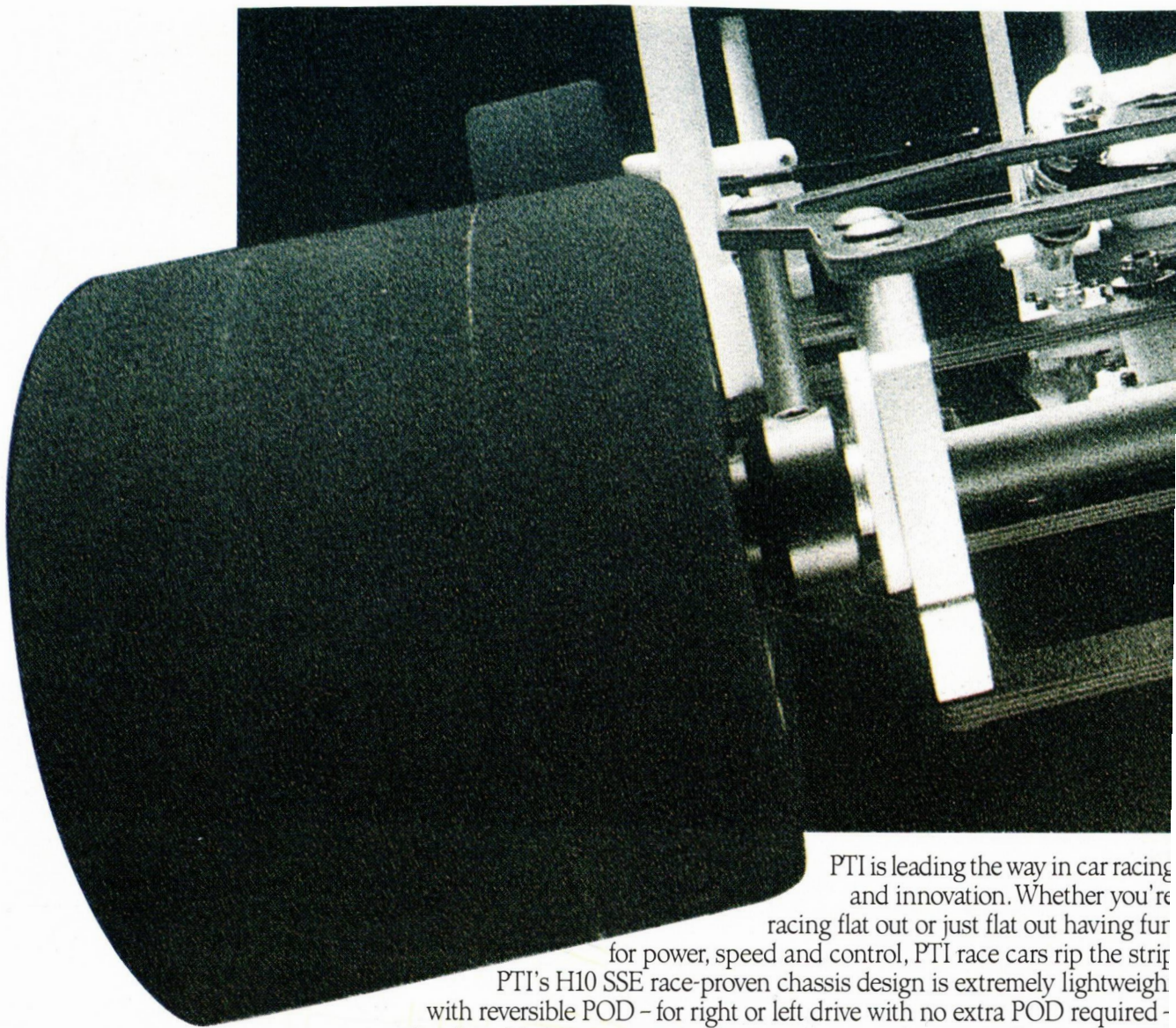


# The 10L Gas Conversion



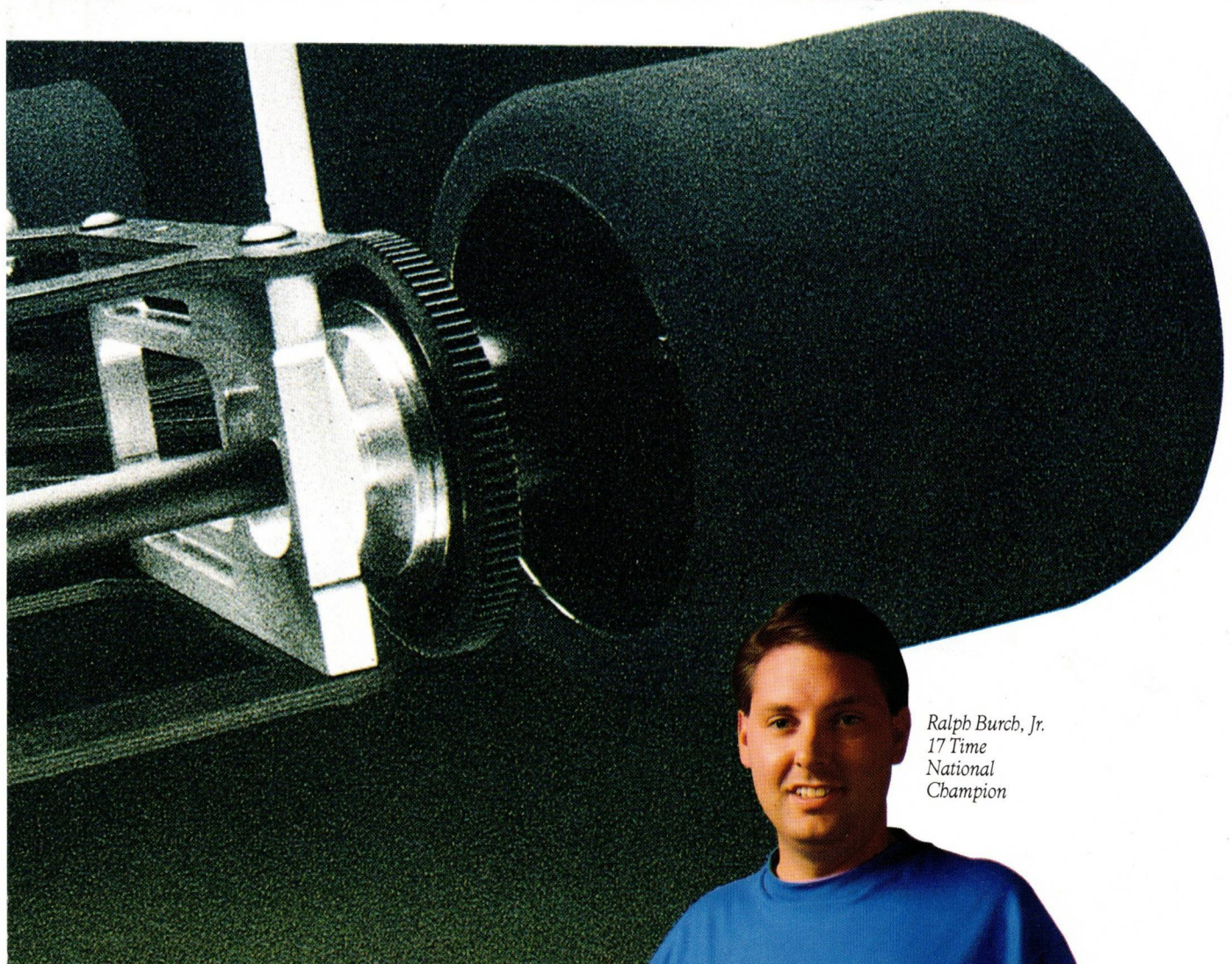
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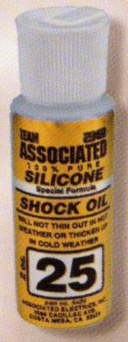
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SECRETS  
1995

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**RACING SILICONE SHOCK OIL.** This 100% pure silicone oil has reliably proven not to thin out in hot weather or thicken in cold. 2 oz. bottles, 15 wt. (#5427), 25 wt. (#5428), 35 wt. (#5429).



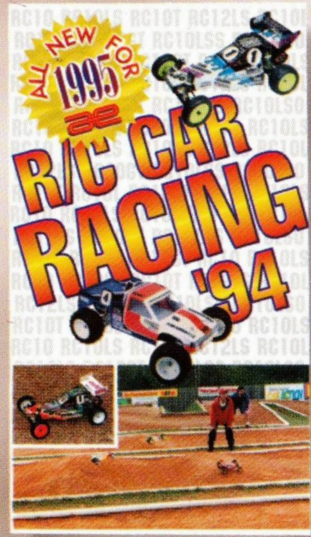
**RC10GT GAS TRUCK.** It's the most advanced 1:10 gas off road truck available anywhere. Racers can make adjustments for Ackerman steering, there is a totally new lay-down transmission with a drive ratio of 2.60:1 for gas engines, a new HTC (high torque capacity) differential, and the truck accommodates most of the .12 and .15 gas R/C engines. (#7050 with bushings, #7060 with bearings.)



**ALLEN WRENCHES.** Precision-ground replaceable aluminum hex handle. .050" (#6964), 1/16" (#6965), 5/64" (#6967), 2.5mm (#6968), 1.5mm (#6969). Replaceable tips.



**REEDY MOTORS.** Turbo-Cooling with "M" wet magnets in the Mach I and II stock motors and Sonic series introduces consistency, economy, long life and speed: stock and modifieds as they were meant to be!



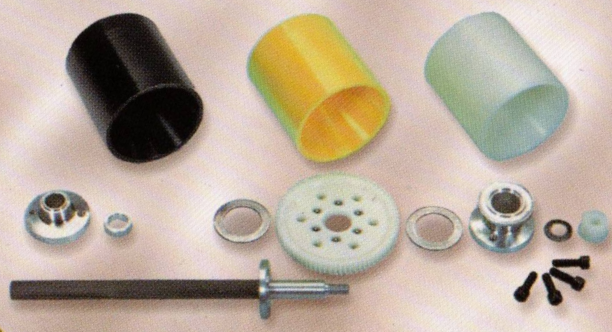
**For 1995! R/C CAR RACING '94 VIDEO.** Join us for the most exciting races of 1994! Featuring the best of such races as the Reedy International Race Series, the ROAR Off Road and & Truck Series, the IFMAR 1:12 World Championships in 1994, the IFMAR 1:10 World Championships in 1994, and the first ever NORRCA Electric and Gas Truck World Cup. (#6976.)



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**COLOR MUFFLERS AND MANIFOLDS.** These great colors help the racer to customize his RC10GT. Polished and anodized, these mufflers and manifolds (pull start and non-pull start available) provide that finished look! Muffler, black (#7740), silver (#7741), blue (#7742), purple (#7743).



**NEW 1:12 STEALTH DIF.** This diff (#4455) for the 12L series cars reduces the overall weight of the rear axle and reduces the rotating mass of the diff and axle assembly. The improved diff action gives you quicker acceleration. The new bolt-on rear wheels (specially designed for this axle) can be changed without readjusting the diff. The axle uses the diff technology developed for the legendary Stealth transmission. Rear wheel, white (#3609), black (#3609B), florescent yellow (#3609Y).





# COMPETITION



## PLUS.

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*This month's cover features the 10L gas conversion car by Dynamite. The Associated T-Bird body is just the perfect fit for the conversion.*

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IN RACING

# CP's Mailbox

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*Competition Plus is a magazine dedicated to racing and racers. From time to time, you may need an open forum to express your ideas or thoughts on racing or a racing subject. This section is for you the racers! Write to: Mailbox, Competition Plus, 23182 Alcalde, Suite K, Laguna Hills, CA 92653 or Fax (714) 830-5108. We'll be waiting for your opinions!*

---

---

## INCOMPLETE RESULTS

Dear Peter Barana:

In your November, 1994 issue you printed the article on the NORRCA Dirt Oval Nationals. However, upon reviewing that article I noticed some of the Stock results were missing. I understand you never received those results. Therefore here are the rest of the results.

Sincerely,

**J.R. Sitman**  
NORRCA President

## EDM CLASS

### A MAIN

- 1st - Dave Barber
- 2nd - Brian Landgraff
- 3rd - Nick Rank
- 4th - Tom Harris
- 5th - Steve Rivera
- 6th - Randy Hobena
- 7th - Dr. Martin
- 8th - Jim Schnieder
- 9th - Tony Sanders
- 10th - Victor Pat

## 2WD STOCK

### A MAIN

- 1st - Sherman Wong
- 2nd - Carl Johnson
- 3rd - Jason Sanders
- 4th - Adam Miller
- 5th - Michael Hunt
- 6th - Scott Stewart
- 7th - Jerry Bassett
- 8th - Tracker Cox
- 9th - Rian Hatcher

## STOCK SPRINT

### A MAIN

- 1st - Steve Williams
- 2nd - Dusty Williams
- 3rd - Amato Ghilarducci
- 4th - Mike Phillips
- 5th - Dustin Frizell
- 6th - Earl Siler
- 7th - Dennis McElroy
- 8th - Tom Davis
- 9th - Jerry Bassett
- 10th - Harry Jackman

---

## CLUB RACING!

Dear Competition Plus:  
Since you started your articles

on the Kyosho R/C Sport Racing, our club has decided to start this type of racing and let everyone bring what they have and just have fun!

We are looking forward to the complete series of articles and hope you will have some tips for promoting this type of racing.

Sincerely,

**John Brimburg**

---

### Editor's Note:

*We have received many letters like this one. In response, yes the series of articles will also give some promotional ideas on how to promote this type of racing and also how to keep your racers interested.*

**SEND US  
YOUR  
OPINIONS!**

# TEKIN - 1994 IFMAR World Champions

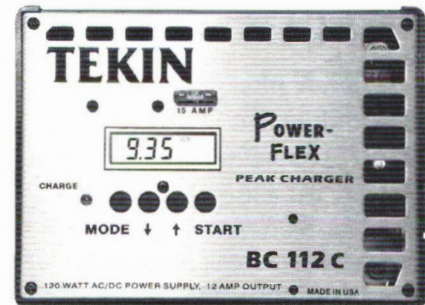
**RACE  
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THE  
VERY  
BEST**

## BC 112A & 112C Pro Chargers

The **BC112A** DC & **New BC112C** AC/DC Peak Chargers are by far the best, most full-featured chargers you can get anywhere! Tekin's awesome *Power-Flex* battery conditioner circuit lowers the resistance of any Ni-Cad cell for increased punch off the line and maximum horsepower. *Power-Flex* also erases cell memory for increased battery capacity and run time, and gives your cells up to 3 times longer life. The BC112's have digital LCD readouts with several display modes including Volts, Amps, Time, and Charge Capacity.

### FEATURES:

- Expansion Slot for Discharger/Cycler
- Many Charge Modes with three Built-in Optimized Charge Profiles
- Linear Current Output
- Overload Protection
- Cool-Running Switch Mode Power Supply



1994 World Champion

### SPECIFICATIONS:

Charge Voltage	0 - 19.99 Volts
Charge Amperage	0 - 10 Amps 12A surge
Trickle Charge Amp.	0 - 500 MA
Charge Capacity	0 - 19.99 MAH
Timed Charge Mode	0 - 1hr 59min
Input Voltage	10 - 24DC / 120AC

## TSC 412-P SpeedSTAR

Best-Value Speed Control Investment



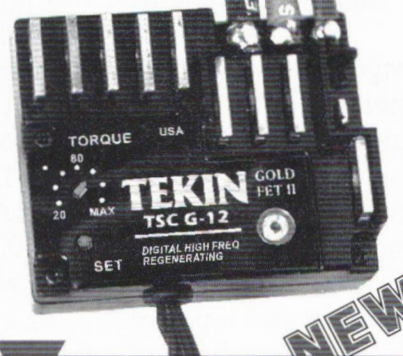
• If you want TEKIN power on a budget, then get the popular and versatile 412P SpeedStar. With High power MegaFETs, it easily powers hot modified motors.

### FEATURES:

- Digital Control Chip for Smoother Throttle and Improved Brakes
- Electronic BEC Bypass Switching
- Regenerating, Recharging
- High-Freq. Linear Current makes Motor's Commutator Last Longer

## TSC G-12 & P-12 Ultimate Speed Controls

with QuickTUNE™



**NEW!**

### G-12 SPECIFICATIONS:

Input Power	4 - 12 Cells
Dimensions (inch)	1.7 x 1.4 x .6
Weight	1.7 ounces
On Resistance	.00125 ohm
Current Rating	350 A (1200 Peak)
Braking Current	120 A (min)
Limiter Current	20 - 120 A (plus Override)
Power Wires	12 gauge
Fuse	Solder-Link
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### FEATURES:

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- Proportional Log / Anti Log Throttle / Brake mapping
- QuickTUNE™ Electronic Tuning
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- Easily Replaceable Wires
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**PUBLISHER**  
Cory Barana

**EDITOR**  
Peter Barana

**ADVERTISING**  
Samantha Ryan  
Monica Cole

### CONTRIBUTING EDITORS

**Bob Crane**  
**Kent Heiden**  
**Rick "The Hammer" Houle**  
**Bill McCall**  
**Jeff Pack**  
**Jeff Palmer**  
**Erik Soderquist**  
**Jack Wright**

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# Finish The Lap You're On!

*By Peter Barana*

**T**urning in this column before all the ads are in can, at times, lead to some funny circumstances. Last month I talked about the spec class and parking lot racing. I mentioned everybody I knew who was producing products for this type of racing.

Well, I thought I had mentioned everybody, but a quick flip to page 3 of last month's issue and I immediately noticed I had forgotten to mention one important party. It seems that Trinity has entered the spec/street racing arena and has introduced a new machine for 1995.

Dubbed the S-Spec 10, this 1/10th scale street machine comes in several different kit options. A complete rolling chassis with battery pack, motor and body is under \$200. That alone is something to get excited about as it should introduce a whole new group of racers to our exciting sport. In addition to producing a true spec car, Trinity has also produced a set of rules to help encourage racing of these machines.

It seems that many manufacturers have finally come full circle with respect to just how important racing is to this sport. In the beginning, all manufacturers seemed to care about was racing, and winning races. Literally thousands of dollars were spent at each race on batteries alone looking for that one special pack. The pendulum swung too far the other way a few years ago, when many companies began to view R/C cars as toys for kids. It seemed that only a few diehard companies cared about racing, and in fact the word *racing* was considered an obscenity.

Today we seem to be on a more even keel. Racing is important - very important. Yet, we must not become so narrow minded in winning races as to turn new racers off to our sport because of high costs and because of equipment that isn't generally available to the average racer.

Spec class racing seems to be the answer, and it's one that I've been pushing for over the past few years. Give racers a competitive and nationally recognized class, with moderate costs and as they say in the movies, "They will come."

*Peter Barana*

# WINTER HEAT!



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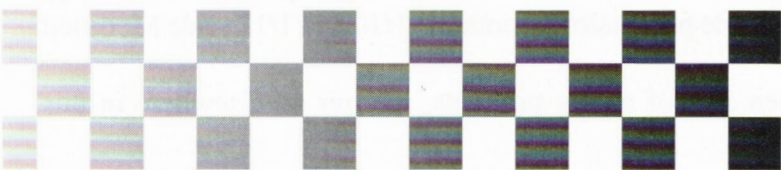
So, if you're a Chevy, Ford or Dodge fan, PSE has the oval truck body you need.

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**Dodge RaceTruck** Clear Body #99041

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# PIT BOARD

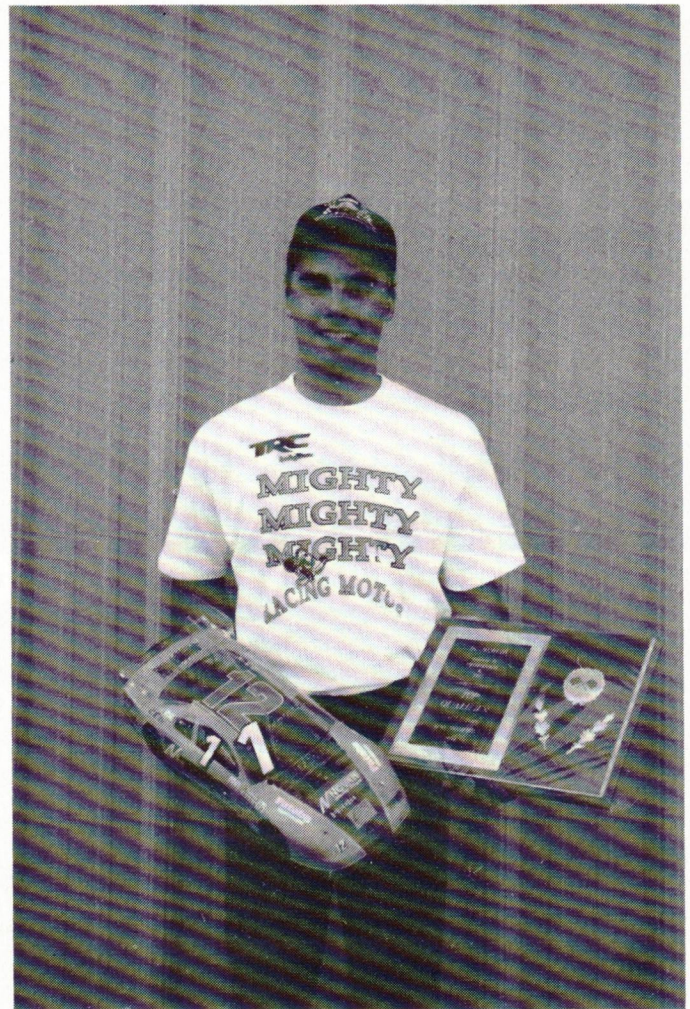
## Kocher Joins Mighty Race Team

**M**ighty Motors owner, Nick Themelis, is pleased to announce that Shane Kocher will join team racers, Steve Fiume, John Themelis and Gavin Creado on the Mighty Motors racing team.

Kocher, the 21 year old oval specialist, will bring his nine years of experience to expand the Mighty Motors racing efforts. Shane is a seven time ROAR Region Champion. Additionally, Kocher has been nationally ranked third in ROAR competition, three years running, in 1/12 modified, finishes of 6th and 7th overall in 1/10 modified, 1993 and 1994 ROAR Paved Oval Nationals make him a threat to win wherever he races.

Since joining the Mighty Motors team, Kocher has captured several track records including 1/12 Modified at K & N Speedway in Connecticut. Most recently, during the 1994 PC Worlds event, King Superspeedway, King, NC, Kocher smashed the 40 lap track record and is now in sole possession of both the 1/10 and 1/12 scale Modified track records at the famous facility.

For more information about Mighty Motors and their line of racing products, see our ad elsewhere in this magazine.



# PIT BOARD

## Fall Blast At Scooter's Hobby

**T**eam PSE converged on Scooter's Hobbies in Niles, OH to blast around their high banked oval carpet track on a beautiful fall weekend.

Greg Greene, Designer of the PSE Thor Dyno, amazed everyone by setting new track records, TQ'd and won in both "A" mains and in modified by over 2 laps.

The PSE Thunderbird, Blue Star long wear foam tires, PSE Rocket Sprockets, lightweight Pro pinions and the power of Thor gave Greg an insurmountable edge over all the drivers competing at Scooter's Fall Blast!

Just for the craziness of it, the team jumped down to Akron, OH Saturday night to Classic Hobbies' new carpet oval and Greg was at it again! TQ'd, track record (2 laps) and won the "A"!!

Mel Donaldson finished third in the "A" running the PSE Pontiac, Blue Stars, PSE gears and of course, the power of Thor. Garry Owen finished 4th showing off the new PSE '95 Monte Carlo!!

A crazy weekend, but a killer for PSE!!

Thanks to all of the new PSE customers at Scooters and Classic Hobbies.

## 1994 U.S. Indoor Champs

**THIS ANNUAL CLEVELAND 1/12 RACE** is the biggest 1/12 race of the year, with 300 entries from all over the USA and Canada. The European Corally team from Holland and England also joined us in the fun.

Mark Adams won the largest and the toughest Stock Class event, with Wayne Gerber taking second, driving their RC12LS cars.

Jon Orr completed the Associated RC12LS sweep by winning the faster Modified Class with his Reedy-powered RC12LS car. Reedy Technology - Second to None.



*Jon Orr took a strong 3rd place finish at the IFMAR 1/10 On-Road World Championships in Germany with his Reedy-powered RC10LS car. Then, at his next big race, Jon won the 1994 Cleveland U.S. Indoor Champs, driving his Reedy/RC12LS combo in the Modified class.*

# PIT BOARD

## *First Radio Controlled Car To Don Garlits Museum*

Radio controlled racing took another step toward National recognition when drag racing legend, "Big Daddy" Don Garlits accepted the first R/C car for display in the "Big Daddy Dan Garlits Museum of Drag Racing", located in Ocala, Florida.

