

BoLink's Beretta
Pro Street
DRAG CAR



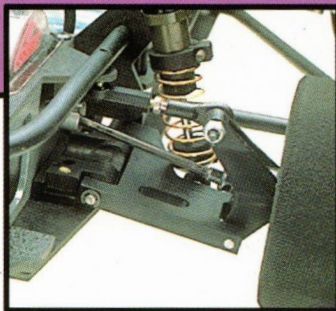
PROCAR WORLDS

NEMESIS

Cobra 1:10 Scale Dirt Oval Chassis



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

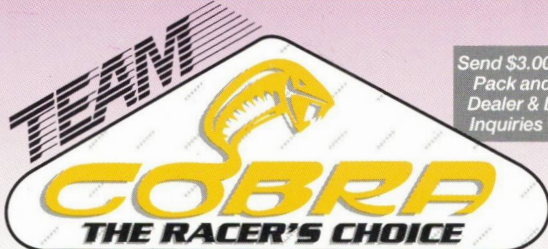


Features Include:

- ★ Pro Graphite Chassis & Upper Plate
- ★ Hard Coated/High Volume Shocks
- ★ Topload Differential
- ★ Titanium Turnbuckles Throughout
- ★ 16 Ball Bearings Including Steering
- ★ Aluminum Front Suspension Mounts
- ★ CNC Machined "A" Arms

**10 Cars
At Nationals
9 Made
A Mains!**

Part #7035 Sprint Car (Shown)
Part #7030 2-WD Wedge Car



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NATIONAL CHAMPIONS

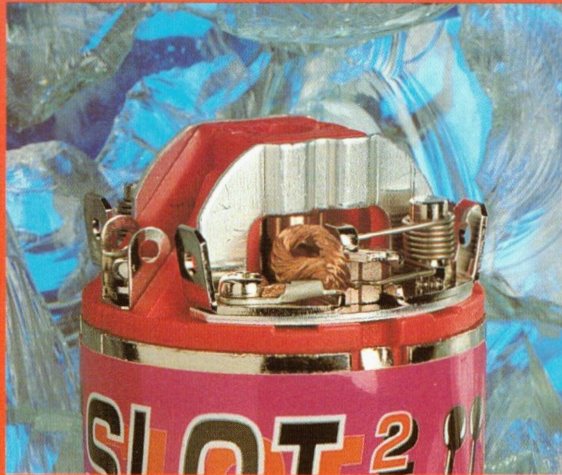
C&M Manufacturing, Inc. ♦ P.O. Box 701-353 ♦ West Valley City, UT 84170 ♦ (801) 974-5757 ♦ FAX (801) 974-0869

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Slot Machine 2

The stock motor redefined

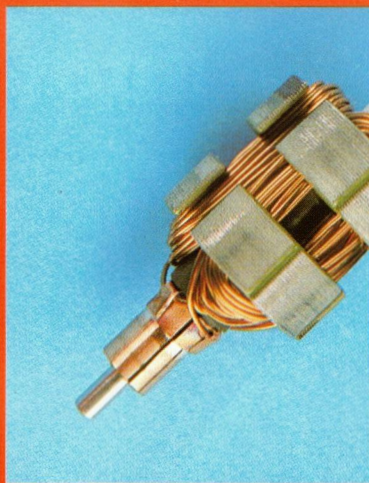
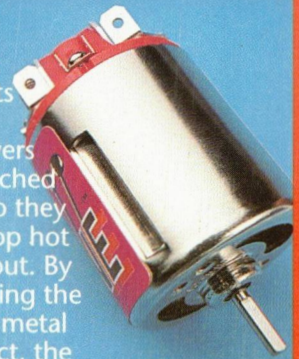
Closing the Gap BETWEEN Stock AND Modified



All endbell hardware is removable. Spring and shunt clearance is increased for free brush movement, while the hood-to-brush fit is more precise for better brush alignment and even wear.



Can vents are louvers punched in so they scoop hot air out. By leaving the can metal intact, the magnetic field is unchanged which gives more low end punch.



The armature is hand wound on an all new, slotted blank with machined points to allow for more exact balancing. The locked comm is diamond trued for less brush bounce and the armature wire is 22 gauge, high temperature copper for fewer shorts.

Lay-down brushes wrap further around the comm which increases firing duration at the armature pole. This exclusive feature works great with timed brushes and gives more timing change!

Use Trinity brush RC4463 (hard) or RC4466 (timed)



Aerodynamic end slots flow cooling air length-wise and bushing alignment is the most precise in racing.



EX-Tech technology makes the Slot Machine 2 a ROAR 91 stock motor that runs like a modified!

- 27 turns
- Locked comm
- 5.0 version wet magnets



Trinity Products Inc,

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\$32.00

RC 2424

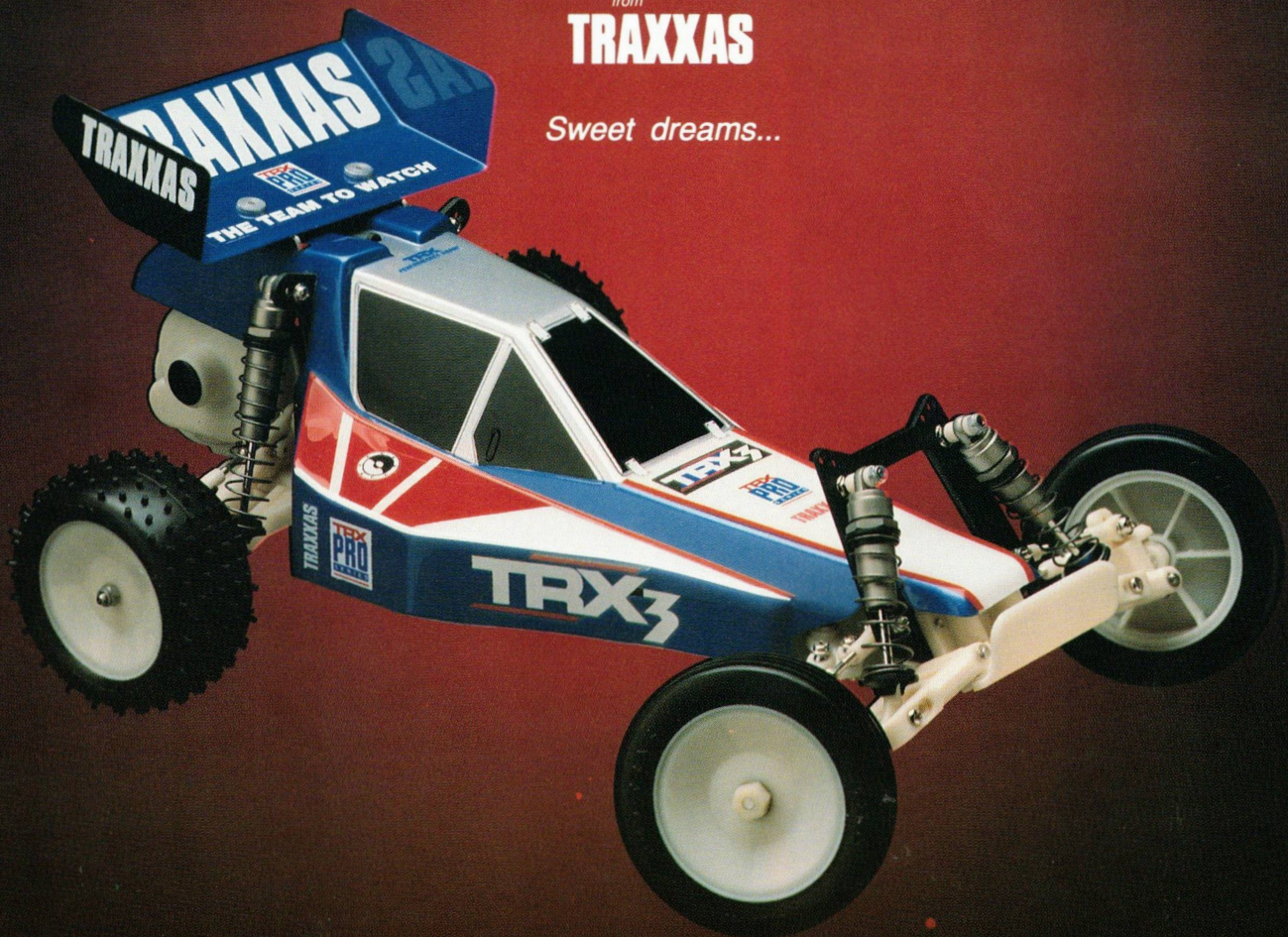
at your local hobby shop

*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.



COMPETITION



PLUS

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THIS MONTH IN RACING

ABOUT THE COVER

On the cover this month is BoLink's Beretta Pro Street Drag Car. Check out the article on page 52 and you can enjoy Christmas lights all year long!

Photo by Jack Wright

R/C TRIVIA

Here are ten trivia questions for you to answer. Test your knowledge and that of your friends! Look in the February issue for the answers.

1. Who won the first I.F.M.A.R. 1/12 Scale On-Road World Championship in Modified and where and when was it held?
2. Who won the U.S. Indoor Championship Modified in Celeveland in 1993?
3. What does MIP stand for?
4. Which car manufacturer is given credit for producing the first raceable off-road car?
5. When was the nickname Joel "Magic" Johnson first used?
6. Where and when was the first I.F.M.A.R. 1/8 Gas World Championship held?
7. When did the first RC10 come out?
8. What do the letters N.O.R.R.C.A. stand for?
9. What is the largest scale (size) that R.O.A.R. sanctions?
10. What three organizations belong to I.F.M.A.R.?

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At Competition Plus, we understand how important the hobby shop is. The service and information you provide to the racer . . . the clubs or races you help run . . . this is all important to the success of our sport. Without hobby shops, there are no R/C cars. No racers, manufacturers, . . . or magazines! Hats off to the people who really keep this sport going. Your success, translates to success for all of us.

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FINISH THE LAP YOU'RE ON

We keep trying to come up with new ideas, but as it stands today the best promotional tool our sport has is racing. I know that for a while it became fashionable for some manufacturers to down-play the importance of competition.

Who cares who wins the Regionals or Nationals. The little kids buying the cars don't care. And, for a while at least, they appeared to be right. Sales of R/C cars, as toys, skyrocketed.

Like with many other "toys", this boom soon died. Although many never believed it could happen, they should have known it would. How many sets of \$40 tires and rims could a parent afford? For less than \$100 you could get a set of rubber for the family wagon and run those for 30,000 miles!

Simply stated, many parents who bought kids R/C cars thought once they shelled out the money for the kit, radio, a set of batteries and a charger, they were done. Many times when a part broke they'd bring it back to a shop and ask if there was a warranty. I know it sounds funny to us to hear someone ask, "This gear stripped, can I have a refund?" Or, "This body cracked, what's the guarantee?"

Yet, when a buyer watches a race, even if it's a local club racing in a parking lot, he gets a different sense of what R/C cars are all about. When he goes into his local shop, he understands he's buying a "race vehicle".

I'm very pleased to see that many key manufacturers are now understanding that there is no better way to promote our sport than be organizing and backing racing.

In 1993 we saw several new classes develop, and while I don't think there should be a Nationals for every new class, encouraging the formation of new classes can never be all bad. And, 1994 looks to be shaping up nicely. Not only will we have a full plate of Regional and National events, but several new and innovative series events are in the works.

Parking lot road racing is catching on fast. The new line of Indy/F1 cars being put out not only work well, but are beautiful to look at going around the track. All in all it looks like it's going to be a great '94. Go out and be part of the action.

Peter Barana

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Presents the

1994 WHIPPOORWILL US OVAL MASTERS[®]

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Trinity Invitational 4 Minute Challenge
Trinity Amateur Stock & Modified Challenge
Novak Invitational 500
Whippoorwill Concourse & Best Paint

Bolink Clash
Novak Amateur 200
TRC Dash

SCHEDULE OF EVENTS

Tuesday, March 29th to Thursday, March 31st; Registration and practice.

Friday, April 1st starting at 10 am;

- The "Bolink Clash", one 4 minute qualifying round for stock and amateur modified drivers. This is for a position in the "Trinity Amateur Challenge".
- The "Bolink Clash", two 4 minute qualifying rounds for invitational drivers for a position in the "Trinity Invitational Challenge".
- The "Novak Amateur 125" and "The Novak Invitational 125" will each run one of their 3 qualifiers for a position in the "Novak Amateur 200" and the "Novak Invitational 500".

Saturday, April 2nd starting at 9 am;

- The "Bolink Clash" amateur stock and modified drivers will run their final 2 qualifiers and the "Bolink Clash" invitation drivers will run their final qualifier (weather permitting).
- The "Novak Amateur 125" and "The Novak Invitational 125" will each run their final qualifiers (weather permitting).

Sunday, April 3rd gates open at 9 am;

- 11 am, True Concours and Best Paint, and the "TRC DASH"
- 1 pm, The Trinity Whippoorwill US Oval Masters mains begin!

**1400 Sanyo
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Amateurs
Only!**



Entry deadline, March 10,th 1994. Please sign me up quick so I am one of the first 100 entries that receive a pit area with electric

Name _____ Phone _____
Adress _____ City _____
State _____ Zip _____ Drivers Skill; Expert Intermediate Novice
Frequency 1 _____ 2 _____ 3 _____

Entry Fee: \$50.00 per class for stock, modified and and Novak 200, All stock entries include a Trinity handout stock motor. Entries are limited, pre-entries are non-refundable. NARA Rules apply!!!

Make checks in American currency only, payable to:

Lake Whippoorwill International Speedway, 12345 Narcoossee Road, Orlando, FL 32827, 407-277-9586

PIT BOARD

GENESIS MODIFIEDS ARRIVE IN GREAT BRITAIN

GENESIS MODIFIED'S first outing in Great Britain has proven to be a successful one. After claiming 1st and 3rd place finishes in the Triple - A Main finals of the Indoor British Grand Prix, Genesis continued their domination with a TQ and 1st place finish at the 1/10 scale on-road Hobby Marketing Challenge in Ashby, England.

Genesis Modifieds again turned heads with a 1st round win and a 2nd round TQ at the UK Indoor Championships six week series.

The Team at Genesis would like to hear of your successes. So write or call us today at: Genesis Racing Products, 1327 Brandywine Lane, St. Peters, MO 63376, (314) 939-4404.

PB Diamond Car

Ja-Lea Co. is proud to announce availability of the 1994 PB Diamond SL 1/8 scale road racing car from PB Racing Ltd. This car is manufactured in England along with most of the world's finest and faster full scale race cars.

The PB Diamond SL features many changes and improvements over the previous Diamond series cars which makes the new SL an even better value.

Features of the PB Diamond SL include A-arms that are machined from durable solid aluminum, a super-thick chassis machined both sides from 7075-T6. lower weight, new radio tray designed to better protect the radio, lowered engine, smaller flywheel for quicker engine response, in-board 1-ways on front transaxle with captive drive shafts, lightweight plastic shocks with diaphragms, variable caster front end with uprated springs and anti-roll bar, fully adjustable caster, camber and toe on all wheels, adjustable downstops front and rear, quick release rear wheels (quick release fronts optional), spool or differential available, shorter idler shafts for less overhang, alloy shafts where practical, blade type 2-speed for easy adjustment and reliability, 2-speed rear axle with variable front drive available in place of spool, comprehensive selection of gear ratios, choice of drive ratio to front wheels, 3 belt drive with center belt on clutch side, new belt construction for longer life, all metal parts are CNC machined for accuracy, many detailed improvements for improved reliability.

Ja-Lea Co. will set up some distributors to make PB Products readily available throughout the country. Dealers can contact Ja-Lea Co. for further information at (214) 238-0929, Fax (214) 238-0965.

PIT BOARD

TEAM POINT BLANK IEDA WORLD CHAMPIONS

Team Point Blank's Patti Boyko has claimed the title of Pro Stock World Champion. In the highly contested Pro Stock Class (8 cells, modified motors and door slammer bodies) Patti clinched the championship with one race to go and in the process laid claim to a world record of 68.18 MPH.

Patti just started racing at the third race of the season where she broke the MPH record in her first event. She runs a Mark Sonzogni prepared chassis powered by a Point Blank 9 turn Rare Earth

motor and an 8 cell Point Blank matched 1700 SCRC battery pack. She does all the work on her car herself including cutting the armatures and rebuilding the motors.

Patti finished 37 points ahead of Tony Young who was also powered by Point Blank modified motors this season.

Other Point Blank powered drivers managed to set 11 of the possible 22 IEDA World Records, making Point Blank the cominate motor of choice.

Alcohol Dragster, 10 cell
Mario Ruffino
Point Blank Rare Earth Modified
74.43 MPH

Pro Stock, 8 cell
Mark Sonzogni
Point Blank Rare Earth Motor & Batteries
1.961 sec.

Super Stock, 6 cell
Todd Putnam
Point Blank Slotted Stock & Batteries
46.69 MPH

Alcohol Funny Car
Mark Sonzogni
Point Blank Rare Earth Motor & Batteries
1.984 sec.

Pro Stock, 8 cell
Patti Boyko
Point Blank Rare Earth Motor & Batteries
68.18 MPH

Pro Stock, 8 cell,
Tony Rudis - World Champion
Point Blank Rare Earth Motor & Batteries
2.117 sec.

Alcohol Funny Car
Mark Sonzogni
Point Blank Rare Earth Motor & Batteries
67.5 MPH

Super Stock, 6 cell
Todd Putnam
Point Blank Slotted Stock & Batteries
2.910 sec.

Pro Truck, 8 cell
Tony Rudis - World Champion
Point Blank Rare Earth Motor & Batteries
63.13 MPH

Super Truck, 10 cell
Tom Vasi
Point Blank Rare Earth Motor & Batteries
2.108 sec.

Super Truck, 10 cell
Tom Vasi
Point Blank Rare Earth Motor & Batteries
60.33 MPH



PIT BOARD

CALANDRA RACING CONCEPTS CONQUERS CLEVELAND!

THE '93 VERSION OF THE Annual 1/12th Scale U.S. Indoor Championships looked to be the toughest race in the Stock Class in a long time. This year, many of the fast modified drivers entered stock to alleviate any "battery wars" that may come up in modified. The result, a very tough stock field. That didn't bother Calandra Racing Concepts team driver, Chad Coppock. Chad was the early round TQ and ended up qualifying in the No. 2 position. In the A Main, Chad motored away from the field with great driving and powered supplied by Team CRC Products! Chad dominated the A Main with his Team CRC powered Wood Racing 12L. A total of 5 Team CRC drivers made the A Main with Calandra Racing Concepts's Chris Mockerman finishing up third after a bad start. Dave Relman, Bob Van Wagner and Pete Maiolo, joined Coppock and Mockerman in the A Main.

In his handout motor, Chad used Calandra Racing Concepts "Precious Metal" Silver Hollow brushes (#5038) to develop the power necessary to win this very prestigious race. Add a liberal dose of Team CRC's "Speed Juice" (#5004) comm drops, and Chad was absolutely flying. In his third place effort, Chris Mockerman used the Soft Hollow Brush (#5037) and Speed Juice to pull him from the back of the pack after a bad start.

Coppock and Mockerman also used the Solid Teflon Damper Discs (#4010) on their 12L's to provide the smoothest damping action available.

To keep the spinning weight at a minimum, Coppock chose the Calandra Racing Concepts "Ultra-lite" left (#4001) and right (#4007) side hubs.

For their traction needs, Chad and Chris used Team CRC's "Down Force" (#7510) tire additive. "Down Force" is a low odor, high performance tire additive designed to provide grip for the entire race length.

In the Modified action, Team CRC's own Frank Clandra ended up fifth, coming back from a bad start in the A Main. Frank's Trinity Revolver 12P used the new Calandra Racing Concepts Revolver Bushing kit (#4025) to smooth out the action of the front suspension. In addition, Frank used the "Ultra-lite" motor mount heat sink plate (#4026) and left and diff-side "Ultra-lite" hubs to make a great car even better. Joining Frank in the Modified A main was teammate driver Brett Polivka. This was Brett's first year in modified and it is good to see this talented, young racer in the A Main. For the complete line of race-winning Team CRC Products, check with your local hobby dealer or call for information. Calandra Racing Concepts, 6860 Stanwix Ave., Rome, NY 13440, Phone and Fax (315) 338-0867.

PIT BOARD

PEAK AND TEAM ORION TAKE THE '93 ARKANSAS STATE CHAMPS

Peak Performance Racing Motors and Team Orion Matched Batteries take first place in Little Rock at the 1993 Arkansas State Championships.

Jeff Masse joined the legions of Peak Performance champions worldwide with a stunning first place

finish in Modified Truck Class. Propelled to the head of the pack by a Peak 15 Quad Modified Motor and Orion 7-Cell SCRC's, Jeff laid claim to victory and the Arkansas State title. Congratulations!

ANDY WASSERMAN WINS SLOTWORKS IM NATIONALS 25th ANNIVERSARY RACE

As a feature of the Elmsford Raceway 25th IM Nationals there was a celebrity race of past winners featuring Slotworks RTR cars. The 8 celebrity drivers were to run 2 minutes on all 8 lanes of Elmsford's Hawthorne track with the identically prepared Slotworks' cars. The field consisted of Slotworks own Tony P. who was the first IM Nats Champion, Andy Wasserman a

3 time winner, Jim Defalco, Ray Kallio, and Dick Depaso, all single winners. To fill the field, Joel Montague was asked to run as he had several 2nd place finishes, Ray Lee who had several 27 victories and John Aubin was allowed to run as he had won the Group 10 race the day before. Quite a few past winners were no longer living in the area and could not be found.

At the start it was Andy Wasserman who lead all the way over Jim Defalco while everyone else traded places back in the field. The cars ran perfectly, and it was good to see some of these legends of slot car racing back on the same track again!

Congratulations to all the drivers, and we hope to see you all at the 26th Anniversary race.

Joel "Magic" Johnson AKA the "Magic Man" again put his Revolver 12p to the head of the Expert Mod Class and pulled the trigger, leaving no one to challenge him, winning yet another US Indoor title. Just to drive the point home even further, Mike Blackstock was second in the Modified "A" after a bad start that had him making a run up from the back of the pack.

Qualifying was all Blackstock for the first 3 rounds as he

held the pole position for a day and a half. Late Friday in the last do or die heat, it was the "Magic Man" with a "Senna" like performance. Joel saved his best for the last heat. He was absolutely on rails and stopped the clock with a new track record and the coveted pole position. Qualifying was now

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Revolvers Fatally Wound US 4-Cell Indoor Field

over and no one would have another chance to out qualify the "Magic Man". Mike Blackstock meanwhile had a bad last heat trying to lap backmarkers, and dropped to third qualifying position. Also making the "A" was Trinity driver Frank Calandra.

At Cleveland the pole is very crucial as very little passing is done because of the caliber of the drivers

and tightness of the track. If you can get away at the start and make that first turn at the end of the straight without being tagged from behind, the race is basically won.

As the flag dropped Joel made a perfect start and swept through the first turn into a lead he was never to give up. Joel, as usual, drove his perfect race never making a mistake (well almost never) or over taxing his batteries. It was a matter of just running track time as no one could match "Magic Man" today. Joel ripped off 2 or 3 really killer laps and then settled into a 13 second lap pace, lap after



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lap. Chris Doseck started to reel in Joel and just when it looked as if Chris could make a race of it, Joel quickened his pace and started to put more distance between himself and the Doseck machine.

Mike Blackstock had a horrible first lap dropping to last and then made one of those hero drives to take second, while Frank Calandra was 5th at the end.

Joel, Mike and Frank all used the Trinity Revolver 12p car along with the new Trinity Ex-Tech modified motors, Trinity Team Pushed Panasonic P-170 cells, Magic Zero Gravity Pin-

ions, Magic Spurs and the new Zip Grip tire traction.

Joel and Mike both used 14 turn single motors (EX0114) set-up with the new "1994 New Hard Brush" (RC 4380) which has a new grooved face that breaks in faster and wraps around the commutator more for increased horsepower. The motor springs they used were Trinity light tension (RC4032). "Trinity/RevTech Drops" (RC4040) were used on the brushes each time the motor was run to keep the commutator clean, and give that extra bit of speed off the line.

This motor and brush combination along with the Revolver 12p worked so efficiently that

Joel and Mike did not have to use their best battery packs in the "A" main, saving them instead for when they would really be needed. Joel ran his 2nd best battery in the main while Mike used his 3rd. They both were able to use packs with less run time but a higher voltage, because of how good their set-ups and driving skills were.

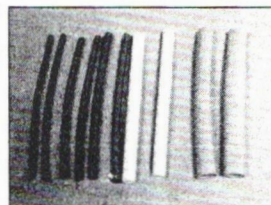
In Stock Scott Williams was the TQ using a Trinity Revolver 12p along with Trinity Team Pushed 1700 SCRC's. For brushes Scott used the new Trinity "Silver Furrow Face Stock Brush" that made more horsepower than any other brush.

CP

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Micro Wire Retainers # 3303

These small self-stick wire clips are designed to keep servo, battery and motor wires in place. Smaller than a dime, the mini clips anchor wires away from high frequency noise generated by today's speed controls.

