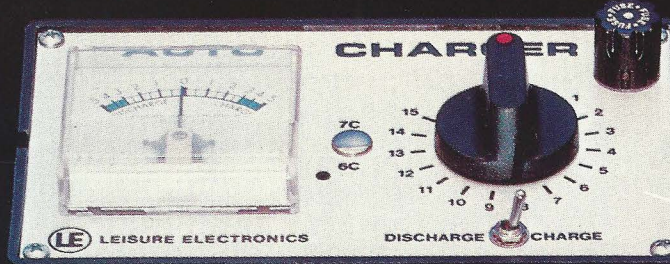
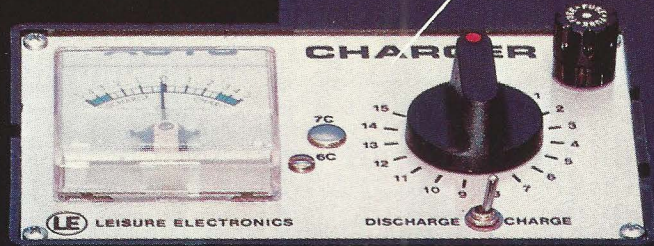
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Leisure 107
Input: 12 vDC/117 vAC
Charge Rate:
6 cell - 15 min.
7 cell - 20 min.



Leisure 105
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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.



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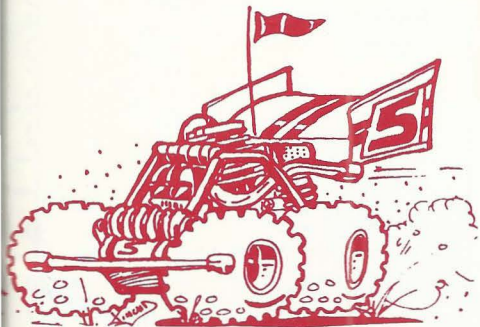
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Competition Plus allows its columnists the fullest expression in discussing controversial subjects, so its readers will be better informed. The views expressed may not necessarily agree with those of the magazine.

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— ABOUT THE COVER —

This month's cover features the new SG 1/8 Off-Road Tiger car. This 4WD racer is new generation derived from the Leopard. Staff writer Jim Wright takes a close look at the off-road racer.

MAILBOX

Dear Mr. Barana:

First off, I would like to say that I enjoy your magazine very much. With the exception of Mr. Hafer, the articles are very good and informative.

I have been RC racing for about one year and truly enjoy the hobby. But there are a couple of things that bother me. First of all, drivers have forgotten the basic idea of this hobby is for fun. I participated in the Trinity Shoot-Out and the Region I Championships and must say that I was not impressed with the "Pros". They guard their secrets with security that Fort Know would be proud of, when they should be helping us beginners. I mean isn't that the a hobby grows.

Secondly and finally, I don't think it is right that an unreleased car such as the Associated RC12L should be allowed to be raced in competition until it has been made available to the average racer. Isn't it bad enough that sponsored teams use hand selected batteries and motors. I know that most of us will never compete with the sponsored teams, but why should they have the pick of the crop.

Thank you for your time and keep up the good work.

Sincerely,
TIMOTHY S. PENCE

Dear Sir:

I am writing to ask about information as to whether or not it is possible to order a back issue. If so, I would like information on June, 1986 issue of Competition Plus.

A local dealer recently started having the magazines on their shelves and so unfortunately the November '86 issue is the first one I could pick up. The June issue has an article on the R/C car called The Fox which I recently bought to race

at a nearby track.

I would really appreciate information on the availability of the June, 1986 issue and the price. I would also like to say that I hope you continue to keep up the good work with Competition Plus magazine for I truly enjoyed the informative articles.

Thank You,
WERNER K. BOEHMERT

Dear Mr. Boehmert:

Most back issues are available for \$2.00 per issue. I have forwarded this letter to our subscription department. They will be sending you a June issue shortly.

Dear Peter:

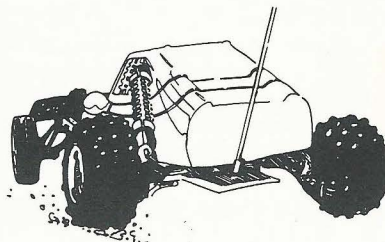
I want to thank you for your support of the Florida State 1/12 Scale Series during 1986. With your help, our series was a great success.

Hopefully, we can count on your continued support during 1987. Once the final plans are approved, I will be in touch with you to go over your support.

Again, thank you for your support. It is very much appreciated and it will be remembered.

Sincerely,
ERCI S. GUDGER
Florida Series Director

Thank you! Our staff will be more than willing to support the new 1987 Florida Series. Just awaiting your word.



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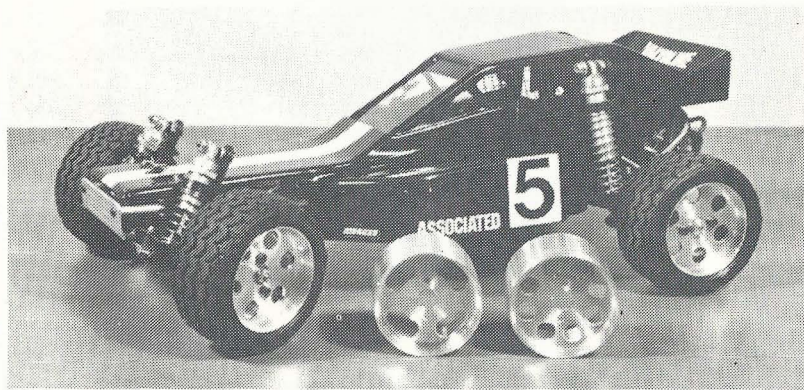
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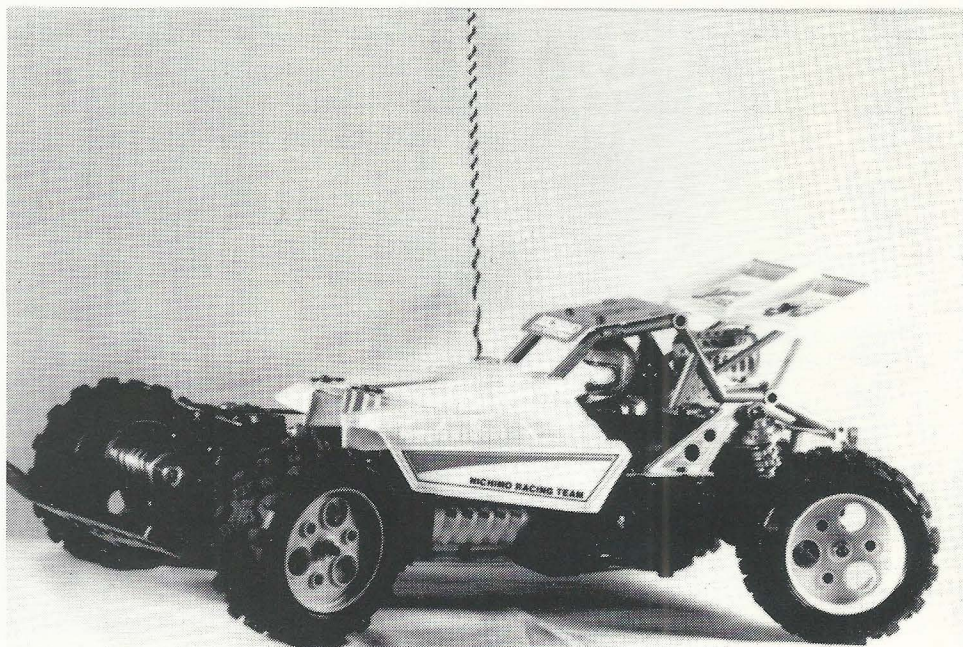
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The Nichimo Co. Exceed Pro 443

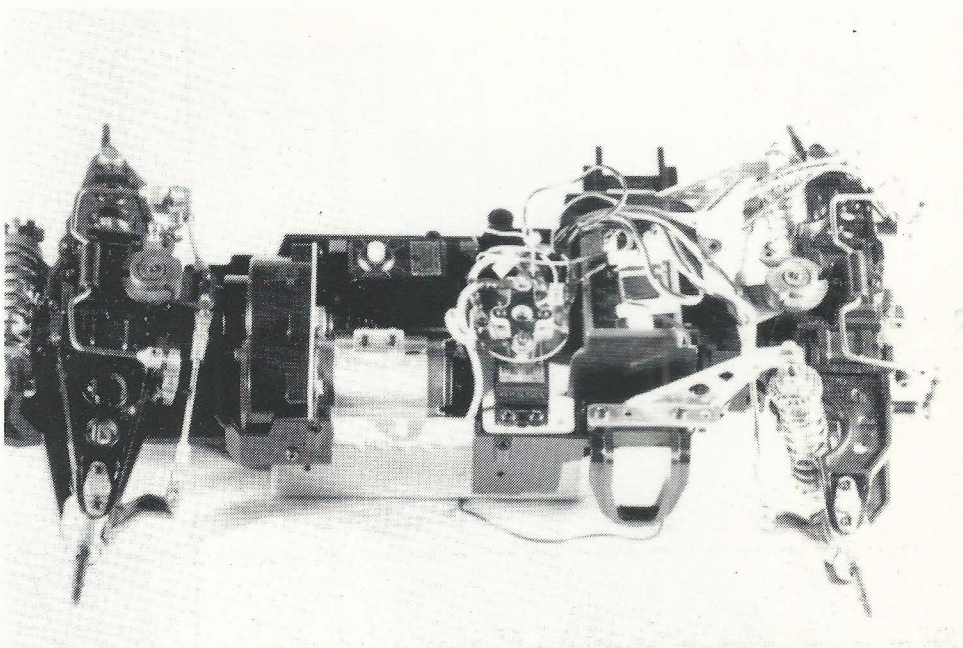
By Bob Crane and Sean Crane
Wayne, NJ - Photos by the Authors

The Nichimo Exceed is a 4WD, 4WS, 3 diff, 1/10th scale radio controlled car. As the Pro 443 name implies, the car is a 4WD, 4 wheel steering (wild), and comes equipped with 3 differentials. The 4WD operation on the Exceed is accomplished by a propeller shaft unit, no chain drives here. The 4 wheel steering is proportional, in that the rear wheels turn opposite the front in proportion to the amount of front steering applied. The 3 differentials include the rear diff, front diff and center (limited slip) diff. The purpose of the limited slip diff feature is that it allows the outside wheels to turn slightly faster than the inside wheels, when the car is cornering, under power. Suspension is provided by front and rear double wishbone suspension, i.e. front and rear upper and lower A arms of unequal length. The lower A arm is slightly longer than the top arm, this allows the wheels to remain closer to perpendicular to the road surface, thereby providing better traction through the corners. Handling is also enhanced with the addition of front and rear stabilizer bars.

The overall design of the car is very well throughout. The RS-540S motor is totally enclosed forward of the battery, in a dustproof mono-coque chassis-frame. The chassis-frame also houses the servos and throttle controller. The Exceed utilizes a Bec (battery eliminator circuit) so that power for your radio gear runs off of the power pack. Surrounding the motor are functional aluminum air louvers which forces air into the compartment to cool things down. The resistors, which are mounted on the rear are all enclosed in an aluminum louvered safety cage, to cool them down also. The body for the Exceed, comes with functional air scoops to force the air in the motor area. Traction is provided by high grip



The Nichimo "Exceed" in full battle array.



The completed chassis. The chassis cover is not in place. Note front and rear sway bars.

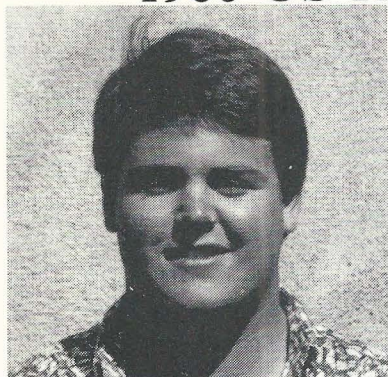
super block tires (Blizzard-7). We recommend that you purchase the ball bearings for the Exceed and installing them as you go along.

CONSTRUCTION

Step 1 - Assembly of the front and rear diff. gears. When installing the self tapping screws in the

PEAK PERFORMANCE

1986 US R.O.A.R. NATIONAL CHAMPIONS



Rick Hohwart
1986 National 1/12
Modified Champion

Reno, Nevada. Once a year the best 1/12 scale electric racers from across the continent gather for a week of competition unmatched in R/C racing... the R.O.A.R. Nationals. This year's event in the Silver State proved to be the ultimate test of men, machines and batteries. Utilizing progressive winds in electric motors, in addition to a prototype battery matching system, team drivers derived "**Peak Performance**" from their systems against some of the toughest competition ever seen on the 1/12 scale circuit. A comparatively small team, but with innovative ideas, the "**Peak Performance**" works team, stunned the opposition in the modified class.

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JERRY CASE	A	5	CHECK POINT	PEAK PERFORMANCE
BRUCE HICKMAN	B	1	PEAK PERFORMANCE	PEAK PERFORMANCE
STEVE HICKMAN	D	1	PEAK PERFORMANCE	PEAK PERFORMANCE
FRANK KILLAM	E	1	CHECK POINT	PEAK PERFORMANCE

1986 Region 6 4WD Modified Off-Road Champion

1986 Region 6 Modified 1/12 Scale Champion

1986 4 Cell U. S. Indoor Championship - TQ

1986 Futaba Grand Prix Champion & TQ

1986 Region 5 4WD Modified Off-Road Champion

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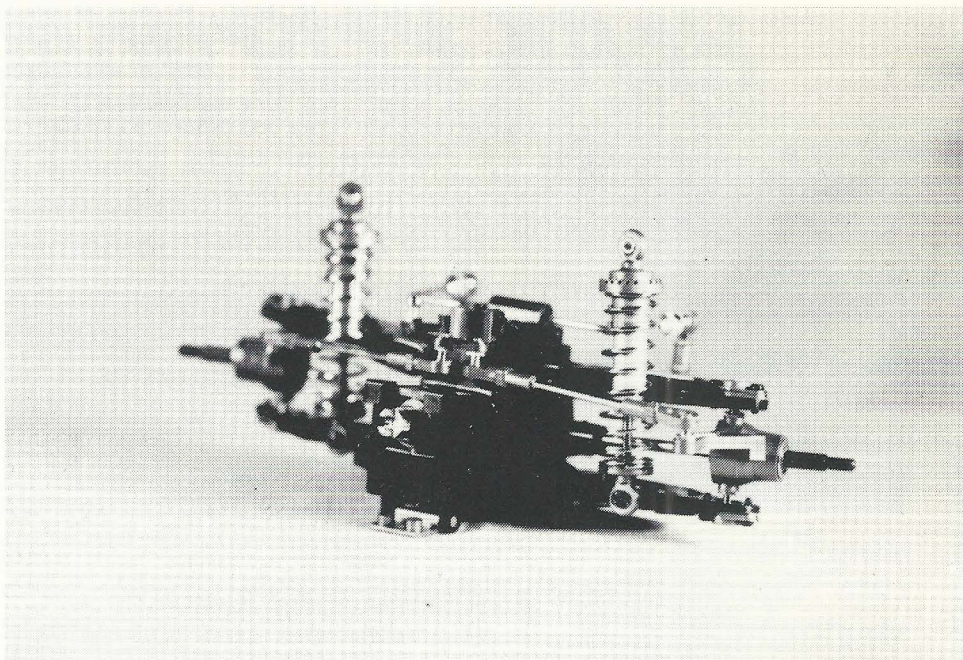


"PEAK PERFORMANCE"

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ring bevel gear, do not over tighten or the gears will have a tough time rotating. An important note in step 2. After you install the 2.6 x 4 flat head screw in the drive bevel gear, use some instant adhesive i.e. Zap, Hot Stuff, etc. to hold the screw in place. When installing the 5mm bearings, be sure to use the pin pla-shaft tool, supplied in the kit, for proper bearing alignment.

Step 4 - Assembly of center diff gear. Don't forget to apply damper oil to the slip ring. We were very impressed with the center limited slip diff. Steps 5 - 6 go together very nicely, but please follow the directions. Another notable feature of the Exceed is the motor mount. In step 7 you will find holes labeled for 12T, 15T and 18T on the metal motor mount. Depending on which gear that you use, insert the screws to hold the motor in place as per the markings. This insures proper gear spacing between the pinion gear and the spur gear. Select one of the pinion gears for your road conditions. The 12 tooth gear for high torque (rough terrain), 15 Tooth gear for high



The rear end assembly of the Exceed. Note dual shocks and dog bones.

speed (flat land and semi-rough terrain). The 18 tooth gear with the stock motor will shorten motor life. The 18T is recommended for higher performance motors. Make sure all set screws are tightened down. Excessive vibration in oper-

ating the car can loosen them immediately and cause damage to the motor and diff. Steps 8 - 9 require no comments. In step 10 don't forget to apply the instant adhesive to the 2.6 x 4 flat head screw in the drive bevel gear. Steps 11 and 12 go smoothly. In step 13, don't forget to leave an open space of about 1mm for the diff gear joint spacing.