Garlits, probably the most recognizable name in drag racing, founded the museum in 1976 to honor the people and cars that have made drag racing the spectacular sport it is today. Since opening, the museum has expanded to include, not only the finest collection of historical drag racing cars, but a fine collection of antique cars and now, radio controlled cars.

Matt Wojtkowiak, Jr., an avid drag racing enthusiast and race reporter of major N.H.R.A. events is also an avid R/C racer, competing on the ROAR circuit in Region 2 and nationally.

With the help of good friend, Bill Corwin, Garlits was made aware of the hi-tech nature of scale racing. Garlits showed a great interest in R/C when Wojtkowiak had a number of his cars displayed at a special Kendall Motor Oil racing party early in 1994. That interest led to the presentation seen in the picture.

The car is an Associated 10LSS with products from Protoform, Tekin, Futaba, Irrgang Racing, Cooper's R/C, Team SLC, Mad Boss, M-Troniks and Hobby Workshops.

The presentation was made during the running of the N.H.R.A. Pioneer Electronics Keystone Nationals event in Reading, Pennsylvania. Joining in the presentation are: Left To Right: Andy Maurey, Kendall's Director of high performance activities, Matt Wojtkowiak, Jr., "Big Daddy" Don Garlits and Kendall's Bill Corwin.

For more information about the museum contact:

"Big Daddy" Don Garlits Museum of Drag Racing, 13700 S. W. 16th Avenue, Ocala, FL 32674. Or phone them at (904) 245-8661



# PIT BOARD

## MAJOR WOODY'S WINS 4 OF 6 TOP STOCK CLASSES AT CLEVELAND U.S. INDOORS

To even make the show at Cleveland is spectacular, but to win the A, B, & C Masters and the B Stock is even more amazing. To make it better, all 4 of these winners race every week at JB Hobby & Raceway in Dayton, OH. The hobby shop and Major Woody's Competition Cells wish to congratulate these gentlemen on their achievements. Thank you - Junior Norton TQ and winner "A" main Masters, Bob Curtis "B" Masters,

John Schwiester "C" Masters and Bill Henn for winning the "B" Stock. Special note to Paul Martin for finishing 2nd to Junior in the "A" Main. All drivers were using the new Corally G2 car since the inception of the 4 cell 1/12 Masters Class it has been won 3 or 4 times by the J.B. Hobby Group - Bob Curtis - 1994 ROAR National Champion; Paul Martin - 1994 Bud's race; Junior Norton - 1994 Cleveland U.S. Indoors.

## Tamiya Championship Series Race #8 San Jose

Although the weather on Saturday was very nice and the forecast for Sunday was for clear skies, Sunday dawned cloudy, cold and threatening. The track was setup and practice started before the first rain delay which lasted about a half an hour. Racing continued at a good pace until the rain forced us to delay again, this time for about an hour. At this point we had nine of the eleven first round qualifying heats completed. We restarted and

completed the first round of qualifying and went right into the second round. Two races were completed before the rain started once again (harder this time). After consulting with Bruce Ashmore (of Sheldon's) and local race organizer, Jerry Winkelbauer (of Cats West and Hawks RC Raceway) I determined that the best thing we could do was to call the race due to the weather and award the trophies and prizes to the TQ's from round one

(the only complete round).

### Winners

#### F-1 Stock

- 1st - Jim Rose
  - 2nd - Ryan Otis
  - 3rd - Bill Hegland
- #### F-1 Modified
- 1st - William Brown
  - 2nd - Albert Langarica
  - 3rd - Aaron Biner
- #### Sedan Stock
- 1st - Chris Rogers
  - 2nd - Charles Heizer
  - 3rd - Scott Schafer
- #### Sedan Modified
- 1st - Randy West
  - 2nd - Craig Black

#### 3rd - John Rodriguez

- Top F-1 Rookie  
Brandon McNally
- Top F-1 Qualifier  
William Brown
- Best of Show F-1  
Edwin Suarez
- Top Sedan Qualifier  
Randy West
- Best of Show Sedan  
Jim Malloy

Event drew 70% more participants than first Tamiya champs Series race held in San Jose last May!

# 1994 ROAR OFFROAD MODIFIED BUGGY NATIONALS

By Bill  
McCall

*The Kinwald Trinity/YZ-10  
which he piloted to the  
TQ in the 4WD class.*

**T**here is a lot to write about with regard to this race, not the least of that is the actual racing. Let's start with the format, which was different this year. As most of you know, this year ROAR separated the stock and modified Nationals. Racers could not compete in both races which left the big factory boys at the mod nats in Tampa.

The obvious reasoning for this format was to allow a stock nats for "the rest of us" and the mod nats for sponsored drivers and those who want to be. Entrants for this race also had to qualify by finishing well enough in their regionals. I'll say early on that while I didn't get to the stock nats

in Utah, I like this format.

However, there was one downside. With the need to qualify, this race wasn't held until mid October. I imagine that most racers who were likely to compete for the top spot made it, but I know of at least a few that could not make it because of commitments such as school.

Next, let's move on to the location. This site is familiar to many of you. Each February, the West Coast RC club in Tampa, Florida holds a very respected race that is attended by all the "top guns". I'm sure this exposure helped the club win the right to hold this ROAR event. They did a good job with it and should be commended.

Finally, on to the competition.



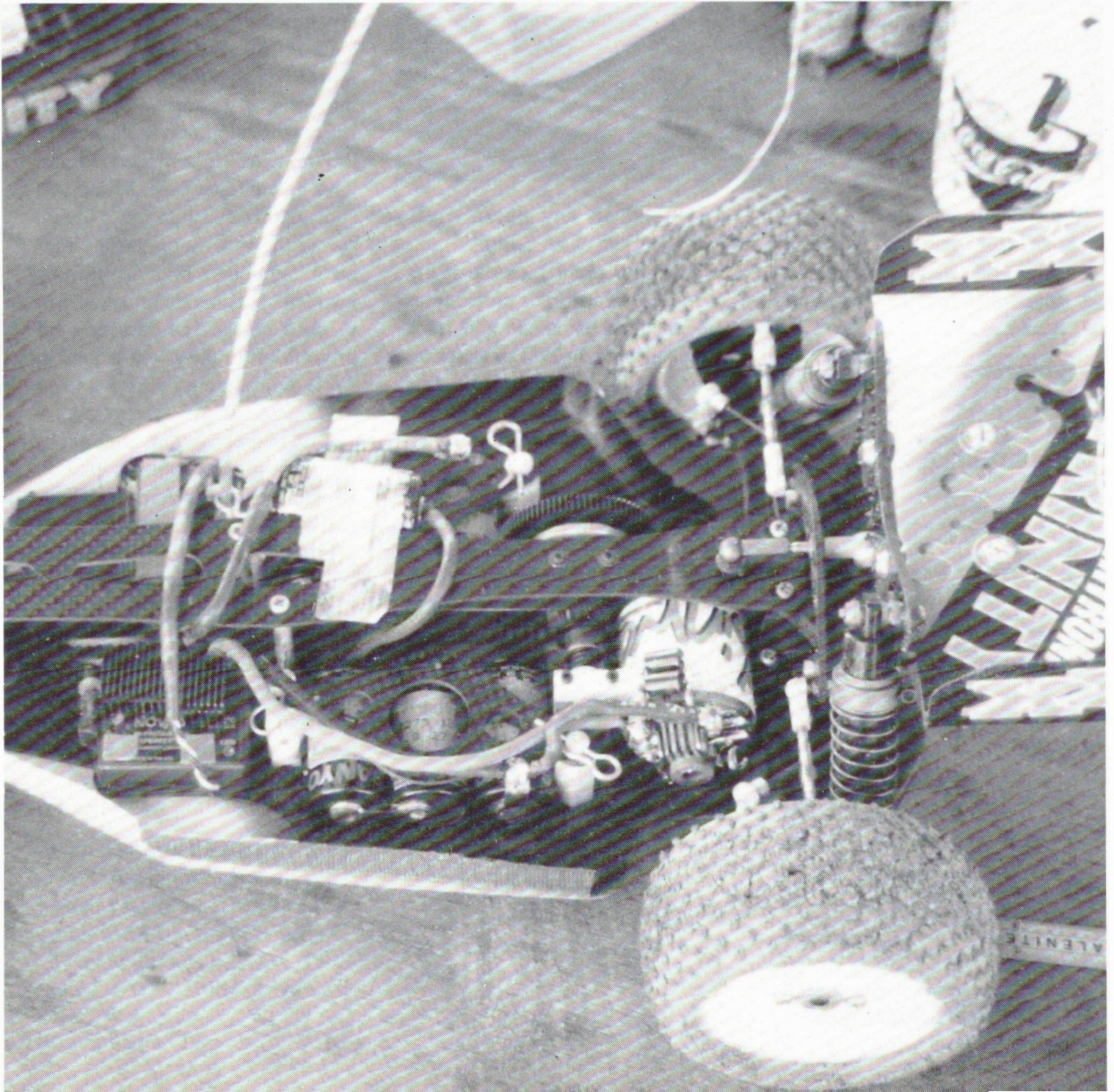
Being that this was a mod only national, the competitors fought for 2WD and 4WD trophies. In 2WD the battle was pretty much as expected, the Losi XX vs. the Associated RC10 with no other chassis cracking the top ten.

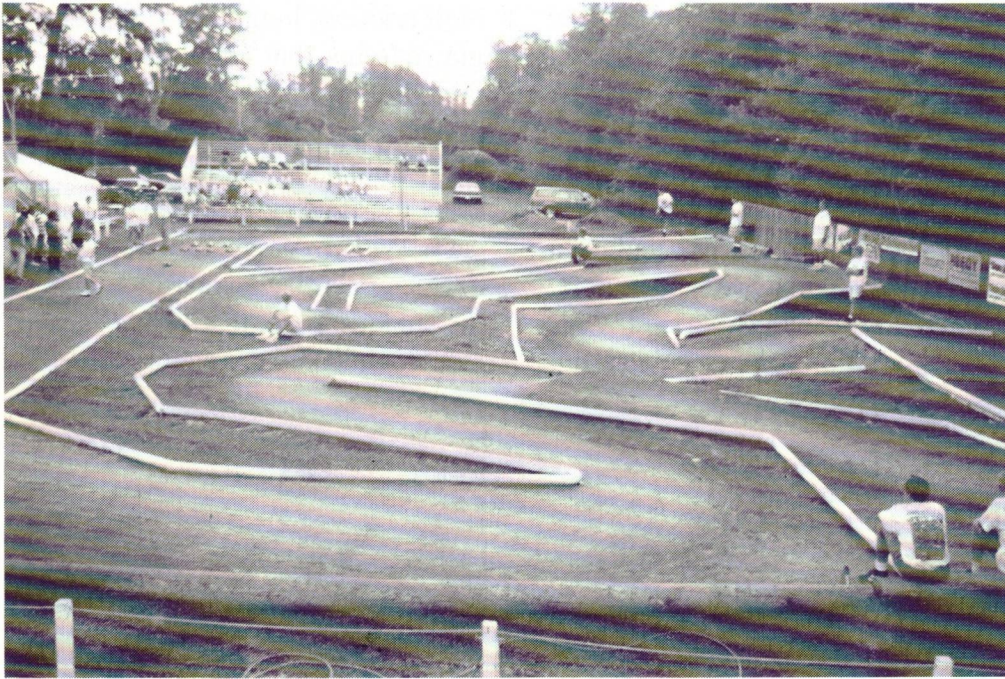
In 4WD it was almost no competition, chassis wise, with the venerable Yokomo YZ-10 taking the first 9 spots with Frosty St.

Clair slipping his Schumacher into the A main at spot number 10. With almost no chassis battle it was a good driver's show with the same drivers competing with nearly identical equipment. But to contrast that statement, 4WD modified is by its very nature, a showcase for batteries and motors.

The track layout this year wouldn't diminish that battery and

motor war. This track is made of high traction, long wearing Georgia red clay that was well maintained. The track was fairly two dimensional with one table top and fairly mild altitude changes. However, the track was by no means easy. With frequent turns of 180 degrees or greater, this track was the smallest track that I have seen that would take a top quality driver





30 seconds to negotiate. To summarize in one sentence I would say that this track is an efficient use of space that requires maximum

driving skills and doesn't rely heavily on an exact setup.

Through the first qualifying round no clear trends surfaced as racers got accustomed to the track and each other. In 2WD recent Losi convert Brian Kinwald was the TQ. In 4WD Mark Pavidis and Scott Brown led the field through round 1.

Round 2 set the tone for the weekend. Brian Kinwald was beginning to have the weekend that most racers can only dream about. In 4WD Brian moved way out in front in this round. He took over TQ despite rolling end over end down the staircase. This staircase would almost be Brian's undoing in 2WD later. In 2WD Kinwald bettered his TQ time with Jeremy Kortz in second and Mark Francis was the top Associated driver in 3rd.

Round 3 would be only slightly tougher for the dual class TQ. In 4WD Kinwald's car had a target painted on the side of it as he was

hammered twice. Despite being pushed off the track and having to drive himself back on, Brian lowered his TQ time and put himself 3 seconds better than the rest of the field.

In 2WD, the third qualifier looked as if it was going to be a Losi runaway, and took on at least a little excitement. Quickly it was Brian Kinwald and Jeremy Kortz out in front and all alone. Spectators quickly got caught up in how hard fellow Losi driver Jeremy Kortz was pushing Kinwald through every corner. Clearly Mr. Kortz was caught up in the heat of the moment. In a run that would have given Team Losi the top two spots, Kortz chose to press the issue at the most inopportune moment and tied up both drivers. As it ended up, Kinwald remained TQ in both classes and Associated driver Matt Francis was second in 2WD with Jeremy Kortz 2nd in 4WD qualifying.

Talk in the Losi tent after qualifying wasn't so much centered on Brian as it was on Jeremy. Comparisons were being made of his driving style to that of several drivers of full scale racing. While I offered up Jaques Villeneuve as a comparison, his teammates felt Paul Tracy was a better comparison. Incidentally, Jeremy felt his talents more accurately compared to the late Ayrton Senna of Formula One.

Sunday morning was when the

*Left: The circuit was well laid out and clearly marked. This allowed for some great racing.*

*Right: Hooked up! Kinwald's 2WD Losi car coming through leading the third 2WD A-Main.*

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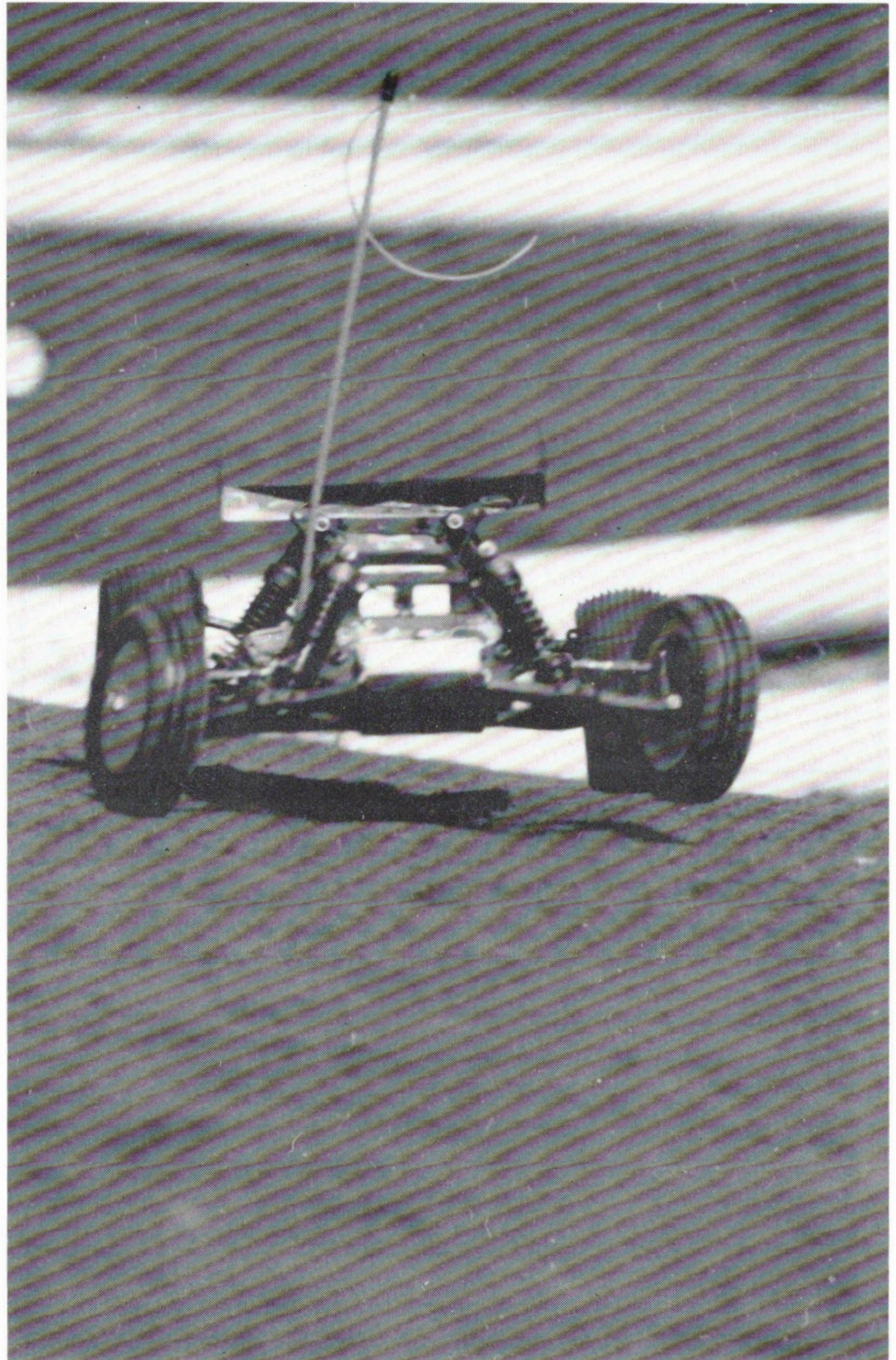
mains were scheduled to begin. What had been ideal weather suddenly threatened rain. Fortunately, it was just a small cell and with the return of ideal weather the mains started only an hour late. The rain didn't alter the track conditions too much as most drivers stayed with soft mini pin tires. Losi Golds and Proline fuzzies being the tires of choice. 11 and 12 turn motors ranging from dual to quint winds were the most common choice powered by 6 Sanyo SCRC cells were the driver's favorite flavor. The suspensions were set fairly low to the ground with light springs and medium weight oils. The only exception to these generalities were a couple of 4WD drivers, including TQ Kinwald that used 60 weight oil up front.

Every year while covering a Nat for this magazine I seem compelled to throw in some personal story. I would like to thank the readers for indulging me. This year, I think it is time I make mention of a Team Losi driver named Dean Karnes. Twice in this magazine I have shown Dean in a less than complimentary way. Dean is from my area and I see him race quite often. I'll be honest in that when he first received his Losi sponsorship I didn't think he would fit into the team. I'm very glad to say that I was wrong and want to congratulate Dean on his fine performance which left him less than 1 second from the A main in 2WD. Dean did a good job for Team Losi on and off the track.

With the beginning of the mains, came a reminder that this was a ROAR Nats. I have to be

honest, and I have wrote before that at many recent Nats there was nothing that would indicate that the race was anything other than just a big race. With this race however, the ROAR administrator Steve Whitney was there to make

sure everyone there was who they were supposed to be and to ensure membership. President Bob Morgan was there most of the weekend and was part of the crew that advised the A main drivers that their's would be a clean race.



To ensure the race was clean, Tyree Phillips, Eustace Moore, and Warren Clapp were appointed as referees who would dish out severe penalties at the first sign of rough driving. I applaud ROAR for taking this step. I still remember some ugly National races I have watched lately. While ROAR picked three very distinguished gentlemen, I wouldn't want to be in their shoes because things were bound to and did get tough. This was clearly a tough job with no rewards except the satisfaction of contributing.

The 4WD mains were held first. In the first A main, it was Brian Kinwald from the start and wire to wire. The only thing making this race interesting was knowing there were two more chances for the other drivers. In qualifying Kinwald had rolled his car down the staircase 3 times. However, he seemed to have this spot under control in the mains.

It is now a week later as I write this and I still can't think of a way of making the 4WD 2nd A main sound exciting. It was Brian Kinwald and his Trinity powered YZ-10 and it wasn't close. Jeremy Kortz and Rick Howart did put on a good battle for 2nd. Here is how the A main was

Place	Qual.	Driver	Chassis	Motor	Batteries	ESC
1st	TQ	Brian Kinwald	YZ-10	Trinity 12 Dbl	Trinity	Novak
2nd	7th	Scott Brown	YZ-10	Peak 12 Trip	Orion	Novak
3rd	3rd	Rick Hohwart	YZ-10	Peak 11 Dbl	Orion	Novak
4th	6th	Derek Furitani	YZ-10	Reedy Sonic	Reedy	Novak
5th	9th	Greg Hodap	YZ-10	Peak 11 Dbl	Orion	Novak
6th	8th	Mark Pavidis	YZ-10	Sonic 11 Quint	Reedy	Novak
7th	4th	Greg Dennett	YZ-10	Reedy	Reedy	Tekin
8th	2nd	Jeremy Kortz	YZ-10	Peak Perf.	Orion	Novak
9th	5th	Jason Ruona	YZ-10	Reedy Sonic	Reedy	Novak
10th	10th	Frosty St. Clair	Schum	Reedy	Reedy	Novak

scored.

Brian Kinwald's dominance of the weekend didn't carry over into 2WD.

At least not at first. Brian started up front on the pole and assumed the lead. After three or four laps, the battle of who would challenge Kinwald was finally settled as Associated's Mark Pavidis and his Reedy powered RC10 got around Matt Francis and Jeremy Kortz. By the middle of the 5th lap, Pavidis was in contact with Kinwald. They were close for another 2 laps when the staircase resurfaced as a problem for Kinwald. In 4WD Brian had rolled his car over the first step and then powered down the final two steps. This had been working well till this point. I think Brian was occupied with Pavidis and hit the first step too hard and rolled end over end into the grass. Quick turn marshalling had him back on track, but 15 feet behind Pavidis with time for only 2 laps. It seemed just long enough as Kinwald and his signature series powered car gained on the straights. When time expired both drivers had 1/4th the track to go with Pavidis holding a 3 foot lead. On the second to last turn Kinwald made his move. However it wasn't quite enough to get by and it forced Kinwald to push wide on the turn as Pavidis closed him out of the tight corner. This allowed Pavidis to extend his lead back to about 5 feet, which proved to be just enough as Kinwald opened it up wide down the final straight only to finish 2nd by .01 seconds. Rick Howart took 3rd to stay in the title hunt.

I was watching the front of this race but apparently something happened back in the pack. Matt Ledger, who finished 7th was penalized 1 lap for rough driving.

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This dropped him to 10th for the first race, forcing him out of a chance at the title. As I said above, I was glad to see ROAR take a more active role in the race. I didn't see what caused this penalty, but the three men who were in charge of monitoring the race did and felt compelled to act. I can only say I respect these gentlemen and thank them for accepting a difficult task. On Behalf of Matt Ledger, I can only say that in seeing him at many races, I don't think of him as a rough driver. I also congratulate Matt for the very sportsmanlike way he accepted this penalty.

By the time the 2nd A main was underway the spectators began to become more vocal. I would say they were more anti-Kinwald/Losi than they were pro-Associated. Later I would be disturbed by some of their childish comments

made during the awards presentation.

The 2nd race started the same way that the first one did with Kinwald running in front. This time however, it was Associated's Matt Francis who dogged Kinwald from the start. The drivers were nearly side by side down the staircase when again Brian couldn't handle this part of the track. As so often is the case, when you're good, you're also lucky. Brian rolled right back on his wheels. While he relinquished the lead, he was still in contact with Francis.

The final part of the race was Kinwald pressuring Francis on every corner. Clearly Francis knew how to protect a lead and maintain control as he did a remarkable job of staying out in front. The large Associated contingent wanted Kinwald penalized the same way their teammate had been in round

1, but the referees let them race. Matt Francis in a strong, yet clean performance held off Kinwald for the round 2 win. Mark Francis finished third with round 1 winner Pavidis well back in the pack.

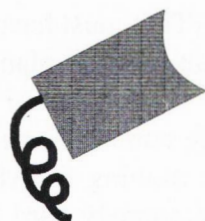
This set up an interesting possible scenario. It was possible that with another 2nd place finish by Kinwald that Associated could win all three A mains, but lose the title to Kinwald/Losi. To my knowledge this hasn't happened in a ROAR Nats since they adopted the 3 A main format. However, it was just as likely that Associated could pull off the win with one of their top 3 drivers.

