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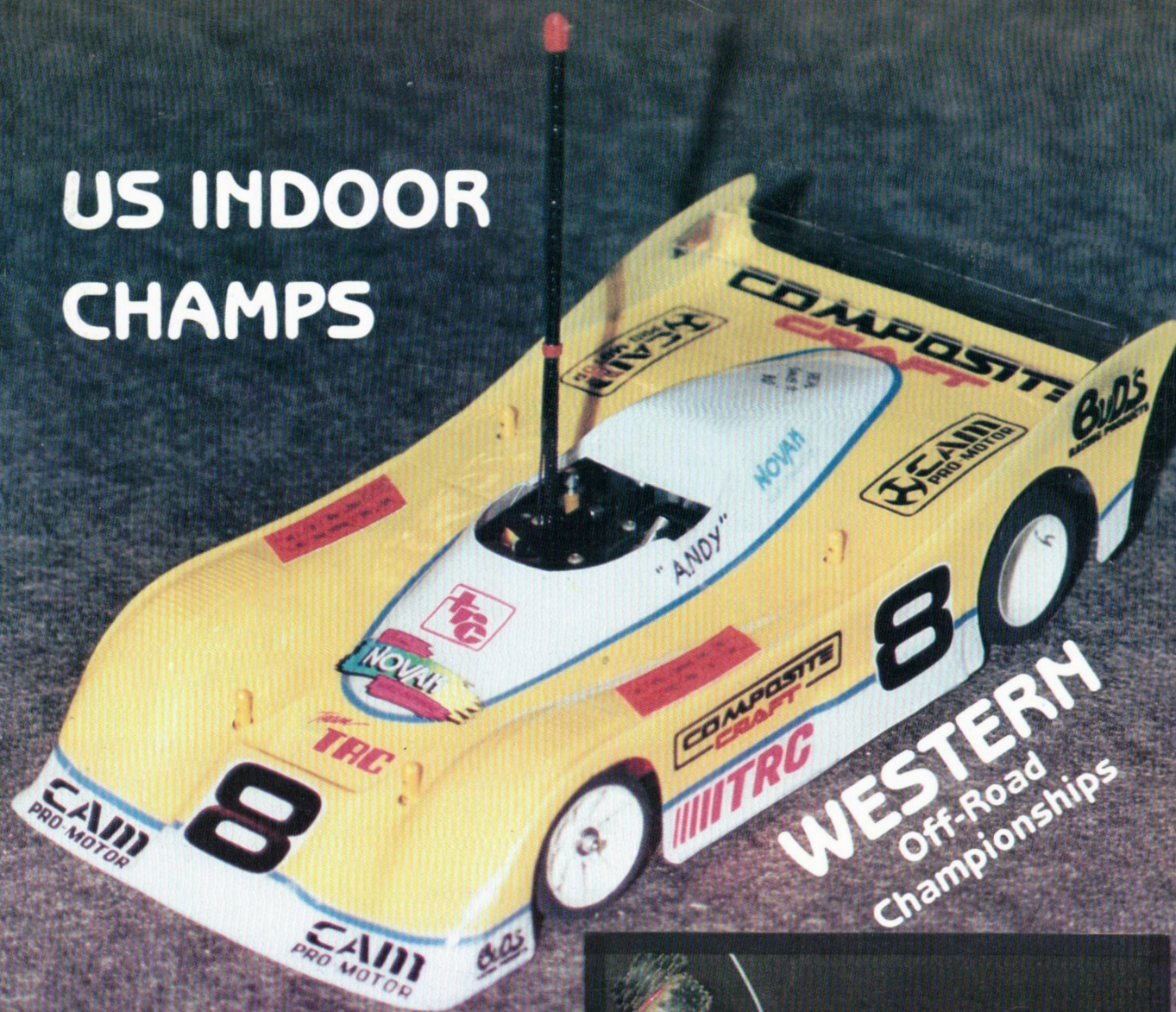
# COMPETITION



