

Kyosho's 10th Scale
LOLA INDY CAR





Spacious Field Bags — Washable, nylon **Deluxe** (18" x 10" x 10") and **Extra Large** (22" x 12" x 10") feature strong handles, detachable shoulder strap and storage pockets. Collapsible for storage.



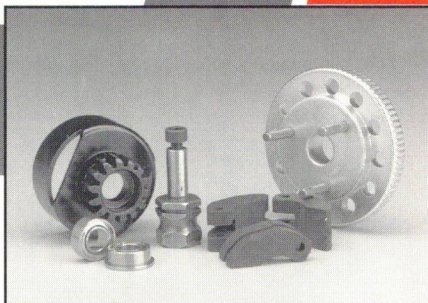
Heat Sink Heads for O.S. .12 CZ-R — These lightweight, machined aluminum heads reduce heat for greater performance. Direct, bolt-on replacements for easy installation and great looks. Two styles available.



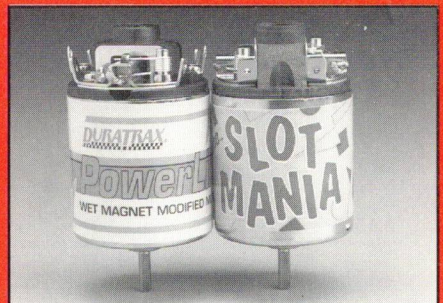
Premium Sport Packs — These assembled, 6- and 7-cell packs have everything a sport racer needs, including a choice of Tamiya or Kyosho connector — and 1500 mAh of run-time capacity. Available with Sanyo or Panasonic cells.



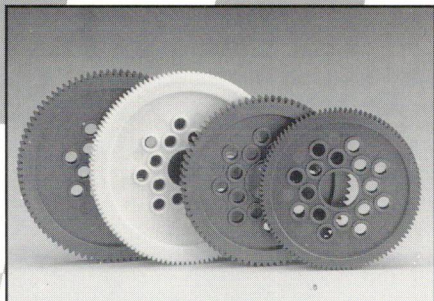
On-Road Tires — Choose from blue, green or yellow foam-rubber compounds. Available mounted and trued on BBS-style rims, or NASCAR-style Pro Series composite rims. Direct replacements for all 1/10 on-road cars.



Clutch Parts — High-performance add-ons for 1/10 and 1/8 scale cars, including **Ultralite Clutch Bells, Bearing Set, Carbon Clutch Shoes, 3-Pin Flywheel** and O.S. .12 and .21 **Clutch Nuts**.



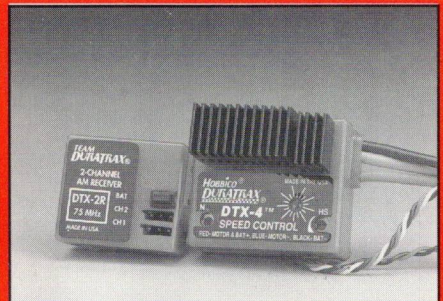
PowerLine Motors — **Slot Mania™** delivers all-out speed for ROAR '91 stock class racing. 12 x 3 **Oval Motor** is one of four available modifieds tailored to specific applications. All power — all affordable.



48- and 64-Pitch Spur Gears — Dial in a proper gear ratio for less. DuraTrax's gears are precision-molded for optimum mesh, and made from durable black composite nylon for maximum strength. Direct replacements for all 1/12 and 1/10 scale cars.



O'Donnell Fuel/Kwik-Pit — O'Donnell's 20% nitro and special oil blend deliver the excellent idle and top power that car racers demand. **Kwik-Pit's** 16 oz. capacity and long, curved neck make fast pit stops easy.



Electronic Speed Controls/Receivers — Lightweight and compact, the **DTX-4™** speed control and 2-channel, 27 or 75 MHz mini-receivers offer the quality of Novak Electronics with the DuraTrax price advantage.

Available at fine hobby retailers everywhere!

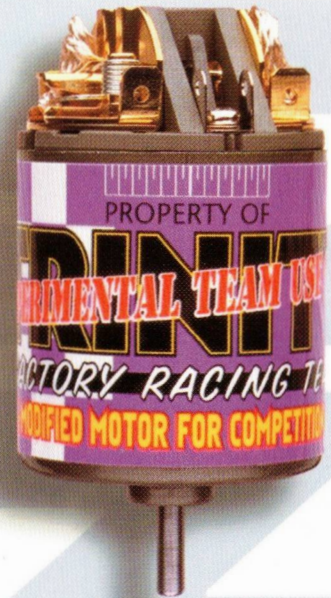
R/C

The Fastest Man in the World.

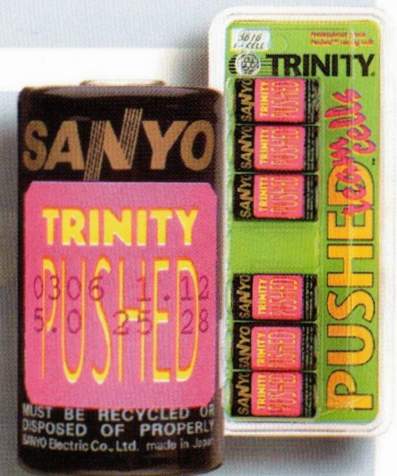
Joel "Magic" Johnson® T.Q.'d BOTH 1:10 On-Road and Off-Road IFMAR World Championships, making him the "Fastest Man In The World". How did he do it? Trinity motor and battery technologies delivered the horsepower for these World Class performances. Joel counts on Trinity for world-beating power, you should too!



EX-Tech. From the engineering department at Trinity came this totally new design. Initially developed as an experimental modified Team Trinity racing motor, the EX-Tech is here, now for any driver who demands the ultimate in performance. The Trinity design staff started from scratch. From the Armature Balance Concentrator™ to the capacitor installation eyelets, everything represents the state-of-the-art in motor design and technology. The EX-Tech is available in 11 different winds (7 to 17 turns), to fit any car on any track.



Pushed™ Team Cells. If there was a better battery anywhere, Joel would have to use it in order to be "The Fastest Man in the World". As Sanyo's Number One hobby customer, we test thousands and thousands of cells to the highest standards in the industry to insure you and Joel the absolute best matched packs in the world!



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MC² Batteries -- These are the cells that everyone's talking about, MC² from the world's top independent battery company. MC² batteries come in 4, 6 and 7 cell packs. All MC² cells are fully cycled and ready to race. You can choose from Panasonic P-170s, Sanyo SCRC 1700s and SCR 1400s, all available in three grades:

PRO -- For the racer who wants great performance at a lower price.

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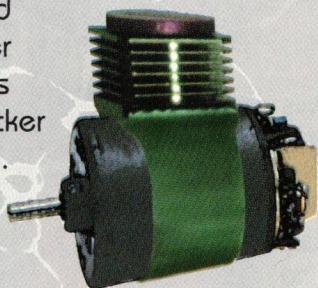
QUICKSILVER

Quicksilver Battery Bars -- 100% solid silver extruded in a special shape to allow



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LiquiCool Heat Sink -- A new, unique heat sink that will cool your motor up to 40°F more than any other thanks to a special liquid chemical center that dissipates heat even quicker than aluminum.

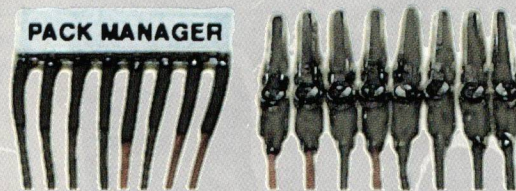
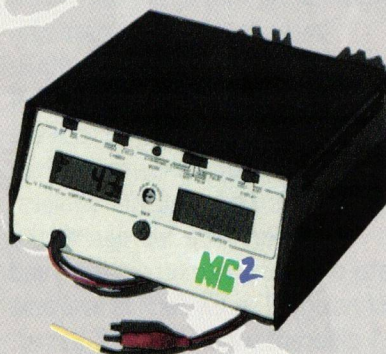


T-Shirts -- Sharp-looking MC² T-shirts let everyone know you're running "The Fastest Packs In The World". Available in S,M,L,XL.



The Charger that won the Worlds is now available to you. Only the Nuc-Box Charger features all of the following:

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PLUS.

DEPARTMENTS

6 MAILBOX

Letters To The Editor

8 FINISH THE LAP YOU'RE ON

Editorial Comments

10 PIT BOARD

Late Breaking News

75 RACING SCHEDULE

*Listings of Race Locations and Dates From
Around the Country*

82 FOR THE RACER

*What's New and Hot in the R/C
Car Market*

COLUMNS

14 NORRCA

16 SHOP TALK

19 BO KNOWS

36 MRC NEWS

48 TRINITY CORNER

FEATURES

Page 20

**THE 1993 NORRCA PAVED
OVAL NATIONAL
CHAMPIONSHIPS**

Page 28

**RAMPAGE ON
THE PLAINS!**

Page 38

**SASSY CHASSIS ULTRA LITE
PRO RACING CHASSIS**

Page 50

**KYOSHO'S
TARGET/SCOTCH
INDY CAR**

Page 56

THIS MONTH IN RACING

ABOUT THE COVER

The beautiful Kyosho Target/Scotch Indy car is a pleasure to build and race. With the growth of open wheel classes across the country we decided to take a look at this machine and look at what makes this car a winner. Don't miss the detailed feature in this issue.

MAILBOX

THE NEXT GENERATION

I race at Ameri-Trac in Mattoon, IL. At a race, I won a subscription to your magazine. I have received two copies of your magazine. I found them very interesting and full of helpful hints and tips. I would just like to thank you.

Jordan Sell

Age 11,

Mattoon, IL

P.S. I race against my dad and enjoy beating him!

HEART OF MISSOURI PARKING LOT CHAMPS

Our club (RCAR-R/C Auto Racers) recently held our first big "grassroots" pavement race. The "Heart of Missouri Parking Lot Championships" went quite well, in spite of the flooding which was going on in our part of the country. Everyone had fun, and the racing was close all day. By a stroke of luck, our club had decided to hold this race in the Tipton City Park, Tipton, MO about a 45 minute drive from the state capital of Jefferson City. We could very easily have been flooded out since most of the city parks and recreation areas in Jefferson City were to eventually be under 5-10 feet of flood waters. The temporary track was approximately 90 feet, end-to-end, with 14 foot lanes and an infield approximately 25 feet wide by 60 feet long. The asphalt paving was relatively new and was generally much smoother than many parking lot surfaces might have been. The net result was a driver's track. Special thanks go to Garry Owen of Parma for passing on his "secret ingredient" for the sugar water. (The secret? — use brown sugar rather than white sugar!) Traction was excellent from the be-

ginning, and stayed consistent throughout the day. Garry's magic soup also seemed to help reduce the tire wear a bit—the track was still hard on tires but much better than usual for an asphalt surface. Garry is one of the "good guys"—I had only met him once at the Procar Nationals at Ameri-Trac in Mattoon, IL where I was just a spectator, yet he took the time to talk with me then and to later return my phone calls when I had questions about tires and his sugar secret!

I have attached a draft of an article about this race, in the hopes that you might be able to publish it . . . yet I realize that this may not be possible. In the event that you cannot publish the details of our event, I hope that you can at least publish this letter as I want to make certain that our sponsors be given the maximum exposure and expression of gratitude possible. It was rather interesting to note that out of inquiries sent to almost 50 various manufacturers, etc., we received support from 13. The support received was sufficient to make sure that everyone went home with a smile! Special thanks to C&M/Team Cobra, Traxxas, Futaba, Specialized R/C Motorworks, Reedy/Team Associated, Paragon, Technacraft, Bud's Racing Products, Holeshot Racing Products, Tekin, A&L, Dan's R/C Stuff and Lite Speed. Special thanks also go to the city of Tipton, MO for working with us on this race and coordinating use of their excellent facilities.

Tom Frahm,

RCAR Secretary

Jefferson City, MO

Look for full coverage of your race in this issue.

-Ed.

TRIBUTE TO PATRICK McWETHY

This year has been a rather tough year on our sport of racing seemingly not showing prejudice to any scale or measure of participation. First with Alan Kulwicki and Davey Allison leaving us, then with our own Northern Mini Racer passing on. Patrick McWethy was one of our original club members, moving up from the slot car ranks, onto BMX bikes and into RCs. With him, came family members Jason and Jenny. This started the ever

popular slogan "Girls can Race". Pat had many other sayings also, such as "It's for Racing so it's OK".

He was our President for a period of years and did this same job that I am doing now. We are going to miss him and his quips at our future races.

On the brighter side, I would like to take this opportunity to Thank You for your contribution to our 12th Annual Enduro. Our Labor Day weekend race was held on September 5th, at our Sheraton Hotel. We ran the 12th, 10th and buggies this year in this event. With your help we were able to have door prizes throughout the day of racing.

Marlen Lenton
Enduro XII Chairman
Minot, ND

RACING WITH A DIFFERENT SLANT

On September 23rd, the River City R/C Car Club held a paid demonstration NASCAR race at the Amelia Island Resort in Florida. Our club was asked in June about holding a race for the Harris Corporation. After everyone said yes, the next step was to contact BoLink about using their bodies exclusively for this event. After that we tried to find current NASCAR sponsors decals.



Thanks to Bruce Wilson of Autographics for his help in this project. Whatever we couldn't find we had made. We were originally asked to race for two hours but it was cut down to one round. There were 18 drivers and we divided everyone into 4 heats. Everyone had a different NASCAR paint scheme.



Finally the 23rd came and everyone showed up around 4 p.m. The track was then set-up and practice was held until 5:30 p.m. The actual racing was suppose to start at 6 p.m. The Harris group was running late so we didn't get started until 6:30



p.m. I know a few of our drivers were glad because they broke several parts in practice. After we ran our 4 heats we were asked to run one more. This heat ended up with 10 cars and was run for two spectators. One of the spectators was the President of the group. At the end of the 4 minutes of some of the wildest racing I've ever seen it was Tony Carrigg dodging everyone for the win.

It didn't take long to tear down the track and head on back. The club members did stop halfway at the Captain's Table for a great seafood dinner. By now it was around 9 p.m. and everyone went there separate ways home.

Again special thanks to Bolink and Autographics for their help for this event.

Bill Fraden
Jacksonville, FL

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FINISH THE LAP YOU'RE ON

In many ways, having as many classes as we do now is a great thing. A racer can compete in several scales ensuring himself a race every weekend. And, changing scales from time to time can keep you mentally sharp and help save you from "burn-out" in any one scale. In addition to those benefits, the real plus is that there truly is something for everybody when it comes to racing R/C cars.

Now for the "however". It's not a big thing, but while all these scales are great for local and regional racing should the sanctioning bodies of our sport create a Nationals for every scale? I must admit that I'm a bit confused with all the Nationals that took place of the course of this last year.

Quietly I long for the days when we had just a few National champs. One or two in 1/8 scale, the same in 1/12 and off-road. Back then it was easy to keep up with who was a National champion. Today it seems like everybody but yours truly has a "National" title.

Certainly this has to do with the growing numbers of sanctioning bodies. A decade ago there was but ROAR. Today, NORRCA has also established itself and indeed its Nationals have grown to rival ROAR's events when it comes to size and number of entries.

But aside from the two sanctioning bodies, I feel we may be diluting our Nationals by sanctioning too many classes and scales. Some of these classes/scales have been out for just a few years and we already have a National champion. We don't even have Regionals for many of the Nationals we run. Shouldn't that be a pre-requisite for a Nationals? Granted there are certain scales, high banked paved oval comes to mind, where because of the lack of tracks only certain pockets of the US race the scale. Fine, have a Nationals for them because there are so many "National level" races that have been run in the past.

Our sport seems to be growing through a similar phase as the heavyweight boxing division did a few years ago. Remember when every heavyweight was a World Champ? If you don't believe we have too many National champs, just try to name half of the '93 winners. Without looking back through the pages of Competition Plus, I couldn't do it. Hey, maybe that's why we're here?

Peter Barana

REVOLVER 12

Joel "Magic" Johnson drove "box stock" REVOLVER 12 On Road and Super Speedway Cars to victory in both 1993 ROAR National Championship Races!



Reactive Caster™ Front Suspension utilizes a one-piece graphite lower arm and fully adjustable upper "A" arms, providing quicker cornering with less wheel spin and scrub. Caster, camber and toe-in are easily adjustable and independent, side to side.

Unique offset rear end places motor centrally, providing symmetrical track-hugging traction whether turning left, right or running straight ahead. Fully adjustable mono shock and side dampner allows fine tuning for any track surface.



REVOLVER 12p

The REVOLVER 12 chassis represent the culmination of years of R/C racing experience, blended with state-of-the-art design and manufacturing technology. The goal: Build a ready-to-race car that can win, right out of the box. So, if you're tired of wasting time and money with that "other" car, try the REVOLVER. Build it, drive it and win with it. See why Trinity is the Technology Leader in the Winner's Circle.

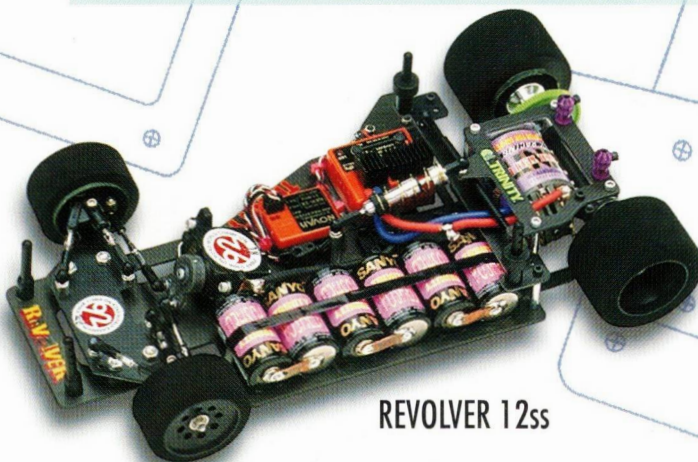
The REVOLVER 12p and 12ss Kits Include:

- .90" quasi-isotropic graphite chassis plate. Strongest and stiffest. Does not have to be replaced with an aftermarket chassis plate for racing, like that "other" car.
- 64 pitch Magic Spur gear with ball bearing pro-diff.
- Ultra-light and super true, graphite rear axle.
- Precision machined, billet aluminum motor mount and rear hubs (not anodized).
- TRC Pro-Cut ZR-1 Natural Rubber front and rear tires, mounted and trued to racer specs.
- Class 7 ball bearings throughout.

Part No. RE0001 (On-Road) \$250.00

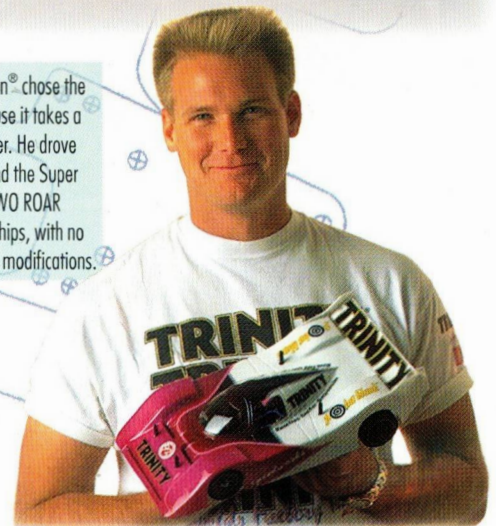
Part No. RE0002 (Super Speedway) \$275.00

Motor, batteries, electronics and body NOT included.

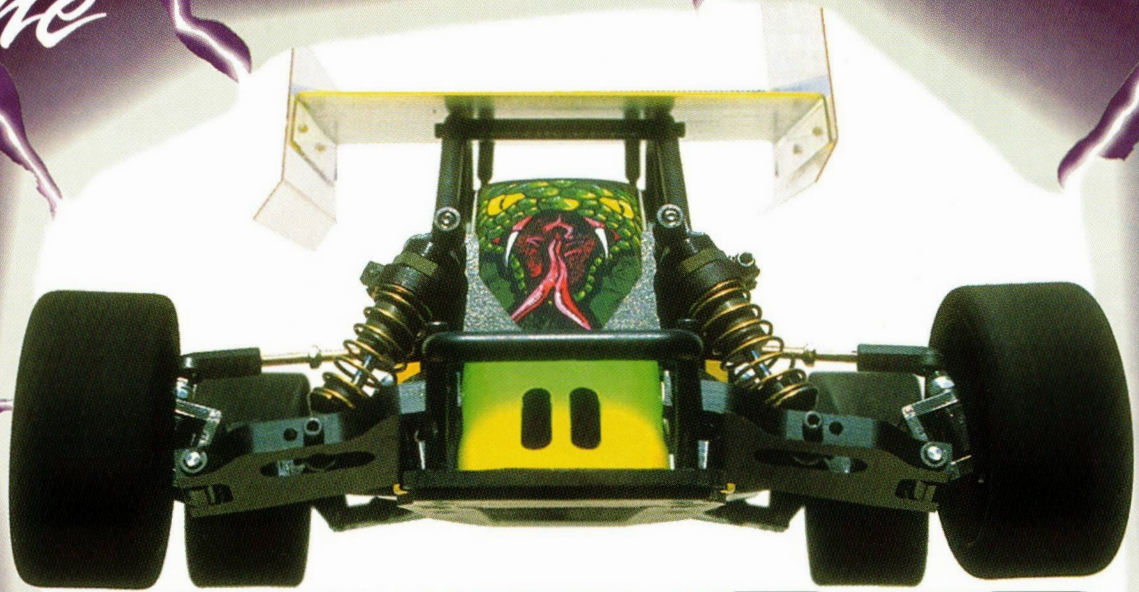


REVOLVER 12ss

Joel "Magic" Johnson® chose the REVOLVER 12 because it takes a winner to be a winner. He drove both the On-Road and the Super Speedway cars to TWO ROAR National Championships, with no aftermarket parts or modifications.



The

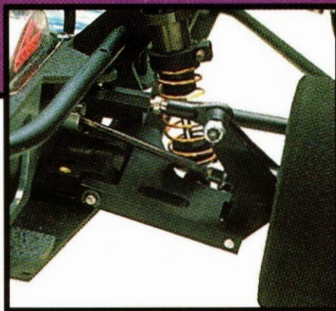


NEMESIS

Cobra 1:10 Scale Dirt Oval Chassis



Kits do not include wheels or electrics.
Wedge Kit does not include body.

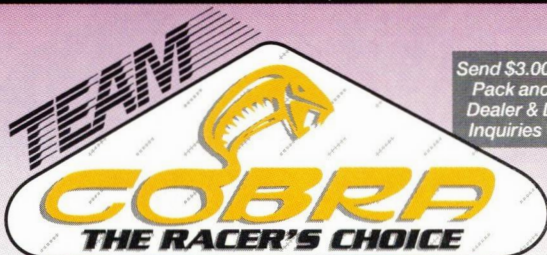


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PIT BOARD

Team CRC Playing For Keeps!

At the first large indoor race of the season, the Calandra Racing Concepts team was strictly, Playing For Keeps! The 6th Annual Halloween Classic marks the yearly return to 1/12th scale and is an excellent race to tune-up for the U.S. Indoor Championships in Cleveland. This year's event was well attended with a very competitive group of stock racers.

Team CRC drivers Todd Hodge, Dave "Gettin' Radical" Reiman and Pete Mailo dominated the A main taking first, second and third, respectively. TQ'r Reiman battled with Hodge to the finish with Todd pulling out the victory on the final lap. Meanwhile, after a bad start, Pete Mailo worked through the field to finish third.

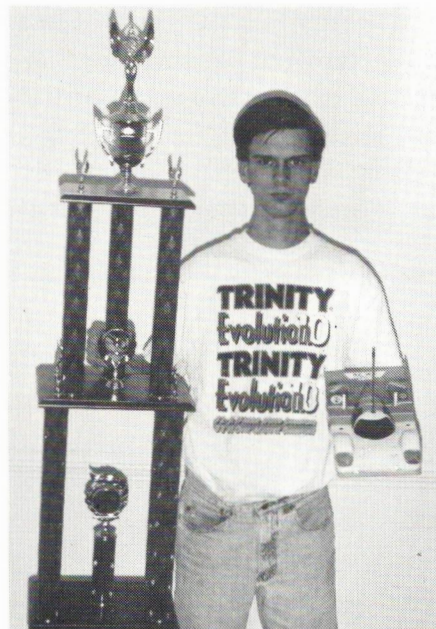
Dave and Todd used Team CRC's exclusive soft compound "Pro-Flow" vented brush (#5007) to tune their handout motor to its maximum power and efficiency. Pete used the Calandra Racing Concepts' "Precious Metal" line of silver content brushes. Pete relied on the Team CRC Silver Hollow Brush (#5138) to provide the power necessary to charge to the front from a poor start. All three used Team CRC's "Speed Juice" (#5004) comm drops to increase horsepower and efficiency throughout the eight minutes. All in all, six Team CRC drivers made the A main. Join the new force in R/C racing . . . check out the Team CRC goodies at your dealer.

Team Trinity Takes NORRCA Nationals

David Chester of Team Trinity was the class of the field in the NORRCA 1/12th Scale Modified 4 Cell Nationals. The event was held at "The Track" in Gaithersburg, MD on their beautiful carpet course.

Dave was the top qualifier and was an uncontested first in the modified A main. Dave used the Trinity Revolver 12p, Trinity Team Pushed Panasonic P-170 cells and one of the new Trinity Ex Tech Series Modified motors.

Dave said that he had a big handling advantage with his Revolver car as it had more than enough steering without having to load the front tires with traction compound like other brands of cars. Since the Revolver was so adjustable with its "Reactive Caster" front suspension, Dave said he was able to keep it dialed in as the carpet got stickier and stickier.



PIT BOARD

Speedworks Bringing Back Parking Lot Racing In A Street Rumble

Coming to a parking lot near you in 1994 . . . spec class racing at a hobby shop near you! RC Racing's First National Parking Lot Spec Racing Series. Major races to be held in 1994 to promote spec class racing and to expose the sport of RC car racing by taking it back to the streets and into the public's eye. More information will be available soon!

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For years, racers have complained about the advantages that the factory drivers have had with their untouchable, one-in-a-million batteries, and the extra-hot modified motors they could run because of those batteries. This made Modified class racing unequal. But, as long as the rules were not being violated, the factories were within their rights to run whatever they had, whether the average racer had access to it or not.

Rest assured that the factories were not interested on trouncing you, Joe Racer (after all, you're their potential customer and the reason they're even able to stay in business). No, the factories were just interested in trouncing each other in order to secure bragging rights. The fact that you were at the same race, on the same track, and in their way was just an unfortunate coincidence (that's one reason why NORRCA created the Factory Class, but that's another story).

For Joe Racer, this left only three options: (a) *do battle with the rest of the average racers starting somewhere in the C or D main*, (b) *quit racing altogether*, or (c) *gather up your sense of fair play and race in Stock*. Fortunately for the hobby industry, most racers chose to do the latter, and the Stock Class has grown by leaps and bounds over the past few years.

Whenever you have such growth, it is, by its very popularity, going to attract a small, undesirable element, along with the tens of thousands of good, honest racers. What I'm talking about is the "win-at-all-cost" attitude and the recent appearance of "cheater" stock motors at various events across the country.

NORRCA's Monthly Column

Cheaters Will Not Prosper

NORRCA's rules clearly state what a "legal" motor is, so let me tell you some of the things I've seen as evidence of illegal motors.

People have been opening their motors (grossly illegal) and winding their own armatures, sometimes to the legal standards, sometimes much hotter. Either way, this is not allowed. The armature must be wound at the point of original assembly of that line of motors.

People have also been soldering or welding the wire to the commutator tabs. Again, only the welding done as a regular step in the original assembly process is allowed.

Racers have been opening up their motors to recut their armatures, and sometimes rebalancing the armature. Let's make this crystal clear. Under no circumstances or for any reason will NORRCA allow a stock motor that has been opened, to be run at a NORRCA event.

NORRCA does allow the use of the current crop of stock motor lathes because we feel that these lathes extend motor life, help equalize performance due to production variances, and reduce the cost of racing overall.

This has been explained in detail in previous

articles. The beauty of these lathes is that they do not require the motors to be opened up in order to renew motor performance. Therefore, they keep closed the questions of whether any illegal modifications have been performed, which is the purpose of prohibiting stock motors to be opened up in the first place.

Be aware that there is a specific cutting "signature" to these new stock motor lathes. If an armature is found to have been cut, yet is absent these unique marks, it will be deemed illegal.

Because NORRCA is a privately-owned organization, there are no board of directors to meet, no bureaucracy to delay decision making, no manufacturer's or individual's personal interests to consider. Only what's good for the sport and for you, our members. Therefore, I am making my decision right now and nipping this thing in the bud.

To Racers: If you are caught at a NORRCA event with a motor which has been opened, whether it has been modified or not, you will be immediately disqualified from the event (no refund) and placed on a one-year probation. If, during that year, you are caught again, your NORRCA membership will be revoked (no refund) for a period of no less than one year. You will have to petition NORRCA directly for reinstatement, including appropriate apologies and a written promise that you will not run an illegal motor again. If you do, we don't ever want to see you again. In

effect, you're banned for life.

To Team Racers: If you are a racer, known to NORRCA to be sponsored by a motor manufacturer, you are considered a Team Racer. All of the above applies to you, personally. What's more, your manufacturer goes on probation with you, and in the event of a recurrence, all of said manufacturer's motors, stock, modified and otherwise, are banned from NORRCA events for one year.

This means that if you're a manufacturer, choose your team drivers carefully. And, if you're a racer, choose whose motors you run carefully. It would be awful for an average racer to show up at an event only to find out that he couldn't run his motors because somewhere else a Team Driver had gotten that manufacturer banned.

As you can tell, NORRCA is dead serious. NORRCA exists for the good of the racers. To emphasize that point, let me tell you about one hobby shop in Southern California.

They had been a NORRCA sanctioned track for a long time.

We discovered that they were offering their customers a "service" by which they would open and retrue stock motors using a standard lathe. When officially notified that this practice was not within NORRCA rules, they refused to put an end to it. We then had no option but to pull their sanction. Permanently. NORRCA will not hold a race there again unless ownership changes.