The third A main was almost anticlimatic as Kinwald again assumed the lead. A mid-pack pile up in turn 1 made the lead larger this time. It was enough for Kinwald to stay way out in front.

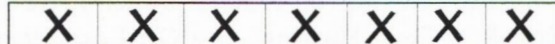
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# Brian Kinwald's National Winning Set-Up!

## 4WD Class

Chassis	Yokomo YZ-10
Motor	Trinity Kinwald 12T
Gearing	17-87
Brushes	Trinity
Shocks/Oil	Losi/60 Front 35 Rear
Springs	Pink Front Silver Rear
Front Tires	Losi Minipin
Rear Tires	Losi Minipin
Batteries	Trinity Pushed SCRC
Esc	Novak HPC
Radio	Airtronics CS2P
Servo	Airtronics 151

## 2WD Class

Chassis	Losi XX
Motor	Trinity Kinwald 11T
Gearing	19-84
Brushes	Trinity
Shocks/Oil	Losi/20 Front 25 Rear
Springs	Green Front Pink Rear
Front Tires	Losi Gold Rib
Rear Tires	Losi Gold IFMAR Pins
Batteries	Trinity Pushed SCRC
Esc	Novak HPC
Radio	Airtronics CS2P
Servo	Airtronics 151

Kinwald got the break he needed at the 30 second mark. The track ahead was clear and his nearest competitor was 20 feet back. Brian could have chose to push the last lap and time probably would have expired between him and 2nd place. Instead Brian chose to back down and keep his car in the middle of the track and under control. I think with the staircase just ahead he took the conservative approach. Had the next competitor been Matt Francis or Pavidis, he probably would have stayed on it. It was however, Mark Francis and Bret Reelfs behind him. Had Mark and Brett been able to catch him, we would have ended up waiting for the results to be calculated to know who won the title. But Kinwald let them get just close enough to raise a couple of eyebrows before opening it up again and cruising to this 2nd national title of the day.

Place	Qual	Driver	Chassis	Motor	Batteries	ESC
1st	TQ	Brian Kinwald	XX	Trinity 11 Dbl	Trinity	Novak
2nd	5th	Mark Francis	RC10W	Reedy Mr. O	Reedy	Novak
3rd	9th	Rick Hohwart	XX	Peak 12 Quad	Orion	Novak
4th	4th	Mark Pavidis	RC10	Sonic 11 Quint	Reedy	Novak
5th	6th	Bret Reelfs	RC10	Reedy	Reedy	Novak
6th	2nd	Matt Francis	RC10	Reedy 11 Quad	Reedy	No Spec
7th	7th	Greg Hodap	XX	Peak 13 Dbl	Orion	Novak
8th	10th	Brian Dunbar	XX	Trinity 13 Trip	Trinity	Novak
9th	8th	Matt Ledger	RC10W	Reedy 11 Quint	Reedy	Novak
10th	3rd	Jeremy Kortz	XX	Peak Perf.	Orion	Novak

After what could only be called an ideal weekend, I left Tampa after having witnessed a great race that also gave me hope for the continuing success of ROAR. By the time you are reading this, it will be time for the ROAR elections. As of race day, Bob Novak was running unopposed for ROAR President. Bob couldn't attend this race because of his daughter's wedding in Hawaii. (That must have been a tough choice!) I would have enjoyed hearing about what his plans are for what might be a pivotal year for ROAR.

I have heard some comments suggesting that we don't need another major manufacturer running ROAR. I personally don't buy that argument. I think it is extremely hard for a person in the general public to dedicate the time and effort it takes to run ROAR properly. Besides, do you think that a Bob Novak, a Gene Husting, or a Gil Losi accepts this kind of responsibility to better their own business? I seriously doubt it. If anything, it might be detrimental to their own interest. They do it so that each of us has someplace to race and someone to race against. If their companies benefit in the process I would reason that all of the RC industry benefits. I plan on fully supporting the next ROAR president. But that doesn't mean blindly telling you that everything is coming up roses. Watch here for the latest news. Competition Plus is not only the magazine for racers, we are racers!

**WELCOME TO WINTERCHAMPS VIII  
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The Rivertown Racers would like to invite you to participate in the Eighth "Festival of Racing", WinterChamps "95". This year the Rivertown Racers have added Two separate divisions of racing and three new classes. These groupings were instituted to allow 1/12th racers to compete with the class and division that most suits their style, budget, goals and skills. We have also added a Formula One class. This class has been added to keep promoting "Parking lot" type racing. Hope you enjoy. Also in 95 " The Taco Bar Returns". We hope to see you at what we believe is one of the most "FUN" race and race settings in the country.

**TRIPLE CROWN DIVISION:** If you are racing for Triple Crown Points you must race in this division as points will awarded to drivers only in this division. This division is open to sponsored and unsponsored drivers alike. Drivers in this division may enter the Formula One class also.

**ProMod:** Class is designed for sponsored modified drivers but not limited to sponsored drivers.

**ProStock:** Class is designed for sponsored stock drivers but not limited to sponsored drivers

**Masters:** Drivers in this class must be a minimum of 35 years of age by the race date.

**WINTERCHAMPS DIVISION:** This division is for the hobby racer. A fun, self sufficient division. This division is for racers that do not receive support from a manufacturer, and that do not receive more that 40% discount from a hobby shop. All drivers will be required to sign a declaration statement. Results from this division will not be allowed for product promotion.

**Sportsman Mod:** Class is designed for unsupported Modified drivers. This class is for unsupported Mod drivers.

**Sportsman Stock:** Class is designed for unsupported Stock drivers. If you are new to 1/12th scale or racing in general this your best choice.

**Formula One:** Box Stock Kyosho & Tamiya, Differential are ok, Fiberglass or stock molded chassis only. No graphite. This class is open to all drivers.

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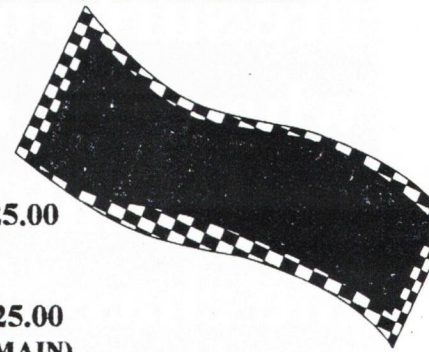
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# **TEKIN's G-12 Speed Control**

# **TEKIN News**

**J E F F A V E L L A**

**T**he Electronic Speed Control is probably the most vital part of any R/C setup. It is both the "Heart" and the "Brain" of the system, and as with real hearts and brains, you really can't afford to skimp on reliability or power.

Just looking at the G-12's specs will reveal it's got more than enough in both of these departments.

For the heart, the G-12 is sporting the latest GoldFET II metal-tab MOSFET transistors. These transistors have a measurable on resistance of only .00125 ohms, a continuous current rating of 350 amps, and are very heat tolerant. A faster operating frequency of 35 00Hz provides a smoother, wider range of torque modulation, and allows better regenerating and longer run-times with standard gearing.

For the brains, the G-12 offers the latest high-speed Microprocessor. This advanced chip can operate on only 1.2 volts, much lower than the non-Tekin chip, allowing the G-12 to supply full bottom-end power under all conditions. Because there's more power available for a longer time, Tekin SC's can run 4 cells without a receiver battery, and have no real loss of performance. The G-12's processor also runs faster than most others, so it has extra time for extraordinary things like running "self-correcting" glitch elimination software. Exclusive "Log/Anti-log mapping" makes the best use of the G-12's smooth current by applying a positive exponential response to the throttle control and a negative exponential response to the brake, giving truly linear and proportional control to the driver.

The G-12's qualifications are indeed very impres-

sive, and Tekin certainly didn't stop at great looking specs to make it a winner.

The speed control comes with a detailed, step-by-step, illustrated user's manual that will get you up-and-running even if you're new to the R/C world. An accessory kit includes heat sinks, a variety of plug housings for different radio systems, and a few odds and ends that generally make installing the SC easier.

External wire connection posts are sure convenient when you need to move stuff around the chassis, and the G-12's got them. A motor or battery wire that's cut too short could otherwise add a lot of unnecessary frustration and a return to the factory for repair.

I never much liked fiddling with the ultra sensitive adjustment pots on SC's, so the G-12's QuickTUNE setup feature really pleased me. With the transmitter in neutral, push the "set" button, wait for the LED to start blinking, pull full throttle, then full brake, and it's done. Perfect adjustment, very nice!

Driving the G-12 is as much a pleasure as one would expect having read the specifications and features. Tekin's claims about the "smoothest driver control"

certainly hold true, and without sacrificing good acceleration. The G-12 blasts off the line with as much punch as you can stand, and coming out of neutral from a corner leaves nothing to be desired either.

High-frequency speed controls, particularly ones that run higher than the norm of about 2000Hz, frequently generate a good deal of digital noise resulting in current glitches. Apparently the G-12 does not exhibit any of the symptoms that these problems can cause. All I can say is that the Anti-Glitch stuff must be doing its job! The torque control checks out for any traction situation. With the control set at max torque, the vehicle resembles a rocket more than a car!

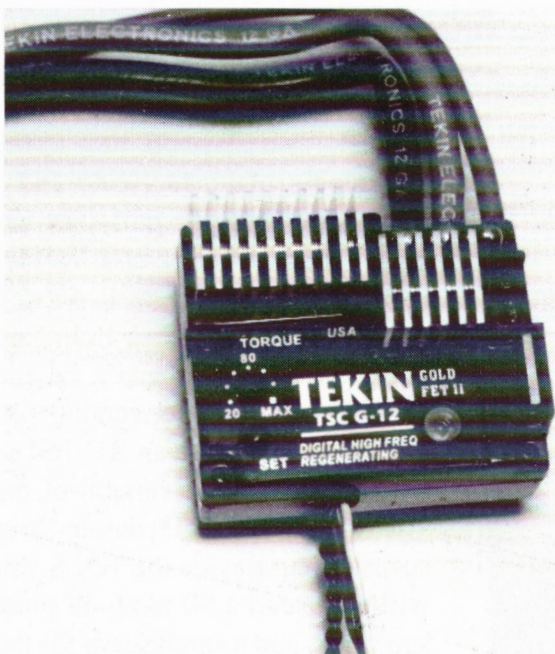
On average, the G-12 gives about 20 seconds more run-time than it's predecessor 411-G2, and quite a bit more than you would normally expect from your gearing ratio.

It's plain to see that Tekin's G-12 has got everything a professional needs, and it's easy enough to install and drive for a beginner. I say definitely check this one out.

## TEKIN ESC G-12

Input Power	4-12 Cells
BEC Volts/Amps	6.0V/5.0A
On Resistance	.00125 ohm*
Current Rating	350 amps*
Min. Braking Current	120 amps
Limiter Current	20-120 amps
MOSFET Pulse Freq.	3500Hz
Dimensions	1.7" x 1.4" x .6"
Weight	1.7 ounces
Power Wires	12 GA silicone
Fuse	Solder Link

\* GoldFET II Transistor rating from Manufacturer



# TEKIN News

J E F F A V E L L A

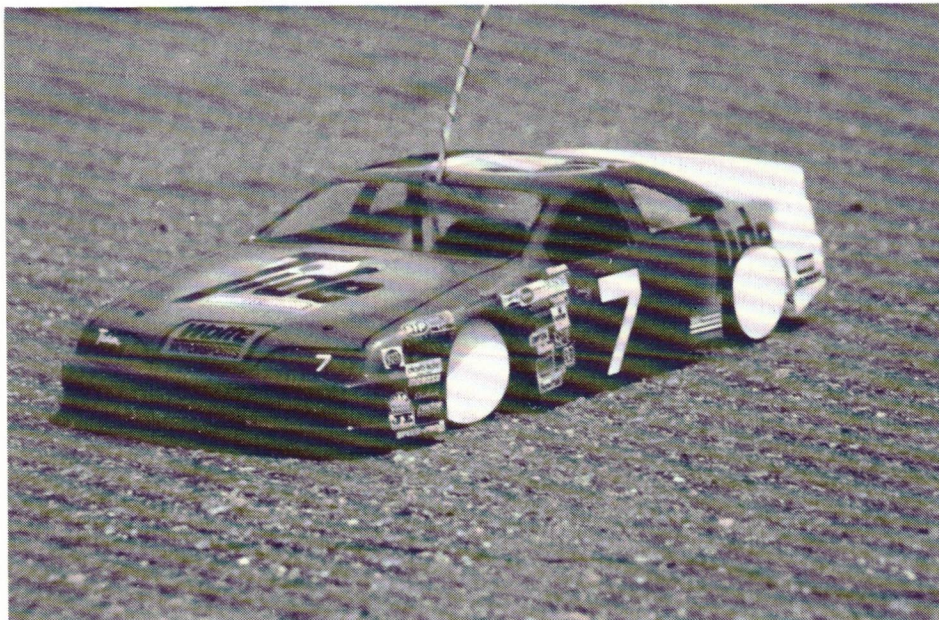
# The Dynamite 10L Gas Conversion *For The RC10L*

By Jack Wright

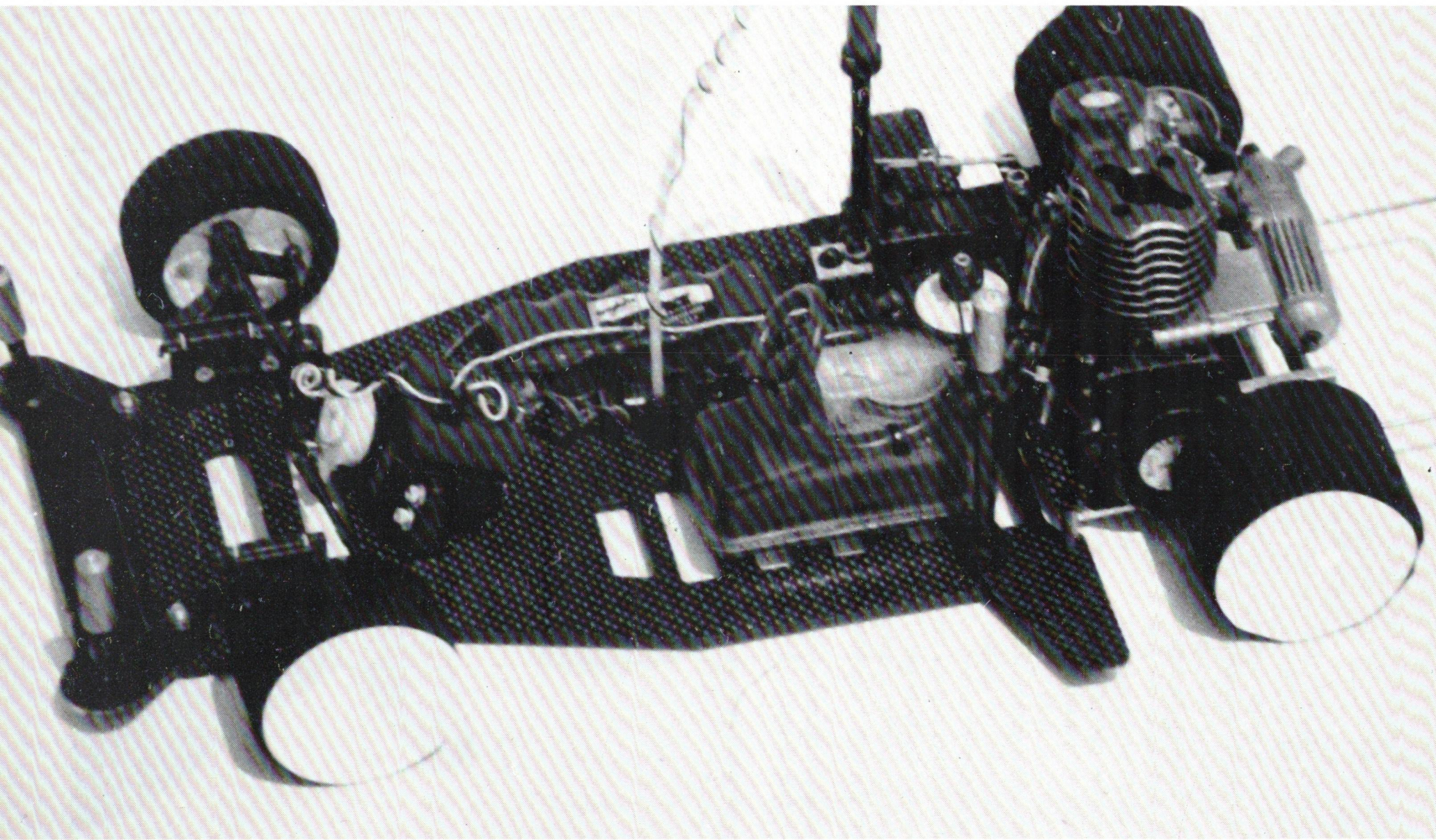
**T**ired of the other guy having all the trick batteries and motors, well you can eliminate all that with Nitro power. Dynamite

has just the ticket, their new Nitro conversion kit for the ever popular RC 10L. The kit is designed in a way that you could switch the car back and forth from electric to

Nitro power by simply removing just a few screws. The conversion kit features a rear pod, new upper dampening plate, fuel cell, and a Dynamite TNT .12 pull start engine. The instructions for the Dynamite kit are very well written with lots of photos to help you complete the kit in just a couple of hours. For the conversion you will need, of course an RC 10LS, the LS is the wide version of the 10L with the new Dynamic Strut suspension. Beside the 10LS you will also need a 90 tooth 48 pitch spur gear, and a small servo for the throttle.



*Left: The Associated T-Bird is just the right body for the conversion. Right: An overall view of the converted 10L.*



## IT'S A GAS...

If you already have the 10LS you're already half way home. Building the kit is rather simple and with the clearly written instructions, assembly is a snap. Starting with building the engine pod, you will need to use threadlock on all of the metal to metal assemblies except for the engine mounts. Now assemble the clutch and install it on to the engine, Dynamite has improved the clutch bell assembly so there is virtually no slop in the assembly. one of the real stand outs on the Dynamite conversion is the use of standard pinion gears for the drive system, and the upper dampner

plate also acts a servo mount for the throttle. And that allows for the suspension to move freely without affecting throttle response and braking, For throttle I used Futaba's 9601 Hi speed servo and a 5101 servo for the steering duties.

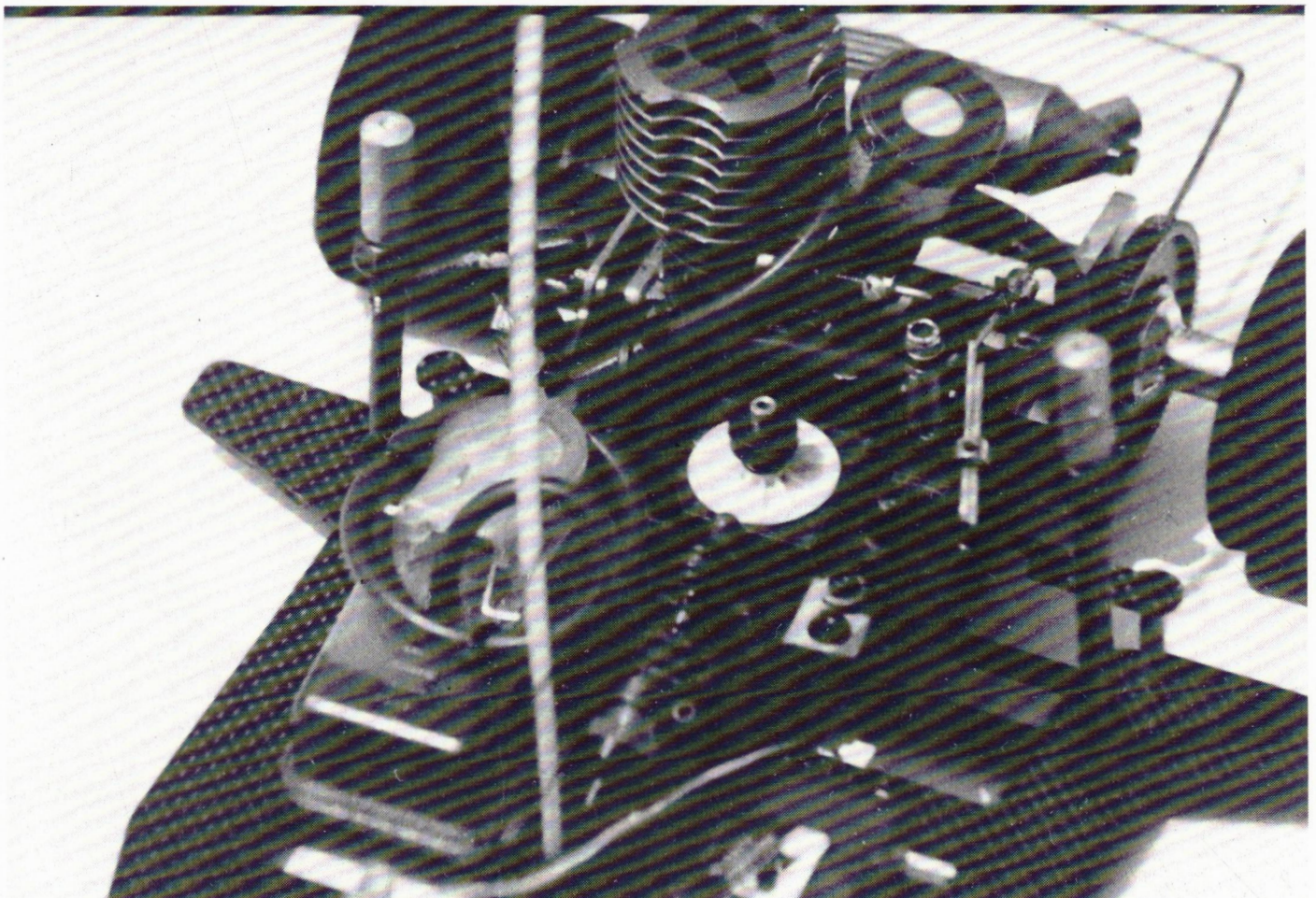
## WRAP IT UP...

At this point assemble the diff with the new 90 tooth spur gear and install the axle on the rear pod, then mount the engine pod to the stock 10L T-plate, and assemble the throttle and brake linkage. In the kit Dynamite supplies you with a template to mount the fuel tank to the chassis, with the tank on board install your fuel lines. For

fuel line I used Dynamite's neon silicone fuel tubing, on the line to the carb, keep it short. For the pressure line, from the top of the tank to the muffler, you will want to take a 18 inch section of line and coil it up with just enough line to reach the muffler, doing this will reduce fuel foaming by softening the pulse from the muffler.

With the fuel system on board, finish installing the radio gear. I used one of Dynamite's five cell 600 mAh receiver packs to power the Tekin receiver and Futaba servos. Now is a good time to check the throttle and brake linkage and adjust as necessary, also you will need to install an air filter on the

*By mounting the throttle servo on the pod top plate you have smooth and constant control of the throttle. And, as you can see the conversion makes the transition from gas to electric a snap!*



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Weight: 3.9 lb (1770g)  
Motor: 550-size (included)

## ***Manufacturers mentioned in this article.***

**Dynamite**

**Dist. By Horizon Hobby  
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**Associated Electronics  
3585 Cadillac Ave.  
Costa Mesa CA 92626**

**Futaba  
4 Studebaker  
Irvine Ca 92718**

**Tekin Electronics  
970 Calle Negocio  
San Clemente CA 92672**

**Wolfe Motorsports  
9431 Tedford Lane,  
Knoxville TN 37922**

**Leake Racing Products  
5800 Yadkinville Rd  
Pfafftown NC 27045**

---

**Dynamite Apex  
10L Conversion  
\$129.95**

**Associated 1OLS  
\$250.00**

**Dynamite TNT .12  
\$129.95**

Dynamite engine. The Dynamite Turbo Flow filter keeps dirt out and allows the engine to breathe well, so it was the obvious choice for the 10L. To finish up this project I painted and mounted one of Associated's Ford Thunderbird NASCAR body's, and for a more solid body mount I also used a set of Wolfe's Motorsport's Magnesium body mounts. The Wolfe mounts actually mount the body by using 4-40 button screws that give the body stronger and more aerodynamic mount.

With the conversion complete and the tank filled with some of Leake's Racing Products 20% Nitro it was time to hit the track, for the Nitro 1OLS's first outing I took the car to the local parking lot road races.