## PLUS

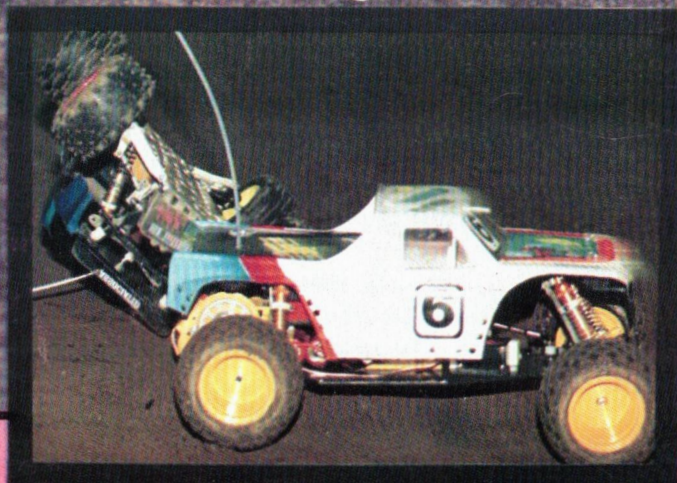
THE R/C CAR MAGAZINE

### US INDOOR CHAMPS



**WESTERN**  
Off-Road  
Championships

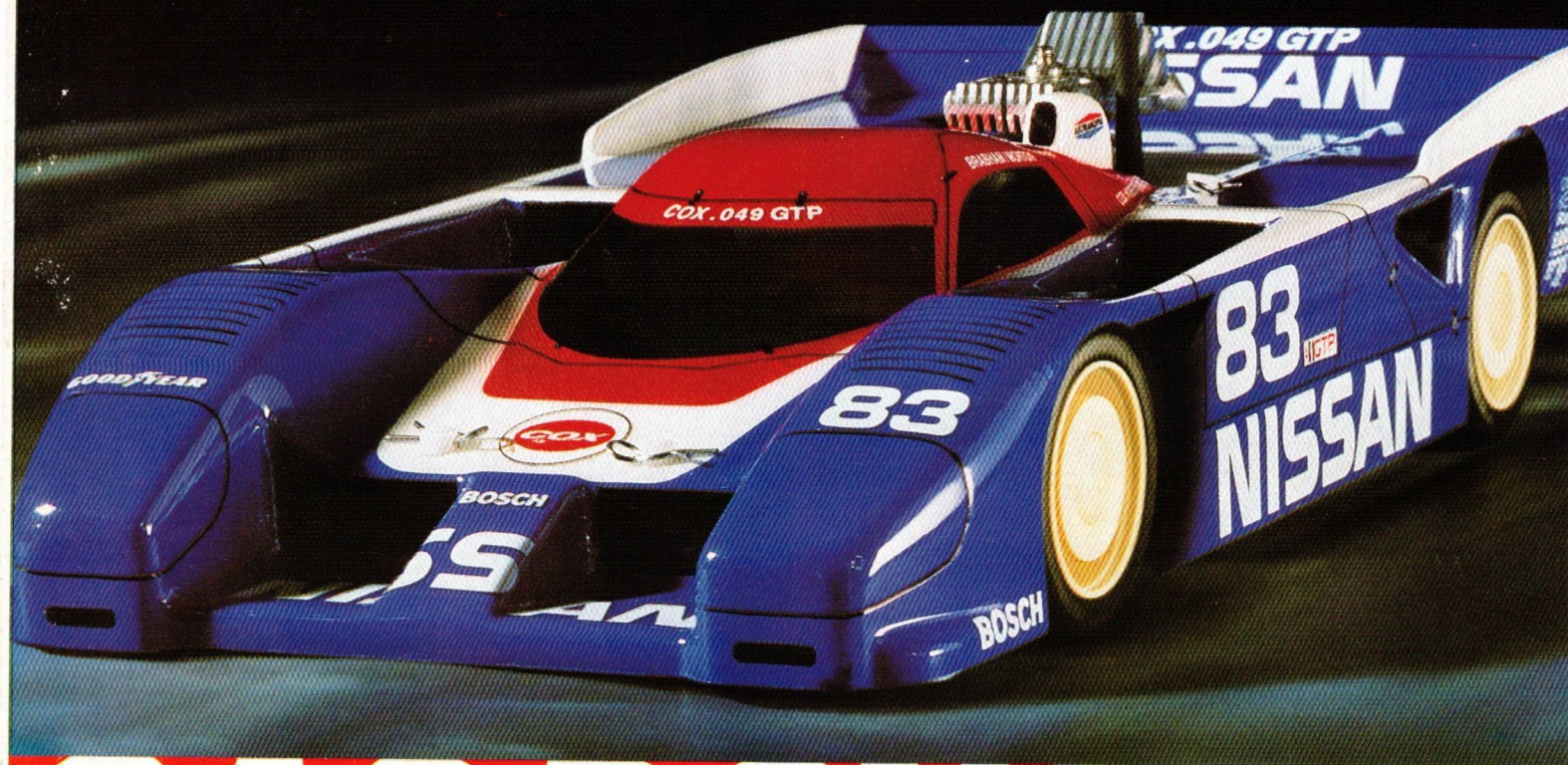
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& the Aftermarket**





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Give your racing some gas.