Modified has become the domain of the few who have access to, or can afford, the best batteries and the hottest motors. But Stock class at NORRCA events are classes in which Driving Skill And Car Set-Up should be the primary determining factor. Not horsepower. And NORRCA will do everything in its power to see to it that it stays that way. As a member of the 99.9 percent of the racers out there who want to race fair and square, you wouldn't want it any other way. And I'll put the entire power of this organization behind you to make sure you get what you want.

J.R. Sitman

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It's once again that time of the year when the National and World racing events are over and our thoughts turn to fixing and upgrading—male names for shopping. It's now that time when we address questions like:

1) *What will it take to be competitive in the next season?*

2) *Do I need a new car? If so, which ones?*

3) *How can I better maintain my car?*

We're all looking for that edge. For the racer it's an ongoing quest. Since it's the time of the year for wish lists, here are

some of my thoughts:

Off-Road

After the Off-Road World Championships in England, the RC10 remains the car of choice for 2WD. Its perennial dominance can not be denied, however, I was impressed by the Losi XX. Losi missed being number one by one accident in the final rounds of the IFMAR World's. Another company that is making its mark in the off-road arena is Traxxas. Their new TRX-3 is a great price performer - no pun intended. If you are looking for a new car, any of these cars can put you in the A main.

In the 4WD category, the Yokomo takes title again. Yokomo continues refining its car to barely stay ahead of the competition. It should be noted that the Schumacher "Cat 2000" is a great car and that it's competing at a level that should allow it to overtake the Yokomo.

If you want to put the power to the ground, then you want the hottest universal drives on the market today from MIP - the CVDs. They're the closest thing to frictionless I've found. They're SMOOTH!

Making Your Wish List For Christmas

In the off-road tire category, Losi's "X" tires have been the tire of choice, and on many tracks, they still are, but Pro-Line has recaptured some of its former glory with its "XTR" series. I personally use the "stubbies", Pro-86, on the rear of my RC10 while I use the Pro-105, "ribbed" tires, on the front. This setup seems to offer me the handling I need on a firm packed track. If you choose Associated TQ rims to mount your tires, you're among the thousands of other racers who have made the TQ rim the hottest rim going.

On-Road

For me, the surprise of the year came in this category with Trinity's EV-10. Joel Johnson has driven this car into the record books as a World Class car and has created a new legend in the process. Since the EV-10 has unseated Associated's 10L from its position of dominance in the class, I'm looking forward to Associated's response. It takes a lot to challenge Associated's 10L dominance, but this is the car to do it. Its lightweight and low center of gravity makes it a contender but Joel Johnson's IFMAR win makes it the hottest car in on-road. The tires of choice are still Atlantic-Gomme tires with Parma's PSE tires and rims

running a close second. The tops in rims is your choice of "star" rims.

12th Scale

This is going to sound like a repeat of the last paragraph but Trinity's "Revolver 12" is the car of choice. This class has been owned by Associated and Corally for the past decade, with Associated holding the high ground. It's great to see some new blood in the class. With the Associated 12LW taking the top spot at the last IFMAR Worlds, it stands to reason that it is the hottest car in 1/12th scale, but the late comer from Trinity took the top spot at the ROAR Nationals. It takes a lot to challenge Associated's 12L dominance, but this is the car to do it: I use Parma PSE foam tires. They offer a great variety in style and in stickiness.

Trucks

Losi sets the standard here with its "LX-T". The Losi LX-T has dominated this year's truck events if for no other reason, the sheer numbers. At any given event, at least half of the trucks are Losi and you ask, "What makes up the other half?" - Associated and Traxxas.

Paved Oval

Let's start with the high banked super oval in the Whip class. Many high speed challengers have taken aim at Associated's dominance on the high speed oval, but Associated continues to be the top performer in this category with their "Super Speedway" 10L. This car features a narrower rear end and chassis than comes on the stan-

dard 10L. With its LTO style and almost scale body, the SS10L owns the Whip and the Thunderdrome when Kent Clausen is driving. The car to watch in the coming season is Trinity's EV-10SS. With the success of the EV-10 in on-road, it should be safe to assume that the SS version of the EV-10 will be a contender for the top spot honors.

TRC's "Pro-Caps" are the tires preferred by most paved oval drivers but Parma's PSE "Pro Eagles" are the tires on the move to the top.

Dirt Oval

If you race dirt oval, there is one name that stands out over the rest, Custom Works. If you want the hottest car in 4WD, you want the Custom Works "Dominator." For 2WD racing, you want the Custom Works "Intimidator". If sprint cars are your bag you want the Custom Works "Enforcer". These are the premiere cars in this sport. Dirt

Oval has been a mixed bag this year between loose tracks and hard packed tracks and tires have been a major issue. The HOT tires on hard packed tracks have been TRC's "Pro Caps" or Parma's "Pro Eagles" but on the loose packed tracks we go back to off-road tires of choice, Losi "ribbed" fronts in 2WD and Pro-Line "stubbies" on the rear. "Stubbies" are used on all 4 wheels in the 4WD class.

Chargers

This category has so many choices and so much diversity. Here's how I have categorized it:

AC Charger - Class Recreational's charger is almost indestructible. This makes it a great choice for the beginner, but it offers the performance of the most expensive "peak detection" charger. Excellent buy.

Track Charging - Competition Electronics' Turbocharger Thirty. This category is owned by Competition Electronics.



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SHOP TALK

Charging System - Victor Engineering has built an electronics system that charges, cycles, and matches batteries but it will do more. This system offers the greatest flexibility of all and its "Super IQ" is leading the way.

Any of these chargers will help you in your quest for the winner's circle.

Dynos

Here we begin to separate the men from the boys - the men

having deeper pockets. As with the charger, I feel that there are two distinct classes of dynos:

Track Dyno - Competition Electronics' Turbodyno. When you start talking about dynos, it is like talking about politics, motors or batteries, it's

almost a religious experience. You have the LAVco, Tekin, MaxMod, and RSR dynos and each has its following. The Turbodyno has seen the greatest increase in trackside presence and it seems the dyno most discussed, admired, and sought after, but if you're a pure numbers person, count still goes to Tekin.

Bench Dyno - RSR Dyno. Since it requires a computer, it's the least likely to show up trackside, unless you are motor manufacturer. In talking to various motor manufacturer's the RSR is one of the most respected dynos.

Batteries

As in years past, batteries have been "THE" news item, and this year is no different. The Sanyo 1700 SCRC and the Panasonic P-170's are the batteries most often discussed. For me, the SCRC has been the winner in almost all categories of racing; off-road, on-road, oval and in all categories of equipment; 2WD cars, 4WD cars and trucks. The hottest battery matcher this year has been MC² batteries; they've been the most consistent.

Tools

Thorpe has the edge in allen wrenches, and BoLink has the best parts box. For pliers, cutters, and wrenches, Craftsman has my vote. But there are two tools that have stirred the masses this year, Twister's Stock Motor Comm Truer and Team Class's "Spring Thing". I continue to admire Mike

Walker's ingenuity and this tool has changed stock racing forever. A long time problem in stock class racing has been the short life of a stock motor. This tool extends the life of a stock motor and is a must for the serious stock class racer. The "Spring Thing" is the first tool I've come across, that will measure spring tension consistently. This makes it possible to match motor springs for better performance.

Conclusion

Another year has drawn to a close and I would like to thank all of my readers for their interest and help over the past year. Thanks! 'Til next time, good racing!

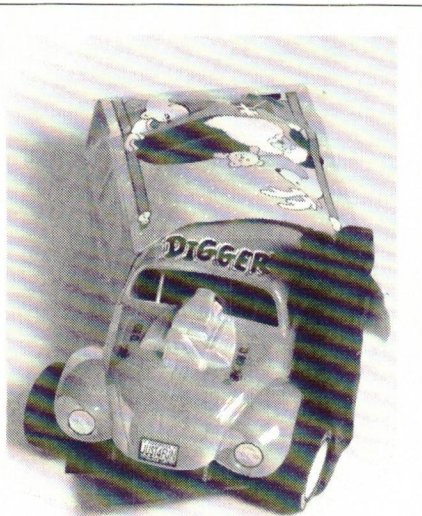
Jeff Palmer

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First off, everyone at BoLink wishes to thank you for your patronage this past year, and have a Happy Holiday season!

Bolink's French Connection

A young racer in France recently attended the "Coupe de France Espoir", with BoLink's '91 Sport (three versions, Number BL-1367, 1367-P and 1368). In Franco Lombardi's own words, the race name means "French Cup for

not Expert Racers". It rained during the four qualifying rounds, but Franco managed to make the A Mains. He topped his '91 Sport with BoLink's wind tunnel tested Chevy GTP Pro-Lite Body, Number BL-2314-L. Franco also added our ball bearings (kit number BL-5451) and finished second in the first leg of the race. Then with the drying track, our promising young driver made the wrong tire choice (must not have been ours!) and he ended up in fourth place. All in all, it was a good showing for a first time out! Congratulations, Franco, and Merci!

Pro Street is NO DRAG!

Bolink's new Pro Street Racer kit is patterned after Pro Stock drag racers seen across the U.S. It uses a new, rigid 2 plane vertical chassis and features an adjustable wheelie bar. This car allows you to do long wheelies - or stay on the ground - simply by moving weights from the back to the front. The kit is complete less electrics, with a Beretta Pro Stock body (BL-2307) all for just \$89.95. Kit number is BL-1347. If you're a Pro Stock fan, you gotta get one!

Knows **BO** *R/C*

The BoLink Race Report

Jimmy was Jammin' in 1993!

BoLink's sponsored driver in the Mickey Thompson Stadium series raced his Super 1600 in Candlestick Park for the Grand Finale race of the 1993 season. Jammin' Jimmy Nichols qualified second, then won his heat and finished third in the main - to end up second overall in the MTEG 1993 Points Championship! (That's Jimmy's best season since his fourth place finish in 1988). The action starts all over again at Anaheim on January 22, 1994 - and as always, you can see it for yourself on ESPN!

Orders Sides for Your Wings!

Leave it to BoLink to give you racers just what you want - like our new wing side dam kit, Number BL-2743-A. Add these larger side dams (the Max legal size) to most 1/10 wings to give you more downforce. Kit includes side dams, screws and nuts for two wings.

BoLink Staff



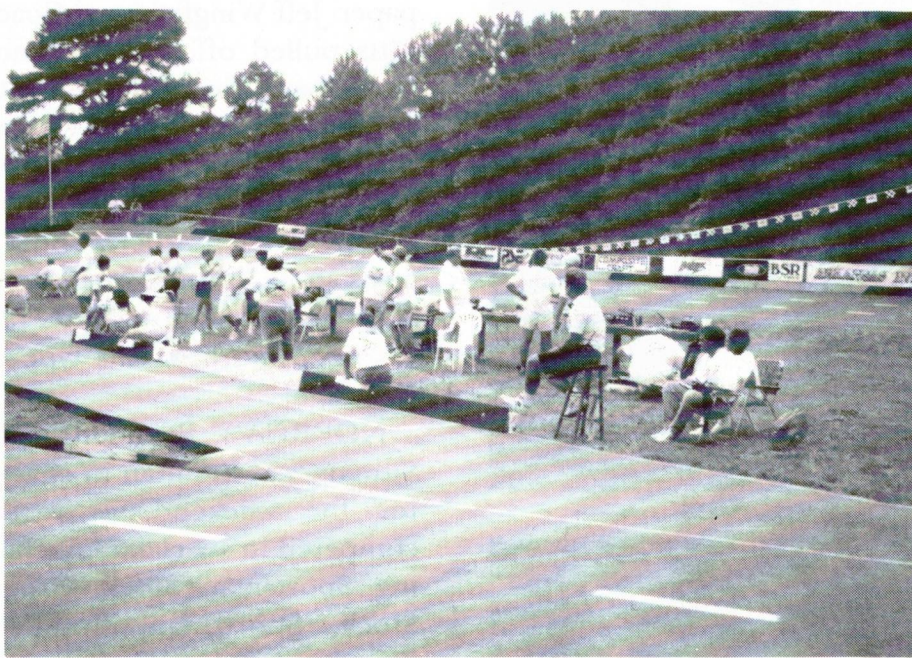
The 1993 NORRCA Paved Oval Nationals

*By
Linda Christen*

If you're cruising too fast down Highway 270 just outside Pine Bluff, Arkansas, you might miss the turn at Stokes Road. And that's one turn you'll want to make! Because, nestled among pines and tail oak trees on Stokes Road, is the Arkansas International Speedway. The tri-oval was the site of the 1993 NORRCA Paved Oval Nationals.

Joe and Rhonda Pitts, owners of the speedway, have a first rate facility. The five acre site allowed for ample pitting for trailers and tents. Several used the covered pit tables next to the track or set-up on the long table under the trees. Electricity was accessible to everyone. An elevated driver's stand gave everyone a full view of the large asphalt track. There is a large tech area under the driver's stand which made radio impound and tech easier to traverse because of less crowded conditions. There is a separate scoring booth with the announcer's tower above. Gary Owen of Parma/PSE pretty much had a full view of the track in order to call the heats. A separate building housed the snack bar and fully stocked hobby shop.

The 203 entries from all over the country converged on the speedway for the three day event. Small groups began arriving on Tuesday for open practice. By Thursday afternoon, the site was packed with trailers and tents. I noted license plates from Florida, Pennsylvania, Wisconsin, Kansas, Colorado, Missouri, Mississippi, Texas, Michigan,

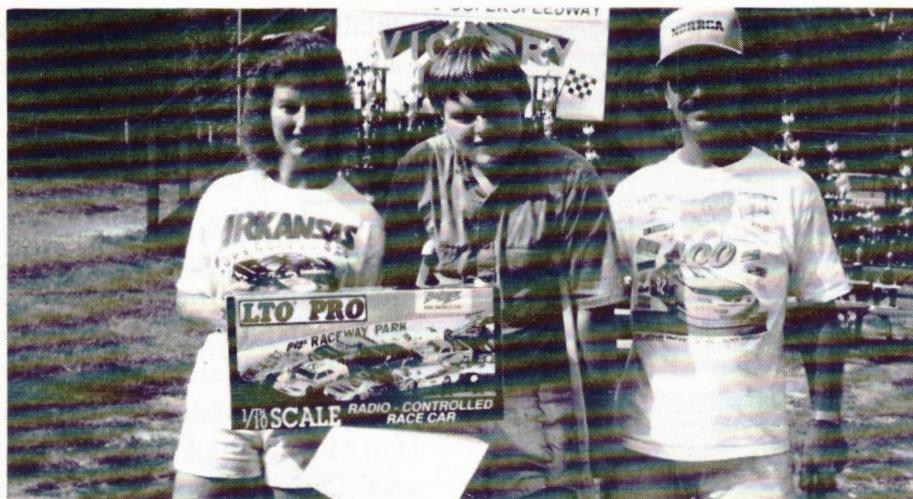


*Left: Andy Dobson's infamous towel used for putting out generator fires.
 Top and bottom: A look at some of the race circuit for the 1993 Paved Oval NORRCA Nationals. The host track for this event was the Arkansas International Speedway located just outside of Pine Bluff, Arkansas.
 This first rate facility sits on 5 acres so there is plenty of room.*

Oklahoma, Indiana, Alabama, California, Tennessee and Kentucky. Of course, the state of Arkansas was well represented.

The event was well covered by the local media. Besides having television camera crews cover the action around the track and in the pits, local media personalities participated in a celebrity race on Thursday afternoon. Dan Moynihan of Dan's RC Stuff and Thunderdrome fame was on hand to officiate the race. Each celebrity racer was loaned a specially prepared car to race and a coach to help him around the track. ABC's Jeff Wingfield was coached by Joe Pitts. Ray Tucker of CBS was coached by Mike Pulfer, and Donn Rice helped out Wadie Moore of the Pine Bluff Commercial News-





paper. Jeff Wingfield and Coach Pitts pulled off the win. Each participant was presented with a display chassis topped with an RC body painted to represent their TV station or newspaper. The newspaper articles and TV news spots brought out several spectators to the track. RC racers need more of this type of coverage!

NORRCA's President, J.R. Sitman, was the man in charge for the weekend, as racers competed in six classes, including Sportsman Stock, Expert Stock, Sportsman Modified, Expert 1/12 Modified, Expert Modified and Factory Modified. The various classes allow racers to compete close to their own level. Sponsored drivers are not allowed to compete in non-expert classes. The novice driver does not have to race the expert drivers who run in the other classes. Only the Sportsman Stock drivers receive handout motors. All other classes run any NORRCA approved motor of their choice. The Factory class entries are from major RC manufacturers. They are not allowed to enter Expert Modified. Factory class drivers also competed for the "1993 Best Oval Team" cup. The weekend also featured a Super Speedway race, the Team Associated 400.

Temperatures were almost unbearable, with a heat advisory issued each day. But, racers endured through qualifying on Friday and Saturday, which also included ten minute qualifiers for Super Speedway entries. After the fourth round of quali-



fying on Saturday, the TQ's in each class were as follows:

Sportsman Stock

Ralph Hernandez

30 4:04.36

Expert Stock

Tommy Rhea

32 4:05.69

Sportsman Modified

Jeff Ball

32 4:04.54

Expert 1/12 Modified

David Johnson

40 5:00.71

Expert Modified

Roy Powell

34 4:05.54

Factory Modified

Budde Wolfe

34 4:02.15

Team Associated 400

David Davis

80 10:01.66

Concours competition was held Saturday morning. There was quite an impressive line-up, and a tough decision for judges Donn Rice, Tom Crowe and Tony Christen. First place honors went to Mark Figuerado from San Jose, California with his entry of a Bill Elliott Budweiser replica. Danny Mader of Muldrow, Oklahoma, won second place with his Davey Allison Havoline lookalike. The Mark Martin Valvoline of Ken-

neth Lundberg from Kansas City, Missouri won third place.

The mains were run on Sunday, and provided some pretty exciting racing. The sportsman classes ran single mains, and the expert and factory classes ran triple A mains. The winner of the triple A mains is determined by counting two of the three races. The worst finish is thrown out, but might be used only to break a tie. The winner of each main would receive 100 points for first, 99 for second and so on down the line. The mains were

Opposite: Winners at the '93 NORRCA Nationals. Below: A look at the circuit shows you why it is such a popular track.



followed by the Team Associated 400.

Sportsman Stock

This was a very close main, as seven of the ten drivers all finished on the same lap with only six seconds separating first from seventh. TQ Hernandez had some trouble, finishing in that seventh position. The win went to local Curtis Bonner. Mort Barnhill finished second, and Brian Miles was third.

Expert Stock

TQ Tommy Rhea won this class with a total of 200 points, but it wasn't a "gimme". Matt

Bartell finished on top after the first main, and Rhea finished ninth, leaving the race early due to mechanical difficulties. Rhea made a strong comeback, finishing first in the next two mains. Because of the one throw out, Rhea's points were 200 to Bartell's 199. Jeff Knize finished third with 198.

Sportsman Modified

TQ Jeff Ball was first over the AMB, and held the lead past the three minute mark. He got into trouble and was passed by Larry Bradshaw who held on until the finish. Ball recovered to finish

second, and third went to Mort Barnhill.

Expert 1/12 Modified

Kevin McIntyre was victorious in the first main of this class. However, TQ David Johnson got his act together for the second and third mains, winning both, giving him a 200 point total and the class win. Tony Stuckwisch and Kevin McIntyre tied for second with 197. Going to the throw out race, Stuckwisch's score was 95 and McIntyre's 94 giving second to Stuckwisch and

The grid start method kept first corner accidents to a minimum.



Final Standings & Equipment Listing

EXPERT STOCK A MAIN

<u>POSITION</u>	<u>DRIVER</u>	<u>CHASSIS</u>	<u>MOTOR</u>
1st	Tommy Rhea	BoLink	Trinity Slot II
2nd	Matt Bartell	Composite Craft	Cannon
3rd	Jeff Knize	Associated 10LSO	Cannon
4th	Gary O'Brien	BoLink LTO PRO	Spec. RC
5th	Kenny Hogan	Hyperdrive H10KH	Cannon
6th	Ed Thuresson	Trinity EV-10	Cannon
7th	Jimmy Flack	Comp. Lynx IISGGE	Cannon
8th	Chad Mears	Associated 10LSO	Cannon
9th	Shelby Dillard	Associated 10LSS-D	Reedy
10th	David Bartell	Top Racing Products	Cannon

EXPERT 1/12 MODIFIED A MAIN

<u>POSITION</u>	<u>DRIVER</u>	<u>CHASSIS</u>	<u>MOTOR</u>
1st	David Johnson	BoLink LTO PRO	Kisbey
2nd	T. Stuckwisch	Trinity Revolver	Light Speed
3rd	Kevin McIntyre	Composite Craft	Redline
4th	Matt Bartell	Composite Craft	Cannon
5th	Bruce Triplett	Composite Craft	Cam
6th	Sandy Downs	Unknown	Parma/PSE
7th	Morris Sadler	Composite Craft	Cannon
8th	Bruce Mayrose	Composite Craft	Precision
9th	Jimmy Flack	Composite Craft	Cam
10th	David Piehler	Composite Craft	Strike Force

EXPERT MODIFIED A MAIN

<u>POSITION</u>	<u>DRIVER</u>	<u>CHASSIS</u>	<u>MOTOR</u>
1st	Bruce Triplett	Associated 10LSS	Cam
2nd	Roy Powell	BoLink LTO	Big Jim
3rd	Mike Manning	Associated	Spec. RC
4th	Bryon Shumate	Hyperdrive	Reedy
5th	Chuck Massey	Comp. Custom X	Strike Force
6th	CR Cross	HPI 10L	Kisbey
7th	T. Stuckwisch	Trinity EV-10	Light Speed
8th	Dave Hill	Comp./Associated	Badd Boyz
9th	Eric Colee	Associated	Fantom
10th	Matt Bartell	Composite Craft	Cannon

FACTORY MODIFIED A MAIN

<u>POSITION</u>	<u>DRIVER</u>	<u>CHASSIS</u>	<u>MOTOR</u>
1st	Andy Dobson	Comp. Predator II	East Coast
2nd	Dave Pulfer	McAllister	Fantom
3rd	Chuck Baader	Associated	Fantom
4th	David Davis	Associated	Strike Force
5th	Joe MacGregor	HPI	Kisbey
6th	Phil Simms	Comp. Predator II	East Coast
7th	Gary Hamilton	HPI	Kisbey
8th	Budde Wolfe	HPI-Associated	Kisbey
9th	Scott Harper	Associated 10L	Cam
10th	Bobby Horan	Comp Predator II	East Coast

TEAM ASSOCIATED 400 A MAIN

<u>POSITION</u>	<u>DRIVER</u>	<u>CHASSIS</u>	<u>MOTOR</u>
1st	Bob Light	BoLink LTO PRO	East Coast
2nd	Jaime Woolsey	BoLink LTO PRO	Fantom
3rd	Dave Pulfer	McAllister	Kisbey
4th	David Johnson	BoLink Pro Enduro	Kisbey
5th	Joe MacGregor	HPI	Specialized RC
6th	Tom Blackman	Associated 10L	Strike Force
7th	David Davis	Associated	Parma/PSE
8th	Sandy Downs	Cobra	Strike Force
9th	Brian Vines	HPI	Kisbey
10th	Gary Hamilton	HPI-10L	Specialized RC

third to McIntyre.

Expert Modified

Third qualifier, Bruce Triplett, ran away with this class, winning all three mains. TQ Roy Powell finished with 197 points, as did Mike Manning. But Powell's throw out score of 97 put him in second, compared to Manning's 91, putting him third.

Factory Modified

While most of the familiar faces usually seen at a National event were not present, what a treat it was to watch these guys race! Each main was won by a different driver, so it wasn't a runaway for anyone. In the first race, Dave Pulfer exhibited his usual cool driving style. Cruising along a few cars back, he put

the hammer down with 30 seconds to go, leaving everyone in the dust as he crossed the finish line. Andy Dobson set a new track record of 34 laps in 4:01.32 powering the Composite Craft Predator II SS to victory in the second main. The third main was won by Chuck Baader. With Pulfer and Dobson each having 199 points, once again the throw out race was used to determine the Factory Modified Champion. Dobson emerged with a better score of 96 to Pulfer's 93. Chuck Baader finished third with 198 points.

Team Associated 400

With the sun beating down, the temperature near 90, and a track temperature close to 120, it would be a long 400 lap race for the drivers and their pit crews. Bob Light lead off the start, and he never looked back. His smooth and strategic driving earned him the half way challenge, and the victory. Jaime Woolsey finished second with 391 laps. Bill Morton exhibited some exceptionally fast battery changes for Woolsey. Dave Pulfer finished third with 390 laps.

After the running of all the mains, points were totaled for the "1993 Best Oval Team Cup". Composite Craft team members Andy Dobson, Phil Simms and Bobby Horan emerged victorious. HPI was second, and BSR third. This was the first NORRCA event Composite Craft had participated in as a team, and according to Team Manager, Gerry Thomas, they liked what they saw, and would

be back.

Congratulations to all the newly crowned 1993 NORRCA Paved Oval Champions. J.R. Sitman of NORRCA must also be commended for a smoothly run weekend, as well as Garry Owen for an excellent job of announcing. Thank yous must go to Joe and Rhonda Pitts for their hospitality given to all racers, making everyone feel welcome and important. Thanks also to the ladies that turned out the great food from the concession stand. To the #1 Tech Dude, Dave, and his whole crew - a job well done - and for the job that usually receives most of the flack. And last, but certainly not least, a big thank you must go to the sponsors of the weekend events: Team Associated, R/C Super Speed, Twister, Specialized RC Motorworks, Robinson Racing, Reedy Modifieds, Tekin, Dan's RC Stuff, Double Strike Batteries, TRC, Cannon Applied Motor Sciences, Bud's Racing Products, Team Novak, BSC, Stealth Batteries, McAllister, Protoform, Inside Line and Wolfe Motorsports.

And in closing, here are a few tips for anyone who might attend a race at the Arkansas International Speedway in the summer. Come with an air conditioned pit trailer, or plenty of sun screen. Don't set up your pit over a tree stump, unless you, and everyone else who passes through, want to trip a lot. Plan to eat at some pretty good places - John Noah's, The Ice House in Sheraton, and Banjo Pizza, but don't touch the Jell-O. Bring a

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fire extinguisher if you plan to pit near Composite Craft, and don't let Andy Dobson or Bobby Horan near your generator. Plan on having fun, because Joe and Rhonda won't have it any other way! And remember, don't drive too fast down Highway 270, or you'll miss that turn!

Sportsman Stock

A Main

- 1st - Curtis Bonner
- 2nd - Mort Barnhill
- 3rd - Brian Miles
- 4th - Darin Cale
- 5th - Steve Hoffman
- 6th - John Gilbertson
- 7th - Ralph Hernandez
- 8th - Wesley May
- 9th - Cam Case
- 10th - Dave Mayrose

B Main

- 1st - Scott Murphy
- 2nd - Jerry Burchell
- 3rd - Al Brewer
- 4th - Larry Crouch
- 5th - Gerald Morrison
- 6th - Harrell May
- 7th - Brenda Crowder
- 8th - Glenn Smith
- 9th - Randy Crowder
- 10th - Matt Bridal

C Main

- 1st - Dana Phillips
- 2nd - Steve Bridal
- 3rd - Adron Mercing
- 4th - Travis Coomes
- 5th - Roland Bryant
- 6th - Billy Stinnett

Expert Stock

B Main

- 1st - Bryon Shumate
- 2nd - Barry Raborn
- 3rd - CR Cross
- 4th - Rusty Hudson
- 5th - Robbie Langley
- 6th - Eric Colee
- 7th - Dave Carrel
- 8th - Tony Morgan
- 9th - Dave Hill

10th - Larry Burkett

C Main

- 1st - Joe Ward
- 2nd - Corey Maner
- 3rd - Mark Wilson
- 4th - Davie Winiger
- 5th - Tony Christen
- 6th - Gary Coker
- 7th - Danny Shaw
- 8th - Tom Colclasure
- 9th - David Wert
- 10th - Michael Garrison

D Main

- 1st - Troy Pogue
- 2nd - Ronny Magouirk
- 3rd - Chris Harrington
- 4th - Dale Strahs
- 5th - Judy Ragsdale
- 6th - Danny Mader
- 7th - Kenny Daggs
- 8th - Robert Ragsdale, Jr.
- 9th - Deano Pankovich
- 10th - David Vanderwerf

Sportsman Modified

A Main

- 1st - Larry Bradshaw
- 2nd - Jeff Ball
- 3rd - Mort Barnhill
- 4th - Kim Lundberg
- 5th - Jack Harris
- 6th - Cam Case
- 7th - Larry Crouch
- 8th - Ralph Hernandez
- 9th - Fred Hollis
- 10th - Randy Crowder

B Main

- 1st - Steve Bridal
 - 2nd - Michael Harrison
- ##### **Expert 1/12 Modified**
- ##### **B Main**
- 1st - Will Whisler
 - 2nd - Kenneth Lundbert
 - 3rd - Michael Garrison

Expert Modified

B Main

- 1st - Barry Raborn
- 2nd - Gene LaBar
- 3rd - Randy DeBoer
- 4th - Bob Carlos
- 5th - Tracy Dodds

6th - Rusty Hudson

7th - Robbie Langley

8th - Mike Pulfer

9th - Shelby Dillard

10th - Daryl DeBaets

C Main

- 1st - Sam Williams
- 2nd - Corey Maner
- 3rd - Neal Daley, Jr.
- 4th - John Lee
- 5th - Daniel Winiger
- 6th - Gary Sheppard
- 7th - Billy McMahan
- 8th - Larry Martin
- 9th - Kenneth Lundbert
- 10th - Bill Beauchemin

D Main

- 1st - Bill Canady
- 2nd - Ian Rutledge
- 3rd - Mark Figuerado
- 4th - Jim McClure
- 5th - Stuart Owensby
- 6th - Randy Wheeler
- 7th - Ward Merrell
- 8th - Charles LeBlanc
- 9th - David Vanderwerf
- 10th - Tom Colclasure

Factory Modified

B Main

- 1st - Jaime Woolsey
 - 2nd - John James
 - 3rd - Gary O'Brien
 - 4th - Will Whisler
 - 5th - Brian Vines
 - 6th - Donn Rice
 - 7th - Bill Evans
 - 8th - Chad Mears
- ##### **Team Associated 400**

B Main

- 1st - Billy McMahan
- 2nd - Dave Carrel
- 3rd - John Lee
- 4th - Deano Pankovich
- 5th - Rich Hemstreet
- 6th - Guy Maris, IV
- 7th - Gary Coker
- 8th - Jeff Ball
- 9th - Ian Rutledge
- 10th - Bill Evans

RAMPAGE ON THE PLAINS!