**GO FAST TURN LEFT AND  
RIGHT . . .**

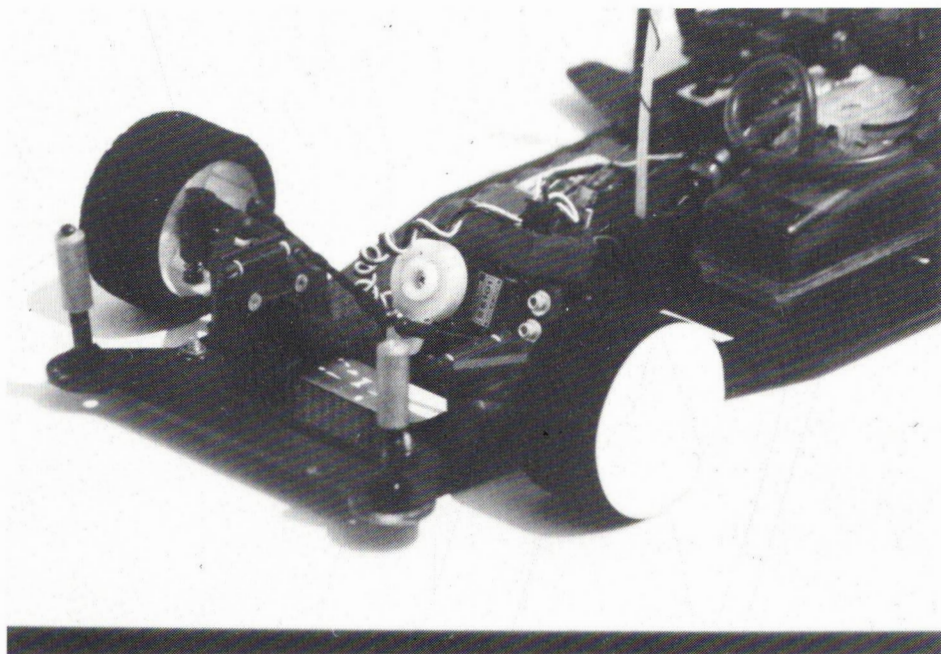
The Dynamite 10L conversion gives you the sound and feel of

full scale racing, and the speed is awesome. As expected the 1OLS handled the power of the Nitro engine and performance on the tight road course was well above expectations. Too bad the kit doesn't come with a good driver (ha! ha!). Speed was blinding and was almost too fast to drive, but, the spectators just plain loved it. Overall the Dynamite 10L conversion puts a new spin on a old favorite, and gives you another way to race without buying a whole new car. And when it's too cold outside, just convert the car back to electric and race all winter long.

### **OVERVIEW.....**

Gas racing is a blast, and with the Dynamite conversion you can join in on the excitement of gas racing without spending the bucks on a whole new car. So if the Nitro bug has got you in it's grasp, go with it and join in the fun and excitement of Nitro racing.

*Top all this off with the Associated Dynamic Strut Suspension and you have an unbeatable combination. The Dynamite 10L conversion puts a new spin on an old favorite, and gives you another way to race.*





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'THE BOLINK CLASH' " 2 four minute qualifying rounds are scheduled for the invitational drivers.

This is for position in the \*\*WHIP\*\* INVITATIONAL CHALLENGE\*\* ( 4 Min.Racing )

'THE NOVAK AMATEUR 125' & 'THE NOVAK INVITATIONAL 125' will each run one of their 3 qualifiers.

This is for position in the 'NOVAK AMATEUR 200' & 'THE NOVAK INVITATIONAL 500'

SATURDAY, APRIL 1 ST. STARTING AT 9 A.M.

'THE BOLINK CLASH' Amateur Stock & Modified drivers will run their final two 4 minute qualifiers (weather permitting).

'THE BOLINK CLASH' Invitational Drivers will run their final qualifier (4 minute qualifier) (weather permitting)

'THE NOVAK AMATEUR 125' & 'THE NOVAK INVITATIONAL 125' will run their final 2 qualifiers (weather permitting).

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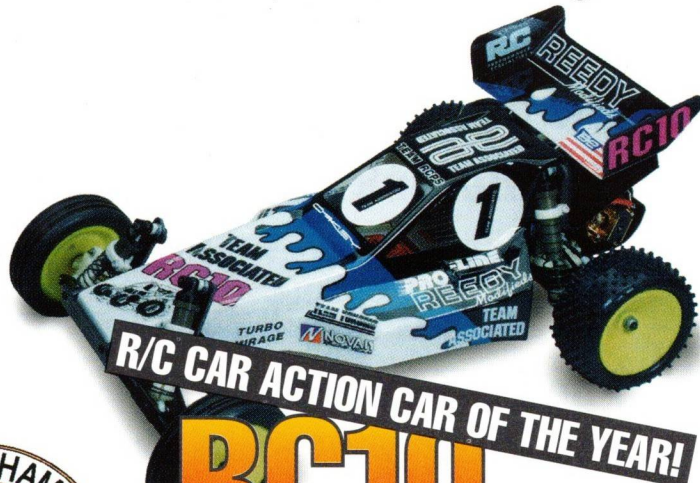
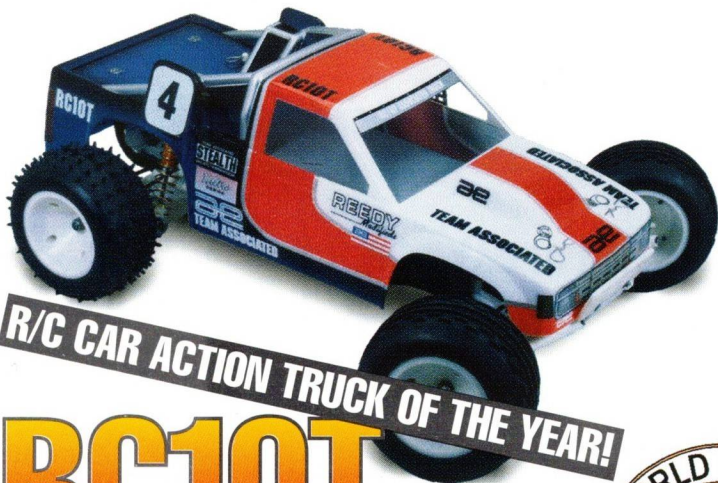
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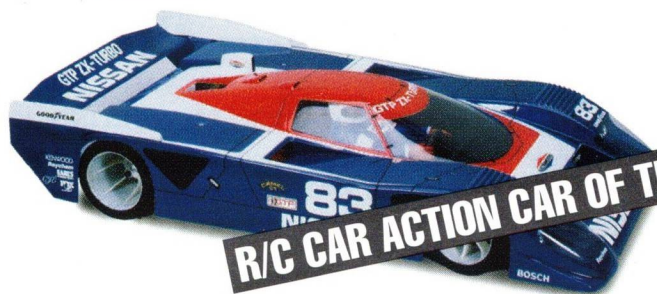


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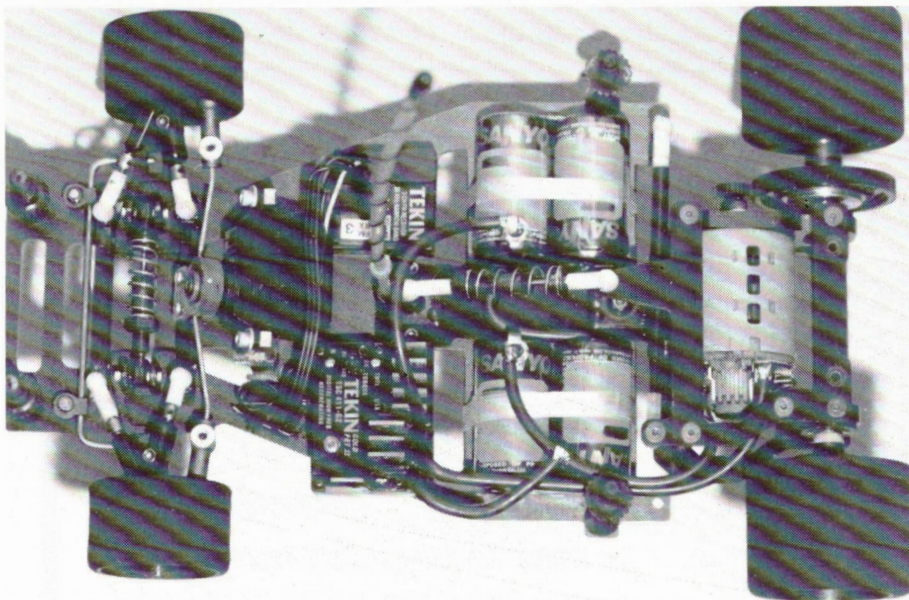
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# A Magic Carpet Ride

By David Finkelstein and Craig Chin

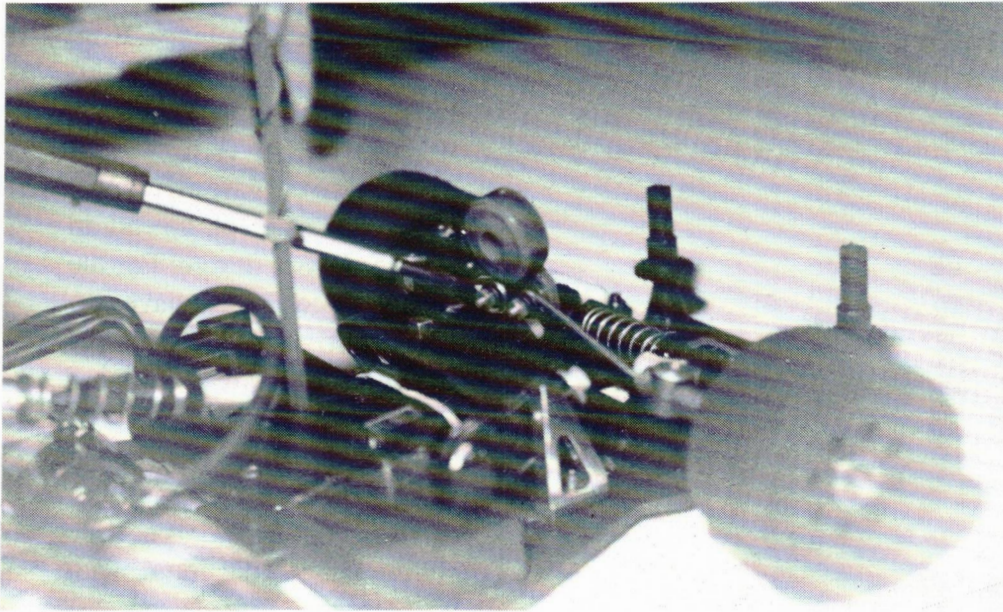


**W**ith the latest release from its Linden, NJ headquarters, Trinity has significantly advanced the state of the art in 1/12 scale chassis design. For the time being, 4 cell racers have two choices . . . drive a "Magic Carpet Ride," or lose to one. Never before has such a potent weapon been available to the carpet warrior.

Based on the the successful Revolver car, the Magic Carpet Ride points the way to the future with its full suspension front end system. Bearing a passing resemblance to the old Associated 12i front end, the new monoshock/swaybar front end is a departure from the typical sliding kingpin setup found on most current 1/12 scale machines. In addition to the customary adjustments for static caster, camber, toe-in and ride height, the new front end allows for adjustment of reactive caster rate, camber gain, and roll center. The new front end also enables the driver to adjust spring rate and roll stiffness independently of each other, something that was impossible with older designs (Coral's beam front end being the exception.). The result is arguably the most tunable 1/12 scale chassis ever and possibly the greatest advance in design since the introduction of the T-bar.

I first became aware of the car's potential when Rich Siriano of Powerline Cells obtained an early

*Top view of chassis.  
Note swaybar  
mounting and  
steering linkage.*



release kit from Trinity. I was just recovering from a two month slump and had my Corally G2 back up on the pace when Powerline driver Craig Chin brought the new Trinity to a Friday night point series race at our local carpet venue, R/C World (Middle Village, NY) Craig qualified second and took second place against a tough field that night, (I managed to TQ and win, but just barely.) Two days later, Craig again qualified second and drove the Magic Carpet Ride to victory in the A main. Over the next few

days, I met with Craig several times for practice and testing sessions and found I could consistently run about two to three tenths of a second faster per lap with his car than with mine. R/C World had received several kits from Trinity by this time, so I made the decision to take one home and check it out.

#### The Kit

The first thing you'll notice about this kit is that Trinity has cut no corners in their effort to produce a truly world class car. All the "good stuff" is already in the

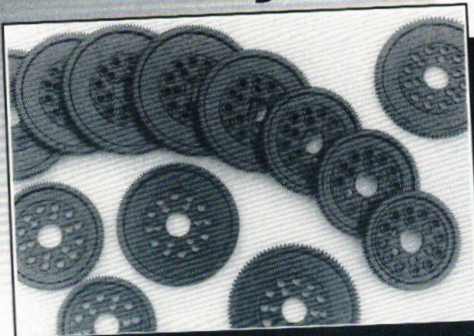
box. All hardware is lightweight purple anodized aluminum, the graphite is as good as you'll ever see, and the rear hubs can only be described as works of art. A lightweight hollow graphite diff axle is included, as well as a pair of purple anodized Delta-type shocks. A large assortment of shock springs is provided to tune the chassis to any conceivable track condition. A set of TRC greens on ZR1 rims completes the package. Don't be put off by the tires . . . although there is usually a better tire combination for any given surface, the greens will be quite close to optimum under a wide variety of conditions.

#### Assembly

Assembly is straightforward, with no surprises. The manual and photos make it a simple step by step affair. The only critical areas are shock assembly and servo installation. Take the time to get the shocks right. Delta-type shocks can be something of a pain to assemble properly, but when done

*With the servo saver lifted, you can see how the tie rod installation was done on the servo saver.*

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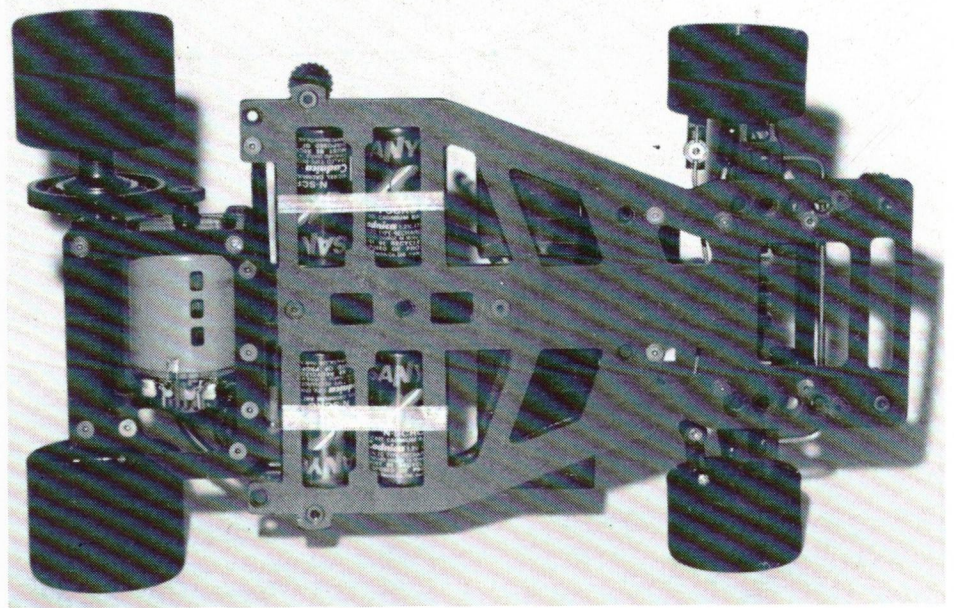
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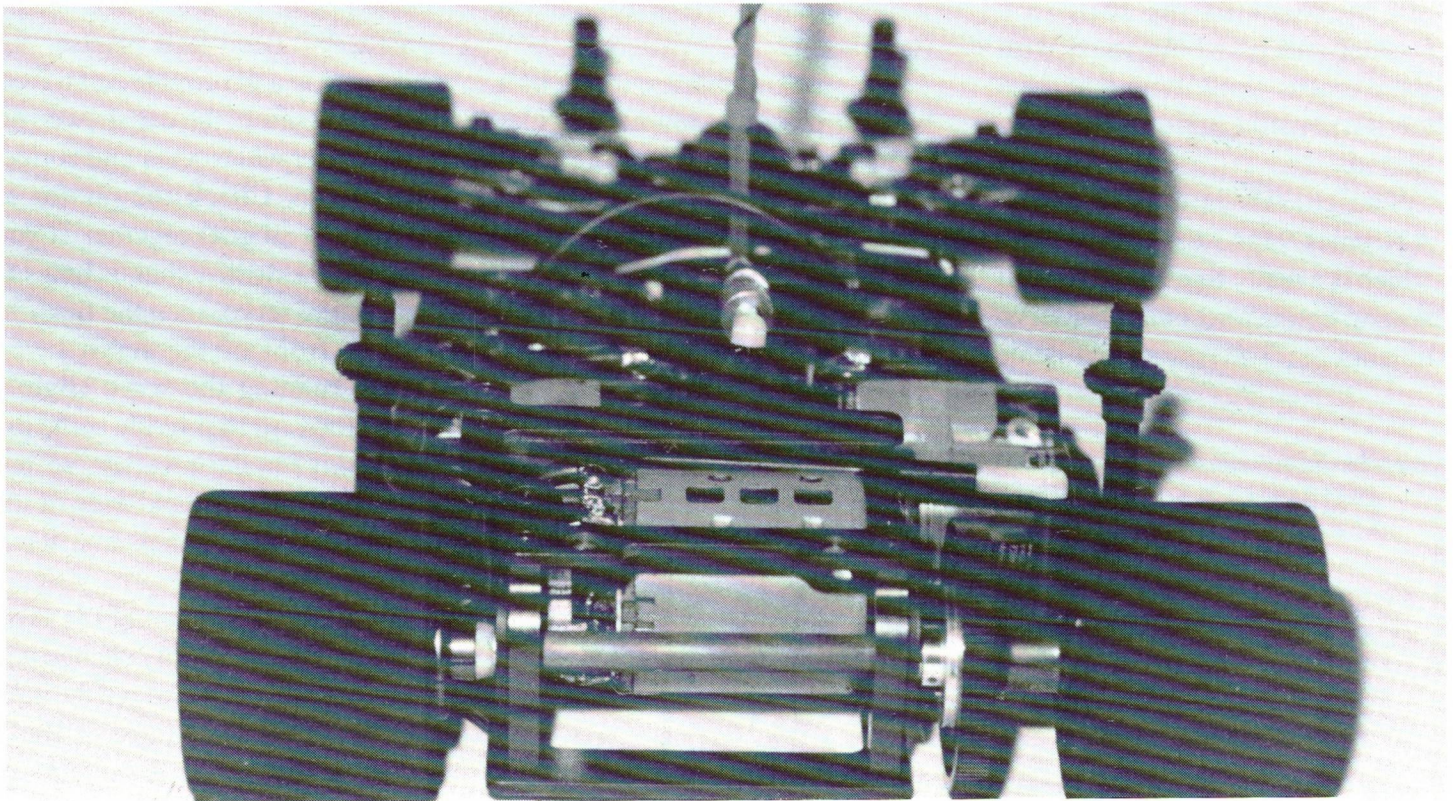
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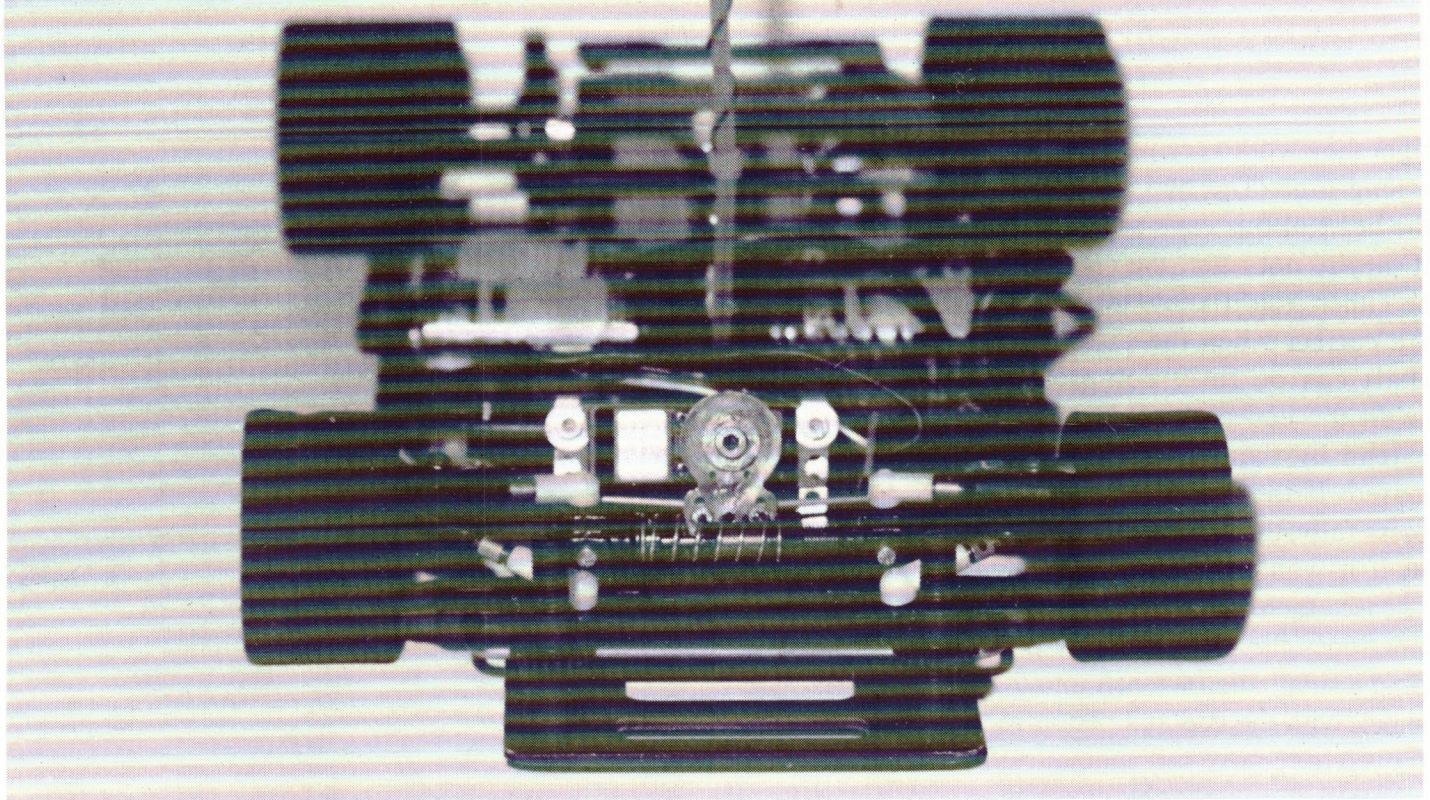
right they work very well and last a long time. The two shocks are the heart of this car's suspension, if they're not right, the car won't be either. You'll know the shocks are correct when the piston and shaft can be fully compressed (with the end cap in place) and extend by themselves when released. If the shock won't compress fully, there's too much oil in it; if it won't extend fully when released there's not enough. Craig fine tunes the oil volume by dipping a small allen wrench into the shock with the cap and piston removed to remove tiny amounts of oil until it's just right. It's a tedious job, but patience at this stage pays off big time at the track.

The front end goes together eas-



*Top: The chassis is no-nonsense and straight forward.  
Bottom: This rear shot gives you a good view of the anodized pod parts, trick hubbs and the GM2 stock motor.*





ily, the only thing to watch for is that all the parts can move freely with no binding. The only tight fits I encountered were the delrin balls in the upper ball supports. I cured this by chucking the balls in a Dremel and polishing them with some crocus cloth. With that done the suspension action was silky smooth.

The chassis is drilled for an Airtronics 94143 or 94144 servo, which is a really fine choice. You'll need to obtain a set of angled servo mounts . . . The Associated items

from the 12LS work fine, but for the hottest looking setup get your hands on a set of purple anodized aluminum mounts from Calandra Racing Concepts. These lightweight beauties are just the ticket for this car.

The steering linkage might be a bit of a problem; my turnbuckles and links interfered with the bulkhead and upper suspension arms. After some head scratching, I decided to go with the setup Craig came up with . . . Corally linkages. You'll need two sets (at \$8+ per

set, ouch) to do the car up right. Mount the pivots in the middle set of holes in the servo saver and add a washer and o-ring under the nut after each rod goes on to remove excess slop. Each rod will need a gentle "S" bend in it to clear the suspension and provide full travel. With this setup, the car showed no bump steer whatsoever and correct Ackerman. Check the photos to see how it all goes together. If you use the pre-drilled chassis holes to mount the servo, then the links go on the front of the servo saver. We're running the servo slightly more forward to provide some extra room for the receiver, so our links are on the "back" side of the saver to maintain the same steering geometry.