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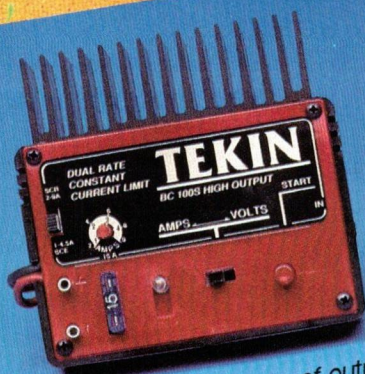


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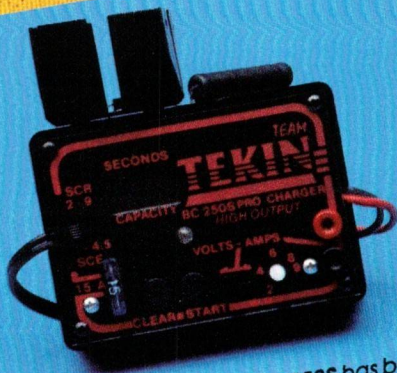


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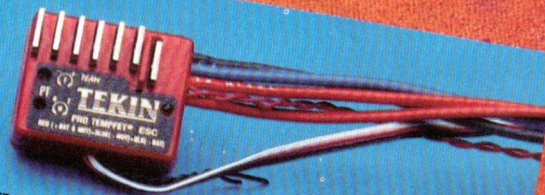
**BATTERY CHARGER MODEL BC250S** has built in digital coulomb meter to estimate battery capacity and run time each time you charge your pack. From the inventors and leaders of peak charging - now with soft pulse circuit.

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NEW HIGH POWER ESC**



ESC 700

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Competition type aftermarket speed controls handle high power modified motors. Tempfets mean no overheating; extra strong braking action. New BEC circuit design improves radio reception, especially with "BEC" Receivers. Model 600 has hand selected mosfets and now 13 gauge wire for absolute maximum power. Model 600 also now uses "Soft Pulse" motor current, so the motor runs cooler and develops more power. Smooth response improves driver performance. Mini size, lightweight, high performance, and reliable, dependable operation.



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# RED LINE

## Cracks the Whipp!



### Top Qualifier, Paul Davis Dominates Invitational Class at Lake Whippoorwill

Paul's winning car sets new track record in the R/C Car Action Race, powered by REDLINE TEAM MODIFIED and REDLINE TEAM MATCHED SANYOS. As a matter of fact the Top Three Qualifiers in the Invitational were powered by REDLINE TEAM PRODUCTS!

#### RACE RESULTS — INVITATIONAL CLASS

| RACER       | QUALIFIED | FINISHED |
|-------------|-----------|----------|
| PAUL DAVIS  | 1st       | 1st      |
| ANDY DOBSIN | 2nd       | 5th      |
| KIM DAVIS   | 3rd       | 4th      |

Kim's Redline Powered Car also won the Acutrak Dash, and Jim Fuller took second place in the 200 ENDURO with his Redline equipped entry.

#### RACE TO WIN WITH REDLINE MODIFIEDS

- TEAM PACKS • MATCHED SANYOS (4, 6, 7 cell) • AND BATTERIES

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WET MAG  
STOCKS**





# COMPETITION



# PLUS

## DEPARTMENTS

- 6 MAILBOX  
*Letters and Comments From Our Readers*
- 7 TRIVIA  
*Test your Knowledge of R/C Cars*
- 8 FINISH THE LAP YOU'RE ON  
*Six Cell Limit!*
- 10 PIT BOARD  
*Late Breaking News*
- 27 NEWSLINE  
*Latest Happenings & Races in the World of R/C*
- 73 RACING SCHEDULE  
*Listings of Race Locations and Dates from Around the Country*
- 81 NEW PRODUCTS  
*What's New and Hot in the R/C Car Market*
- 84 ADVERTISER'S DIRECTORY