Step 14 - Assembly of the upright axles, a note should be made. When you install the pillow ball connector B, onto the upright, carefully put a small amount of Slo-Zap in the ball sockets, in the plastic. Our experience indicates that by doing this, it will prolong the life of the upright by not allowing the pillow ball connector to strip the plastic out. After the connector is firmly seated, spray the socket with Zap Kicker. Follow this technique on the rear suspension parts in step 17. Install your ball bearings in the front and lets move on. Step 15 is a piece of cake. In step 16, fitting of front suspension, apply molybendum grease to the inside of the wheel axle shaft and the ends of the dogbones. Steps 17 and 18 are no problem, just pay attention to the directions. Step 19, assembly of oil dampers, just a note. When removing the air bubbles from the cylinder, before you

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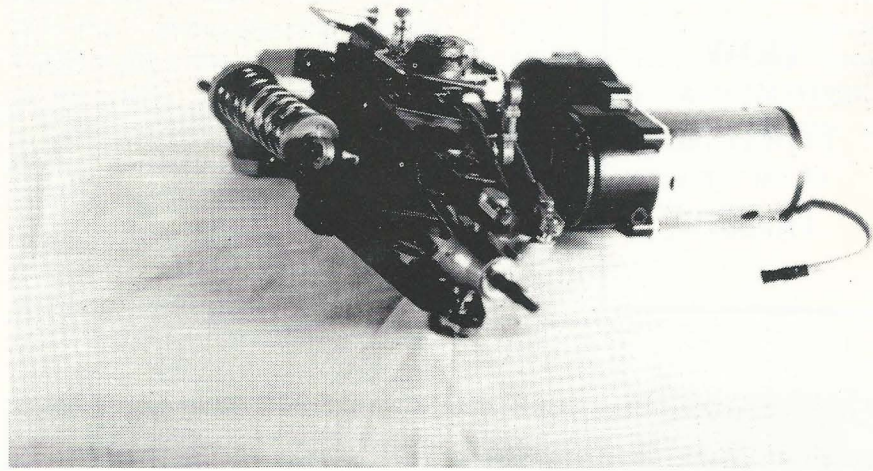
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DECATUR, ILLINOIS 62526

press the piston down, make sure the cap is loose up to the O ring. From here on in the kit goes together fairly easily.

Step 23 - Fitting of the front tie rod, turn the servo saver, when attaching the tie rods. This will give you the room that is needed to put the pliers in. Steps 24 - 26 are a snap. In step 27, insure that the propeller joints are 102mm on the propeller shaft. We're on the home stretch now!!

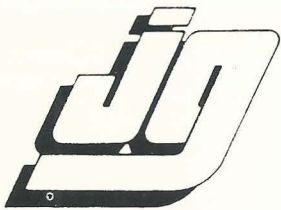
Step 28 - Encompasses the fitting of the propeller shaft unit and rear suspension on the lower chassis. Be sure to heed the order of assembly and clearance information before fitting any of the parts to the car. A helpful hint. Bend the round parts of the snap pins at a 90 degree angle to the pin. This will ease the pain of trying to get them out of the battery plate. Lets cruise on to step 32, fitting of the receiver connector. This system uses a bat-



The front end assembly with the motor installed. Note mono shock assembly and front dog bones. Front wheel drive.

tery eliminator circuit, supplied with the kit. All you need to do is follow directions and connect the wires correctly. Steps 33-37 deals

with the servo and receiver installation. No sweat!! Install the resistors and the upper chassis and



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

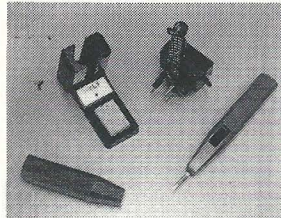
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let's move onto the steering servo. Fit the rods on, keeping in mind that they will have to be removed later for wheel alignment. Assemble the wheels and let's get this bad boy on the road. I hope that you have charged your batteries. If not let's paint the body and install all of the decals. Before running the car adjust the wheels so that all four are straight. Turn on your receiver and center the trim tab on your steering. Now align the wheels on the car. Remember that this car is 4 wheel steering also.

One neat feature is the maintenance stand. This part plugs in two holes in the chassis and elevates the car using the battery plate for rear support. I hope your ready now to test drive this baby!!

TEST DRIVING

This is our first experience with 4 wheel steering. This car turns on a dime and gives change. Initially we were over controlling

the car. We added some dual rate in our steering and this helped considerably. We first ran some laps just to get the feel for the car. This was followed by some figure right turns. Wild!! With the 4 wheel steering and the 4 wheel drive the car is awesome on the track.

One thing to remember when driving a 4 wheel steering car is that the car is sensitive. To really freak out your friends try this maneuver. Go flat out down the straight, turn your wheels fully (take the dual rate out) and do a 360 and pull out straight, and keep on going'.

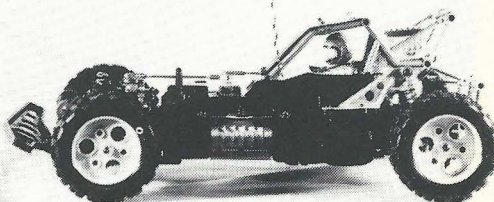
Like I said before, you have to spend more time with this car getting used to it.

OVERALL IMPRESSIONS

The Exceed is a well though out

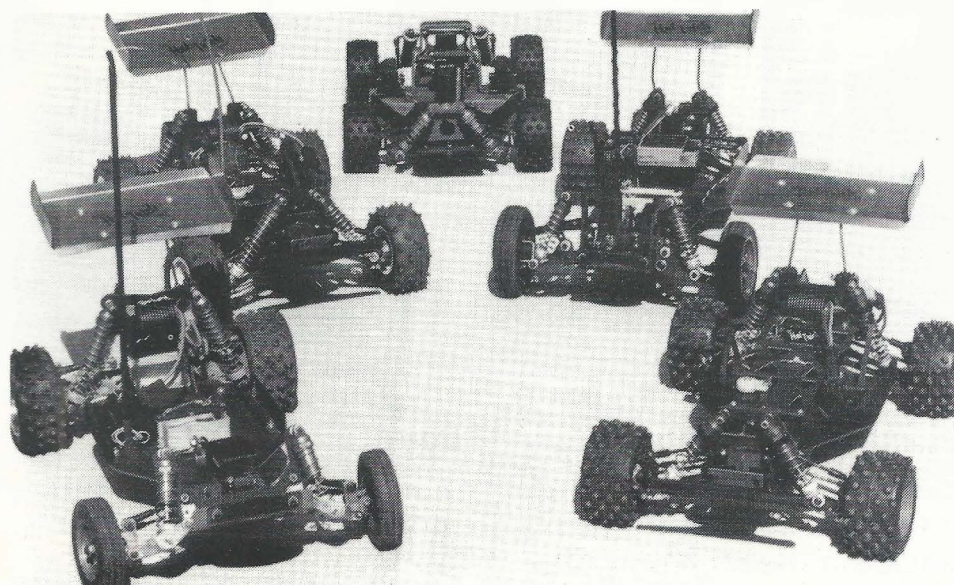
The Exceed is a well throughout car. The overall design is very good. The car's weight is some-

what on the heavy side. All of the radio components and motor is totally enclosed. You don't have to run out to the hobby shop and purchase front and rear stabilizer bars either. They are included in the kit. For anyone looking for a fun 4 wheel drive, 4 wheel steering, 3 differential car, consider the Exceed, you won't be disappointed.



Side view of the car, sans body. Note the cooling louvres around the motor and the resistors in the rear.

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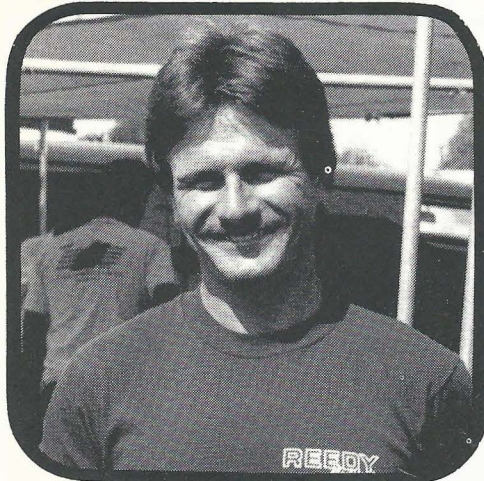
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Region 5 Championships & Pepsi Challenge

By Mike Bayless

Well, the dust has settled down and the Region 5 Champions have been crowned. Now it's time to sit down and reflect on Region 5's, FIRST EVER, 1/10th scale championship race.

The week preceding this race and the Pepsi Challenge saw nothing BUT RAIN, RAIN, AND MORE RAIN. SARCAR Raceway was a lake for several days. Wednesday, the rain let up some, so we waded through the mud and water, that was there cutting trenches in the track to drain the water. That evening Dave Hood strung two siphoning hoses which brought the pool level down several more inches. Thursday, Gary Rummel brought out a generator and sump pump which we put to work. That afternoon only a few small pools were still around. Mike Thomas shoveled up those pools into a bucket so only mud remained. Friday, practice was supposed to start at 9 a.m., but, the track looked like a muddy war zone due to the trenches and craters caused by foot prints. Finally the sun broke through, the track started drying and we got the races going. Practice got underway around 1 p.m.

Saturday, joint qualifying for both races got underway. Art Carbonell used his Delta powered Yokomo to turn 13.8 laps for the TQ in 4WD Modified. Barry Bechtel also hit the 13 lap mark. 2WD Modified saw five drivers break the 12 lap barrier. Dave Hood with his Reedy powered RC10 TQ'ed with 12.6 laps, Steve Stifel was just a hair behind with a 12.5. Jeff Gifford's run of 13.2 gave him TQ honors in 4WD Stock and Kevin Younger narrowly defeated Dave Hood for TQ in 2WD Stock. Kevin's RC10 turned a 12.6 plus and Dave Hood a 12.6 minus. Even though track conditions deteriorated throughout the day, a very high percentage of drivers turned in their personal best run their third time around.



SARCAR Raceway, Springfield, MO

Sunday, all mains for both races were run. First up was the Region 5 Championships. Polesitter in the 4WD Modified A Main, Art Carbonell, got a good start. By the time he completed the first lap, he had a huge lead. I remember thinking to myself - this was going to be a blow out. As the race unfolded, back

row started Joel Martin worked his way up through traffic then started pressing Art. At "all stop", Joel's run of 14.1 came up just a little bit short. Art turned a 14.2 and hung on for a narrow victory, thus becoming Region 5's first 4WD Champion.

The 2WD Modified A Main was a real shoot out. Six of the eight

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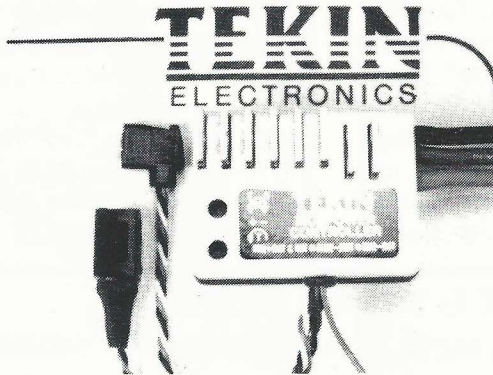
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1/12th Scale Ace Driver
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GIL LOSI, JR.
Off-Road Ace Driver
Trinity/RPS Yokomo

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2WD Modified A Main - Both Region 5 and Pepsi Challenge - Left to right: Rusty Kaiser, Chuck Moist, Geno Hendricks, Rick Hobbs, Mark Johnston, George Perlebach, Steve Stifel and Dave Hood.

finalist broke the 12 lap mark with 2nd through 6th place being decided by sections. Steve Stikel ran a 12.6 minus for third, Mark Johnston turned a 12.6 plus for second. Blazing Dave Hood won the Region 5 crown by turning a 13.1 laps. To give you a good idea of how close competition was and the importance of qualifying high, check this out - C Main winner, Jim Zwieble, turned a 13.0 and B Main winner, Dale Cushing, ran a 13.1 laps. Hey, guys, lets see you in the "A" next time!

In the Stock classes, Art Carbonell (Yokomo) won the 4WD with 13.3 laps, 2WD Stock winner was Dave Hood (RC10) driving 12.7 laps. The 2WD Production winner was Jeff Shapiro driving his Hornet 11.3 laps.

After a short break, during which the track was completely re-worked and watered, The Pepsi Challenge began. The line ups were about the same as the Regionals, but this time entries from Texas and Oklahoma were included. Due to the amount of 4WD Stock entries (compared to the Regionals) a "B" main was added to this race.

Once again, Team Delta's Art Carbonell from Lorimar, Iowa, was in top form. Art set a new track record by running a blistering 14.8

with his Delta powered Yokomo while winning the 4WD Modified A Main. Joel Martin from St. Louis, again was runner up with third

place going to Dr. George Perlebach from Omaha, NE. Springfield, MO's Chuck Moist ran away with the 2WD Modified A by driving his Reedy powered RC10 with 13.2 laps. Second went to Dan Perkins from Bedford, Texas, with Mark Johnston, rounding out the top three. Bernie Feverstein set a new track record for 2WD cars while winning the Modified B feature. Bernie who hails from St. Charles, ME, set the new mark by running his Race Prep powered RC10 13.3 laps.

Stock Winners were: Art Carbonell, 4WD; George Perlebach, 2WD; and seven year old Jarrod Plants from Springfield, MO winning the 2WD Production class. Jarrod drove his RC10 10.5 laps while Andrea Wasinger from Bedford, TX fell a little short with her 10.2.

Concours was won by Paul Appleby from Fulton, MO. Second through fifth were John Plants, Bill Morton, Nick Kays, and Dave Hood. Concours trophies were furnished by the Hobbydashery in Springfield, MO. The Long Distance Award

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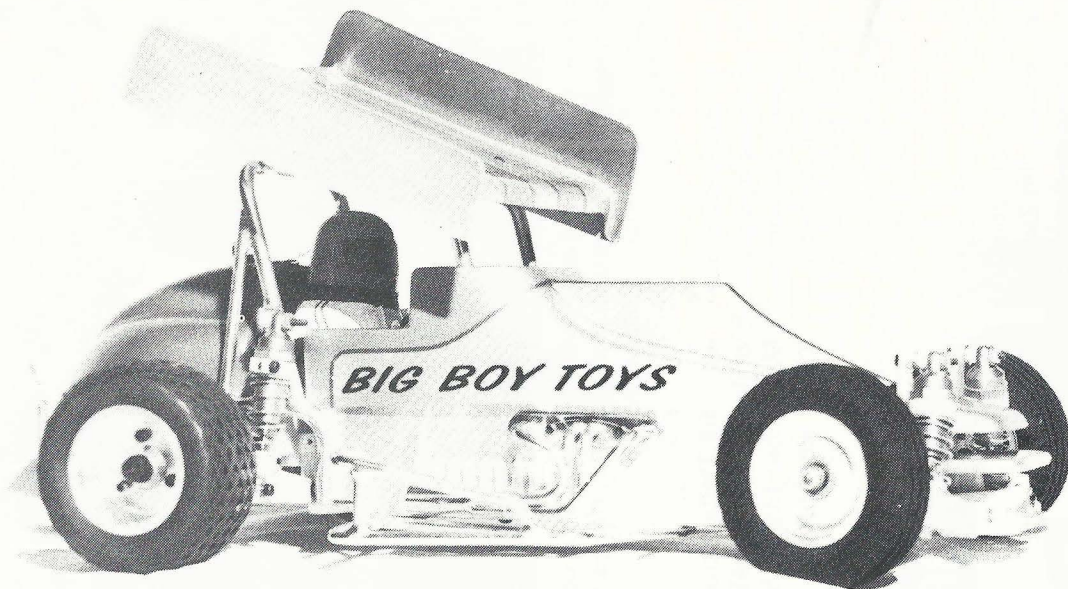


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went to Steve Yamamoto of Lake-wood, Colorado.

As mentioned earlier, this was the first Region 5 Off-Road Championship race ever held and SAR-CAR Off-Road Racing Club's Second Pepsi Challenge featured two separate mains and two separate set of trophies drawing 92 entries. This was our first attempt at holding a race of this caliber and we learned a great deal about hosting this type of event. It is our sincere hope that all the participants and visitors had a good time and will come again.

In closing, the following people and companies must be thanked. Without their help this event could not have succeeded. THANK YOU: Pepsi Cola, Hobbydashery, Dr. and

- 3rd - Steve Stifel/Trinity/Pro110
- 4th - Chuck Moist/Reedy/RC10
- 5th - Rusty Kaiser/Race Prep/RC10
- 6th - George Perlebach/?/RC10
- 7th - Rick Hobbs/Trinity/RC10
- 8th - Geno Hendricks/Trinity/RC10

B MAIN

- 1st - Dale Cushing
- 2nd - Bernie Feverstein
- 3rd - Kevin Younger
- 4th - Steve Yamamoto
- 5th - Ed Moist
- 6th - Mike Bayless
- 7th - Shawn Boon

C MAIN

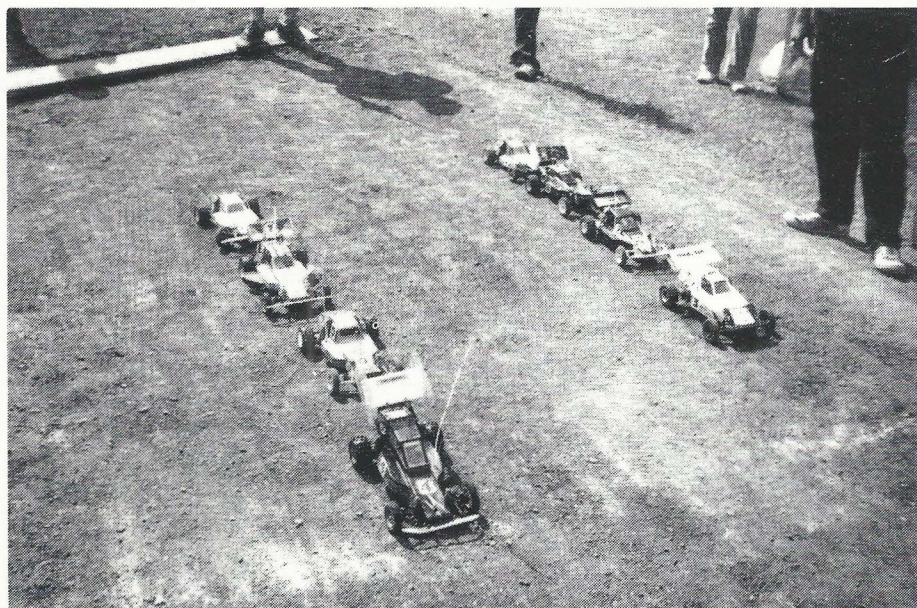
- 1st - Jim Zwieble
- 2nd - Barry Bechtel
- 3rd - Brian Lamy
- 4th - Mike Thomas
- 5th - Paul Appleby
- 6th - Michael Barnard
- 7th - Tom Zwieble

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2WD Modified A Main Region 5 & Pepsi Challenge - TQ Dave Hood on pole.