*Ameri-Trac And S & K Products Host The
1993 ROAR Region 5 Off-Road Championships*
By Kent Heiden



The word “rampage” in Webster’s Dictionary is described as “a fit of violent or excited behavior” or “to rush furiously or violently”. If we could look-up the words “R/C Off-Road Racer” in Webster’s, we would probably find a similar description. There are many exciting and different forms of R/C racing happening around the world, but Off-Road Racing has to be at the top when it comes to non-stop adrenalin pumping excitement and parts crunching violent crashes. Off-Road racing itself could be described as

the ultimate radio controlled "Rampage"!

The S&K Racing Products sponsored 1993 ROAR Region 5 Off-Road Championships at Ameri-Trac in Mattoon, IL was an event of pure "RC Rampage". On the weekend of September 3rd, 4th, and 5th more than a hundred of the best R/C off-road racers in the Midwest shook the plains of central Illinois with dirt-slinging ground-pounding off-road action. Larry Annis, owner of Ameri-Trac, pulled out all the stops by teaming up with S&K Racing Products and a whole host of other sponsors to give racers and spectators the pinnacle off-road event in the Midwest in 1993 and door prizes all weekend long. But hold on, Larry didn't just stop there. He and the Ameri-Trac staff designed and built a new off-road track that is an R/C off-road racer's dream come true.

The new Ameri-Trac off-road track covers more than 16,200 square feet of high-traction dirt. Larry said, "here at Ameri-Trac we built the off-road track to give the racers the ultimate in off-road experience. The track features an 80 foot front straight-

Opposite: An aerial photo of Ameri-Trac's Off-Road course.

Top: Brian "Did It Again"

Dunbar was the winner of the 2WD Modified A-Main driving for Team Losi and Trinity.

Middle: The Stock Truck Top Qualifier and A-Main winner

Scott Cain. Bottom: The 4WD Modified winner "Mellow" shows off his hardware.



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away and 110 foot back straight, 12 foot wide lanes, two 180 degree hairpin turns, a huge pit and, every kind of jump imaginable. "Larry also informed me that the basic design of the track came from the Coliseum type racing of the Mickey Thompson Off-Road Series seen on ESPN...and that's where the idea of two double lane sections of the trace came from.

Qualifying:

The practice session for the 1993 ROAR Region 5 Off-Road Championships was scheduled to start at 9 a.m. on Friday. However, Mother Nature decided to do a little rampaging of

her own. The skies over Ameri-Trac turned black the Thursday night before practice and dumped a full five inches of rain on the track until the clouds cleared away Friday evening. Although the rains canceled practice on Friday, as the sun's rays began to break at 6 a.m. Saturday morning, the Ameri-Trac staff started the task of putting back what Mother Nature had disturbed. By 2 p.m., Saturday afternoon, the first qualifier was on the line and ready for the tone. Thanks to the hard-working Ameri-Trac staff and the patient racers the "RC Rampage" could now be-

A big pile up at the start of the 2WD Stock final, but the #1 Losi car of Jason Schweitzer was first to turn the corner and first at the finish.



gin.

The first two qualifiers were run on Saturday with all the racers trying desperately to find the right combination of tire and power. The 2WD stock and stock truck classes spent most of the day Saturday searching for the right brush and spring combination for their S&K Ironman hand-out motors. Most of the 2WD stock buggies went for higher rpm's with "R" brushes or Trinity Sliver Brushes #4444 with the stock springs, but some of the racers running stock truck choose "P" brushes with heavy springs for more horsepower. The tires of choice in every class were Proline Step-pins with

foam inserts for the best bite.

Although every class had battles throughout the two qualifiers on Saturday and the final two qualifiers on Sunday, the 2WD stock and modified classes and modified and stock truck classes possessed the most heated battles. Two racers that stood out from the very beginning of qualifying in 2WD stock were Jason Schweitzer, driving a Losi, and Brian Kadow, behind the wheel of his Associated RC-10. Jason and Brian battled both days to grab the all important TQ but in the final qualifier Jason locked up the TQ spot by his blazing eight lap 4:34.19 the only car in stock to break the

eight lap barrier. Jason was the first to set the track record on the new Ameri-Trac Off-Road. However, Brian Kadow knows the role of "Spoiler" and would be ready for the A main.

Jason Schweitzer was also the one to watch in 2WD modified class...but in modified, Jason wasn't the only one with eight laps. Brian Kadow sponsored by Parma/PSE and Brian Dunbar backed by Losi and Trinity also posted eight lap qualifiers. It would be Losi vs Associated in the A main with Jason Schweitzer's Belray powered Losi as the favorite.

Truck class is always a crown favorite at Ameri-Trac, and the



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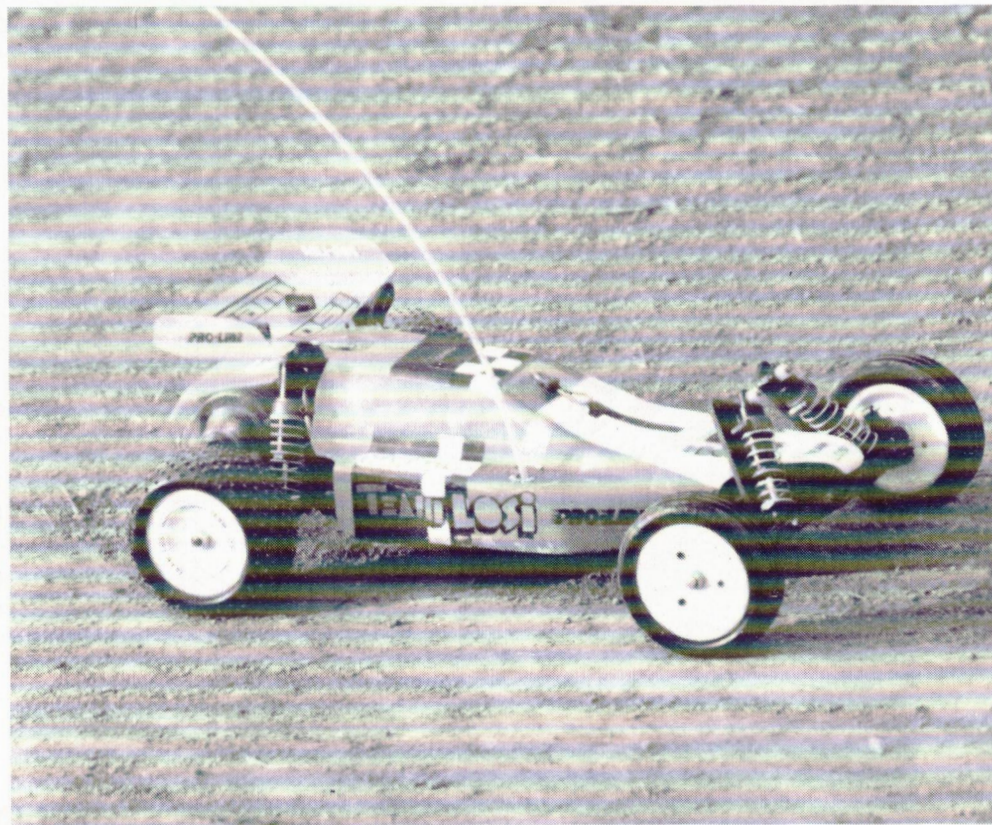


The track was bordered by lawn, this makes the track markings easy to see.

truck racing during the Regionals was some of the most exciting this racer has ever been a part of. Stock truck was an all-out showdown with Scott Cain's Losi TQ'd number one and Tim Lemon's Associated number two with all of the A main qualifiers within five seconds of Scott's time of seven laps 4:11.94. The stock truck A main would be one for the Ameri-Trac record books.

The "Rampage" of the rampage was the modified truck

TQ in the 2WD Stock class, Jason Schweitzer sets his machine on the pole.



class. Remember, the part about "rushing furiously and violently", well the mod trucks were the final definition rampage at the S&K sponsored Region 5 off-road championships. A total of 39 trucks dueled it out for the midwest bragging rights, but after all four qualifiers were over, only two of the drivers hit the eight lap mark, John Rybicki and Brian Dunbar. John narrowly took the TQ spot over Brian's Losi machine and the positions for the mains were decided in mod truck class.

Mains:

The mains began with a glimpse into the future with novice class. Bryan Storm and

Sean McDonald shuffled positions throughout the race until the checkered flag waved in front of Bryan on the final lap with Sean two seconds back. The novice class is the future of R/C and with racers like Bryan and Sean, the racers of tomorrow will have a few surprises for Gil, Joel, and Cliff.

As the afternoon sun started to heat up so did the racing at Ameri-Trac. The 2WD stock contestants in the A main put on a driving display like never before witnessed. From the sound of the tone, it was nothing but door to door action. Brian Kadow and Jason Schweitzer swapped positions

every other lap until the final tone, when Jason's Losi car made lap number eight all alone. Jason's determination paid off as he was the only car in the race to hit the eight lap mark in 4:32.10, followed by Brain with a seven lap 4:01.78 and the eight other drivers also posted seven lap times.

The 2WD modified class was shaped up to be another battle between Brian Kadow from Parma and Jason Schweitzer sponsored by Belray Products; however, Brian Dunbar the number two qualifier would be in on the outcome of the A main in 2WD modified. Jason and both Brians finished with eight

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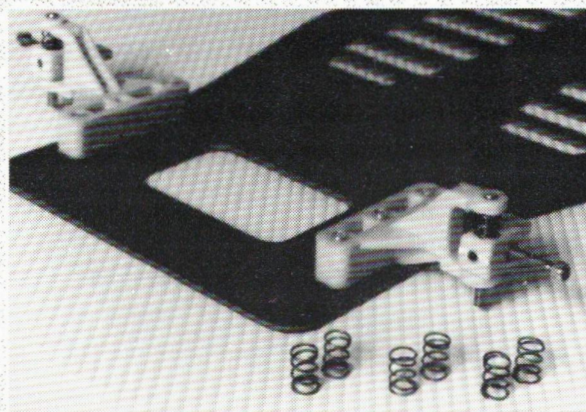
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**7 out of 10
A Main Finalists
at the 1992
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World Champs
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laps each, but Brian Dunbar blasted by for the victory in the final seconds of the race. Dunbar's Trinity powered Losi was too much for the rest of the field and captured first place in 2WD modified.

The truck classes were a "free-for-all". Hitting the seven lap mark were nine of the ten qualifiers in the A main in stock truck. Scott Cain driving for Hy-Wynder Racing captured first place with a 7/4:09.36, but eight other drivers were within four seconds of Scott. Modified truck was just as close as stock with five seconds separating the field, but Brian "did it again" Dunbar grabbed the first place trophy in modified truck by seven-hundredths of a second over John Rybicki. Brian found the all-important gear ratio (spur 88. pin.23), and with Trinity powered motor and batteries, he overcame the Ameri-Trac "Demon" off-road track.

Finishing up a great weekend of racing the 4WD modified class capped off the mains with "Mellow" taking home first in 4WD mod. Mellow's Peak Per-

formance "Savage" motor was too much for the rest of the field and his Kyosho Lazer blazed to victory as the final tone sounded.

The S&K sponsored 1993 ROAR Region 5 off-road championships at Ameri-Trac in Mattoon was a great event both for the racers and R/C racing in general. In a final note, I would like to add that hard work and dedication by the track owner, staff, and sponsors are keys to a successful event. Although, we would all admit the racers are the most important key. Yet, some racers lose sight of why we are racers to begin with...remember it's for fun! Sure victory is sweet, but not if it's the last one we will ever taste. I would personally like to thank Larry and the Ameri-Trac staff for a great weekend of racing, and although I never won or even raced in the A main I had a great time. Thanks Ameri-Trac!

Ameri-Trac sends a huge thanks to all the sponsors who helped make the Region 5 off-road championships a big success: S&K Racing Products, Pro-

Line, Sassy Chassis, Team Novak, Team Rule Products, B&T R/C Products, Parma/PSE, and, Hobby Products International (HPI).

Race Results:

Novice:

A Main

- 1st - Bryan Storm
- 2nd - Sean McDonald
- 3rd - Jordon Sell
- 4th - Jamie Sell

2WD Stock:

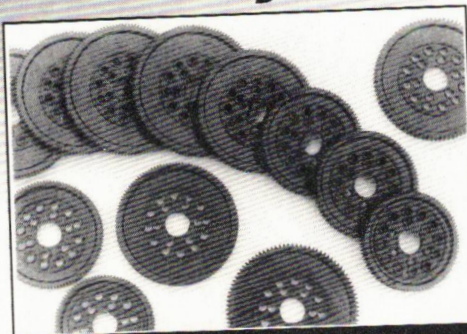
A Main

- 1st - Jason Schweitzer
- 2nd - Brian Kadow
- 3rd - Joel Whitaker
- 4th - Darrin Jendreas
- 5th - Greg Brown
- 6th - Wade Whitaker
- 7th - Todd Lewis
- 8th - Michael Cohs
- 9th - Bill Poe
- 10th- Jeremy Taylor

B Main

- 1st - Eddie Smith
- 2nd - Gary Bell
- 3rd - James Demers
- 4th - Daryl Jendreas
- 5th - John Socha
- 6th - Geoff Barnett
- 7th - Mike Alband
- 8th - Tracy Ramsy
- 9th - Steve Kriete
- 10th- Ryan Annis

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C Main
 1st - Tim Arb
 2nd - Bill Lees
 3rd - Tom Walden
 4th - Mike Kemper
 5th - Otto Kahun
 6th - Scott Hill
 Stock Truck:
 A Main
 1st - Scott Cain
 2nd - Edward Bohac
 3rd - Andre Su
 4th - Scott Davies
 5th - Tim Lemons
 6th - Gregg Moore
 7th - Brian Grisson
 8th - Tim Arb
 9th - Scott Johnston
 10th- Greg Flint
 B Main
 1st - Adam "Diffball"
 2nd - Jonathan Ross
 3rd - Greg McDaniel
 4th - Jeff Freeman
 5th - Steve Harrison
 6th - Larry Moore
 7th - Ray Storm
 8th - Dennis Giddis
 2 WD Modified:
 A Main
 1st - Brian Dunbar
 2nd - Jason Schweitzer
 3rd - Brian Kadow
 4th - Mellow
 5th - John Koonce
 6th - Wade Whitaker
 7th - John Rybicki
 8th - Brian Smith
 9th - Darrin Jendreas
 10th- Brian Howell
 B Main
 1st - Troy Weber
 2nd - Joel Whitaker
 3rd - Gary Bell
 4th - Michael Cohs
 5th - John Kolaski
 6th - Todd Falkowski
 7th - Daryl Jendreas
 8th - Greg Brown
 9th - Brad Perdiew
 10th- Jeremy Taylor
 C Main
 1st - Jason Clark

2nd - Ken Swanson
 3rd - John Socha
 4th - Joe Bobrowiski
 5th - Randy Bowling
 6th - Dan Earnhart
 7th - Ron Trobaugh
 8th - Robert Woodhouse
 9th - Brian Koch
 10th- Todd Lewis
 D Main
 1st - Michael Fishel
 2nd - Steve Harrison
 3rd - Justin Blanchette
 4th - James Demers
 5th - Scott Hill
 Modified Truck:
 A Main
 1st - Brian Dunbar
 2nd - John Rybicki
 3rd - Troy Weber
 4th - Brian Howell
 5th - John Koonce
 6th - Mike Fishel
 7th - Scott Cain
 8th - Scott Johnson
 9th - Andre Su
 10th- Brad Perdiew
 B Main
 1st - John Kolaski
 2nd - Jeremy Taylor
 3rd - Brad Volkman
 4th - Tim Lemons

5th - Geo. Barnett
 6th - Bill Rose
 7th - Edward Bohac
 8th - Tom Walden
 9th - Tom Sagle
 10th- Scott Davies
 C Main
 1st - Greg Moore
 2nd - Chris Hackman
 3rd - Jeff Reid
 4th - Jeff Freeman
 5th - Al Morgan
 6th - Keith Hetzel
 7th - Steve Harrison
 8th - Mike Kemper
 9th - Dennis Giddis
 10th- John Przonek
 D Main
 1st - Ron Kemper
 2nd - Larry Moore
 3rd - Kent Heiden
 4th - Billy Meadows
 4WD Modified:
 A Main
 1st - Mellow
 2nd - James Demers
 3rd - John Koonce
 4th - Jason Clark
 5th - Ken Swanson
 6th - Ron Trobaugh
 7th - Chris Dorn
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MRC's new World Scale cars have indeed opened an entirely new category of R/C racing. These vehicles are considerably larger than 1/10th scale, making them more stable, easier to handle and even easier to see. They can also take on much broader, higher jumps and easily cross rough terrain that would stop a smaller racer cold. Following close behind the release of

World Scale's three powerful vehicles is the MRC World Scale Off-Road Rulebook, which very clearly addresses everything you'll need to know about hosting or racing in a World Scale contest.

Like the vehicles themselves, World Scale racing is all new. There are no stock or modified classes. World Scale racing is comprised of sport class and unlimited class events, but these are not just new names for the same traditional classes you've run all along. These are totally new racing events with all new rules and a unique philosophy behind them.

Sport class keeps vehicles box stock; the only permissible changes are wheels, tires and speed controls. The purpose here is to provide a test of pure driving skill for sport class contestants, not a test of how many costly hop-up parts were needed for them to become competitive. Sport class keeps vehicles evenly matched, so that the only truly deciding factors between first place and last place are contestant's driving skills and race strategies. In the interest of encouraging more entry level participation (long gone from "stock" class), in-

MRC News

MRC's World Scale Growing Fast!

dustry sponsored drivers are not permitted to enter into any of World Scale Off-Road's Sport Class racing events.

On the other hand, World Scale's Unlimited Class encourages as much modification and competition as can be squeezed into these machines while still maintaining manageable contest guidelines and safety. Each World Scale vehicle carries two motors, so there's plenty of room to draw any amount of punch and power you'd like from any unlimited class World Scale machine. With two killer motors and a serious driver at the wheel, these racers are all business and unlimited class competition is nothing less than fierce.

World Scale racing is becoming popular at tracks all across the United States including Walt's Hobbies in Syracuse, NY; Hal's Hobby Warehouse in El Paso, TX; Brockport International Speedway in Brockport, NY; Norwood Hobby Shop in Norwood, NY; and Dockter's Hobby Shop in Madison, WI. World Scale racing is still very new, but more and more tracks are opening in World Scale classes each week. The weekend of September 17-19 saw the MRC/Trinity Dash for Cash for World Scale Off-Road which took place at the Ranch Pit Shop in Pomona, CA. This race featured R/C racing's most notable drivers in competition for over \$6,000 in cash. Get on it now... World Scale's gonna' be huge!

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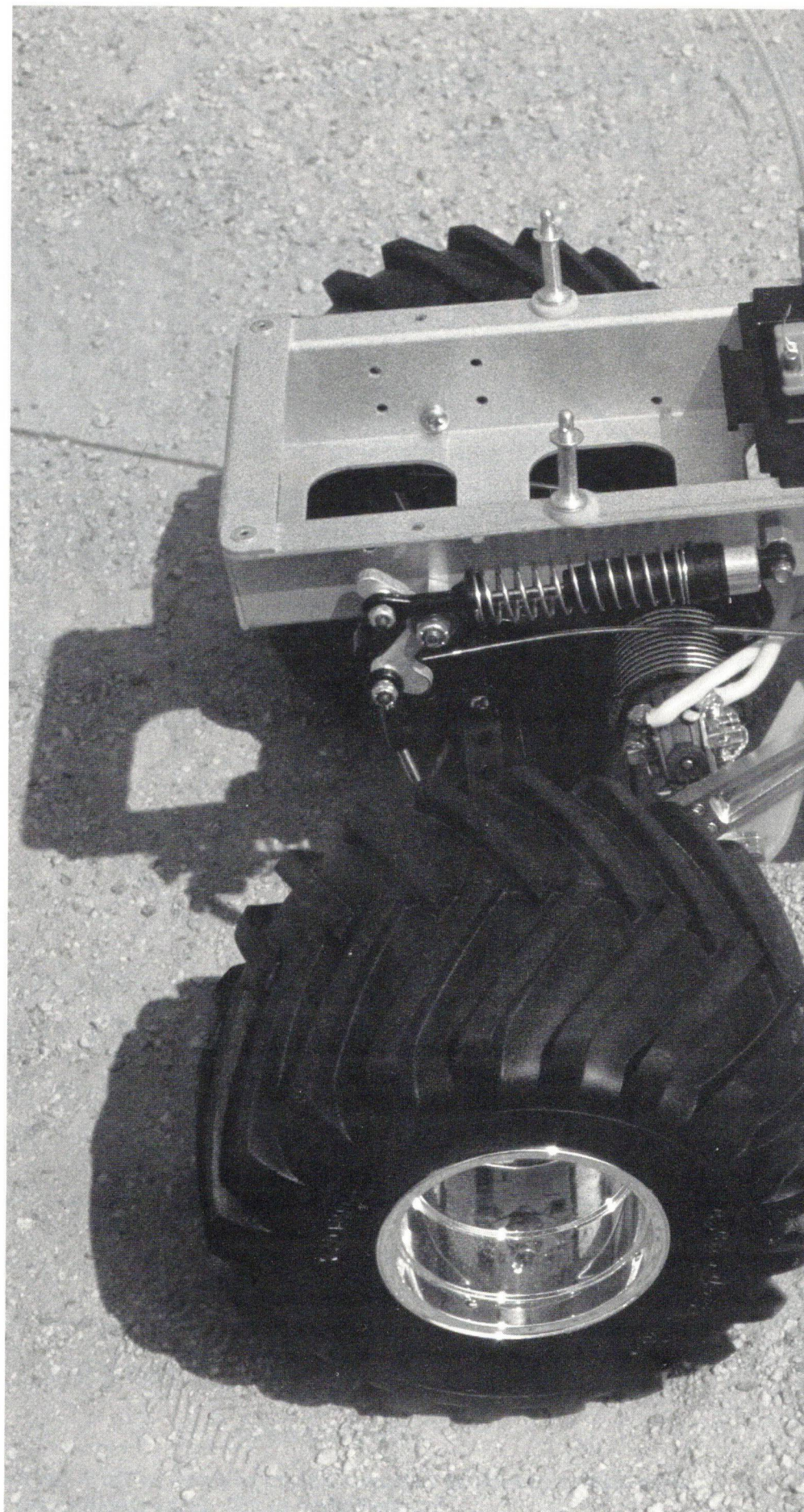
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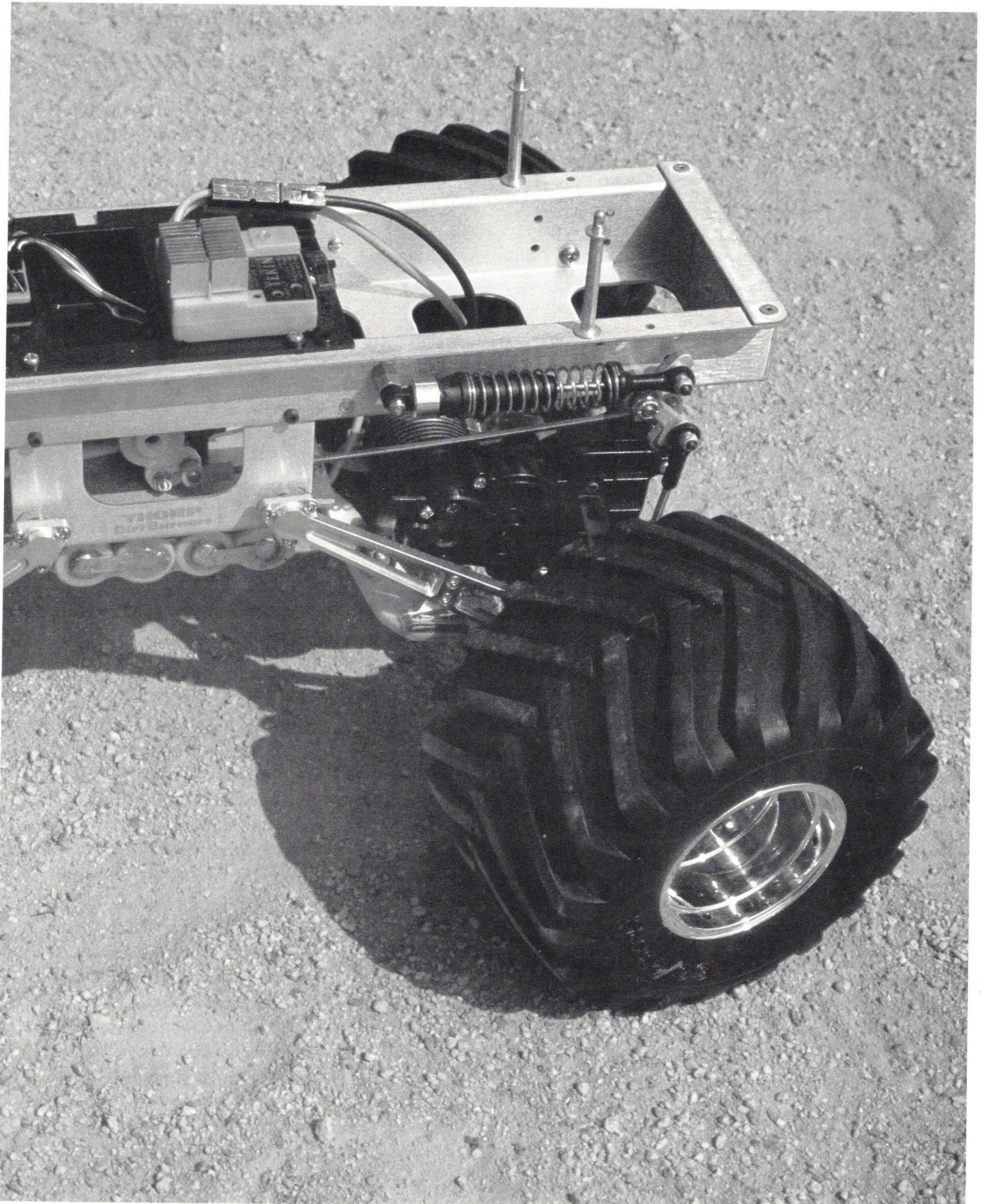
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Sassy Chassis Ultra Lite Pro Racing Chassis

By Jack Wright

For many, Clodbusters handle like they look—big and lumber-some. But hey! Who says they have to! Like in other forms of R/C racing, the Tamiya Clodbuster has a place of its own in the Monster Racing Division of the NR/CTPA. One of the most popular classes in the NR/CTPA is the 4 WD modified monsters, and one thing is for sure, twin modified motors and 14 cells need a lot more suspension than what comes on the Clod.





Enter Sassy Chassis and the new Pro Racing Chassis and Suspension kit. The kit includes Sassy's new Ultra Lite chassis, Clod-Bull Cantilever suspension system, four kelron bodied oil filled shocks, and mounting hardware. The idea behind the system is to improve the Clod's handling and to make even the biggest of obstacles seem like mere bumps in the road.

HEART TO HEART

The heart of the suspension is the cantilever system and the chassis adjustability, the chassis offers many different mounting positions for the shocks and cantilever system to suit any track. What the cantilever system does is use a rod to replace the shock, then the shock is mounted lengthwise along the chassis, one end of each is con-

nected to a pivot arm mounted on the chassis, this allows for greater shock travel, but at the same time lowers the truck's ride height for greater stability, and, with the shock mounted lengthwise along the chassis, you will see more constant and smoother shock movement.