Fluorescent hot pink color!
Eight clips included.

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5
COLORS



MOTOR MAINTENANCE CENTER

Part #6000

The Class Motor Maintenance Center (\$16.95 retail) is a convenient motor workshop that makes motor tuning much easier. The clip that holds the motor is superior to similar products currently on the market. Also, the stand has slots for custom brush cutting. You will also find a handy magnetic strip for organizing motor screw, springs, etc. The small fan, "Turbo Prop", is placed on the motor during break-in, this keeps the motor very cool.



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R & L Hobbies has a fully stocked hobby shop for gas and electric cars and trucks. We carry a full line of Team Losi, Associated, and Traxxas kits, parts, and accessories. If you like dirt racing you will like R & L Hobbies. In the future we will be racing gas cars and trucks. R & L would also like to hold a regional or national race sometime in the future.



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Kalamazoo, MI 49002
Phone (616) 323-3686
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3rd ANNUAL WINTER R/C OFFROAD CHAMPIONSHIP

IN CONJUNCTION WITH

16TH ANNUAL **MOTORAMA** ASSOC

INDOOR RACES AND SPEED SHOW PENNSYLVANIA FARM SHOW COMPLEX * HARRISBURG, PA FEBRUARY 18 * 19 * 20, 1994

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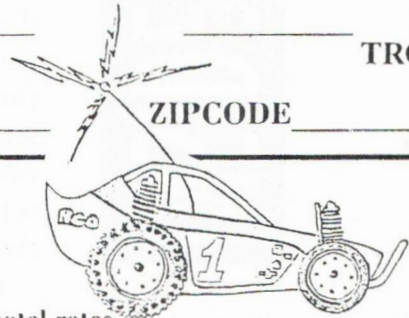
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CROWN



TROPHY

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6. All racers returning this pre-entry form will receive information on discount hotel rates.



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*** SATURDAY ***

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As I've attended many races all over the country, I have talked to countless people about building diffs. I've heard people say, "This thing took me an hour to do" or "It doesn't matter what lube I use, I still can't do it." Well, now you can do it - because I am going to go through step by step instructions on how to build a totally smooth and free feeling diff.

First, let's get all the things you'll need to assemble the diff. You'll need 2 drive rings (BL-5752), an axle, a right side hub (BL-3518) with ball bearings (BL-5454), a Bud's Racing Products diff end kit, 4/0 Emery cloth, a spur gear, diff balls (BL-5751) and Associated Diff Lube (Stealth or Regular).

First of all, I personally recommend running a pinned diff - but it doesn't make any difference in the smoothness of the diff.

Begin by cleaning all lubricants from the 2 diff rings. Even if they are new, clean all grease and oil off of them. Lay a strip of 4/0 Emery cloth on a flat surface, and rub one side of the first diff ring hard against the cloth for about 30 seconds. This will polish the diff ring. Do the same for one side of the other diff ring (polish only one side of each diff ring). Check the spur gear for any dirt, dust or plastic flashings. Insert the ball bearing in the middle of the gear, and put the polished side of the diff ring up on the axle. Slide the gear down the axle and into place. Put diff balls in every hole used for the diff ring. Now take some Associated Stealth or Regular Diff lube, and put a little on each diff ball. Now place the polished side of the other diff

Knows **BO** *R/C* How To Build A Killer Diff

ring on the balls, and insert the hub on the axle. Take the Bud's diff ends and install as instructed. Tighten the end nut, **JUST ENOUGH TO BARELY TURN** the opposite side. Now install the axle in your pod and find an old set of tires, and put the tires on both sides.

Now hold the spur gear with your left hand and spin the right rear tire. Spin it hard 15 to 20 times you should be able to see that each time you spin the tire, it spins more freely. Tighten the nut just a little, and spin the right rear tire 15 times. Repeat this until the desired tightness is reached. **DO NOT IGNORE THIS BREAK IN PROCEDURE** - this is the most important part of building your diff.

If you have any rough spots in the diff take it apart and check the diff balls, the spur gear, the bearings and the diff rings.

With proper care and depending on what type of racing you are doing, this diff should last you quite a while. See you at the track!

As I'm writing this, it's about 3 weeks before Christmas, and it's a good time for reflection on the past year. It has been a good year for BOLINK, as we hope it has been for all R/C enthusiasts.

We'd like to take this time to share some of the highlights of BOLINK'S 1993 racing season.

JANUARY - The DIGGER was first introduced as BoLink's kit made Just for Fun, and it has proven to be just that - a Lot of Fun!

FEBRUARY - BoLink's sponsored driver in the Mickey Thompson Stadium Series, Jammin' Jimmy Nichols, raced in the mud and rain (he loves it) at San Diego and finished 4th - his best run of the season!

MARCH - The Lexington Autodome held a 24 hour race - the FIRST of its kind - on March 6th. Each team had 4 members, and were allowed a total of 30 batteries, to complete 7,000 grueling laps. The Green Team drove BoLink's LTO to a second place finish!

APRIL - The 1993 Competition Plus U.S. Oval Masters Champ, David Davis, won the Novak 500 at Lake Whippoorwill Speedway in Orlando with BoLink's '92 Pontiac body and BoLink/BSR tires.

The LTO Pro made it's debut on April 15th. Featuring an all new independent front end with

adjustable caster and camber, a rear end with 2 ball suspension and adjustable silicone dampeners for side to side movement, and a 1/4" diameter graphite hinge for fore and aft movement, this car allows all the possible adjustments you need to drive like a Pro! BL-1385 LTO Pro Oval Racer. Craig Perry, BoLink race team member and design consultant on this new car, came in 6th at the Novak 500 using a prototype!

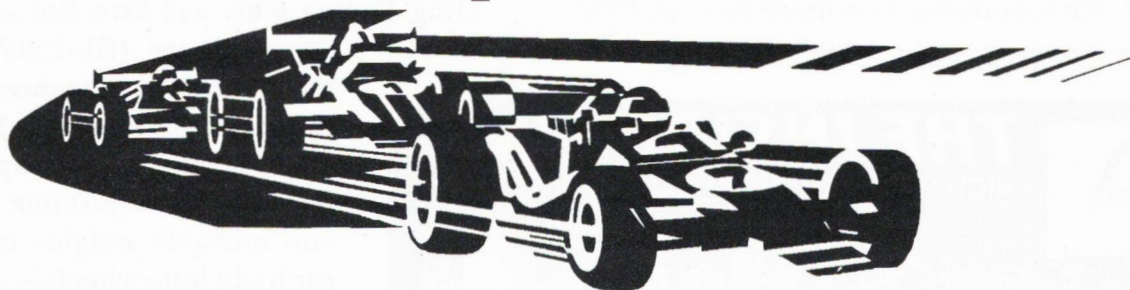
MAY - Bob Light TQ'ed and won the 4 minute Pro Mod at Arkansas International Speedway with our newest car the LTO Pro, and our wind tunnel tested '91 T'Bird. He also won their "Enduro" type race with the same winning set-up. Look out for Bob - he always travels at the speed of Light!

Jaime Woosley won the Enduro at Indydrome with our LTO Pro, BoLink/BSR tires and our '91 T'Bird body.

JUNE - Tim Lanier won the ROAR Region 3 Oval Championship using our LTO Pro BoLink/BSR Radials, and the '92 T'Bird body. Craig Perry's LTO Pro finished 2nd, right behind Tim. 30 out of

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INSIDE THE INDUSTRY

40 bodies in the A Mains were BoLink's wind tunnel tested bodies including all 10 in both stock and modified 1/12 classes.

At the halfway mark of the MTEG season, Jammin' Jimmy Nichols is running 3rd in overall points.

JULY - It was a 1-2-3 finish for the Green Team at the Arkansas Mellow Yellow 400, for BoLink's LTO Pro QC car. Bob Light was 1st, followed by Jeff Ball (who

was leading at the half) and 3rd went to David Johnson. All on the great mileage and durability of BoLink/BSR Radials.

In big car news, Jammin' Jimmy moved up to 2nd place overall in points in the MTEG series, after a terrific driving performance in Salt Lake City, Utah.

AUGUST - Chris Schneider became the Region 5 Oval Champ, with BoLink's '92 Pontiac body (BL-2310). What body has won more races in 1992

and 1993 than any other? HINT: It's from BoLink, it's the 1992 model, it's wind tunnel tested, and it's spelled P-O-N-T-I-A-C!

SEPTEMBER - Team BoLink and the new LTO Pro shines at the NORRCA Nats at Arkansas International Speedway! Larry Bradshaw won 1/10 Amateur Mods. Bob "The Bullet" Light won the 400 Enduro - and the Halfway Challenge! Bob credited his motor man, John Lee, with his victory, and awarded John his Halfway Challenge trophy for his hard work. Tommy Rhea won 1/10 Expert Stock with an LTO SS chassis. In 1/12 scale, David Johnson reigned supreme by winning the 1/12 Expert Mods and going on to become 1/12 National Champion!

OCTOBER - The Fastest Tires in the World! BoLink's BSR Excel Series Tires reached a speed of 87.5 MPH in the Insane Speed Run at the R/C Thunderdrome, piloted by Joe McGregor. Joe also won the Pro Superspeedway with BSR/Excel tires, and BoLink's brand new '93 T'Bird body, with roof rails and add-on rear spoiler (BL-2302).

NOVEMBER - BoLink's sponsored driver in the Mickey Thompson Series raced his Super 1600 in Candlestick Park for the Grand Finale Race of the 1993 season. Jammin' Jimmy Nichols qualified 2nd, then won his heat and finished 3rd in the main - to end up 2nd Overall in the MTEG 1993 Points Championship! That's Jimmy's best season since his 4th 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!

Drag Racing Fans will love BoLink's new Pro Street Racer (BL-1347), patterned after Pro Stock drag racers seen across the country! It uses a 2 plane rigid chassis with front suspension, and features an adjustable wheelie bar and movable weights to enable this car to do long wheelies, or stay on the ground - and go fast!!

DECEMBER - Thanks to everyone who helped make 1993 a successful year for BoLink. We wish all of our friends and associates a Merry Christmas, and a Happy and Prosperous New Year!

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Coming Full Circle, Part 2

The 1993 Pioneer Electronics Keystone Nationals

*By Matthew Wojtkowiak, Jr.
With Matt Wojtkowiak, Sr.*

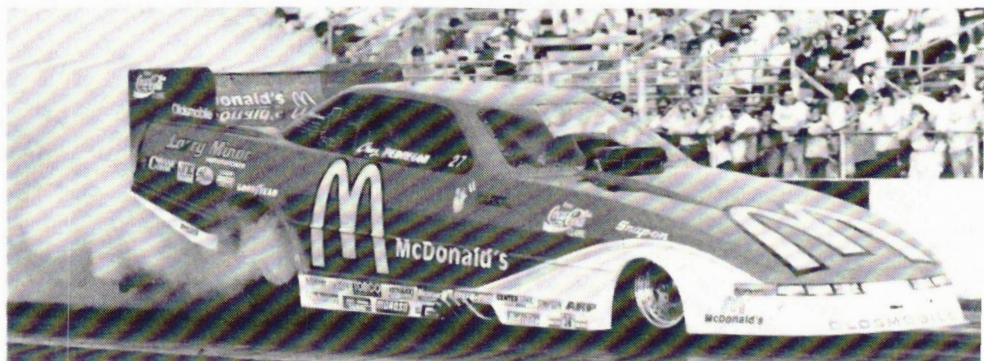
Photos By:

*Matthew Wojtkowiak, Jr.
Matt Wojtkowiak, Sr.
Auto Imagery, Inc.*

Mid September in eastern Pennsylvania can only mean one thing to the hard-core drag racing fan, the return of the National Hot Rod Associations 9th Edition of the Pioneer Electronics Keystone Nationals Championship Drag Racing Extravaganza! Unfortunately, when the racers came to beautiful Maple Grove Raceway, so did the rains.

Opposite: (Left to right) Bill Corwin, Matthew Wojtkowiak and Andy Maurey.

Top: Fuel Funny Car winner John Force launching his 5000 horsepower, nitro-methane fueled, supercharged entry. Bottom: Cruz Pedregon in his McDonald's sponsored Funny car.





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Top: Pro Stock racer Mark Pawuk in his Summit Racing Equipment entry. Bottom: Chuck Etchells made drag racing history as the first Fuel Funny Car driver to crack the 4 second barrier.

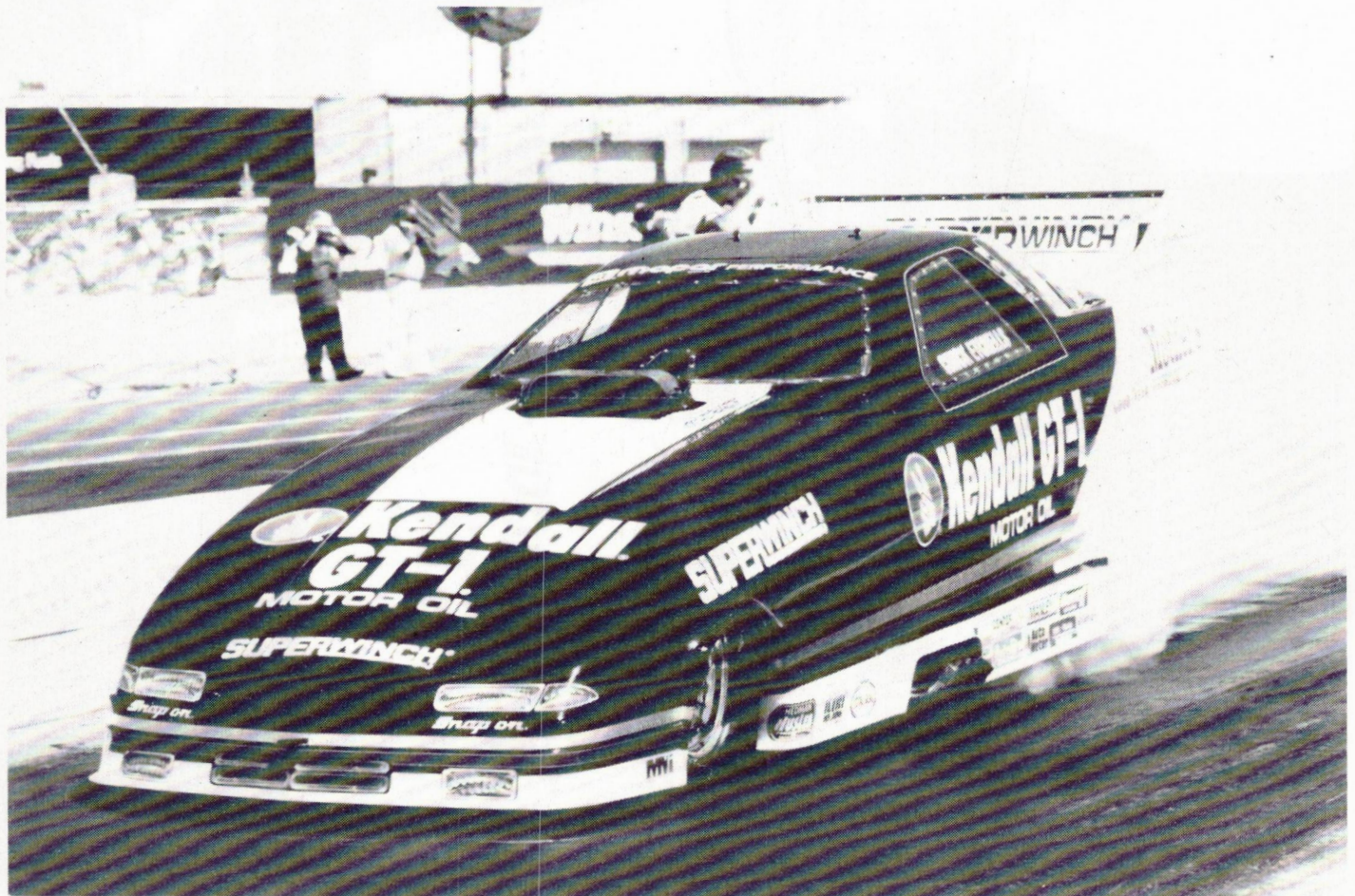


Just like R/C racers, the drag racers are a hardy bunch, they can wait almost forever to race, and wait we did! Thursday's scheduled sportsman qualifying was washed out; Friday's qualifying was nearly washed except for the Pro-Stock Motorcycles; and, Saturday didn't begin much better. The rain continued throughout the morning. The buzz in the press box and pit area was, will the event be postponed? But, finally, the weatherman assured the officials that

a break in the rain was on its way. By mid-afternoon, the track was readied for action. Keep in mind that I was to watch the Professional classes during the event. This year though, there was an addition . . . Pro-Stock Motorcycles would see action along with the mighty Top Fuel Dragsters, Fuel Funny Cars and Pro Stock Cars.

Originally, the event was

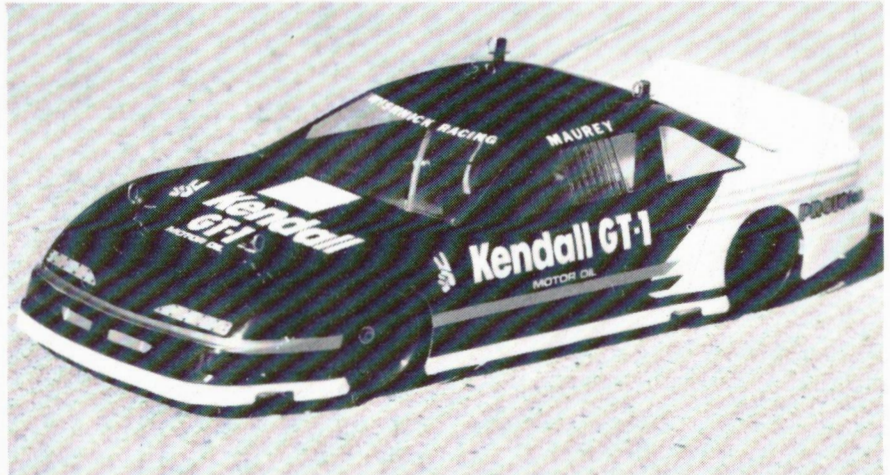
scheduled to have four rounds of qualifying for the Pros but with the rain delay the officials were hoping to run at least two rounds. As the crews readied their cars for their first assault, crew chiefs were very careful not to overpower the track, opting to be conservative and get into their respective sixteen car field. A mistake here could end in a DNQ. There is something



to be learned from that thinking that can certainly apply to R/C qualifying. Scott Kalitta would lead the charge in Top Fuel with a laid back 4.878 second, 292.87 mph run that put him as the early TQ. I said laid back because the expected performances for Top Fuel was mid 4.7 second range at 300 plus mph. John Force was the first round TQ with a mild 5.152 second, 284.62 mph charge in Fuel Funny Car. This is the track that was expected to produce the first "four" second or 300 mph run for a Funny Car. Warren Johnson put his Pro Stock Oldsmobile up front early, once again, with a soft 7.165 second, 193.21 mph pass. Expected runs in the 6.9 second range at 200 plus mph would come only if everything was "just right". Pro Stock Motorcycle would have an interesting situation, the TQ after the first session would also be the first event record-holder. Remember, this was the first time the bikes competed at this event. John Myers would hold that honor after his pass in 7.719 seconds while John Smith would be the mph record holder at 174.08 mph.

With a minimum of time to prepare for the second round and probably the final round of qualifying, the crews turned up the power in their cars to see what the track could hold. Once again, Scott Kalitta blasted down the track and TQ'd the Top Fuel class with a quicker 4.846 second, 290.79 mph run. The favorite for the TQ honors in Funny Car was the likable John

R/C At The Keystones



Prior to the event, I decided to paint a great looking Protoform Pontiac body, supplied by Dale Epp of Protoform, to look like the Kendall GT-1 Motor Oil Team Cars of Chuck Etchells, Frank Manzo and John Asta. During the long rain delays, I had the opportunity to display the car and spend several hours at the Kendall booth in the manufacturer's midway. The folks from Kendall were impressed with the interest that was shown in R/C and the many fans that knew a great deal about our sport. Kendall Team driver John Asta said, "That's the most "tricked out" car I've ever seen!" The car . . . is a much modified Associated 10LSS equipped with products from Mad Boss R/C, Irrgang R/C, Team SLC, Coopers R/C, Hobby Workshops, Tekin, Novak and Kyosho. The car and driver are regular competitors in ROAR's Region 2.

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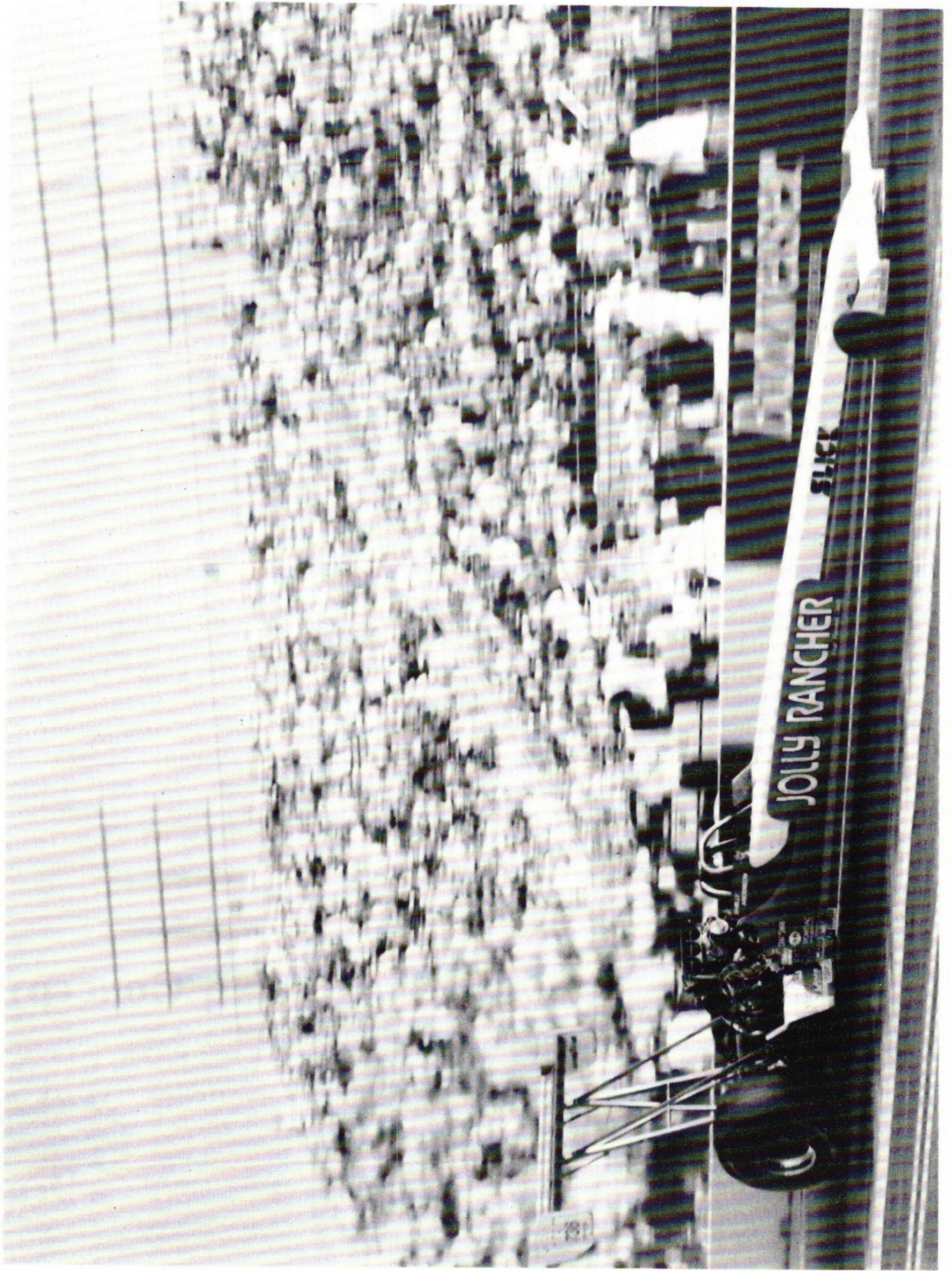
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Force, that is, until Chuck Etchells rolled his Kendall GT-1 sponsored machine to the line and tried to rotate the earth with an awesome 5.061 second, 292.20 mph shocker! Etchells set both the e.t. (elapsed time) and mph event records and took home the \$4,000 TQ check. When Chuck was asked if they were "going for it", he said, "Tim (Richard's Crew-Chief) said we were playing safe, not too aggressive, but when we fired-up for the run Tim just smiled. I knew then . . . he lied to me!!" John Force qualified second with a 5.109 effort. Warren Johnson held onto his TQ position in Pro Stock while going even quicker at 7.141 seconds. John Myers would remain the TQ in Pro Stock Bike, his first run held up for the honor.