Mrs. Moist, Gary and Linda Rummel, Steve Squibbs, Gary Wallace, Midge Husting (Rev-Up), Associated Electrics, BoLink, Competition Plus, CRP, MRC/Tamiya, Parma, Pro-Line and RC News.

All drivers put their "radio checks" in a big sack from which the winning radio impound number was drawn. All drivers won prizes, but, the biggest prize which was a Fox donated by MRC, was won by Linda Young from Springfield, MO.

Thanks to all - Til Next time, Good Luck!!

REGION 5 RESULTS:

2WD MODIFIED

- 1st - David Hood/Reedy/RC10
- 2nd - Mark Johnston/Tekin/RC10

4WD MODIFIED

A MAIN

- 1st - Art Carbonell/Delta/Yokomo
- 2nd - Joel Martin/Reedy/Optima
- 3rd - Mark Johnston/Tekin/Optima
- 4th - Barry Bechtel/Race Prep/?
- 5th - George Perlebach/?/Yokomo
- 6th - Greg Carrison/Kyosho/Optima

B MAIN

- 1st - Jeff Gifford
- 2nd - Rick Hobbs
- 3rd - Gary Campbell
- 4th - Robert Lemons
- 5th - Bernie Feverstein
- 6th - Dale Cushing

C MAIN

- 1st - Jeff Woeber
- 2nd - Rusty Kaiser
- 3rd - Shawn Boone
- 4th - Steve Yamamoto
- 5th - Michael Barnard
- 6th - Ken Campbell

4WD STOCK

A MAIN

- 1st - Art Carbonell
- 2nd - George Perlebach
- 3rd - Greg Garrison
- 4th - Jeff Gifford
- 5th - Ken Campbell
- 6th - Bill Morton
- 7th - Gary Campbell
- 8th - Liz Gifford

2WD PRODUCTION

- 1st - Jeff Shapiro
- 2nd - Jarrod Plants
- 3rd - Michael Bayless
- 4th - Linda Young

2WD STOCK

A MAIN

- 1st - Dave Hood
- 2nd - Bob Saddler
- 3rd - Donnie Cooper
- 4th - George Perlebach
- 5th - Chuck Moist
- 6th - Kevin Younger
- 7th - Bernie Feverstein
- 8th - Rusty Skinner

B MAIN

- 1st - John PLants
- 2nd - David Shreve
- 3rd - Jeff Woeber
- 4th - Cory Plants
- 5th - Steve Stifel
- 6th - Trey Biggs
- 7th - Paul Appleby
- 8th - Richard McEachern

C MAIN

- 1st - John Dimalanta
- 2nd - Bill Lacey
- 3rd - Jack Kloeber
- 4th - Mark Younger
- 5th - Kevin Morton
- 6th - Kevin Young
- 7th - Gary Rummel
- 8th - Mike Bayless

D MAIN

- 1st - Ken Comer
- 2nd - Matthew Bayless
- 3rd - Nick Kays
- 4th - Russ Halverson
- 5th - Jeff Currie
- 6th - Leonard Grant
- 7th - Chris Hitchcock

PEPSI CHALLENGE RESULTS

4WD MODIFIED

A MAIN

- 1st - Art Carbonell
- 2nd - Joel Martin

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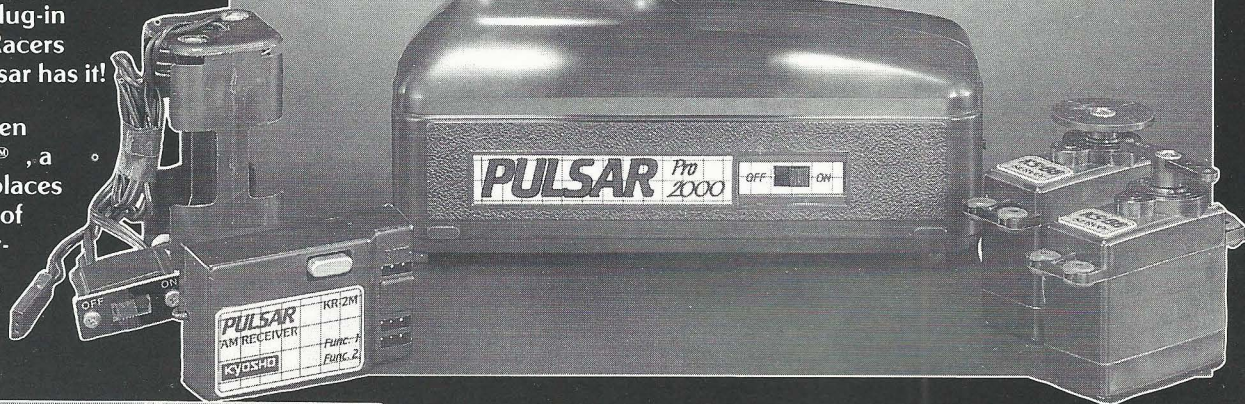
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Torque: 34 oz.-in.

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

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- 5th - Mark Jonhston
- 6th - Barry Bechtel

B MAIN

- 1st - Dale Cushing
- 2nd - Bernie Feverstein
- 3rd - Robert Lemons
- 4th - Rick Hobbs
- 5th - Jeff Gifford
- 6th - Gary Campbell

C MAIN

- 1st - Jeff Woeber
- 2nd - Steve Yamamoto
- 3rd - Ken Campbell
- 4th - Shawn Boone
- 5th - Michael Barnard
- 6th - Rusty Kaiser

2WD MODIFIED

A MAIN

- 1st - Chuck Moist
- 2nd - Dan Perkins
- 3rd - Mark Johnston
- 4th - George Perlebach
- 5th - Steve Stifel
- 6th - Dave Hood
- 7th - Rusty Kaiser
- 8th - Rick Hobbs
- 9th - Geno Hendricks

B MAIN

- 1st - Bernie Feverstein
- 2nd - Dale Cushing
- 3rd - Shawn Boone
- 4th - Kevin Younger
- 5th - Steve Yamamoto
- 6th - Ed Moist
- 7th - Mike Bayless
- 8th - Jim Zwiebel

C MAIN

- 1st - Doug Harris
- 2nd - Fred Wasinger
- 3rd - Barry Bechtel
- 4th - Tom Zwiebel
- 5th - Brian Lamy
- 6th - Paul Appleby
- 7th - Mike Thomas
- 8th - Michael Barnard

4WD STOCK

A MAIN

- 1st - Art Carbonell
- 2nd - George Perlebach
- 3rd - Jeff Gifford
- 4th - Bill Morton
- 5th - Greg Garrison

B MAIN

- 1st - Gary Campbell
- 2nd - Thomas Roberts
- 3rd - Ken Campbell
- 4th - Randy Lee
- 5th - Liz Gifford

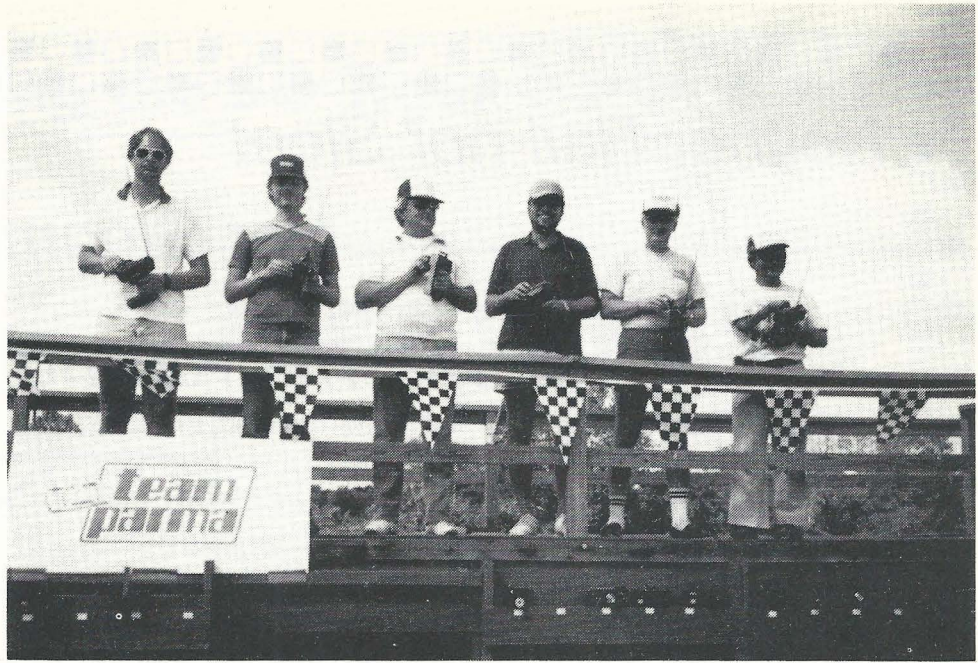
2WD STOCK

A MAIN

- 1st - Goerge Perlebach
- 2nd - Keving Younger
- 3rd - Donnie Cooper
- 4th - Chuck Moist
- 5th - Eric Wasinger
- 6th - Bernie Feverstein
- 7th - Bob Saddler
- 8th - Dave Hood
- 9th - Rusty Skinner

B MAIN

- 1st - Cory Plants
- 2nd - John Plants
- 3rd - David Shrgue
- 4th - Richard McEachern



4WD Modified A Main - Region 5 & Pepsi Challenge - Left to right: Greg Garrison, Joel Martin, Mark Johnston, George Perlebach, Barry Bechtel and Art Carbonell.

- 5th - Jeff Woeber
- 6th - Steve Stifel
- 7th - Paul Appleby
- 8th - Trey Biggs

C MAIN

- 1st - Jack Kloeber
- 2nd - John Dimalanta
- 3rd - Thomas Roberts
- 4th - Kevin Young
- 5th - Gary Rummel
- 6th - Mark Younger
- 7th - Mike Bayless
- 8th - Kevin Morton

D MAIN

- 1st - Chris Hichcock
- 2nd - Matthew Bayless
- 3rd - Nick Kays
- 4th - Ken Comer
- 5th - Leonard Grant
- 6th - Bill Lackey
- 7th - Russ Halverson
- 8th - Jeff Currie

2WD PRODUCTION

- 1st - Jarrod Plants
- 2nd - Andrea Wasinger
- 3rd - Jeff Shapiro
- 4th - Michael Bayless
- 5th - Linda Young

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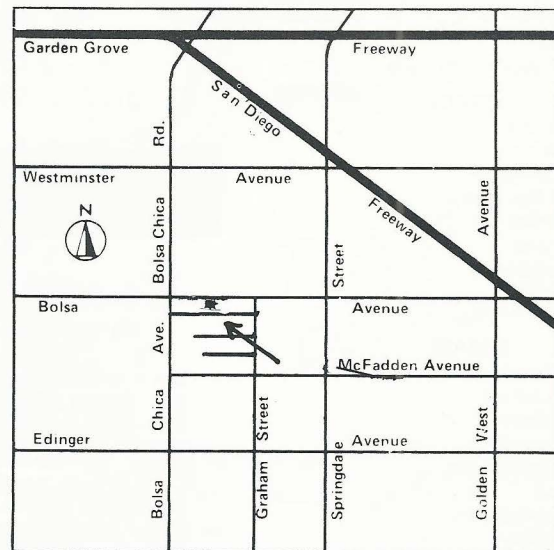
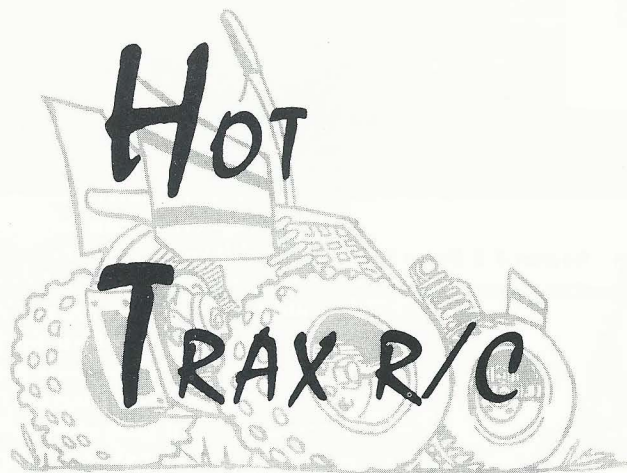
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Building the SG Tiger 4 x 4

By Jim Wright

Tab A into slot B is the best way to describe how easy it is to assemble the SG 1/8 scale gas off-road Tiger. Although the instructions are in Italian, an experienced R/C car builder should find no trouble in understanding how to assemble the Tiger through the assistance of the illustrations and diagrams.

Starting off with the diffs. I found them to actually be the most difficult part to build. The best way to put the differential spider gears in is to put all 4 gears together and then slide them into the housing all at once.

Next assemble the differential housing and shafts. From then on the rest of the Tiger is as easy as turning a screwdriver. After assembling the two diffs, its time to put them into the tranny cases. Although it shows in the instructions to start with the rear, I suggest to start with the front. There is no difference in the two except for the A-Arms. Once you're done with the rear you can start assembling the disc brake/spur gear unit. From there you can mount the front and rear cases to the very rigid aluminum pan. Follow by mounting the brake/spur gear assembly to the pan. From there 90% of the kit is complete. All there is left to do is assemble the tires and the drive shaft.

Now, of course, you're not going to just paint the body, mount it, and put this little monster in your model case, right? You're going to want to make your new 4 x 4 fly.

For an engine I chose the Cipolla (pronounced chi-polla). I highly recommend this motor. It gave me no problems what-so-ever. It started right off and with very little adjustment to the carb.

As for radio equipment I chose

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the Futaba Magnum Junior with S131 servos. These servos are large, high torque, medium speed servos, which I found to work very well with this car. Mounting the servos was no problem thanks to the ingenious quick release servo mounts provided in the kit not only are they quick-release but they're also quick assemble. After mounting my servos and adjusting my steering arm, I connected it to the also ingenious dual ball bearing servo saver which proved to work very well. With the steering prepared, I then adjusted my throttle/brake linkage to minimum brake/maximum throttle, being that the braking power of this car is tremendous. After mounting and adjusting both of the servos, I then mounted my receiver and Rx batteries. This was accomplished by way of rubber bands. For you 1/10 scalers your probably scratching your heads saying "Rubber bands?" That's exactly what I said being an avid user/abuser of servo tape. But this system works very well, for

the fact that two stroke engines of this size vibrate harshly, so suspending the receiver and the Rx batteries with rubber bands eliminates the problem of vibrating things apart. Now that everything is mounted and adjusted its time to take the Tiger for its first run.

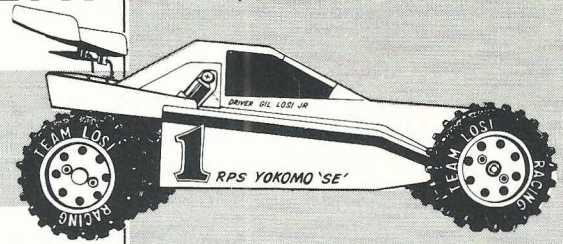
Without the luxury of a starter box I had to make do with what I had, which was a hand held starter (via airplane). With no one around to help me start the little beast, I enlisted the help of my truck battery, a glow plug starter and a specially mixed fuel.

The Tiger was ready to be started and put to the test. I was ready to scratch an itch that has been with me since the first day I ever set eyes on an 1/8 scale gas car, also to fulfill a passion long since I received the Tiger. Finally time had come to test my skill at 1/8 scale gas off-road. With five years of 1/10 scale electric off-road under my belt I figured "whats a little more horsepower?" I must have been kidding myself! 0-60 in under

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three seconds!! That becomes an instant handful! So, waiting no longer I filled up the 6 oz. gas tank, turned on my radio, plugged in my receiver batteries and I was ready to go. Now for the tricky part. Starting a gas car by yourself. Well the way I figured out how to do it was to turn the throttle trim a little to the "gas on" side, tip the car on its side and go for it! So with starter in hand winging full bore, I jabbed the starter donut to the flywheel and in an instant the Cipolla motor fired right up. Jumping back in semi-fright (I was more surprised in how easy it started) I grabbed for my radio adjusted the trim back to neutral, and warmed up the engine for about a minute until it reached operating temperature. I set the Tiger down, barely on the gas the centrifugal clutch engaged and I was on my way, slowly . . . For the first time I was actually scared to jab the throttle open on a R/C car. The sound

alone was intimidating. So driving the Tiger around at a slow pace at my Norco residence back yard I began to enjoy the experience. Having a rather large R/C off-road track for 1/10 scale in my backyard, the Tiger seemed to work right in with every little bump. Finally gaining the courage to open her up, I came to a set of quadruple jumps after a 90 degree corner at dead stop. Two feet away from the ten foot section of massive "quads" I nailed down the trigger of my Mag, Jr., only to find the Tiger five feet in the air and clearing all four of the jumps! Now this I had to try again! (because the first time I had my eyes closed). Every time, the Tiger would hook the power to the ground and fly like no other R/C car I had ever seen. Well, this is getting fun. So with fun in sight and fear far gone, I opened up the Tiger down a 100' straight singing the song of definite horsepower and into the

long sweeper with the Tiger drift sliding at about 50 mph (what a sight!), then into a set of "switch-backs" through a 25' section of stutter bumps which the tiger negotiated at maximum speed with no problem at all. The handling of this car is superb. Four wheel drive plus mega horsepower. What else could you possibly want from a R/C car?!