The rear end assembly is typical 1/12 scale, the only change you may wish to make is to pin the hubs and add a pair of Magic or Bud's notched diff rings. A bulletproof

*It is important to note here how the balls are lowered for the front upper links.*

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method is to use Losi rear axle roll pins to pin the hubs. The part number is A-6041, and you'll need a 1/16 drill bit to make the holes in the drive plates. Use the notch in the diff ring to locate the drill, make the holes and then press the pins in. Make sure that the pin is flush with the face of the diff ring or slightly below, remove the excess pin from the back face with a cutoff wheel and you'll have a diff that is second to none.

The weight of our finished cars came to 26.7 ounces using Green Machine 2 stock motors and 27.5 ounces with Modifieds. Weight measurements were taken with Powerline Sanyo SCRC packs installed, but no bodies. Final weight on the track will depend on your choice of body and paint job. With

an Associated Nissan and a light hand on the spray, my car tipped the scale at 28.2 ounces in stock trim and 29.1 with a 16 turn double Modified.

#### Setup

We do most of our carpet racing at the R/C World facility in Middle Village, NY. The R/C World track is Ozite over a cement floor, roughly 70' by 36' in area. Northeastern winters tend toward the harsh side, and they definitely take their toll on cement floors; R/C World's track contains a few bumps (ripples might be a better description) as a result. It's nothing major, and track designer (and Long Island Model Racing Association president) Ken Groen always manages to come up with layouts that are fast and challeng-

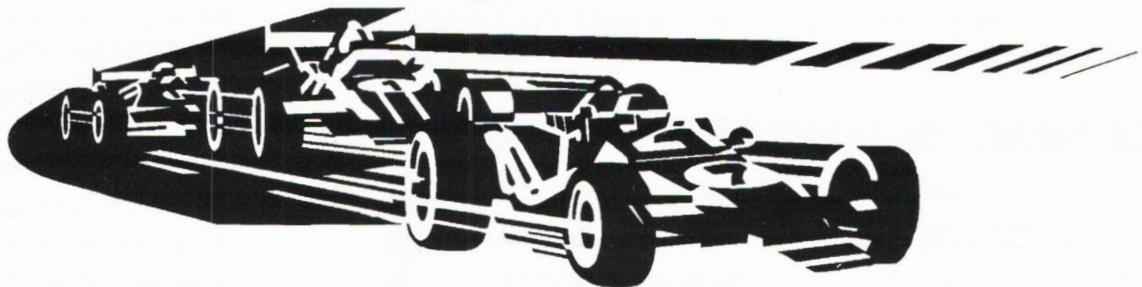
ing, while minimizing or eliminating any bumpiness in the racing groove.

With the Region 1 4-Cell Championships scheduled for R/C World in November, Craig wanted to find the optimal setup for this particular track. Craig's setup (which I am running too) is a slight variation from the kit setup, but we feel it has an edge over the standard setup on the R/C World track.

Craig's setup begins with lowering the front ball studs to obtain some reactive caster. It's a matter of simply slicing the ends of the front bulkhead so its top surface is straight across before installing the ball studs. Use 4-40 by 1/4" screws to attach the bulkhead to the chassis, as the 3/8" screws normally used there will bottom

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against the ball stud threads before they can be fully tightened. Be careful not to overtighten the bulkhead screws, you don't want to strip the plastic bulkheads. We run about 2 degrees of static caster at ride height, and about a degree of negative camber. Some camber adjustment may be needed to get level tire wear. Ride height is around 3/16".

The next step is to increase the roll stiffness by moving the sway bar mounts from under the body posts to a point closer to the front bulkhead. We're running ours about 1/2" back from the standard position. Use some sort of a spacer or washer under the sway bar mounts so that at normal ride height the sway bar sits about level when viewed from the side. Three Associated nylon front axle washers will be about right.

Craig shortened his front shock shaft slightly to limit the down travel in the front suspension. The standard setup allows quite a bit of droop travel from ride height. Craig feels that the reduced droop travel provides more stability coming out of the corners, and over

bumpy sections. Rather than cut the shaft (I tend to dislike irreversible tuning changes), I ran a 1/16" drill bit through the end cap of the shock, deepening the hole in which the shock shaft sits. This allows me to fine tune the droop travel to the track conditions by moving the end cap slightly in or out and tightening the setscrew to lock it in. (Craig liked this idea so much that he's replacing his shaft and drilling the cap too.)

In the rear shock, we're running 20 weight oil and the standard (.028") spring. Up front, 60 or 70 weight and the .035" spring seem to be the ticket. I'm using Corally standard damper syrup with a few drops of shock oil in my damper tube, Craig uses a blend of Quantum syrup and shock oil in his. We're still experimenting with spring and oil combinations at this point, but this setup is the best we've hit so far for our home track.

The kit's TRC green tires worked very well on my car, but tend to wear at an alarming rate. Craig and I are currently running on Paragon PD Positrak rubber

front and rear and we're very happy with the results. (Since I started this article Craig has set the track record for both fastest lap and best 8 minute run on the current layout with Positraks.) We're truing our tires to 2.00" in the rear and 1.80" up front to start. This size combination provides great performance and a reasonable life span for the tires. For big events, like our upcoming regional, I'll probably start my tires a bit smaller, say 1.90" to 1.95" in back and 1.70" to 1.75" in front. I find that smaller tires make for crisper steering response at speed; the only trade off is a reduction of the useful life of the tire.

Craig and I run the Associated Nissan body on our Revolvers. I'm going to try the Protoform Nissan on mine, as it seemed to provide a slightly more stable feel to my Corally. I'll wind up staying with whichever runs the best lap times.

On the subject of feel vs. lap times...I've recently had to make a change in my approach to car setup. I've always based my setup decisions on how the car felt on the track, in the belief that the car would be fast when it felt "sweet". Lately I'm finding out that the fastest setups don't necessarily feel that great to drive. During some recent tire testing I hit on a combination that felt so dialed that I was sure it would be a killer on race night. A quick check with a stopwatch showed the combination to be a good half second slower per lap than what I had been running, despite the great feel.

Frank Calandra Jr. of Calandra Racing Concepts had tried to clue me in to this a while back, telling

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me that the fastest setups had an almost scary feel on the track, but at the time I just wasn't ready to understand the idea. At this point, I won't even go to the track without a stopwatch in my pitbox. The car's "feel" is still important to a certain extent...even the fastest car can't win if you can't keep it off the boards. My current strategy is to go with the setup that provides the fastest lap times as long as I feel I can drive it for 8 minutes without making mistakes.

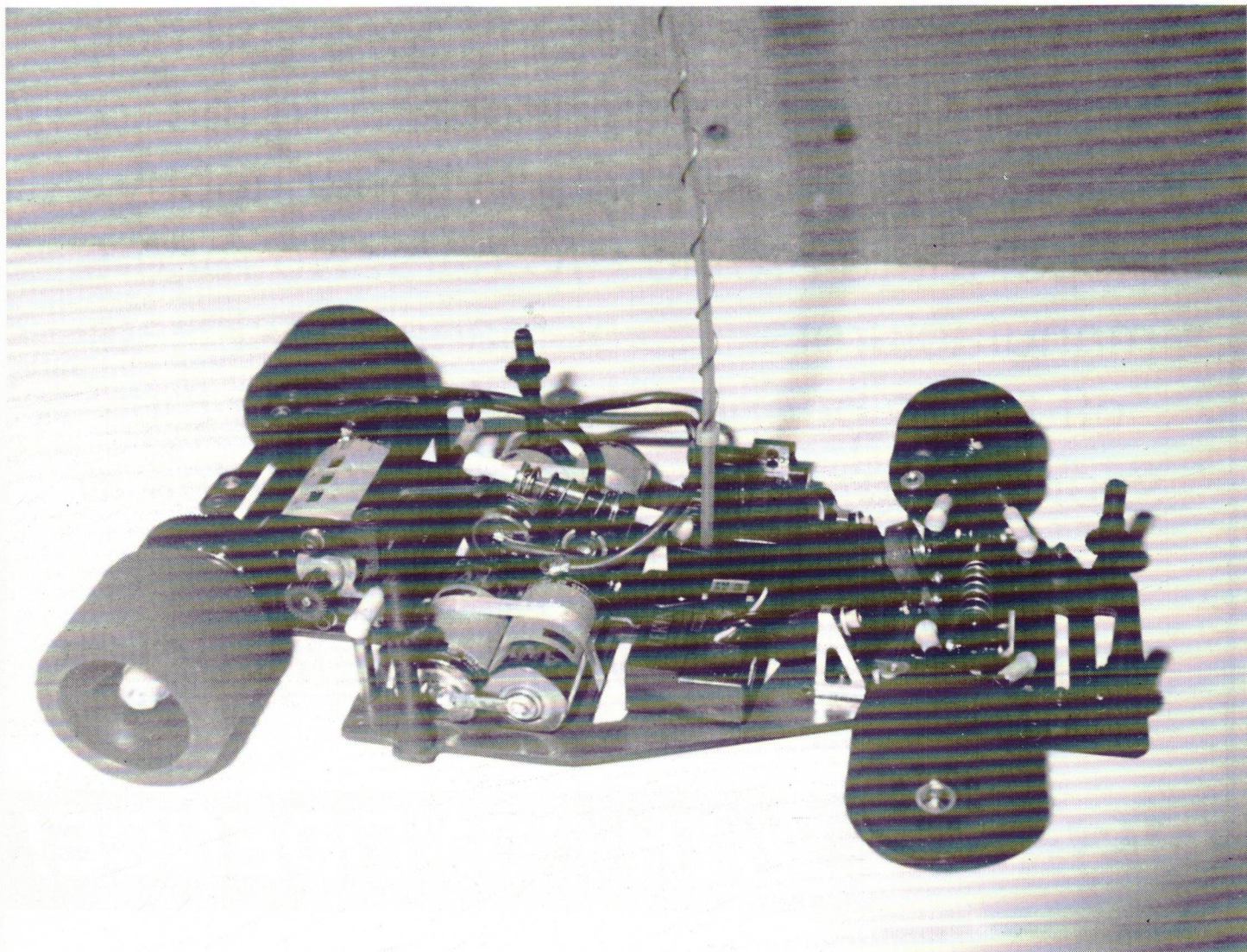
I raced my new car for the first time at R/C World's Friday night series race, where Craig and I man-

aged to take the top two qualifying spots. Gavin Creado, another top area driver took the third spot with his new Magic Carpet Ride, using some of Craig's setup along with some of his own ideas. The following Sunday, at the second L.I.M.R.A. (Long Island Model Racing Association) series race, Craig, Gavin and I swept the top three qualifying spots. Our Trinitys were the only cars to achieve 51 laps that day, with Craig taking the TQ spot with a phenomenal 52 lap run in the last round that left everyone speechless. In the main, Craig and I again

ran 1-2; needless to say we're very impressed with these machines.

In closing, I'd like to congratulate and thank all the people at Trinity who made this car possible, and Craig for sharing his chassis tuning expertise. For anyone looking for an edge over the competition, my recommendation is to pick up a Magic Carpet Ride and practice, practice, practice. I've just gotten the news that Trinity will be releasing a six cell version of this machine...I guess I know what I'll be doing this summer!

CP



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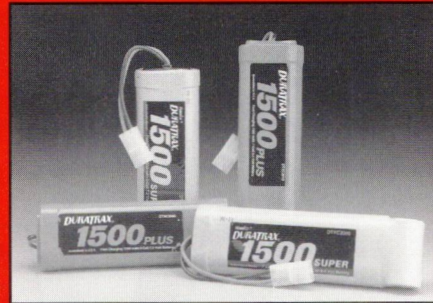
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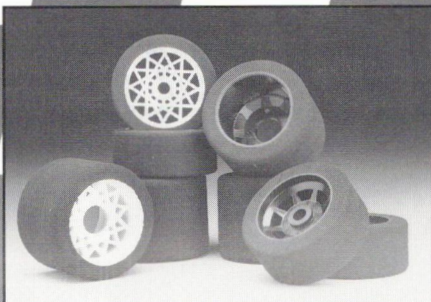
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**Premium Sport Packs** — These assembled, 6- and 7-cell packs have everything a sport racer needs, including a choice of Tamiya or Kyosho connector — and 1500 mAh of run-time capacity. Available with Sanyo or Panasonic cells.



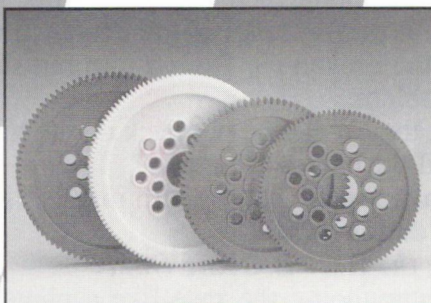
**On-Road Tires** — Choose from blue, green or yellow foam-rubber compounds. Available mounted and trued on BBS-style rims, or NASCAR-style Pro Series composite rims. Direct replacements for all 1/10 on-road cars.



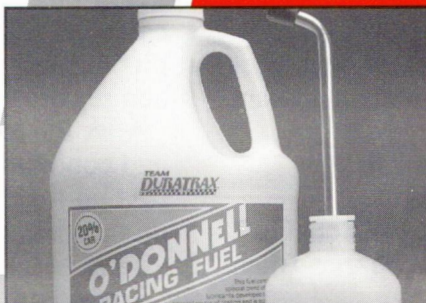
**Clutch Parts** — High-performance add-ons for 1/10 and 1/8 scale cars, including Ultralite Clutch Belts, Bearing Set, Carbon Clutch Shoes, 3-Pin Flywheel and O.S. .12 and .21 Clutch Nuts.



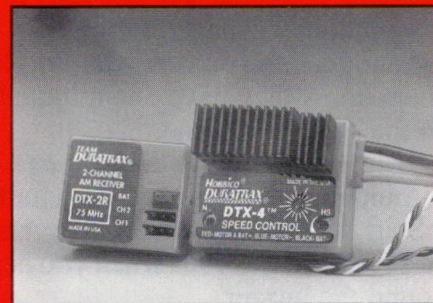
**PowerLine Motors** — Slot Mania™ delivers all-out speed for ROAR '91 stock class racing. 12 x 3 Oval Motor is one of four available modifieds tailored to specific applications. All power — all affordable.



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

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# *Getting Started*

## *Part III*

### **Procedures for Running a Heat Race**

*Follow these steps in order to run a single heat race. Then, run another race immediately following the first. Keep the races on schedule to keep the day active.*

#### **To get started**

Announce the heat number.

Announce the drivers who will be in that heat. Let them know they have one minute left to get their cars to the start/finish line.

#### **When the Drivers are Ready. . .**

Announce that the race is about to begin.

Start the race with either "Drivers Ready - Set - Go", or "The race will start when you hear the buzzer" (then sound the buzzer).

If you don't have a computer lap counting system, you will need to start the stop watch at the time you yell "go" or sound the buzzer. This will be the official time clock. You will need to monitor the stop watch so you can stop the race at the four minute mark. There are inexpensive timers that can be found in electronic or kitchen supply stores that countdown a specified time and then sound a buzzer. This would be a

step above using a stopwatch because it would not require the race director to watch the time.

#### **After the Race has Started. . .**

Don't let any driver on the race track do repairs. If a car breaks down, a person helping the driver in the pits can retrieve the broken car from a turn marshall and repair the problem.

After the repair, the car can be put back on the track and continue until the end of the race.

At no time should anyone but the turn marshalls be on the race track during a race.

#### **While the Race is Going On. . .**

You could be announcing the race like a play-by-play announcer would do on TV. This is good to do because it keeps the interest of the other racers and the spectators. It also helps to draw attention to the parking lot. Try to announce the race the same way every time.

Always give the racers notice of the time elapsed: "Two minutes left in the race", "One minute left", "Thirty seconds to go" and "Fifteen seconds to the end

of the race”.

#### **At the End of Four Minutes. . .**

You may say “stop”, “race over” or sound the buzzer.

You may want to have the racers stop their cars immediately and leave them on the track until the official lap counting has been completed.

Get the official lap counting from the counters and then announce the winners and the number of laps they completed.

#### **Announce the Next Race. . .**

Give the racers two minutes to get their cars to the track.

1. Announce heat number and drivers
2. Make sure drivers and cars are on the track and ready
3. Start the race
4. Announce time left in the race
5. Stop the race
6. Announce the winners
7. Announce the next race

#### **It's Best to be Flexible**

When running a friendly race it is always best to be flexible. If you have a racer that is obviously having problems with his/her car, you should send someone to make an assessment of whether the car can be put in running order within a short period of time or whether the participant will have to sit out that heat race. If the car can be put in running order it is best to give the racer some extra time to get their act together. If this becomes a chronic problem, then the two minute rule should be strictly enforced. Since you are the race director, you have the ability to decide how flexible you can be in a given situation. The racers will not care if you help out another racer, just as long as they feel you are being fair.

#### **Holding the Drivers' Meeting**

The drivers' meeting should be held near the pit area of your race track. This is your chance to set the tone for the racing activities that day. This meeting should be a very informal gathering where

you can give the racers all the information they need to know and they can ask questions, all at one time. The drivers' meeting is better than just sending information over the loud speaker because it allows two way communication.

#### **Drivers' Meeting Checklist**

1. Welcome the weekly racers and newcomers.
2. Announce total number of heats.
3. Announce classes to be run.
4. Announce the order heats will be run.
5. Go over how the mains will be organized and what order they will be run.
6. Review track rules and courtesies.
7. Announce any specials your hobby shop might be running.
8. Announce any racers' specials that other businesses in the shopping center are running.
9. Announce special racing events coming next month.
10. Give the racers their heat numbers.

11. Announce names of racers in every heat.

12. Remind them about impounding radios and returning frequency pins.

13. Add any other topic that may be interesting to the racers.

#### **Suggested Track Rules**

1. The racer is required to corner marshall the next heat after his/her race.

2. Racer must impound his/her radio after the drivers' meeting.

3. The racer must get the frequency pin before they can get their transmitter from the impound area.

4. The racer has one minute to get their car to the start/finish line after their heat race is called. They can ask for an extra minute for minor repairs.

5. Discuss safety rules for your track.

6. The use of profane language, yelling or arguing will not be tolerated at the track.

7. The consumption of alcoholic beverages is prohibited at all R/C Sport Racing events.



# **MIGHTY MOTORS AND RACING PRODUCTS**

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# COBRA

## TEAM



# Get Bit By The Snake!

### Cobra SS & Cobra LTOOR 1:10 Scale Chassis

Get More Speed for your buck... Titanium Axle and Turnbuckles, 5 Bearing Pro Dif, Heatsync Motor Mount, Threaded Axles and more. Make this Thunderdome and Lake Whippoorwill champion the choice of a winner!

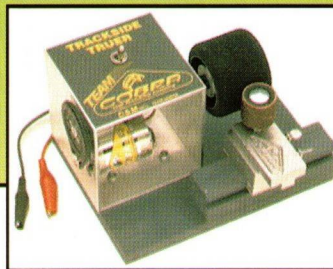


### Cobra LTOOR 1:12 Scale Chassis

The best in 1/10th scale just got smaller! ROAR Region 3 On-Road Oval Champion and Midwest On-Road Oval Champion, this feature-packed chassis is a winner.

Cobra SS kits do not include wheels.  
All kits do not include electric.

Send \$3.00 for Sticker Pack and Catalog.  
Dealer & Distributor Inquiries Welcome.



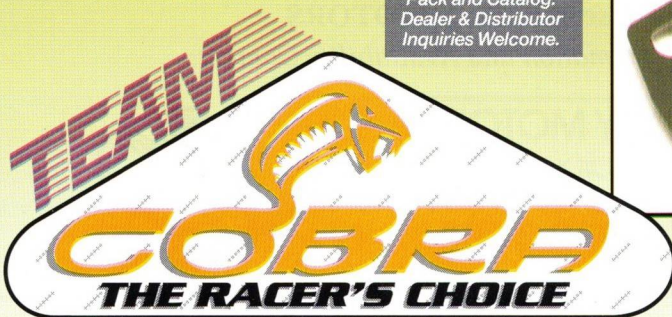
### Cobra Trackside Truer

The best, easy and inexpensive way to true foam tires right at the track! Small, light-weight, portable and accurate within .002", this tire truer is the choice of champions!



### Cobra 1:10 Scale Ground Effects Chassis

This Chassis utilizes a revolutionary new super speedway design. It uses the air flow underneath the car to take speed and performance to the limit!



# THIS MONTH IN RACING

# HONDA HOUSE MOTOR SPEEDWAY & RACE SHED PRO HOBBY SHOP

*“PERHAPS CANADA’S BEST 1/12TH RACING FACILITY”*

Honda House is an unlikely name for a Radio Control Car race track, until you know the background of the company. Honda House is a division of H. J. Elliot Ltd (1949) which is owned by John Elliot. In the 60's Sandy Elliot Motors owned and operated the Sandy Elliot Performance Centre Drag Racing Team. Team manager Sandy Elliot and drivers Barrie Poole and John Elliot were the first and second Canadians to win NHRA National events with their "BORDER BANDIT" Super Stockers. After many Divisional NHRA Championships, Canadian National wins, over 12 National Records,



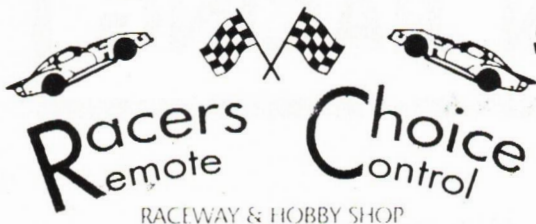
— COMPETITION PLUS PRESENTS —

# SOUTH CAROLINA STATE CHAMPIONSHIPS

INDOOR CARPET OVAL

February 9th, 10th, and 11th

Piney Grove Shopping Center  
4014 Fernandina Road  
Columbia, SC 29212  
803-561-0000



ENTRY FEE: Stock Classes \$37.50 (Includes 1 hand-out motor)  
Modified Classes \$27.50  
SCHEDULE: Friday 12:00 PM - 11:00 PM Controlled Practice, Motor Handout

Sponsored by:



Saturday

9:00 AM  
11:45  
12 NOON  
1:30  
3:00  
4:30  
6:00  
7:30

1/10 STOCK & 1/12 MODIFIED ONLY

Controlled Practice  
Drivers Meeting  
5 Lap Qualifying  
1st Round Qualifying  
2nd Round Qualifying  
3rd Round Qualifying  
MAINS (Z thru A)  
Trophy Presentation

# TRINITY

Sunday

9:00 AM  
11:45  
12 Noon  
1:00 PM  
2:15 PM  
3:30 PM  
4:45 PM  
5:30 PM

1/10 MODIFIED & 1/12 STOCK ONLY

Controlled Practice  
Drivers Meeting  
5 Lap Qualifying  
1st Round Qualifying  
2nd Round Qualifying  
3rd Round Qualifying  
MAINS (Z thru A)  
Trophy Presentation



CLASSES:

1/10 STRAIGHT AXLE STOCK  
1/12 STRAIGHT AXLE STOCK  
1/10 STRAIGHT AXLE MODIFIED  
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(UNPAINTED WINGS ALLOWED. REAR OF BODY MAY BE REMOVED)

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ADDRESS \_\_\_\_\_

CITY, STATE \_\_\_\_\_ ZIP \_\_\_\_\_

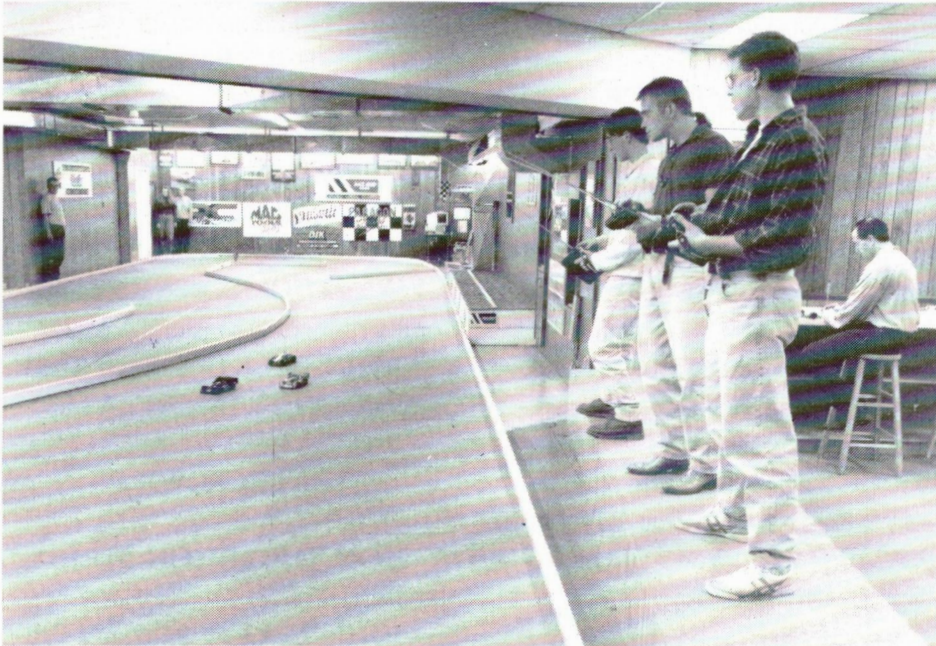
FREQUENCIES: 1. \_\_\_\_\_ 2. \_\_\_\_\_ 3. \_\_\_\_\_ ADDITIONAL MOTORS # \_\_\_\_\_ \$ \_\_\_\_\_

Class: 1/10 Stock \_\_\_\_\_ 1/12 Stock \_\_\_\_\_ 1/10 Mod \_\_\_\_\_ 1/12 Mod \_\_\_\_\_ (\$15 each, 2 Max—Reverse Rotation Motors Available)

Car Make: \_\_\_\_\_ TOTAL: MOTORS & Entry \$ \_\_\_\_\_

SEND ENTRIES AND MAKE CHECKS PAYABLE TO:  
RACER'S CHOICE, 4014 FERNANDINA ROAD, PINEY GROVE SHOPPING CENTER, COLUMBIA, SC 29212  
ENTRY DEADLINE.....WEDNESDAY, FEBRUARY 8, 1995.....LATE FEE \$5.00

## THIS MONTH IN RACING



2 NHRA Winternationals, and the NHRA Springnational Championships. Drivers John Elliot and Barrie Poole were honored by Super Stock Magazine as Drivers of the Year and Sandy Elliot was named by Car Craft Magazine as All Star Drag Racing Team Super Stock Crew Chief! In the 70's the Elliot's opened a Honda motorcycle and Automobile dealership called Honda House, which sponsored MotoCross racers Rick Hudson and Mike Clements who won Provincial CMA MotoCross Championships.