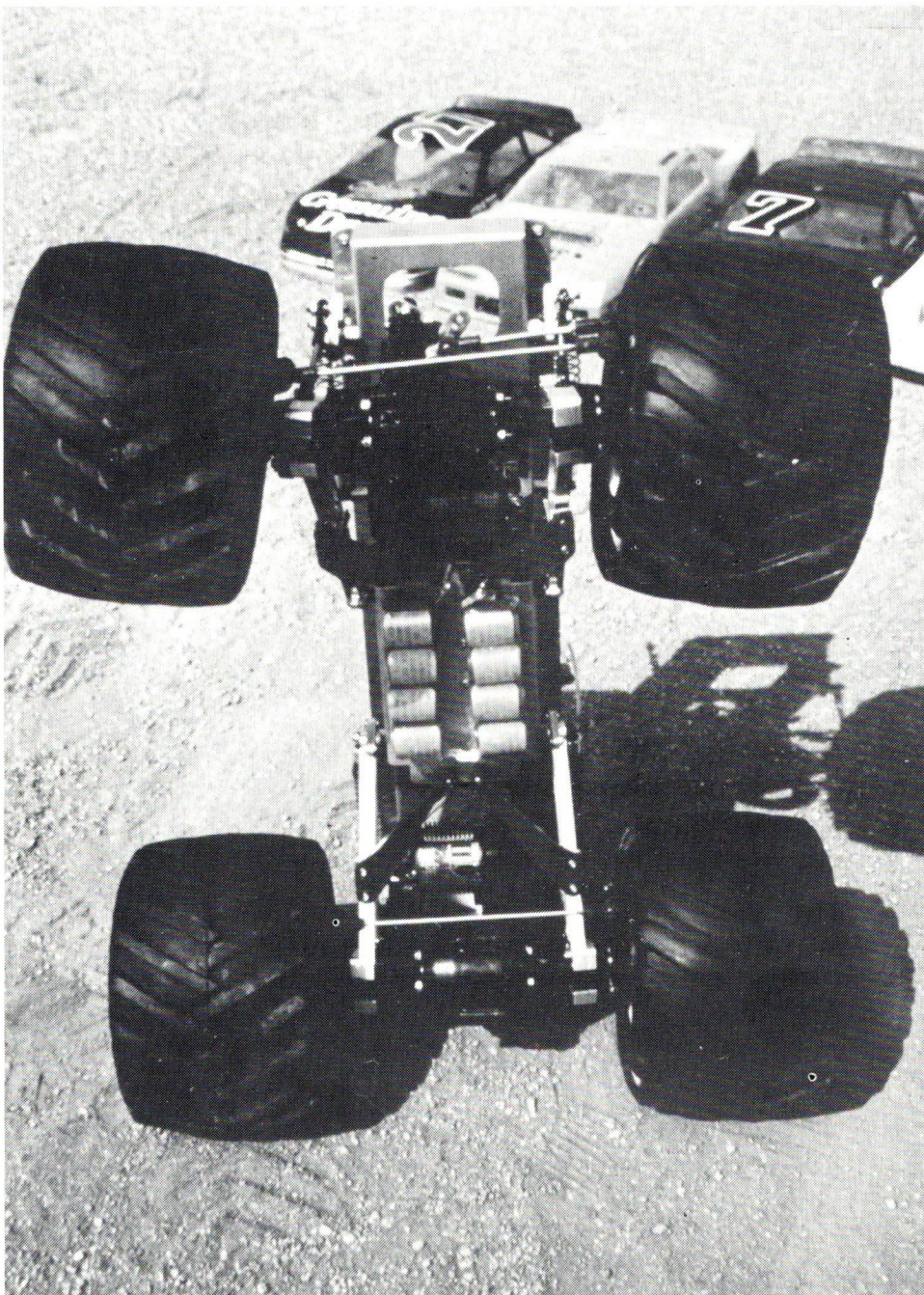
Another plus of the Sassy system is the chassis, its lightweight, very strong, and offers many mounting positions for the shocks and cantilever pivot. But enough with the physics lesson . . . let's do some building!

SUSPENSION CONNECTION

You can build the Sassy system two ways; one is to use the Clodbuster you already have or if you do not own a Clod it's more cost effective to build your racing truck from parts, rather than buying a whole kit and only using just a few select parts.

The first step is to remove the tires, gear boxes, radio gear, and radio tray; set them aside for now. These will be the only parts you will need from the stock Clod for this conversion outside a few hardware parts. Assemble the suspension rods, the kit offers two styles of suspen-

Previous page: The Sassy Clod's chassis allows for plenty of room for all the necessities, and, with the longer wheel base sudden rollovers will become a thing of the past. Left: For a lower center of gravity I mounted the batteries below the chassis with Shoe Goo. Note the rear steering rod across the rear of the chassis. This is what I was speaking of in order to lock the rear steering.



sion rod, the four inch for a taller ride height or the smaller two inch rods for racing. I chose the smaller, two inch rods. With the rods and rod ends assembled, mount both the rods and cantilever arms to the chassis in the middle hole on the lower row of holes in the chassis. The cantilever arms in the Sassy kit are supported by two bronze oilite bushings, but for a more constant movement, I replaced the bushings with a set of 1/4 x 3/8 flanged ball bearings. Next it was time to build the kelron bodied shocks that are supplied with the kit. The shocks are of good quality and feature a stepped spring adjustment ring for precise spring tension on all

shocks. Since the Clod was going to see a real hard life, I used the two hole pistons in the front shocks and three holes in the rear with Trinity's 40 wt. Pro Racer silicone oil. With the shocks assembled, install them to the cantilever arm and chassis using the hole in the chassis closest to the cantilever arm.

At this point, it's time to install the gear boxes and ladder bars from the stock Clod we started with. At this time, it would be a good idea to tear down each gear box to check for wear or damage. In the case of my Clod, I decided to replace the stock diffs and ladder bars with aftermarket performance parts. For starters, I added a

Thorp Manufacturing Ball differential kit to the Clod (part #6000). The Thorp diff is much smoother and allows you to put more power to the ground over the stock gear diff. To do this, you will need to buy two of the diff kits as they only come one to a package. As for the stock ladder bars, I chose to replace them with a set of JPS custom Wheels aluminum ladder bars, besides there good looks, the JPS ladder bars are much stronger and resist flexing like those found on the stock Clod. This because we want the suspension to do the work not the chassis.

With all of the gear box mods out of the way, reinstall the gear

TEAM Class News

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TEAM Class News

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boxes and radio gear as you would on a stock Clod, note the cantilever rods are installed in the outside holes in the ladder bars. You will notice the Sassy Chassis has a longer wheel base for greater stability. The stock steering rod from the servo to the steering bell crank can not be used because of the longer wheelbase, but, that's OK as Sassy supplies you with a longer unit to replace it. In most racing situations, you will want to disable the rear steering. To do this, simply remove all the steering rods, bell crank, and rear steering knuckles from the truck. Now, take the knuckle from the right side, turn it upside down and mount it to the left side without the washers that go in each end of the

knuckle, then do the same for the right side. Once you have the knuckles in place, tighten the mounting screws for the knuckles and right before your eyes, you will see as you tighten the screws the knuckles will center themselves on the axle. Now, take the steering rod that ran between the knuckles and install the rod back on the knuckles. Also to improve the Clod's steering, replace the stock two-piece bell crank with one of Sassy's Missing Link steering kits, the kit includes an aluminum bell crank that is more adjustable than the stock unit. I've found using the Missing Link can increase turning ability by about 40 percent, note you will need to install a large servo saver on your servo when

using this system.

MORE POWER UGH UGH UGH UGHHHHH!

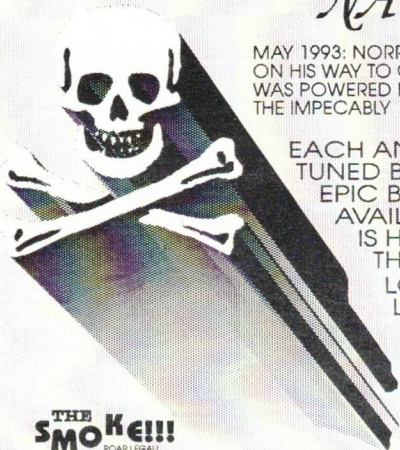
Speaking of servos, it's wise to use a good quality hi torque servo like Futaba's 9401 or Aironics 94152 servo. Using anything else will result in poor steering performance and a dead servo! If you plan to run the full fourteen cells allowed by the NR/CTPA, you will need to use a speed controller capable of handling this much power and twin modifieds like Tekin's 432M marine ESC. For my Clod I chose Tekin's 6-10 R, this unit can handle up to ten cells . . . in most cases I rarely race with 14 cells. I find the 6-10 a very versatile speed controller with its smooth acceleration. Thanks to its hi frequency op-

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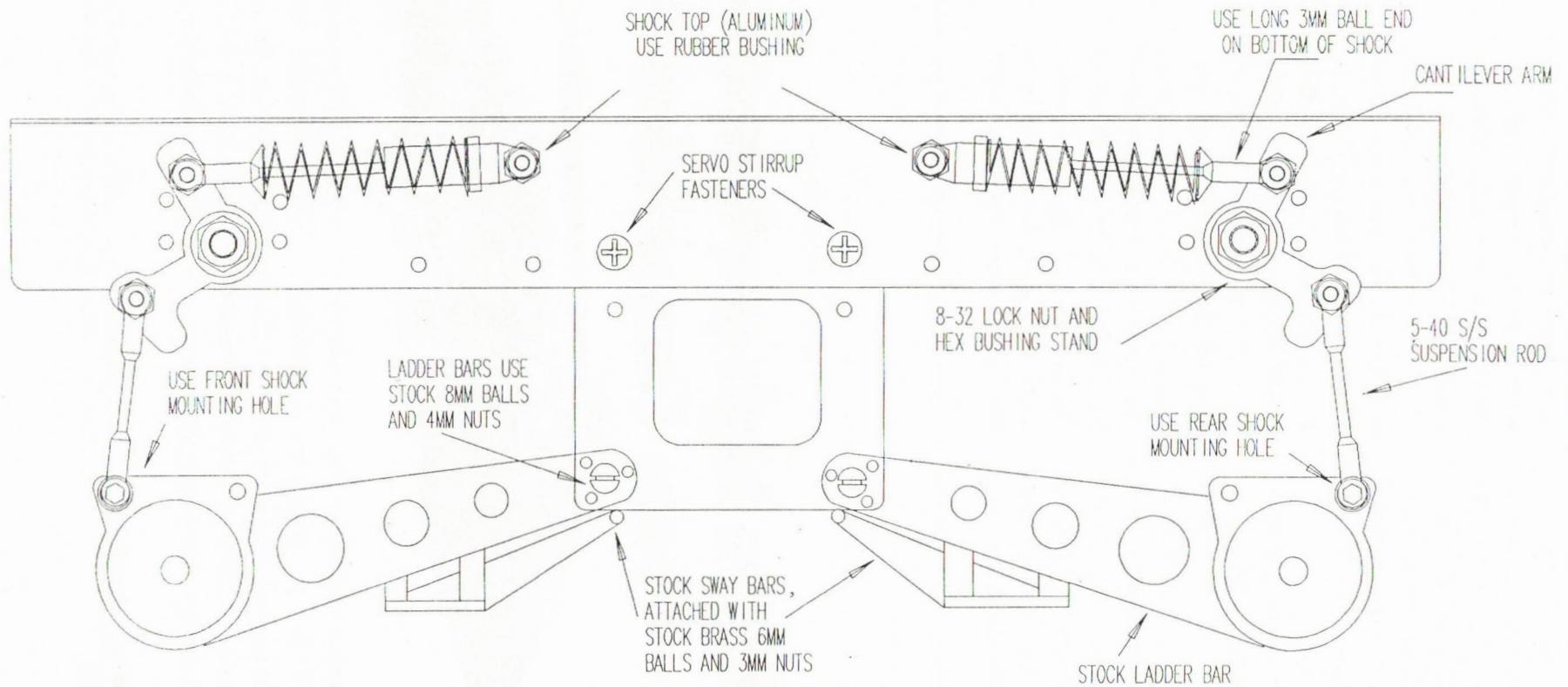
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FIG 1

SASSY CHASSIS ULTRA-LITE CHASSIS CLOD-BULL CANTILEVER SUSPENSION KIT



eration and its reverse feature, it's just the thing for an all out racing monster. The Tekin will handle most mild modifieds, but be careful and always mount the ESC with its heat sinks in place and in a location as so it can receive cooling air.

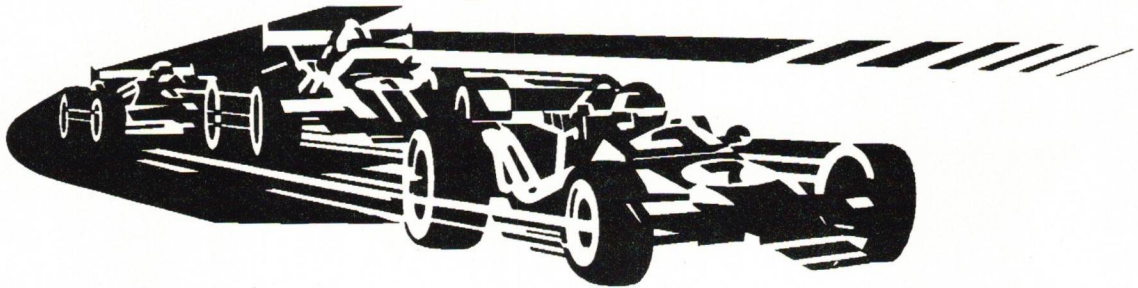
In the motor department, I used the ultimate in Monster Horsepower . . . Trinity's Matched Madness twin modified motors, these babies can really tear up some land. These motors come pre-matched from the factory so the only thing you need to do is bolt them up and

hang on, unfortunately, these motors are no longer available. Trinity now offers the Monster Mash and Monster Mash 2, one of each of these motors will give you nearly the blinding horsepower of the Matched Madness. If you choose to use any other modified, be sure to reverse the rotation on the rear motor or your truck will be in its own one truck, truck pull! The reason you need to reverse the rotation on the rear motor is because of the design of the gearboxes, since both gear boxes are built the same, when one is turned

around it rotates opposite from the other. To change the direction of the rear motor is rather simple, first find the timing mark on the motor end bell, then loosen the two screws on the end bell (just loosen) then turn the end bell 180 degrees to the original timing mark on the motor can, now advance the timing by turning the end bell one quarter of an inch to the left of the stock timing mark. This should get you in the ball park, although it would be better if you, a friend or the local hobby shop had a motor dyno as so you

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Missing link steering

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Tekin 610 R ESC

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Futaba 9401 Servo

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JPS aluminum ladder bars

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Parma Snakebite Body

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Trinity's Monster Mash 1 & 2

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Manufacturers mentioned in this article:

Sassy Chassis Racing, 906 Ridgewood Dr.,
Cary, IL 60013 Telephone: 708-516-9834

Trinity Inc., 1901 E. Linden, Linden, NJ 07036

Futaba Inc., 4 Studebaker, Irvine, CA 92718

Airtronics Inc., 11 Autry, Irvine, CA 92718

Thorp, 4054 E. Mission Blvd., Pomona, CA 91766

Parma, 13927 Progress Pky, N. Royalton, OH 44133

Tekin, 940 Calle Negocio, San Clemente, CA 92672

JPS Custom Wheels, P.O. Box 746,
Lakehead, CA 96051

could match the motors as so they would work together instead of against one another. With all of the go fast stuff on board all that's left to do is mount the awesome (talk about an over-used term!) Parma Snakebite Ford monster truck bod and set the radio trims.

LEXAN COMPACTOR

Well, it's slam time! With eight 600 mah SCR's on board an acre of dirt and Lexan to stomp, it was showtime. The power of eight cells and the Trinity motors were quick to get my attention on my first pass over the car was, to say the least, impressive. On cornering, the Clod made tight turns very quick and precise like no stock Clod I had ever seen. The Clods' jumping ability could only be described as text book perfect, it was hard to believe this was fat tired monster truck and not an off-road racer. Even with its size the Sassy conversion brings the truck to a very trim 6-1/2 pounds—race ready!

OVERVIEW

Now this truck won't win the next off-road nat's but it will be a major player at the next NR/CTPAS Worlds as a first class racing machine. Of course, building a truck like this one can run you into some serious dollars and if you only plan to do your racing crushing Turbo Hoppers in the hood, you won't need everything you see here. Then again, just think how many more you can flatten with all that power! Yea, that's the ticket!

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I'd like to start off this month's column with a big thank you to all the tracks that participated in the 1993 Procar Race Series this year. And, I would like to congratulate John Thawley for a job well done. It was a pleasure to race at venues that were top notch every time. Anyone who has traveled to a nationals and raced in an open dirt field with no electricity or facilities, can appreciate what a pleasure it was to go to John's races. Of course not everything was per-

fect but it was a hell of a lot better than any other National Series we raced in. And, besides, actually getting something back for all our effort was a real pleasure. I think the concept of professional racing for cash is a good one and it is an idea who's time has come.

Now we have to work on some industry-wide programs for entry-level racing. That is where this hobby is hurting. We need a good, inexpensive spec class that is cheap and tightly controlled to keep technology and costs at a minimum, putting the emphasis on driver skill. We also need to take these types of races out of the super speedways and indoor speed palaces and run them in malls, parking lots and things like flea markets where there is exposure to the public. In the old days that was how we always raced and people will always stop their cars and watch the racing. Some would ask questions and some would eventually become involved in the sport. This does not happen any more as now most races are indoors or at big out-

When You Got To Have More



Reflections Of The ProCar World Champs

of-the-way tracks where people will not see R/C racing, unless they already know it is going on there.

The series of parking lot races being run in California with the Kyosho F1 cars is an excellent start and this type of racing should be seriously considered by hobby shops and clubs. I know we are all spoiled but this public exposure is necessary if the sport is to grow. Especially with the economy as bad as it is, we need to get more people into the hobby and a National spec class and parking lot races will help.

As you probably know, the Procar World Championships at PC Hobbies in King, North Carolina, was a killer weekend for Team Trinity. Jim Deiter spent the time between the Procar Nationals and the Worlds building a new version of the EV10ss that we will sell under the "World Champion

Limited Edition" name. This new car has a left-side drive motor, which makes for left-side weight, and faster corner speeds. We had to re-time our motors to run in the right direction, but that was easy to do. At King, you never had to lift, going around the track. It did not scrub speed or push, it was simply awesome. Now, some of you are probably saying by now, "I only run stock and will never be able to use this car". Well, for those of you who are stock class racers, we will have a Reverse rotation Slot Machine 2 to go with the World Championship car kit. In fact, we will be packaging one of these motors in each kit.

Jim was really wound up for qualifying after I blew up at him and threw away his Metalica CD. You have to understand, I travel with Jim, pit with Jim and room with Jim and all I ever hear is Metalica! Every day and every night it's Metalica. The same CD over and over and over again. I mean it was getting so bad I was having Metalica

dreams, and let me tell you . . . they were not pleasant! Something about the "F" word being shouted over the sound of a traffic accident at 200 decibels is not health for body or mind. No sane person could stand it. It had to be done.

So Deiter, instead of decking me, simply went out in qualifying and took it out on everyone else by winning the pole position for the A main. Chris Doseck, a new convert to the EV10ss, was second qualifier and I wound up third. All three of us used the left-side drive Worlds Edition.

I guess Jim was still "P. O.'d" when the A main started because he simply was gone. He was flat-punched and pulling away with visions of more than enough prize money to buy the complete Metalica CD set, a new Metalica shirt and bigger speakers, dancing in his head. I ran fourth at the start trying to save my tires and batteries, but when I realized Jim might win and it would be Metalica every day for

the rest of my life, I started to punch it. I started reeling in the top three and went by Tony Neisinger and Ralphie Burch for second and set my sights on Jim's rear bumper. The thought of Metalica CD's inspired me to perfect laps. As I caught Jim, my early easy pace was well worth it as now I had the fastest car on the track. As we went down the straight, Jim knew it and pulled wide to let me go and tucked in behind, and that was the way we finished.

The new car was awesome and is the only way to go on an oval track. The new kit should be available sometime in November. As usual, the Trinity motors and batteries were the class of the field, Neal doing his usual excellent job and of course, Paul Covington for supplying such a beautiful track. Oh yeah . . . thanks Metalica . . . the prize money will come in handy!

See you in Cleveland.

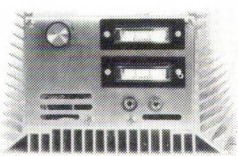
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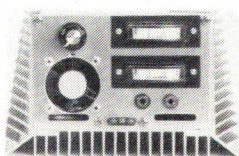
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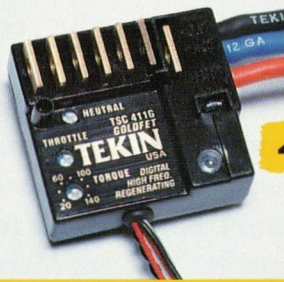
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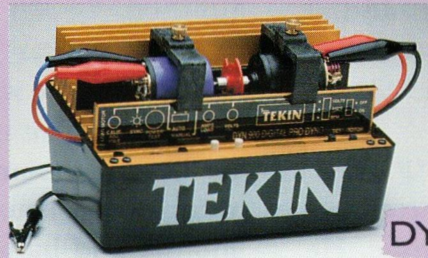


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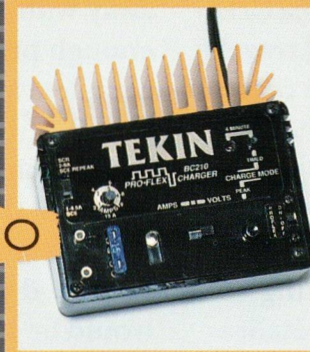
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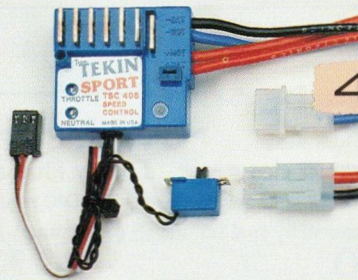
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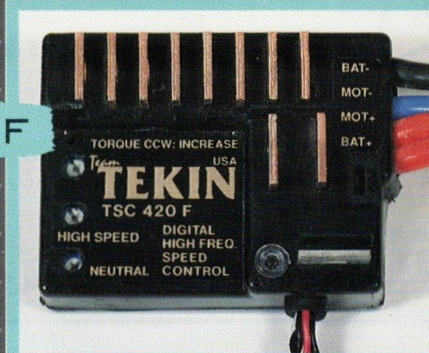
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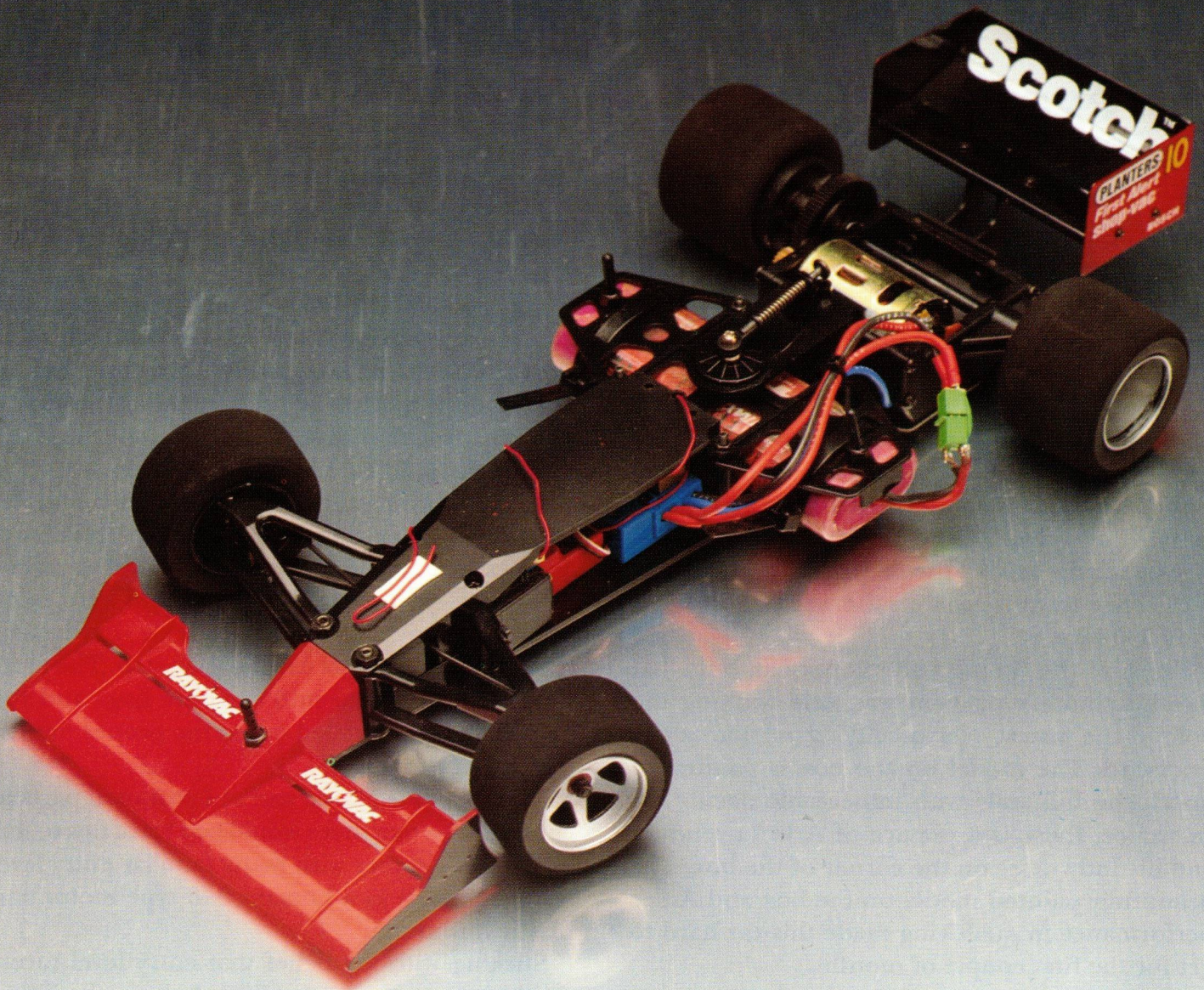
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Kyosho's *Lola's Indy Car*



By Bill McCall

"As is, the car is fun right out of the box. At home on blacktop or carpet, it can be competitive when raced against another of its own kind. The car as is would make an excellent spec class racer. In fact, it might make for a fun event to have a fleet of these . . ."

For me, I've spent much of 1993 trying to put the fun back into RC cars. However, I haven't lost the desire to compete. The kit I am reviewing this month can satisfy both desires.

Kyosho had a marketing stroke of luck when they introduced their TARGET/SCOTCH INDY LOLA T9300. The car comes with Autographics decals so that it can be painted to match the Target/Scotch Indy car of Chip Ganassi and driven by Arie Luyendyke. (Other decal sets are available) The ad for the kits hit the magazines and the cars themselves hit store shelves the week of the 1993 Indy 500 race.

I'm sure the timing was intentional, but what Kyosho couldn't plan on was Arie winning the pole in the fastest ever qualifying session at the brickyard. The model on the box is painted to match the full scale with impeccable detail. For reference, there is a picture of Arie Luyendyke and his Indy racer on the corner of the box. The beautifully painted model on the box and Arie's performance in qualifying made this car hard to get for the first couple of months.

The car caught my attention when it came out as I am a big Indy fan. Many RC racers in my area are big NASCAR fans and hash out the stock car races Sunday at our RC track. For me, there is nothing

like the open wheeled excitement of the CART/PPG Indy cars.

The people at Kyosho, already proven to be masters at promotion, sent me the kit pre-painted like the one on the box. I will state without hesitation that it is a stunning piece of RC art work. I'll also skip ahead of myself and tell you this is the most realistic RC model I have ever owned.

After absorbing the beauty of this car's outside, I dove in to check out what made it run. As I always do, I examined the manual from cover to cover. Like most Kyosho kits, the illustrations were excellent. The manual also included scale drawings of the hardware that was used in each step. The parts were also separated into separate bags and the bags were clearly called out at the proper time in the text of the manual.

The chassis is plastic and as I mounted parts to it, I could see that there would be a lot of flex to this kit. This kit comes with many familiar entry level trappings such as a Lemans 540 type motor and plastic bushings.

Sticking with my belief that entry level racers would best start with an ESC, I chose the Tekin *Arie Luyendyke posing with the Kyosho Target/Scotch Indy Lola T9300 in front of his full scale machine. The photo was taken at Mid Ohio.*

Sport model of ESC. This controller doesn't have many of the bells and whistles of their upper models. It does have the same quality of construction and the reliability that has brought Tekin more than a few championships. For a receiver, I stayed with Tekin and installed their FM receiver. I couldn't bear to cut an extra hole in the body and spoil the realism with an antenna mast. I hoped that the FM radio would allow me to run

without interference while keeping the antenna under the body.

Having chosen and installed the electrics, I next built the differential. This diff is the planetary gear type and uses plastic bushings. Because of the bushings, I elected to stick with the supplied 540 motor. Partially because of the kit's simplicity and partially because of the detailed instructions, I had the kit ready to run in a very short time.

It didn't take long to set up

the Tekin ESC. After getting the steering servo centered, the car was ready to run. By the way, the Futaba S-148 servo (the stock servo with most Futaba radios) and the Tekin Sport ESC fit perfectly in the space provided. This kit should work well with smaller servos that will give you even more room up front.

A quick couple of sprints up and down my asphalt driveway told me that the car was quicker than I expected, given the mo-



tor used. I guess that at under 2.5 pounds the motor doesn't have to work that hard. How fast was it? Without a specific timing method, I would relate the speed to that of a 12th scale four cell car with a ROAR91 stock motor. In fact, 12th scale carpet tracks might just be a great place to race these cars.

Being a car that will appeal to first time RC racers, there will be many people running them on their streets and sidewalks. Like a 12th scaler, this car doesn't have much ground clearance. With the plastic involved and the low clearance, something will get broken on the street. Coincidentally, as I was building my car a neighbor boy had just built his. He tore up the front on the curbs in front of our houses causing him to need replacement front wheels and bushings.

After fixing that for him, I convinced him to come to a nearby, freshly paved, blacktop parking lot. There we set up a couple of pylons and went on to have about 15 minutes of fun before the batteries gave out. His car was a little unstable at first, but I showed him how to adjust the tweak out of the chassis. (This is well documented in the manual). Using a little Trin-

ity outdoor traction fluid, we could streak around our impromptu oval.

As-is, the car is fun right out of the box. At home on blacktop or carpet, it can be competitive when raced against another of its own kind. The car as is would make an excellent spec class racer. In fact, it might make for a fun event to have a fleet of these cars to run in an IROC type of event at some of the top carpet races. I think this event would be even more fun than the Dustbuster races held at Cleveland a few years ago.

Finally, to check out the realism of this car, I made an appointment with the owner of the full scale version, Chip Ganassi so we could check out each other's car at the 1993 Pioneer 200 race at Mid Ohio Sportscar course in Lexington, Ohio.

At Mid Ohio, the Indy car race is the conclusion of an entire weekend of racing. Reporting on Kyosho's 10th scale car was a great excuse to join the elite of motorsport racing. It didn't take long to find the Ganassi/Luyendyke pit. I arrived Thursday as the team was offloading the car and its backup.

The Kyosho car drew quite a bit of attention from the various

race crews and fans who were walking through the garage areas. The Target/Scotch team was impressed with the beautiful detail of the scale model. After arranging some time with the team's PR guy, we went into the pits where I was given an opportunity to photograph Arie and his car. Arie himself, seemed pleased with the recreation of his car. CART and Mid Ohio officials made it clear right away that they didn't want the car on the track or the radio turned on in the pits. I'm sure Arie was just a little disappointed, but then again, as soon as we were finished, he jumped into his full scale car and went out for his practice run.