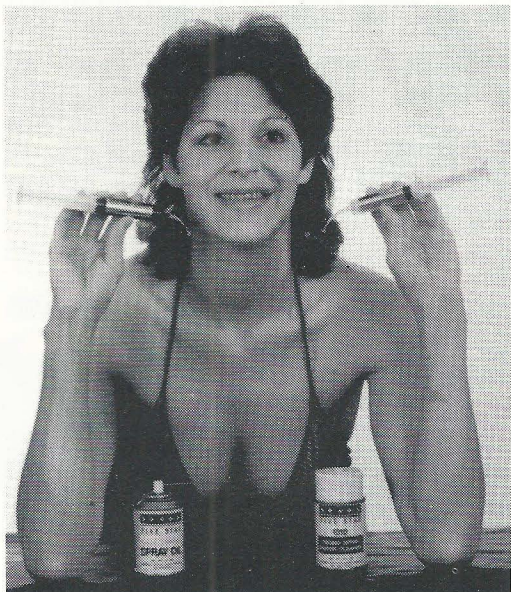
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"1985 WORLD CHAMPIONS"

"WE COVERED THE WORLD"

"1/10th WORLD CHAMPIONSHIPS"

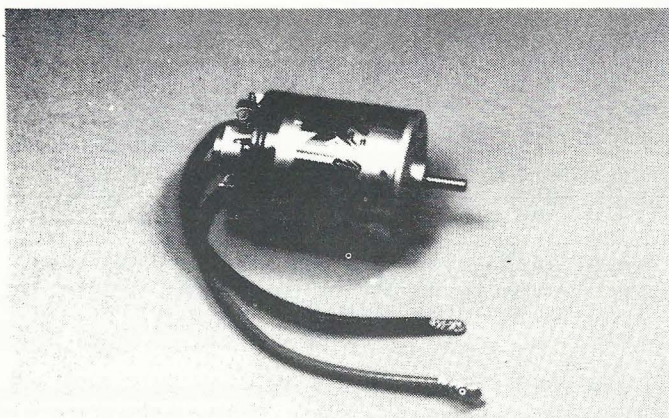
1. GIL LOSI JR.	TRINITY
2. JAY HALSEY	REEDY
3. PAUL DIONNE	TRINITY
4. CHRIS ALEC	TRINITY
5. MIKE GIEM	REV-TECH
6. ERIC SODERQUIST	REEDY
7. GLEN GLASS	TRINITY
8. MIKE DUNN	REV-TECH
9. EUSTACE MOORE	REEDY
10. GARY KEYES	TRINITY

"1/12th WORLD CHAMPIONSHIPS"

1. TONY NEISINGER	REEDY
2. JOEL JOHNSON	TRINITY
3. MIKE LAVACOT	REEDY
4. ANDY DOBSON	TRINITY
5. CHRISTIAN KEIL	REEDY
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Designed For World Class Competition

The Kyosho Ultima is a completely new design for 1987 that will revolutionize 2WD R/C buggy racing. Throughout the Ultima's super-light, super-durable construction you will find only the finest space-age materials used, decreas-

ing weight and increasing durability. Time is a critical element at the track. A few extra seconds in the pits can cost you a trophy. Kyosho has developed a smart layout for the Ultima and given it a wide-open architecture that leaves working parts easily accessible for quick adjustments. Even the suspension can be worked on with the Lexan body still intact. The Ultima is easy to assemble, easy to operate and easy to maintain.

Ultima's Suspension . . . Refinement of a Masterpiece

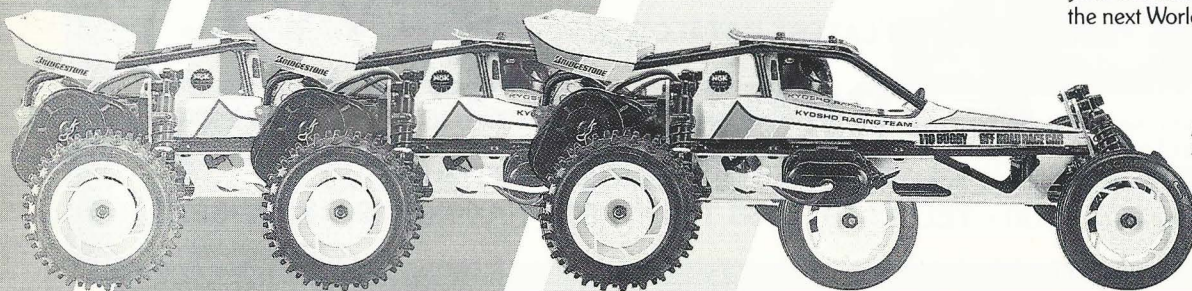
Ultima has the power and speed to get you around the track fast — and the suspension to keep you on course, regardless of the terrain! The EX-66 nylon, double-wishbone system that has made Kyosho's 4WD Optima such a consis-

tent winner has been adapted and upgraded for the Ultima. Add in standard features such as four oil-filled Kyosho shocks to smooth out off-road obstacles and low-profile, pin spike tires for fantastic traction and you have a buggy geared for superior handling and performance.

A Mabuchi RS-540S motor powers the Ultima, but Kyosho's LeMans "hop-up" motors can be installed to make this buggy even hotter. Ultima can go where no 2WD car has gone before.

Ultima's Ultimatum

This is the only 2WD off-road machine you need to own. Designed by racers for racers, the Ultima is the ultimate performer. Now is the time for you to attain the winning attitude and reach your ultimate goal — "blowing them away" with the next World Champion, *The Kyosho Ultima!*



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1986 Parma/Norcar American Off-Road Championships

Story by Linda Carrubba
Photos by Tony Carrubba

The 1986 Parma/Norcar American off-road Championships are now history. We had a total of 226 drivers for the three-day event. They came from all over the U.S. and Canada, States represented at this race were Ohio, Michigan, California, Indiana, Illinois, Georgia, Massachusetts, New York, West Virginia and Pennsylvania. Canada was represented by drivers from Nepean, Ottawa, Cambridge, Thorold and St. Catherines, all in Ontario.

Friday was devoted entirely to practice and registration. The track was in use from approximately 7 a.m. until 9:30 p.m., under the lights. Drivers in the stock classes were given a motor that they were to use for the race. Drivers then selected a body, decals and a Parma catalog, compliments of Ken MacDowell of Parma International, Inc.

Saturday began with open practice and additional registration from 8 to 10 a.m. Racing for the day began with a drivers' meeting. Denny Butcher, NORCAR'S President, introduced all club officials and went over the rules for the race. The first qualifying round was then run and just finished when a



A Main Winners for 2WD Modified

downpour came. About 6" of hard rain fell, which caused over a 2 hour delay. A hot dog party/corn roast has been scheduled after the day's racing, but was changed to an indoor party during the rain.

Thanks to the NORCAR people who were able to get the track put back from a swimming pool to a race track.

NORCAR officials decided to hold a stock concours before the second round of qualifying in order to let the track dry a little longer. Judges for this event were Bill MacTavish and Dave Williams of Ottawa, Canada and Gerry Goldberg of London, England. We had over 25 cars entered, all looking very good. First place was won by Jeffrey Benmoin of Los Angeles. He had painted his body with beautiful multi colored stripes. Second place was won by Kevin Gray of Columbus, Ohio, also with stripes. Wayne Penfold of St. Catherines, Ontario, Canada came in third with a "Miller" paint job. We then held our second round of qualifying.

Twelve 2WD Stock and 4WD

Stock Mains were run. All results follow. Top qualifier in 2WD was NORCAR member Bruce Shaffstall, of Elyria, Ohio. Dave Pulfer of Tipp City, Ohio, was the top qualifier in 4WD. Because of the rain delay some of the mains were run under the lights which caused some problems for drivers not used to driving in the dark. The only mishap of all three days occurred when a driver inadvertently put his 2WD motor in his 4WD car and raced his main with the wrong motor in his car. The tech crew found the mistake and disqualified him after he had won his main.

Denny Butcher and Don Smolik, our Race Directors, gave out the trophies and plaques and all ten drivers in the 2WD and 4WD Stock A Mains received plaques or trophies. Since it was quite late by then, we all went home to catch a few hours of much needed sleep before Modified racing the next day.

Sunday started out sunny and cold. It looked as if we would get more rain, but fortunately it cleared and we were blessed with good

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racing weather. The day began with open practice and modified registration. A drivers' meeting followed. Denny Butcher again presided and re-introduced the race officials. Three qualifying rounds followed. All racing went smoothly and much faster than the previous day, thanks to no rain. Track maintenance was so much easier without a flood!

Before the mains, Modified Concours was held. The judges were the same as Saturday, Gerry Goldberg, Dave Williams and Bill MacTavish. Fewer cars were entered, but competition was still tough. Vicky Carrubba won with a 7-11 paint job. Steve Smith came in second with a multi colored striped body and Dennis Calkins was third with a "Miller" paint job. Good work NORCAR members (all three places were won by local racers!). Really

Main of 15 laps. Good work Rick! The final results of all mains follow.

Immediately after the mains, the modified trophy presentation was held. Ken MacDowell assisted Denny Butcher and Don Smolik with trophies. During 4WD Modified, C Main, trophy presentation, we all sang "Happy Birthday" to third place winner Patrick Mendenhall. He looked rather embarrassed, but pleased. Again, the top three in all heats received placques and all ten drivers in the A Mains received placques or trophies. NORCAR members then "tidied" everything and said their goodbyes. The PARMA/NORCAR American Off-Road Championship was over until next year.

NORCAR would like to thank Ken MacDowell and Parma International, Inc. for all they did in helping with this race. All drivers were very



A Main Winners for 4WD Stock

strange that both third place winners had "Miller" bodies.

An incentive to win was provided by Strongsville Hobby, a local hobby shop, in conjunction with Parma International, Inc. Strongsville Hobby would give away a free Parma modified motor to any first place driver who was running a Parma modified motor when he/she won thier main. We had four 4WD mains and six 2WD Modified mains. Top qualifiers were: Dave Pulfer of Tipp City, Ohio in 4WD and Rick Hunsaker of Dayton, Ohio in 2WD. Rick Hunsaker set a new track record in his 4WD A

happy with their bodies (some even ran them Sunday.) All involved enjoyed the hot dog party, though it didn't happen quite as planned. Thanks again, Ken, for all your help.

A big thank you to all the NORCAR people who helped to get the track ready Thursday night: Denny and Chris Butcher, Chuck Mackin, Denny and Dave Baran, Jeff Antal, Michael Smith, Derrick Whitehair, Alex Gombach, Wayne, Sr., Jr. and Carri Gerber, Will Stoner, Don and Tom Perkins, Dave Mitchell, George Chapin and the Carrubba

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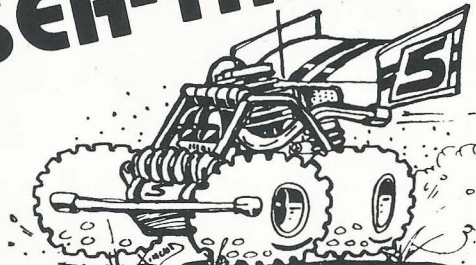
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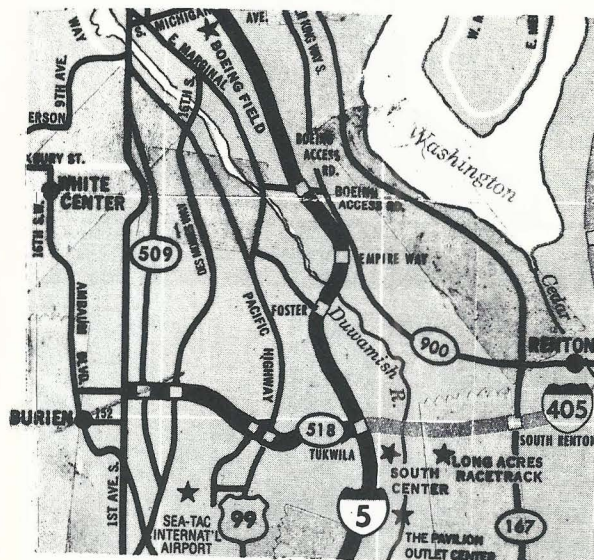
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C MAIN
 1st - Chris Butcher
 2nd - Jim Baugh
 3rd - Rob Rall
 4th - Moose Wehnert
 5th - Brian K. Gregory
 6th - Tom Lamb
 7th - Jody Stirewalt
 8th - Paul Morack
 9th - Joe Lawrence
 10th - Ralph Duncan

- D MAIN**
 1st - Ralph Mauter
 2nd - Dennis Clark
 3rd - Reed Bolick
 4th - Tom Fye
 5th - Jim Thompson
 6th - Dick Kramek
 7th - Kevin Karr

- E MAIN**
 1st - Rich Zbin
 2nd - Dave Williams
 3rd - George Chapin
 4th - Steve Smith
 5th - Howard Kemery
 6th - David Mitchell
 7th - David Hanood

- F MAIN**
 1st - Mark A. Davis
 2nd - Jim Thompson, Jr.
 3rd - Don Holub
 4th - Tom Perkins
 5th - Michael Micholas
 6th - Ed Knoles, Jr.
 7th - Dave Labuskey

2WD STOCK

- A MAIN**
 1st - Bruce Shaffstall
 2nd - Mike Marshall
 3rd - Chris Butcher
 4th - Edward Meyer
 5th - Steve Majors
 6th - Steve Radecky
 7th - Wayne Penfold
 8th - Tom Wiacek
 9th - Jacques Dorey
 10th - Rick Hunsaker

- B MAIN**
 1st - David Pulfer
 2nd - Wes C. Sawchuk
 3rd - Paul Morack
 4th - Ralph Duncan
 5th - Jeffrey Benmoin
 6th - Moose Wehnert
 7th - Bill MacTavish
 8th - Mike Eckstein
 9th - Brian K. Gregory
 10th - Dick Kramek

- C MAIN**
 1st - Tony Carrubba
 2nd - Ray Williams
 3rd - Tommy Lamb, Jr.
 4th - Tommy Everett
 5th - Steven J.
 6th - Rob Rall
 7th - Chuck Mackin
 8th - Jim Baugh
 9th - Corey Cheney
 10th - Kevin Smith

- D MAIN**
 1st - Joe Lawrence
 2nd - Lee Volkov
 3rd - Joe Weeman
 4th - Zoltan Liszkai
 5th - Mike Walsh
 6th - Jody Stirewalt

- 7th - Carri Gerber
 8th - Wayne Gerber
 9th - Tim Fye

- E MAIN**
 1st - Jerry Cyrul
 2nd - Tom Lamb
 3rd - Paul Borowski
 4th - John Sabo
 5th - Bruce Volzer
 6th - Jim Thompson
 7th - David Hanood
 8th - Mike Howell
 9th - Dave Williams

- F MAIN**
 1st - Dennis Calkins
 2nd - Reed Bolick
 3rd - Heidi Majors
 4th - James A. Dimmerling
 5th - Keith Shaffstall
 6th - Dean Smith
 7th - John Thawley
 8th - Dirk Van Veen

- G MAIN**
 1st - Michael Smith
 2nd - Dennis Clark
 3rd - Rich Dyke
 4th - Eric Ruschak
 5th - Ralph Mauter
 6th - Andy Jagodnik
 7th - Rob Wood
 8th - Mark Davis

- H MAIN**
 1st - Rich Zbin
 2nd - David Onderdonk, Jr.
 3rd - Darin Kreilach
 4th - Don Holub
 5th - Mike Thompson
 6th - Kevin Tarr
 7th - Frank Adragns
 8th - John Deitrich

- I MAIN**
 1st - Kyle McKinnon
 2nd - Jeff Varga
 3rd - Michael Ellis
 4th - Ron Nelson
 5th - Kevin Gray
 6th - Roger Hill
 7th - Stephen Zlepniq
 8th - Bill Bett, Jr.

- J MAIN**
 1st - Matt Mackin
 2nd - Bob Leech
 3rd - Bill Maxon
 4th - Bob Sulisz
 5th - Bob Rokus
 6th - Brian Rienerth
 7th - David Ohm
 8th - Mike Pachasa

- K MAIN**
 1st - Jim Thompson, Jr.
 2nd - Pete Baszuk
 3rd - George Chapin
 4th - Michael Johnson
 5th - Mike Linard
 6th - David Rooney
 7th - Jeff Dute
 8th - Brett Kasper

- L MAIN**
 1st - Scott Sulisz
 2nd - Mike Goots
 3rd - Ed Luznar
 4th - David Myatt
 4th - Tom Perkins
 4th - Richard Rupp
 4th - J.D. Silvidi
 4th - Steve Verona



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Fourth Annual Futaba Grand Prix

By Chuck Boldetti

National Champ Rick Hohwart had his name engraved on the Futaba Cup after the Fourth Futaba Grand Prix (1/12 scale). Eighty entrants in GTP Modified raced for radio prizes at Briggs Cunningham Auto Museum in Costa Mesa, California on November 15th and 16th.

Hair dryers were used to clear rain puddles from the track before practice began, going counter-clock-wise, for the first time this year.