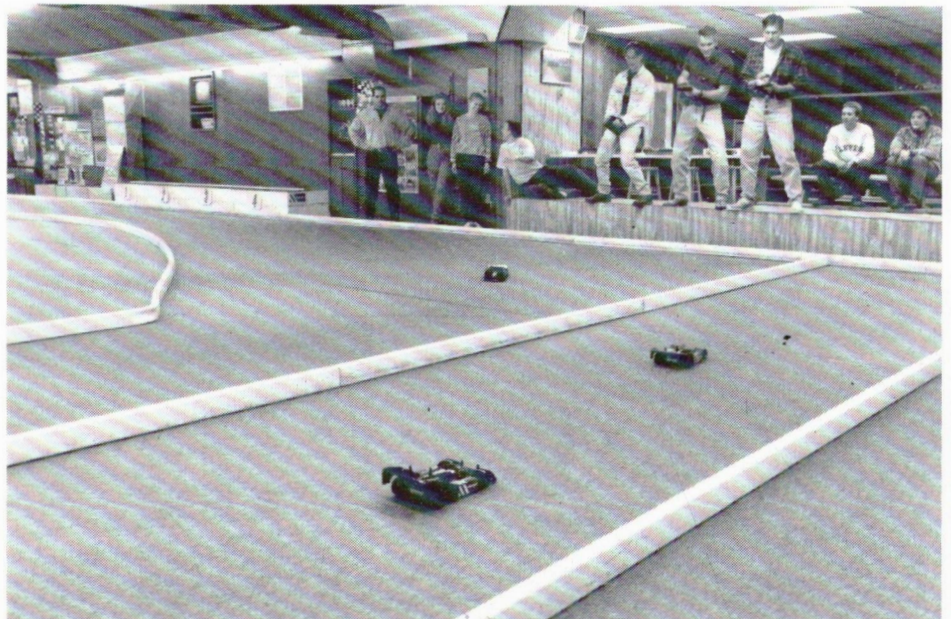
In the late 80's John Elliot bought a Radio Control Car and entered a local race and lost, but he enjoyed the competition and was hooked on the Hobby. Two years ago John decided to open a Race Track on the second floor of his Honda Car dealership in the area that use to house the motorcycle division that was closed in 1985. Last year

Elliot opened the RACE SHED "Pro Hobby Shop" that specialized in 1/12th electric cars and 1/10th scale Serpent Gas cars. The shop is perhaps North America's best stocked Corally Shop for 1/12th and is referred to as the

CANADIAN CORALLY CONNECTION. The Shed doubled in size in August.

The Speedway features 2,241 square feet of Ozite pro carpet with plastic barriers which can be arranged into the four track layouts, the Honda-Circuit, the Senna Circuit, the Oval and the "L". The latest spec AMB system was added this past Summer as well as an expanded luxury pit area which can comfortably seat 50 racers with additional space available if required.

"WE MAKE RACING AFFORDABLE" is the theme of the Speedway. Cost cutting rules make the competition close. Two years ago Elliot introduced the NASCAR 12 spec class which only allows Associated FIBER-GLASS RC12's powered by Tamiya Johnson closed bell motors and NASCAR bodies. No hop-up parts are allowed so noone can "BUY" a win. On the Oval they switch to Bolink



## THIS MONTH IN RACING

Sprint Car bodies for fun open wheel racing. In 1995 the Speedway will introduce SPORT 12 which uses the Associated Club Race chassis, Mabuchi 540 motor, Race Shed Spec Batteries, and PLUG IN CONNECTORS. This class will be used to attract NEW PEOPLE.

The GTO class has just been introduced. This class is for the Previous Generation of 1/12th scale cars such as the aluminum SP12 Corally and the Associated RC12L/LW, etc. Its uses REEDY FORCE I handout motors and IMSA GTS and SCCA Trans Am type bodies such as Porsche 911, Ferrari F40, Camaro, Mustang, Nissan 300ZX, etc. This class runs with STOCK 12, but is scored separately.

STOCK 12 is run by ROAR rules and is designed for the racer who wishes to compete at regional and National events. Many racers are now designing their own chassis and are

willing to spend the money to compete at higher levels. However, by switching to REEDY FORCE I motors, running costs have been reduced.

Races are run on Wednesday evenings and practice is run on Mondays. Seminars on motors and car setups are occasionally on Mondays along with video series.

There it is. Cost cutting rules! Rules that maintain resale value of older cars. An on site hobby shop with all the latest TRICK STUFF for 1/12th scale. A large pit area! Four Track Layouts with AMB scoring! You're invited to the Speedway.

### 1994 - A GOODYEAR FOR RACE SHED DRIVERS

### ELECTRIC 1/12 WINTER CHAMPIONSHIPS GRAND RAPIDS

\* DON THOMPSON'S Race Shed

Corally #2 Qualifier Master's A  
\* JOHN ELLIOT'S Race Shed Corally  
Master's A qualifier

### ROAR 4 CELL NATIONALS - DETROIT

\* DON THOMPSON'S Race Shed  
Corally runner-up Master's A Main

\* JOHN ELLIOT'S Race Shed  
Corally finishes 7th Master's A Main

### TRIPLE CROWN

\* DON THOMPSON Master's  
runnerup

\* JOHN ELLIOT Master's 3rd  
place tie.

### GAS 1/10TH

\* DON THOMPSON'S Race Shed  
Serpent CANADIAN NATIONAL  
CHAMPION -  
Quebec City - July 1994

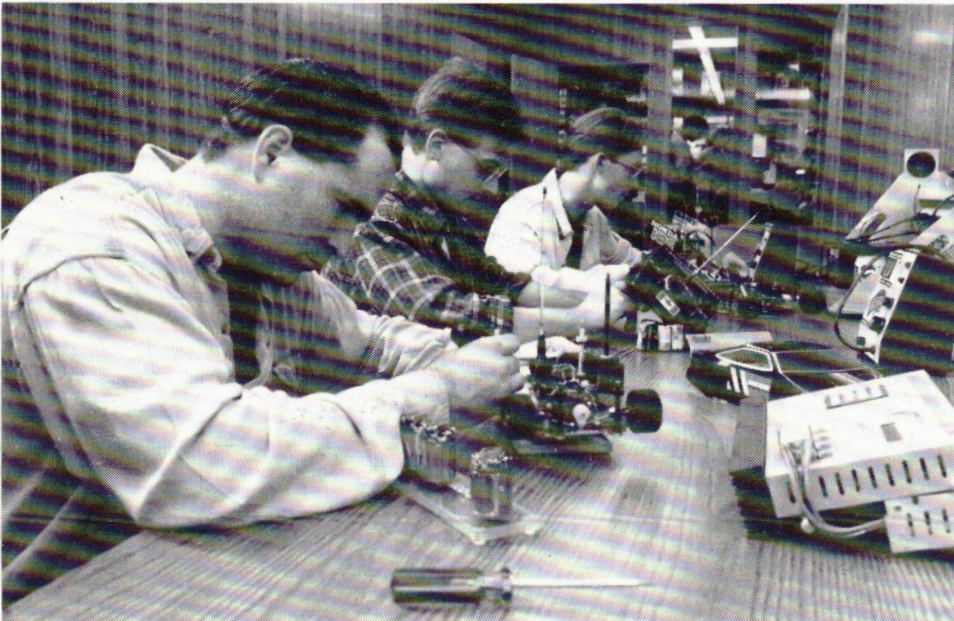
\* JOHN ELLIOT'S Race Shed  
Serpent 25th Anniversary MID-  
WEST

### SERIES 1/10TH

EXPERT CHAMPION - (Chicago,  
Toledo, Detroit, St. Louis points series)

For more information contact:

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HONDA HOUSE  
MOTOR SPEEDWAY  
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CANADA N7M1P9  
PHONE (519) 354-5530  
FAX (519) 354-2288



THIS MONTH IN RACING

# HUHN 1 CONSTRUCTION, INC. COMES ON BOARD AS MAJOR SPONSOR OF R.O.A.R. ASPHALT OVAL SHOOT-OUT

Story & Photo by  
Matt Wojtkowiak, Sr.

Through the efforts of Assistant Region 2 Director, Bruce Campbell, the HUH N 1 CONSTRUCTION COMPANY, came on board as a true major sponsor of the "HUHN ASPHALT OVAL SHOOT-OUT". The race was run in cooperation with the South Jersey R/C Racing Association, one of the oldest racing clubs in the country.



# Race Director, Rui Barbosa kept things running on a level playing field, Tech inspections were thorough, including close inspections of all stock class motors, before, during and after the event.

Huhn 1 Construction is well known on the east coast as a sponsor of NASCAR WINSTON CUP cars driven by Dick Trickle and Dave Marcus and involvement with Sprint cars and Quarters Midget cars. James "Chip" Huhn thought that involvement with radio control racing could only enhance his contact with potential customers through the family oriented radio racing ROAR provides.

The race, held in Millville, New Jersey drew racers from around the Delaware Valley. Intermittent rain showers kept the car count down, although the action was fast.

Race Director, Rui Barbosa kept things running on a level playing field, Tech inspections were thorough, including close inspections of all stock

class motors, before, during and after the event.

Craig Hynes TQ'd and won the Suspension Modified class while newcomer Jennifer Daug TQ'd and won the Novice Pan Class.

The ballistic action came in the Pan Stock Class. The track record, 38 laps, 4:03.5, was in serious Jeopardy when the likes of Andy Botticelli, Ray Scannapieco, Dave Carpenter and Matt Wojtkowiak attacked the track. Wojtkowiak was the first to serve notice that the old record wouldn't hold up when he made the fastest run of the first round, 38, 4:05.4. Round two saw Scannapieco crush the record with his 38, 4:01.3 charge. By the end of round three, the top three qualifiers would eclipse the old mark.

At the conclusion of qualifying the field was set, Scannapieco was TQ, Wojtkowiak, Botticelli, Bruce Campbell and Alan Boloney, were second through fifth, all with 38 laps, followed by Paul Lewis, Dave Carpenter and Jeremy Gottardi.

Winner of the "B" Main Pan Stock was Chris Irrgang, 37 laps, 4:06.2.

The "buzz" before the "A" Main was, "Would we see the first 39 lap run ever on the this track?"

At the "go" buzzer, Scannapieco put a hole-shot on the field, going right to the lead. Wojtkowiak and Botticelli waged an awesome battle for second, putting on a driving show. The rest of the field was well back in a pack. No one was able to break free and make a bid for the front. Meanwhile, Scannapieco was protecting his lead. At the four minute mark, Scannapieco Just made the wire to record the "first ever" 39 lap run, at 4:05.8. Botticelli was side by side with Wojtkowiak at the finish line, both drivers recording identical times of 38, 4:00.9, Botticelli finishing second, Wojtkowiak third. The remainder of the finishers in order were, Lewis, Carpenter, Campbell, Bolomey and Gottardi.

It was a great day of racing!! Beautiful "HUHN 1 CONSTRUCTION" photo engraved plaques were given to the top finishers! It was especially great to have the kind of support that we need a lot more of in radio control racing!! Thanks to the Huhn 1 Construction Company and "Chip" Huhn.

CP

## THIS MONTH IN RACING

The Florida State Series for electric cars has been running for many years. Our organization of clubs and track promoters has been traveling around Florida to different cities for 14 years. It's been several years since, the circuit has been in Jacksonville. We've had some great race weekends in the past. This promises to be a great weekend for many reasons. First we're trying three new classes in an attempt to get even more drivers to participate in 1995. These classes are flat oval, the new Bolink Legends and Formula 1. Our regular classes are 1/12th and 1/10th Stock and Modified On-Road and Bolink Diggers and Off-Road Trucks with foam tires.

A first for Jacksonville is the Annual State Meeting. It's during this meeting the individual clubs or track promoters bid on hosting a race for the following year. We also vote on different rule proposals to be followed in 1995. Our first race for 1995 was the November race (1994). It's during this race that we had our Annual Dinner and passed out the overall series trophies. This year it was held in Naples, FL. I have to mention this track in Southwest FL is located in the owner's (Clyde Armstrong) backyard. It is a complete facility - cement banked oval, paved flat drag strip and paved 1/12 - 1/10 including (gas) tracks.

Our series has always lead the nation in new ideas and new classes to run. Back in 1984 Bolink came out

*Speedy Gonzalez winning "Best Paint" with his body. It was a tribute to the late Ayrton Senna.*

# STATE SERIES RACE #8

*HOSTED BY THE RIVER  
CITY R/C CAR CLUB -  
JACKSONVILLE, FL*

**By Bill Fraden**



## THIS MONTH IN RACING

with a new car, the 1/10 th On-Road car. We were the first to run this class in 1985. Unfortunately ROAR didn't adopt all of our rules. We originally raced with 7 cells and ran for 5 minutes. It's my understanding that IFMAR runs 5 minutes with 6 cells. One of our proposals for 1995 is to bring back the 5 minute races. It slows the cars down a little and gets it closer in run time to the 1/12th's (my favorite class).

Another unique happening at our state races in Jax is the appearance of real race cars at our races. Back in

1989 we had the winning Castrol Jaguar of the 24 Hours of Daytona. For 1994 we've got Tuffy Carrigg with his real Dirt Oval car. We've been told in his racing circle he's called Mr. Hollywood. If you could see his car in person you would know why!

Our club for the few weeks prior to the race, sent flyers to all the local media (TV, radio and newspaper). We were hoping to draw a huge crowd for the weekend's racing. One TV station did come out as well as the newspaper. Our club even advertised on the cable TV's electronic programming guide. With

all this promoting we did get quite a crowd. As the weekend progressed spectators were watching up till 10:00 p.m. in the dark!

As things started out for this weekend, the track was set up on Thursday night. As soon as we finished the last step (Sugar Water) we had the first person show up for the race (10:00 a.m.). By the time I arrived on Friday (11:00 a.m.) there were several more trailers and people showing up.

*The computer trailer and tech area to the side.*



## THIS MONTH IN RACING

On Saturday morning sign up began as well as controlled practice. Since there were oval cars participating in the series (first time ever) we alternated every 30 minutes. At around 11:30 we held the drivers' meeting, which lasted until noon. The computer did have a major glitch but Mother Nature did make a calling card. Luckily by the time we got the problem solved the track was ready to run.

As for Saturday's qualifying we started out with the 1/12th Stock class. We had Mike Sephn and Scott Schilke going at it in round one. At the end of 8 minutes, Mike held the lead by one lap over Scott (28 laps - 27 laps). In round two, it was again, Mike turning in another 28 lap run but Scott also ran 28 laps for second. Next in the 1/12th's were the Modifieds. Bob Hall (our series director) had one lap over the field in their first qualifier. He was followed by Dave Vera (29 laps) and Scott Schilke. In the second round it was Dave Vera and Joe Conti both turning a 30 lap run. But Bob's first run still left him the top gun for Saturday.

In the 1/10th Stock class there were 3 heats. In the first heat we had Mike Sharpe turning in the first 15 lap run. He was followed by Bobby T. and Bill Fraden both with 14 laps. In round two we had 4 drivers turning just 13 laps (Kevin Zahnen, Mike Travis, Steve Platt and Bill Fraden). In the second heat of this class we had Ronnie Hames, Chris Hanus and Dick Schafer

all turning 14 laps. In their second heat they again qualified with 14 laps. The third heat of this class saw Mike Spehn turning in a 15 lap run. He was followed by a bunch of 14 lap runs by Ken McBride, Sean Cooper, Nick Tomilson, Adrian Fernandez and Jeff Record. In their second qualifier it was Ken Mike and Jeff turning in some fast 14 laps runs.

In 1/10th Modified class, it was Paul Wynn and Dave Vera both turning in 17 laps. In the second round it was Dave Vera, Bobby Horan, Paul Wynn and Edwin McTureous all turning in 17 laps.

In 1/10th Truck class it was Amber Taylor and Ken McBride both turning in a 13 lap run. In the second heat it was Ken turning in a faster 13 lap run. Amber was second followed by Nolan Thrift, who also turned in 13 laps. Our next class for the day was the Bolink Diggers and Legends. The Diggers were using 6 cells while the Legends were using 4 cells. It was LeRoy and David Carrigg running away from the field with their Diggers. They turned in a 31 and 30 lap run. By the way, we shortened the track for this class. In round two it was Bill Fraden turning in 30 laps.

It was now time for the Flat Oval for 1/10th cars. This was the first time this class has ever been run at a State Series. We had two heats and in the first heat it was Sam Hand turning in 31 laps. He was followed by Robert

Highfill (30) and Bob Skinner (29). In their second qualifier it was Robert Highfill turning in another 30 lap run. In the second heat it was David Butts driving a rent-a-car (The new Bolink LTO with the Vari-link front end and the new short track T' Bird) taking the T.Q. with a faster 31 lap run. What makes this rather remarkable is that he had never driven this car before this race! Or for the fact he hasn't driven anything since May, at the Region 4 Dirt Oval Championships. Josh Larrick also turned in a strong 31 lap run in the first heat. In the second heat David put two laps (33) on the entire field. He was followed by Steve Vazquez and Josh Larrick both with 29 laps.

Our last heats for the day were the other experimental class the Tamiya Formula 1 Stock class. We allowed everything Tamiya sells except the graphite parts and lightweight screws. In the first heat it was Bob Hall and Edwin McTureous battling back and forth. In the second qualifier it was Edwin taking the T.Q. for the day.

It was now time for the big once a year State Meeting. So at 7:00 p.m. at the host hotel our meeting was scheduled to begin. Many of the suggestions at this meeting have been shot down many times in the past. Most of these were brought up by me in the past. But the timing was right this year because most of them passed this time. One of the major changes was the vote

## THIS MONTH IN RACING

to run the 1/10ths for 5 minutes in both Stock and Modified classes (This was defeated). The next major item brought up for a vote was the use of GT bodies (Mustangs, Camaros, Nissan 300ZX, etc.) with the tail lights left in and painted red. The rear body panel can be cut out around the tail lights and lower the trunk lid. Also the use of only a 2" spoiler and NO WING (This passed). The 1/10th Modifieds would still run the GTP and New WSC bodies when available. We also established a new 1/10th PRO Stock class. You have to qualify for this class. Here are some of the major rules: (1) You have to be a 100% factory sponsored driver (2) The 1/10th Stock Champion has to move up to either this class or 1/10th Modified. (3) They will use GT bodies with a 2" spoiler only. The motors will be their choice of any ROAR 91 stock motor. This class promises to help all the Stock drivers because the Pros should have more time to answer questions during a State race.

The next major change was to include the Bolink Diggers and Legends together. They will both run the Legends 4 cell battery packs and Legends motors. Our final addition to the Series is the Stock Formula 1 class and the Pro Formula 1 class. The Pro class is an anything goes class with graphite chassis and different cars (the new HPI car, etc.). That was it for the meeting except for the schedule for 1995. The schedule will be listed at the end of this article. By the way our series is open to anyone interested in coming down. The schedule also includes the

race general location and telephone numbers.

On Sunday morning I got started around 5:30 a.m. First off was the computer and my pit area. Around 7:30 a.m. it was time for Best of Paint. We had the Hot Wheels and Rain X Camaros and a Kool-Aid Mustang. But the winners were Nolan Thrift in the Truck class and Speedy Gonzalez with an Andy's Dodge IROC Z painted in Ayrton Senna colors. The hood had his face and his Formula 1 car painted on it.

Around 8:30 a.m. we began the last two rounds of qualifying. The 1/12th Stocks were up first with Chris Hanus taking the T.Q. Robert Christain also improved overnight to post his best time of the weekend for second. In the 1/12th Modifieds it was Bob Hall again dominating this class today. However, Sam Hand did move up in the standings to fourth overall. It was still Dave Vera and Joe Conti in second and third.

The 1/10th Stocks were up next with Mike Sharpe turning in the T.Q. run of the weekend in his third run (He drove one great race). Both Mike Sephn and Chris Hanus were the only drivers to turn in a 15 lap run in this the 1/10th Modifieds, the top 4 drivers were the only one's to run 17 laps. The top drivers were T.Q. Bobby Horan, Paul Wynn, Edwin McTureous and in the Truck class it was Ken McBride continuing his T.Q. ways, Taylor just 5 seconds back in second. In the Diggers and Legends class we saw the unbelievable upset in the third

qualifier. David Butts driving a 4 cell Rent-A-Legends car beat a Digger with 6 cells driven by Leroy! On the fourth qualifier LeRoy tied David for T.Q. with 31,4:08:07.

In the 1/10th Flat Oval the top 4 drivers changed (3rd and 4th). Sam Hand put on two good qualifiers to fall just short of David Butts' T.Q. by .02 seconds. Gary Futz moved up to third and Josh Larrick qualified fourth.

The Formula 1's were the wind up with Bob Hall taking the T.Q. in the their round. But Edwin came back in the fourth qualifier to take the T.Q. in this class by .03 of a second. Putting on a great fourth round qualifying was LeRoy Carrig with a 17 lap run. This moved him to third overall.

While we were trying to get the mains set the weather started looking worst. As we started the 1/12th Stocks, at the 4 minute mark it started to rain. Well that ended the racing for this event. At 3:30 we past out the plaques for this last race of the season. We did have a few computer problems but they will have been solved by the time we hold our 1995 race in April!