After the photo session was over, I was then free to run the car full out. With a Litespeed stock motor (Pre ROAR91) the car was significantly faster. I did notice that the front bushings had developed a little bit of slop after a couple of days of fun, but the kit was none worse for the wear. If you do run your car in the street much, plan on having a couple of extra rims handy along with a nose piece. But with some care, this car can provide years of fun.

Having familiarized myself with the stock car, I decided to

"Having familiarized myself with the stock car, I decided to look at the options that Kyosho already has out."

look at the options that Kyosho already has out for this car. I want to stress that none of these options are needed to have a lot of fun. However, if you are fortunate enough to have people to race these beautiful models with, then there are a few inexpensive things you can do to be competitive.

The first thing you will want to look at is the bearing kit. Kyosho's P/N KYOC2228 consists of nine bearings. I haven't run the car long enough, but with anything more powerful than a 540 Igarashi motor, I don't see the bushing in the diff lasting long. Also, having the bearings up front will undoubt-

edly reduce front end drag.

Speaking of the diff, Kyosho offers a ball diff. This is Kyosho's P/N KYOC2173. The planetary gears in the diff, which comes with the car, are made out of high quality materials. But this might be the next best option for the car.

If you get really competitive, the carbon chassis might be next on your list of options. The plastic chassis does flex a great deal. Running against myself, it is hard to gauge the amount of control that is lost, but I imagine that this would be a beneficial add-on. There are other options that are designed to add durability to the car. See your local

dealer for pricing and availability.

CONCLUSIONS

This car was as much fun to build and drive as any kit I have built or driven. It is as much of a pleasure to look at, as it is to drive. It's fast, light, and very responsive. If your looking for a fun place to throw a few RC dollars this is a good place to look. If you or your organization is looking for a good spec class car, this is it! The Indy Lola of Kyosho, is backed by a proven network of suppliers who can provide you with spare parts and options. Your standard radio gear should fit fine.

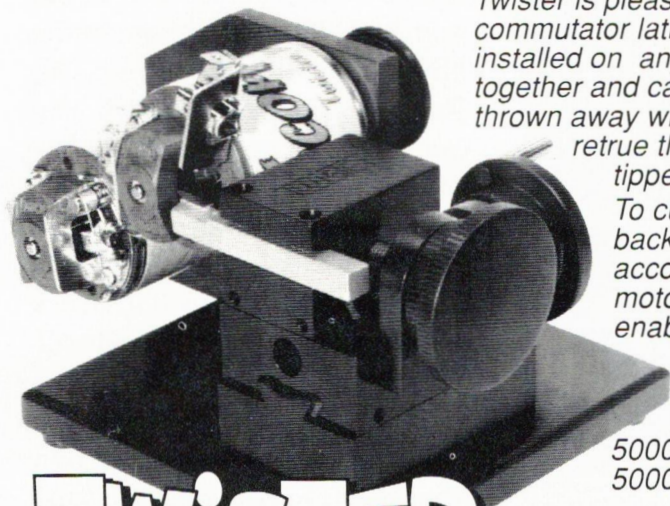
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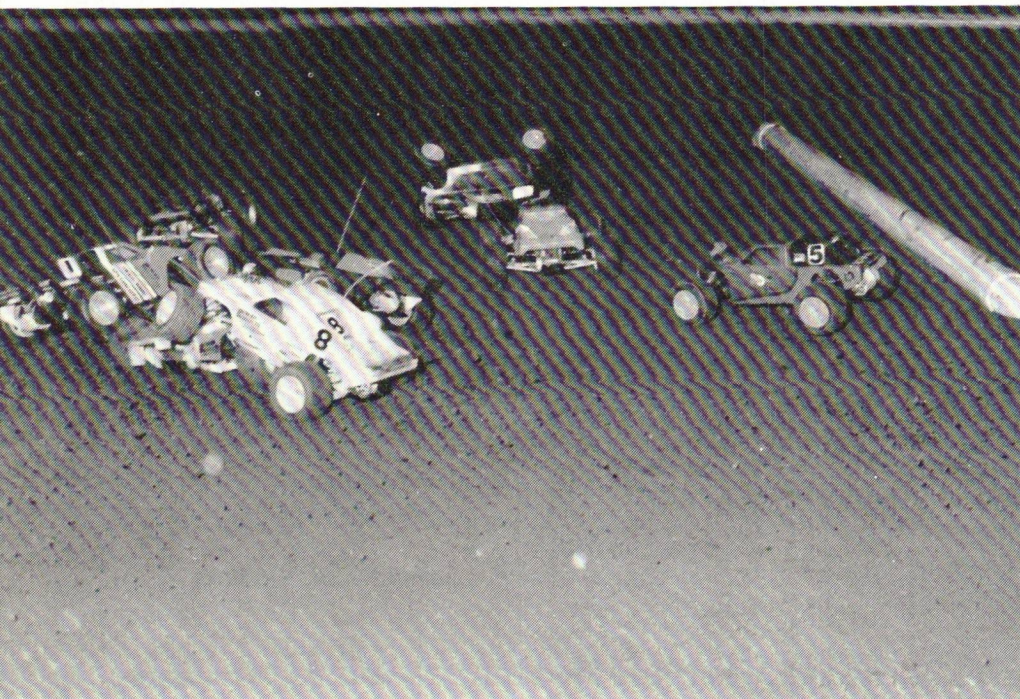
THIS MONTH IN RACING

NORRCA Division 5

In Oklahoma City

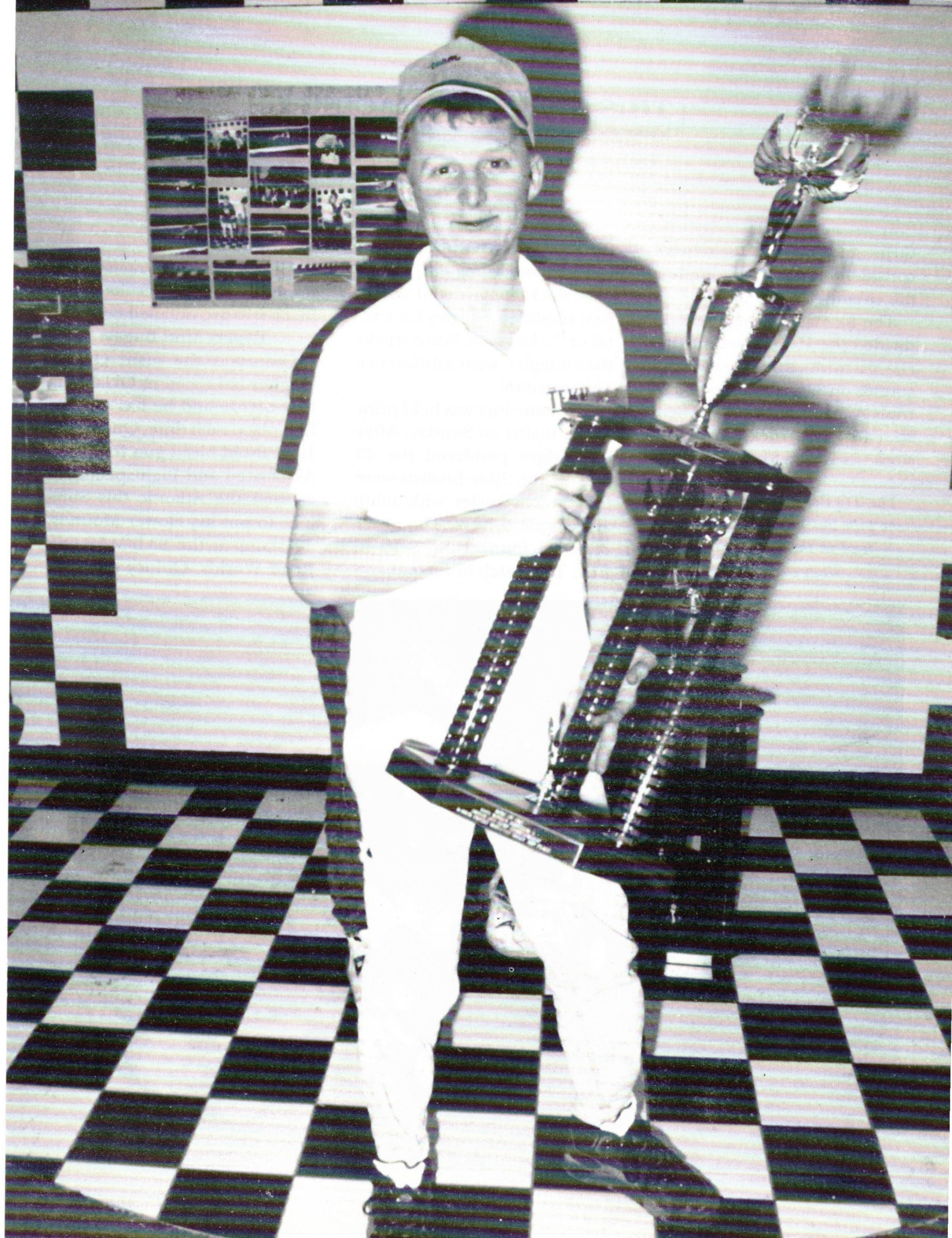
By Rick Stahl

A "Crap Shoot" corner takes its toll in expert stock truck.



Competitors converged on RCRC of Oklahoma City from Kansas City, Memphis, Dallas and Amarillo to compete in the Norrca Division 5 Indoor Off-Road championship. Rick Yarber and Steve DeArmon, co-owners, were on hand early February 13th to greet the racers that were ready to do battle for the next two days. This track plays host to both 1/10 scale off-road and oval racers twice a week and includes both a hobby shop and grill. However, a new spacious track was designed and built. The result was a spacious wide open track with just enough

*Opposite: Expert Stock Buggy
winner David Hill.*



THIS MONTH IN RACING

turns and bumps to require considerable skill to complete the circuit.

The format for the weekend divided the 156 entries into six classes with three qualifying rounds on Saturday followed by triple A mains on Sunday. There were 31 stock trucks, 19 expert stock trucks and 31 expert trucks

The TQ Bob Light (2) touches the pipe but still holds on to the lead in the Expert Stock Buggy A-Main.

for a total of 81 trucks. There were 22 stock buggies, 24 expert stock buggies and 29 expert modified buggies for a total of 75 buggies. More trucks than buggies, what a difference a year makes!

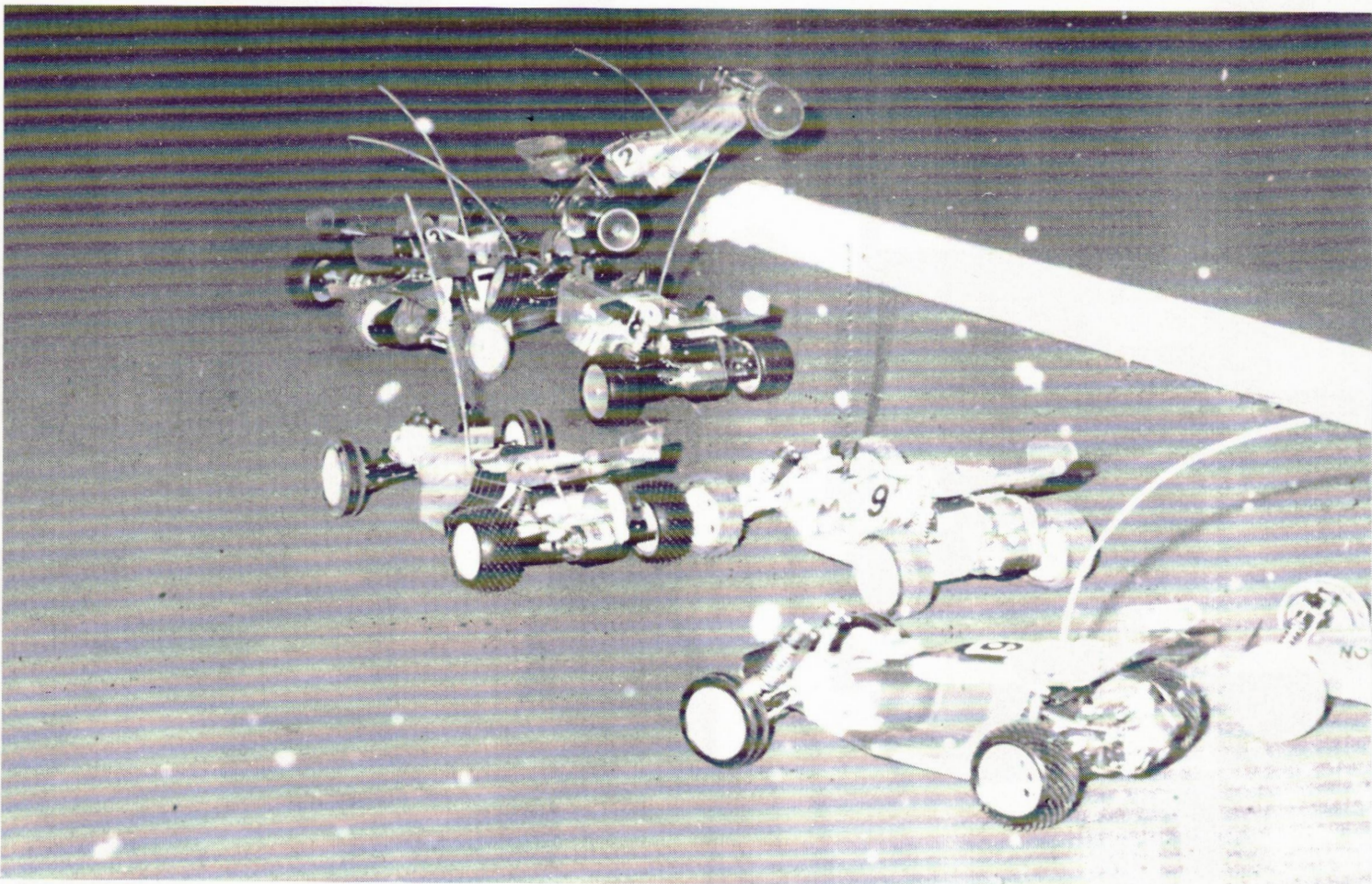
The concours was held prior to the mains on Sunday. After the judges pondered the 43 entries, the three finalists were the three vehicles with miniature scale drivers. The order of finish found Clint Seitz in first, The Batch in second and

The Dude in third.

All in all, the racing ran smoothly and the results of the six classes are detailed below.

Expert Mod Buggy:

Quincy is the man. Quincy Hughes has raced in Oklahoma City before and he has exacted first place each time. Quincy is a 19 year-old hired gun for Team Associated and Lightspeed. He crossed the Atlantic this Summer to put his Flower Mounds, TX stamp on the '93 IFMAR Off-Road Worlds. Quincy qualified



THIS MONTH IN RACING



silicone oil and black springs all around. He bolted in a Light Speed 10 Quad and simply gunned down all challengers. Todd Handel scratched out second place overall, finishing number two in the second main and number one in the third after a seventh place disaster run in the first A main. David Hill (Memphis, TN) driving for Team Losi, Tekin and Competition Electronics, got faster with each main and finished third.

Expert Stock Buggy:

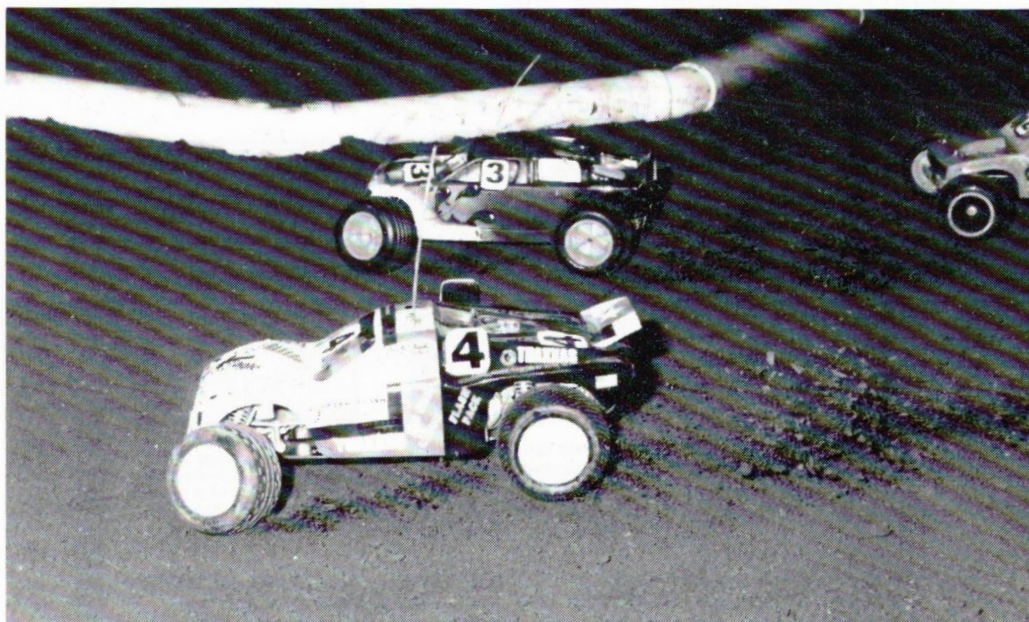
When I looked at the final results of the expert stock buggy triple A main, I was amazed. First, I was amazed that the top four finishers were each driving a Losi Pro SE. Second, three different drivers won an A main. Third, the TQ'r won an A and finished out of the money.

Oklahoma City's Bob "Bullet" Light, the consummate professional RC racer, had a quality run in the first qualifier with an 11/4:17.68. This run held up all day even though Cameron Kellogg (Dallas, TX) and Quincy Hughes were split seconds behind. When the first A main

second on Saturday behind a multi-talented speed merchant named Todd Handel who blew in from Dallas, TX. Todd blistered the track with an 11/4:12.56 with Quincy but one finger snap behind.

The triple A mains were on Sunday and we were soon to know who was the best modified buggy driver in Region 5. Quincy set up his stock RC 10 aluminum team car with the new #1 pistons, 30 wt.

Top: Expert Stock Truck winners Steve DeArman, Jeff Masee and Jody Spillman. Right: Traxxas prototype LS-2 kicks up the dirt.



THIS MONTH IN RACING

got underway, Light slid through the rigorous turns one and two, powered by his Specialized RC motor and garnered the 100 point prize. Cameron Kellogg, a Team Losi driver, finished a quality second. In the second A main, Jason Cordell (a 16 year-old phenom from Elk City, OK) battled Cameron Kellogg for the lead. Cameron and then Jason then Cameron and finally Jason. Cordell had arrived, he had hung tough with a bunch of quality, fully-sponsored drivers. Where was David Hill (Memphis, TN) - the hyper Oklahoma State Champion, who spent all weekend helping set-up almost every Losi buggy and truck at the track? Hill was mired in fourth after the first A main. He borrowed a Badd Boyz motor and his fortunes changed; he finished on young Jason's rear bumper, thus setting the stage for the ultimate

shootout. The third A main was the run where any of five drivers had a realistic shot. Jason Cordell, Cameron Kellogg, Bob Light, David Hill and Quincy Hughes. Each one of the guys could win; each one could really drive and I thought it would be determined by whomever got in the lead at the first turn. Well, it didn't take long for Cameron to take charge and for four laps, he pulled away with David Hill in the hunt three seconds behind. Hill closed on Cameron . . . closer, closer, now some back traffic. Four laps of intense driving not more than a few feet apart. Cameron blinked. David didn't. The Division 5 champion was David Hill with young Cordell in second and Cameron Kellogg in third.

Expert Mod Truck:

A multi-talented field was

ready to go. Todd Handel (the Oklahoma State Champion and '93 World's Qualifier); Tom Owens ('90 Norcca Off-Road National Champion and a serious threat on the Oval also); Quincy Hughes (a World's Qualifier and the calmest driver you will ever observe); Dan Brockway (the '92 Region 8 ROAR Open Truck Champion); Jeff Masse (the TQ in expert stock truck class); and RCRC's own Steve DeArmon.

I picked Handel to win after he TQ'd. On Sunday after Handel turned the only 11 lap run in his RC10T with a Reedy Mod and finished the first A main on top, I was pretty confident he would prevail. Tom Owens had other plans. Owens was driving a Traxxas Blue Eagle LS-2 prototype with an upper stiffner plate, ball bearing steering and new front arms. Owens drove extremely well in the first A main and finished only a few seconds behind the 17 year-old Handel. Quincy Hughes was hot on Owens' heels in third.

The second A main saw Owens, in his B&R powered Blue Eagle, grab the lead early. Handel worked his way out of early trouble and past Dan Brockway to challenge Owens. Steve DeArmon pulled past Brockway on the next-to-the-last lap with some hard-nose driving

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THIS MONTH IN RACING

and finished third. The stage was set then for the showdown between youth and experience, Handel vs. Owens. All the drivers knew that this track was hard to make up ground on and that most of the races had seen the leader in turn one finish on top. The tone sounded for the third A main and ten serious drivers pulled the triggers firing their modified motors and launched their finely tuned trucks down the 80 foot front straight into "Crap Shoot" corner. Tom Owens driving truck #7 rolled a 7 and turned the first lap in an impressive 24.6 seconds followed by nine consistent 23+ second laps. With a substantial lead, I would have coasted in, but Owens cranked it up a notch and blazed the last lap in 22.8 seconds taking the Division 5 Championship. Brockway finished next with DeArmon in third. Final standings: Owens, Handel and Brockway.

Expert Stock Truck:

Jeff Masse beat the TQ jinx. Masse (Memphis, TN) had the only 11 lap run with a stock truck and while the other five class TQ's melted under the pressure, Masse challenged the track with a super aggressive style. The first A main was a cakewalk for Masse and his LXT. Greg Slaton (Cordell, OK) finished second with Steve DeArmon, the RCRC co-owner,

finishing in third. Cakewalk #2 saw Masse lead from turn number one through turn number 408 and finish on top, effectively closing out a super driving exhibition; TQ-1st-1st. Here is the surprise to me . . . Jeff Masse ran a borrowed LightSpeed stock motor for the entire weekend. Jody Spillman (Jonesboro, AR) finished second with DeArmon in third. A main number three was a different story. Wylder Barrows (Dallas, TX...Traxxas' R & D Main Man) did the hole shot in his Blue Eagle LS-2 (prototype) and led start to finish. DeArmon lost nine seconds on the first lap but kept his cool and slowly picked-off the field finishing second. Final standings: Masse, DeArmon and Spillman.

Stock Buggy:

Matt Lee (Oklahoma City) switched cars a few weeks before the big divisional race. He got some expert fine tuning from Team Losi driver, David Hill, and TQ'r Lee qualified just a breath ahead of Brent Tomlinson (Paragould, AR). In the first A main, Tomlinson squeezed around the first corner and drove mistake-free, besting second place Todd Freimiller (Oklahoma City) by ten seconds. In the second A main, Matt Lee drove his new Losi Pro SE to the win with Tomlinson and Freimiller in trail.

A main number three was the race to watch because Tomlinson, Freimiller and Lee were all in position to take the title. TQ'r Lee got the hole shot, but Tomlinson reeled in the 15 year-old Lee on the second lap and was "Mr. Consistent" for the rest of the race. Lee finished second and Freimiller finished third which was the final order of finish.

Stock Truck:

"Game Over"—Now, this truly is an amazing story. A local favorite, Norman Schoonover, grabbed the lead in turn one and turned a respectable ten laps. Twelve year-old Chris Stahl (Oklahoma City) finished one-half second behind and Shane Brooks (Oklahoma City) finished a distant seventh. Why even mention the seventh place driver? Well, cut to the second A main a few hours later where Shane Brooks battled his way to the front on the last lap, hence... "Game Over"! In the third A main, Brooks jumped in the lead and held the lead until the tone. Todd Freimiller, (Oklahoma City) passed Brooks on the back-straight and cautiously rolled the final double jump while Brooks gambled and flew by Freimiller on the double taking the win and trophy. "Game Over".

Now, here is the amazing part...Brooks had never driven

THIS MONTH IN RACING

a truck before the first qualifying round and did not buy his L-XT until the day before the race. Only two months earlier he had visited RCRC and observed the State championship race with a friend. Now, Shane "Game Over" Brooks is "The Champ". Freimiller finished second and Chris Stahl finished third.

Race Results:

Expert Stock Truck:

A Main

- 1st - Jeff Masse
- 2nd - Steve DeArmon
- 3rd - Jody Spillman
- 4th - Greg Slaton
- 5th - Wylder Barrows
- 6th - Gary O'Brien
- 7th - Cam Case
- 8th - Pat Cordell
- 9th - Matt Pugh
- 10th- Glenn Mohler

B Main

- 1st - Steve Lambert
- 2nd - Stephanie Pugh
- 3rd - Sam Lynn
- 4th - Pete Denny
- 5th - Tracy Dodds
- 6th - Mark Wilson
- 7th - Dean Slammin
- 8th - Rodney Floyd
- 9th - Rick Yarber

Stock Truck:

A Main

- 1st - Shane Brooks
- 2nd - Todd Freimiller
- 3rd - Chris Stahl
- 4th - Norman Schoonover
- 5th - Brent Tomlinson
- 6th - Nathen Gooch
- 7th - Norman Smith
- 8th - Sean Hillery
- 9th - T.J. Moore
- 10th- Jimmy Martin

B Main

- 1st - Jeremy Blair

2nd - Smoky Tipton

3rd - Brian Harjo

4th - Ken Sanborn

5th - Steve Wesselman

6th - Eric Schoonover

7th - Josh Lynn

C Main

1st - Mike Benton

2nd - Steve Nolen

3rd - Bill Romine

4th - Chad Evans

5th - Richard Terry

6th - Richard Doughty

7th - Gary Atwater

D Main

1st - Larry Elkins

2nd - Alan Stanley

3rd - Sean Rusk

4th - Rusty King

5th - Adron Mercing

6th - Kerry Lee

7th - Tom Wilson/DNS

Expert Mod Truck:

A Main

- 1st - Tom Owens
- 2nd - Todd Handel
- 3rd - Dan Brockway
- 4th - Steve DeArmon
- 5th - Quincy Hughes
- 6th - Matt Harrington
- 7th - Jeff Masse
- 8th - Eric Larson
- 9th - Gary O'Brien
- 10th- Kyle Wilson

B Main

- 1st - Greg Slaton
- 2nd - Wylder Barrows
- 3rd - Mike Larson
- 4th - Clint Seitz
- 5th - Ron "Mojo" Collier
- 6th - Cam Case
- 7th - Chris Metheny

C Main

- 1st - Matt Pugh
- 2nd - Sam Lynn
- 3rd - Tracy Dodds
- 4th - Steve Lambert
- 5th - Stephanie Pugh
- 6th - Mark Wilson

7th - Clay Langham

D Main

- 1st - Rodney Mills
- 2nd - Dean Slammin
- 3rd - Brandon Rowland
- 4th - Allen Wade
- 5th - Rodney Floyd
- 6th - Rick Yarber
- 7th - Steve Cross

Expert Stock Buggy:

A Main

- 1st - David Hill
- 2nd - Jason Cordell
- 3rd - cameron Kellogg
- 4th - Bob Light
- 5th - Quincy Hughes
- 6th - Ron White
- 7th - Mike Larson
- 8th - Tony Strong
- 9th - Wes Boles
- 10th- Jody Spillman

B Main

- 1st - John Jones
- 2nd - Kirk Davis
- 3rd - Glen Bean
- 4th - Pete Denny
- 5th - Josh Brooks
- 6th - Anthony Barnett
- 7th - Steve Alison

C Main

- 1st - Rodney Mills
- 2nd - Beau Kerley
- 3rd - Richard Molock
- 4th - Brent Ready
- 5th - Beau Strotman
- 6th - John Chlarson
- 7th - Kyle Rowland

Stock Buggy:

A Main

- 1st - Brent Tomlinson
- 2nd - Matt Lee
- 3rd - Todd Freimiller
- 4th - Kevin Cox
- 5th - Sean McGuire
- 6th - Nathen Gooch
- 7th - Sean Hillery
- 8th - Jesse DeArmon
- 9th - Shane Brooks
- 10th- Steve Sherman

THIS MONTH IN RACING

B Main

- 1st - Kristin Dugan
- 2nd - Shelly Dugan
- 3rd - T. J. Moore
- 4th - Alan Stanley
- 5th - Jimmy Martin
- 6th - Reid Rodgers

C Main

- 1st - Chris Horne
- 2nd - Doug McAfee
- 3rd - Ryan Woodard
- 4th - Larry Campbell
- 5th - Rick Stahl
- 6th - David Parent

Expert Mod Buggy:

A Main

- 1st - Quincy Hughes
- 2nd - Todd Handel
- 3rd - David Hill
- 4th - Cameron Kellogg
- 5th - Ron White
- 6th - Wes Boles
- 7th - Eric Larson
- 8th - Dan Brockway
- 9th - Clint Seitz
- 10th - Mike Larson

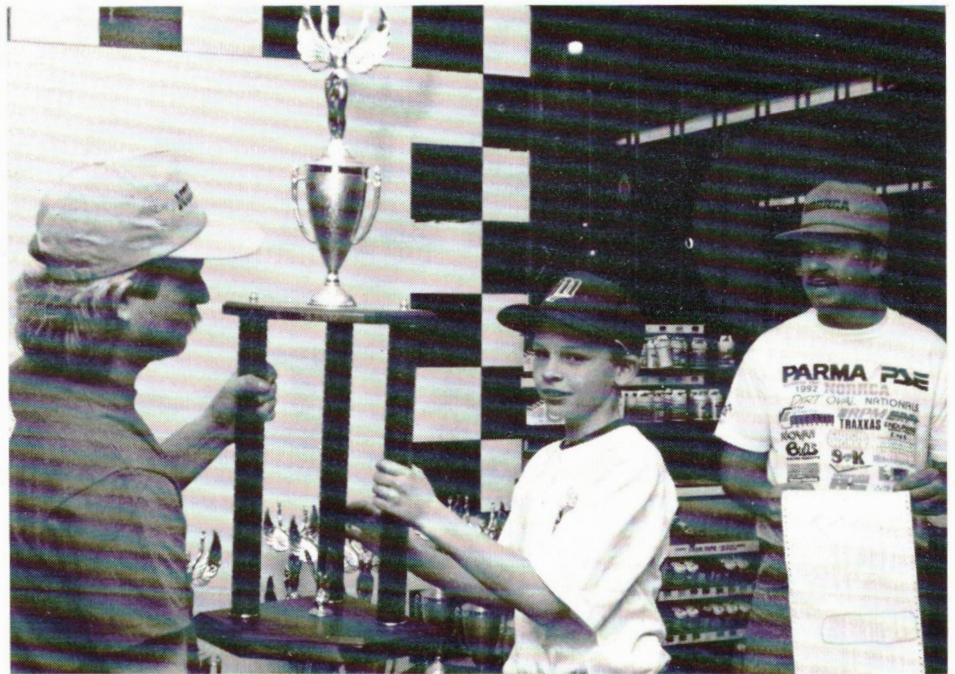
B Main

- 1st - Kyle Wilson
- 2nd - John Jones
- 3rd - Tony Strong
- 4th - Bob Light
- 5th - Brent Sherl
- 6th - Chris Metheny
- 7th - John Chlarson
- 8th - Steve Cross
- 9th - Richard Molock
- 10th - Steve Alison/DNS

C Main

- 1st - Brian Hall
- 2nd - Brent Ready
- 3rd - Josh Brooks
- 4th - Brandon Rowland
- 5th - Kyle Rowland
- 6th - Doug Campbell
- 7th - Glen Bean
- 8th - Beau Strotman/DNS
- 9th - Steve Allen/DNS

CP



Top: The youngest trophy winner was 12 year old Chris Stahl. He's pictured with the co-owners. Bottom: Stock Truck winner Shane "Game Over" Brooks.