Talk about change . . . Sunday morning broke clear and sunny, a beautiful day for racing. Our first stop though was at the Racers For Christ non-denominational church service conducted by NHRA Chaplain Ken Owen. Afterward, a shortened prerace ceremony took

News Flash! Etchells Makes Drag Racing History!

Fuel Funny Car racer Chuck Etchells, driving the Kendall GT-1 Superwinch, Mothers Performance, Dodge Daytona made drag racing history two weeks after the Keystone event when he became the first Fuel Funny Car driver to crack the "Magical 4 second barrier" when he recorded a 4.987 second blast during qualifying at the National Hot Rod Associations, Sears Craftsman Nationals at Heartland Park, Topeka, Kansas. Etchells won an additional \$25,000 for his, "First In the 4's" performance. His weekend was completed by winning the event. Afterward, Etchells said, "There will be other wins, and record times are made to be broken. I mean, who knows what times we'll be running in two or three years. But there will never, ever, be another "First In The 4's" in the Funny Cars. I will always be the first guy who cracked the barrier in this class".

Not to be overshadowed, Jim Epler drove his Rug Doctor sponsored Olds Cutlass through the only other major barrier for Fuel Funny Cars when he recorded the first ever 300 mph run in eliminations when he tripped the clocks at 300.40 mph.

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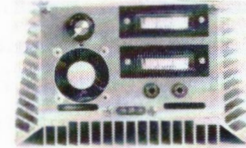
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place, then the first round of eliminations began. As is the normal practice, the Top Fuel cars were first. Eight pairs of the 5000 horsepower, supercharged, nitro-methane fired monsters would entertain the 52,000 race fans (a one-day record for this event). Eddie Hill, driving his bright yellow Pennzoil sponsored "Nuclear Banana" and current series points leader did not disappoint his fans, he beat Jim Head to advance to round two. Hill could clinch the Winston Championship if he were to win this event. Hill's closest competitor, Kenny Bernstein, lost in his first round race with Michael Brotherton. Bernstein, though running quicker (4.93 seconds to Brotherton's slower 4.96 second run) lost on a holeshot when Brotherton got off the line quicker (reaction time to starting light). Major upsets were made when TQ Scott Kalitta lost to Don "The Snake" Prudhomme, '92 World Champion Joe Amato lost to Cory McClenathan, Ed McCulloch, driving the McDonald's fast food sponsored entry, lost to Pat Dakin. Tommy Johnson Jr. lost to the only female driver in the event, Shelly Anderson, driving the Jolly Rancher Candies sponsored car. The path looked clear for Eddie Hill to clinch the title. Round two winners included newcomer Andy Woods driving the Taco Bell Express entry of baseball great Jack Clark. Shelly Anderson advanced by beating Pat Dakin when he broke on the starting line, Mike Dunn beat

Cory McClenathan and finally, Eddie Hill continued his winning ways by besting Don Prudhomme. In the Semi-Final round, Mike Dunn drove around Andy Woods to advance to the championship round while Eddie Hill's day ended in defeat at the hands of Shelly Anderson when he lost traction and smoked the tires. That loss would end Hill's hope of clinching the championship at least until the next event. In the Top Fuel final, Mike Dunn was shown the way to the finish line by Shelly Anderson, 4.984 seconds, 281.42 mph to Dunn's 4.993, 278.48, recording her first-ever win in Top Fuel. Anderson became only the fourth woman to record a victory in an NHRA Pro Class National event. The other three were Shirley Muldowney, Lori Johns and Lucille Lee.

In direct contrast to the Top Fuel first round eliminations, the Funny Car "Big Guns" all advanced in round one. TQ Chuck Etchells beat number 16 qualifier Pat Walsh, points leader John Force bested Paul Smith while Al Hofmann, Freddie Neely, Jerry Caminito, Cruz Pedregon, Kenji Okazaki and Gary Cellone also advanced. With the field narrowed to eight cars things were about to get tough. TQ Etchells beat Cellone for the good news, but his performance fell off drastically to an off-pace 5.31 seconds for the bad news. John Force on the other hand was picking up the pace beating Okazaki with an awesome 5.14 second

clocking. Freddie Neely put Pedregon on the trailer when Pedregon lost traction and smoked the tires and Al Hofmann defeated Jerry Caminito with the second quickest time of the round with his 5.22 second clocking. In the Semi-Final round, Chuck Etchells' day would come to an end at the hands of Al Hofmann when Etchells became much too aggressive in the tune-up and overpowered the track slowing to a 7.99 while Hofmann repeated with another 5.22. Freddie Neely's day ended when John Force put down the best run of eliminations with a great 5.13 seconds to Neely's 5.50 clocking. That run by Force also clinched the Winston Championship for him and would relieve the pressure allowing a clear path to victory of this event. The final round matchup between Force and Hofmann was awesome. At the "go" light, Force lit up the sky with roof high nitro flames and crushed Hofmann with the quickest run of the eliminations recording a 5.102 seconds at 291.63 mph to Hofmann's 5.303 seconds, 258.54 mph.

Pro Stock would have a few interesting twists. The way the ladder was set up, TQ Warren Johnson might meet his son Kurt in the final round if things went well. First round performances would lead things in that direction. Johnson, the father, drubbed Jim Yates' 7.441 second, 181.96 mph pass with a 7.090 second, 195.18 mph shocker. Would we see the first

sub-seven second run?? Johnson, the son, was busy showing Rickie Smith the way to the finish line with his 7.106 to Smith's 7.180. Other first round winners included Mark Pawuk, Lewis Worden, David Rampy, Steve Schmidt, Mark Thomas and Mark Osborne. Warren Johnson, the current Winston Champion and current points leader to repeat, looked like the favorite again. Could Mark Pawuk end his day in the second round? Pawuk did everything he could in his attempt including a .07 second hole shot, but the power of Johnson stopped Pawuk with a 7.121 clocking to Pawuk 7.200. Son Kurt was given a gift when Lewis Worden wasted a great 7.137 clocking when he foul-started giving Kurt Johnson the win with a slower 7.161. Osborne defeated Rampy while Schmidt beat Thomas. Semi-Final pairings would have Mark Osborne trying to stop Kurt Johnson while Steve Schmidt would have his shot at Warren, a mighty task! Not surprising, the two Johnson's won and would meet in the final for

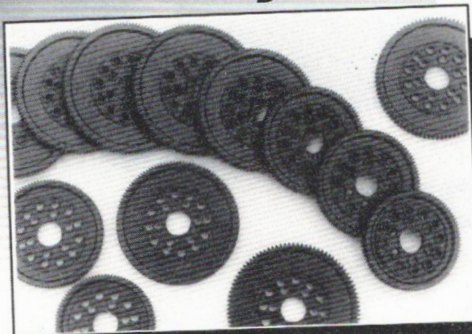
the fourth time this year. Father against son. All previous match-ups going to the senior Johnson. When father and son rolled to the starting line, the crowd was on their feet. Both drivers staged carefully with a flash of green they were off with almost identical reaction times, within .001 second, .451 for Warren, .450 for Kurt. Side by side down the track to the finish, so close that only the electronic clocks could detect the winner. With a flash of the win light, Kurt finally defeated dad, Warren, with a 7.060 second, 194.34 mph blast to Warren's 7.078 second, 194.93 mph Kurt was in his glory!

As mentioned, this was the first time the Pro Stock Motorcycles have raced at the Keystones. Defending World Champion John Myers was trying to regain his points lead that he lost to David Schultz at the previous race, the U.S. Nationals. Schultz had other ideas. In his first round matchup with Lance Boyer, Schultz reset the national E.T. (elapsed time) record with a jaw dropping 7.598 second,

181.85 mph blast. John Myers would win his race with "Pizza" John Mafaro, 7.863 seconds to a slowing 8.300. Other first round winners included, Byron Hines over Ron Ayres, Kerry Larkin over Michael Phillips, Russ Nyberg over Domenick Marciano, Steve Johnson over George Bryce, Hector Arana over Rickey Gadson and finally Paul Gast over John Smith. Myers and Schultz went round for round until their matchup in the final. Myers (clearly the performance underdog would have to squeeze the tree [get a good reaction time) lost in his bid for the win by a foul start. Schultz would cruise to victory with 7.661 second, 174.04 mph clocking.

Despite the weather, the NHRA, Maple Grove Raceway and the racers completed another great racing event. There's lots to learn and do at an NHRA event, so if you find yourself with a weekend free when the NHRA traveling show comes to your part of the country, make a point to go . . . you won't be disappointed!

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PROCAR

'93 WORLDS

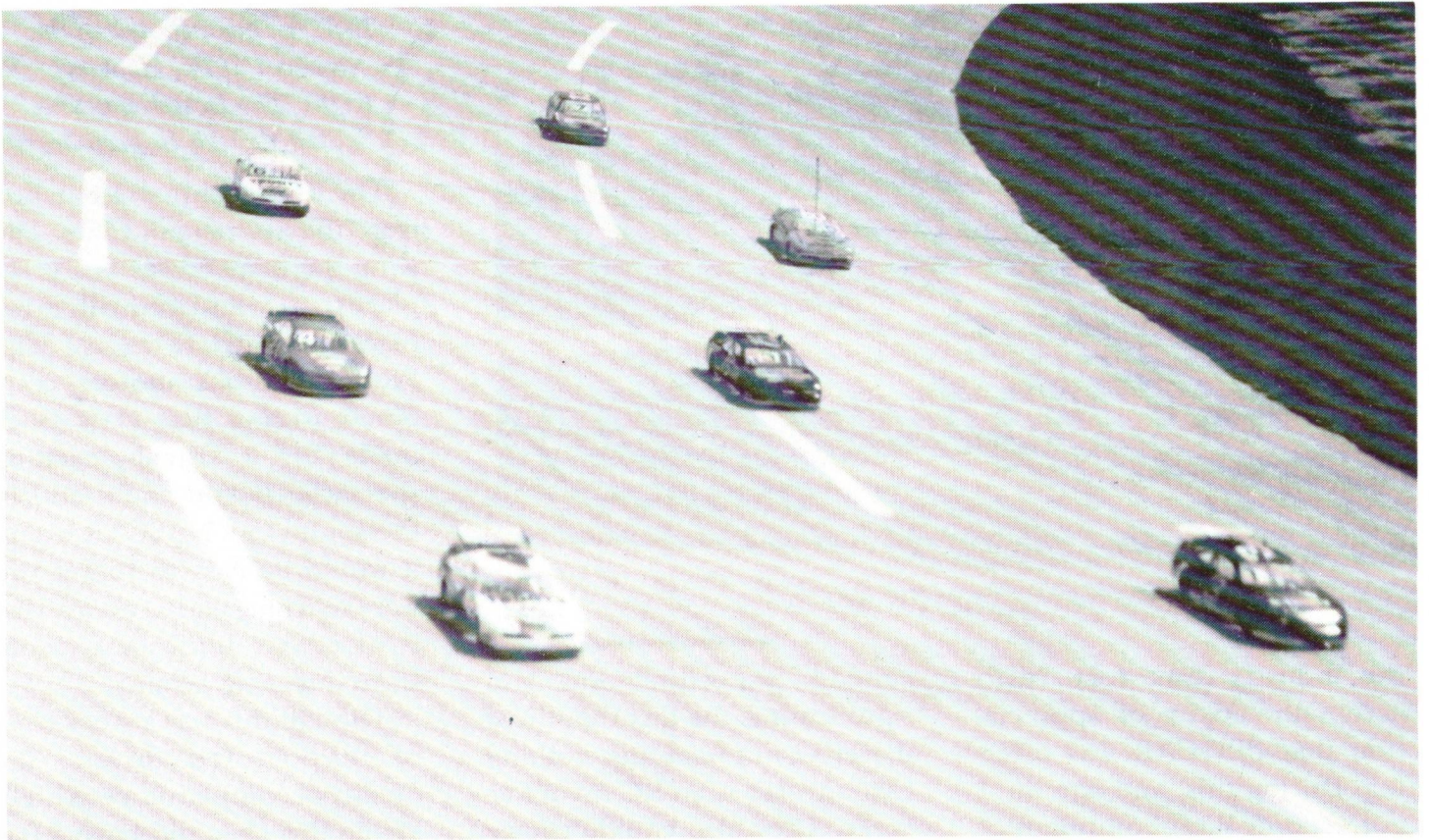
By Bill McCall

I have had the privilege in this magazine to bring you product reviews, editorial opinions, and race reports. Never before have I had the chance to do all of this in one article. The assignment I was given was to cover the 1st PROCAR World Championships.

First and foremost there was some pretty high caliber racing going on in King, NC on the first week in October. That covers the race report.

Next, this was the culmination of the first season of a new organization in RC racing, PROCAR. In that sense I thought of this as an opportunity to do a product review on PROCAR. Unlike ROAR and perhaps like NORRCA, PROCAR is very definitely a product. Which leads me to the final part of this story, the editorial opinion. As you read this story I hope it will be clear to you where each aspect begins and ends.





As I arrived at King Super-speedway at PC Hobbies in King, North Carolina, PROCAR's founder, president, chief cook, and bottle washer, John Thawley was giving his driver's meeting. Over the last 5 years or so there hasn't been a more talked about personality, in the RC world than John Thawley. I first got to know John from his days as a leading member of SEMROCC. I was also a racer in what was ROAR Region 3 where John was the Region Director when I came in this sport. On that familiarity,

and my dealings with John through this magazine and my dealings with John on Compu-Serve's Modelnet Forum, I feel comfortable giving you some editorial opinions on John and his new venture. In the end however, it will be up to you, the racer, to decide for yourself whether or not PROCAR will survive and possibly flourish.

The first part of John's driver's meeting was a recognition of the sponsors which helped PROCAR complete its initial season. Several key figures in

Opposite: The Pro A main field featured many of the worlds best drivers. Left: John Thawley, the man behind PROCAR, brings a long history of race promoting with him to each race. He's been involved with every type of event, from the club level to world events. If John keeps dressing this way he'll also be known as the GQ man of R/C. Top: The PC Hobbies circuit is a favorite among racers from across the country. Its surface and wide track area makes racing the course an exciting experience.



Left: An overall view of the tri-oval at PC Hobbies.

Right: The Doseck machine awaiting tech inspection.

this industry came forward to accept the token of appreciation that PROCAR was offering. During this, and late on, I got my only disappointment of the weekend. Several times during the weekend John made remarks over the public address system that showed he still holds some bitterness towards ROAR and some of his adversaries in our hobby. So much for the editorial opinion, at least for now.

PROCAR's initial season was billed as a \$25,000 paved oval series. Some of that was given away in several "Nationals" held around the country that qualified these drivers for the Worlds event. The drivers would compete in three classes. The first class carries a name familiar to most racers, Sportsman Class. This class was like others of the same name in that the drivers are non-sponsored and running a stock class motor. In this case, PROCAR has its own 21 turn stock motor which seemed well

suited to a speedway oval. Also significant is the fact that these driver's can't wear any clothing that advertises an RC manufacturer. They also couldn't have any RC decals, other than the supplied block of official PROCAR sponsor decals, on their car bodies.

Next came the Formula America class, which in a word could be called Modified. The third and final class is the Pro-Class. For the initial season a group of established drivers with an impressive list of championships was invited to join PROCAR's professional class. Other drivers were voted in.

I have always agreed with John on the idea of separating the factory teams and the rest of us in the stock class at National events. Everything I saw at this event reinforced this idea in my mind. The racers that I talked to also liked the idea. Interestingly, a little less than half of them hoped to some day compete in the Pro Class.

The first qualifiers I watched were the Sportsman Class. The King Superspeedway is a great place to race and a equally great place to watch a race. The PROCAR stock motors combined with a first class track made for a visually exciting spectacle. If you could add in the sound of a NASCAR event, it would be easy to forget you were watching an RC event. That is of course until an accident started tearing lexan.

Though this was a stock class of unsponsored drivers, the quality of competition was high. While this class did have a few spin outs at the start, and a few out of control cars, the Sportsmen field did show itself to be a quality competitive field. These ladies and gentlemen did a good job of showing the immense amount of skill that super speedway racing requires. It's a lot more than just going fast and turning left. And this comes from an off-road guy!

My last perception of the Sportsmen Class was the speed of the cars. The PROCAR stock motors were extremely fast. While there was a noticeable difference between these motors and the modified motors of the other two classes, these are no wimpy motors. I believe these motors, being faster than other stock classes, give the racer more of the thrill of speed without the expense of modified. This stock motor was fast enough to push a



driver's skills without requiring the ultimate in batteries to support. Score one point for PROCAR.

The Formula America drivers were the next to show their skills. Again I was impressed with the skill needed to push these lexan missiles around the track along with 7 or more other drivers and still maintain control. Top to bottom, I didn't see any drivers who didn't belong. That speaks well of the qualifying system that this organization used this year.

Finally, the PROCAR Professional Class for this event was talent rich. Well known oval drivers such as Chris Doseck, Joel Johnson, Ralph Burch, and Tony Neisinger certainly added credibility to the title they were all shooting for. Watching these titans battle on the banked oval was a lesson in subtlety and patience. Watching these guys make minor corrections to avoid accidents and taking several laps to set up a single pass did wonders for the observer learning the techniques of oval racing.

I'm sure these traits weren't lost on the racers in the other classes.

Getting back to the qualifying, I listened intently to John's announcing of the racing that was going on. Announcing a race is an area where John is at his best. A couple of times during the early part of a race, John would announce the projected pace the leader was on. Given we were racing for more than 4 minutes on a track where the average lap was 6 seconds, I wondered how John could calculate that fast.

Stepping into the PC Hobbies scoring booth I discovered John's secret. B&B Autoscore is the official scoring program of PROCAR. It was here I learned that the latest release of this scoring software automatically calculated the leader's projected finish. John, who has significant input to the program's author, demonstrated the package. Covering many races for this magazine I have seen many race control software packages. As a person who scores races on a regular basis, I have some experience

in evaluating them. From the standpoint of running an actual race from the scorer's perspective and that of an announcer, this software is probably the best available for Super-speedway racing.

The racers went through 4 rounds of qualifying on Saturday and one final round and the main events on Sunday. The heats were seeded in a manner that had the best racers spread throughout the field. John's opinion, one in which I have to agree, is not to put all the top racers in the A or B qualifiers. For this event, the board was set using PROCAR's standings from its first season. Each heat has one or two racers from the top, middle and lower portion of that qualifying list. This tends to even out the competition while giving everyone an equal opportunity. I think this method of setting the board is a good one for MOST forms of RC racing.

Watching the qualifying was even more interesting in the later rounds as almost every racer found ways of getting faster. In the Pro Class Chris Doseck set the early pace with a 39 lap run. John predicted that a new track record of 40 laps would be made before qualifying was over. It was Trinity designer Jim Deiter who was the first to break that barrier. Later Chris would also make 40 laps but he would fall just short of Jim's TQ time. The rest of the A Main would fall in with very low 39 lap runs.

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top 8 drivers were automatically put into the A Main. Only the next 6 drivers were put into the B Main. From the C Main, the top 4 drivers would "bump up" to the B Main. From that B Main, the top 2 drivers would make the A. One reason for that is to allow the driver who may have had a bad weekend to have one last shot at making the A Main. John also told me that it was a way of keeping all the professional drivers racing until the end. I'm sure many of you have seen top quality drivers pack up and go home if they qualify in the C. That can be a real insult to the drivers who are proud to have made the C Main.

The Sportsmen mains were the first to complete a fine weekend of racing. In the A Main, TQ Art Lucas took advantage of the pole position and jumped out in front early. Craig Martin, who started in the 2nd row, started slower, but once moving he had a terrific 2nd lap which put him on Lucas' rear bumper where he would remain for the first half of the race. The number 3 qualifier Richard Bostic started, ran, and finished third. This made the race easy to watch as Martin and Lucas battled up front. One driver was faster for a couple of laps, then the other would show some speed, but they never got more than a second apart. At lap number nine Martin passed for and held on to the lead.

For the record, the Sportsmen A main drivers were awarded gift certificates good for RC purchases in the follow-

ing amounts determined by order of finish from 1st to 10th:

1st - \$500

2nd - \$200

3rd - \$125

4th - \$75

5th through 10th - \$50

The Formula America class was next to complete their mains. While the Sportsmen class was fun to watch, these modified races were very exciting. The sheer skill it takes to stay out of trouble, set-up and later complete a pass on a track of this type is truly awe inspiring.

During the qualifying for this class, one heat stands out in my memory. Mr. Thawley swears that it was coincidence that these three guys were seeded into the same heat, but it seemed strange that in every round that Mr. Irish, Booze, and Flow would run in that order. And each time John would say, "Once again we have Irish booze flowing!" Two drivers from that heat would make the A for the Formula America class. And what an exciting main that was.

The previously mentioned Jeff Irish jumped quickly off the line to grab the lead. TQ Rob Cutman drafted Jeff "NASCAR Style" for the first 5 laps while John Themelis steadily worked his way up from the back of the grid. One mistake cost Jeff his chance at the title as Rob and John went by. At that point Brian Booze broke out from the middle of the pack to move up to third. But from the sixth lap on Rob Cutman was perfect. The battle for second took

enough out of both drivers that once Brian Booze took control of 2nd place, he didn't have enough time to catch Cutman, but he sure made it look good finishing .22 seconds behind Rob.

To win this modified class and to take home a major pile of the cash, Rob Cutman drove an Associated 10LSS powered by an East Coast motor using Hot Shot Sanyo cells. His car was controlled by a Futaba radio and Novak electronics. TRC tires kept Rob glued to the track. The 10L was by far the dominant chassis in this class. East Coast motors put 3 drivers in the A along with one each for Parma, Twister, Cam, Mighty Motors, CEB, Phantom, and Litespeed. Six out of the ten A Main drivers used Tekin ESC's and receivers while the other four were Novaks. The 411G and 410HPC seemed to be the models of choice to deliver the power to these power hungry cars. The biggest domination in the class was TRC who supplied the tires on every car in the A Main.

The Pro Class mains had some additional opportunities to make the A Main. Only the top 8 drivers would qualify for a guaranteed spot in the main event. The next 6 drivers would qualify for the B Main. From the C Main, the top 4 finishers would bump up to the B Main. From that B Main, 2 drivers would bump up to the A Main. To me the obvious intent was to allow racers who had a bad weekend one more shot at making the big show.

In this case, it almost did allow a real Cinderella story. Ernie Bucci out of Orange Park, Florida bumped himself up from the C all the way to the A. The Pro A Main promised to be an exciting race. TQ Jim Deiter and Chris Doseck had track record 40 lap runs. Joel Johnson, who had been dominating on-road lately couldn't be counted out.

Of course, there were 7 other guys who wanted to be the first ever PROCAR Professional Class champion and take home a \$5,000 first place purse. At first the race looked like it was going to be a run away. TQ Jim Deiter shot out in front early and nailed down several low 6 second laps. The crowd was astonished as once Jim warmed up he started turning in sub 6 second laps.

Most expected a dog fight

between Deiter and Doseck, the weekend's only 40 lap racers. Jim lived up to his half of the bargain, but Doseck was the victim of a first lap mistake and spent the rest of the race working his way back through the field. Early on it was Tony Neisinger that battled to stay up with Jim. He would stay close for 3 minutes, but his lap times would start to rise in the final quarter of the race, and his threat ended on lap number 31.

As Neisinger faded, Joel Johnson moved past Ralph Burch and then Tony to put himself in second at the 3:10 point. On the very next lap, Joel made one good move and Jim Deiter had no choice but to move outside and relinquish the lead. That was on lap 32 and from then on Joel had only to remain consistent. Joel's lap

times from one lap to the next, never varied by more than .1 second. Joel did hold on and ended up with an average race speed of 45 MPH. Joel was among the leaders all weekend, but come main time, his skill and preparing showed him as the World Champion that he is.

Joel Johnson's out of the pack win brought to an end the first season of PROCAR. It's time to slip back into editorial mode again. This particular event had great racing with lots of great competition. How much of that can be attributed to the fine folks at PC Hobbies? They do put on good races in King, but from what I could tell from one event the racers in the Amateur classes like the format. The money didn't have the negative effect that many people would have forecasted. Other racing



PROCAR's Pro Champ Joel Johnson had to be pleased with his victory and his \$5,000 check that went along with the victory.

organizations have less notable beginnings.

Will PROCAR succeed? I think that will be decided in the second season. The racers that I spoke to were all enthusiastic. I suppose PROCAR's fate may lie with the manufacturers who are the organization's sponsors and John's ability to hold them and attract other manufacturers to their group.

I spoke to several of the sponsors from this first year. One sponsor was unsure if they would be back next year. Their main problem was that PROCAR didn't provide the exposure outside of the hobby that they hoped would bring new racers and in turn more customers.

I spoke to several other sponsors and they were more enthusiastic. Each expressed that some problems occurred, but PROCAR was quick to address these problems in their eyes. Most of them said they would be back next year.

From my own personal observations, I was impressed with the final race, which was the only one I attended. I think credit has to go to John for making it through this first year. This was a big endeavor. I personally believe that there are many good things about PROCAR and it has potential to be an economic asset to the RC industry.