At this time I would like to thank our LOCAL sponsors for this race; Sears of Orange Park, Orange Park Mall, A & A Used Tires, McDonalds Electric, Hobby World, Mike Shad Ford and Fraden's Produce. Our Series Sponsors are: Autographics, Airtronics, Associated Electrics, Bolink R/C Cars, Calandra Racing Concepts, City Hobbies, Composite Craft, Frank's Trains & Hobbies, Hobby Mart, Kimbrough Products,

## THIS MONTH IN RACING

Novak Electronics, Parma/PSE, Perfect Match, Raceway Manufacturing, Reedy Modifieds, Team Losi, Tekin Electronics, TRC and Trinity Products. We, at the State Series, thank you again for all **your** support this past year. **Our** races series for 1995 is as follows:

**January 28-29, 1995**

**Kendall, FL (305) 979-0214**

**March 25-26, 1995**

**Ft. Myers, FL (813) 561-4152**

**April 22-23, 1995**

**Jacksonville, FL (904) 268-1948**

**May 20-21, 1995**

**Tampa, FL (813) 968-5529**

**July 22-23, 1995**

**Naples, FL (813) 455-1143**

**August 26-17, 1995**

**Tampa, FL (813) 968-5529**

**October 14-15, 1995**

**Ft. Lauderdale (305) 979-0214**

**1/12 STOCK A MAIN**

- 1st - Chris Hanus
  - 2nd - Robert Christian
  - 3rd - Mike Spehn
  - 4th - Mike Armstrong
  - 5th - Scott Schilke
  - 6th - David Carrigg
  - 7th - Justin Biss
  - 8th - Howard Baird
  - 9th - Ken Holmes
- 1/12 MODIFIED A MAIN**
- 1st - Bob Hall
  - 2nd - Dave Vera
  - 3rd - Joe Conti
  - 4th - Sam Hand

- 5th Scott schilke
  - 6th - Rich Grubb
  - 7th - Allen Lane
  - 8th - Amber Taylor
- 1/10 STOCK A MAIN**
- 1st - Mike Sharpe
  - 2nd - Mike Spehn
  - 3rd - Chris Hanas
  - 4th - Ken McBride
  - 5th - Mike Travis
  - 6th - Jeff Record
  - 7th - Sean Cooper
  - 8th - Nick Tomlinson
  - 9th - Bobby Trinchitella
  - 10th - Bill Fraden
- 1/10 STOCK B MAIN**
- 1st - Kevin Zahnen
  - 2nd - Adrian Fernandez
  - 3rd - Dick Schafer
  - 4th - LeRoy Carrigg
  - 5th - Barry Shapiro
  - 6th - Ronnie Hames, Jr.
  - 7th - Robert Cruz
  - 8th - Mike Lookhart
  - 9th - Randy Armstrong
  - 10th - Jerry Goddu
- 1/10 STOCK C MAIN**
- 1st - Steve Platt
  - 2nd - Speedy Gonzalez
  - 3rd - Ken Holmes
  - 4th - Adam Jones
  - 5th - Roy Phillips
  - 6th - Bill Rhodes
  - 7th - Robert Friedman
  - 8th - Clyde Armstrong, Jr.
- 1/10 MODIFIED A MAIN**
- 1st - Bobby Horan
  - 2nd - Paul Wynn
  - 3rd - Edwin McTureous
  - 4th - Dave Vera
  - 5th - Troy Schafer
  - 6th - Tony Carrigg
  - 7th - John Malin
  - 8th - Scott Lafoe
  - 9th - Toby Plozner
  - 10th - Aurelio Caraballo
- 1/10 TRUCK A MAIN**
- 1st - Ken McBride
  - 2nd - Amber Taylor

- 3rd - Nolan Thrift
  - 4th - John Steed
  - 5th - Bobby Taylor
  - 6th - Robert Taylor
  - 7th - Steve Platt
  - 8th - Jennifer Shapiro
  - 9th - LeRoy Carrigg
- BOLINK DIGGERS A MAIN**
- 1st - LeRoy Carrigg
  - 2nd - David Butts/Legend
  - 3rd - Bill Fraden
  - 4th - David Carrigg
  - 5th - Allen Lane
  - 6th - Tony Carrigg/Legend
  - 7th - Joyce Lane
  - 8th - Speedy Gonzalez
  - 9th - Peter Cooper/Legend
- 1/10 FLAT OVAL A MAIN**
- 1st - David Butts
  - 2nd - Sam Hand
  - 3rd - Gary Futz
  - 4th - Josh Larrick
  - 5th - Dan Norton
  - 6th - Robert Highfill, Jr.
  - 7th - Garry Larrick
  - 8th - Bob Trinchitella
  - 9th - Bill Skinner
  - 10th - Danny Conner
- 1/10 FLAT OVAL B MAIN**
- 1st - Steve Vazquez
  - 2nd - Roy Phillips
  - 3rd - Richard Price
  - 4th - Bill Rhodes
  - 5th - Adam Jones
  - 6th - T. J. Shinholster
  - 7th - Kathy Carrigg
  - 8th - Ron Norton
  - 9th - Dave Molettieri
- FORMULA 1 A MAIN**
- 1st - Edwin McTureous
  - 2nd - Bob Hall
  - 3rd - LeRoy Carrigg
  - 4th - Tony Carrigg
  - 5th - Speedy Gonzalez
  - 6th - John Steed
  - 7th - Bobby Taylor
  - 8th - Kevin Schiffer

at the Lake Mayer Park, Montgomery Crossroads, Savannah, Georgia. Please call (912) 355-6033.

#### **SANDY CROSS SPEEDWAY**

Paved oval fans should come out on a try this track. The races are for 1/10 electric cars, and the facility also features a hobby shop, snack bar, A/C power and scoring is done via an auto count system. The track is located at Rt. 1, Hwy. 51 in Royston GA, 30662. For the latest racing information call (706) 245-9573.

### **IDAHO**

#### **CAPITAL DIRT BURNERS**

Both gas and electric 1/10 scale cars are welcome here. We race dirt off-road and oval outdoors. Our track has AC power and computer scoring. We race every other Sunday. For more information 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**

All are invited to Sunday racing at its best! We have 1/10 oval and off-road electric, 1/10 and 1/8 gas off-road and a 400' center line of smooth concrete to race high banked tri-oval. One of the nation's largest off-road tracks that features 625 feet of racing for both Stadium trucks and Buggies. We have a large pit area, plenty of AC power, concession stand, a well stalked hobby shop and we are close to I-57. For a free schedule and VCR tape of the facility call or write us today! Phone (217) 234-8707. Rt. 3 Box 242, Mattoon, 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.

#### **R/C RACEWAY - CHICAGO**

Racing for 1/12 and 1/10 gas and electric cars can be had at this indoor facility. There is racing for on-road and oval cars, and we race on carpet. The track has AC Power and a snack bar. To find out about or racing schedule call us at (708) 352-5354. We are located at 2745 W. 111th, Mt. Greenwood, IL 60655.

#### **LEISURE HOURS R/C RACEWAY**

Indoor carpet track 48 X 96. Racing for all racers who own oval and on-road 1/10 and 1/12 scale. We also have off-road carpet racing with jumps, bumps, tabletops, dips etc. AMB & Auto-Score, fully stocked hobby shop, food. For more information or if you would like to be on our mailing list please call (815) 439-1477 (store) or (815) 439-1777 (track). We are located at 24121 W. Theodore St., Plainfield, IL 60544.

#### **SHILOH EAGLES SUPER SPEEDWAY**

Racing for 1/10 scale on Friday nights and Sundays on a super outdoor 415' center line high banked asphalt tri-oval. Racing on this track is April thru early October. Indoor carpet racing on our 150' center line high traction speedway Saturdays October and November, and Sundays December thru March. The track features plenty of pitting space (indoor space available during outdoor racing too) and AC power. AMB System 20 scoring, a fully stocked hobby shop on site, and a full service concession stand. Located in Shiloh, just twenty minutes from downtown St. Louis, just off I-64 East. For a free schedule and more information call or write us at: Phone (618) 277-6030 - 308 N. Virginia Ave., Belleville, IL 62220.

### **INDIANA**

#### **AUTOGRAPH RACE WORLD**

Primarily a carpet oval and stadium electric track indoors, the facility hosts events for 1/12 and 1/10 cars. There is a hobby shop on site, along with a snack bar, AC power and all scoring is done via an auto count system. The facility is also active in promoting parking lot races are various events. For the latest information on what's happening at Autograph Race World call them at (317) 778-3386. They are located at 231 S. Pendleton Ave., Pendleton, IN 46064.

#### **RACEWAY PARK**

Mishawaka, IN (Northern Indiana)

Winter - Large indoor carpet track - two Sundays a month. Summer - The Midwest'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.

#### **GONZO RACEWAY**

1/10 outdoor off-road racing on Sundays May thru September. Racing starts at 10:00. Indoor carpet racing November thru March. Computerized scoring. For more information (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 indoor 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 Fri. night and Sat. R.R. #2, Box 450A, Mitchell, IN 47446, (812) 849-6666.

#### **RIMFIRE RACEWAY**

Racing for 1/10 scale gas and electric cars is what has made Rimfire Raceway the popular track that it is. The facility features an indoor and outdoor track, and they race both off-road and oval. Rimfire has a hobby shop, snack bar, AC power and an auto count system. The track is located at 8 Wood Ct., Hebron, IN 46341. Call them for the latest racing schedule at (219) 996-6288.

#### **R/C WORLD OF INDIANA**

This popular track has racing for 1/10 electric off-road cars. The facility features a hobby shop, snack bar, AC power, auto count system and there is RV access. For their racing schedule call (317) 874-2464. Or they can be reached by mail at R.R. #2 BGHox 335, Lynn, IN 47355.

### **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 & 1/12 electric, 1/8 gas and 1/4 scale: For info write c/o Mike Beisch, 805 S. 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.

#### **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.

#### **R/C WORLD RACEWAY**

Corky and Pam Green are your hosts for 1/10 electric off-road and dirt oval racing on their indoor track. This facility has a hobby shop, snack bar, auto count and AC power. Racing for the dirt off-road cars is Saturday and the dirt ovals race Thursday. Call (913) 793-2313 for current start times. They are located at 217 Brownie Ave., Scranton KS, 66537.

### **KENTUCKY**

#### **HOBBY CENTER**

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

#### **PIT ROW HOBBIES**

Both gas and electric, 1/12 and 1/10 cars will find a home racing here. There are also classes for on-road, off-road and dirt oval cars. This complete facility features a Hobby shop, AC power and scoring is done by auto count. Pit Row races both indoors and out, and with the number of classes it's a good idea to give them a call for the latest schedule. They can be reached at (502) 782-2419. They are located at 281 New Porter Pike, Bowling Green, KY 42103.

#### **PRO TRAK**

For many, Pro Trak is the place to race 1/10 electric cars. The facility both off-road and dirt oval on an indoor track. The facility also has a hobby shop, snack bar and there is AC power. If you haven't raced here before, check it out soon. Their number is (502) 778-2657. They are located at 3451 Cane Run Rd., Louisville, KY 40211.

# **RACING PLACES**

## 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.

### INDY SPEEDWAY AND HOBBY

A unique facility that features racing for 1/10, 1/12 and 1/24 scale. In addition to R/C, the track also races slot cars. Racing for R/C is done, outdoors, on a paved oval. The facility features a hobby shop, snack bar and scoring is done with an auto count system. They can be reached at (504) 367-1891. The track is at 3753 General DeGualle Dr., New Orleans, LA 70131.

## 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.

### 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.

### THE COCKEYSVILLE ASTRODOME

1/10 & 1/12 scale on-road indoor carpet track. Snack bar, hobby shop and auto count system. Racing Thursdays and Saturdays. C.A.R. Cockeysville Astrodome Racers, Inc., 10854 York Road, (Rear) Cockeysville, MD, (301) 666-1098., (410) 666-2521.

## 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.

### R/C HOBBIES AND SPEEDWAY

Racing for both 1/12 and 1/10 electric cars. Classes include dirt oval and a carpet track, both indoors. Along with the great tracks, the facility includes a hobby shop, snack bar, A/C power, an auto count and there is RV access. The track is at 16 Rio Way, Fairhaven, MA 02719. (508) 991-5040.

## 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

At this track you can race 1/10, 1/8. This is Michigan's only indoor dirt off-road track and it measures 100 X 45. Outdoors, there are classes for gas, electric, off-road, and dirt oval. This complete racing facility has a hobby shop, snack bar and AC power. You can reach us by phone at (616) 323-3686 or fax at (616) 329-1744. We are located at 9782 Portage Rd., Kalamazoo, MI 49002.

## MINNESOTA

### CENTRAL MINNESOTA RACIN' PLACE

This indoor facility is home for those who love to race 1/10 scale electric cars. Along with the circuit, there is a snack bar and AC power is available. For further information call (612) 252-8123. The track is at 3302 Southway Dr., St. Cloud, MN 56501.

## MISSISSIPPI

### 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.

### JOE MCFADEN HOBBIES AND RACEWAY

Racing for dirt oval and off-road electric cars on an outdoor circuit. The facility features a hobby shop, A/C power, an auto count and there is RV access. The summer season has racing on Saturday nights with the winter season having racing on Sunday afternoons. For the latest information call (601) 483-7000. The track is located at 1410 B Hamilton Ave., Meridian, MS 39301.

## MISSOURI

### HOBBIES 'N STUFF RACEWAY

Off-road racing for 1/10 scale electric trucks and buggies every Wednesday, Friday and Sunday. Our 280 foot indoor carpet track is ROAR legal with 8 foot wide lanes and carpet jumps. Computer scoring by Victory Lane II. Hobby parts and food on location. Come see us at: 102 West Pearce Blvd. Wentzville, MO 63385. Phone (314) 327-6006 for more details.

### FAST TRAX

This indoor track races 1/12 and 1/10 electric on-road cars. The track surface is carpet, and the facility includes AC power and auto-count system. Our phone number is (417) 725-4337. You can also write to us at 206 Water, Nixa MO 65714.

## NEBRASKA

### 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

# RACIN' PLACES

# 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 \_\_\_\_\_ 1/12 OFF-ROAD ASPHALT

ADDRESS \_\_\_\_\_ 1/10 DIRT OVAL DIRT

CITY \_\_\_\_\_ 1/8 PAVED OVAL HOBBY SHOP

STATE \_\_\_\_\_ ZIP \_\_\_\_\_ PHONE ( ) \_\_\_\_\_ 1/4 DRAG SNACK BAR

GAS INDOOR AC POWER

ELECTRIC OUTDOOR AUTO COUNT

ON-ROAD CARPET RV ACCESS

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

## WASATCH OFF-ROAD RACEWAY

Operated by IRCEDRA. 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.

## HANSEN'S INTERMOUNTAIN R/C RACEWAYS

Electric 1/12 and 1/10 cars can race at this complete facility. There are both indoor and outdoor tracks, and there are classes for paved oval, off-road and on road. This track also features a hobby shop, snack bar, A/C power, an auto count and there is RV access. For the latest racing schedule call (801) 250-8303. The track is at 8481 W. 2700 South, Magna, UT 84044

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

### FAIRYSTONE R/C SPEEDWAY

Dirt 1/10 scale 1/4 mile oval & figure eight racing every Thur. and Sat. eves. through Halloween. 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. Call (703) 631-8820.

## WASHINGTON

### SPOKANE INDOOR RACEWAY

A 10,000 sq. ft. facility with carpeted on-road track & indoor dirt off-road. Large indoor pit area, computer scoring (AMB), full parts shop. Located at E. 6422 2nd Ave., Spokane, WA 99212. (509) 534-RACE.

## WEST VIRGINIA

### 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 at (304) 292-0811.

### WEST VIRGINIA R/C CAR ASSOCIATION

This off-road outdoor track has racing for 1/10 and 1/8 gas and electric cars. There is A/C power, and you should call for the schedule at (304) 842-2742. They are located at 142 West Main St., Bridgeport, WV 26330.

## WISCONSIN

### MADISON AREA R/C CAR ASSOCIATION, INC.

Dirt Oval on Sun. Carpet road racing on Sat. Carpet oval on 1st and 3rd Fri. Track is at 1810 S. Park St., Madison, WI. Call 273-0519 or 837-2033 J. G. S.

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

### S & N'S TRACKSIDE HOBBIES & RACEWAY

Racing for 1/12 and 1/10 gas and electric cars in many scales including on road, off-road and oval, both indoors and out. There is also a hobby shop, snack bar, AC power, RV access and scoring is done with an auto-count system. Track is at 6045 N. Green Bay Ave., Glendale, WI 53209. Phone for the latest schedule at (414) 351-1910.

### 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.

### GARY'S HOBBY SHOP

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

### BAYLAND HOBBIES

Racing for cars in the 1/12, 1/10 and 1/8 scales. This complete facility features courses both indoors and out, and features a hobby shop, snack bar, A/C power, auto count and there is RV access. The track is located at 951D Ashwaubenon St., Green Bay WI, 54304. For the latest schedule call (414) 339-8288.

# 4th ANNUAL WINTER R/C OFFROAD CHAMPIONSHIP

IN CONJUNCTION WITH

17th Annual

# MOTORAMA ASSOC.



PENNSYLVANIA FARM SHOW COMPLEX \* HARRISBURG, PA

February 17th, 18th, 19th, 1995



14 Acres under one roof



aces and show for one admission

Come Stay All Day for One Admission

A Weekend For the Whole Family

The Largest Event of Its Kind



## SPEED SHOW

OVER 40 DIVISIONS OF R/C AND SHOW VEHICLES ON DISPLAY

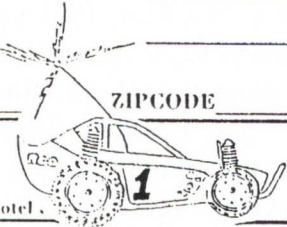
### SCHEDULE OF EVENTS

**Saturday February 18th**  
 7:00 A.M. - 9:00 A.M. BUGGY SIGN-UP  
 8:00 A.M. - 10:00 A.M. BUGGY PRACTICE  
 10:30 A.M. - 3:00 P.M. BUGGY QUALIFIERS  
 4:00 P.M. - 7:00 P.M. BUGGY FEATURES  
**Sunday February 19th**  
 7:00 A.M. - 8:30 A.M. TRUCK SIGN-UP  
 8:30 A.M. - 10:00 A.M. TRUCK PRACTICE  
 10:00 A.M. - 2:30 P.M. TRUCK QUALIFIERS  
 3:00 P.M. - 5:30 P.M. TRUCK FINALS

PLEASE TYPE OR PRINT CLEARLY; PRE-ENTRY MUST BE POSTMARKED BY FEBRUARY 1ST.

RACERS NAME \_\_\_\_\_ PHONE ( ) \_\_\_\_\_  
 ADDRESS \_\_\_\_\_  
 (STREET OR R.D.)  
 CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP CODE \_\_\_\_\_

1. Dirt Track racing surface in small arena 50' X 80' area.
2. At least (2) heats and an A main for each class will be run.
3. No membership required, but R.O.A.R. rules will apply.
4. (B) trophies awarded for the A main, 1st place in all other, plus concourse.
5. All racers returning this pre-entry form will receive information on discount hotel.



ENTRY FEE AFTER FEBRUARY 1ST - \$ 25.00 FOR EACH CLASS PLUS ADMISSION

1ST CLASS \$ 25.00 \* SATURDAY \* 2ND CLASS \$ 15.00

STOCK BUGGY	(1) CLASS - FREQUENCY - 1	2	3	----- \$
MODIFIED BUGGY	(1) CLASS - FREQUENCY - 1	2	3	----- \$

1ST CLASS \$ 25.00 \* SUNDAY \* 2ND CLASS \$ 15.00

STOCK TRUCK	(1) CLASS - FREQUENCY - 1	2	3	----- \$
MODIFIED TRUCK	(1) CLASS - FREQUENCY - 1	2	3	----- \$
1/10 SCALE GAS TRUCK	(1) CLASS - FREQUENCY - 1	2	3	----- \$

Race entry includes (A) sign-up for races entered, (B) Admission, (C) Free Parking outside, and (D) Pit area in building. **TICKET INFORMATION**

Children under (6) years of age FREE.  
 Admission: (1) day advance - Race & Show adult \$ 8.00 # 6-12 yrs. \$ 4.00 # ----- \$  
 (2) DAY ADMISSION IS FOR SATURDAY AND SUNDAY ONLY.  
 Admission: (2) day advance - Race & Show adult \$16.00 # 6-12 yrs. \$ 8.00 # ----- \$  
 Admission: (3) day advance - Race & Show adult \$24.00 # 6-12 yrs. \$12.00 # ----- \$  
 Admission: (1) day at door - Race & Show adult \$10.00 ..... 6-12 yrs. \$ 5.00  
 Admission: (2) day at door - Race & Show adult \$20.00 ..... 6-12 yrs. \$10.00  
 Admission: (3) days at door - Race & Show adult \$30.00 ..... 6-12 yrs. \$15.00  
 TOTAL AMOUNT ENCLOSED \$ \_\_\_\_\_

MAKE PAYMENT PAYABLE AND SEND TO : MOTORAMA, 100 SPEEDWAY LANE, HANOVER, PA 17331-0917  
 OFFICE OPEN MONDAY THROUGH FRIDAY 8:30 TO 4:00 (717) 359-7056

Available until February 1st, 1995

Method of Payment (circle one) M/C - VISA

Credit card # \_\_\_\_\_ Exp. Date \_\_\_\_\_

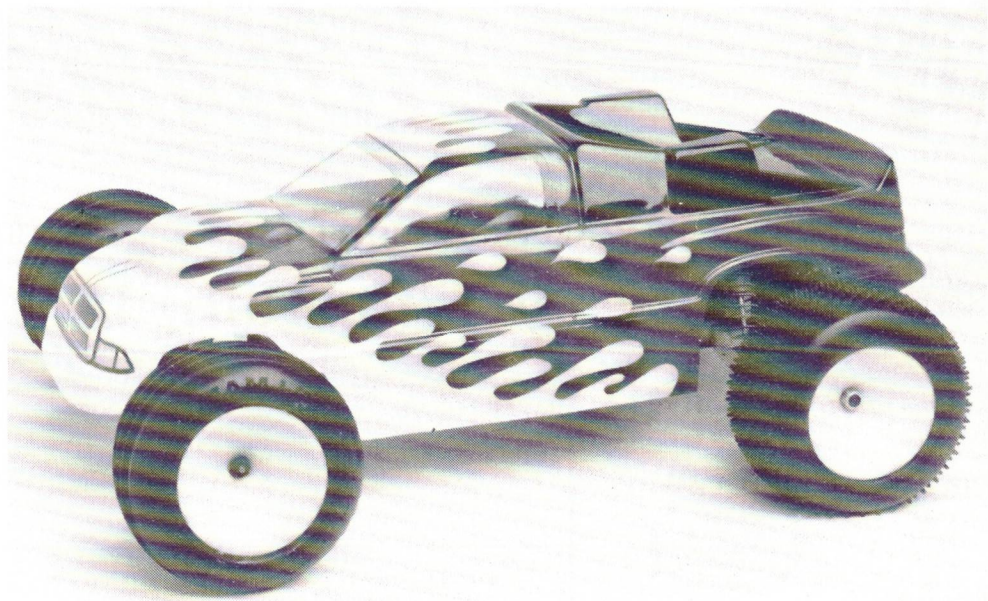
Name on Card \_\_\_\_\_

Signature \_\_\_\_\_

# FOR THE

## HOT BODIES '94 RAM-IT TRUCK

Hot Bodies best kept secret is out. After a full Summer of Fun in the Sun, Hot Bodies has finally released nationwide their version of Dodge's all new '94 Ram PickUp. Designed to fit the RC10-T like a glove, the "Hot Bodies Ram-It" part #10400 will also fit other popular trucks. Super styling sets the "Ram-It" apart. Along with capturing all the detail, the "Hot Bodies Ram-It" features trim lines for your convenience. Also included is an add-on spoiler for increased jumping stability. Don't miss out on the best dirt kickin' fun anywhere. To get your hands on a Hot Body: Call, Fax or Write today to: Hot Bodies, 308 Serrano Trail, Browns Mills, NJ 08015. (609) 893-7716 or Fax: (609) 893-BODY.



## Mercedes Benz C- Class By Tamiya

The newest addition to Tamiya's "real scale" R/C's - the AMG Mercedes Benz C-Class DTM D2, #58139. A 1/10 scale replica of this year's entry in the German Touring Car Championships, it has a highly detailed vacuum-formed polycarbonate body with separately molded details and features Tamiya's most advanced 4WD chassis. Tamiya America, 2 Orion, Aliso Viejo, CA 92656.

# RACER

## *Associated World's Car*

Team Associated took the RC10 car, which had already won 3 IFMAR World Championships, and made it better than ever. These improvements, transformed the RC10 into another World beater, the NEW RC10 World's Car. This advanced technology car boosted the RC10's IFMAR World Championship winnings to an unprecedented 4 times! Besides winning the latest World Championships, in the same race seven other New RC10 World's Cars finished in the A Main, proving the total dominance of the car.

We next raced the New RC10 World's Car at the Annual Reedy Race of Champions, which had the best racers from all around the world in competition. Re-

sults: the new RC10 World's Car placed 1st, 3rd, 5th, 6th, 7th, and 8th!

This is convincing proof that the New RC10 world's Car is the best State of the Art car in the world. There is none better, if you want the best car, this is it!