Midwest Series For 1/8th Scale Gas Racing

**Chicago - Cincinnati - Detroit
Racine - Toledo - Windsor**

By Steve Lazarus, Secretary MWS

The Midwest Series for 1/8th scale gas made its last stop for 1993 in Chicago, IL. Hosted by the Chicago Radio Car Club on October 16th and 17th, 41 participants gathered to cool, wet weather, as rain washed out the entire day of qualifying on Saturday and delayed track set-up slightly on Sunday. Thankfully the skies cleared and after a liberal application of VHT, and some drying winds, we were still able to conduct two rounds of five minute qualifying and a twenty minute main for each competitor! A special thanks to Al Rovel and Roy Moody as both men gave up their opportunity to race in order to conduct and score this event. A task made more difficult by the shortened format. Thanks also to CRCC for hosting this event on short notice, after the Windsor Club was unable to

procure their site.

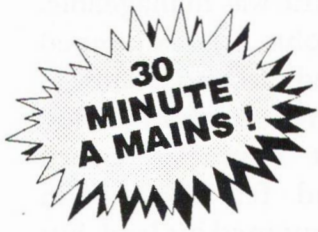
This race saw competitors from a wide area, as Missouri, Iowa, Illinois, Wisconsin, Ohio, Michigan and Windsor, Ontario Canada were all represented. That's one of the things that makes this series so good and has contributed to its long-running success of twenty-four years, the many great people who travel from a long distance to compete, and visit with each other! This race also saw a very even participation in all three classes as 1/10th gas, 1/8th 2 WD and 1/8th 4 WD each had two heats for qualifying. The 1/10th gas class in particular, has seen real growth this year and has become as competitive as the other two classes.

And these 1/10th gas cars were going fast too! A slightly shorter, more sweeping track seemed to

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THIS MONTH IN RACING

be to these cars liking, as several drivers were able to approach the best times of the 1/8th 2WD class. John Adams took his BMT car to the TQ time in round two of qualifying, with a 20 lap effort in 314.5 seconds. Keith Gillis was right behind with his Delta car, turning a 20/321.4 for the number two spot. Don Jones was one lap back with his Serpent car, turning a 19/307.8 to lead the first round of qualifying and end up third overall. Don Thompson and John Elliot were fourth and fifth with their Delta cars, both turning in 18 lappers followed by Jim Lehman's 17 lap effort with his Parsec car, for sixth overall. After five races, only one point separated class leader John Elliot and number two man Don Jones coming in to this final race!

The 2WD class also saw some close competition in qualifying, and some similar times. The Delta contingent dominated this class as their cars took the first four spots in qualifying. Dave Campbell led the way with a 20 lap effort in 303.8 for the TQ spot in round two after trouble in his first round. Ted Hammer also improved by two laps in the second round as his 20/310.0 was good for the number two spot. Keith Gillis showed he could also run well in two classes, taking the number three spot with a 19/307.4 in the first round

and backing that up with another 19 lapper in round two. Charlie Cain showed he is a quick study, despite missing the first round of qualifying, he still was able to run a 19/311.5 in round two for the number four spot overall. Class point leader, Chris Mikovsky, was slightly off his normal pace with an 18/311.2 effort for fifth overall while Jerry Argalas took his Serpent to a 17/313.3 for sixth.

4WD saw Don Jones overcome a troubled first round with a TQ effort in round two, taking his Serpent to a 22 lap effort in 312.5 seconds. The class points leader coming into this race was Russ Williamson, and he showed he was ready to hold on to the lead. The 21/307.7 from his BMT in round one was good enough for second overall. Teammate John Adams also showed his capability in two classes, taking his BMT to a 21/308.3 for the third overall. Scott Smith had his BMT working well, as his 20/300.6 was good for fourth overall. Brent Gottfried gave Delta cars their best 4WD time with a 20/300.7 good for fifth. Randy Ramsay had his Serpent dialed in, needing only one round to record a 20/308.1 for sixth overall.

With the late start, it was decided to shorten the mains from thirty to twenty minutes. With some attrition from quali-

fying, ten 1/10th gassers made for an exciting A main. Fortunately, this track was fairly open and the traffic was manageable. TQ man, John Adams jumped to an immediate lead, followed by Don Jones and John Elliot. John Elliot then had board contact and fell back. John Adams maintained his lead, but Don Jones was close behind through the first two pit stops. At this point Don experienced problems and was unable to continue. This did leave a close race for second however, as Dave Campbell (who had gotten a late start) was turning some very quick laps. John Elliot was continuing to hold on to second but Dave Campbell was making up laps quickly and had moved into second by the fifteen minute mark. Pauline Gottfried was running a steady race, and her lap times were improving as the race continued. With less than three minutes to go, Dave Campbell was right on the bumper of John Adams, challenging for the lead. However, with two minutes left, Dave's car failed and he was unable to continue. John Adams came home a winner with 71 laps, followed by Dave Campbell's 65 laps. John Elliot was right behind, with 64 laps for third and Pauline followed for fourth with 62 laps. A very clean and fast race.

THIS MONTH IN RACING

The 2WD B main was basically a two man race between Ron Garant and Brad Christian. Ron was number two in points coming into this race, and problems in qualifying had forced him into the B main which he needed to win in order to take the option of bumping up the A main and capturing more points. The other drivers in this main cooperated by falling out early(!), but Brad wanted to race, and despite a rocky start, he soon moved up to battle Ron for the lead. These two ran on the same lap for almost two thirds of the race; however, a long fuel stop on lap 54 delayed Ron long enough to allow Brad to open up a one lap lead and he did not look back, taking a one lap victory, and moving up to the A main.

The 4WD B main was next and unfortunately, this main needed to be restarted after five minutes due to a computer malfunction. Most unhappy about this development was Ed Frizzel as he was in the lead! However, Ed showed his mettle by battling back from a poor start in the second race and coming home a three lap victor over Mike Yglesias. It wasn't easy however as Mike Becker who flamed just prior to the start of the first race led through the first pit stop in round two. Board contact ended Mike's challeng-

ing Ed for the lead mid-race. Mike Yglesias ran hard during parts of the race but was unable to maintain his pace long enough to challenge Ed for the victory. Ed elected not to bump-up, taking the trophy as the B main victor.

The 2WD A main was next and Dave Campbell had the hammer down, finishing the race with a lap total which would have put him third in the 4WD A main! However, it was not a runaway as Charlie Cain, while not quite on Dave's pace, hung in there for second ending up three laps down, also quicker than all but two in the 4WD A. Chris Miksovsky was on the pace early but he came to grief on lap 22, after board contact, and was off the track for almost two minutes...ending his challenge for a victory. Ted Hammer ran a smooth race with no problems, not quite on the pace of the leaders, but good enough for third, six laps down from the winner. Dave Campbell's effort was probably the highlight of the weekend, as this guy is very smooth and very quick. At the Racine, Wisconsin stop for the Midwest Series, he actually was the fastest qualifier for the day, besting all the 4WD runners! Unfortunately, that race was lost to rain, prior to the Mains.

The 4WD A main was actually the closest race of the day as

three drivers battled for the lead early. Don Jones jumped to an immediate lead and in fact, cut the fastest lap of the race (and the day) with a 13.72 on lap four. Stan Smith and Brent Gottfried were close behind for second and third. Jones' Serpent was by far the quickest car down the straight, and he held the lead for the balance of the race. However, a couple of long pit stops allowed Scott Smith's BMT to stay close and he did not give up. Brent was racing a Delta development car and managed to stay in contact through lap 36, when board contact ended his run. That made it a two car race and Don Jones gave him the edge he needed as Scott fell one lap back late in the race. Randy Ramsay was the only other driver to complete the race without problems, and was awarded with a third place for his efforts, seven laps back from the leader. These guys should be complimented on running a very clean race, and just finishing in closing darkness was an accomplishment.

This was the final race of the Midwest Series for 1993, closing out the 24th year running of this Series. Bob Ciolinio has been the race Director for the last three years and has done a fine job. I know all the racers have appreciated his efforts

THIS MONTH IN RACING

during this period. Bob has done an excellent job of keeping track of the points, sending out points updates, and helping conduct the races. Series participation has grown by 26 percent under Bob's leadership. I know he will look forward to just racing in 1994!

This was a very good year for the series, with great participation at every race; many new participants; and, solid growth in the 1/10th gas ranks. A big thanks to Associated Electrics, Racer's Choice and Miami Motorsports for their sponsorship this year...those funds going to defray the cost to the racer for participation at each race. Thanks also to each of our supporting clubs for hosting a race this year (particularly Chicago for hosting two) as the work required to support a two-day race is significant.

The Midwest Series will continue for its 25th year in 1994, under different leadership and perhaps a revised format. Jim Meach (of Sigma Racing in Milwaukee, WI) will be the series coordinator and will handle the points standings and newsletter. Each of the participating clubs will be taking a more active role in rules formulation and race formats, via a series representative from each club. I'm sure Jim will be passing on further details during the win-

ter months. See you in 1994!

Final Point Standings: 4WD

Russ Williamson - 396
John Adam - 394
Don Jone - 394
Brad Mikari - 388
Lou Przbyia - 383
Mike Yglesias - 379
Gary Grossenbacher - 379
Dennis Young - 374
Milo Yglesias - 373
Mike Becker - 367
1/10th Gas
John Adams - 401
John Elliot - 394
Don Jones - 393
Ted Hammer - 385
Don Thompson - 384
Keith Gillis - 293
Pauline Gottfried - 291
Dave Charboneau - 189
Mike Meyers - 189
Gary Otto - 188

Main Results:

1/10th Gas:
1st - John Adams

2nd - Dave Campbell
3rd - John Elliot
4th - Pauline Gottfried
5th - Ted Hammer
6th - Keith Gillis
7th - Don Thompson
8th - Don Jones
9th - Jim Lehman
10th - Gary Otto

2WD B:

1st - Brad Christian
2nd - Ron Garant
3rd - Thad Hoffman
4th - Tony Gagliardo

2WD A:

1st - Dave Campbell
2nd - Charlie Cain
3rd - Ted Hammer
4th - Jeff Reid
5th - Keith Gillis
6th - Chris Mikovsky
7th - Joel Mabus
8th - Gerry Argalas
9th - Brad Christian

4WD B:

1st - Ed Frizzel
2nd - Mike Yglesias
3rd - Gary Anderson
4th - Mike Becker
5th - Milo Yglesias
6th - Erik Stenquist
7th - Tom Stevens
8th - Bob Ciolinio/DNS
9th - Vince Tuminaro/DNS

4WD A:

1st - Don Jones
2nd - Scott Smith
3rd - Randy Ramsay
4th - Stan Naymola
5th - Brent Gottfried
6th - John Adams
7th - Louis Przybyla
8th - Russ Williamson
9th - Brad Mikaric/DNS

RCAR's Heart Of Missouri Parking Lot Champs

By Tom Frahm

As much as I love R/C racing, this was a race that left me with such mixed emotions that it is hard to put it into perspective. July in Mid-Missouri is normally so hot and dry that you worry about heat stroke, yet this year most of our clubs' home towns were fighting flood waters of biblical proportions. By some stroke of luck, our club had decided to hold this race in the small community of Tipton, Missouri, about a 45 minute drive from the state capital of Jefferson City. We could have very easily been flooded out, since most of the city parks and

recreation areas in Jefferson City were to eventually be under 5-10 feet of flood waters. At 6:30 a.m. the day of the race, our club president was called out of bed to bring his boat to attempt to salvage supplies from the trucking company he works for—by the time he got there, water was waist deep in his office. Before the flooding was over, only part of the roof was visible above the angry Missouri River.

The day of the race itself was a beautiful one, with plenty of sunshine and moderate temperatures. Track crew members began showing up by 8 a.m. and

we had the track open for practice by 10:30 a.m. One thing that helped get the track ready quickly was the use of a long flatbed trailer as a drivers' stand. Marvin Bubach had built a custom railing for the drivers to lean on and the trailer gave the drivers an extra 3-4 foot of height for improved visibility of the track. Racers were already on hand and we quickly knew that we had a good chance for a successful event. Turnout was a bit light, but considering the circumstances, we were pleased.

The temporary track was approximately 90 feet end-to-end,

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with 14 foot lanes and an infield approximately 25 feet wide by 60 feet long. The asphalt paving was relatively new, and was generally much smoother than many parking lot surfaces might have been. The net result was a drivers' track. One where raw horsepower wouldn't guarantee a winner. From the first laps of practice, it was clear that the winners were going to have to achieve a balance of car setup, drivable power, and "touch" to succeed. Special thanks go to Garry Owen of Parma for passing-on his "secret ingredient" for the sugar water. (the secret?—use brown sugar, not the more common white sugar!) Traction was excellent from the beginning and stayed consistent throughout the day. Garry's magic soup also seemed to help reduce the tire wear a bit—the track was still hard on tires, but much better than usual for an asphalt surface. Garry is one of the "good guys". I had only met him once at the Procar Nationals at Ameri-Trac in Mattoon, IL, where I was just a spectator, yet he took the time to talk with me then, and to later return my phone calls, when I had questions about tires and his sugar secret!

The format for the day was to run three full rounds of three minute qualification heats, followed by the mains, which would

be four minutes long. This format was a compromise, designed to give everyone plenty of opportunity to get a fair shot at the A main. Shortening the length of the qualifiers was necessary to make sure we could get all the races completed, since this was a one day affair, and there wasn't adequate lighting to allow us to go on into the night if things ran late. Racers also had one last hope, in that the mains were to be setup to allow for one racer to "bump-up" from each level of mains into the next, giving them a "last chance". All events were scored with our recently acquired AMB Autocount system, purchased "used" from Larry Annis of Ameri-Trac. The "old style" AMB system performed flawlessly all day without any computer related problems.

(We did have one "scare"; during one of the outlaw sprint heat races, local racer Chuck Gagnon seemed to be the clear winner, but the computer showed him a few laps down to the "official" winner. Post race inspection showed that the transponder had come loose and was bouncing around inside the car's chassis like a ricocheting bullet! It was a miracle the system counted his car at all!)

Racing began with a special local class, the "gearbox/rubber tire" racers. This is a class for off-road buggies, but they

THIS MONTH IN RACING

are required to use semi-pneumatic type tires. This class began as an experiment to get the "dirt racers" to join our pavement racing and has really been a success. It makes a good starting point for new racers who began with off-road cars in the backyard, and allows them to get into pavement racing without investing in expensive on-road conversions, etc. From the beginning of the first heat, a clear favorite was young Adam Wellman from the Columbia, Missouri area. "Local" racers Jeff Bubach and Jim Dawson would not give Adam any peace, but he led all three rounds of qualifying and was easily "TQ" for this class, with a best heat performance of 28 laps in 3:03.72.

The Stock Pancar class was a much tougher affair, with many drivers battling it out to the bitter end. Three Columbia drivers clearly seemed dominant, with Brad Cunningham, Keith Calvert, and Bob Forsee going "door-to-door" all day long. Competition in these qualifiers was tough! Even though I managed to "win" two of my three heats, I still ended up in the B main! TQ for the class was Brad Cunningham, with a best heat of 35 laps in 3:04.16, a full lap better than any other racer in the class! From there on back, the competition was spread out, with everyone who went directly

into the main turning in at least one run within the 32-34 lap range.

Motor selection for both "BYOM" (Bring Your Own Motor) stock classes was rather interesting, as the great majority of racers were running one of two motors, each with a different approach to speed. Both the Race Prep "RP 24 Airtime" ROAR '91 motor and the Epic "pink can" 36 degree motor (mostly HRP's "Warlock", with some Trinity "Monster Horsepower Jr's") seemed equally capable of winning. Once the gearing was adjusted to match the motor, the on-track performance was very close, with the fastest laps of the day actually being turned by the Race Prep motor, but the Epic can was capable of laps within a few hundredths, so motors were not going to be the deciding factor—car setup, driver skill and concentration and "racer's luck" would determine the winners.

The real "mystery" class for the day was the Modified Pancar class, where it seemed that everyone was overpowered for the track conditions. The best evidence of this is the fact that the TQ, Skip Turner, was two laps faster than any other racer in the class, yet even he only had a best performance of 32 laps in 3:03.79! Ed Harmon seemed to be a strong candidate for the

hard luck award, as he fought to make a brand new car perform on its first outing. It seemed that a different problem would show up during each round of qualifications.

The Outlaw Sprint class is always hot, and this day was no exception. It was really hard to pick a favorite, because almost everyone seemed to have a different approach to the class. Rick Petree from the Kansas City area had what was easily the most deceptive entry, with a car that looked super realistic with its custom built roll cage, and such

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smooth handling that it looked slow, yet turned in good lap times. Keith Calvert and Shawn Merrill were both running the relatively new BoLink "Outlaw" sprint car with mixed results—they were explosively fast, but seemed to be a handful to drive consistently fast on this track. Henry Carrel, another Kansas City racer, seemed to have the magic combination—a beautifully realistic car, similar to Rick's but with just the right touch of extra speed to take the TQ honors, with a best heat of 32 laps in 3:00.11. (Rick and Henry's cars had to be seen to be believed—metal tubing headers, beautiful "scale" paint jobs, and on the track—fantastic! They would drift into the turns, take a quick "set", then gradually pick up the left front tire until it was about 1/4 inch off the track, and then gradually let it settle back down as they got on the gas for the next straight!)

Now, we were down to the time for the mains. Two drivers managed to take advantage of the "last chance" races that later also had an impact on the A main results: Chuck Gagnon in Outlaw Sprint managed to move up into that A main and Tom Frahm (your friendly reporter) managed to move up into the Stock Pancar A main.

As the A mains began, all stock class motors were given one last technical inspection, including use of our club's "stock cop" from Competition Electronics. All motors were verified "legal", so we were ready to "Rock-and-Roll".

The gearbox A main provided no real surprises, as Adam Wellman continued his dominance of the class, eventually winning by a two lap margin over Jim Dawson. Jeff Bubach held onto third place, another two laps back from the fight. The battle between Adam and Jim was actually closer than the final results would make it seem, since even though Adam turned 37 laps in 4:01.60 to Jim's 35 in 4:01.36. Although Jim managed to lead 15 laps of the race, Adam lead the other 22, including the all important last one. Adam's secret seemed to be

better concentration and a touch more "patience", as he would take that extra bit of care in moving through traffic, allowing him to avoid getting tangled up with lap traffic.

Adam was also one of the few racers to use a coach "spotter" during the race—Bob Forsee would talk him through traffic, which seemed to be of real value. Bob's efforts to help Adam are an example of what makes this sport great. All ages can compete on an equal basis, but it is the effort to nurture newcomers that brings growth and continuity to the hobby.

The first class to really provide some surprises was the Stock Pancar class, although it didn't start out that way. From the starting buzzer, Brad Cunningham was "off to the races", just as everyone expected! In fact, Brad led 32 laps of the race! Yet, late in the race, he got tangled up with a lap car and lost a front wheel. I didn't see the wreck, but I heard it and almost felt it—it must have registered on a seismograph somewhere, because when he got nerfed, it put him into the wall hard enough to pull the front wheel and front axle (complete with inner E-clip!) out of the steering block! He tried to motor on, tricycle style, but it was hopeless, as he was now a full two seconds per lap slower. Prior to this incident though, Brad managed to turn in what was the fastest lap of the entire day, with a blistering 4.83 second effort! (With the exception of Bob Forsee, no one else in any class turned even a single lap in the 4.80's all day!) With Brad in trouble, Bob Forsee and I battled back and forth, with Bob finishing up with 43 laps in 4:04.40 to my 42 laps in 4:02.13. Bob and Brad are both great fun to race with, as you can really battle it out, but not get "taken out"—just good, fast, clean racing—the way it should always be. I do owe Brad a debt of gratitude. All day long he had been trying to talk me into changing my "line" through turns one and two but I just couldn't seem to translate his advice into action on the track. During the A

THIS MONTH IN RACING

main, he lapped me at one point, and I tucked in behind him and “went to school”, playing follow the leader for five or six laps. The change in lap times was significant, and this new line was largely responsible for a lowly B main winner like me to eventually take second in the A main—thanks Brad! (Lap statistics indicate that my lap time dropped by around two-tenths of a second with this new line.) Since Chuck Gagnon was literally “on my bumper”, eventually turning 42 laps in 4:03.34, just 1.23 seconds back, I clearly owe Brad a lot!

Special note: One of our younger racers, Scott Roberts of Columbia, Missouri, was awarded the “Dan’s R/C Stuff Sportsmanship Award” for “stock”. Scott is a fine example of what this hobby is all about. Racing from a wheelchair isn’t really a “handicap” for Scott. Our sport is a great equalizer, and he normally provides some serious competition to us “old timers”. But not this day—it seemed he spent the entire day fighting the “glitch monster” and never really got a chance to race effectively. Under these circumstances, I have seen many racers with far fewer excuses and/or with more years of “maturity” act like spoiled children, but not Scott. He never whined or complained, never

caused a delay or allowed his car to become a rolling obstacle on the track. When he encountered problems, he showed great sportsmanship by removing his car from the track so he wouldn’t hurt another racer’s chances.

Now it was time for the Modified Pancar class, and it was clear that people had been watching the heat races, as they all moved back away from the edge of the track, taking care to make sure that women and children were protected from flying debris! (Well, maybe not that bad, but almost...) As had been the pattern all through qualifications, Skip Turner took off to the early lead, but I was determined to stay “on him” and not give him any slack. We traded the lead back and forth a number of times, with Skip eventually leading a total of 24 laps, but I managed to lead 20 laps, including the one that counts, the last one! In the end, I had 44 laps in 4:00.11 to Skip’s 41 laps in 4:02.41. Ed Harmon managed to salvage something from the day, taking third place. After taking a back seat to the Stock Pancar class all day, this victory was made even sweeter by the fact that the modified cars were able to turn in the fastest main of the day, even if it was only one lap more than the stock class winner’s performance.

Special Note: Skip was awarded the “Dan’s R/C Stuff Sportsmanship Award” for “modified”, and the reason was clear to those who watched him race. He was clearly the class of the modified field, yet about 35 laps into the A main, he caught a barrier, and suddenly developed a bad handling problem. He fought the car for the rest of the race, now running one-half to one full second slower than his earlier pace. Yet he never griped or complained—no yelling or whining! In the end, when the race was over, he immediately turned, shook my hand and congratulated me on a good race. Definitely one of the “nice guys”! (After the race, it turned out that the contact with the barrier had pushed the front of his car’s body up on top of the front bumper, “tweaking” the car and causing the bumper to rub in the turns, creating a severe “push”—his reaction? “that’s racing!”)

The final A main of the day was for the Outlaw Sprint drivers and their “winged wonders”. This was easily the most closely fought race of the day, with Rick Petree eventually coming out on top with a solid performance of 41 laps in 4:04.54, one lap ahead of the pack. But what a pack it was! The next three racers all finished with 40 laps and a total spread of only five sec-

THIS MONTH IN RACING

onds between second and fourth! Chuck Gagnon made the most of his "last chance" opportunity earned in the 'B' main by taking second place with 40 laps in 4:00.42 and Brad Cunningham in third with 40 laps in 4:02.82. The real story ultimately came down to two factors; consistency and good old luck. With only two exceptions, Rick's lap times were very consistent, staying in the high fives and low sixes lap after lap. Chuck took much the same approach, turning very consistent lap times for the entire race, but with just a couple of extra delays which cost him a second or two each time, just enough to put him in second place. What makes Chuck's performance especially noteworthy is that he was the only

racer that never led the race! Every other racer led at least one lap! Four racers turned in "best laps" in the main that were faster than Rick's "best lap" of 5.47 seconds, but you have to stay "clean" and you have to finish to win. Keith Calvert was fast, turning the fastest sprint car lap of the day (5.16 seconds), but a broken front A-arm took him out of the race after 28 laps. Henry Carrel, who had dominated qualifying, turned in a best lap of 5.41 yet only finished fourth, having had two "tangles" that cost him about one lap each. Brad Cunningham, who took third place with 40 laps in 4:02.82 simply fell victim to "traffic", with 31 laps in the under six second range, but he also had at least one

incident that cost him a full lap, and a couple of others that cost a couple of seconds each—more than the margin between second and third place.

Suddenly it was all over, with just the award ceremonies and some clean-up efforts between us and the drive home. Thanks to generous sponsorship from C&M/Team Cobra, Traxxas, Futaba, Specialized R/C Motorworks, Reedy/Team Associated, Paragon, Technacraft, Bud's Racing Products, Holeshoot Racing Products, Tekin, A&L, Dan's R/C Stuff, and Lite Speed everyone went home happy. Special thanks also go to the City of Tipton, Missouri for working with us on this race and coordinating use of their excellent facilities.

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RACING SCHEDULE

ALABAMA

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ARIZONA

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Racing every 1st & 3rd Sun. of the month at 8:00 a.m. All types of cars and trucks welcome, but no gas cars. Entry fee is \$4 for the first class, and \$3 for each additional class. Track is in the parking lot of Aliso Hobbies, 27311 "A" La Paz, Laguna Hills. (714) 831-3839.

R/C OFF-ROAD RACEWAY

1/10 indoor off-road racing. Call for racing schedule and date information. Jeff Paul at (714) 965-9615. Track is located at 10810 Talbert Ave, Fountain Valley, CA 92708.

OUTLAW MOTOR SPEEDWAY

1/4 Scale Dirt Oval every first and third Saturday. 1/10 scale: Tues. Tamiya Off-Road, Thur. Off-Road & Dirt Oval, Fri. 1/10 and 1/12 on-road, first Sunday Dirt Oval, second Sunday 1/10 & 1/12 On-Road, third and fourth Sundays off-road. 7920 Webster, Highland, CA, (714) 864-1770.

THE RANCH PIT SHOP

1/10 Scale: Every Wednesday night at 6 p.m. Alternating Oval and Off-Road. Every fourth Sunday 1/12 & 1/10 on-road combined program. 1655 E. Mission Blvd., Pomona 91766, (714) 623-1506.

SMR/CRC

1/8 Scale & 1/10 On-Road: First Sunday of each month at G.I.A., 1660 Stewart Street, Santa Monica, CA. Sign-up 8:30 a.m. For more info call Glenn Williams (213) 734-7888, Chris Chan (213) 393-3735, or Tom Wong (213) 821-5472.

REECE'S R/C RACERS

1/10 Scale: 1st & 3rd Sundays at Spinner's Airport Raceway, 2nd & 4th Saturday's at Reece's R/C Racers, (209) 784-0922.

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1/10 Scale Dirt Oval. Racing every Sun. Call Bob (619) 949-5252.

ANTIOCH RACEWAY

1/10th Dirt Oval racing every Friday 7 p.m. All classes. Sat. & Sun. 1/10 dirt oval and off-road 10:30 a.m. Also night racing. 5631 Lone Tree Way, Antioch, CA 94509. Call (415) 754-5700.

R.C. CITY RACEWAY & HOBBIES

Off-road racing every Tues., Fri., Sun., Oval racing every Sat./Practice time and rentals available. Call for more info. (408) 262-3188. 1453 N. Milpitas Blvd., Milpitas,

MOUNT SHASTA R/C RACEWAY

1/10 Scale: Lassen Lane and Smith Road. (916) 926-4717. Home of Cal-Ore Off-Road Championships. 1/10 off-road racing every other Sunday. May through October. Indoor carpet racing 1/10 & 1/12 Nov. through Apr. 826 Pine St., Mount Shasta, CA 96067.

HOBBY HUT

1/10 Scale: 2665 Park Marina Dr., Redding, CA 96001, (916) 241-3737. Off-Road racing, Norcal Mini Off-rovers. Ask for Kevin.

DESERT HOBBIES & RACEWAY

1/10 Off-Road racing 1st & 3rd Sundays. Every Friday 7:30 p.m. 25 min. from San Bernardino, 17210 Main St., Hesperia, CA 92345.

NORRCA (National Organization for Radio Controlled Autos)
331 Mariposa Court, Upland, CA 91786. (714) 981-9641 or fax (714) 981-0527

D & B HOBBIES AND RACEWAY

Off-road Thursday and Saturday, dirt oval Fridays. Special events on Sunday. Call (408) 280-6539, Wed. thru Sun. 2:30 to 6:00.