## COLUMNS

- 11 HARD CHARGING  
*ROAR Update*
- 13 PIT TALK  
*NORRCA Update*
- 16 STRAIGHT LINE FEVER  
*IEDA Update*

## FEATURES

Page 20

**An Electrifying Look At  
POWER SUPPLIES**

Page 23

**Tuning into the 90s**  
*A look at the Tekin Plant*

Page 36

**Norcar's 4-Cell  
US INDOOR CHAMPIONSHIPS**

Page 42

**2nd Annual VRP Midwest Dirt Oval Championship**  
*It's Loud, It's Ugly and It Wont's Go Away*

Page 53

**Losi's JRx2 and The Aftermarket**

Page 63

**The Tradition Continues!**  
*Ninth Western Off-Road Championships*

## About The Cover

The cover features Andy Dobson's US Indoor Champs winning car.  
He drove a TRC/Composite Craft Lynx powered a Cam motor.



# Mailbox

---

## CREDIT WHERE CREDIT IS DUE

Dear Competition Plus:

I have never written a letter to a magazine before but the action of two companies has definitely prompted me to write this letter. First let me start by stating that this is a letter of highest praise.

I sent away for an RC-10 Truck Conversion from Andy's. The body was painted candy apple red. The paint job looked great. The problem was that the lexan had a bunch of scratches in it making the truck finish look dull. I called Andy's to tell them of the problem and they said they would paint a new one to my specs and send it back right away. To my surprise they painted the new one perfectly and I received it in less than a week at no charge. (THANK YOU ANDY).

The second part of my letter has to do with a 1/12 scale BoLink truck body that I received in the mail that was all distorted out of shape. I gave BoLink a call and explained my problem. In less than a week I had a new one at no charge.

Sincerely,

**ROBERT RAUPP**  
Adrian, MI

## POSTERS, PLEASE

Dear Competition Plus:

I have read your magazine for many years and have found one thing that you need. I think that you should start to put small posters in your magazine. This is so that readers won't have to cut tiny pictures out of the magazine to use as posters. Two things wrong with this is that you tear

the magazine up and the pictures aren't big enough to see on the wall. I know that your magazine sells very well, but it will probably sell better if you put a poster in your magazine. Keep the great magazine coming out!

Fellow Racer,

**ROBERT PHILLIPS**  
New Orleans, LA

*Dear Robert:*

*I have discussed this with our layout staff and they will take your suggestion very seriously. Look for some posters in future issues.*

## TRIVIA

Dear Sir:

I have enjoyed your magazine for some time now, but I must say I am getting a kick out of the Trivia questions. Being that I have been in R/C cars for some years, it is really fun to test my knowledge. Keep them coming!

Sincerely,

**SAM MINERVINI**  
Fairview, NJ

*Dear Sam:*

*I appreciate the interest in our Trivia questions. If you or any of our readers out there, have questions of your own to send in we will send you a Competition Plus T-Shirt for each one we print.*

## HELP!HELP!

Dear Competition Plus:

I have called everywhere, even the R/C car organizations, and I can't find any information on how to put on a race. I was able to procure some land from the Parks and Recreation Department in my locale to start an off-

road and oval track. My biggest problem now is I can't find any information on what to do with the land and how to start a club and racing program. Can you help?

Desperately in Need of Help,

**SONNY NOIR**

*Dear Sonny:*

*First off, I would go to the nearest track you can find and watch for one or two evenings to the procedure that track uses for running a race program. Then I would contact at least 6 to 10 R/C car racers in your area to help you start a club and work out some track configurations. MRC/Tamiya had a book at one time that had many different track designs in them. You can contact them and pick up a copy. Next contact companies selling computer lap counting systems. Also Competition Plus, a few years back, printed articles on how to start a club and run a race. I will be sending reprints of these articles to you immediately. Good Luck!*

---

## SURVEY WINNER!

We thank the thousands of readers who took part in our 1989 Speak Up America Reader's Survey. At random we chose one name for the \$100 gift certificate, among those of you who responded.