Another thing to watch will be PROCAR's expansion into Off-Road racing. PROCAR was wise to choose super speedway racing for its initial endeavor. John knew he had the backing of a major player in that area and this brought others on board. If a professional class in off-road is to succeed it will have to attract that major players. Right now there are two such major players in off-road. They are, of course, Team Losi and Team Associated. While I have not specifically spoken to anyone at either team, I would not expect Team Associated to participate. That would make Team Losi's participation another indicator to watch.

On the other hand I'm guessing that John would say that neither team is essential to his success. If he is able to recruit sponsors and establish prize money, that will probably be the major thing needed to keep PROCAR going through and past 1994. On a personal note, I wish John all the luck in the world. I admire him for defining what he wanted to do and getting it done. He is capable of putting on good racing and that is what racers want, beyond all else, including politics. If a PROCAR event is held near me I wouldn't hesitate to give it a try. Of course, I will continue to support ROAR as well as NORRCA if the opportunity presents itself.

SPORTSMEN CLASS

A MAIN

- 1st - Craig Martin
- 2nd - Art Lucas/TQ
- 3rd - Richard Bostic
- 4th - Harold Bostic
- 5th - Chris Harrington
- 6th - Phillip Cooper
- 7th - Aaron Brown
- 8th - Howard Baird
- 9th - Tony Baldwin
- 10th - Jamie Tennies

FORMULA AMERICA

A MAIN

- 1st - Rob Cutman/TQ
- 2nd - Brian Booze
- 3rd - John Themelis
- 4th - Tony Lavoie
- 5th - David Davis
- 6th - Jason Alderman
- 7th - Kirby Hand
- 8th - Troy Desmarais
- 9th - Jason Houser
- 10th - Jeff Irish

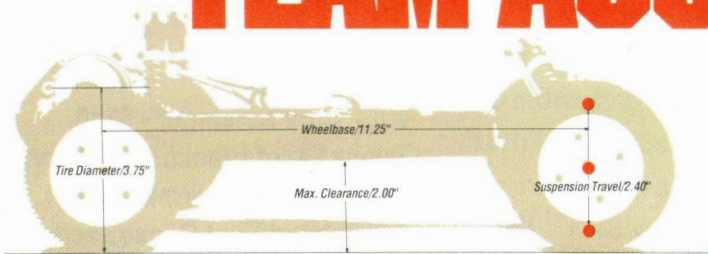
PRO CLASS

A MAIN

- 1st - Joel Johnson - \$5,000
Trinity/Trinity/Trinity
- 2nd - Jim Dieter - \$1,500
Trinity/Trinity/Trinity
- 3rd - Ralph Burch - \$750
Hyperdrive/Cam/PTI
- 4th - Gary Warren - \$500
Hyperdrive/Cam/PTI
- 5th - Chris Doseck - \$250
Trinity/Cam/Cam
- 6th - Tony Neisinger - \$250
Trinity/Point Blank/Point Blank
- 7th - Dave Timmerman - \$250
Associated/East Coast/Reedy
- 8th - Craig Carey - \$250
Hyperdrive/Cam/PTI
- 9th - Mike Boylan - \$250
Trinity/Trinity/Trinity
- 10th - Ernie Bucci - \$250
Trinity/Trinity/Trinity



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a winner from the start is what has produced an unparalleled nine IFMAR World Championships for the Team. Every component of every Associated race car is engineered and competition-tested until there is no competition....it's the very best.

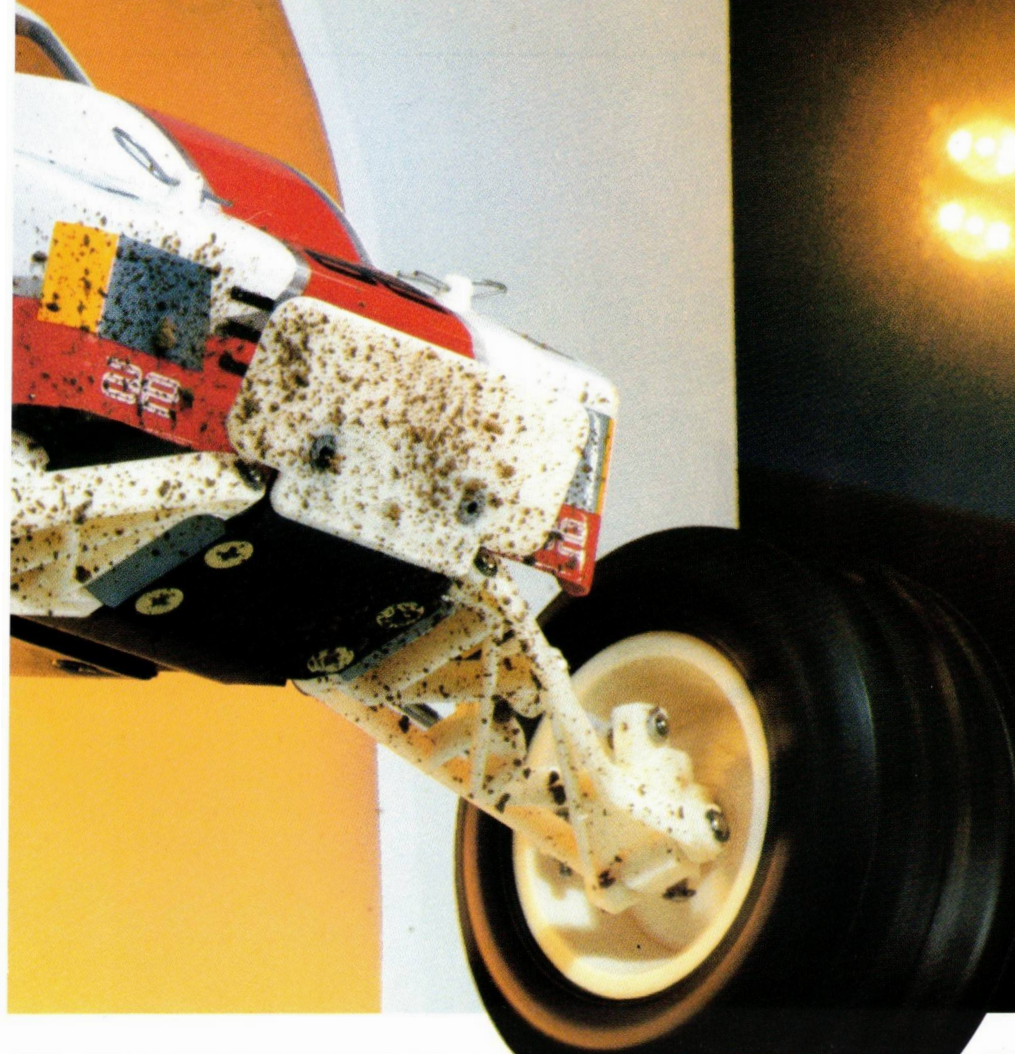
More specifically, the RC10T uses experience gained with our 2-Time World Champion RC10. In fact, the RC10T shares only the alloy tub, Stealth transmission and shocks with that legendary racer. No compromises were made. Our

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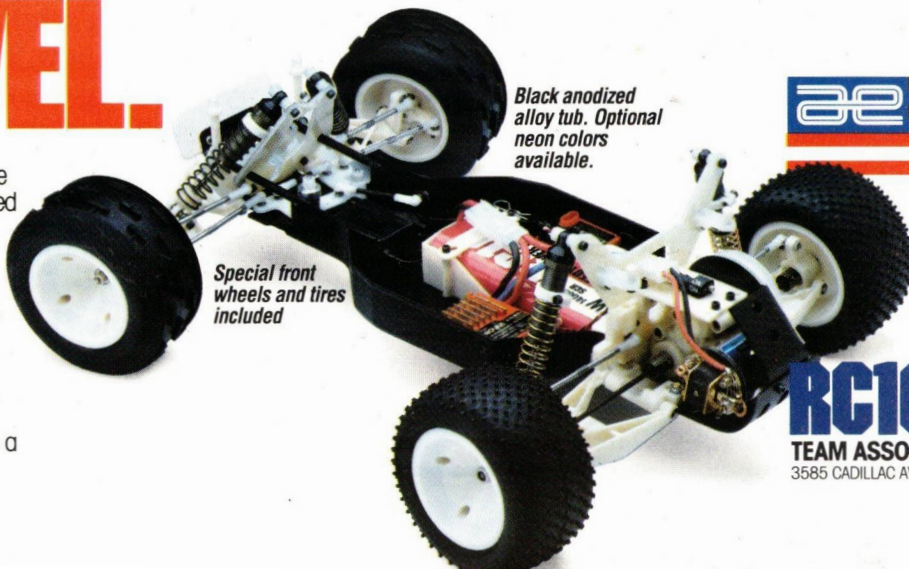
The RC10T handles better, because its front and rear track are wider for higher cornering speeds. The longer wheelbase and special,

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narrow one-piece bulkhead make the 10T more stable. Teflon-coated shocks and extra suspension travel keep you in control over the rough stuff. Our special, lightweight stadium pickup body, vacuum-formed in clear Lexan® tops it all off.



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Now's your time to move up to a real racing truck, the RC10T.

The '93 Chicago

Radio Control Safari

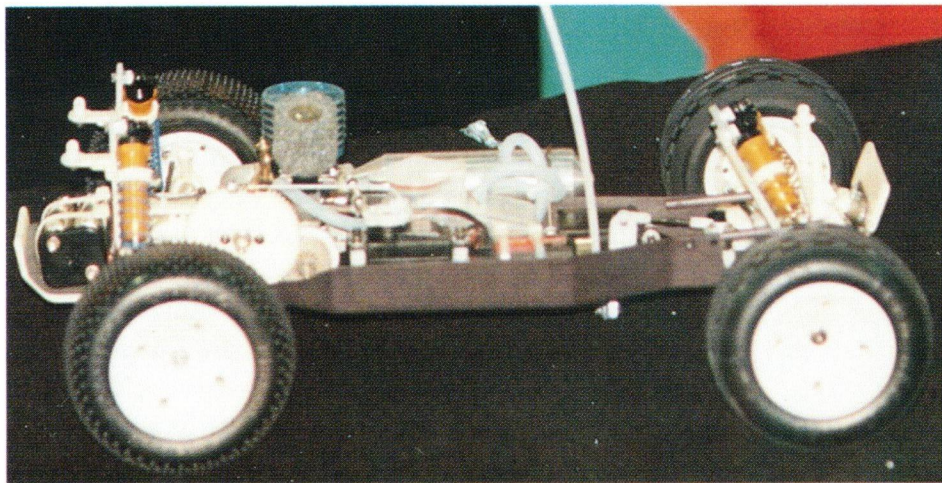
STEPPING through the front doors of the newly-renovated Rosemont Expo Center with the concrete jungles of Chicago surrounding me, my heart began to pound as if I were a big game-hunter beginning a Safari in the jungles of Africa. Although my safari in the concrete jungles of the Windy City was not a hunt for wild animals, I was in search of the newest and rarest radio control products in the R/C industry for 1994. All the major manufacturers and distributors in the R/C industry rolled-out the red carpet for Hobby and Radio Control enthusiasts during the weekend of November 4th through 7th at the largest model hobby show in the United States.

Each company showed-off their latest technology and hottest products for 1994. The biggest

names in radio control racing like Joel "Magic" Johnson and Masami Hirosaka were there to answer questions and give tips on getting the most out of your R/C stuff whether you're a beginner or a pro. Although the big name drivers attracted a lot of attention at the show, racers like you and I were there trying to bag the illusive wild game of speed to take back to our local tracks. Manufacturers at the show filled their booths with the newest ideas in radio control products, and, to keep the R/C Safari full of thrills they even threw in some surprises.

Bud Bartos' (BRP Inc.) booth was bustling with excitement over his new 1/18 scale on-road car that will be one of the hottest kits to hit the R/C Racing Industry in 1994. Bud designed the car

Hobby Show



with specific benefits in mind. He wanted something dependable, inexpensive, and lots of fun for everyone . . . and, to this R/C hunter, his new 1/18 scale was an instant target of my safari. The BRP "Oval Outlaws" 1/18 scale uses standard radio equipment, runs on four AA Ni-Cad batteries, has a powerful mini motor, mounted and trued tires, and, two types of bodies, stock car and wedge to choose from. Bud also has two types of tire compounds (blue and green) available for the car. Although the 1/18 scale car from BRP has many benefits, the two biggest are its retail price of \$59.95 and a run-time of 20-25 minutes on one charge. This car is great for beginners because of its easy assembly

and it can be raced in everything from your own basement to the local track. Bud's motto (attached to the car) is "Realistic Racing at a Realistic Price" and his only rule is "leave it stock and have fun"! Look for more on Bud's new 1/18 scale in upcoming issues of Competition Plus.

Team Associated also was the center of a lot of attention at the

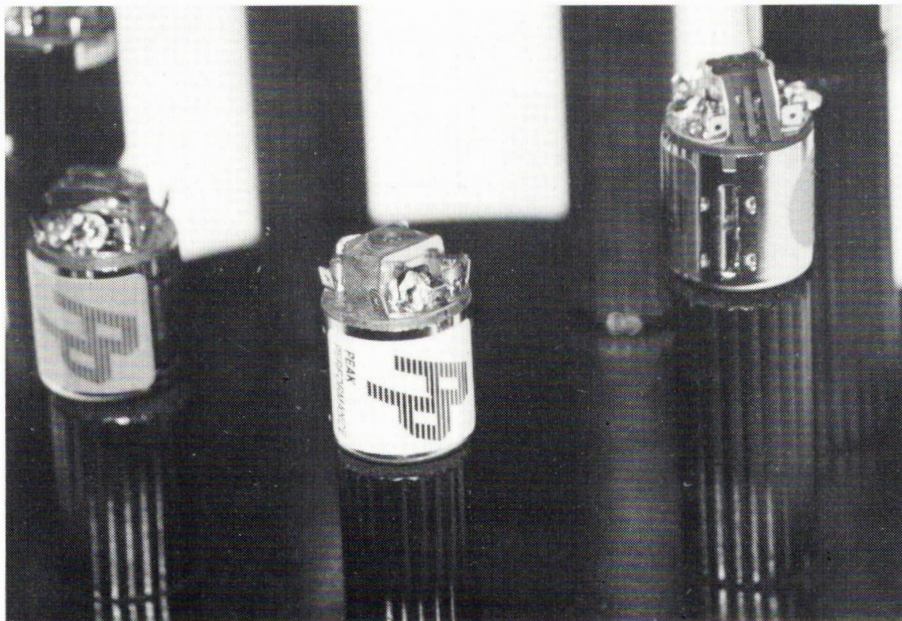
The TRAXXAS machines come in kit form or factory assembled.



Associated's new RC10-GT 1/10 gas off-road truck was another popular machine on display. The truck can handle either a .12 or .15 gas engine.

Chicago show with its new RC10-GT 1/10 scale gas off-road truck. Offering both a sport truck kit and team truck kit, Associated has again raised the level of radio control racing . . . this time with gas-powered trucks that will soon be in the dreams of many a racer (if not already there). The sport truck kit #7050 comes with the basic bushing kit with rolling chassis and body, gold anodized shocks, and dogbone drive shafts. You add your favorite .12ci/.15ci gas engine (with or without pull start), radio system, and an Associated engine accessory package is also needed to complete assembly. The team truck kit #7060 has basic ball bearing kit with rolling chassis and body, hard anodized shocks, and rear universal drive shafts, and like the sport kit, you add the engine, electronics, and engine accessory package of your choice. Associated is also making kits available with the engine accessory package needed to mount the engine in-

The '93 Chicago Hobby Show



Top: Peak Performance showed off their new stock motors, as well as their race proven modifieds.

Bottom: T.M. Racing's new rear wheel hub system allows you to change the rear wheels without taking the diff apart..

to T.M., R/C racers can leave their already set-up diff in tack and simply change the tires. An added benefit is that the new phase II wheels and hubs do not add any weight to your car. Bravo! T.M. R/C from all of us 12th scalers.

Suggested retail price: \$28.95.

Tekin Electronics also displayed some new R/C goodies at the hobby

cluded. The sport truck kit #7050 retails for \$250.00 and with the engine accessory package included #7055 price to be announced soon. The team truck kit #7060 retails for \$362.00 and with the engine accessory package included #7065 price also to be announced soon.

T.M. R/C Racing Components introduced their new phase II 12th scale rear wheel and hub system which allows you to change the rear wheels without having to take the differential apart. We all know how hard it is in the heat of a big race to get your diff set again after changing tires but thanks

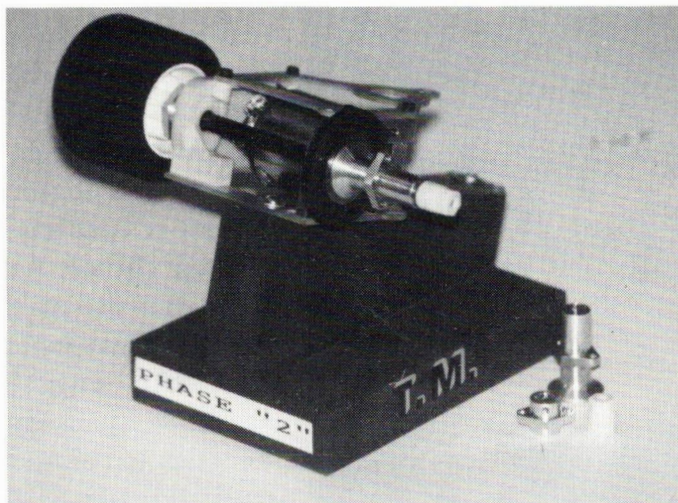
show. Tekin one of the leaders in R/C electronics unveiled its new BC 67AC/DC powered peak charger. The BC 67 features include all digital electronics with LCD read-out of volts, amp, and time. Time charge or choose between three different peak charge profile modes for the ultimate in performance. Dependable, solid, power supply delivers continuous 0-5 amp output current to a full 12 volt peak on 6-7 cells. Charges 4-8 cells or 0-2 amps and the BC 67 is as compact and rugged a charger as you will find on the R/C market. Tekin is also coming out with a new BC 112A power-flex peak charger...coming soon. The BC 112A is flexible enough to charge 12 cells in series up to 10 amps or as little as one cell at a time.

Suggested retail prices:

BC 67 \$215.00

BC 112A \$180.00.

Peak Performance Racing Motors showed-off their three new stock motors as well as their already race-winning proven modifieds. Rick Hohwart and his crew of race-winners were on hand to answer the most specific in motor set-up questions. The talk of the Peak Performance booth was centered on the new Yokomo stock motors. The new thicker cans retain the magnetic field and



The '93 Chicago Hobby Show

concentrate it more effectively. To protect against overheating, Yokomo stock motors feature unique "finned" armatures that draw in the cool air through the motor which increases performance and improves the life span. The two of the hottest stock motors in 1994 will be the PP-07 "Macho II" ROAR 91, 24 degree timed and the PP-08 "Demon" with 38 degree timing, both motors have Yokomo cans. If it's Epic cans you want, Rick also has two of the hottest Epic stock motors. The PP-12 "Son of Psycho" with 37 degree timing and the PP-09 "Dragon" ROAR 91, 24 degree timed (featuring the new lay-down brush design) will also be in victory lane in many races in 1994.

Suggested retail prices:

PP-07, PP-08, PP-09 \$32.00.

PP-12 \$28.00.

Andy's R/C Products turned heads in the Windy City with two new hot bodies for 1994. Last year Andy's introduced their new #3038 Lo-Profile

Below: World renowned bodies have made Parma/PSE a household name. Here is their new Valvoline/Mark Martin body kit complete with decals.



Above: Pro-Line's new truck tires were unveiled at Chicago. They'll be great for oval and carpet racing.



LXT Stadium Truck body, and, this year Andy's presented their new #3039 Lo-Profile RC10-T Stadium Truck Body that's sure to dress up any racers' ride. But Andy's R/C Products didn't stop there, they also released two new on-road bodies. The newly designed #3136 '93 Daytona GTO body and #3137 Jaguar XJR 22 were the pinnacle of shine and cool design in the Andy's booth. The laid-down windshield design and great aerodynamics are sure to make these two bodies the street rac-

The '93 Chicago Hobby Show

ers choice. Andy's also announced some up and coming surprises in store for spring. A new Pro-Series truck design for RC10-T and a new Nascar Camaro body for on-road racers will hit the shelves come spring, and this racer will be anxiously awaiting their arrival.

Suggested retail price:

#3038-39 - \$18.95

#3136 - \$18.95

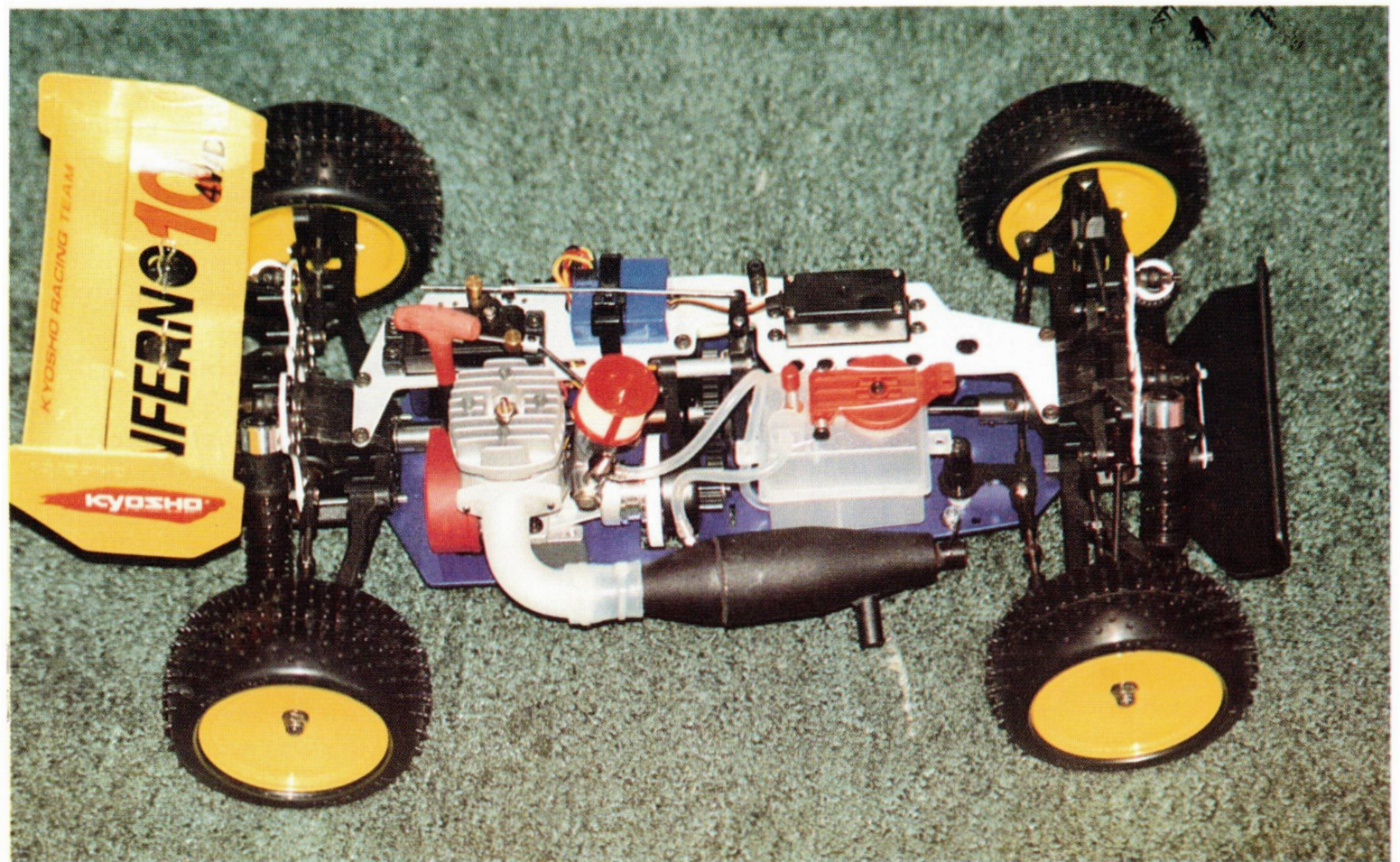
Traxxas' new products for 1994 could be described as show stoppers, because once you've seen them you have to investigate further. Traxxas presented three new radio control cars at

the show and for boat lovers they had a special surprise. Traxxas could not settle for just the attention of the Electric and Gas racers but they also captured the attention of water craft R/C enthusiasts with their new "Nitro Vee". Simply termed "The First of Its Kind" the Nitro Vee makes all boat lovers' dreams come true with its new R.T.S. (Return To Shore) system. The R.T.S. system features an auxiliary powered electric motor that returns the Nitro Vee to shore should the main engine stop. Traxxas' new R.T.S. system has eliminated boat

owners swimming for their boats and left more time for fun. Fun is also the key descriptive word for their new TRX3 Competition Off-Road Buggy. The TRX3 features a double-deck zero-flex fiberglass chassis, new X-tra stiff suspension components with new big-bore shocks (new piston, more oil capacity, and new hard-anodized teflon-coated shock cylinders), and new 214 magnum transmission that re-
The Trinity booth seems to always be a center of attention. This show was no exception as they showed off their Evolution and Revolver series of cars.