BOB & JIM'S R/C WORLD

1/10 and 1/12 scale road course racine every Mon., Wed., & Fri at 7:00 p.m. 1/12 and 1/10 scale oval racig on Sat. at 5:00 p.m. For more information call (714) 684-6314. Track is at 3485 University Ave., Riverside, CA 92501.

RC RACING CENTER & HOBBIES

1/10 Scale racing every Tuesday and Friday at 7 p.m. Sunday racing at 10:30 a.m. Indoor track and hobby shop, AC power, auto lap counting and food. Located in San Diego County; 9842 Channel Rd., Lakeside, CA 92040. (619) 443-2270.

VENTURA ROAD RUNNERS

1/10 scale off-road every Friday and 1st Sunday. 1/10th dirt oval every Wed. and 3rd Sunday. 1/10th and 1/12th asphalt road the 2nd and 4th Sunday. 1/10 and 1/12 scale asphalt oval the 5th Sunday. Freedom Park Raceway, 520 Freedom Pk., Camarillo CA 93010. Contact Ed at (805) 499-8266 or Less at (805) 484-8920. Sign-ups close at 7:00 p.m. nights and 9:30 a.m. on Sunday.

RAMS

Racing for 1/8 scale cars on the 1st & 3rd Sundays of each month at Murco Plaza (Paseo Padre Parkway & Mowry East) in Fremont, CA. Contact Mike Alton (510) 490-8734.

HOBBY WAREHOUSE OF SACRAMENTO

Indoor off-road racing with AC power. Snack bar, full pro shop and friendly staff. Track is located at 8950 Osage Ave., Sacramento, CA 95828. (916) 381-7588.

MNM HOBBY RACEWAY

On and off-road racing highlights this complete facility. Road racing every other Saturday for 1/12 and 1/10 cars. Off-road every Tuesday, Friday and Sunday. Indoor pitting, power, chairs and snack bar. Address is 137 N. Vander, Corona. For more information call (909) 272-3545.

CANADA

NORTHERN ALBERTA SCALE CAR AUTO RACERS

1/12 & 1/10 On-Road racing. 1/12 4 cell indoors on carpet during winter. 1/10 6-cell outdoors on pavement during summer. Dean M. Simpson, 1142 Knottwood Rd. East, Edmonton, Alberta, Canada T6K-2J8, (403) 461-3432.

MAC KAY RACEWAYS

1/10 Electric Off-Road Sundays. 1044 W. 14th St., North Vancouver, BC Canada. 150' Straights/5' banks/moguls & jumps. Operated by the Western Canada R/C Club. Dana (604) 980-4504.

R.R.O.L.

1/12 carpet racing Tuesday, 1/10 carpet racing Wednesdays. Sept. to May, Asphalt & off-road in summer. Remote Racers of London, P. O. Box 7241, Stn. E. London, Ontario, N5Y-4J0, Canada. Dan Engelbreth, (519) 668-0427.

S.T.A.R.C.

1/12 Scale: Wed. nite - STARC Club Series. Rockton, Ontario, Canada. Sam Burke (519) 621-5424.

S.O.R.C.R.C.C. 1/12 Scale: Southern Ontario Radio Control Race Car Club in Toronto, Ontario, Canada. Racing alternating Sunday nites Oct. - April Scott Reynolds 298-4941 or Gary Joi 421-9061.

HOBBYPRO RACEWAYS LTD

100 X 50 Indoor track, 90 X 50 Indoor asphalt track and 200 X 60 Outdoor oval track all at this facility. Racing for 1/12 4-Cell Friday evenings, 1/12 and 1/10 6-Cell Saturday evenings and 1/10 off-road Thursday evenings and all day Sunday. On-site hobby shop, A/C power and 80 pit stalls. 16020-132 Ave., Edmonton Alberta Canada T5V-1M1. Phone (403) 455-RACE.

CONNECTICUT

PANTHORN RACEWAY

1/10 Scale: Panthorn Park, Burritt St., Southington, CT. Every Saturday May 1st - Nov. 1st. Off-road, oval, Baja, truck pulling. Call (203) 628-9345 Ben Carr, 272-9326 Pete Church, 237-6976 Bob Lavoie, 879-2316 Steve Magnani

WALLINGFORD INDOOR RACING ASSOC.

Connecticut's oldest indoor r/c facility. Carpet road course is 225 feet and the facility has lighted pits for 125 cars. Scoring is done by AMB with races scheduled every Friday and Sunday through the month of May. For further information call Wayne Rydzny at (203) 265-3939. Track is at 63 North Cherry St., Wallingford, CT 06492.

CONNECTICUT R/C OFF-ROAD

1/10 Off-Road, from end of April to middle of October. Racing every Sunday weather permitting. Call Mike Belmonte at (203) 661-0145. Track is at Old Field School in Fairfield, CT.

R/C HOBBIES RACEWAY

1/10 Scale: Route 163, Bozrah, CT. Racing every Sunday, May 1 to Oct. 30. For more info call (203) 886-9441, ask for Mike or Bob.

SNORR

1/10 Scale: Racing every 1st and 3rd Sundays. P. O. Box 438, East Haven, CT, (203) 469-2594 or (203) 481-5813, Dave Seales.

BUCKLEY SPEEDWAY

1/10 Scale: 37 Douglas Street, Hartford, CT. Every Sunday April 1st to Nov. 31st. Black top oval. For more info call "Ziggy" or Debbie Kwasnicki (203) 246-4778.

LITTLES HOBBIES

1/10 Scale: Monday - Trucks; Tuesday - Sprint Cars; Sat. - 2WD 6 yrs. to 16 yrs.; Sunday - All classes indoor clay oval and road track fast, Stock & Modified classes. 111 Main St., Tr. 66, Hebron, CT 06248, (203) 228-4942.

CONNECTICUT AUTO RACING TEAM

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

K & M R/C SPEEDWAY & HOBBIES

1/10 Scale: 735 Canal St., Stamford, CT 06902, (203) 967-7255. 7,000 sq. ft. complex, ample pit with power, fully stocked hobby shop. Organized racing held weekly. Call for details.

EAST LYME R/C KAR KLUB

1/10 Scale: Every Sunday starting May 20 thru Sept. Racing at 11 a.m. Located at Society Rd, East Lyme, CT (Behind the Junior High School). For info call Paul Johnson, 739-4070 evcs. or weekends.

NERCAR

Racing for 1/8 and 1/10 gas on road. For info call Phil (203) 627-5410; Larry (203) 749-6281; Wes (203) 749-6281. Enfield, Conn.

COLORADO

MILE-HI R/C SPEEDWAYS

1/10 Scale: Thurs. & Sat. off-road; Fri. carpet, Sun. 2 p.m. 178 S. Kalamath, Denver, CO 80221, (303) 722-6766.

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

Indoor 1/10 off-road racing on Wed. & Sat. Complete hobby shop, AC & DC power. For info call Jess Brockman (303) 343-0151 after 3 p.m. MST. 155540 E. Batavia Dr., Aurora, CO 80011, (East on 17th Ave. at Chambers Rd.)

FLORIDA

JAY'S R/C

1/10 Scale indoor carpet oval and road course. 5018 14th Street West, Bradenton, FL 34702, (813) 756-6393, 758-2565, 746-8649.

LOU'S R/C HOBBIES & RACEWAY

Racing on Saturday is at 12:30 for 1/10th scale clay oval. Sunday racing is 1/10th off-road. Both tracks have handicap access. There is computer lap counting, a hobby shop and food available. The track is located at 4931 Oleander Ave., Fort Pierce, FL 34982. Contact Lou at (407) 464-3207.

LAKE WHIPPOORWILL SPEEDWAY

1/10 oval racing every Saturday. Open practice other days. 12345 Narcoossee Rd., Orlando FL, 32827 - (407) 277-9586.

FLORIDA STATE RACE SCHEDULE

August 21 & 22 Orlando (407) 277-8231

September 18 & 19 Orlando (407) 381-0420

October 9 & 10 Largo (813) 535-8683

November 6 & 7 Naples (813) 261-8545

For more information call (407) 631-8771 or Fax at (407) 633-4625.

B & T R.C. CENTRAL

Racing for 1/10 off-road on the 2nd and 4th Saturday. Track at 811 Playground Rd., Fort Walton, FL 32548. Phone (904) 863-2666.

DOC'S INDOOR R/C RACEWAY

Florida's state of the art facility. Plenty of pitting space, slot car track, bathrooms, snack bar and hobby shop. Located at 16803 US 19 N. Clearwater, FL 34624. For information call (813) 538-3096.

GEORGIA

GEORGIA HOBBY CENTER

1/8 and 1/10 off-road and clay oval every Sat. and Sun. at 2:00 p.m. 112 Kenwood Rd., Fayetteville, GA 30214. (404) 460-1753

SILVER WINGS HOBBIES & RACETRACK

Indoor 260 ft. 1/10 scale clay oval. Complete hobby shop, plenty of electrical. Racing Tuesday & Saturday 7:00 p.m. Snack bar on site. 5611 Riverdale Rd., College Park, GA 30346 - (404) 991-2225.

LAKE MAYER RACEWAY

Home of the S.C.O.R.E. 1/10 dirt oval and off-road track. Raceway is located at the Lake Mayer Park, Montgomery Crossroads, Savannah, Georgia. Please call (912) 355-6033.

IDAHO

CAPITAL DIRT BURNERS

Racing for 1/10 dirt oval and off-road every other Sunday at Fort Boise. For schedule call Mike (208) 345-3906 or Jim (208) 383-0426.

ILLINOIS

MACHESNEY PARK RACEWAY

1/4 scale, and 1/10 scale: Large asphalt oval racing alternating every Saturday and Sunday April thru October. 1220 Shappert Dr., Machesney Park, IL 61111, (815) 282-1311.

R & R HOBBY

1/10 Scale dirt track inside and outside, also 1/12 tracks inside and outside. 1414 N. 24th St., Quincy, IL 62301, (217) 228-1133.

THE INSIDE TRACK

1/10 Scale: Every Wednesday 7 p.m. and Saturday 6 p.m. For more info call (312) 898-5649. 725 Hill Ave., Aurora, IL 60505.

RECTOR'S R/C

1/10 Scale: Indoor dirt oval/off-road. Alternate months. 6 p.m. Saturdays, 2 p.m. Sundays. RR3, Albion, IL 62806. (618) 447-3282.

CARPETBURNERS R/C CLUB

436 East Main Street, (Rear) Danville, IL 61832, (217) 442-7466.

C & C HOBBIES AND RACEWAY

Off-road every Fri. night and Sun. 2081 W. Station St. Kanakee, IL Call Chris at (815) 935-2600 or Ken at (708) 485-6366.

AMERICA-TRAC SUPER SPEEDWAY

400' center line high bank tri-oval. Large pit area, AC power, close to I-57. Phone (217) 234-8707. RR3 Box 242, Mattcon, IL 61938.

MIDWEST HOBBY TRAX R/C RACEWAY

1/10 scale indoor off-road and oval racing every Friday 8 p.m. and Sunday 10:00 a.m. AMB scoring, AC power, snack bar, full hobby shop. 114 Kirkland Circle - Unit A, Oswego, IL. (708) 978-RACE.

EAGLE SPEEDWAY AT PONTIAC

1/10 & 1/12 Indoor carpet oval and road course racing held Wed., Sat. and Sun. Practice on Tue and Sat. AMB counter hobby shop, snack bar, etc. 313 N. Plum St., Pontiac, IL 61764. (815) 842-1738

INDIANA

RPM R/C RACEWAY

1/10 Scale Indoor off-road racing every Sunday at 12 Noon. 1112 S. 16th, Elwood, IN 46254. For more info call (317) 552-7758.

R/C RACEWAYS

1/10 indoor dirt oval. Wed. 6 p.m. oval. Fri. 6:30 p.m. Sun. 12 noon oval or off-road. Call (219) 747-6414. 2710 Nuttman, Ft. Wayne,

ARVIN'S HOBBY CENTRE

1/10 Scale: 2,600 sq. ft. carpet track with movable rails so that we can change the layout from oval to off-road. We run off-road and on-road cars on Sat., Sun., and Wed. 1403 E. Spring St., New Albany, IN 47150, (812) 945-3745.

RACEWAY PARK

Mishawaka, IN (Northern Indiana)

Winter - Large indoor carpet track - two Sundays a month. Summer - The Mid-West's Best Off-Road track - two Sundays a month. Off-road track is on N. Main Street. For info call Bob (219) 256-1020.

HOBBY WORLD RACEWAY AND HOBBIES

Indoor dirt oval and off-road. Racing every Wed. and Sat. at 7:00 p.m. Full hobby shop, AMB scoring, AC power and snack bar. 1508 N. Harlan, Evansville, IN 47711. (812) 421-1100.

RC ZONE & RACEWAY

Located inside the Indy Indoor Sports at 34th & Highschool Road, we feature an indoor carpet track with racing every Saturday - April through October. Rentals available for racing on Friday nights. Full service hobby shop and facility. For more information call Greg or Russ at (317) 290-0067 or write to 6380 W. 34th St., Indianapolis, IN 46224.

GONZO RACEWAY

1/10 outdoor off-road racing on Sundays May thru September. Racing starts at 10:00 a.m. Indoor carpet racing November thru March. Computerized scoring. For more information call (219) 980-8409. 418 Roberts Rd., Chesterton, IN 46304.

BJ'S RIVERSIDE RACEWAY

1/10 scale lighted 450 foot outdoor off-road dirt track. 1/10 scale 115 foot in-door high banked dirt oval with jumps. Outdoor racing Friday at 6:30 p.m. Bomber class (6-cell and bag motor, 6:00 min. heats) Saturday 6:30 p.m. oval racing (all classes, 4:00 heats) Sunday 6:30 p.m. off-road (All classes, 4:00 min. heats) A/C power, computer lap count, snack bar & R/C sped shop. 265 South Clay St., Jasper IN, 47546. Call Joe "BJ" Lorey (812) 482-3484.

P & T HOBBIES

1/10 off-road and oval racing on one of the midwest's finest circuits. Full service hobby shop on site and ample pitting with AC power. Oval is 220' long and off-road circuit offers more than 300' of racing. Racing Friday night and Saturday, call for schedule. R.R. #2, Box 450A, Mitchell, IN 47446, (812) 849-6666.

IOWA

BOB'S R/C SUPPLY & RACEWAY

1/10 Scale: Indoor carpet racing! Tues. 1/10 oval; Fri. 1/12 Road Course; Sat. Monster Trucks. Stock & Modified. Call Bob, Nancy or Kevin (319) 232-2235, 935 Sheerer Ave., Waterloo, IA 50701.

NORTH PARK R/C SPEEDWAY

1/10 and 1/12 electric, 1/8 gas and 1/4 scale: For further informa-

tion write c/o Mike Beisch, 805 South Jerome, Algona, IA 50511 or call (515) 295-9352.

KANSAS

EBERSOLE HOBBY & R/C RACEWAY

1/10 Scale off-road and oval. Races Wed., Thurs., Sat., and alternate Sundays. 11417 W. Highway 54, Wichita, KS 67209. Len Ebersole, (316) 722-8888.

CHAD'S R/C WORLD

1/10 Scale indoor dirt track. Thurs., oval; Fri. truck pulls; Sat. off-road. P. O. Box 76, 305 Browne Avenue, Scranton, KS 66537, (913) 793-2313.

KANSAS R/C RACING CLUB

Every Second Sunday, Junction City; Every 4th Sunday Enterprise.

DEE & MEE HOBBIES

Two tracks; dirt oval and off-road, oval on Mon. and off-road on Fri. Both at 7:00 p.m. Carpet 1/12 on Tue. at 7:00 p.m. 628 Kansas, Topeka KS 66603. 357-4232.

EBERSOLE R/C SUPER SPEEDWAY

High banked asphalt oval, road course, dirt oval and off-road. Electronic lap counting. track at 11417 W. Highway 54, Wichita, KS 67209. Phone (316) 722-8888.

RCRC RACEWAY

Outdoor dirt oval and off-road track with full hobby shop, AC power, concessions and lights for night racing. Track is 95 by 65. For more information contact Bob Dunker at (913) 626-3261 day or (913) 626-9681 nights. Track is 507 N. 4th St., Atwood, KS 67730.

KENTUCKY

HOBBY CENTER

Hobby Center, INC. 2106 Triplett St., Owensboro, KY 42303. Phone: (502) 683-7611. Full service facility including hard surface flat track with a straight 75 feet long! Track indoors, regular racing every Thursday at 7:00 p.m. Track open daily for practice. Hours 11:00 a.m. to 7:00 p.m. Mon. - Fri. On Sat 11:00 a.m. to 5:30 p.m.

RIVER CITIES R/C RACEWAY

1/10 Scale: Racing at 5:30 Saturday evenings under a light area. Call Randy Aust (606) 836-4273 or Jason Graham (606) 836-2613. Ashland, KY 41101.

REMOTE CONTROL HOBBIES/RACEWAY

1/10 scale dirt oval and off-road every other Sat. 1/12 scale and 1/10 scale carpet on alternating Saturdays. On site hobby shop. 110 electricity, food. Racing starts at 5:00 p.m. Call Tim or Bev at (502) 247-4715 for more information. Track is in Mayfield, KY (West KY).

LOUISIANA

CAJUN R/C & RACEWAY

1/10th scale off-road dirt track (outdoors) Complete hobby shop, A/C power, food. Races every Sunday at 1:00 p.m. Route 2, Box 288 -Hwy. 343 (Bosco), Church Point, LA 70525. For more info call Ray or Sandy at (318) 873-3855.

CAJUN R/C & RACEWAY #2

1/10th scale dirt oval track (outdoors). Complete hobby shop, AC power. Races every Saturday at 2:30 p.m. Address is 110 A Darbonne, Sulpher, LA 70663. Call Randy or Sandy at (318) 527-9129.

MARYLAND

MASON DIXON R/C CAR CLUB

1/10 Scale: Every Sunday at 1 p.m. Track location at Hagerstown Fairgrounds, Hagerstown, Maryland. Call King's R/C Cars, 219 E. Washington St., Hagerstown, MD 21740, (303) 739-0080.

CENTRAL MARYLAND ELECTRIC

RACING CLUB (CMERC)

Community R/C Speedway

1/10 Scale: Racing every Saturday dirt oval. Middletown Park, Middletown, Maryland. Contact John Mauchamer, (301) 698-9545. 1/12 Scale: Mark Coats (301) 694-7420.

TEAM R & R, INC.

1/10 & 1/12 scale indoor oval carpet racing. Every Sunday. for more info (301) 848-2144 or (301) 876-2983. Westminster, MD 21157.

MARYLAND R/C CLUB

1/10 & 1/12 racing indoor carpet. Toy World R/C, (301) 424-0430.

THE COCKEYSVILLE ASTRODOME

1/10 Scale: C.A.R. Cockeysville Astrodome Racers, Inc., 10854 York Rd., (Rear) Cockeysville, MD, (301) 666-1098. For further information call Art LaPole (301) 889-2070.

GPA HOBBIES, INC.

GPA Speedway races 1/10 off-road and 1/10 and 1/12 indoor road. For schedule information call (301) 805-9004 or write to GPA at 3498 Crain Hwy., (Collington Plaza), Bowie, MD 20715.

THE TRACK/MARYLAND R/C CLUB

1/10 & 1/12 carpet indoor banked oval and road course. Track at 16806-08 Oakmont Ave., Gaithersburg, MD 20877. (301) 417-9630 or 424-0430.

BEL AIR R/C RACEWAY

Mon. Monster trucks and off-road cars starting at 5:30 'til 9:00 p.m. Tuesday practice night fromn 5:30 - 9:00 p.m.. Friday NASCAR & GTP on road racing. Saturday novice races from 10:00 to 3:00 p.m. Track at 227 G Gateway Dr., Bel Air, MD 21014. For information phone (410) 838-1229 or 836-5087.

MASSACHUSETTS

BROCKTON INTERNATIONAL SPEEDWAY

1/10 & 1/12 Oval racing on Mon. 7:30 p.m. 1217 Main St., Brockton, MA. For information call (508) 588-9355.

R/C PERFORMANCE CENTER

1/10 Scale carpet oval and indoor off-road dirt track. Racing Tues., Thurs., Sat., & Sun. 4 Manley Street, West Bridgewater, MA 02379. Ask for John (508) 588-9666.

HOBBIES ETC. RACEWAY

1/10 & 1/12 scale: Every Sunday Racing at 1 p.m. Indoor on-road carpet. For more information call (617) 389-3331. Medford High School, Winthrop St., Medford, MA.

NORTH EAST AUTO RACERS (NEAR)

The club hosts 1/8 gas and 1/10 electric road racing. Track is behind Cobblestone's Restaurant. Races are scheduled May through October. For full schedule contact George at (508) 346-8456.

MEGADROME RAEWAY/BRCRCR CLUB

One of the largest facilities on the East Coast. Racing for 1/10 electric and nitro on, off-road and clay oval tracks. Track is located at North Adams Plaza, Rt. 8 Curran Hwy., North Adams, MA 01247 For race and practice information call Gordon at (413) 663-9593, Richard (413) 445-4777 or Warren (413) 442-2566.

WEST STREET HOBBIES RACEWAY

1/10, 260 ft. banked carpet oval. Racing Wed. & Sat. at 7 p.m. (508) 533-1231. 114C Main St., Medway MA 02053. NORRCA rules.

MICHIGAN

USA RACEWAYS

1/10 & 1/12 Scale: Road racing Wed. and Sat. 1/10 oval Friday and Sunday. Stadium 1/10 on Saturday. 6083 Dixie Highway, Bridgeport, MI, (517) 777-7USA.

HARRISON INTERNATIONAL SPEEDWAY

1/10 Scale: Friday night high banked small oval. Sunday large flat oval. 3519 N. Clare Avenue, Harrison, MI 48625, (517) 539-7959.

GLASS CITY RADIO CONTROL

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

BAJA BAYOO R/C RACEWAY

1/10 scale off-road racing May through September. Racing every Sunday at 1:00 p.m. weather permitting. 5313 West 22 Mile Rd., Tustin MI. Track is 8 miles south of Cadillac. (616) 829-3447.

R & L HOBBIES

Indoor dirt stadium track. Race at 1 p.m. Sat., 7 p.m. Wed. Practice other days. First class facility, come see us at 9782 Portage Rd., Kalamazoo, MI 49002. Call us at (616) 323-3686 or fax us at (616) 329-1744.

MISSISSIPPI

FASTRACKERS RACEWAY

1/10 scale off-road racing every weekend. One of the biggest and most challenging off-road tracks in Region 6 ROAR sanctioned. For more information and racing schedule, write - 4909 West Gate Hills Dr., Meridian, MS 39305 - (601) 693-8368.

JACKSON R/C RACING ASSOCIATION

Car and truck racing Sundays at 10:30 a.m. and Tuesdays at 6:00 p.m. Computerized lap counting, all classes pan stock and modified, gearbos stock and modified, truck, 4 X 4, Dominator class, and 1/12 if enough to run. Track is 2 1/2 miles west of Rt. 9 on Rt. 526. (908) 905-1593.

CROSS ROADS RACEWAY

1/10th off-road racing every weekend. Dirt banked oval and a road course in the center of the track. Come and race those modified motors on the Big Oval. For more information call (601) 287-7169. Chief Electronics/Radio Shack, Corinth, MS 38834.

MISSOURI

HOBBIES 'N STUFF RACEWAY

Off-road racing for 1/10 scale electric trucks and buggies every Saturday and Sunday afternoon at 2:00 p.m. Our 280 foot outdoor dirt track is ROAR legal with 10 foot lanes and computer scoring by Victory Lane II. A fully stocked hobby store is on location. Come see us at: 102 West Pearce Blvd., Wentzville, MO 63385. Phone (314) 327-6006 for more details.

NEBASKA

OMAHA NEBRASKA RADIO OPERATED AUTO DRIVERS

1/10 & 1/12 Scale carpet and pavement racing. Oval and road course. (402) 331-2907.

OVER THE WALL GANG

Schedule: Nov.-Mar. 1/10th oval, 1/10th & 1/12th road course. Apr.-Oct. outdoor off-road and asphalt oval and road for 1/10th and 1/12th cars. On site hobby shop. Located at 401 Market Pl., Norfolk, NE 68701. Phone (402) 379-0879.

HOBBYTOWN USA

1/10 scale, 1/3 mile high banked dirt oval. Racing Tues. at 7 p.m. and Sun. at 1:30 p.m. May through October. Located in the East Park Mall; 66 & 9 streets, Lincoln, NE 68510. (402) 434-5056.

NEVADA

AMS R/C RACEWAY

Racing is 1/10th off-road Wed. nights at 7 p.m. & Sun. at 10 a.m. Track has a clay surface. On Sat. 1/10 oval/on-road racing on carpet at 7 p.m. This is an indoor track (110 x 44 clay off-road and 110 x 40 carpet track) and we have a hobby shop and snack bar. We are also only 2 miles away from the casinos and hotels. Open daily from 12-9 p.m., closed Monday. Track is at 1130 Icehouse, Sparks, NV 89431. For more information call (702) 355-8803.

NEW HAMPSHIRE

HOBBIES PLUS & R/C RACEWAY

Track is at 14 Celina Ave., Hashua, NH 03063. This is New England's largest (350 ft.) and fastest banked carpet oval. Also 26 x 72 flat carpet track dedicated to 1/12 road racing. Pit areas with electricity for over 200. Complete hobby shop, computer scoring. For more information call (603) 882-9200.

ACTION R/C RACEWAY

1/10 Scale & 1/12 on-road, 1/10 off-road cars and trucks. Indoor carpet high banked oval. Family Fun Hobbies, 201 Washington St., Claremont, NH. (603) 543-1022.

HOBBY ETC. RACEWAY

Indoor carpet banked oval for 1/10 and 1/12 scale. The 1/12 division also can road race. AMB scoring with a full hobby shop and concessions on the site. Telephone is (603) 595-8549. Rt. 101A, Amherst, NH 03031.

NEW JERSEY

AMERICAN HOBBIES

1/10: Thurs. Oval; Sun. Off-Road & Oval. Call (201) 446-2010.

PARLOR HOBBIES

1/10 & 1/12 Scale: Short track stock car racing on road courses. 1/10 on asphalt. Truck class with 1/12 on road, off-road. Rabbit Lane & 34 Broad St., Matawan, NJ, 566-3158.

KIM'S R/C PIT STOP

I.E.D.A. drag racing - 10 classes including bracket. Racing every

Sunday on an outdoor asphalt track. We also have a X-Mas tree, and computer scoring and printout. Call for latest schedule at (201) 942-5955. We are located at 357A Union Blvd. Totowa, NJ.

AL & RICH'S R/C SPEEDWAY

Indoor carpet road course and 1/10 dragstrip. AMB system 20 and Dragmaster Timing System. Racing Friday, Saturday and Sunday with open practice on Thursday. Track is at 90 N. White Horse Pike, Hammonton, NJ 08037 (located at Texaco Station). For more information call (609) 561-7584.

NEW MEXICO

LAS CRUCES HOBBY RACEWAY

1/10 scale off-road and oval on a 7,200 square foot track. 1/10 gas truck and electric racing every Sunday. 1996-A S. Valley Dr. Las Cruces, NM 88001. Phone (505) 524-8530

RACER'S INN

Full hobby shop and concessions. 1/10 off-road every Sat. at 6:00 p.m. on outdoor 70x120 track. Also 1/4 scale Sprints and Grand Nationals. Oval and dirt oval. Call for schedule. Located at 4300 Rankin L.N. N.E., Albuquerque, NM 87107. Phone (505) 345-5988.

NEW YORK

WALT'S HOBBY & CRAFT

1/10 & 1/12 Scale: Two indoor tracks. 1/10 clay oval, Mon. & Sat; 1/10 Gearbox carpet, Mon.; 1/12 & 1/10 carpet, Tues. Oval and Road Course. Weight Pulling Wednesday. 2 Dwight Park Drive, Syracuse, NY, (315) 453-2291.

REC. R/C RACEWAY

1/10 Scale Clay Oval. Saturday-Oval; Sunday Off-Road. Call Erin Clancy (914) 868-7715. Route 82 to Standfordville, NY 12581.

ROMAC

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

SCHENECTADY R/C SPEEDWAY

1/10 & 1/12 Scale: Indoor oval carpet and Monster Trucks. 955 State St. Schenectady, NY, (518) 3709-3747.

BROWNIE'S HOBBIES

1/10 Scale: Off-Road Dirt Track. Friday evenings 4WD & 2WD. Track open April - November. 124 Bennett St., Staten Island, NY 10302, (718) 727-2194.

RAPID TRANSIT RACEWAY

1/10 Scale: Mon, Tues., & Sat. - Practice. Wednesday - Stock & Mod.; Thursday Sprint Car; Friday Sportsman & Open Class. 2104 Broadway, Schenectady, NY 12306, (518) 372-0777.

CAPITOL DISTRICT R/C OUTLAWS

1/12 Scale 4-cell carpet. Oval and road course. Every Friday at 7:30 p.m. October to April. For further info contact Capitol District R/C Outlaws, 223 Fourth St., Scotia, NY 12302, or Sam Roberts (518) 374-3801.

QUEENS OFF-ROADERS

One of the biggest 1/10th off-road tracks in the country! Racing on Fri. at 8:00 p.m., Sat. at 3:00 p.m. and Sun. at 11:00 a.m. For latest information call (718) 392-5766. 42-12 13th St., L.I.C., NY 11101.

VICTOR R/C ASSOCIATION

1/10 scale clay oval track & off-road racing. Fridays and Sundays, May through September. 1309 Mertensia Rd., Farmington, NY For information call Larry at (716) 394-3754.

NORTH CAROLINA

DIXIE R/C HOBBY SHOP

1/10th Scale: Every weekend Sat. & Sun. The races will alternate between oval and motorcross starting in May. P. O. Box 135, Ramseur, NC 27316, after 6 p.m. (919) 824-2770.