Ken Jones beautiful Ford Probe took concours honors. Then five rounds of qualifying under the flawless auto counter divided the field

into seven mains. They were run in mixed order as top finishers received equal radio prizes.

Hohwart's win (37 laps) equals his track record going clock-wise. He led the A Main field from first position in the Le Mas grid and was never seriously challenged. For a while World Champion, Tony Neisinger (2nd), Mike Toland (3rd) and Randy Hunter (4th) took turns pursuing him in vain.

The most exciting final was the F Main in which Eric O'Brien's white green-striped Jaguar fought thru a hammer-loaded 12 car field, dicing off Alvin Dunlavy (2nd) and Greg Jones (3rd) for the victory. It was the first race he finished all weekend.

In the other Finals prizes were shared among local clubs (Road Runners, Outlaws, SCAR) and drivers from Nevada, central and northern California.

B MAIN

- 1st - Larry Stevens
- 2nd - Tim Fleenor
- 3rd - Lucas Garneau

C MAIN

- 1st - Fred Sachs
- 2nd - Jim West
- 3rd - Brandon Monte

D MAIN

- 1st - Roger Vorba
- 2nd - Chris Chan
- 3rd - Marty Desbrow

E MAIN

- 1st - Jim Sturgis
- 2nd - Larry Niebuhr
- 3rd - Eldred Gant

G MAIN

- 1st - Roy Phillips
- 2nd - Kein McCarty
- 3rd - Bob Stancliff



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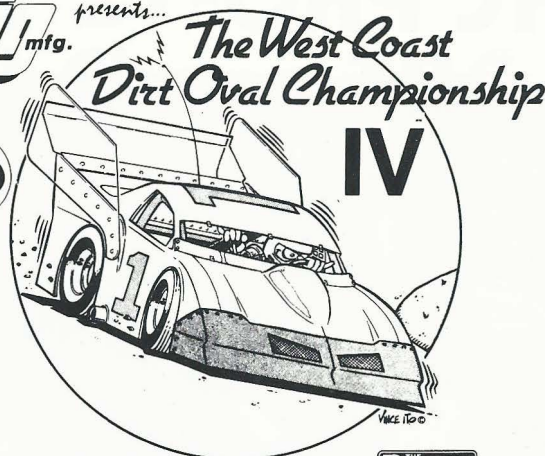
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- ★ Trophy Dash - Fastest Four/Two Minutes - 1st Place Trophy
- ★ TQ Run - TQ's in Each Class Will Run Against Each Other, with Handicap Start - 4 Minutes - 1st Place Trophy
- ★ Best Engineered - 1st, 2nd, 3rd Place Trophies - Sprint Car/Full Bodies
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2. 4 Minute Heats - 4 Heats per Class.
3. All A Mains are Twin (2) 4 Minute Mains to Determine Winner.
4. Sprint Car Class: 2WD Modified Motors, 7 Cell, Wings, Guts!

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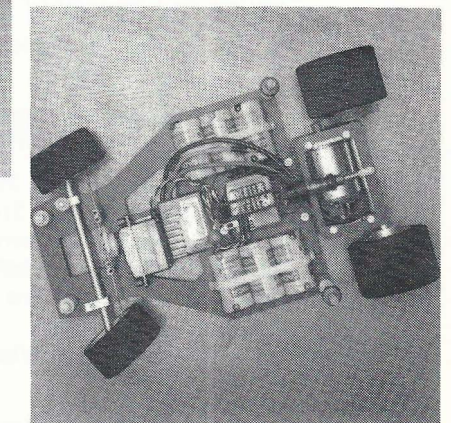
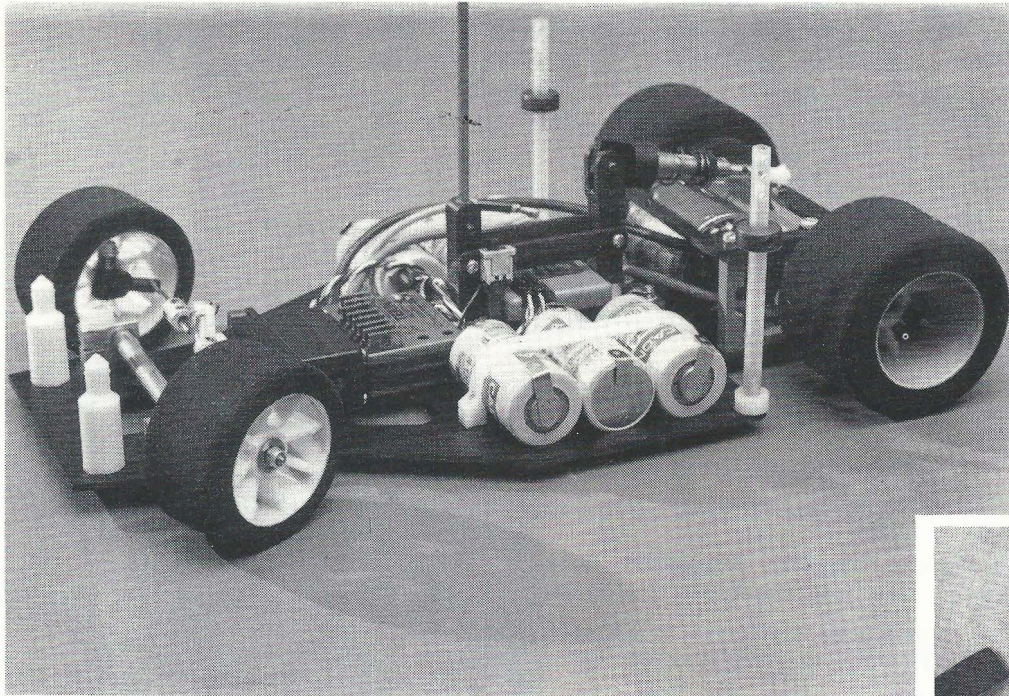
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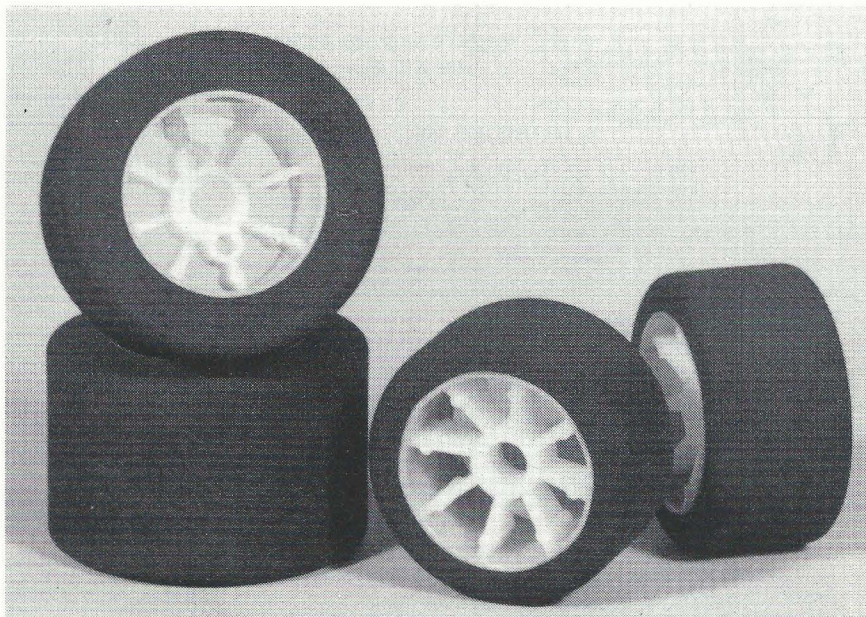
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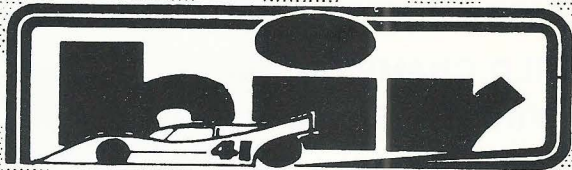
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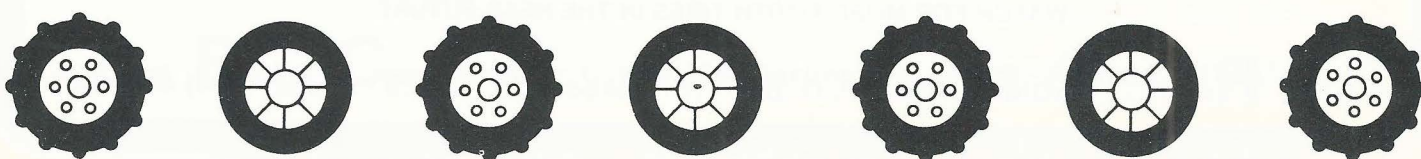



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Customer service and satisfaction, quality product selection, twenty-eight years of on hands experience in the hobby of radio control, sincere dedication to the formation of a reputable business, and two successful off road race tracks - are the keys to the success Modeler's Haven Hobby Shop in North Canton, OH. Owners Bob and Laura Buzash, never slow down - nor does their business. They are unique in Northeastern Ohio, because they are not part-time hobby shop owners who visit their hobby shop after collecting their checks from their "other jobs" but instead have for almost eight years derived their sole support from their hobby shop. They are together 24 hours a day and about 16 of each of those hours are spent together in Modeler's Haven as a husband and wife team - and for them it works.

The old saying of "when you want something done - you ask a busy person" really holds true for the Modeler's Haven team. In April of this year, we were invited to put in a show booth at a local mall. Bob designed a whole new layout for the show and added a demo carpeted track for 1/10th scale electric cars. Locally known as the Professional Hobby Shop, both our booth and demo area were a spectacular display and were seen by many a novice R/Cer. Competition Plus was on hand having had donated many issues for passouts during the show along with subscriptions for our demo drivers.

In November of 1984, Modeler's Haven opened our first raceway. Very possibly one of the first indoor carpeted tracks for 1/10th scale electric. The track, currently open, features a 65 foot carpeted oval, computereized lap tabulation, a specially designed pit row, a parts department, a snack area,



The Modeler's Haven Mobile Racing Unit set up at our outdoor track.

and seating for spectators. We usually run a weekly race event with one or two practice days per week. We are currently also considering the running of 1/12th scale cars.

June of 1985, was another beginning for the second Modeler's Haven Raceway in Greentown, Ohio - just 5 miles from the indoor track and the shop itself. This outdoor dirt track features a 10 degree to 20 degree banked oval measuring 95 feet by 45 feet combined with a dual level off road course. Total track length is 120 feet. The driver's area is an elevated picnic pavillion provided by the local park and allowed the drivers a cement floored and shaded pit area, keeping them well sheltered from the hot summer sun. The dirt track is centered in a beautiful country setting with an excellent built in drainage system. Our drivers have a saying "It never rains on Laura's races." We have gone two complete outdoor seasons and never yet been rained out. Before the race down pours are easily corrected by our drainage system. During the race rains merely slow us down a little. The

drivers just wait patiently on the park picnic pavillion until it stops. The outdoor track will reopen in April, 1987.

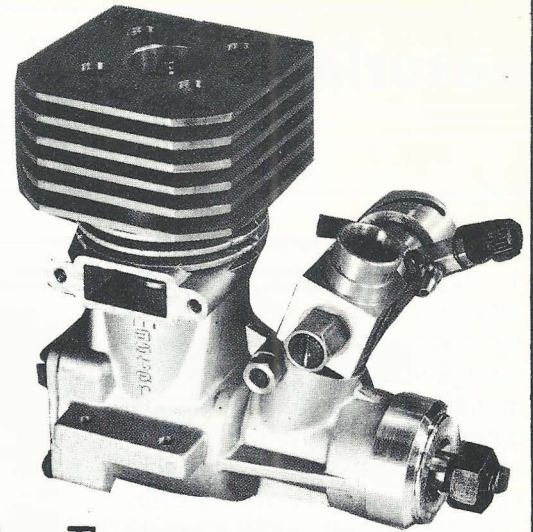
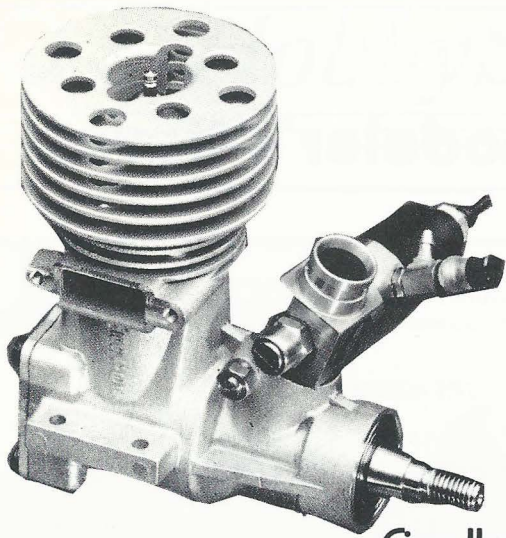
This year registration and computer lap tabulation and parts were moved into a 23 foot trailer known as Modeler's Haven Mobile Racing Unit. This unit could be a story in itself. Briefly, it allows us to pull in, plug into an A/C power outlet and be ready to race anywhere. This unit has given us the flexibility to also offer our drivers asphalt racing by merely relocating to the front of our hobby shop or to someone else's property.

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Our indoor carpeted track where full bodies are required on 1/10th scale for all racing events. Drivers shown preparing to race are left to right: Mike Tamilio, Dave Lovett, Steve Buzash, Bill Hurless, and Paul Borowski . . . in the background are sitted spectators.

No matter where we are running our races - Indoor carpet - Outdoor asphalt or Outdoor dirt - Modeler's Haven promotes family fun racing. We have many a father and son racing team and we are currently seeing many more husband and wife racing teams coming out to our tracks. We have correlated our race tracks with our hobby shop in an effort to provide our customers with a place to race. Our indoor carpeted track is currently in operation with variable practice days and almost a weekly race event with a monthly schedule which is available at the hobby shop or race tracks.

As 1986 comes to a close, Modeler's Haven is once again facing a new beginning. With almost 8 years of retailing at the same location, the hobby shop is expanding our current space by doubling our retail sales area and doubling our office and equipment space. The new venture, still at 4255 Portage N.W., North Canton, Ohio, will have more than half of our retail area strictly devoted to the expansion of our radio control cars and parts, with of course, all

other general hobby items, including radio control planes, boats and helicopters, showing a definite increase.

Another area will have an in house, full service department along with an expanded shipping department offering same day service throughout the United States along with increased shipping service to parts of Canada and Europe. The expansion is expected to be completed by early December.

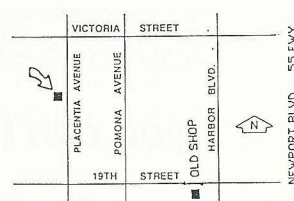
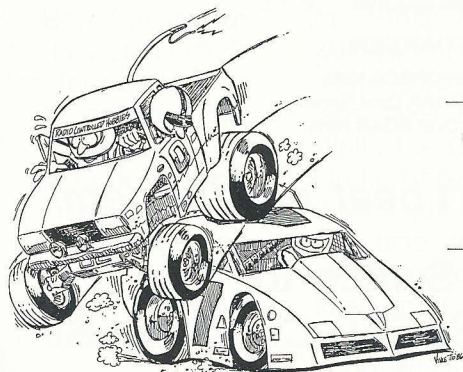
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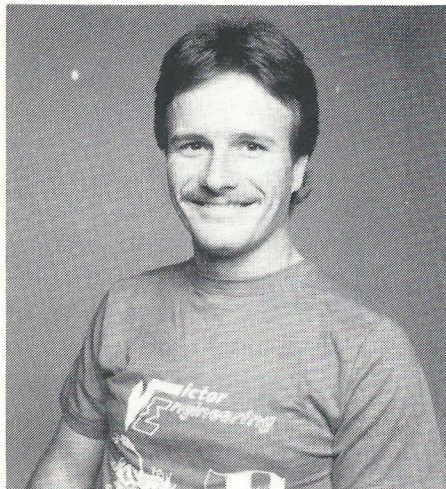
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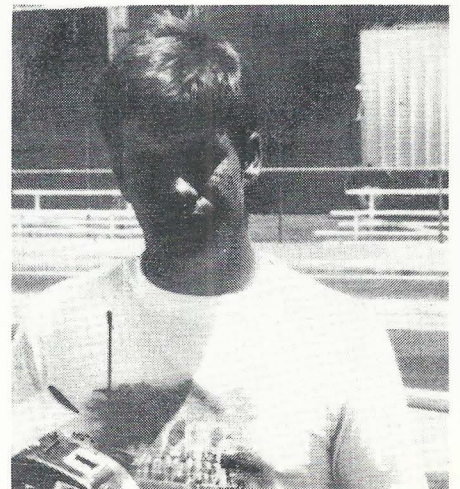
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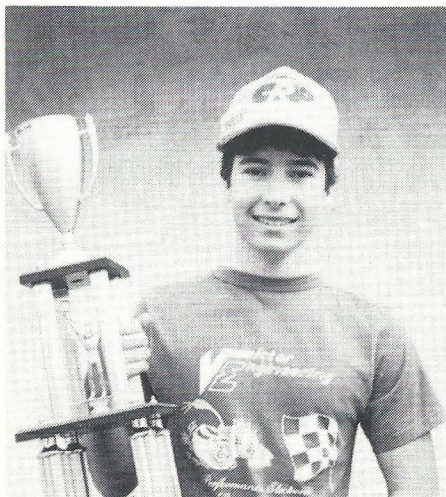
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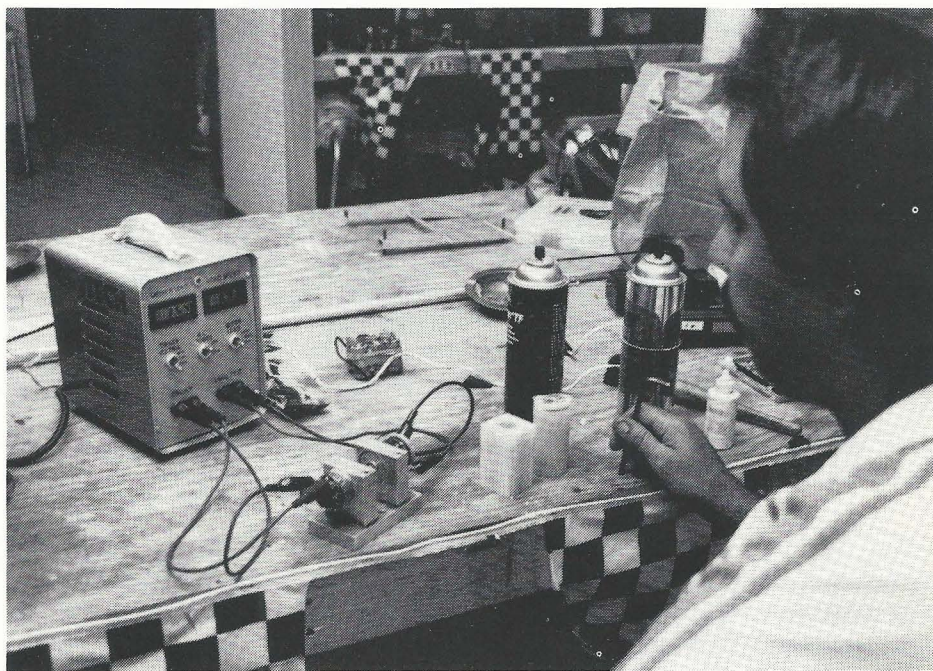
Trinity 1/12 Scale Fall Warm-Up

Photos and Story By Larry Wright
October 3-5, 1986 - Quincy, IL

The folks at R & R Hobby & Raceway in Quincy, Illinois were at it again the weekend of October 3 through 5 as they, with the sponsorship help from Trinity put on the first major 1/12 scale race in the area. The Trinity 1/12 scale Fall Warm Up Race at R & R started Friday with the whole day open for practice. Drivers from four surrounding states arrived early Friday morning to prepare for the stock class races which were set to start Saturday morning.