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positions the motor to have better weight balance and has a 2.14 final drive ratio. The TRX3 has the perfect balance of acceleration and speed with the geometry and design that makes it a driver's car. Traxxas also unveiled its two new gas vehicles, the Nitro Buggy and Nitro Street to go with its already legendary Nitro Hawk Truck. All three gas kits are available factory assembled with a two-channel pistol-grip radio system, and all you need are "AA" batteries, a glow plug starter and fuel. There is no denying Traxxas' claim

that no other nitro models put you behind the wheel faster and easier.

Suggested retail price:

TRX3 - \$N/A

Nitro Vee - \$N/A

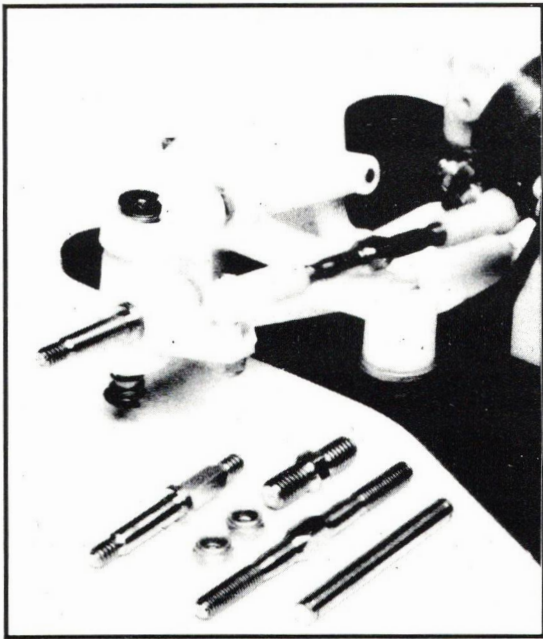
Nitro Buggy - \$N/A

Nitro Street - \$N/A

Parma PSE lured in all the on-road and Nascar lovers at the Chicago Show with its new "Champions of Racing-Valvoline Mark Martin Stock Car Kit w/Decal #15100. Inside the kit you find complete scale decals, foam tires mounted and trued, stock car style wheels, 48 pitch

The Kyosho Inferno 10 4WD machine was awesome. Great shocks, diff, brakes and chassis. spur gear, G-10 chassis, steering linkage, oilite bushings, steel axle, concealed body mounts, whip antenna, and T-Bird body with spoiler. Parma PSE also presented its new #10379 Chevy Blazer truck body and #10380 Ford "Splash" truck body. Parma PSE will be adding more NASCAR champions to its "Champions of Racing". Although Parma is not releasing the names of the new drivers yet, I wouldn't bet against seeing the black #3 car

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or a final tribute for all the Allison fans.

Suggested retail price:

#15100 Mark Martin Stock Car Kit - \$109.95

#10379 Chevy Blazer Truck Body - \$19.00

#10380 Ford "Splash" Truck Body - \$19.00

Trinity Products Inc. is always a center of excitement at the hobby show and in 1993 it was no different. Trinity's two top drivers Joel "Magic" Johnson and Jim Dieter were both on hand and ready to give tips and answer questions. The two newest additions to the Trinity arsenal were also on hand to stare at and dream about (for those racers who do not yet own) an Evolution 10 or Revolver 12. Both cars have the same professionally proven and driver designed characteristics, and the

decision on which car to race now comes down to whether you race 10th scale or 12th scale, or both . . . and not which kind of car. Trinity will continue to deliver what it promises: "winning performance without compromise!"

Suggested retail prices:

EV0009 10ss - \$369.99

EV0010 10 On-road - \$349.99

RE0001 12p On-Road - \$250.00

RE0002 12ss - \$275.00

The Great Planes - Kyosho area of the show was filled with new products but one particular ride caught my eye. Kyosho's new Inferno 10 4 WD gas-powered machine was like R/C bait that lured we racers into its domain. The Inferno has all the makings of a world class 4 WD 10th scale vehicle like its larger Inferno counterpart. Its features include Kyosho's new high-volume black kelron shocks, 2.2 wheels with high-grip pin-spike tires, 1 piece radio tray, center shaft drive transmission with front and rear differentials, heavy-duty bellcrank steering system, 4 wheel independent suspension, new molded nylon wing, blue anodized aluminum chassis, center disc brake on center differential, and new 75cc flip-top fuel tank with internal baffles to prevent foaming. You can purchase your Inferno 10 4

The famous Lunsford titanium turnbuckles have proven their worth over the years.

WD with or without its engine (O.S..12 CVZ-R, featuring new heavy-duty pull start and tuned exhaust system).

Suggested retail price:

KYOCO431 Inferno 10 4 WD W/Engine - \$N/A

KYOCO430 Inferno 10 4 WD W/Out Engine - \$N/A

Team Losi not only dazzled the crowd in Chicago with their radio control vehicles, but they also threw in a special surprise with their Team Losi Indy car. Team Losi also threw in a few other radio control surprises as well. The new Team Losi prototype gas truck was presented at the show along with the new Team Losi XX car. Although not all the questions are answered yet on the new gas truck, I believe now that the XX buggy is completed the gas truck questions will soon be answered by the pros at Team Losi. The XX buggy #A-0025 simply stated, is a work of off-road art. Team Losi has put years of racing experience and track proven equipment into the XX and the new XX Retrofit Transmission #A-3050 is the lube on the diff. Team Losi's Jammin' Jay also unveiled a new XX body #J-204 that sets off the low center of gravity designed buggy with style. Team Losi will continue to be a leader in off-road racing with the new XX. The only thing

The '93 Chicago Hobby Show

left to do is pick one up at your local hobby shop.

Suggested retail price:

XX Buggy Kit W/Bearings, Slipper, and Hydra-Drive - \$339.95

A-3050 XX Retrofit Trans W/ Friction Slipper 2.19:1 - \$120.00

J-204 Jammin' XX Body - \$16.00

Pro-Line added a few surprises of their own in Chicago with two new tires. They will soon be offering a new truck tire that will surely be loved by carpet and dirt oval truck rac-

ers. The new truck tire is similar to their Striker II AC-50 that has already been proven for traction on tracks across the country and elsewhere. Pro-Line's new truck tire features a multi-directional tread design for extra bite on smooth surfaces. They also introduced a new buggy tire that will soon be on the shelves and off-road tracks. The new slotted-ribbed off-road tire will give the same great steering of the ribbed tires with the added bite of the slots to make it even better. Although part numbers

and prices on the new tires are unavailable at this time, I know myself and many other racers will be waiting to try a pair out on our local track.

Lunsford always shows off some great R/C goodies at the show and 1993 was no exception. All the 12th scalers will be glad to hear about Lunsford's new 12LW Titanium Front End Kit #OR-260 that comes with titanium axles, turnbuckles, king pins and hardware. Lunsford's new 12LW Titanium Front End Kit does away with the problems

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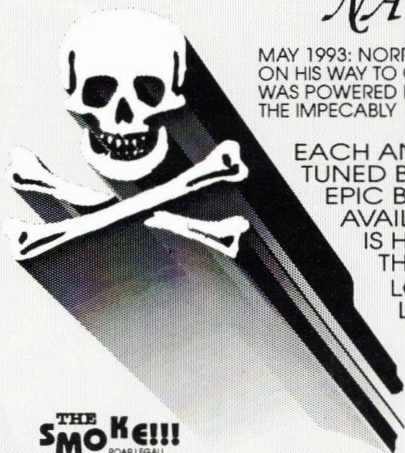
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The '93 Chicago Hobby Show

of King pins coming apart in a race and keeps you in it until the checker waves. Lunsford also has a new Turnbuckle design that is correctly named the "Punisher" and they are built with the same precision design that Lunsford has grown famous for on tracks around the world. Keep up the great work guys!

Total Racing Connection/TRC was on hand with their new line of on-road tires and their new on-road donuts were

the center of attention. TRC has 12th and 10th scale donuts with the 10th scale fitting ZR-1 and stock car wheels. TRC also has new super light weight foam bumpers in either large or small. One of the leaders in R/C tires and wheels will continue its rein on the tracks around the world with race-proven technology and continued testing.

Suggested retail price:

#1418 Purple Dot Front Donuts - \$22.95

#1419 White Dot Front Donuts - \$12.95

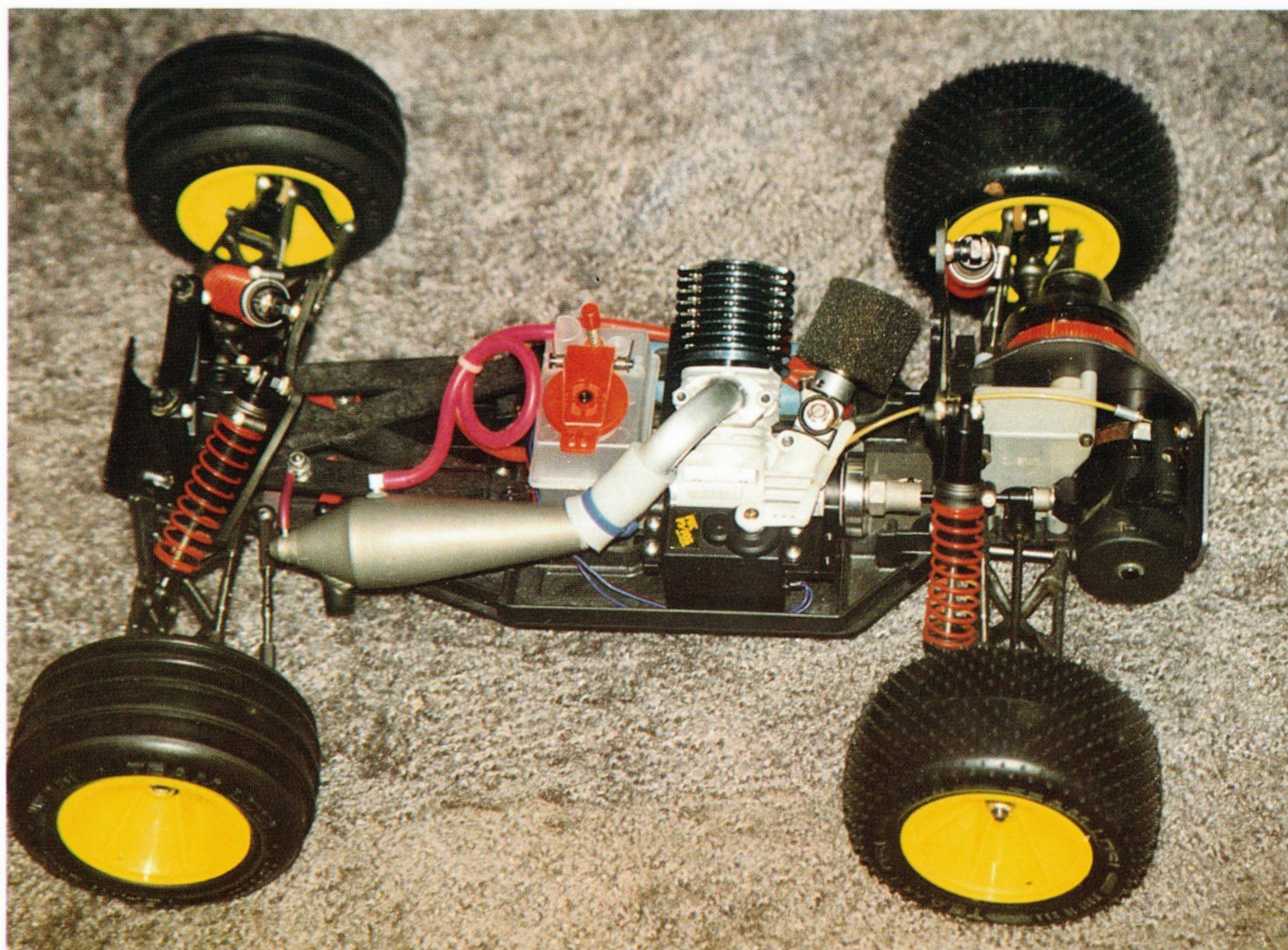
#1518 White Dot Rear Donuts - \$19.95

#1519 Pink Dot Rear Donuts - \$26.95

#214 Super Light-Weight Foam Bumper (small) - \$3.50

#215 Super Light-Weight Foam Bumper (large) - \$8.50

Dazzling the crowd in Chicago was Losi's many R/C vehicles, along with their full scale Indy car which was on display.



In past issues we have discussed some of the things that make a motor work. While there is still much to go over, I have had many requests and questions relating to dyno's. Most of what people ask relates to just what is the dyno saying. "What is important and how do I put the information to practical use?" One of the things that I have done throughout these articles is try and give practical information and interpret things so that it makes sense. While an in-depth technical analysis of every dyno could be done, it makes much more sense to take some of the relative characteristics and put them into practical use.

I want to emphasize that this is the way that I go about using the information when I am preparing team motors. It is not the law, nor do I propose that it should be. I attack everything from a practical layman's sense. I try to simplify the complicated into a usable form. This usually reduces errors and allows for more productive time at the track. Please remember that this only reflects how I do things. It is not meant to replace what the dyno manufacturers' recommend. . . it is simply an example of applied practical methodology.

There is a great deal of information that most of the current dyno's reveal. The three most important tend to be: power, efficiency and rpm. These three are fairly self-explanatory and we will not go into the specifics of each.

In using a dyno, most people try to learn what they have in their motor box. They will put motors on the dyno, spin them up and then look at the information in bewilderment. For this reason, it is important that we break up the information into two groups. The rpm

number is specifically used for gearing and should not be too drastically related to power and efficiency. Power and efficiency are to be used as an indicator of the motor's condition. These two indicators give great light into how the motor is performing. The only problem is that they are also the cause of most confusion.

As a motor warms up, efficiency changes. If the motor is not broken-in, efficiency numbers are different. If the motor has been run two times, efficiency numbers are different. You get the idea. The efficiency number is very deceptive and should be watched carefully.

The same thing applies with the power number! What is a racer to do? Understand, the relation between the two is not all that's necessary. The numbers are good and reliable. A motor with higher efficiency and power than another is a stronger motor (test parameters and conditions all the same). What is very important is understanding the changes that an electric motor goes through while it is running.

When a motor is rebuilt and new

brushes are installed, there is very little contact with the commutator. This small amount of contact will inhibit the motor from producing power and having any sort of efficiency. For this reason the motor's numbers will be very low. This is a true reading.

After the motor is run for awhile, both numbers will come up. In fact, if the motor was run on the track for thirty seconds to a minute, then cooled off and tested, the numbers will typically be much higher than immediately after being rebuilt. At the end of a race, the numbers will typically be slightly off. It is now obvious that somewhere within the race the motor reached maximum power and efficiency.

What does all of this tell us? It tells us that however we test, we need to test the same every time. In order to compare apples and oranges, test parameters must remain the same. If you are going to test before the run every time, then test that way all of the time. In order to compare motors accurately, they must be tested this way.

Some fascinating things can be

Dyno's And Their Practical Use

By Erik Soderquist

learned by holding to strict parameters. For example: a 12 double is run twice. (It is prepared with the same brushes and springs for the two runs.) Before both runs the motor is checked in order to make sure that it is exactly the same after being rebuilt (rpm's included). In the first run, the motor is run at a 5.0/1 ratio. Afterwards, the motor is checked and the power has dropped off 2 percent and the efficiency 3 percent. The second run has the motor geared, assuming same diameter tires, at 4.75/1. Afterwards, the motor has lost 10 percent power and 8 percent efficiency. With this data, it can be logically argued that the motor was damaged more due to overgearing. This experiment can obviously help out in the search for the maximum gearing for a brush/spring combi-

nation.

In a similar experiment, brushes can also be tested. By testing the motor before and after, data can show if one brush is easier on the comm than another. It will also show how aggressive you can go on brushes before you will damage the comm within the allowed run-time.

Every single time the dyno is used, it must be used intelligently. This is especially true if it is being used to conduct specific tests. A strategy must be developed prior to actually conducting the test. There must be a logical plan and there must be a repeatable situation involved. It is critically important to remember that all of the information gathered is absolutely useless if there is no consistency in the data gathering process. It is also important that the dyno is not used

solely as a method of running the motor for purposes of the test. The motor sees many more things on the track than the dyno can simulate. It is imperative that the motor be run on the track in order to truly learn things.

In the next article I will apply the rpm figures into the total picture. I will try and give you an easy but a bit backward way of getting very close to proper gearing, right from the first run. This should prove to be very useful when you go out to an unfamiliar track.

On a slightly different note, if there are any topics which you specifically wish for me to tackle, please notify me at: Box 776061, Steamboat Springs, CO 80477 or call Competition Plus and they will forward your requests to me.

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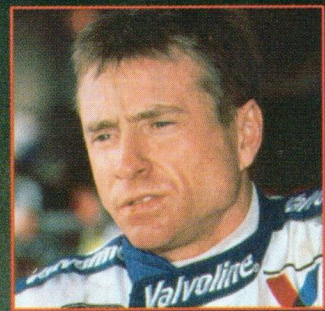
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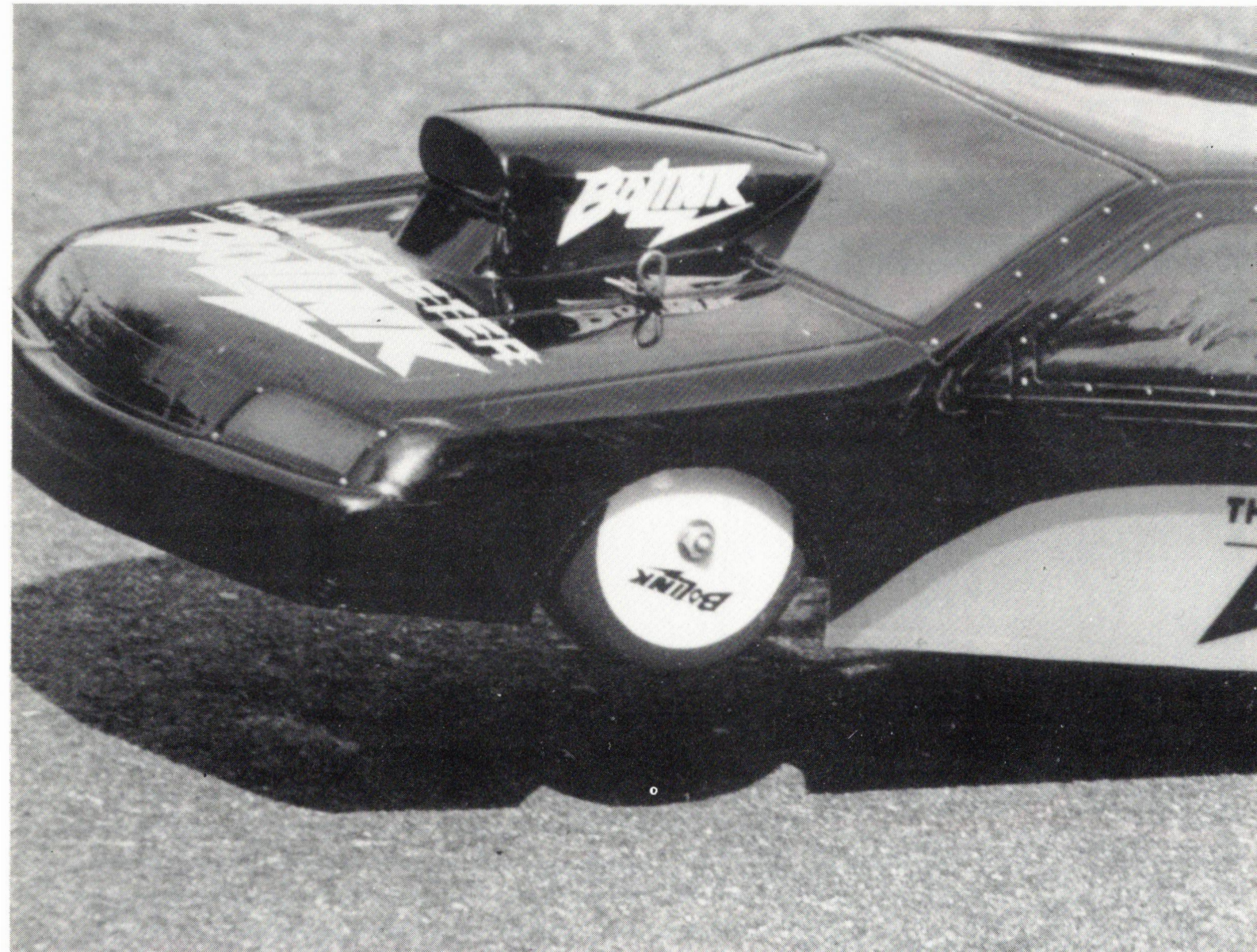
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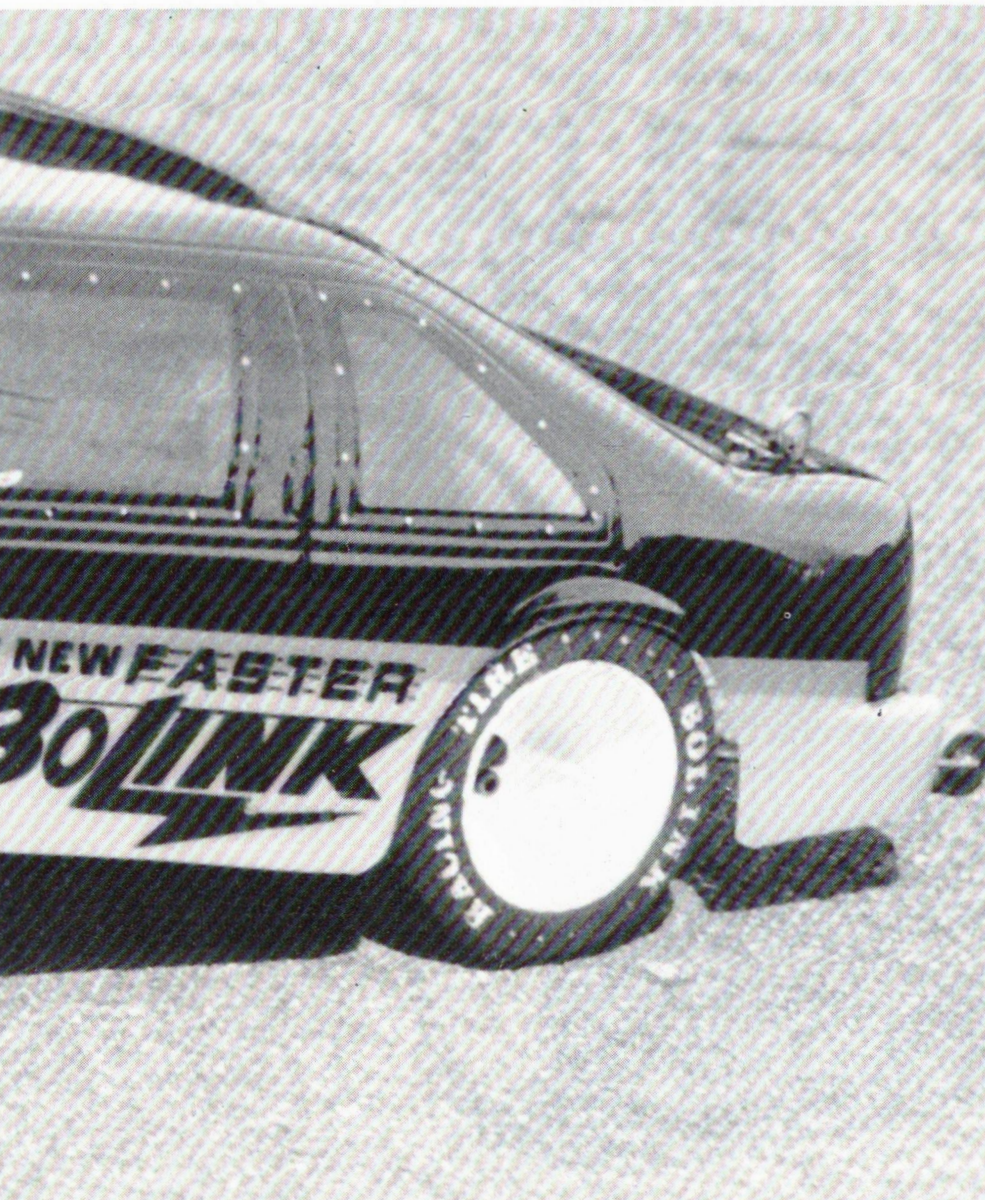
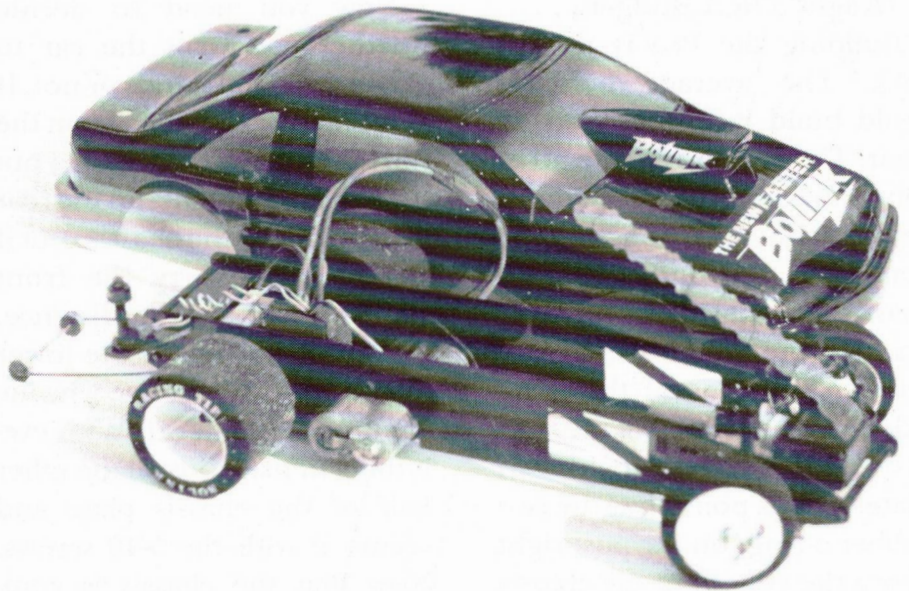
BoLink's Beretta Pro Street Drag Car

By Jack Wright

Below: Hitting the street and ready for action. R/C drag racing is sweeping the country. Right: The design of the Pro Street is rather simple allowing even the first time R/C racer the ease of assembly.