MID-CAROLINA R/C SUPER SPEEDWAY

1/10 & 1/12 high speed banked quad-oval and road course. Located on Flint Hill Rd., Off I-77/Carowinds exit, So. of Charlotte, NC. Fred Penland, (704) 373-2535 7:30 A.M. to 4:30 P.M.

ASHEVILLE HOBBY SPEEDWAY

1/10 & 1/12 scale asphalt oval-indoors. Racing Wed. & Sat. 7:30 p.m. Highway 25, Naples, NC 28760, (704) 684-9814 ask for Jack or

Sharon Murdock. 1/10 Dirt Oval & Off-Road. Racing Sat. & Sun. 1st & 3rd weekends. 6200 McGregor Dr., Charlotte, NC 28227, (704) 545-0746 ask for Steve Hill.

RC HOBBY & RACEWAY

1/10 & 1/12 indoor carpet racing Nov.-Mar. Oval and Off-Road dirt racing every Saturday. For more info (919) 228-6809, 1358 S. Church Street, Burlington, NC 27215.

BOOGLE BAY R/C RACEWAY

600 foot asphalt oval raceway with 30 foot wide straits and 40 foot wide turns. The track races 1/10th, 1/12th and 1/4 scale. Racing set every month in advance every Saturday and Sunday. Rt. 1 Box 324, Linden NC, 28356 - (919) 488-5408.

NORTH DAKOTA

NORTHERN MINI-RACERS

1/10 Scale on-road, carpet, road racing. Saturdays Sept. through May. P. O. Box 415, Minot, North Dakota. For information call Pat McWethy (701) 839-8868 or (701) 852-6254. Roger Lee (701) 839-4731 or (701) 839-5294.

KOUNTRY KLIN HOBBY

1/12 Scale small indoor carpet track & hobby store. Box 247, 324 Railroad Ave., N. Mohall, ND 58761, (701) 756-6307.

OHIO

TARCAR-TOLEDO AREA

1/8 gas stock cars. Black clay tri-oval. Sundays late April thru Mid-October. For more info call Dave Scanes, (419) 893-1916.

1/8 RACERS OF TOLEDO

1/8 & 1/10 scale asphalt road course. Every other Sunday from Mid-April to Mid-October at the Woodville Mall rear lot. For schedule and info contact Brent Gottfried (419) 843-3231.

THE RACER'S CHOICE - RADIO CONTROL HOBBIES

Located at 1298 U.S. Rt. 42, Mason OH 45040. Large outdoor off-road track, over 400' long with 100' straight, elevation changes, jumps, moguls and banks. Lighted with large driver's stand. Also banked 40' - 100' oval. Organized racing weekly. Fully stocked shop, for details and schedule call Holly, Tony or Adrian at (513) 398-5539. Track located just north of Cincinnati, near Kings Island.

CORCAR - COLUMBUS, OH

Outdoor 10th scale off-road racing May through September and indoor off-road racing October through April. Contact Ray Williams before 9 p.m. (eastern) (614) 890-2983.

ALCAR INTER. R/C RACEWAY

1/10 Scale off-road Friday nights. 1/12 & 1/10 carpet Sundays. 33501-A Lake Rd., Avon Lake, OH 44012, (216) 933-6017.

ALTERNATIVE RACING ASSOCIATION

1/10 and 1/12 on-road. Two large tracks indoors and outdoors. 2600 17th SE, Canton, OH 47306 (216) 484-2587.

INNOVATIVE HOBBIES & LAKES SPEEDWAY

Large indoor multi-layout ozite carpet track and large outdoor dirt oval. Racing Wed., Sat., Sun. 3425 Manchester Rd., Akron, OH 44319, (216) 645-1333.

AEROTECH RACEWAY

1/10 oval/tri-oval and off-road dirt. 409 Applegrove Rd. North Canton, OH. Call Ron at (216) 499-1300.

MODELER'S HAVEN RACEWAY

1/10 clay oval May thru October. Electricity, water, indoor restrooms and shaded pit area. Contact Bob at (216) 499-6000. 4255 Portage N.W. North Canton, OH 44720.

MID OHIO R/C RACEWAY

We race 1/10 off-road and dirt oval all indoors. There is a 300 foot oval track with the off-road track built inside of that. In addition to that, we have scale 1/4 mile slot car drag races. Call Bob at (513) 233-2807 for more information. Track is in Huber Heights, Ohio.

D & S HOBBIES AND RACEWAY

Racing 1/10 & 1/12 4-cell. Race days are Wed., Fri. and Sun. Closed

Mondays. D & S Hobbies, 7701 Crile Rd. #3, Concord, OH 44077.

AAACTION SPEEDWAY

High banked 100' x 50' clay oval and off-road track. No AC power, but plenty of shaded parking and pit space, clean restrooms, concession stand and a good family atmosphere. Contact Tim McKnight at (614) 387-5912 for more info. All races \$5.00 per class.

OKLAHOMA

R.C.A.R. OF TULSA

1/10, 1/12 Scale: Indoor racing. 3025 South Sheridan Rd., Tulsa, OK. For more info call Dave Cole (918) 745-9898.

RCRC OF OKLAHOMA

1/10th scale indoor dirt oval and dirt off-road. Racing on this large track is at 7 p.m. Tuesdays and 5 p.m. Saturdays. Complete hobby shop with plenty of pit space and AC power. 400 S. Vermont, #104, Oklahoma, OK 73108. Call (405) 947-RACE ask for Steve or Rick.

OREGON

R/C SPEED CENTER R/C ADDICTION

1/10 & 1/12 scale, banked dirt oval racing, dirt off-road racing, sled pulls, mudbog. 2810 N. Pacific Hwy., Medford, OR 97501, Call Gene or Betty Skelton, (503) 779-8298.

PENNSYLVANIA

CARCLUB-COCHRANTON AREA

Racing every Friday at 6 p.m.; Saturdays 9 a.m.; Sundays at noon. Large indoor carpet-dirt outdoor. Call for info Harry Turner, 120 W. Adams St., Cochranton, PA 16314. (814) 524-7788.

C.A.R. CLUB

Racing every Sunday. Tamarack Raceways, Contact Harry Turner, 120 W. Adams St., Cochranton, PA 16314, (814) 524-7788.

WAGONHILL HOBBIES

Indoor 1/10 & 1/12 road racing every Fri. night. Off-road every Sat. night. 225 S. Board St., Grove City, PA (412) 458-4711.

TC'S R/C'S

Inside and outside race track and RC Shop. 1537 Freeport Rd., Natrona Heights, PA 15065, Call 226-8802.

PHILLY RADIO CONTROLLED RACERS R/C CAR CLUB

1/10 on-road paved track. Sundays, April thru November 11 a.m. 7790 Dungan Rd., N.E. Philadelphia. Jon (215) 224-4822 or Bernie (215) 831-1835.

EAST ST. RACEWAY AND ART CENTER

Over 4,000 Sq. foot carpet track. Computerized lap counting. Racing starts at 7 p.m. each night. Friday oval racing; Saturday stadium off-road. Located at 747 E. Railroad Ave., Verona, PA 15147 - (412) 826-0602.

SOUTH CAROLINA

BNS COMPETITION HOBBIES

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

REMOTE HOBBIES INDOOR RACING

Fri. nites - Oval 1/10; Sat. - Road Course 1/10. Shop (803) 736-9446, Track (803) 699-0528. 9005 C Two Notch Rd., Columbia, SC 29223.

BEREA R/C SPEEDWAY

Fri. Nights 1/10 conc., banked oval; Sat. nights stadium off-road for trucks and buggies; Sunday unlimited oval; 707 Sulphur Springs Rd., Greenville, SC 29610. (803) 246-4702.

TENNESSEE

HITT'S HOBBY & RACEWAY

Tuesday Oval; Thursday Off-Road Stock; Saturdays Off-Road

Novice; Sundays Off-Road Modified; Oval and Off-Road. 853 Wren Rd., Goodlettsville, TN 37072. Ben or Kent (615) 859-3465.

TEXAS

HAL'S R/C RACEWAY

Sat. is on-road asphalt 1/10. Sun. is off-road. Registration both days is at 11:00 a.m. 1440 Bessemer, El Paso, TX 79936 (915) 591-2213.

RIVER CITY RACEWAY

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

ARROW HOBBIES

Wed. - 1/10; Every other Friday 1/8 Sprint cars only; Saturdays 1/10 dirt oval. 2710 So. 1-35 West, Burleson, TX, (817) 295-2821.

VICTORIA HOBBY SHOP

Every Sat. Off-Road; Every Sunday - Ovals. 5211 John Stockbauer, Victoria, TX 77904, (512) 575-3270.

EAGLE HOBBY CENTER & RACEWAY

Every Friday night 1/12 4 cell stock, pro-stock and modified. 1/10 6 cell stock on-road. Eagle Hobby Center & Raceway, 3601 Shepherd, Balch Springs, TX 75180, (214) 557-5290.

COASTAL BEND SANDBLASTERS R/C CAR CLUB

Races first thru third Sundays, 2 p.m. start. Bill Witt Park, Yorktown Road, Corpus Christi, TX. Call Pete (512) 992-4448.

TEXAS R/C RACEWAY (Home of the Plano Outlaws)

Tues. & Sat. - 1/10 on-road; Fri. - NASCAR nite; Sun. 1/12 road. 75 Central Expressway at 15th St., Exit 29, Palisades Square Shopping Center, Plano, TX. Call Jim (214) 517-7485 or Dean (214) 519-0324.

AMERICAN ANGLER TACKLE & R/C

HOBBY CENTER'S "AA" RACEWAY

Two dirt tracks, oval & off-road. Races every Sunday, 1 p.m. Tracks alternated. Races every Saturday 11 a.m. oval. Hobby shop on site. 1617 Toomey Rd., Austin, TX 78704, (512) 474-8277.

WESTSIDE HOBBIES

1/10 Racing every Sat. 1/10 on-road racing every Sun. on asphalt. Alternating oval and road course. 7214-A N. Mesa, El Paso, TX 79912. Call Tom, Mark or Tim at (915) 585-1864.

FINISH LINE HOBBY & RACEWAY

1/10 scale indoor off-road every Fri. and Sat. 8:00 p.m. 1/12 indoor carpet every Tue. 7:00 p.m. 11925 Jones Maltsberger, San Antonio, TX 78216. Call (512) 491-0088 for more information.

T & T EAGLE HOBBY

Headquarters for the "Killer Dillers" R/C Club, racing is on the first and third Sunday in front of the store. The first Sunday is road course and the third is oval. Emphasis is on fun racing. Trophies for novice class only, entry \$5.

HURRICANE SPEEDWAY

Racing Wed., Fri., Sat., Sun., alternating off-road and oval. Track is at 9600B Old Katy Rd., Houston, TX 77055. (713) 464-8020.

UTAH

I.R.C.D.R.A./HOBBY EXPRESS

Race indoor off-road every Saturday at 6 p.m. 3150 Brinker, Ogden, UT info call Hobby Express (801) 621-4013.

WASATCH OFF-ROAD RACEWAY

Operated by IRCRA. Races are indoor on an off-road and oval raceway. Races every Saturday at 6:00 p.m. Track at 3170 Brinker Ave., Ogden, UT 84401. Phone is (801) 773-0933.

VERMONT

MIKES HOBBIES & RACEWAY

Indoor banked 1/10 carpeted oval, on-road racing. Six classes every Wed. at 7:00 p.m. and Sun. at 1:00 p.m. Track at 162 N. Main St., Rutland, VT 05701 - (802) 775-0059. Ask for Lee or Chuck.

VIRGINIA

F/X CITY RACEWAY

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

WINNERS CIRCLE HOBBY SHOP & RACEWAY

Racing every Saturday night at 6 p.m. Large oval carpet. 3236 W. Clay St., Richmond, VA 23230 (804) 355-7076.

COOPER'S RC RACE CENTER

Racing every Sunday 2 p.m. oval and off-road. Contact Norris (804) 724-4182. Rt. 4, Box 122B, Chatham, VA 24531.

FAIRYSTONE R/C SPEEDWAY

Dirt 1/10 scale 1/4 mile oval & figure eight racing every Wed. and Sun. eves. through Halloween. Hobby shop, concession stand. Rt. 4 Box 918, State Rd. 635, Stuart, VA 24171. Phone (703) 930-3984.

WASHINGTON

SPOKANE INDOOR RACEWAY

This is a 10,000 sq. ft. facility with carpeted on-road track and indoor dirt off-road track. Daily open practice is \$2 per day. Large indoor pit area, computer scoring (AMB), full parts shop. Located at E. 6422 2nd Ave., Spokane, WA 99212. Phone for current race schedule at (509) 534-RACE.

WEST VIRGINIA

BIG BOYS TOYS HOBBY SHOP AND TRACKS

Dirt and carpet oval tracks. Racing every Sunday evenings; Monday and Thursday evenings. Bridgeport, WV, (304) 842-5799.

WEST VIRGINIA REMOTE CONTROL RACEWAY

Racing every Sunday. Doors open at 12 noon, racing starts at 1 p.m. The track size is a 90 X 50 foot carpet oval. Prizes in all "A" mains. Track is at 601 Jefferson Rd., South Charleston, WV 25309. Call Russell Pauley (304) 346-7223 after 6 p.m.

R/C RACE PLACE

Racing on-road every Wed. night at 7:00 p.m. and carpet oval every Fri. night at 7:00 p.m. during the winter months. Racing outside for dirt oval every Wed. Fri. nights on lighted 260 foot track during the summer months. Full hobby shop. Contact Mike or Dennis Robinson at (304) 292-0811 for information.

WISCONSIN

MADISON AREA R/C CAR ASSOCIATION, INC.

Dirt Oval on Sunday. Carpet road racing on Saturday. Carpet oval on 1st and 3rd Fridays. Track is at 1810 S. Park St., Madison, WI. For information call 273-0519 or 837-2033

J. G. S.

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

TRACKSIDE RACEWAY

Dirt oval Thur. night 6 p.m. Menomonee Falls, WI (414) 255-2040.

ABC R/C

Clay track racing every Sat. 1 p.m. Truck pulls every Tuesday 6:30 p.m. 1441 B E. Main Street, Waukesha, WI 53186, (414) 542-1245.

ALL IN 1 RACEWAY

5612 S. 108th St., Hales Corners, WI. 1/10 scale indoor dirt track. High speed semi-oval and true off-road courses. Racing Wednesday nights at 6 p.m. Sat. & Sun. at 1 p.m. For more info call (414) 425-4060.

RC RACEWAYS AND HOBBIES

1/10 Indoor dirt oval Fridays & Sundays. Off-Road Wednesdays. Outdoor Asphalt Thursday (weather permitting). Fully stocked hobby shop. For more info (414) 764-9701. 181 W. Marquette Avenue, Oak Creek, WI 53154.

GARY'S HOBBY SHOP

Indoor banked concrete oval racing Tue. nights. Figure "8" Sun. afternoon. On site hobby shop with AC & DC power. For latest information call (414) 554-8884 or (414) 554-8636. Address is 3701 Durand Ave., Elmwood Plaza, Racine, WI 53405.

For The Racer

New From Team Associated RC10GT 1/10 Gas Truck

Team Associated's new RC10GT Gas Truck is the most advanced, state-of-the-art 1/10 Gas Off-Road Truck available anywhere. The same design team that designed our two-time ROAR Nationals winning RC10T Truck ... Cliff Lett, Curtis Husting and Roger Curtis... have come up with another winner. Starting with the basic design of the RC10T, the team then designed all the new parts necessary to adapt gas components to the final truck design.



This resulted in a truck appearing unlike any other gas truck on the market. The most noticeable difference is found in the entirely new chassis. There are also a number of changes in the front end including a system to make adjustments for Ackerman steering. Also included is a totally new lay-down transmission, with a drive ratio of 2.60:1 for gas engines. A new HTC (high torque capacity) differential was designed. A new disc brake that Cliff described as "Too Good" (his way of putting it) turned out to be better than we expected. A New "chicken hopper" (constant pressure) fuel tank, with an enclosed porous bronze filter was added. All designed taking advantage of Associated's 24 years of gas racing experience.

The truck will accommodate, of course, most of the popular .12 and .15 R/C car engines available. Special engine mounts, flywheels and clutches were designed to fit the various engines, along with engine manifolds and mufflers.

The RC10GT kits will be shipped initially without engines, but a kit with an engine will be available as soon as possible. Two kits will be available: #7050 (with bushings) and #7060 (with ball bearings). We have tested our prototype models extensively and we feel we have the best 1/10 gas truck available anywhere.

#7050 RC10GT Gas Truck Kit (with bushings, less engine)

#7060 RC10GT Gas Truck Kit (with ball bearings, less engine)

Associated Electrics Inc., 3585 Cadillac Ave., Costa Mesa, CA 92626 (714) 850-9337 FAX (714) 850-1744

**PARIS RACING
INTRODUCES AN
AFFORDABLE SPORT
VERSION OF THE
HIGH-PERFORMANCE
AL110 TUNED PIPE**

With Paris Racing's recent introduction of the AL110-S Tuned Pipe, now "weekend warriors" and other budget-conscious competitors in 1/10 scale can replace their stock mufflers with proven Paris quality for increased horsepower.

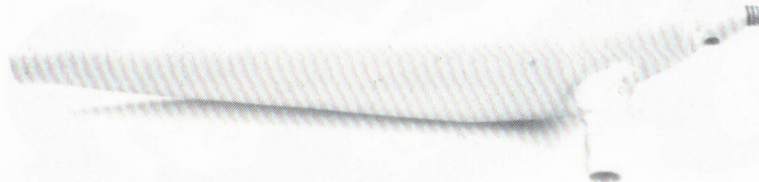
The aluminum AL110-S is a sport version of Paris Racing's AL110 tuned pipe, and offers all the same features except for the internal baffle cone. Therefore, while the AL110-S provides less noise reduction, it's equally effective at boosting performance - and is priced considerably lower.

The AL110-S was designed and engineered by Ron Paris specifically to improve speed and acceleration in 1/10 scale gas cars and trucks. Paris Racing highly recommends this economical tuned pipe for O.S. .12 CZ-R and other .10 - .15 car/buggy engines.

Stock Number: PSRG2006

Retail Price: \$22.00

Great Planes, P.O. Box 9021, Champaign, IL 61826-9021, (217) 398-6300 Fax (217) 398-1104



**NEW STYLE HEAVY DUTY SERVO ARMS FOR GAS CARS
FROM KIMBROUGH PRODUCTS**

At the request of gas racers we've added a third arm to our Servo

Arms at right angle to the other two arms. This will make more linkage arrangements possible. With this arm a racer can trim off the arm not being used, and have either a straight or right angle Servo Arm.

Part #111 for Airtronics, KO, etc. servos

Part #120 for Futaba servos.

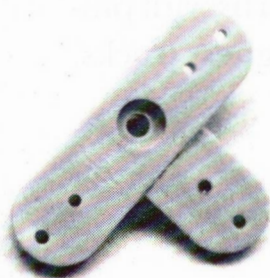
Price \$1.50 for two.

Kimbrough Products

1322 Bell Ave., Unit 1-C

Tustin, CA 92680

(714) 258-7425 Fax (714) 258-7426





LS-II COMPETITION RACE TRUCK BY TRAXXAS

The LS-II is Traxxas' premier racing truck. It features the double-deck, ZERO-FLEX chassis, which is constructed from a 100% graphite lower chassis, a rigid nylon backbone and a fiberglass upper chassis.

All suspension components are molded in X-TRA STIFF, a new, rigid, long-wearing material that resists flex. Other standard LS-II features include 14 ball bearings; an externally-adjustable ball differential; a slipper clutch; a 2.72:1 final drive ratio; hard-anodized, teflon-coated shocks; PRO-TRAX racing tires; and a new precision bellcrank steering system which is ball bearing compatible.

The sleek, fast-back styled stadium truck body is ultra-light and extremely aerodynamic. The LS-II turns with pinpoint accuracy and easily handles today's toughest tracks. Available only as a kit.

Model Number: 2501

Suggested Retail Price: \$335.00

TRAXXAS

12150 Shiloh Rd.

Dallas, TX 75228

(214) 613-3300 Fax (214) 613-3599

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B & B Software.....	71
Bel-Ray Products.....	15
BoLink.....	18
BRP.....	33
C & M Mfg/Team Cobra.....	10
Class Recreational.....	41
Competition Plus.....	13, 47
Dirty Tricks.....	26
Duratrax.....	2
Extreme Motorsports.....	42
Genesis.....	12
Inside Line.....	60
Kimbrough Products.....	34
Kyosho.....	Back Cover
Maximum Performance.....	4
MIP.....	31
Ozite.....	17
Pack Shoppe.....	35
RCRC of Dallas Race.....	65
Rivergate Hobbies.....	49
Rivertown Racers Race.....	37
TEKIN.....	50
Trinity.....	3, 9
Traxxas.....	85
Twister.....	55
Victor Engineering.....	45

*You dream about that perfect race.
Launching hard off the line, you lead through the
first turn. This time it feels right. The car is totally
dialed, responding instantly to your every input.
As your rhythm develops, each turn and jump is
taken with increasing speed and precision.
Your lead steadily grows as you lap the traffic.
Across the finish line, it's a new track record:
one that no one else can touch.*

The car you are driving is a TRX-3

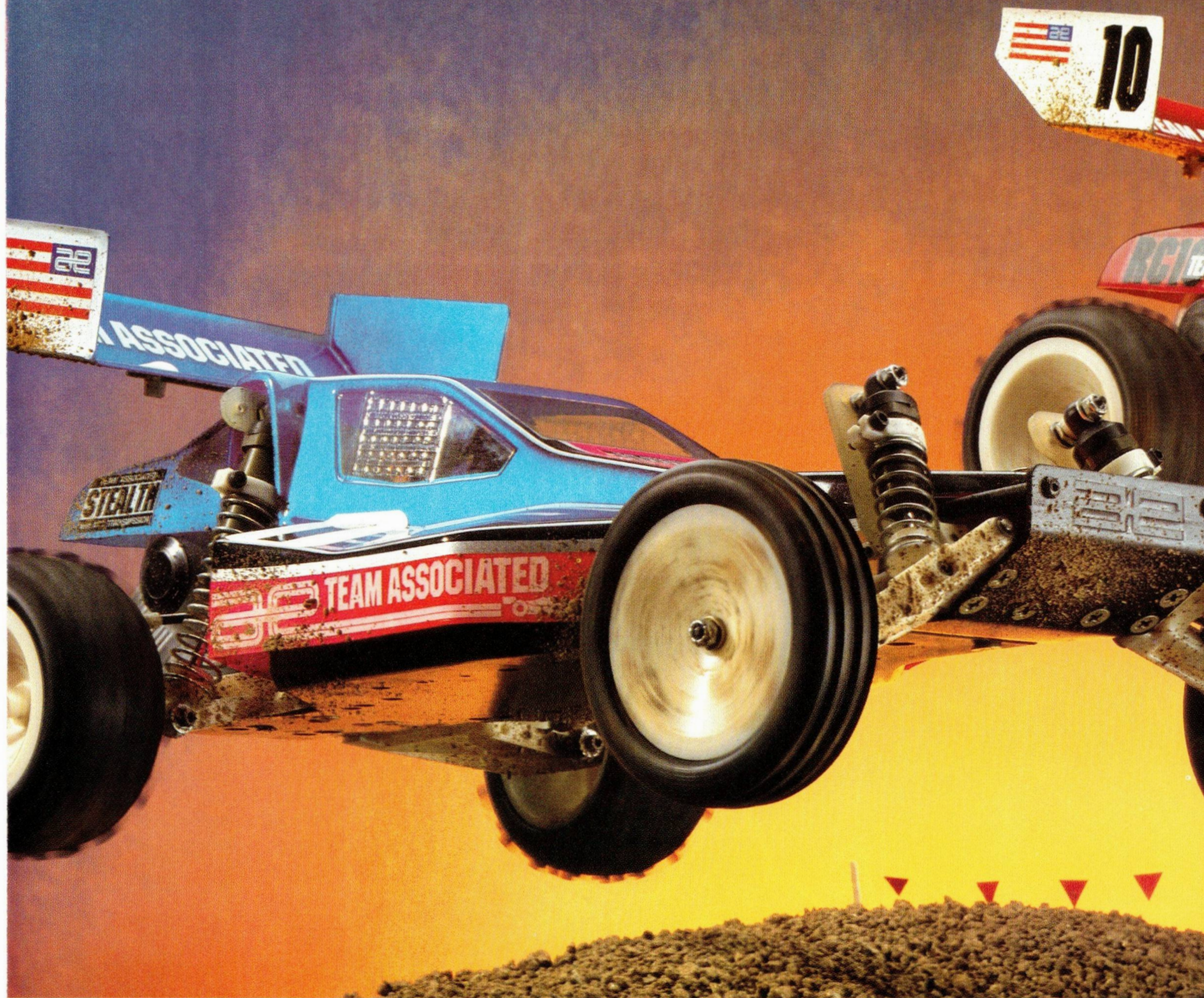
TRX3™
from
TRAXXAS

Sweet dreams...



Every aspect of the TRX-3 has been designed to deliver all of the steering you could want. The TRX-3 lives for tight, twisting tracks where lightning maneuverability and aggressive driving are essential for winning. Features include a new gearbox which moves the motor forward for improved balance and aggressive steering; adjustable slipper clutch; and model 2603 has an externally-adjusted ball differential; and full ball bearings. The TRX-3 also has an advanced double-deck chassis structure for extreme rigidity; more rear suspension

adjustments; X-tra long rear shocks; telescoping U-joint driveshafts; ball bearing-compatible bellcrank steering, with perfect ackerman and zero-bump-steer geometry; narrow front track; short front arms; wing tubes; new chassis-hugging body; bridged front shock tower; Pro-Trax tires; and solid dished wheels. The new large-diameter shocks have increased oil volume; hard-anodized, teflon-coated, pressurized cylinders; low-friction pistons; and clip-on spring adjusters. See the all-new TRX-3 at your local hobby dealer today.



DOUBLE TEAM

Masami Hirotsuka led a 1-2 finish in the 1991-92 World's. Cliff Lett leads the RC10 design team.

Team Associated gives you a choice of weapons to take on all comers in the offroad car wars. Our latest warrior is the RC10 Team Car, with alloy tub or carbon fiber chassis. Which works best? Just check out the action on your local track.

ADVANCED GEOMETRY
Handling the higher power, ballistic speeds and larger tires of today's competition offroad cars takes our refined and readily adjustable suspension system. Redesigned for longer travel, the new shock towers

keep the Team Cars hooked up and under control on even the roughest of surfaces.

SHOCKING DEVELOPMENTS
The Team Cars also benefit from the latest in racing shock therapy....riding on our hard

anodized, Teflon-coated, oil-filled coil-over shocks with exceptionally smooth and consistent action. Add to that our new precision calibrated springs and you have the most advanced competition suspension available today.

Hard anodized finish

Exclusive Teflon® coated cylinder wall

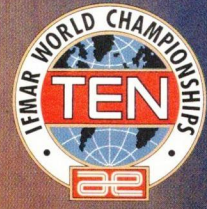
Precision machined alloy shock body and cap

Polished stainless steel shaft





3-TIME IFMAR 1:10
RC10
 WORLD CHAMPION



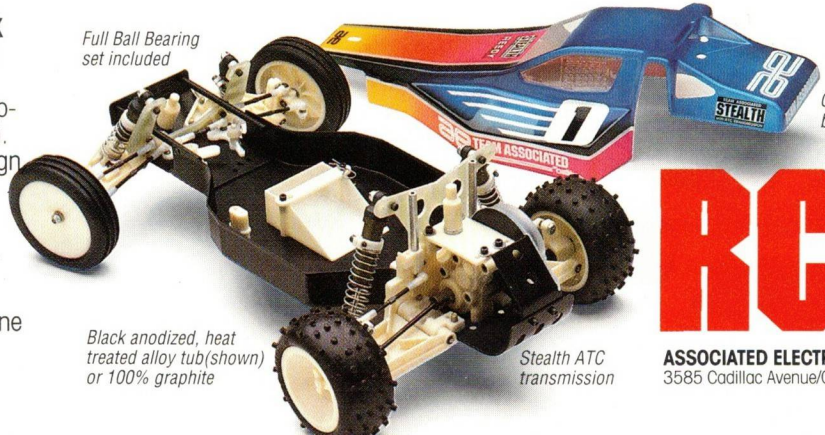
THE COMPETITION

WORLD CHAMP GEARBOX

Both the classic alloy and carbon fiber Team Cars also use our World Championship-winning Stealth transmission. A marvel of compact design efficiency, power handling capacity and reliability, the Stealth gearbox with its ATC clutch is the best there is.

Alloy or Graphite? Either one of our RC10 Team Cars can outhandle the competition.

Full Ball Bearing set included



Clear, Lexan® Viper body(not painted)

Black anodized, heat treated alloy tub(shown) or 100% graphite

Stealth ATC transmission

RC10 TEAM CAR

ASSOCIATED ELECTRICS
 3585 Cadillac Avenue/Costa Mesa, CA 92626

The Nitro Experience.

Inferno named
1993
Car of the Year!
-R/C Car Action

Inferno DX

Inferno

KYOSHO

®

You want it. Kyosho's got it. Come and get it.



Porsche 959

USA-1 Nitro Crusher

Ferrari F1

1/8 scale



1/10 scale

ZR-1 Corvette

Thunderbird Stock Car

Rampage

Stinger 4WD

Gas racing is hot...and it's growing like wildfire. Explosive, off-the-line power. The wild, wailing sound of an engine at full throttle. And run times that feel like they're never gonna end.

Kyosho sparked it with the Burns in 1987. Fueled it with the Turbo Burns in 1989. And made it red hot in 1991 with the winningest 1/8 scale gas car ever...the Kyosho Inferno. Modelers just can't seem to get enough. In 1/8 scale. In 1/10 scale. In on-road cars, monster trucks and off-road racers.

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Ask Kris Moore. Ask Jack Johnson. Ask Mike Dunn and others.

Then try it for yourself.

So you'll know what they know: *Gas racing is hot.* And nobody knows it better than Kyosho.

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