**CONGRATULATIONS!**

**PAUL RHODES**

**Omaha, NE**

**Your certificate is on the way!**



# TRIVIA

1. For 1990, ROAR will have elections for odd or even Regional Directors.
2. In which issue did this trivia column first appear?
3. Which driver won the First Reedy Race of Champions for the Invitational Class?
4. It is accepted as fact that the first production 4WD 1/10 off-road car was the Hirobo. Was this car chain, belt or shaft driven?
5. Was there ever a National Championship in ROAR for 1/8 gas off-road?
6. Kent Clausen is currently a Team Reedy/Associated driver. For a brief time in the mid 1980s he switched teams and drove for someone else. Which other company did he drive for?
7. Who is the man in the shadow in the Competition Plus ad?

## ANSWERS

1. Even on even years.
2. August, 1989.
3. Chris Allec.
4. Belt driven.
5. No, there were IFMAR World Championships, but only one American ever participated - Gil Losi, Jr.
6. Trinity
7. Leo Barana

## QUARTER FLASH

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| 12 TURN     | 16 TURN        | 15 TURN                                 |
| 13 TURN     | 17 TURN        | 16 TURN                                 |
| 14 TURN     | 18 TURN        | 17 TURN                                 |
| 15 TURN     |                |                                         |
| 16 TURN     |                |                                         |

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### NEW -> QUICK SILVER "PRO STOCK" \$28.00

17 TURN BUSHING AND FIXED TIMING

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(QF FLASH PACKS)

### ROB CUTTMAN

REGION 1 DIRT OVAL CHAMPIONSHIP

1st PLACE A-MAIN 2WD MOD

1st PLACE A-MAIN 4WD MOD

1st PLACE A-MAIN 2WD STOCK

(QF FLASH PACKS)



# Finish the Lap You're On . . .

## Six Cell Limit!

Before I start this month's piece, I must preface things by stating a few rules. First, as you know, I am ROAR Region 6 Director. As a Region Director I do have some input as to how things are run. Although I have no more or less power than any of the other Region Directors, having a magazine like Competition Plus at my disposal is a major asset when wanting to express my point.

Because of this advantage I'd like to state that any ROAR official, member or concerned individual who wants to be heard on the six cell limit issue that we will be discussing, will have the same forum I have through our mailbox section. The only rules I have is that these opinions be expressed in an intelligent manner.

All this preamble is because we need to discuss a major change which ROAR is considering. The proposal is to limit 1/10 scale cars to a maximum of 6-cells. Not just on-road, but off-road and oval as well. This is a major change in the way we race today.

Since I know the way you feel, because of our recently placed reader's survey question that was asked, I'd like to address some of the pros and cons of a 6-cell max. For those that don't remember how our survey came out the results are as follows:

53% - disapproved of a 6-cell limit  
33% - Approved of a 6-cell limit  
14% - undecided

There are quite a few reasons for going to 6-cells. For starters your modified motors will last longer. Charging times would be reduced, and we would be on a par with other recognized organizations around the world who run 6-cell max.

Advocates of the 6-cell limit also say it will make racing closer. This is where I part company. I firmly believe this will make racing more one-sided. When you reduce the amount of power available to an individual (in this case from 7 to 6 cells) to continue running as fast, he must rely on better equipment. An example of this is in Formula I. Allowing turbo charging and reducing the engine size equalled fewer competitive teams. The technology required to go fast meant only a select few teams were competitive. As you know Formula I has since eliminated turbos, and increased engine size.

I'm convinced that with a 6-cell limit, on and off-road especially, the gap between the "have" and "have nots", i.e. sponsored and unsponsored will be wider than ever.

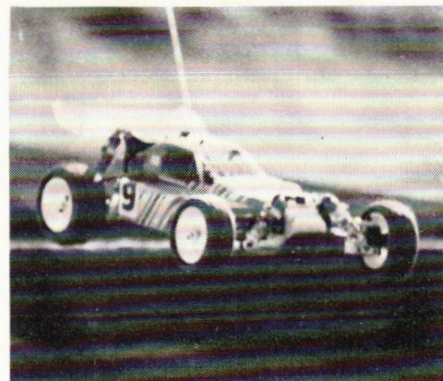
Today it is possible to purchase, over the counter, more speed than you can handle in a modified off-road car. Nobody complains he or she doesn't have "enough motor" to be competitive.

What 6-cells will translate into is the "haves" going about as fast because they have top notch equipment at their disposal. The "have nots" will, at best, have to spend a lot of money buying top of the line batteries, just to stay competitive. The worst scenario would have top notch merchandise unavailable at any price.