With the ever increasing popularity of drag racing sweeping the nation, it was no surprise to me that we would see drag racing products from the major players in the R/C world. Now BoLink is no stranger to drag racing, for many years now BoLink has offered one of the most affordable entry level dragster kits. Now BoLink has done it again with their new Beretta Pro Street Drag Car Kit. The Pro Street is a take-off of the ever popular BoLink Digger, the Pro Street features a dual plane



black fiberglass chassis similar to the Digger but with a longer wheelbase, a wheelie bar for eye popping wheel stands, and a hot Chevy Beretta Pro Stock racing body. Also, BoLink includes narrow front foam tires and wide slicks for the rear, the only thing needed to complete the kit is a two CH radio system, motor, battery and a speed controller. It would be a good idea to use an electronic speed controller over a resistor style speed control, as you can find radio systems that include an ESC for under \$90 in most hobby shops.

The BoLink Pro Street was designed mainly for those folks who would like to get in the drag scene without spending the bucks for one of the state of art drag kits or just those who want something tricky to race up and down the street with. The Pro Street would make a great bracket of 4.00 second index stocker for I.E.D.A. drag racing competition.

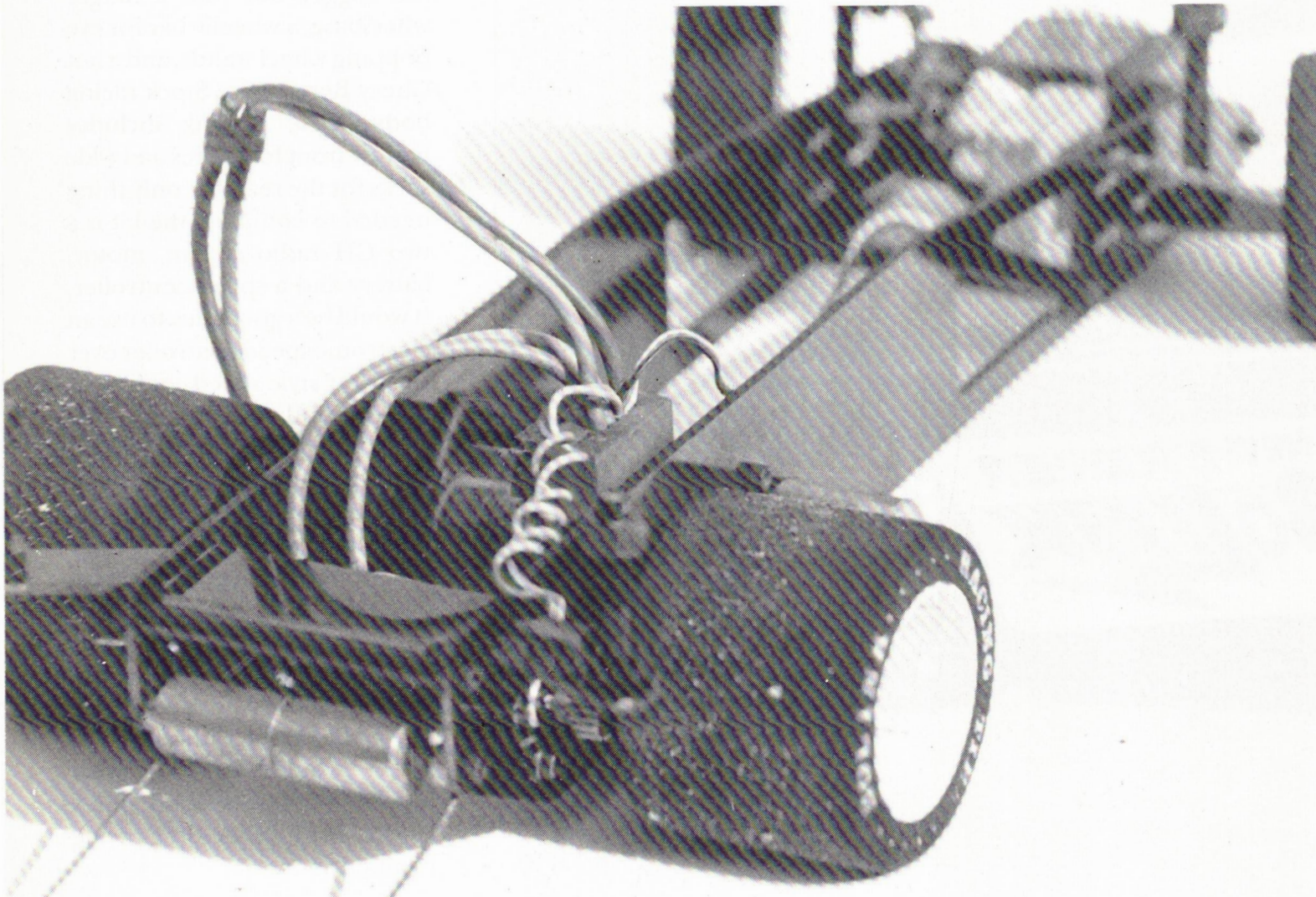
Dragin' On A Budget . . .

Building the Pro is no big trick. The average hobbyist could build it in less than an hour. The chassis is made up of four fiberglass parts held together with six nylon spacers. Start by finding one side of the chassis and attach the six spacers with the supplied 5-40 cap screws. Next, install the front axle and rear brace into the slots provided for them in the chassis plate. At this point, put the two rubber o-rings on the post right above the cut-out in the chassis for the battery pack, the o-rings are used to hold the batteries in place on the chassis.

Now you need to decide whether you want the car to either do wheel stands or not. If you want the car wheelie on the start then come back down, put the supplied weights on the rear upper post on the chassis. But if you want to carry the front wheels for a longer distance, move the weights to the lower post, and if you want no wheelie at all, leave them off. With everything in place, install the other half of the chassis plate and secure it with the 5-40 screws. Now that the chassis is completed we'll move on to the front and rear axle assembly. At the front install the king pins, axle,

axle block and springs as shown in the instructions. With that, move to the rear of the car and install the bushings into the chassis along with the steel rear axle. At this point you will notice the axle doesn't turn very freely, to remedy this chuck up the axle in a hand drill and run the drill for a minute or so. That should smooth up the axles movement in the bushings, and put a few drops of oil on the axle

As you see here in this photo, BoLink designed the Pro Street so most of the car's weight would be toward the rear of the chassis for better traction and wheel standing excitement.



bushings. Or better yet, if your budget allows, replace the bushings with ball bearings as I did in my kit. From here, install the 32 pitch spur gear to the diff hub followed by the right side hub (the shorter one). Then on the left side install the larger hub on the left side, while making sure everything is centered on the axle. Note: be careful not to over-tighten the hubs as they're made of nylon and will strip rather easily. At this time all that is left to do is install the body posts, snap in the wheelie bar, and paint the Beretta Pro Stock body.

Radio Stages . . .

Radio installation is simple, first servo tape the steering servo to the axle plate at the front of the chassis. It's wise to put a servo saver on the steering servo, but, it's not a requirement and the kit does not include one. Next mount the Z-bend tie rods to the servo and axle blocks, and adjust the linkage with the radio on and servo centered. Now you want the wheels pointing straight ahead with no toe in or toe out, and that will about do it for the steering. Now just mount the front tires and check to see if everything is correct.

Mounting the speed control is just as simple, just servo tape the EST of your choice to the inside of the chassis as shown in the photo. As for the motor, in bracket racing any motor will do. Just don't overpower the car, the goal here is to make each pass down the track as consistent as possible. For this car, I used a Kyosho 24 degree

Slot Mania stock motor, and a 13 tooth pinion. The motor is located behind the rear axle as to put more weight at the rear of the chassis for better traction. Once you have the motor in, all is left to do is paint and mount up the trick Chevy body and we'll be ready to go racing!

Ready, Staged, Go! . . .

For the Pro Street's first run, I brought it along with me to the I.E.D.A. worlds in Clinton, NC. I was planning to race the car in the Saturday Night Bracket Bash but do to foul racing weather the night race was canceled. During the practice session I was able to make a few passes with the car and, as expected, the car lifted the front wheels on the line. But maybe a little too hard as the car quickly flipped over on its top. I remedied this by removing some of the weights from the rear of the car and that did the trick.

Now the car was launching like the big boys, and turning in some very consistent 4.09 and 4.11 runs. Of course, these aren't anywhere close to the 2.9's and 3.1's of other stock powered cars but then again this car was built for the entry level racer. And, with a few mods like ball bearings, 48 pitch gears, O-ring style front wheels and a set of HPI drag slicks the Beretta Pro Street could very well out-run the Big Dog stockers.

Overview . . .

The BoLink Beretta Pro Street is a well designed kit, and, is ideal for the beginner. The instructions are well laid out and easy to follow, and, best of all,

the price is hard to beat at only \$89.95 retail. So, if you plan to race at the Drags or just up and down the block the Beretta Pro is the way to go! It's good to see an established R/C manufacture jumping into Drag racing. This could be a good sign of things to come for the R/C Drag racing community.

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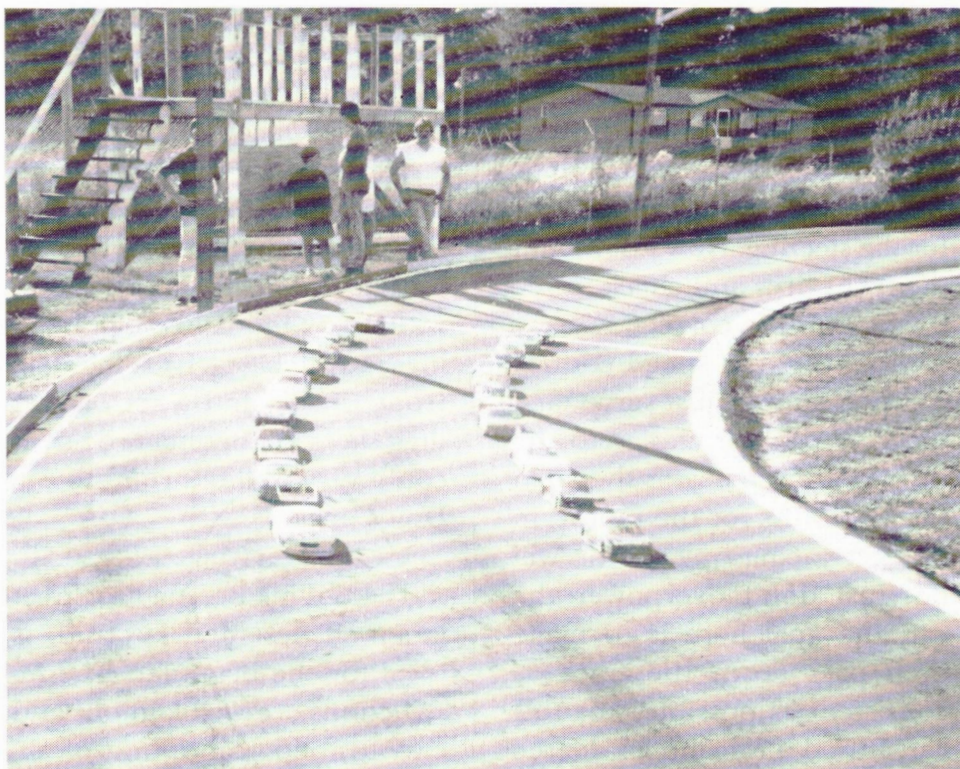
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THIS MONTH IN RACING

RECORDS FALL AT COASTAL R/C SPEEDWAY

Coastal R/C Superspeedway held its First Annual Halloween Bash two weeks after its regular scheduled time due to weather on what seemed to be a day made for racing. It was a beautiful day, the temperature was in the upper '70's, excellent for the second weekend in November. Coastal R/C is located near the coast of South Carolina, 10 miles East of Myrtle Beach. The track is a 320 foot center line flat asphalt track with narrow lanes. It features

Right: A trademark of this course is its flat but narrow racing surface. Opposite: Brad Smith was the A-Main Pure Stock winner.





THIS MONTH IN RACING



the new BoLink AMB 20 counting system that performs flawlessly and lights for night racing. The track is a low budget, high quality racing facility. It seems to be a trend starting around this area, smaller, flat asphalt tracks are starting to appear. These tracks take a little more car set-up than some of those high speed banked ovals. Most of the drivers elect to use foam tires instead of the usual radials made famous on the superspeedways. The exception to the rule were the drivers using the BSR racing tires. These tires heat up quickly and stick to even the flattest ovals. The drivers with the BSR radials definitely had an unfair advantage. There were three classes run the day of the race. Pure Stock, Stock, and Modified. The Pure Stock class must use the ROAR '91 motors and cannot use the radial tires.

In the first round of qualifying Brad Smith took the top qualifying spot and remained there all day. He also set the track record in qualifying 32:4:01. In the Stock action Don Dietz took the first qualifier

Top: Jeremy (sitting) and Jason Smith, both Pure Stock A-Main racers. Bottom: (right to left) Henry Warren, Brian Dirmyeiz and Charlie Rabon pitting in comfort.

THIS MONTH IN RACING

and set the track record due to a flawless race. The second qualifier saw Blake Williams move into the top position and set another new track record 35-4:04. But again this would not be good enough to keep the spot as Stan Harrington slipped past Williams to top qualifier and set yet another record only .17 faster than Williams 35-4:03.83. So the field was set with Harrington on top followed by Williams, Dietz, and Gent.

Brown rounding out the top four spots. All of the top four were using the BSR radial tires. The final to qualify were the modified class, these guys had their hands full because the track is flat and the cars tend to push a little coming out of the turns. The first qualifier local Charlie Rabon battled Charlie Yates to jump into the top spot. In the second qualifier Yates out dueled Rabon to take over the top spot and set the track record. But in the third qualifier it looked like a mirror image of the Stock class as Stan Harrington got all the bugs worked out and took over the top spot with a new track record.

Now it was time for the mains as the lights were turned on and the track was blown off, the drivers put their best batteries and motors in their cars. The first class was Pure Stock. Brian

Dirmyer took advantage of Brad Smith spinning in the first turn and jumped out to an early lead. He was quickly passed by young Jason Smith, the two battled for several laps while Brad was trying to make up his position. Jason was running an excellent race before something broke on his car and put him out of the race. This enabled Brad to regain the lead and take home the win followed by Dirmyer, Jeremy Smith, and

Jerry Pollard.

In the Stock action Stan Harrington jumped into the early lead and was closely followed by Blake Williams. As the two worked their way through traffic Harrington got tangled up with lapped traffic and was sent spinning into the infield. This enabled Williams to take the lead but as he was distancing himself from the rest of the field he too got caught up in traffic and found himself on

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the outside wall so John Robbs assumed the lead. He had to worry about Harrington who had worked his way back up to second. Harrington made a clean pass on Robbs to retake the lead and hold on for the win. The final results were Harrington, Gent Brown, Robbs and Williams. The last main was the Modified class. Right where we left off in the qualifiers Charlie Rabon and Charlie Yates battled very closely for the lead.

The two swapped the lead and paint several times before settling into position. Yates got ahead of Rabon and they stayed there until Rabon had problems and had to retire. In the closing

laps it looked as if Yates would cruise to an easy win. But he had used up too much juice while battling Rabon and he dumped. This enabled Stan Harrington to take the lead on the very last lap to win. The final finish was Harrington, Yates, Rabon and Charles Calhoun.

After the races were complete the awards were given out and everyone was looking forward to next year's race. The race went over without a flaw. The competition was extremely close. The owners had put on a first class race. So if you are ever in Myrtle Beach, SC check out Coastal R/C Super-

speedway, their number is (803) 236-9309.

PURE STOCK A MAIN

- 1st - Brad Smith
- 2nd - Brian Dirmyer
- 3rd - Jeremy Smith
- 4th - Jerry Pollard
- 5th - Tim Reckamp
- 6th - Jason Smith
- 7th - Mike Cole

STOCK A MAIN

- 1st - Stan Harrington
- 2nd - Gent Brown
- 3rd - John Robbs
- 4th - Blake Williams
- 5th - Don Dietz
- 6th - Bryan Lambert

MODIFIED A MAIN

- 1st - Stan Harrington
- 2nd - Charlie Yates
- 3rd - Charlie Rabon
- 4th - Charles Calhoun

Don Dietz; just happy to be there.



Halloween came early this year at least for the 58 1/12 scale on-road competitors who gathered at D&S Hobbies and Raceway for the 6th Annual Bud's Halloween Classic October 22-24. There were tricks and treats aplenty for all. The tricks were provided by the challenging track designed by Don Smolik, winner of the track design contest held by D&S Hobbies and Raceway. The treats came courtesy of the 26 sponsors, whose generosity ensured that virtually every competitor went home with a door prize.

In 1/12 modified, Mike Lufaso piloted his Associated 12LW to victory in the A main for the second year in a row. Willy Decker, TQ, lead for more than half the race but crossed the finish line 29/100 seconds behind Lufaso. Frank Calandra finished third, on the lead lap. Mike Blackstock was fourth and Steve Radecky rounded out the top five. Jon Orr went wire-to-wire to capture the B main. Bill Jeric was second, one lap down. James Arnold was third, Josh Cyrul fourth, and Sean Cochran fifth. Tom Esposito got a bye run in the C Main when his two competitors failed to show at the starting line.

The 1/12 stock A main was the fiercest contest of the weekend. Todd Hodge caught top

Bud's Halloween Classic

Don Deutsch

Right to left: Jeff Gilligan finished 1st, Rock Smith 2nd and Woody Curtis was 3rd in the concourse competition.



THIS MONTH IN RACING



qualifier Dave Reiman in the last 15 feet when Reiman's batteries dumped. Hodge won the A Main by a mere 13/100 second. Pete Maiolo and Brad Riggle finished third and fourth, both on the lead lap. Scott Walter was fifth, one lap down. Vicky Carrubba, the only female competitor, lead the 1/12 stock B main wire-to-wire, finishing over 12 seconds ahead of second-place Don Miles. Neal Everhart, Eli Ezrow, and Dana Bailes were third through fifth respectively.

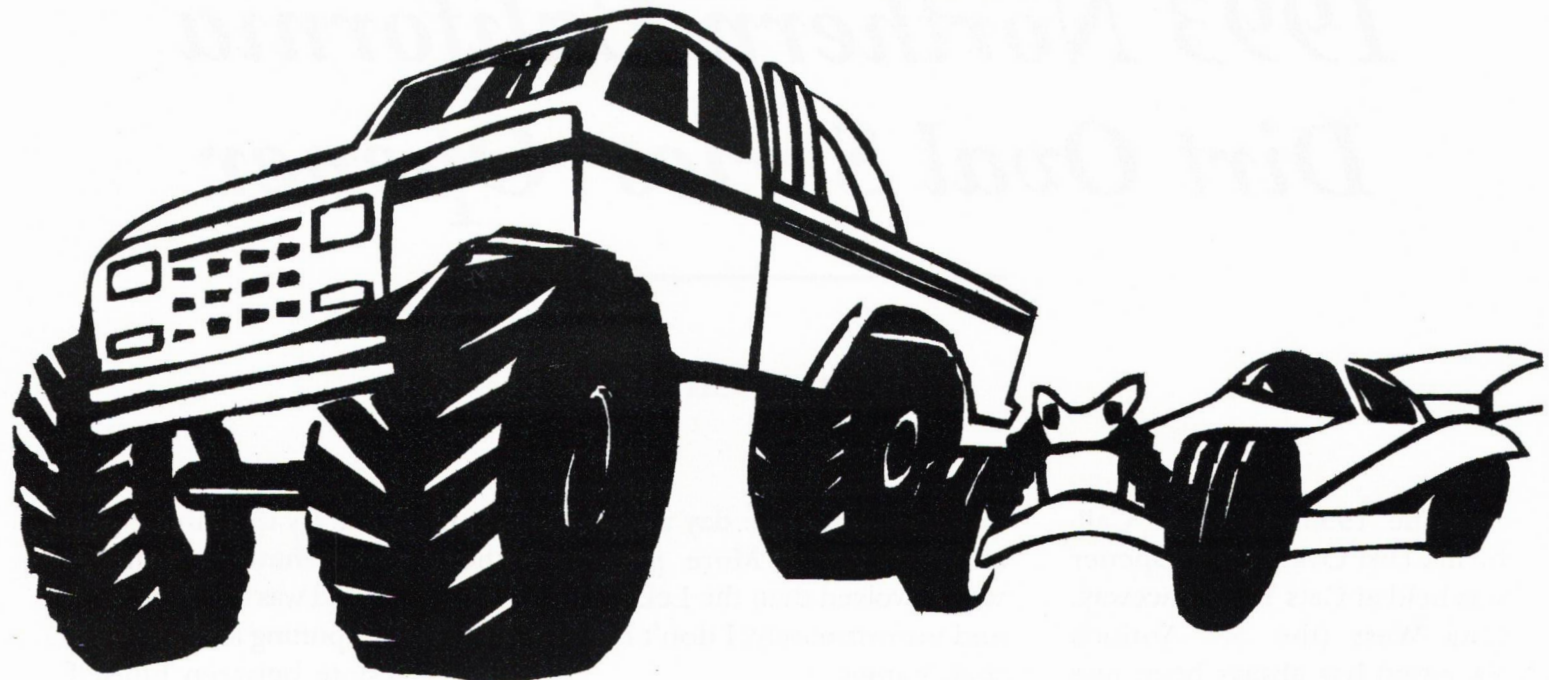
Eric Blaszcak took the C main with a flag-to-flag win, followed by Matt Levy, John Von Weiland, Stanley Peletski, and Rick Smith. Nate Wagner built up a five lap advantage to claim the D main. Ron Smith was second and Mike Pavlick third.

The Bud's Halloween Classic was made possible thanks to the generosity of: *Associated Electronics, BoLink R/C Cars Inc., BRP, Calandra Racing Concepts, Competition Plus, Renewal, Coverite, Duratrax, Kimbrough Products, Litespeed, McAllister Racing, Novak, Paragon, Parma International, Power Push, Pro-Line, R/C News, S&K Racing Products, Shiny Rip-Roarin' Racing Products, T.D. Enterprises, Team Class, Team Cobra, Team Tekin, Technacraft, Competition Electronics, Twister, and Vantage Engineering.*



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1993 Northern California Dirt Oval Series Opener

By Troy Culp

The 1993 Northern California Dirt Oval Series Opener was held at Cats West Raceway. Cats West (the old Antioch Raceway) has always been one of the finest dirt ovals in the northern part of the state. However, up until the beginning of this season, it was not a NORRCA sanctioned track. I would like to extend my thanks to Firehawk (as I am sure all who participated in the first series race would) for deciding to become a sanctioned track.

I would also like to extend my thanks and a "job well done" to Robert LeDone Sr. and Jr. (both) for doing an excellent job of maintaining a consistent track surface throughout the day. The hard-pack clay surface was so well cared - for that the track seemed to improve as the race day progressed. Many hours of preparation went into the

track prior to race day as well, and it showed. More people were involved than the LeDones and unfortunately, I don't have their names.

The race day started a few minutes behind schedule, but due to the excellent help that Firehawk had arranged, the qualifying heats flew by in no time.