Saturday morning arriving much too early for those of us who stayed up late the night before, but despite that, it was time to get in gear so to speak and prepare for the first qualifying rounds. The stock Trinity prepared motors had been handed out to the drivers and each and every driver had done his or her special trick to make their motor the fastest of the field. I would like to tell you some of the motor tricks that I saw, but I did not see very many because everyone wanted to keep their secrets just that - secret. Now I am willing to tell you what I did to prepare my Trinity stock motor but when you see how I finished you will no doubt say who cares.

Many of the local drivers had been trying to guess for days just how many laps would be turned in the eight minute period based on what happens at the local races every Saturday night. The first complete rotations of heat races had ended around midday and we now had what appeared to be a fast time for the day at 40 laps, 8:12.3 minutes set by Jim Dieter of Joliet, Illinois driving an Associated 12L car. The time set by Dieter was not beaten until the last heat which he himself beat by five tenths of a second. So now the stage was set with the ten fastest cars and drivers, who were all from



Carl Cristy testing motors for Jim Hoffman just before the heat race which ended up with Hoffman setting fast times for the weekend. The motor tester was designed and built by Ray Klump.

Illinois qualifying as follows: Jim Dieter of Joliet with 40 laps, Jim Hoffman of South Holland, Ken Pohlman of Oak Lawn, Skip Starky from Carbondale, Carl Cristy of Glenwood, Bob Schoenau of Midlothian, Ken Pepe of Grundee, and Dennis Moscatelli of Des Plains all turning 39 laps being separated by only eight seconds. Rounding out the A main was Bob Stewart of Crest Hill, and Quincy driver Walt Siemans. The top four cars after qualifying were: Associated, Bolink, TRC Pro 12, Delta.

Now I would like to do nothing more then give you a race report of all the Stock mains but what I must do is ask you to bear with me because I have so much to report about Sundays events that I must go on to Sunday.

Sunday's qualifying for the Modified mains started earlier then the Stock qualifying the day before in the hopes of an earlier finish of the

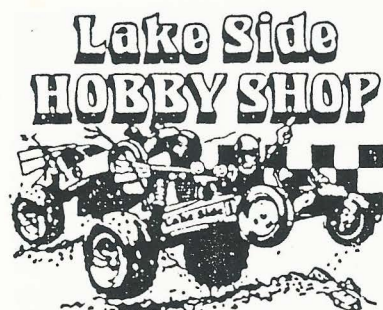
day's events, to allow those drivers with long drives home a chance of making it before sunrise Monday. I had asked many of the drivers from Saturday's A Main what we could expect to see as fast times for today's events, and everyone that I talked with seemed to say one and maybe two laps above Saturday's time. Jim Dieter was the winner of the Stock A Main from Saturday with a winning time of 41 laps 8:08.8 minutes so we should see 42 to 43 laps take the Modified A Main. While the C heats were running I strolled the pits watching the A heat drivers get ready to do battle for the first time with heavy horsepower when I noticed Bolink driver's Hoffman and Cristy with some kind of motor tester that I had to know more about so I asked them some questions.

Carl Cristy was doing most of the testing and he explained to me that the motor tester was designed

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You will receive additional information upon receipt of your entry.

AMB Lap Counting System will be used.

Must receive entry by Jan. 31, 1987

For further information call (813) 837-8983.

Name _____ Roar No. _____

Address _____

Frequencies: - 1st _____ 2nd _____ 3rd _____

Sportsman _____ 2WD Stock _____ 2WD Open _____ 4WD Open _____

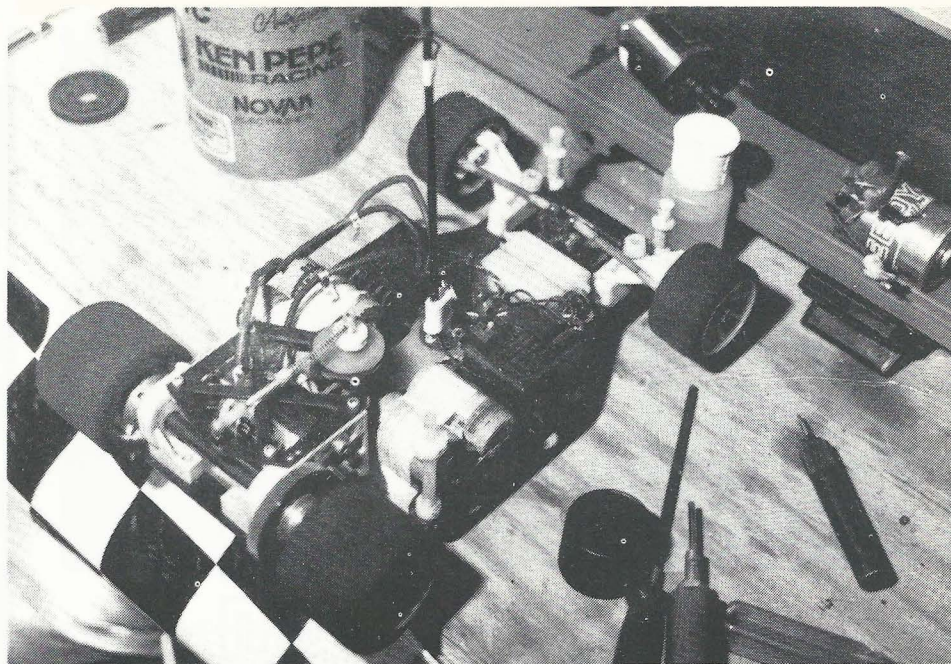
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and built by Ray Klump at Central Can Corp. The theory behind the tester is to use the motor to be tested to turn another motor used as a generator to generate a voltage that you monitor along with the amperage draw of the test motor. This information along with previous race data such as gear ratios, battery life for a given test motor, and so on will give you a good reference point for any changes you may want to make in the test motor. Cristy went on and demonstrated by changing timing, changing brush design, and using various cleaners and additives to increase power. What you will want to look for is an increase in voltage due to increased test motor RPM verses amperage draw of the test motor. Throughout the day I watched them test at least twenty motors for other racers and by the way the Bolink drivers qualified the motor tester did help.

Now was the time for the fast heat which consisted of Saturday's A Main drivers ready for the first of four qualifying heats. Roy Weast, the master mind of R & R gave the call, "marshalls ready, drivers ready, on the buzzer", and a moment of dead silence hit the entire raceway waiting for the computer scoring system by Rev Tech to start the race, which it did. Just like the previous races there



The new Associated 12L car of Ken Pepe during down time in between qualifying attempts. Note the new location of the motor which is offset toward the left side of the car along with many other changes.

was a major crash in the first turn but all of the drivers escaped except Ken Pepe and Dennis Moscatelli who ended up at the back of the pack. Once the first official lap was logged it was Jim Dieter in the lead followed by Bob Schoenau, Jim Hoffman and Skip Starky with the rest of the field in close behind.

On lap three the leader Dieter was involved in a wreck which moved him into third place letting Schoenau and Hoffman take over first and second place. Behind

all of that action Cristy had passed Starky and Stewart to take over fourth place. This order stayed the same until lap fourteen when Cristy was able to pass Dieter and take over third place. From that point on, the top four stayed in the same order with the rest of the field trying to keep the pace. A failed radio switch on lap twenty eight was the cause of Cristy's departure from the track, and third place for just short of a minute before he was able to return. Dieter now hold-

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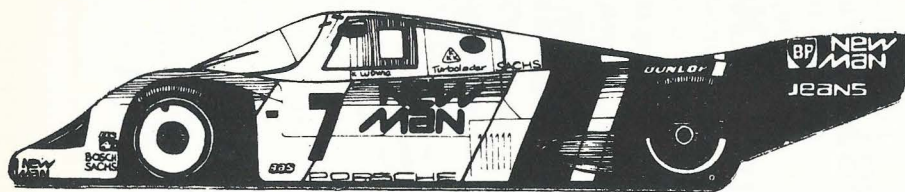
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Sponsors (if any): _____

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3. _____ 4. _____

5. _____

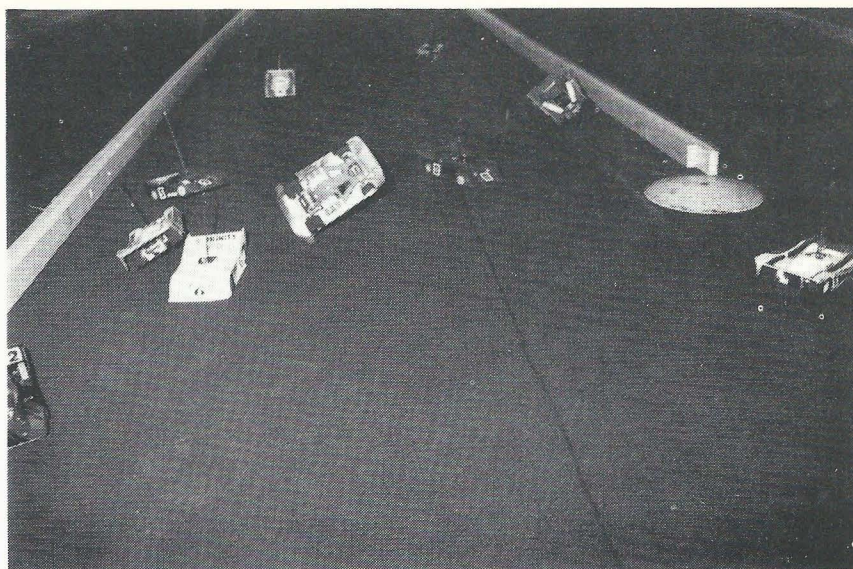
Frequency choices: 1. _____ 2. _____ 3. _____

Team Manager: _____ ph# (_____) _____ - _____

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ing third place followed by Moscatelli, who both had eyes on moving up soon had to face the fact that this race was history with Schoenau winning the race with a fast time of 42 laps at 8:12.3 minutes followed by Hoffman. Now there were nine drivers heading to the pit area trying to figure out what had happened and what to do about it. As I strolled the pit area I have never seen so many top drivers so quiet in a long time with the exception of Schoenau who just sat in his little corner and smiled. Do you remember those nine worried drivers I talked about? Well before they knew it, it was time for round two. Do you also remember that motor tester that I talked about? Well after the end of the A heat round two, it was Jim Hoffman with his RevTech powered Bolink car now holding the TQ spot with a fast time of 42 laps at 8:07.7. Hoffman was able to hold on to the TQ spot despite the stong challenges in the last two heat races. The stage was now set for a super A Main lineup with only two drivers to break the 42 lap mark that being Hoffman and Schoenau, both doing a great job.

It was now time for the mains and in particular the A Main. Hoffman took his respective spot on the track as TQ followed by: Shoenu, Dieter, Pepe, Moscatelli, Cristy, Pohlman, Siemens, Starky and Dan Jones the only newcomer to the field. With the excellent job done by Hoffman and Schoeneau as being the only two drivers to break the 42 lap margin the big question for the last race of the day was what about the Associated 12L cars of Dieter and Pepe? The cars were on the line, the drivers were on the stage, and the race was off with the usual first corner crash, but by the end of the first official lap it was Hoffman in the lead, with Pepe one half a second behind him, and Dieter and Schoeneau rounding out the top four. The top six drivers at this point were all so close that any flaw in driving would cost at least one place on the track. Hoffman was holding the lead on lap four and looked to be the man to beat as he was driving a



The first turn action found Jim Dieter (1) the only car finding a good line with Jim Hoffman (2) and Bob Schoenau (6) at least close to where they should be. This was the Stock A Main and everyone was surprised that the start was that rough. The car of Ken Pohlman received the worst of the action, and you can see why as he flies through the air.

great line, when all of a sudden out of nowhere he was hit by a back marker which left him now in fourth place, but only feet behind the top three drivers. Hoffman's bad luck got worse one lap later when another car that had wrecked was placed back on the track in front of him, leaving him nowhere to go and after that ordeal he was about a half a lap behind third place and about ten seconds behind first place which on this track is about one lap. It was now apparent that Hoffman had his hands full just to catch up and that the race was now between Dieter and Schoeneau. With the two leaders in their own world the best race was now between Cristy and Pepe doing their best to stay ahead of Hoffman, who knew that he had to fly to get back into the race. On lap eighteen Hoffman had fought his way back into the third place spot as Dieter was still holding off Schoeneau for first. The battle went on and on with the race for second through fifth place being one to behold.

On lap twenty-nine it was Dieter in the lead, followed by Shoeneau, Hoffman, Cristy, and Pepe with the rest of the field a couple of laps down. As all racers know if you are in first place time seems to stand still and if you are not in the lead

time seems to fly by and I am sure that time flew by way to fast for Hoffman who drove a super race to catch up but Schoeneau and Dieter also drove a great race and finished the same as they were on

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lap twenty-nine with Dieter winning and Schoenau and Hoffman in second and third place.

It was great to have so many drivers take the time to drive long distances to come to Quincy's R & R Hobby & Raceway and supply the local drivers with some stiff new competition to go after. As a result we local drivers have a new track record to shot at set by Jim Hoffman at 42 laps 8:07.7. Good job Jim! From all at R & R thanks to all who came to the race and a special thanks from Roy to Ernie at Trinity for the super motors. See you next time!