To put it simply I don't want to see a 6-cell limit. As a Region Director I was asked my opinion, and the ROAR officials in charge of ultimately deciding this issue know how I stand. This editorial will not be a shock to them.

Most of the people on ROAR's Executive Committee are really trying to improve R/C car racing. Some of them truly believe that 6-cell is the way to go. The important thing now is to let yourself be heard. Whether for or against this issue, your opinion is the one that counts! Yes, ultimately the decision is on the shoulders of the Executive Committee, but they are willing to hear your input and it will go a long way!

Keep Having Fun!  
**PETER BARANA**



### COMPETITION PLUS

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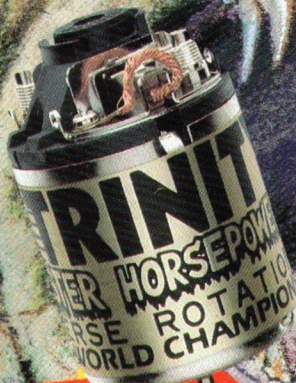
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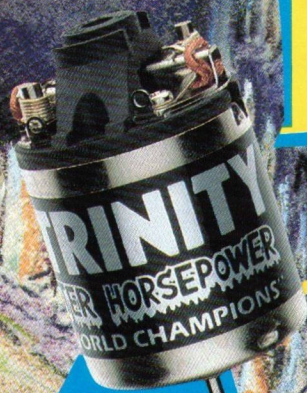
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# THESE MONSTERS Are KILLERS!



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RPMs. For Dual Motor Mon-  
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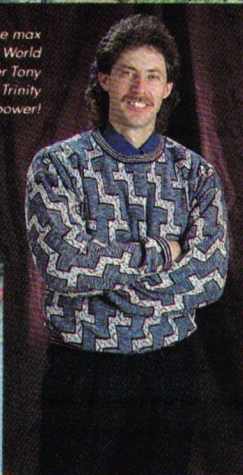
#2000 "Monster  
Stock" 4, 6 or 7 Cell,  
24,200 Awesome RPMs

You'll be the "Killer" at the track after  
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If ROAR stock class is your bag and you strive to be total-  
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to shut down the competition and send 'em home. So,  
if you really want to be bad, then loose the nerd valley  
motors and get it on with Trinity Monster Horsepower!

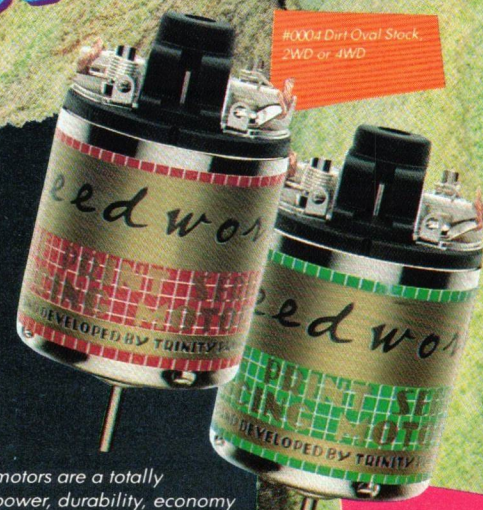
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# Pit Board

## TOPCAT ON TOP

Today there are many hot 4WD cars on the market. One of the hottest around right now is the Schumacher TOP CAT. Since its launch in 1989, the Schumacher TOPCAT has been given a continuous program of fine tuning for speed and reliability. The resulting improvements are proof of Schumacher's continued commitment to excellence. The TOPCAT has gained an impressive list of titles in its first year of competition. 1st-Belgium Grand Prix; 1st-French Grand Prix; 1st-Austrian National Champion; 1st-European Series Championship; 1st-British National Championship; 7th-Worlds A Final; 1st-European Championship (7-A Finalist). All these results were achieved with rear stock kits. Contact: Schumacher USA, 1901 E. Linden Ave., #8, Linden, NJ 07036, (201) 862-1705.

## PRESIDENT'S DAY CHAMPIONSHIP

All systems are go for the President's Day Championship Race on February 16 at Sacramento Mini-Wheels, Sacramento, CA. This is an off-road event to benefit the Arthritis Foundation. Entries are limited to the first 300. If you'd like to be at this event call (916) 921-5533.