The Gear Box Stock Sprint was the first main of the day. This was the only class with ten entrants, and everyone knows when you get ten sprint cars on a track together, its going to make for some spectacular racing. Jim Red held the TQ position with nine other sprinters' sights set dead on him. At the sound of the tone, he jumped out to a short-lived lead that lasted for only two laps. Firehawk had come from the third qualifying position and was hot

on Jim's tail. By the third lap of the race, Firehawk had taken command and was doing a pretty good job of putting a fair amount of real estate between himself and Speedy Petey, who had claimed the second spot. Eight laps into the race, Speedy Petey ran into some trouble and had to make a pit stop for repairs, and did not return to the track until well past the two-minute mark. Due to Speedy Petey's mishap, Perry Stevens inherited second place. By the ten lap mark, Firehawk and Perry were pretty happy with their positions and decided to let the rest of the pack duke it out for third. It looked like a sure thing for Brent May who was holding his own in a solid third place position until the twenty-second lap. It was then that attrition claimed his ride and he was unable to continue. The race for third was

THIS MONTH IN RACING

then turned over to Jim Red and Rick Miller, with Rick Miller coming out on top at the end.

Next was the Expert Stock Sprint Class. John Sloop managed to TQ this class with a mishandling car. This was the debut of his Titan Sprinter and he spent the majority of the day chasing the set-up (leading to terminal results later in the day). By the time the mains rolled around, John had refined the set-up of his car enough to lead the field wire to wire. Second place changed hands several times, and throughout the race each member of the A main took their turn at the number two spot. But Todd Fossen was in the number two spot at the most important point of the race . . . the end. By the end of the race, Todd had closed enough on John Sloop to make him very nervous. They crossed the finish line three-tenths of a second apart on the same lap, and they both were on the verge of putting third place Rocket Robert (LeDone, Jr.) a lap down.

Two wheel drive stock was the next main, and Sherman Wong held the TQ spot in this class. Sherman must have watched John Sloop in the stock sprint main, because he led this race wire to wire as well. Rick Miller, who qualified second, got off to a bad start and dropped

back to fourth place. Soon after he was in fourth, he decided that fourth was not the place to be and began to work his way back through the field. Big Dog was in second and Kathy Birlew was in third for a short period of time, before they both found themselves staring at the back side of Rick Miller's charging car. By the time Rick had managed to plant himself firmly in second place, Sherman Wong was gone. Rick had to settle for a distant second, and Big Dog was in third at the end of the race. Who is this guy Big Dog anyway?

Two wheel drive expert stock was next on the agenda. Kevin Osmon was the proud TQ holder in this class...by just under a full lap, no less. At the beginning of the race, Steve Jackman got the jump on Kevin and held the lead for five laps. At that point, Kevin was tired of second place and said good-bye to everyone. By the end of the race, he was about to lap Steve who had maintained his second place standing since Kevin had gotten around him. Late into the race, a challenge for third developed between Greg Lynch (who had been the proud owner of that position for most of the race) and Tom Davis. They traded positions once and Greg decided he didn't like fourth

place and took third back and held it until the end of the race.

Next up was Stock Truck. I (Troy Culp) was in the TQ position for this main event. I kind of liked the way John Sloop and Sherman Wong ran their mains so I decided to do the same thing. The race for second place was tight and changed hands several times early-on in the race. David Ivey and Steve Carter both had their sights set on second. Finally, at the sixteen lap mark, David Ivey inherited the second spot and decided to hang on to it, with Steve falling back to fifth. At that point, Ted Thomas was presented with the third place position which he held until the end of the race.

Outlaw sprint was next. Firehawk TQ'd this class with a custom built RC10. That's right, he outran the direct drive guys on a hard packed surface with a gearbox car. Go figure? It couldn't be that he owns the track, could it? Or that he's probably done more laps on that track than any living human, could it? Just kidding Firehawk. I personally have never seen a gearbox car go as fast as Hawk's sprinter did and make run time. Firehawk must have paid attention to me, John Sloop and Sherman in our earlier races. He proceeded to do the same thing and just say "see-ya" to

THIS MONTH IN RACING

everyone. John Sloop jumped into the second spot from the third qualifying position. Six laps into the race however, the darkest incident of the day occurred. John's car was still somewhat ill-handling. He came out of the second turn, got into the throttle too hard and began to slide sideways down the backstretch. Unable to recover from this slide, his car ended up setting backwards right in the middle of the backstretch. Before anyone could even say anything, Jon Strickland was on top of Sloop's sprinter. Incredibly, Jon Strickland's sprinter was undamaged, and he continued on to take second place. With only four sprinters in the class, and one gone due to attrition, that left Len Birlew to claim the briefly vacant third spot.

Four wheel drive modified was the final event of the day and surprise - Kevin Osmon was in the TQ spot. There had ought to be a law against this guy. He is just too *%\$#!>* fast. He also led this main event wire to wire, while Darrin Zimmerman held the second spot wire to wire. Third place was taken from Ethan May on the seventh lap by Jimmy Red. Jimmy held onto the third spot well into the race. On the thirty-fifth lap however, attrition claimed his ride and third was once again handed

back to Etahn May.

Stock Sprint
 1st - Firehawk
 2nd - Perry Stevens
 3rd - Rick Miller
 4th - Mike Ryan
 5th - Jim Red
 6th - John Geisness, Jr.
 7th - Big Dog
 8th - John Geisness
 9th - Brent May
 10th - Speedy Petey
 Expert Stock Sprint
 1st - John Sloop
 2nd - Todd Fossen
 3rd - Rocket Robert
 4th - Jack Gray
 5th - Jim Reed
 6th - Parts Depot
 7th - Randall
 2WD Stock
 1st - Sherman Wong
 2nd - Rick Miller
 3rd - Big Dog
 4th - Kathy Birlew
 2WD Expert Stock
 1st - Kevin Osmon

2nd - Steve Jackman
 3rd - Greg Lynch
 4th - Andrew Hom
 5th - Tom Davis
 6th - Perry Stevens
 7th - Bandit (Jimmy Red)
 8th - Jon JVS Strickland
 Stock Truck
 1st - Troy Culp
 2nd - David Ivey
 3rd - Ted Thomas
 4th - Bobby Craig
 5th - Steve Carter
 6th - Len Birlew
 7th - Lance Lester
 Outlaw Sprint
 1st - Firehawk
 2nd - Jon JVS Strickland
 3rd - Len Birlew
 4th - John Sloop
 4WD Modified
 1st - Kevin Osmon
 2nd - Darrin Zimmerman
 3rd - Ethan May
 4th - Ernest Haberman
 5th - Brian McDonald
 6th - Bandit (Jimmy Red)
 7th - Len Birlew



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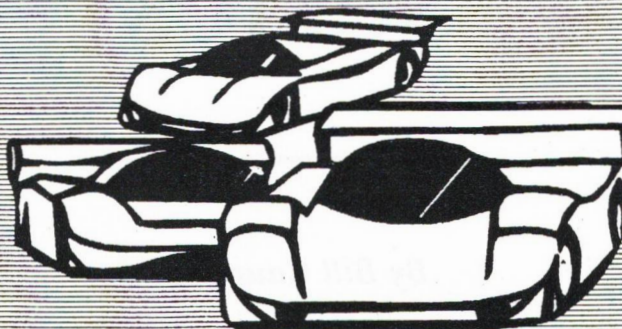
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Florida Panhandle Series

By Bill Caughron

The first race in the 6th Annual Panhandle Series got off to a late start due to the Florida weather. The first race was re-scheduled to April 18th due to rain. Even though there was a delay, the racers turned out as expected on a bright and sunny day at B & T R/C Central in Ft. Walton Beach. The race directors, Tim Miller and Frank Higgins, had set up a great race schedule. This year's series would be limited to six off-road races all in the Panhandle of Florida.

In past years, this series has held as many as 10 events including combinations of dirt oval, off-road and even one year with a high banked hard surface race. Each year for the past six years each race director has wanted to add something new to the series to keep up the

interest. This year Tim and Frank came up with Team racing. The teams are made up of four drivers one from each class: 2WD Stock, 2WD Modified, Modified Truck and Stock Truck, the drivers points, received in the series, count as the Team points. One trophy would be awarded to the team with the highest points total at the final event of the year. This fosters competition between both towns and multi-teams within each town. The winning team will have the bragging rights for a whole year.

In 2WD Stock and 2WD Modified Donnie Jackson, Stock Truck Frank Higgins both hoped to repeat. Last year's Mod Truck winner Ben Faulk was unable to attend and we sure missed little Ben. One other change took place this year with

the return of the drop race. This rule had been removed from the series for the last three years, but with all the racing schedules out there the majority of the racers voted it in. Even though we would be forced to miss a race this year due to the On-Road Nationals, I still feel that a series race should require you to attend all events to win, after all the reason for a series is consistency.

The race director called the drivers to the line for the first heat of 2WD Stock and for the next eight hours the battle was joined. When the mains were posted the TQ's were 2WD Stock, Shea Caughron sponsored by Phoenix Motors and Oval Masters; 2WD Modified, John Walters sponsored by Traxxas, Novak and Peak Performance; Modified Truck,

THIS MONTH IN RACING

Keith Bellflower; and in Stock Truck, John Jogan sponsored by TJ Raceway. Each one received a \$25 gift certificate. An added feature was a \$5 gift certificate awarded to the highest finishing Traxxas car or truck, which by the way, was all of the TQ's in each class.

With the start of the mains all were looking for some fast and good racing and right from the start of the A Main Stock, they were not disappointed as Shea Caughron and Toby Walker, both driving for Team SNAFU of Pensacola got out to an early lead and were within inches of each other exchanging the lead twice within the first two minutes. With less than a lap to go Toby tried to put his car into a small spot and clipped the wall ending a great duel and costing him second as Shea finished first, Bud Howard second and Mike Webber third.

In 2WD Modified the question was not who would win, but by how much, as John Walters had already set the new class record with Donnie Jackson setting second and Shea Caughron in third. At the horn, John, Donnie and Shea were out in front and by lap three, they were all alone. Donnie kept dogging

John, but just couldn't get around as John finished first, Donnie second and Shea third. The top three finishers all broke the track record. This was great racing!

Next up was Stock Truck with John Jogan setting the pole. The Team SNAFU motor man had provided John with the fastest motor, the question was could he finish at the head of the pack. At the gun John was off to the races but at about the two minute mark, he tried to cut the corner too sharp and by the time he was straightened out the second, third and fourth place trucks has caught up and we were back to a race. The pressure was too much as John hooked the wall allowing Don Knapp to take the lead and the win with John Jogan finishing second and Larry Mitchell finishing third.

Last up was the Modified Trucks. This is a crazy bunch and the racing was as expected. Keith Bellflower, who has finished second three times at the Regionals was on the pole with John Walters right next to him. These two guys have raced each other for the last three years so you knew we were going to see some wheel to wheel action. We

were not disappointed as they both had bolted in some horsepower. After about one minute, John had a good lead and it looked like he was going to run away with it when his truck started to hook badly. John battled the ill handling truck for the next two and a half minutes only to hook the wall and have Donnie Jackson and Keith get by. These two battled down to the wire with Donnie taking the win, Keith taking second and John settling for third. After the race it was found that a wheel bearing had locked up on John. I know it will not happen at the next event.

Well, the plaques were handed out and the racers packed up and headed home ready for the next race in Tallahassee. We would like to thank the series sponsors: Airtronics, Associated, Bondhus, B&T Racing, Bud's Racing, C&M Mfg., Competition Plus, Dan's, Kimbrough, Lightspeed, Team Losi, McAllister, Novak, Parma, Pro-line, R.C.P.S., RC Super Speed, S & K, Technacraft and Twister. We would also like to say support your local hobby shop we need them to race!

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THIS MONTH IN RACING

2WD Stock

- 1st - Shea Caughron - 105
- 2nd - Bud Howard - 95
- 3rd - Mike Webber - 91
- 4th - Toby Walker - 88
- 5th - Bruce Fogarty - 86
- 6th - Clint Mitchell - 84
- 7th - Bruce Yates - 82
- 8th - Clyde Taylor - 80
- 9th - Kinson Cook - 78
- 10th - Tim Miller - 76

2WD Modified

- 1st - John Walters - 105
- 2nd - Donnie Jackson - 95
- 3rd - Shea Caughron - 91
- 4th - Don Knapp - 88
- 5th - Toby Walker - 86
- 6th - John Propst - 84
- 7th - Johnny Berry - 82
- 8th - Scott Robertson - 80
- 9th - Ben Buckingham - 78

Modified Truck

- 1st - Donnie Jackson - 100
- 2nd - Keith Bellflower - 95
- 3rd - John Walters - 91
- 4th - Larry Pollack - 88
- 5th - John Jogan - 86
- 6th - John Propst - 84
- 7th - Tim Miller - 82
- 8th - Kinson Cook - 80
- 9th - Mike Seymour - 78
- 10th - Steve Hinderson - 76

Stock Truck

- 1st - Don Knapp - 100
- 2nd - John Jogan - 100
- 3rd - Larry Mitchell - 91

- 4th - Brian Peterson - 88
- 5th - Larry Pollack - 86
- 6th - Bruce Fogarty - 84
- 7th - Koby Kennison - 82
- 8th - Tod Mondragon - 80
- 9th - Kennison Cook - 78
- 10th - Mike Simons - 76

Teams

- 1st - Team SNAFU - 363
- 2nd - Team PDT - 352
- 3rd - Team Hooters - 339
- 4th - Team DDT - 318

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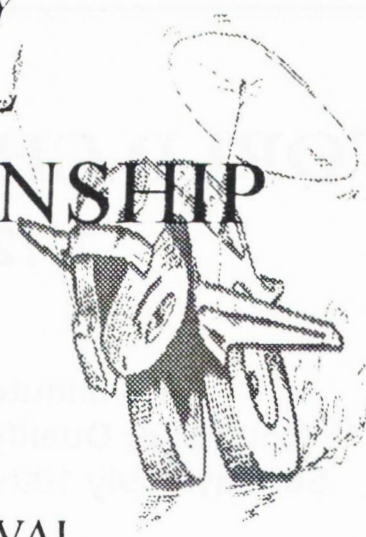
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1/12 SCALE - Paris, France

July 10th - 16th

8 Minute Racing plus 3 Minutes Between Heats

12 Rounds of Qualifying - 15 Heats, 10 drivers in each - 150 drivers total

Sunday - July 10th - Practice (Subject to agreement with organizers)

Monday - July 11th - Practice

Tuesday, July 12th - Practice

Wednesday, July 13th - Qualifying Rounds 1, 2, 3, 4

Thursday, July 14th - Qualifying Rounds 5, 6, 7, 8

Friday, July 15th - Qualifying Rounds 9, 10, 11, 12

Saturday, July 16th - Practice Finals - Finals - Banquet

1/10 SCALE - Sonneberg, Germany

July 19th - 24th

4 Minute Racing plus 3 Minutes Between Heats

9 Rounds of Qualifying - 15 Heats, 10 drivers in each - 150 drivers total

Tuesday - July 19th - Practice (Subject to agreement with organizers)

Wednesday - July 20th - Practice

Thursday - July 21st - Practice - Opening Ceremony

Friday, July 22nd - Qualifying Rounds 1, 2, 3, 4

Saturday, July 23rd - Qualifying Rounds 5, 6, 7, 8,

Sunday, July 24th - Practice Finals - Finals - Banquet

1/8 SCALE OFF-ROAD - Kirchsschlag, Austria

August 1st - 7th

Timetable Provisional as of yet to be agreed with organizers)

Monday, August 1st - Practice

Tuesday, August 2nd - Practice

Wednesday, August 3rd - Qualifying Rounds

Thursday, August 4th - Qualifying Rounds

Friday, August 5th - Qualifying Rounds

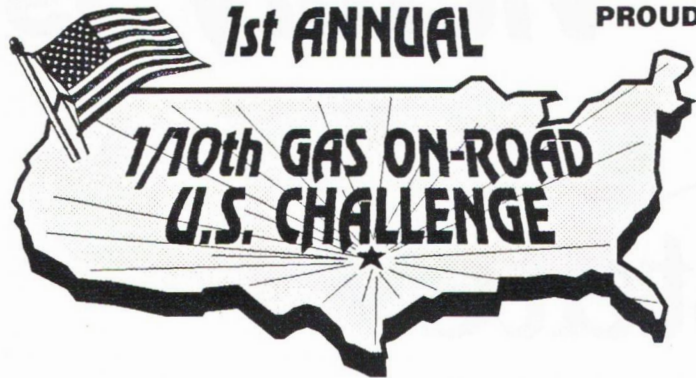
Saturday, August 6th - Finals

Sunday, August 7th - Finals - Banquet

RCRC of DALLAS

1st ANNUAL

PROUDLY PRESENTS



**30
MINUTE
A MAINS!**

**THIS IS
THE ONE!**

April 8,9,10th

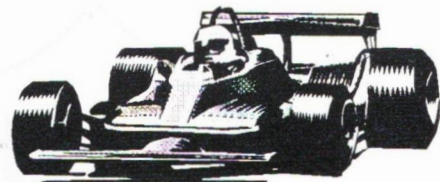
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FRIDAY - 10:00 AM - 5:00 PM OPEN PRACTICE
SATURDAY - 8:00 AM PRACTICE & 3 QUALIFIERS
SUNDAY - 8:00 AM PRACTICE, 2 QUALIFIERS
CONCOURSE - MAINS - TROPHIES

1994
17th ANNUAL



TEXAS BIGGIE

**MEMORIAL DAY
WEEKEND!**

**INCLUDES
10th SCALE!**

May 28,29,30th

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FRIDAY - 10:00 AM - 5:00 PM OPEN PRACTICE
SATURDAY - 8:00 AM PRACTICE & 3 QUALIFIERS
SUNDAY - 8:00 AM PRACTICE & 3 QUALIFIERS
MONDAY - 8:00 AM PRACTICE, CONCOURS & MAINS
SUNDAY NIGHT DINNER BANQUET & PRIZE GIVEAWAY



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(214) 279-6561

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NAME _____ PHONE () _____

ADDRESS _____ CITY _____ ST _____ ZIP _____

ROAR NUMBER _____ EXP _____ (LICENSE AVAILABLE AT THE TRACK)

PLEASE SPECIFY WHICH RACE YOU WILL BE ATTENDING

1/10 U.S. CHALLENGE

1994 TEXAS BIGGIE

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FREQUENCY

1/10 PAN .12 _____

1/10 Open _____

1/10 SUSP. .12 _____

1/8 Sportsman _____

1/10 PAN .15 _____

1/8 2W _____

1/10 SUSP. .15 _____

1/8 4W _____

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RACING SCHEDULE

ALABAMA

PERFORMANCE R/C HOBBY & RACEWAY

Racing for 1/10th and 1/12th cars. Indoor carpet and oval course. Racing every Saturday night at 6:00 p.m. (also off-road - call). 1/10th scale off-road racing every Sunday at 2:00 p.m. (call for oval races). Track is at 2600 Beltline Rd. Decatur, AL. (205) 353-3399

ARIZONA

HOBBYTOWN U.S.A., PHOENIX

Racing for 1/10 scale asphalt oval every Sunday at 1:00 p.m. at "Bell Canyon" Pavillions. Located at 2814 W. Bell Rd. Phoenix, AZ 85023. Phone (602) 993-0122.

HOBBYTOWN U.S.A., GILBERT

1/10th and 1/12th electric outdoor asphalt 100 ft. oval. Racing held twice a week, 12 months a year. Drag racing held on the 1st and 3rd Tues. of every month. Fully stocked hobbyshop, classes for all cars, and computer scoring make for a great racing experience. For race times and more information contact HobbyTown; Gilbert & Baseline Rd., Gilbert, (602) 892-0405.

HOBBYTOWN U.S.A., SCOTTSDALE

1/10th and 1/12th electric outdoor asphalt oval. Year 'round racing twice a week in the warm Arizona sun. Fully stocked hobby shop and nearby restaurant/hotel accommodations make this a perfect R/C get-away. For race times and information contact Hobbytown; Indian Bend and Pima, Scottsdale, AZ (602) 948-3946.

CALIFORNIA

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.

SROKA'S INDOOR R/C

1/10 Scale: Every Sunday - Oval racing every 4th Sunday. 5216B Arboga Rd., Marysville, CA 95901. Call Michael or Vickie Sroka (916) 742-6148 or (916) 741-3051.

HOBBY HAVEN RACEWAY

1/10 Scale: 1756 First Street, Livermore, CA 94550. For further info call (415) 443-5828 M-F 10 a.m. to 6 p.m.

FAST LANE R/C

Address is 25845 San Fernando Rd. #21, Saugus, CA 91350. Contact John or Darlene at (805) 255-2404. Racing is off-road, dirt oval, asphalt road course and asphalt oval.

THE SQUARE ROUNDHOUSE SPEEDWAY

1/10 Scale: Saturdays 3 events per month, Off-Road, Monster Truck Pulls and Oval Race. Oval dirt track and Off-Road tracks. 1468 Lander Avenue, Turlock, CA 95380, (209) 668-4454. Ask for Harold Lindquist.

BROTHERS-IN-LAWS R/C RACING

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-roaders. 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.

JD HOBBIES

Racing for 1/12 and 1/10 gas and electric cars, on both on-road and paved oval courses. Racing is done outdoors, on an asphalt surface. The facility has a hobby shop, snack bar, AC power and scores races with an auto count system. The track is at 1009 W. College Ave., in Santa Rosa, California. For more information call (707) 571-1700.

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.

CLOVERDALE R/C RACEWAY

We race both indoors and out, gas and electric, in 1/12, 1/10 and 1/8 scales. The facility has carpet, and dirt tracks for road racing, off-road and oval. Race scoring is done via an auto count system, and there is AC power and a hobby shop on site. Parking isn't a problem, and there's even RV access. For more information call (707) 894-4468 or visit us at #1 Citrus Fair Dr., Cloverdale, CA 95425.

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.

SO CAL RADIO CONTROLLED RACEWAY

Racing Wed., Fri., and Sat. for 1/10th electric off-road cars. This is an indoor facility with plenty of parking, AC power, snack bar, auto count and full hobby shop. Track is also open for practice on non race days. Visit us at 11930 Valley View St., Garden Grove, CA 92645. The phone number is (714) 892-0088.

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.

SAN FRANCISCO RADIO CONTROLLED MODEL CAR CLUB

Holding 1/10th scale gas and electric road racing on asphalt at the Tanforan Shopping Center. Races are held on the 2nd and 4th Sundays, February through November. For more information call Jerry Imboden at (415) 589-7836 or Randy Swan at (415) 221-1978.

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, Burrill 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 Rydzy 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 Scales.

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 eves. 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.

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.

BROWARD COUNTY R/C RACE CLUB

Racing for 1/10 and 1/8 cars in gas and electric models. We run on-road, off-road and paved oval. Racing is done outdoors, and there is AC power and an auto count scoring system. For those with motorhomes there is RV access. We race at 2201 N.W. 9th Ave., in Mill's Pond Park, Fort Lauderdale, FL. For further information call (305) 525-3304.

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.

AMERI-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 information 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. Hiway 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.

MAINE

CENTRAL MAINE R/C SPEEDWAY AND HOBBIES

This facility features two carpeted tracks, an oval and a road course.

There's also off-road racing. We have a complete r/c pro shop and race on Fridays and Sundays. This indoor facility also has a snack bar, AC power and an auto count system. The track is located at 18 Lithgow St., Winslow Maine. For information call (207) 877-2232.

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/BRCCR 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.

RIDERS SUPER SPEEDWAY

Racing for 1/10 and 1/12 electric cars. We have an indoor carpet oval course, with a complete hobby shop, snack bar, AC power and score by auto count. Located at 4415 S. Westnedge, Kalamazoo, MI. Call us at (616) 349-2666.

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 ENGLAND HOBBIES AND R/C RACEWAY

Racing for both gas and electric cars, in 1/10 and 1/8 scales. This outdoor track features off-road and dirt oval racing every Saturday from May - October. There's an auto count system for scoring, and a hobby shop and snack bar. We are at 49 Eaton Hill Rd., Auburn, NH. Call Larry at (603) 483-8371 or Chuck at (603) 483-2274.

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 an 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 LN. 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., Scotta, 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 Applegate 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.

CEB MOTORS R/C DIVISION

This indoor facility races 1/12 and 1/10 electric cars. Racing is for both oval and road course designed cars. The track features a hobby shop, snack bar, AC power, auto score and the parking lot can handle RV's. Call us at (717) 375-4635, or stop by at 5743 Molly Pitcher Hwy., Marion, PA.

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.

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.

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 IRC.D.R.A. 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.

FAIRSTONE R/C SPEEDWAY

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

HOBBY HANGAR SPEEDWAY

Those coming to this track can race 1/12 and 1/10 cars in both gas and electric powered versions. There's racing on carpet and dirt, for road and off-road racing. The facility boasts a hobby shop, snack bar, AC power and uses an auto count scoring system. Hobby hanger is at 4433A Brookfield Corp. Dr., Chantilly, VA 22021. Phone them at (703) 631-8820.

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. straightway, 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 Plasa, Racine, WI 53405.

Attention Race Facilities!

Advertise your club or track in Competition Plus free of charge! Simply mail in or fax the vitals of your track and we'll publish it in the next available issue. Use the handy form below.