MODIFIED MAINS

A MAIN

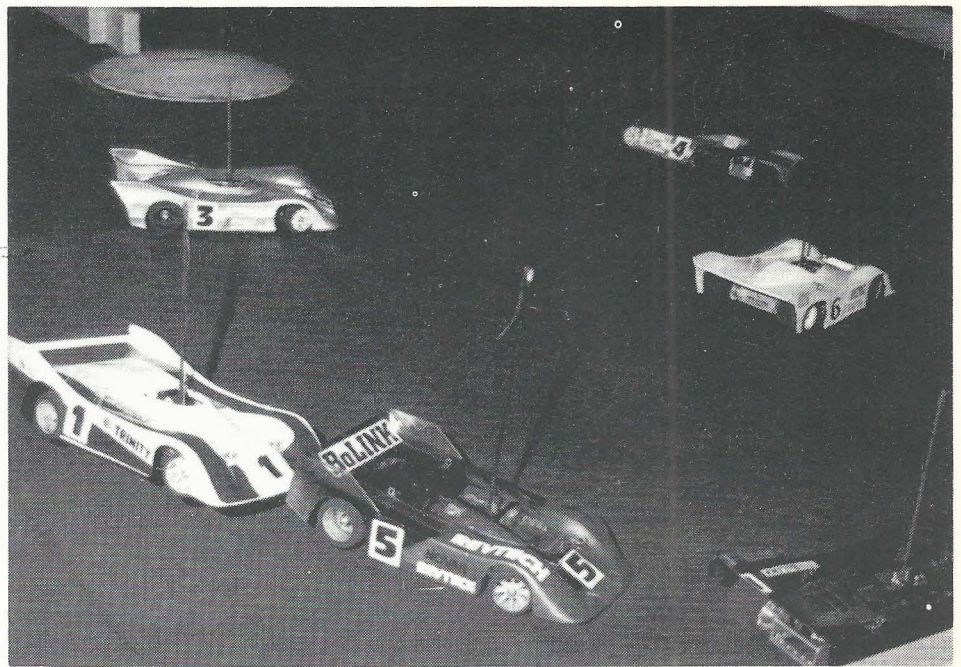
- 1st - Jim Dieter
Assoc./Trinity
- 2nd - Bob Schoenau
TRC Pro 12/Trinity
- 3rd - Jim Hoffman/TQ
Bolink/RevTech
- 4th - Carl Cristy
Bolink/RevTech
- 5th - Ken Pepe
Assoc. 12L/Reedy
- 6th - Dennis Moscatelli
Phillips/Delta/Diamond
- 7th - Skip Starky
Delta/Trinity
- 8th - Dan Jones
Delta/Trinity
- 9th - Walt Siemens
Assoc. 12i/Trinity
- 10th - Ken Pohlman
TRC Pro 12/Trinity

B MAIN

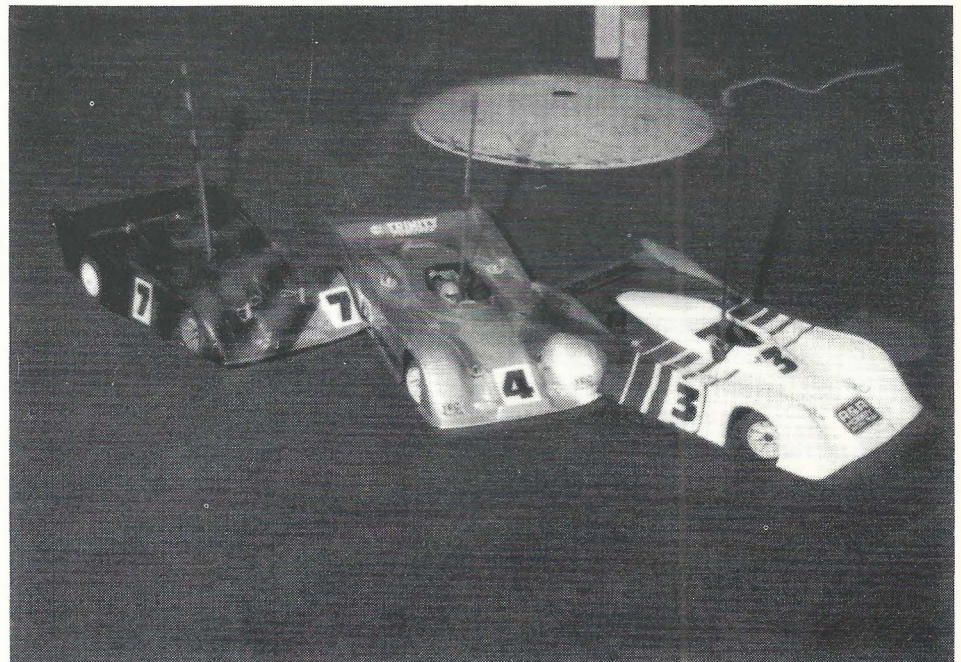
- 1st - Don Meade
- 2nd - Louie Quintero
- 3rd - Bob Stewart
- 4th - Norm Mead
- 5th - David Kemp
- 6th - David Croy
- 7th - David Diehl
- 8th - Mike Weast

C MAIN

- 1st - Nub Kopsisca
- 2nd - Jeff Wertanen
- 3rd - Neil Younggren
- 4th - Ken Schueler
- 5th - James Arnold



Jim Dieter (1) assisting Carl Cristy (5) into the boards during the Stock A Mains. The car in front of Cristy is teammate Jim Hoffman who found his own way into the boards. Skip Starky (4) with Bob Schoenau (6) and Ken Pohlman (3) found the smmoth boards. Skip Starky (4) with Bob Schoenau (6) and Ken Pohlman (3) found the smooth line.



David Kemp (7), Ken Pohlman (4) and Mike Weast (3) found the racing real close during their second qualifying attempt on Saturday.

- 6th - Ray Weast
- 7th - Bill Schoenau
- 8th - David Arnold

D MAIN

- 1st - Ken Van Brocklyn
- 2nd - Bernie Feverstein
- 3rd - Rick Myos

- 4th - Bill Eisenhard
- 5th - Gary Adams
- 6th - Bob Oaks
- 7th - J. C. Oaks

E MAIN

- 1st - Jim Peterson
- 2nd - Ron Kovach

- 3rd - Rick Vance
- 4th - Steve Lockner

STOCK MAINS

A MAIN

- 1st - Jim Dieter/TQ
- 2nd - Carl Cristy
- 3rd - Skip Starky
- 4th - Bob Schoenau
- 5th - Bob Stewart
- 6th - Jim Hoffman
- 7th - Ken Pohlman
- 8th - Walt Siemens
- 9th - Ken Pepe
- 10th - Dennis Moscatelli

B MAIN

- 1st - David Deihl
- 2nd - Norm Mead
- 3rd - Dan Jones
- 4th - Bill Schoenau
- 5th - David Croy
- 6th - Louie Quintero
- 7th - David Kemp
- 8th - Mike Weast

C MAIN

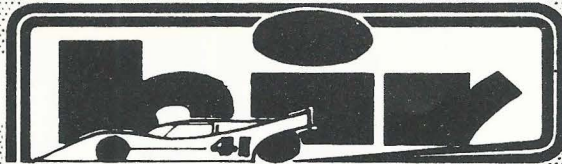
- 1st - Ray Weast
- 2nd - Nub Kopisca
- 3rd - Jeff Wertanen
- 4th - Neil Younggren
- 5th - Larry Wright
- 6th - Ken Schueler
- 7th - James Arnold
- 8th - Mike O'Brien

D MAIN

- 1st - David Arnold
- 2nd - Ken Van Brocklin
- 3rd - Bill Eisenhard
- 4th - Bernie Feverstein
- 5th - Jody Schroder
- 6th - James Peterson
- 7th - Rick Myos

E MAIN

- 1st - Gary Adams
- 2nd - J. C. Oaks
- 3rd - Ron Kovach
- 4th - Steve Lockner
- 5th - Rick Vance
- 6th - Larry Boggs



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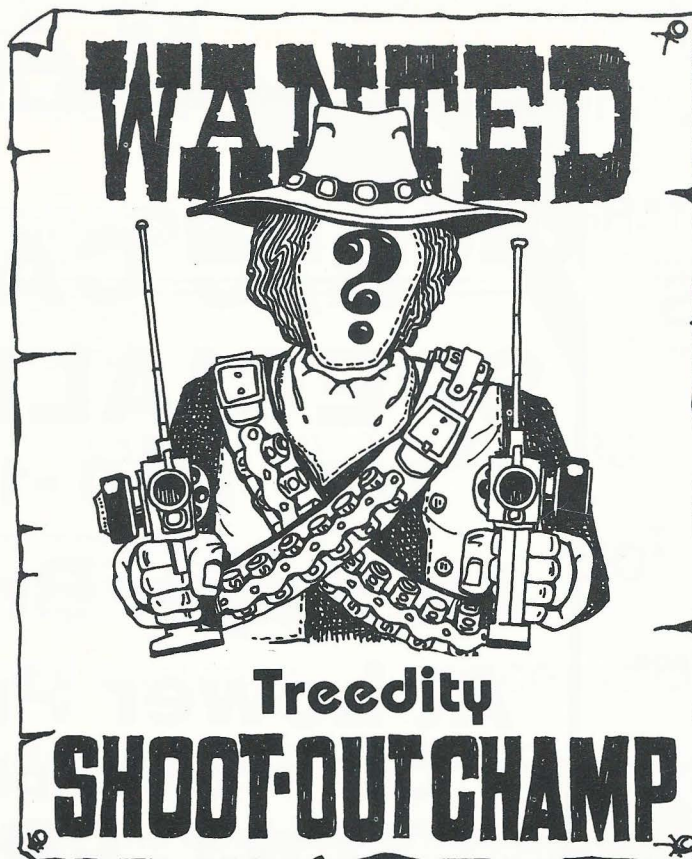
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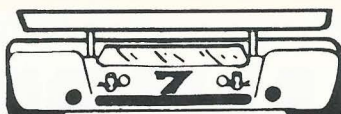
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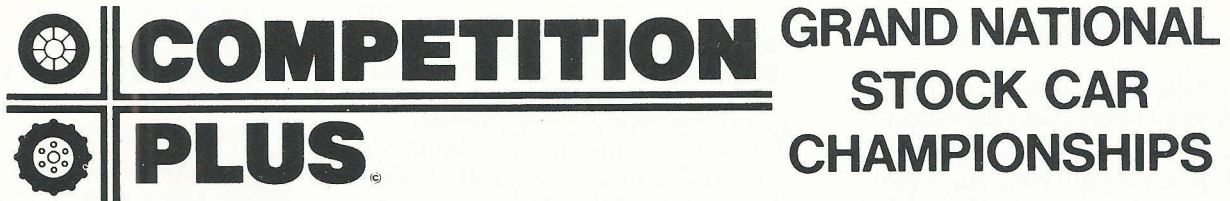
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and Friday 6:30 p.m., Every Satur-
day and Sunday 10:30 a.m. Com-
outer scoring, 110V a/c pit power,
fully lighted, parts dept., overnight
camping. Call Jack Hanson for
more info (415) 754-5700.

F/X RACEWAY

Every Saturday 1 p.m. The Frame
Gallery, 13340 F. Franklin Farm
Road, Herndon, VA 22071. For fur-

ther information call Eric Zelman, (703) 471-4499.

RIVER CITY RACEWAY

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

WALT'S HOBBY & CRAFT

4300 West Genesee Street, Syracuse, NY 13219. 468-6544. Monday evenings. 1/12 & 1/10 sprint class.

- 1/12th Scale - SCAR CLUB

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

For further information contact: Steve Hickman, President, 1904 S. Ross, Santa Ana, California.

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-

S.T.A.R.C.

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

THE NORTHERN MINI-RACERS WINTER INDOOR SEASON

The Northern Mini-Racers 1/12 scale indoor season starts on the 4th of October. This year races are at the Minot AFB Recreation Center on the first and third Saturday of each month. Race day starts at 12:00 noon with track set-up. Race heats continue until 6:00 p.m. when the mains will commence. Other race days and locations are possible and will be announced.

The "Indoor" season consists of 4-cell radio controlled cars running on carpet. "Road" courses are the

staple of full scale racing and our 1/12 scale tracks follow suit.

- Special Events -

Grand American '87 Oval Series

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

April 4 & 5 - Hot Trax Raceway, 5201 Argosy, Huntington Beach, CA 92649, (714) 898-1543.

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

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

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

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

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

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

Teach Your Fox a Few Tricks with PRO-TRACK!

The competition doesn't stand a chance when you dress your Fox with PRO-TRACK's trick parts.

- Fox Easy Access Radio Tray Cover Kit - Allows adjustments in seconds, not minutes - \$27.50
- Fox Front End Sway Bar Kit - \$7.95
- Fox Modified Rear Wing - \$11.95
- Fox Nerf Bar Kit - \$15.00
- Fox Bumper Kit - \$8.50
- Soft or Medium Rate Springs - For Fox and Boomerang - \$5.25/3 per pack
- Soft or Medium Rate Springs - For Falcon and Super Shot - \$6.95/4 per pack
- PRO-TRACK "Lo-Profile" Servo Tape - \$3.80
- PRO-TRACK Motor Noise Suppressor Kit - \$2.50
- PRO-TRACK 4mm Nylon Wing Nuts - \$1.90/6 per pack

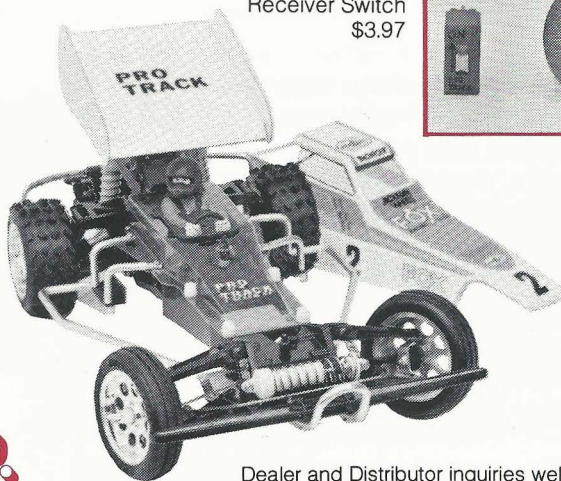
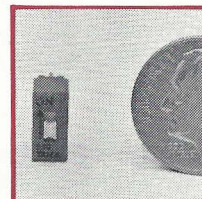
PRO-TRACK is dedicated to the R/C enthusiast who wants to win. Watch for innovative ideas and products from PRO-TRACK. For complete information contact Bob Herman, PRO-TRACK Corp., Box 441, Elyria, OH 44036-0441. Or call (216) 323-3333 today!

**PRO-TRACK CORP.**



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

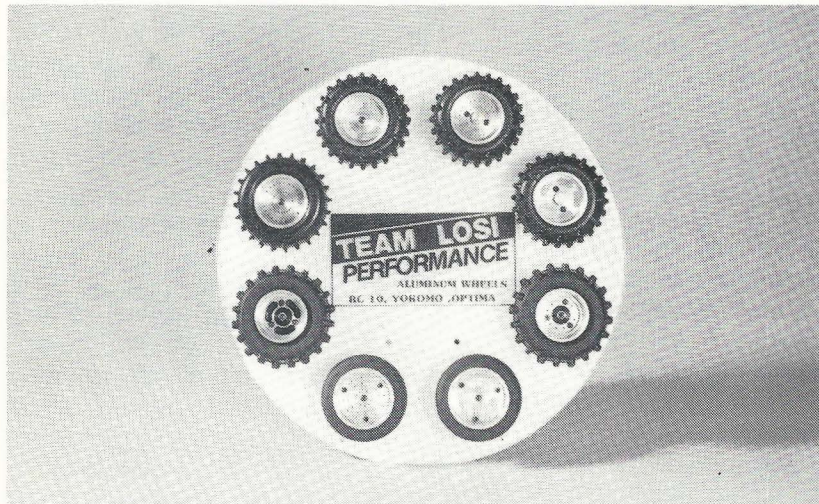
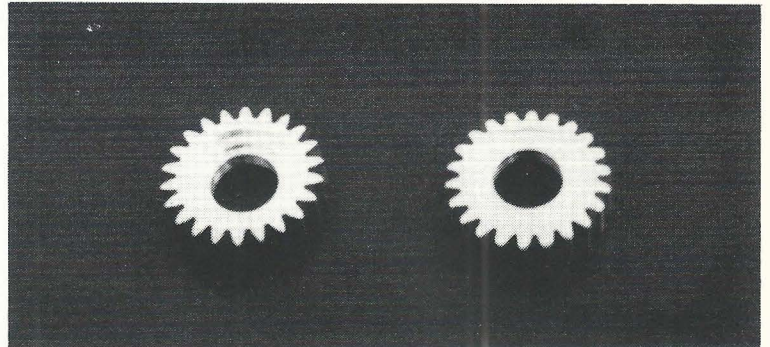
• PRO-TRACK Micro-Light Receiver Switch \$3.97



Dealer and Distributor inquiries welcome!

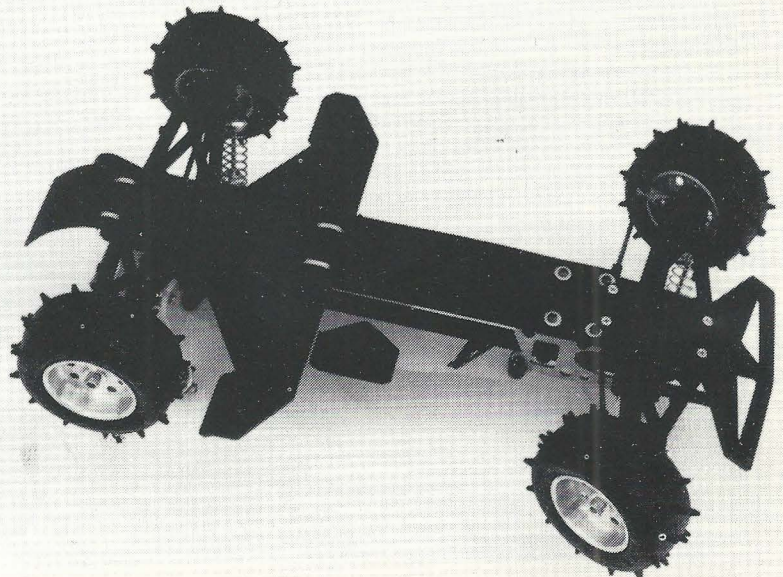
Holiday Gift Ideas

Aluminum Idler Gears for the RC 10 by Gold Label. Available through Nationwide Distributing, 16582 Gothard, Suite G, Huntington Beach, CA 92647, (714) 895-5256.



TEAM LOSI ALUMINUM WHEELS
(For Yokomo, RC10 and Optima)
Here is a terrific way to up-grade the appearance of your off-roader. These are high-quality, precision-machines aluminum wheels that are guaranteed to lend authenticity and appeal to your car. Available in a variety of styles for the Yokomo, Associated RC10 and Optima. Part No. 5070-5077. Price from \$19.95/pair. RPS Distributing, 1655 E. Mission Blvd., Pomona, CA 91766, (714) 620-0164.