## DON'T JIVE ME

"Jivin" Jeremy Kortz recently took the Monster Truck Modified Class at the Peak Performance Off-Road Grand Prix event on December 3rd, 1989. Jeremy was using a JG conversion truck for the JRX-2. For sneakers he used JG's # 1405 and #1403s. For power Jeremy chose a Twister 15 turn with matched Twister 1700 batteries. Jeremy could be one of our future stars as he captured this title at the age of 12 years.

## 1990 1/12 WORLDS

A few issues ago we told you a little about the 1990 1/12 Worlds in Singapore. As you know the race will be held from July 30 to August 4 at the Tao Payoh Sports stadium. The fifth running of the 1/12 scale IFMAR Worlds will be sponsored by Trinity Products. The Two-Time IFMAR World Champions are proud to be associated with this event and expect the 1990 1/12 Worlds to be a great success.

## RALPH BURCH JOINS HYPERDRIVE

Ralph Burch, Jr. 14 time ROAR National Champion, has joined the staff at Hyperdrive Racing Systems in Fayetteville, Arkansas.

"We are very pleased to make this announcement", said Snuffy Smith, President of Hyperdrive. "There perhaps is no other personality in the R/C racing industry with the broad background in racing and all around high standards of sportsmanship this young man brings to us."

Smith said Burch's responsibilities will cover several areas at Hyperdrive. "Of course, he will be right in the middle of our national racing effort. His job will be to put our products out front at every event. Ralph is very articulate in communicating track conditions and just what the race car is doing. He's a true professional."

At Hyperdrive, Smith said Burch will aid in testing both new and existing products for the company. "We have built a reputation for having some of the best products in the industry. Ralph will help us be even better. We look forward to a long and rewarding business relationship with Ralph Burch, Jr."

Burch began his racing career in 1979. He has won 14 ROAR Championships, including 4 in 12th scale, 9 in 8th scale, and 1 in 1/4 scale.

## GO FOR THE CUP

Trinity Products Inc. is proud to announce that MEGATRACK will

be the site for the first race of the "Speedworks Sportsman Cup Series." The race will be held on MEGATRACKS "Super Speedway" tri-oval track on April 13 to April 15, "Easter Weekend". This is a Sportsman only event (no sponsored drivers) and will be for 1/12 and 1/10 on-road cars. Seminars will be held, run by the top experts in the country. For more information contact: MEGATRACK Super Speedway, Route 70 Mile Marker 31-32, Browns Mills, NJ 08015, Ed & Tony Angiuoli, (609) 893-7716, OR Trinity Products, Inc., 1901 E. Linden Ave., Linden, NJ 07036, Tony Przybylowicz, (201) 862-1705.

## NUMBER 74, AND PROUD OF IT!

Recently we received a copy of INC Magazine's December, 1989 issue. During this month this publication ran a feature displaying the 500 fastest growing private companies. Trinity Products came out number 74. A short interview with the man behind Trinity, Ernie Proveti, also was comprised in their article. We, at Competition Plus, wish to congratulate Ernie on his well deserved success. Check out the article for yourself!

## NEW PULLING KIT

Parma International announces plans to unveil an awesome new pulling truck kit. This 26" monster features a gear ratio of 110:1 and prototypes have proven to be all but unstoppable. Watch for this truck to be released soon.

## MONSTER TRUCK NATIONALS

A little while back there was rumor of a ROAR Monster Truck Nationals to be held this year. Rumor confirmed. The ROAR Monster Truck Nationals will be held in Las Vegas, Nevada on March 2nd, 3rd & 4th. Contact: R/C Motorsports, (702) 871-7223.



# Hard Charging

*By John Thawley*

Well race fans, here we go with a brand new decade. It seems a common question amongst people involved in R/C racing and the R/C business lately has been "what will the 90s hold for the future of R/C cars and more specifically the future of R/C racing?"

Needless to say that is a wide open question and my crystal ball is currently on the blink. But, I can tell you the future of the 90s, as far as ROAR is concerned, looks very bright. I can't recall ever being involved in as many exciting projects as what ROAR has planned.