(circle all that are applicable)

TRACK/CLUB NAME _____

ADDRESS _____

CITY _____

STATE _____ ZIP _____ PHONE () _____

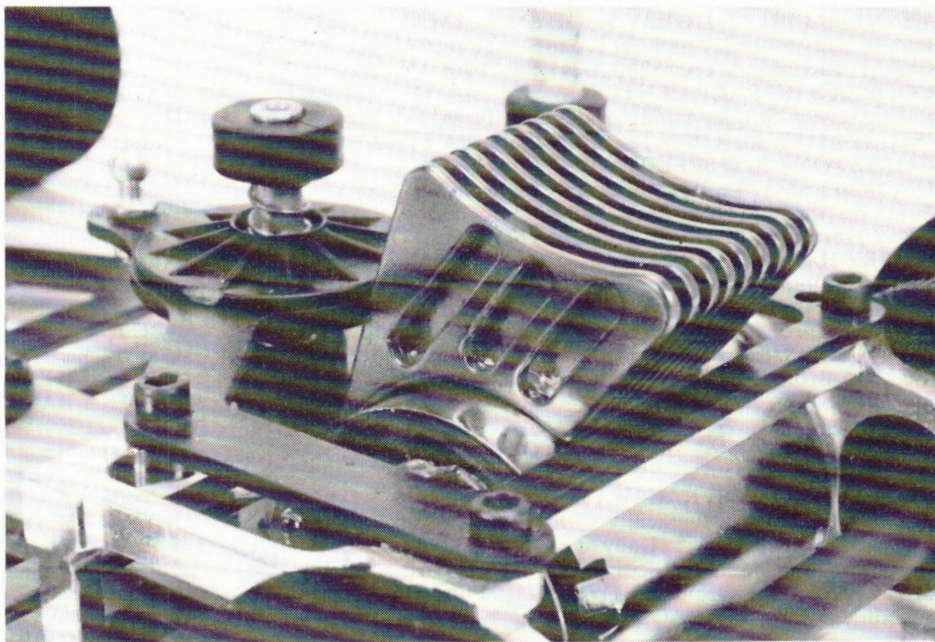
Note: Use this form to also notify us of tracks that may have closed in your area that we may not know about yet.

- | | | |
|----------|------------|------------|
| 1/12 | OFF-ROAD | ASPHALT |
| 1/10 | DIRT OVAL | DIRT |
| 1/8 | PAVED OVAL | HOBBY SHOP |
| 1/4 | DRAG | SNACK BAR |
| GAS | INDOOR | AC POWER |
| ELECTRIC | OUTDOOR | AUTO COUNT |
| ON-ROAD | CARPET | RV ACCESS |

For The Racer

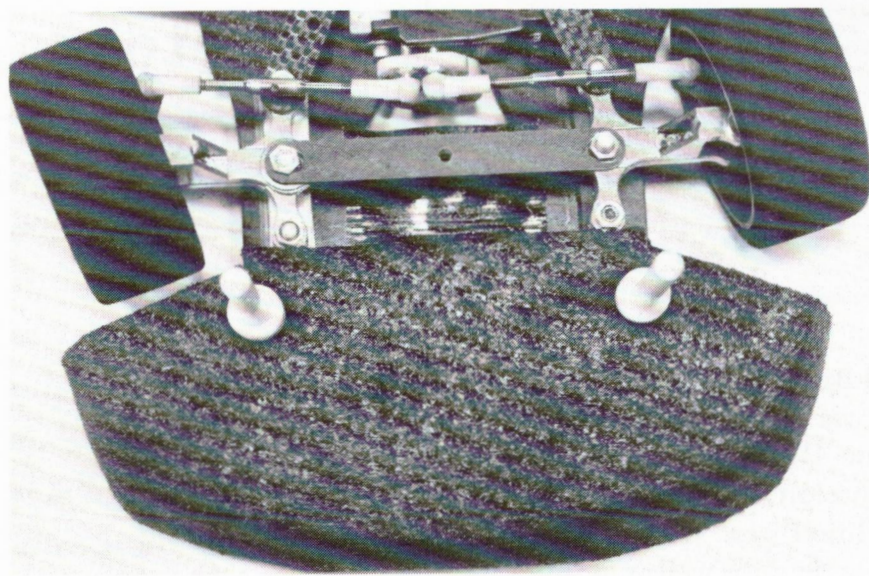
“Cool It!” Clip-On Motor Heat Sink

The Team CRC “Cool It!” motor heat sink is the lightest on the market. Because the “Cool It!” is extruded, it can be made very light with plenty of surface area for increased cooling effect. Lightweight and high surface area . . . the best of both worlds. Check it out at your local dealer. Part Number 5005. Calandra Racing Concepts, 6860 Stanwix Ave., Rome, NY 13440 Telephone & fax (315) 338-0867.



Trinity's Monster Stock Jr. 2

An all new version of the most popular NORRCA legal stock motor. The Jr. 2 now uses the all new Epic EX Tech EZ Flow endbell and can technology. This allows for a much cooler running motor. The magnets are the latest 5.0 wet type while the motor can features a 3 hole pattern which tailors the magnetic field to the new short slotted armature blank. Lay down brushes are utilized which allow more commutator wrap and more horsepower. This new version of the Monster Stock Jr. is faster than the original, while running cooler and more efficiently. Trinity Products, 1901 E. Linden Ave. #8, Linden, NJ 07036 Telephone (908) 862-1705 Fax (908) 862-6875.

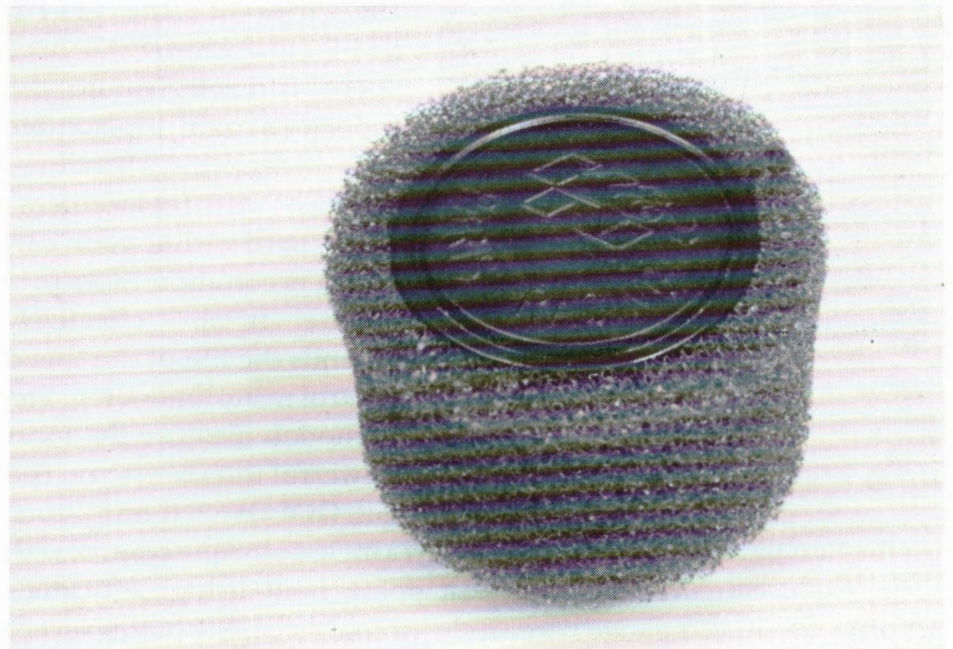


The Protector

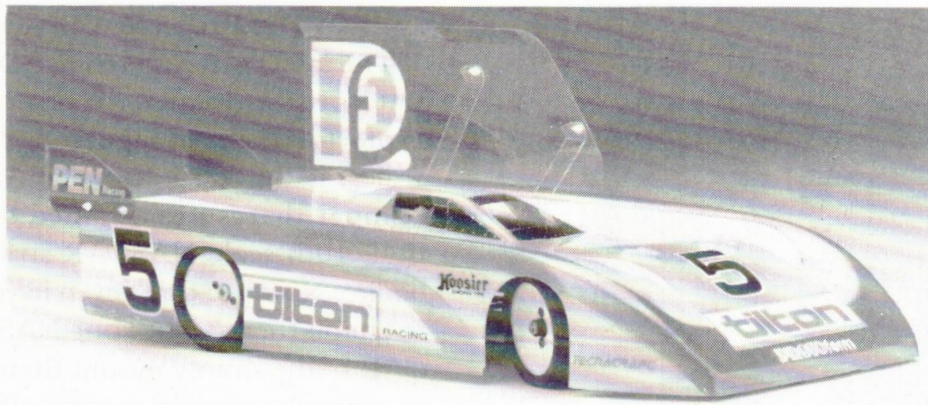
The latest offering from T.D. Enterprises, originators of the Protector foam bumpers in all scales, is the "Protector/PT" a bumper that is pre-trimmed to fit 1/10th scale NASCAR style bodies. Now you don't even have to shape them to fit your NASCAR body, simply mount them to your chassis and you're off! They still offer you the well known protection for your body, suspension, and posts but you are ready in half the time! Ask for them at your favorite hobby shop. You can't win if you don't finish! T.D. Enterprises, P.O. Box 3301, Lexington, OH 44904 (419) 884-2004 or for orders only 1-800-253-7229.

Pre-Filter Element For Paris/K&N .21 Air Filter Now Available from DuraTrax

DuraTrax now offers a pre-oiled Pre-Filter element for use with Paris/K&N .21 engine filters. The Pre-Filter Element provides an additional measure of filtration, improving airflow while preventing fine dirt particles from entering your engine. Very inexpensively priced, the Pre-Filter Element increases the life of the Paris/K&N air filter and is an excellent investment toward lasting engine performance. DTXG2604 Pre-Filter Element for Paris/K&N .21 Air Filter Suggested Retail \$3.99. Great Planes P.O. Box 9021, Champaign, IL 61826-9021 Telephone (217) 398-6300 Fax (217) 398-1104.



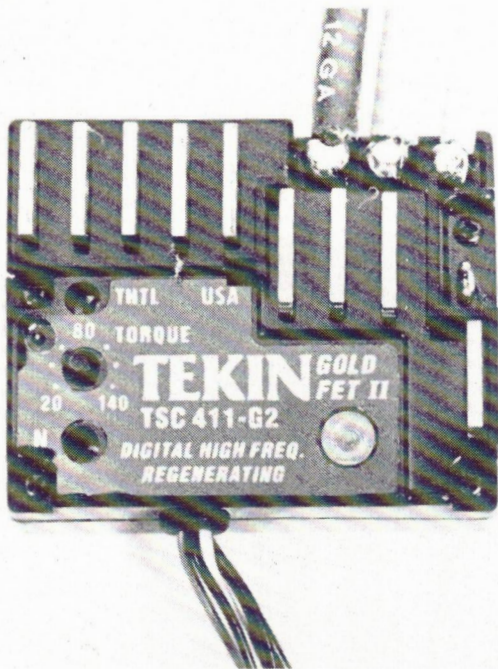
Advertiser's Directory



Vortex L.D. Dirt Oval Body

Protoform's first entry into the "dirt oval wars" was an instant winner. Frank Tucker used one to win the 4WD class at the 1993 ROAR Dirt Oval Nationals, and at the Division 5 Championships, Concours, 2WD Modified and 4WD Modified were won by VORTEX equipped race cars. This body has great detail as well as molded in "vortex generators" (for more effective air flow management) and "add on" right side and center air dams. (shown in photo with part #1711 - side dam kit, 3 pieces with fasteners - \$6.95). Vortex L.D. Dirt Oval Body part number 1904 - retail price \$20.95. Protoform, 5455 S. Western Blvd., Hamburg, NY 14075 Telephone (416) 646-7638 Fax (416) 646-2476.

New Series 2 Speed Controls



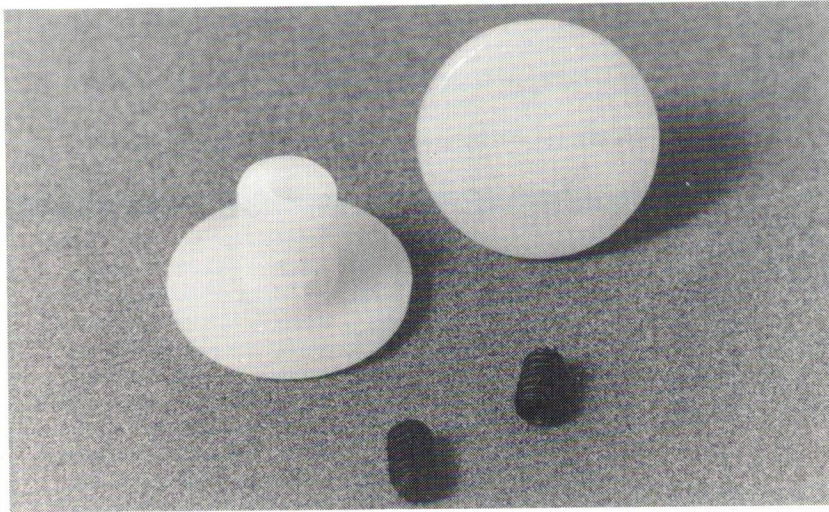
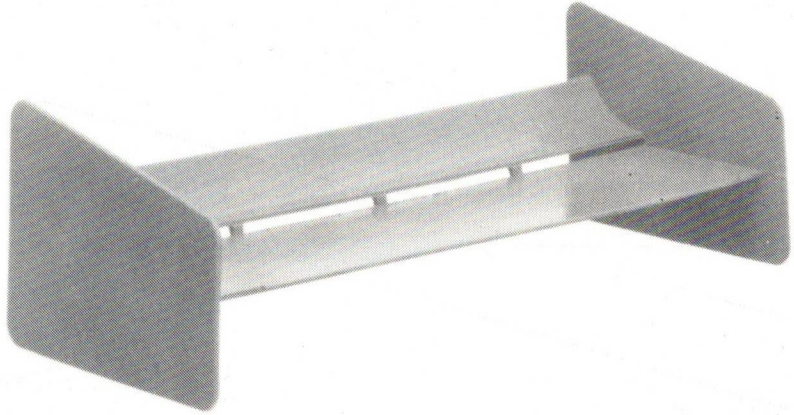
Tekin has released three new speed controls, dubbed the series "2"; the 411-P2, 411-G2 and 420-G2. All three speed controls feature the industry's only replaceable wire solder posts. This allows for easy wire replacements when hard-wiring your car, which is common racer procedure. It also effectively extends the life of the speed control many times over. The G models also use the most powerful transistors you can get, GOLDFET II transistors,

for the best performance. Other features include torque control with scale, exclusive current limiter test point, built-in high efficiency schottky diodes, 12 gauge wire, and extreme reliability under severe conditions. TEKIN Electronics, 940 Calle Negocio, San Clemente, CA 92672 Telephone (714) 498-9518 Fax (714) 498-6339.

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Off Road Wing

New from PSE is the injection molded, dual element wing. Injection molding provides a super strong, durable and light-weight wing which the very popular gas racing market demands - can be used in 1/10 or 1/8 scale off road & on road racing. Part Number 99023 Retail price \$7.99 PSE, 13927 Progress Parkway, N. Royalton, OH 44133. Telephone (216) 237-8650 Fax (216) 237-6333



Wing Mount Buttons

Super high strength, light weight nylon material that can be dyed to match your car's color scheme. Easily lets you mount wing to wing wire and allows for quick simple wing position adjustments. Part #5248 - One pair with screws - \$2.95 Part #5247 - Wing mount buttons with pre-bent wire - \$3.75 BRP, Inc., 1575 Lowell St., Elyria, OH 44035

Inventory Tags

Not for sale - they're yours for the asking! When it comes to doing inventory, time is money. So these tags from BoLink save you time - and money - by keeping part numbers handy for re-ordering. Call BoLink and place your order today! BoLink R/C Cars, Inc., 420 Hosea Rd., Lawrenceville, GA 30245 Telephone (404) 963-0252 Fax (404) 963-7334.

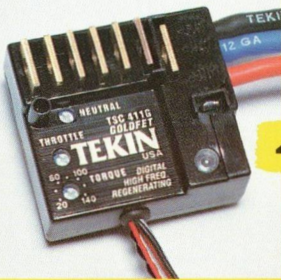


World's Fastest Speed Control - 85 MPH!

GoldFet Speed Control

Tekin's awesome GoldFet transistors have the lowest voltage drop available, for unsurpassed horsepower and efficiency. The IFMAR World Finalist 411G runs cool and delivers the power, even under the most demanding conditions. Efficient 2700Hz switching, torque control with bypass, built-in high efficiency 32 amp Schottky diode, power-link fuse and extra strong B.E.C. for better servo power.

World Class, record breaking performance in every single unit.



411G

QUALITY ELECTRONICS

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TER



AM Micro Receiver

1.2" square, and only 0.4 oz. The Tekin TER Micro Receiver is much smaller and lighter than most stock receivers, and it works! TEKIN's own exclusive crystal I.F. filter makes this the best performing micro receiver on the market. Insist on it! Available for most AM radios 27 MHz to 75 MHz.

Digital Pro Dyno

The TEKIN Dyno is the only R/C dyno to measure actual peak horsepower output, the most critical parameter of D.C. motor operation. It instantly identifies how the motor will perform on the track. Measures RPM and AMPS so you can easily

set gearing and compare efficiency. Does not depend on a calibrated or special slave motor. Will not drift on readings as slave motor becomes hotter. Electronically regulated and calibrated, all Tekin Dynos read the same. There is none more sensitive or accurate.

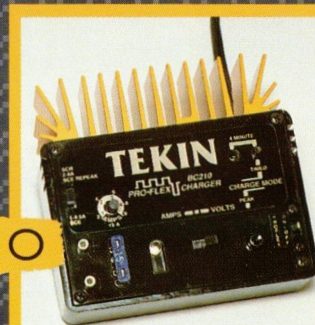


DYN900

THAT'S HOW WE DESIGN AND BUILD ALL OF OUR COMPONENTS, PROVIDING THE VERY BEST IN PERFORMANCE AND RELIABILITY.

IF YOU REALLY WANT WINNING PERFORMANCE, CHOOSE TEKIN. WE BRING THE TECHNOLOGY OF TOMORROW TO THE RACERS OF TODAY.

BC210



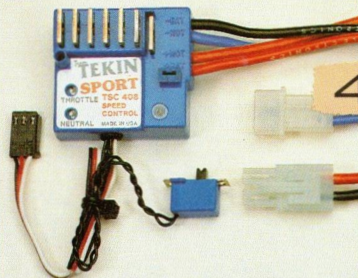
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Uses advanced negative pulse technique to chemically condition cells like nothing else can. The BC210 lowers the internal resistance of all nicad cells, which measurably increases voltage output under heavy amp load for more power. Restores most lost power and run time of tired, old packs. Keeps new packs running fresh. Increases power output, great for stock motors. Allows recharging the same pack all day, without the usual large power loss. Holder of many, many Top Titles.

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Replaces servo, wiper, resistor, receiver, battery, switch and all associated wiring with one simple, compact and reliable unit. The TSC 408s has a smooth proportional throttle control from slow crawl to wide open, with powerful, adjustable built-in brakes. Latest regenerating circuitry, and all at a budget price.



408s

COMING SOON: NEW, AFFORDABLE, MICRO-PROCESSOR CONTROLLED, MULTI-FUNCTION LCD DIGITAL BATTERY CHARGER!

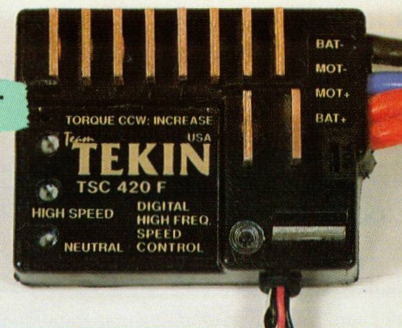
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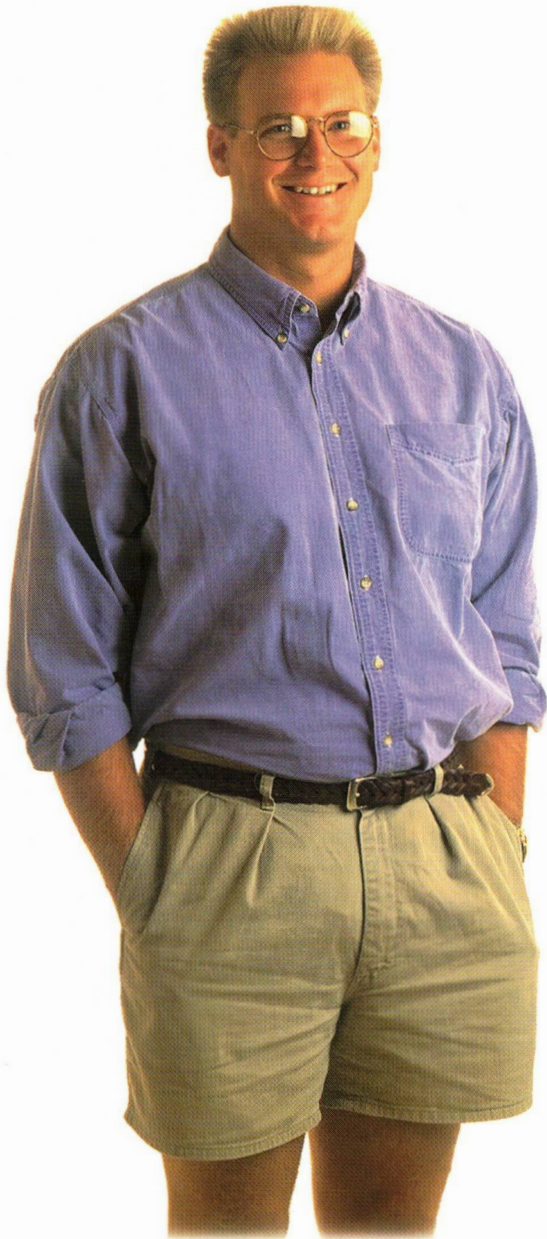
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Operates on 4 to 20 cells. High power for drag cars, insane runs, and twin motor trucks. Extra strong braking action. Hi-AMP B.E.C. powers 4WS truck and boosted amp servos.

R/C

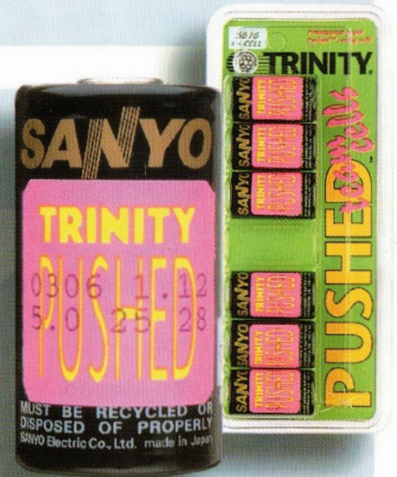
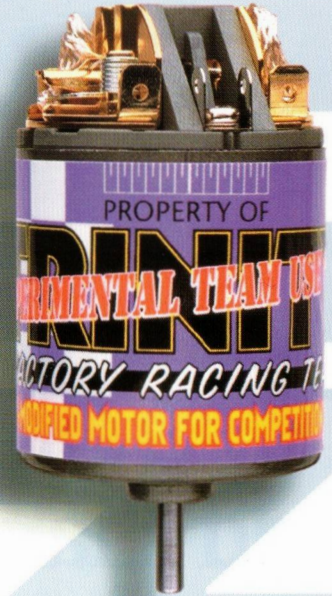
The Fastest Man in the World.

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.

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Turbo Inferno

Inferno 10

Introducing two new ways to get world champion Inferno performance



Perhaps you already know that the Kyosho 1/8 scale, gas-powered Inferno off-road buggy has won such races as the 1992 IFMAR Worlds, the 1992 3rd Annual Gas Off-Road World Challenge, the 1992 and 1993 Kyosho/Car Action Southeast Gas Off-Road Challenges and was named *R/C Car Action's* 1993 Car of the Year. What you may not know is that the Inferno has spawned a whole line of champion performers to meet every racing need.

New 1/8 Scale Turbo Inferno.

Kyosho's World Champion just got even better. The new Turbo Inferno not only includes all the built-in hop-ups

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- Molded nylon wing
- Clutch bell
- Front stabilizer bar
- New tires
- New wheels
- Blue anodized chassis

that made the Inferno a champion right out of the box, but adds \$150 worth of add-ons and improvements at no additional cost.

New 1/10 Scale Inferno 10.

More affordable and easier to assemble than 1/8 scale, this Inferno offers many of the same design features as the original world champion. The Inferno 10 is available with or without an O.S. .12 CZ-R engine that includes a tuned exhaust system and can be run on any 1/10 scale track.

1/8 Scale Inferno DX. An economical way to enter the world of 1/8 scale gas racing, the DX delivers more standard competitive features than higher-priced cars, with more potential and lower add-on costs down the road.

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Whatever style you prefer, get the name that means champion in gas off-roading...Kyosho Inferno.



Kyosho brings world champion performance to 1/10 scale with the Inferno 10.

For a free brochure and the location of the dealer nearest you, please call 1-800-682-8948, ext. 102P.



Inferno ST

Inferno DX



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