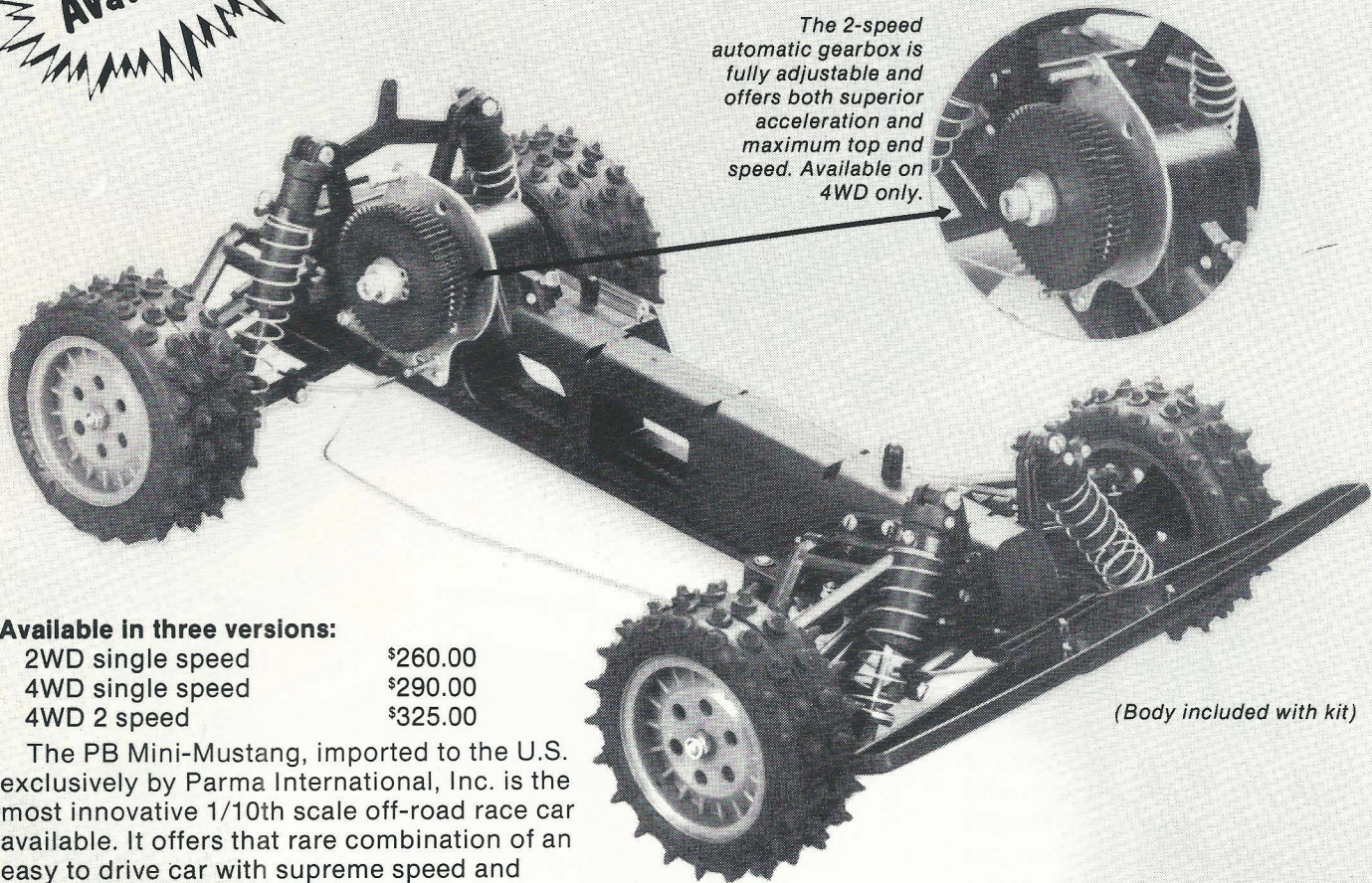
New Products from JG Mfg. Part No. K003 - Optima Skid Plate; Part No. K002 - Optima Nerf Wings Red or Black Kydex; Part No. K009 - Optima Mini Front Bumper, Red or Black Kydex. JG Mfg., P. O. Box 6014, Whittier, CA 90609-6014, (213) 947-1206.



Now Available!

PB Mini Mustang

The 2-speed automatic gearbox is fully adjustable and offers both superior acceleration and maximum top end speed. Available on 4WD only.



(Body included with kit)

Available in three versions:

2WD single speed	\$260.00
4WD single speed	\$290.00
4WD 2 speed	\$325.00

The PB Mini-Mustang, imported to the U.S. exclusively by Parma International, Inc. is the most innovative 1/10th scale off-road race car available. It offers that rare combination of an easy to drive car with supreme speed and performance.

We are sure that you will be delighted with the speed, reliability and handling which the Mini-Mustang's unique blend of lightweight innovative design and high technical efficiency has to offer.

Standard Features

- include full ball bearing sets, moulded "no bend" driveshafts, double wishbone suspension front and rear and much more.
- Genuine bevel gear differentials (three pinion) are provided both front and rear. *Free differential action give minimum power loss during cornering. Your battery charge lasts longer.*
- Hi-tech (no-bend) driveshafts. *Moulded in a composite material and with fully hardened steel drive pins. They don't bend like many metal driveshafts.*
- Double wishbone suspension used for all four wheels. *The low component count means fewer spares and the suspension geometry means precision handling.*

- Hydraulic shock absorbers with high strength, light weight cases. Three 'O' rings. *The three 'O' ring design gives super smooth no-leak operation and simplicity of assembly and filling.*
- Full ball bearings. *You don't need to spend a fortune on ball bearings after you've bought the kit. The Mini-Mustang's ball bearings give it long life and high efficiency as standard.*
- 2 wheel drive or 4 wheel drive up gradeable. *The change from 2WD to 4WD can be achieved at minimum cost.*
- Spring rate and ride height are separately adjustable. *You can raise the car for rough tracks or lower it for smooth ones without affecting your chosen spring rate.*
- Readily available spares. *You won't be sidelined waiting for a part. Parma understands the importance of keeping you racing.*

SEND \$2.00 FOR CATALOG AND STICKERS!



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WORLD CHAMPIONS ESTABLISHED 1964
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Parma's 4mm wheel knock-off nuts are now available chrome plated. They fit all Tamiya cars, the RC10 and many others. They are perfect for that concourse winning edge! Part No. 13626 - 4/\$3.60. Parma International, Inc., 13927 Progress Parkway, North Royalton, OH 44133.

For those serious racers who like "A place for everything and everything in its place", "CAR CADDY" by R/C Avcessories, Inc. is your answer.

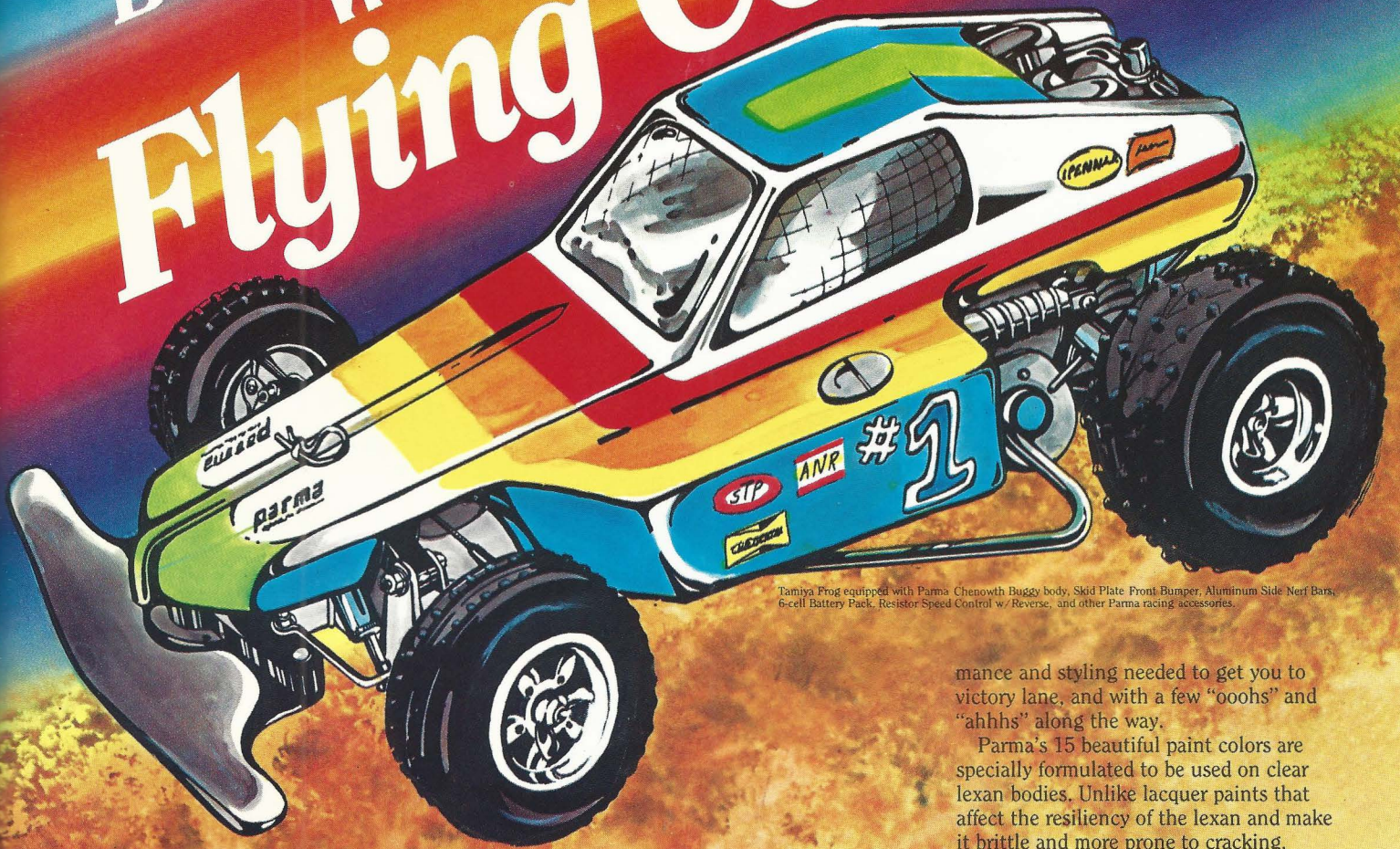
A quality product designed with 1/10 & 1/12 scale racers in mind. The BH 861 (assembled) for the one car racer who doesn't have the time to put his case together, or the BH 862 (kit) for the person who enjoys doing his own thing. The BH 863 (assembled) for the two car racer ready to paint or stain, of the BH 864 (kit).

R/C Accessories is using onyl Brazilian Virolla plywood (7-ply in the 1/2" cae) which has a fine grain and stains like a piece of furniture. Each case has two roomy drawers for those tools, spare parts, etc., plus space for controller(s), batteries, charger(s) and sliding removable saddles for each car.

For more details look for their ad in this and future issues. Manufactured by R/C Accessories, Inc. 5103 Azeele, Tampa, FL, 33609, (813) 832-2442.



Parma Bodies and Paints Win With Flying Colors!



Tamiya Frog equipped with Parma Chenoweth Buggy body, Skid Plate Front Bumper, Aluminum Side Nerf Bars, 6-cell Battery Pack, Resistor Speed Control w/ Reverse, and other Parma racing accessories.

An awesome car deserves an awesome body and an awe-inspiring paint job. If appearance and performance don't match on your car, you need some help from the racing professionals, and once again, Parma's got you covered! Parma offers a complete line of clear and painted lexan bodies and a spectrum of beautiful, specially formulated painting colors. Parma's got the racing body that you want and that fits your car, and the paint that allows you to make it uniquely your own.

Whether you're a dirt racer or a road racer (or both!), Parma has the body style you're looking for. And, with the Parma Universal Body Mount kit, you can mount any Parma body onto any make of car! That means you can change your "Frog" into a '63 'Vette! Or your RC10 can become a Dodge Daytona, and a "Hot Shot" converts to a Wells Coyote. Your Yokomo can turn into a Chenoweth Buggy and a "Bulldog" car can even be transformed into a truck with the Subaru Brat body. Whatever your preference, Parma bodies are molded with the high perfor-

mance and styling needed to get you to victory lane, and with a few "ooohs" and "ahhhs" along the way.

Parma's 15 beautiful paint colors are specially formulated to be used on clear lexan bodies. Unlike lacquer paints that affect the resiliency of the lexan and make it brittle and more prone to cracking, Parma paints actually make a body last longer! Parma colors stick to the lexan and bend and flex without flaking. Application is easy because the paint is quick-drying and sprayable straight from the bottle. Parma's wide range of colors and optional metalflake powder give you endless paint scheme possibilities and help to grab the concours trophy for sure!

So if you want a professional-looking paint job, be sure to look for the Parma Paint rack at your local hobby dealer, and if your hot car needs a hot body, ask for a Parma lexan body. Because when it comes to performance AND appearance, Parma's Got You Covered. . . Beautifully!



Look for the Parma Paint rack at your local hobby dealer.

Beautifully!

Parma's Got You Covered!

Send \$2.00 for the latest catalog of Parma racing accessories



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WORLD CHAMPIONS ESTABLISHED 1964
13927 Progress Parkway
North Royalton, OH 44133

Parma 1/10 Bodies: Chenoweth Buggy, Unser Buggy, ASA Mustang, NASCAR Monte Carlo, Sargent Sprint Car, AMC Spirit Modified, ASA Buick Regal, Subaru Brat, Grasshopper, Stinger, Outlaw Wedge, '63 Corvette, ASA Dodge Daytona, '67 GTO, Frog Jumper, Wells Coyote, '65 Mustang Off Roader, 944 IMSA Turbo Porsche, '33 Ford Coupe, Big Bear Datsun, VW Beetle, Sly One, '36 Ford, '69 Dodge Charger, Osella PA9 CanAm, Desert Dog, '57 Chevy.



"CAR CADDY" by

R/C Accessories, Inc.

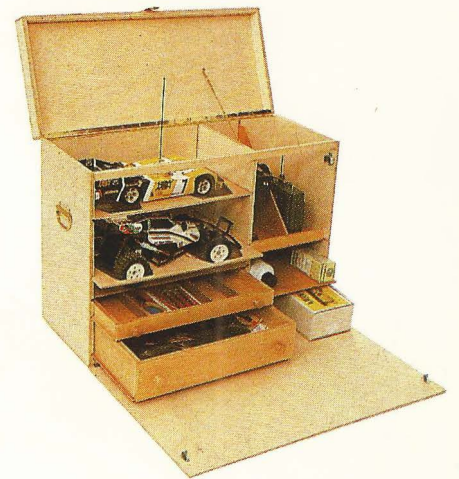
FIRST IN QUALITY

Fits $\frac{1}{10}$ and $\frac{1}{12}$ scale cars

Our "CAR CADDYS" are made from Brazilian Virolla plywood with a light, natural, fine grain, smooth finish, with 7-ply in the half-inch case stock. All hardware is brass plated and when ordering the assembled "CADDY," it is lightly sanded, all joints are glued and air-gun nailed. Full length piano hinges for the top and fold-down front.



BH 861



BH 863

Model BH 861 — This is the one-car assembled "CADDY" "CADDY" is 24" by 18" by 12" outside. Has a sliding removable saddle for one car. Slot for one controller. Slide-out shelf for 3 to 5 batteries. Shelf for battery charger. Small drawer is 1 1/4" deep by 17" wide by 10" depth with three movable dividers for tools, small parts, etc. Large drawer is 3 1/2" deep by 17" wide by 10" depth for spare tires, motors, parts, etc. Finish is lightly sanded and ready for paint or stain.

Priced at only \$119.95

Model BH 862 — Same as BH 861 except in kit form with easy-to-assemble instructions including pictures of most steps. Included are all wooden parts pre-cut, routed and/or dado'd, all brass-plated hardware, nails, brass screws and wood glue. All you need is a hammer and a screwdriver.

Priced at only \$69.95

Model BH 863 — This is the two-car assembled "CADDY" "CADDY" is 28" x 21" by 12" outside. Has two sliding removable saddles for two cars. Slots for two controllers. Slide-out shelf for 6 to 8 batteries. Shelf for two battery chargers. Small drawer is 1 1/4" deep by 17" wide by 10" depth with three movable dividers for tools, small parts, etc. Large drawer is 3 1/2" deep by 17" wide by 10" depth for spare tires, motors, parts, etc. Finish is lightly sanded and ready for paint or stain.

Priced at only \$139.95

Model BH 864 — Same as BH 863 except in kit form with easy-to-assemble instructions including pictures of most steps. Included are all wooden parts pre-cut, routed and/or dado'd, all brass-plated hardware, nails, brass screws and wood glue. All you need is a hammer and a screwdriver.

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R/C Accessories, Inc.
5103 Azele, Tampa, FL 33609
(813) 832-2442

PLEASE SHIP ME THE FOLLOWING:

() **BH 861** at 119.95 each \$ _____

() **BH 862** at 69.95 each \$ _____

() **BH 863** at 139.95 each \$ _____

() **BH 864** at 89.95 each \$ _____

Florida residents add 5% tax \$ _____

Shipping and handling (U.P.S.) \$ 10.75

TOTAL \$ _____

NOTE: We will pay the shipping and handling on all orders when original coupon sent.

DISTRIBUTOR-DEALER INQUIRIES INVITED

TWOS FOR OFFROAD.

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

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

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



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

BEC. TAKE A LOAD OFF YOUR WHEELS.

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

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

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

MAGNUM SPORT.

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

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

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

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

MAGNUM ATTACK



Magnum Sport/2P
(System includes:
R2GS receiver/2-S28
servos)

Futaba

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Announcing the first
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It will be charging in five years or we'll fix it.*

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We have Quick Chargers for every application. Our RB 460 runs off your car's 12V cigarette lighter to charge 7.2 volt batteries. Our RB 465 adds the capability of a 110 volt AC source to the 12 volt DC. And the RB 475 goes one step further by charging 8.4 volt batteries, too.

We build your confidence, as well.

MRC is the most respected name in the hobby business. So we make sure our Quick Chargers help form a high performance package that'll turn your off-road buggy into a beauty. After all, we do know a bit about buggies, don't we?

*Any component which is proven defective due to improper workmanship or materials.



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