New:

Chassis material, pre-milled and hard anodized  
Graphite front and rear shock struts

Stronger black composite front suspension arms

Stronger black composite rear suspension arms

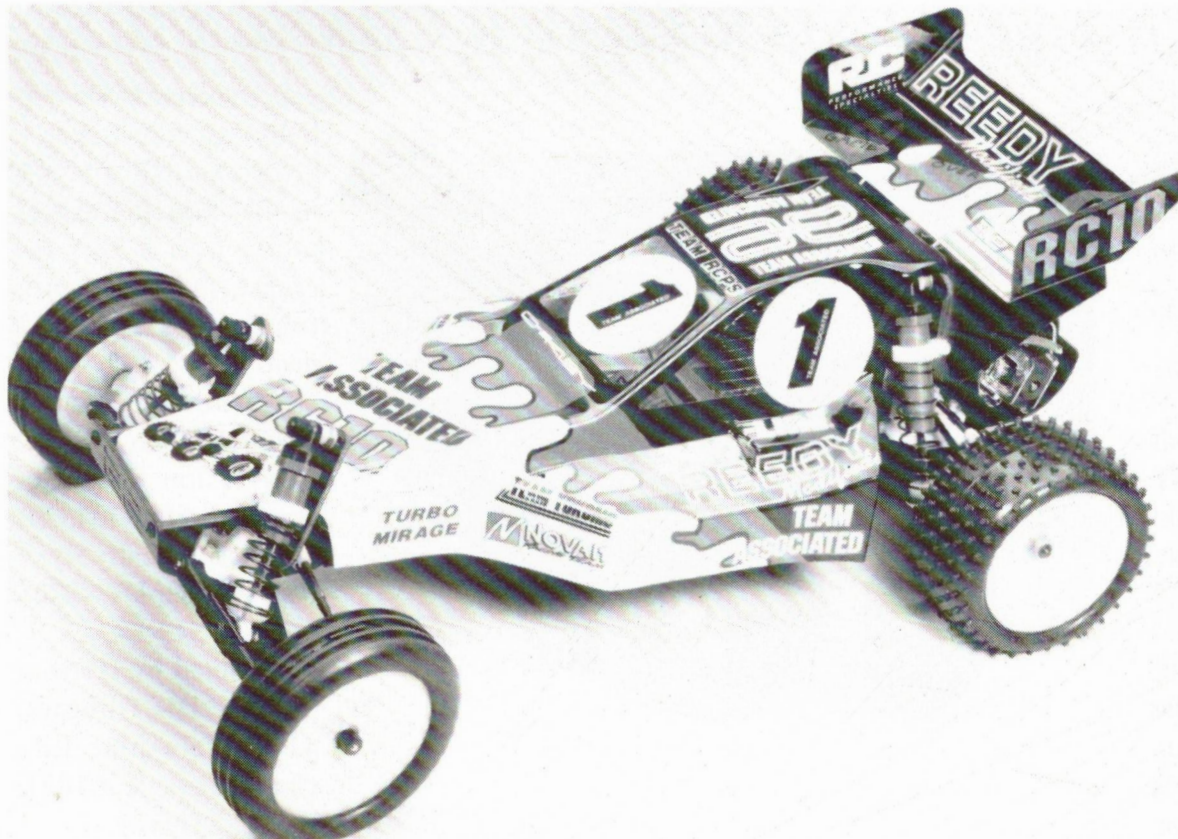
Rear bulkhead with new adjustment points

Fiberglass battery strap

Graphite transmission brace

Yellow 3 piece front wheels

Proline XTR tires, front and rear, with foam inserts



RC Performance  
Specialties  
Turbo Mirage  
Lexan body  
Bushing bell-  
crank steering  
Silicone shock  
oil

1.02" rear shock  
shafts and sus-  
pension travel  
limiters, front  
and rear.

Associated Elec-  
trics, Inc., 3585  
Cadillac Ave.,  
Costa Mesa, CA  
92626, (714)  
850-9342, FAX  
(714) 850-1744.

# FOR THE

## Parma's New BMW M3 GTR

This body is made to fit the Tamiya and Yokomo 4WD on-road cars. The body has ultimate detail, styling and a free rear wing. Part Number 10355, Retail \$19.00. Parma International, Inc., 13927 Progress Parkway, North Royalton, OH 44133.

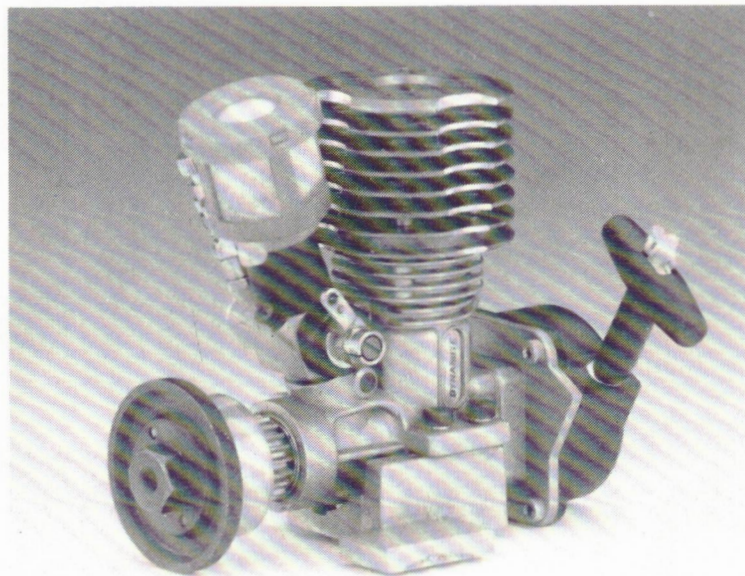


## *DYNAMITE TNT .12 NITRO HAWK CONVERSION*

If you're looking to put the explosive power of Dynamite's TNT .12 engine in your Traxxas Nitro Hawk, look no further.

The Dynamite TNT .12 Nitro Hawk Conversion includes everything you need to install a pre-purchased TNT .12 engine in that truck: all necessary spacers and ball bearings for the clutch, and modified brake parts. The conversion is very simple and takes about an hour.

The TNT .12, with its true ABC construction



and oversized, finned, heatsink head really brings the Nitro Hawk to life. You can expect to see over a 25% increase in speed, with top speeds reaching nearly 40 mph.

The new Dynamite TNT .12 Nitro Hawk Conversion Kit - Get one, and get set to make your Hawk really fly! Part Number DYN2265 - Retail: \$14.95

Distributed by Horizon Hobby Distributors, 4105 Fieldstone Rd., Champaign, IL 61821, (217) 355-9511.

# RACER

## Racer's Choice Flying Point Introduces the PIZAZZ TK-1 10th Scale Gas Stadium Truck

Racer's Choice R/C Products is proud to announce their all new, very fast 1/10th scale nitro powered PIZAZZ TK-1. It is ready for action at race tracks or for some fantastic fun! Manufactured by Flying Point, a world leader in gas car design, the TK-1 is powered by a high quality Leo .15 engine, which provides R/C enthusiasts improved performance, greater optional engine selection, better wear life and (experienced racer's say) easier tuning than the less powerful, less common .12's. The TK-1 may be started by either a standard recoil pull-start or with the use of a starter box. Difficult to put together? No way. The TK-1 kit comes 90% factory assembled! Mount the tires, add your radio/servo equipment, paint the body, fill the tank and enjoy!

The PIZAZZ TK-1 is loaded with features that are often optional and, therefore, extra costs on some other 1/10th gas kits. Standard features include: anodized aluminum shocks, strong composite arms, aluminum tub-style chassis, universal joint drive shafts, reli-

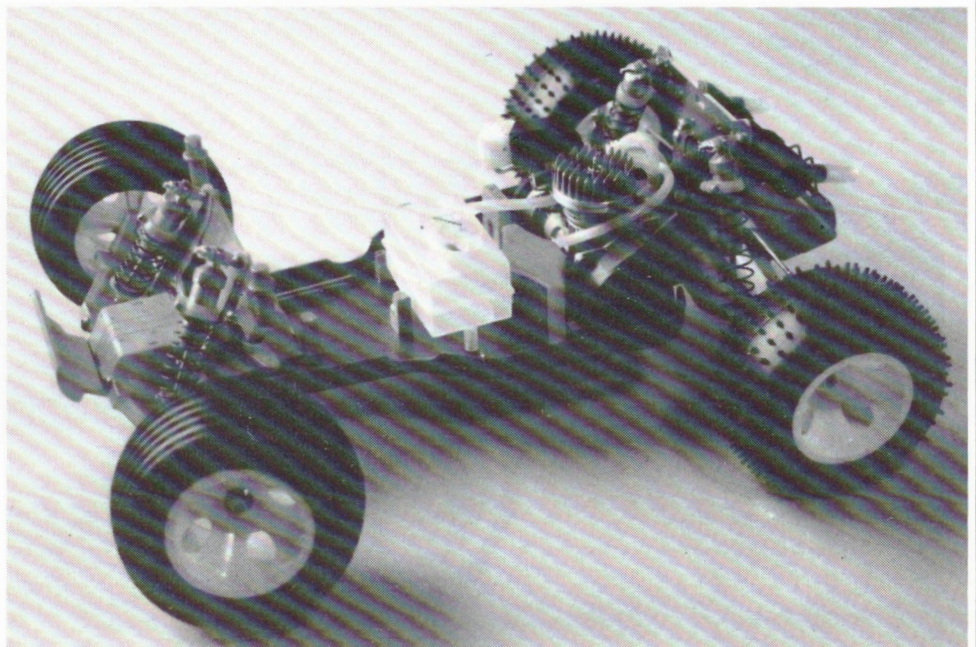
able planetary style geared differential, one-way tank fuel pump for easy starting, racing tires and inner-sponges, air cleaner set, built-in servo-saver, convenient receiver holder, muffler and dual outlet exhaust pipe and, of course, one very "mean looking" body so your TK-1 looks great passing your competition!

Can there be more? Oh yeah! The PIZAZZ TK-1 comes with quality soft rubber tires you can

actually use when you go to your first race, not standard lower quality kit tires. In addition, the tires mount on the kit's standard super-strong and rigid composite racing rims. For your convenience the rims have standard hole and mounting patterns, so you can use these great rims and tires on other trucks, too. Last, but not least, the PIZAZZ TK-1 can be equipped with a complete, twelve ball bearing racing package for a slight additional cost.

The PIZAZZ TK-1 also has a smaller 1/10th buggy brother, which includes similar racing features, called the PIZAZZ BG-1.

Racer's Choice R/C Products, Inc.  
- 6N258 Acacia Lane, Medinah, IL  
60157.



# FOR THE

## KYOSHO UNVEILS NITRO RACING TRUCKS FOR SERIOUS 1/10 SCALE COMPETITORS: THE OUTLAW RAMPAGE PRO 2WD

After two years of research and development, Kyosho has released the new Outlaw Rampage Pro Sport and Outlaw Rampage Pro Team—gas stadium trucks designed to do for 1/10 scale racing what the Inferno did for 1/8 scale off-road competition.

In addition to an impressive number of race- and convenience-oriented features—including a set-up/racing tips booklet, unique, two-piece clutch bell/pinion gear,

spacer-adjusted wheelbase and adjustable, two-piece ball end design—both versions of the Outlaw Rampage Pros also offer the intermediate-to-expert driver some major new firepower for competitive events.

At the heart of the design is Kyosho's amazing new "Super Sprint" SST-GP Transmission—a state-of-the-art, lightweight, gear-driven tranny incorporating: center-mounted, externally adjustable

diff; slipper clutch, adjusted by a single nut; and spur gear which can be changed in seconds, without removing the slipper clutch. With its lowered center of gravity and low rotating mass parts, the SST-GP offers a stability and response edge on any track.

The racing platform for the SST-GP is a blue-anodized, aluminum semi-tub chassis, which combines the convenience of a short-walled flat pan chassis with the rigidity of "bathtub" styles. Stiff and stylish, it provides a solid base for: an independent, double-wish-bone suspension system with long arms; oil shocks and heavy-duty bellcrank steering. Improved fits, designs and materials in suspension/steering components promise to deliver new highs in reliability and precision, even with extended racing use.

Other competition-ready features for both models include: a forward-opening, 75 cc gas



# RACER

tank with new "mousetrap" spring; heavy-duty, 3-shoe clutch for more positive engagement; lightweight, one-piece wheels with Lexan dirt shields; rear universal joints; easily adjustable rear toe-in; newly designed, ribbed front racing tires; high-traction, combination block rear tires; and a lightweight, streamlined Lexan racing truck body.

The Outlaw Rampage Pro Sport is available with or without a recoil-started O.S. .12 CZ-R engine. Oil-filled Black Shocks, bushings and aluminum shock towers offer the ability to purchase maximum potential in the present and upgrade in the future.

The Outlaw Rampage Pro Team Truck includes: turnbuckle tie-rods for easy on-track tuning; 25

ball bearings; lighter-weight FRP shock towers; and new, Teflon-coated aluminum Ultimate Shocks with quick-change, C-Clip spacers, rubber shaft boot, improved dual O-Rings, and 2-piece, hexagonal shock caps.

P.O. Box 9021 Champaign, Illinois USA 61826-9021 Phone 217-398-6300 FAX #217-398-1104.

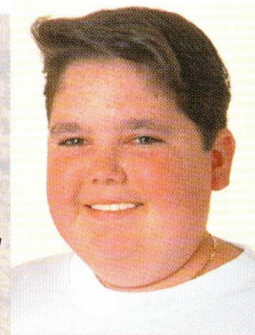
CP

## Kinwald Delivers Power And Precision.

Team Kinwald brings you new ways to go fast. The BuggyWald™ off-road modified motor delivers heavyweight performance on a lightweight budget. And, Kinwald "Hard Ones"™ hardened steel pinions turn out precision and long life like no other.

"If my first Modified Motors had been this fast, I'd been World Champion a lot sooner."

— Brian Kinwald  
Current IFMAR World Champion



Epic "EZ Flow"  
Endbell and  
Can

High Performance  
Brushes and  
Springs

13 Turn  
Double  
Machine  
Wound  
"Short  
Stack"  
Armature

Easily  
Adjustable  
Timing

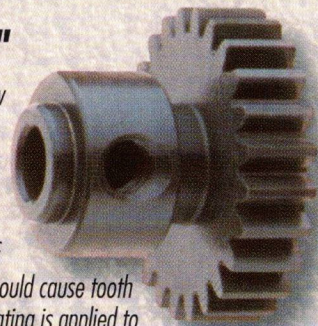
5.1 Version  
Wet Magnets

Precision  
Ball Bearings

TK2018 Only \$46.99

### The "Hard Ones"

Team Kinwald brings you the new "Hard Ones" off-road steel pinions. With a Zero Gravity™ design, each pinion is case hardened to a 58-62 Rockwell C hardness to a consistent depth of .0010". Only total destruction would cause tooth deformity. Last, a black oxide coating is applied to prevent rust prior to use. Kinwald "Hard Ones" are the longest lasting pinions available. In 48 pitch only, 12 - 27 tooth sizes. Only \$4.99.



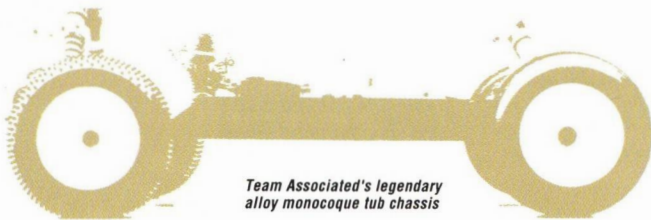
**TEAM KINWALD BY**  
**TRINITY®**

1901 E. Linden Avenue, #8, Linden, NJ 07036 ■ 908.862.1705 ■ Fax 908.862.6875



# NOBODY KNOWS GAS RACING LIKE THE TEAM.

A lot of people would like you to think they created the whole concept of RC gas racing. But with over 25 years of experience racing RC gas cars and winning two IFMAR Gas World Championships, Team Associated knows gas racing. That's why the Team built the RC10GT.



*Team Associated's legendary alloy monocoque tub chassis*

Our RC10GT is the real thing, designed and engineered by the same racers that brought you the original RC10 and the RC10T.

While it might be enough for some to simply drop an engine and a fuel tank into an electric truck, the Team takes this kind of powertrain transfusion seriously. The RC10GT is a completely integrated package created to take maximum advantage of gas power yet versatile enough to accommodate all popular .12 and .15 size engines.

The most advanced, high performance vehicle of its kind, the RC10GT features competition proven, four wheel suspension with precision, coil-over

The RC10GT is available in several Sport and Competition versions for most .12 or .15 engines. We highly recommend the .12 size for scale performance and reliability.

IFMAR World Champion factory drivers Brian Kinwald and Cliff Left teamed with Curtis Husting in designing, track testing and racing our RC10GT prototypes.



shock dampening. Our World Famous Team Associated Stealth ATC gearbox is also adapted to the RC10GT, to get all that nitro power to the ground and our race-ready disc brake gets it all slowed down in a hurry.

Like all our kits, hardware and materials are nothing but the best. And because Team Associated understands RC racers, and their budgets, the RC10GT is available with either bushings or ball bearings and for both pull and non-pull start engines.

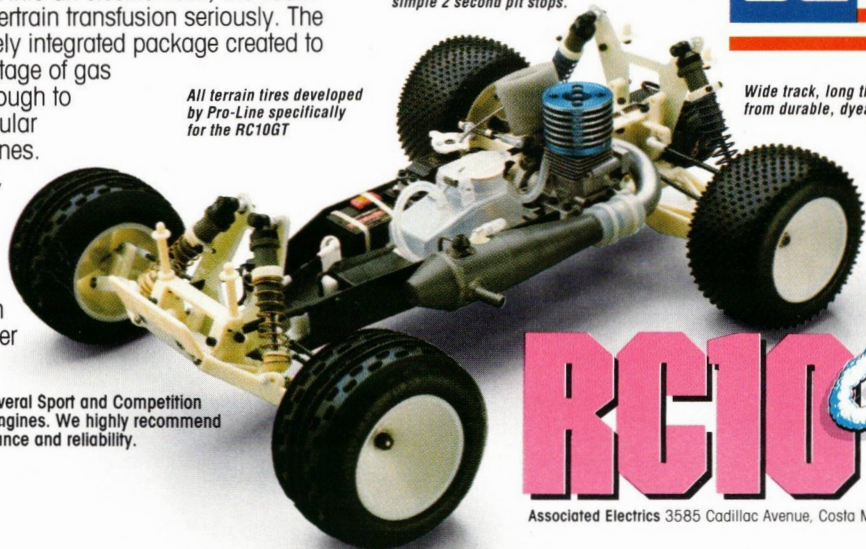
Enjoy the sound and power that makes gas RC racing come alive. The RC10GT is the ONLY RC gas truck with Team Associated's proven performance and reliability. Because no one knows RC gas racing like the Team.

*Quick-fill 75cc fuel tank lets you race as long as you want with simple 2 second pit stops.*



*All terrain tires developed by Pro-Line specifically for the RC10GT*

*Wide track, long throw suspension, molded from durable, dyeable virgin nylon*



# RC10GT

Associated Electrics 3585 Cadillac Avenue, Costa Mesa, CA 92626

# Kyosho's Outlaw Rampage turns Pro.



## OUTLAW RAMPAGE PRO™

Kyosho's Outlaw Rampage, the 1/10 scale gas stadium truck that started a whole new category of racing back in 1990, has just changed the rules again. Totally redesigned for today's top-class competition, the Outlaw Rampage Pro offers many features you won't find anywhere else.

Some gas stadium trucks started out as electrics. They evolved, but kept many of the same parts—which were not engineered for the rigors of gas racing. Not the Outlaw Rampage Pro. For more than two years, Kyosho has been developing the Pro specifically for the challenges of gas racing competition.

The **Pro Sport** version comes completely engineered for racing, with features like Kyosho's Super Sprint Transmission. It's available with or without an O.S. .12 CZ-R pull-start engine.

The **Pro Team** version lets you add your own powerplant and comes with even more upgrades than the Sport, like ball bearings, FRP shock towers and Ultimate Shocks.

So if you're ready to turn in your amateur standing and go Pro, there's only one way to go...the Kyosho Outlaw Rampage Pro.

For more information and the dealer nearest you, please call 1-800-682-8948, ext. 103J.



The Outlaw Rampage Pro's blue hard-anodized, semi-bathtub chassis is 40% thicker than those of some other 1/10 scale gas trucks.

# KYOSHO®

THE FIRST NAME IN GAS OFF-ROAD RACING

Distributed  
Exclusively  
Through

 **GREAT PLANES®**  
GREAT PLANES MODEL DISTRIBUTORS COMPANY  
P.O. BOX 9021, CHAMPAIGN, IL 61826-9021

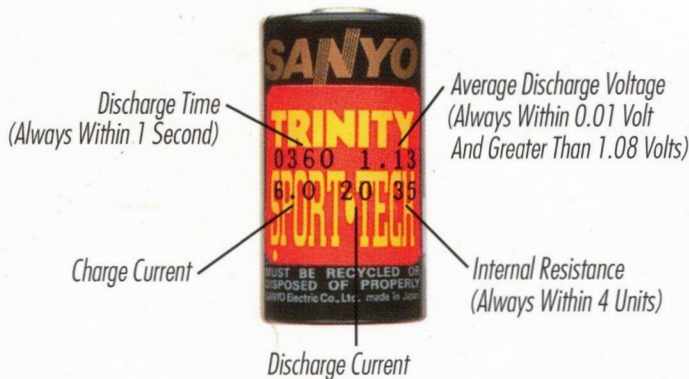
# EX•TECH - THE WORLD'S BEST.

As an R/C driver you know that even with the right car, motor, tires, radio and driving abilities, without the very best batteries, you might as well go home. At Trinity, we know how important batteries are and that is why we put together the world's best technicians and testing equipment to deliver the finest, most reliable and best matched batteries in the world. Why are only the world's best batteries called EX•Tech? Read on.

## Here's How An EX•Tech Cell Is Created.

Each cell is first put through our unique "pre-staging" process. The good cells then go into our "Three Tier" testing system. This process begins slowly at the 20 amp level, allowing us to condition the cells and begin to determine the optimal performance range for each cell. When a cell's performance exceeds the SportTech range, it moves onto the RaceTech test bench. The cells that exceed RaceTech specs are tested at the WorldTech bench. Up to now, only our proprietary equipment and processes have been used to test and condition each cell. For the final test in our exhaustive process, we use "Competition Electronics" dischargers for precise pack matching and cell labeling. Only now can a battery be labeled EX•Tech.

### What The Numbers Mean.



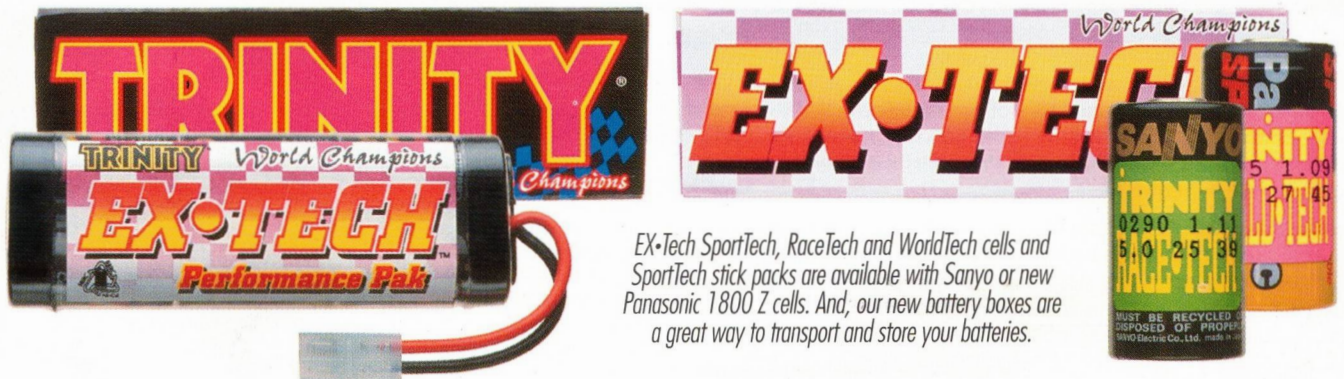
All EX•Tech cells are tested and conditioned several times to reveal the cell's true performance characteristics. Trinity is the only manufacturer that uses a testing process this time-consuming, exhaustive and precise for an entire line of batteries.

### What Goes Into Every Pack.



All Trinity EX•Tech Performance Packs are built to the same uncompromising standards as our individual cells. Pure Nickel tabs are dual welded to each cell, and heavy gauge silicone leads deliver the lowest possible resistance. A battery tube and heavy-duty shrink film protect the cells. You just can't buy a better stick pack anywhere!

### How It All Comes Together.



EX•Tech SportTech, RaceTech and WorldTech cells and SportTech stick packs are available with Sanyo or new Panasonic 1800 Z cells. And, our new battery boxes are a great way to transport and store your batteries.

Now you know why you should be running EX•Tech, the world's best batteries. For an in-depth explanation of our intricate, multi-tier battery testing and matching process, as well as a complete list of all of the available batteries, accessories and racing products, call or write for The Trinity Racers Catalog. It's only \$3 and it's full of items that can help make you a winner!

# TRINITY®

1901 E. Linden Avenue, #8, Linden, NJ 07036 ■ 908.862.1705 ■ Fax 908.862.6875