To start with ROAR will be releasing brand new rule books on or around January 15, 1990. As the strongest sanctioning body of R/C racing in North America, ROAR will continue to assume its role as the leader in the organization of our sport. Many hours of hard work have gone into reviewing and restructuring the contents of the rule book to address both the current and future needs of our growing organization. This will be the most concise and complete rule book ever produced by ROAR. Included will be the recently approved By-Law revisions, updated rules, new approved product lists, and the long awaited rules for Monster Trucks. These books will be included in the \$25 general license/membership fee and will accompany your ROAR card when you sign up or renew. If you don't want to wait for your membership to expire you may purchase the book for \$5. Non-members will be able to purchase the book for \$10. Once again ROAR is paving the way for others to follow.

1990 will be the year of the "ROAR SUPER TOUR". We will establish 25 National Champion titles in all! This year we will be adding two more National Championships. The first event will be the Monster Truck Nationals to be held March 2nd, 3rd, and 4th in Las Vegas. Monster truck racing should prove to be a great new addition to

ROAR's already exciting National's program. We will also be reinstating the ROAR 1/12 4 Cell Nationals. This event is slated for the last week in March and will be hosted by Team SEMROCC in Detroit, Michigan. The competition in this division has reached a fever pitch in many parts of the country especially in the Midwest and Northeast. This event is also the third leg of the Triple Crown series with overall point trophies being awarded by SANYO. This thing is HOT!

Kicking off the summer portion of the "ROAR SUPER TOUR" will be the Oval events. The Dirt Oval Nationals will be in early May at the Indoor Track outside of Dallas, TX. The Paved Oval Nationals will make their traditional Memorial Weekend debut at the end of May and we are pleased to be going back to the Peachbowl in Atlanta, Georgia.

The On-Road Nationals will be combined to include both the 1/10 scale cars and the six cell 1/12 scale cars over a 10 day period. This event will be hosted by the Plano Outlaws of Dallas, TX. The Mid-June schedule calls for one weekend of 6 cell 1/12 scale racing on carpet and the following weekend of 1/10 scale racing on the asphalt. Plans call for this to be held all at the same hotel.

For those of you who like to do it in the dirt start making your plans to be in Livermore, California around the middle of July. The ever popular ROAR Off-Road Nationals will be held at the indoor facility of Hobby Haven. Modified will run one weekend and Stock will run the next.

Last, but not least, the "ROAR SUPER TOUR" will be taking one more swing through Dallas. This will be the site of the 1/8 Gas Nationals in late August. The 1/8 action has been hot and heavy down there for the past couple of years, so I think we will see some seriously long overdue, heads up battles amongst the big boys of this premiere division. BE THERE!!!

The biggest news for the 1990 Nationals program will be the

implementation of ROAR's Race Management Team. These individuals will be present at all ROAR Nationals and will be involved in over-seeing race management, score-keeping, tech and officiating. While ROAR will be providing three of our own officials at the majority of these events we welcome any local club officials who might like to participate in the program on a volunteer basis. This could provide a great opportunity for local club officials to get some first hand knowledge and experience in officiating a ROAR Championship event.

Other good news for 1990 involves the distribution of REV-UP. Its no secret that there are many US postal carriers out there enjoying someone else's REV-UP magazine. Past methods of mailing REV-UP was bulk rate but has not proven to be sufficient. Due to the cost saving measures employed during the '89 production year of REV-UP we are now able to apply for a second class mailing permit. We are told this will provide us with better service from the postal system and assure us you get your magazine in a more timely manner.

As many of you know by now ROAR has consolidated its business office. In an effort to streamline the flow of information and communication all of ROAR's business functions will now be conducted at the Administrations offices in Birmingham, MI. During the first part of 1990 this office will be expanded and additional staff will be added. Please be advised of the following changes:

For information regarding ROAR cards, and ROAR memberships please send written inquiries to the following address:

ROAR Memberships  
9305 North 56th St. #189  
Temple Terrace, FL 33617

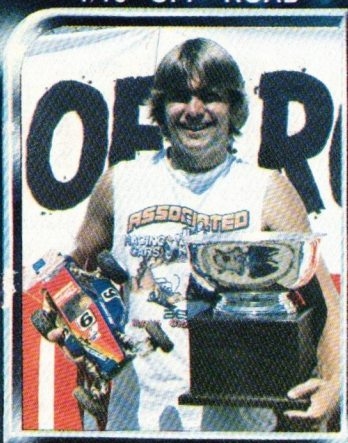
For other inquiries, product approval  
(Continued on Page 72)



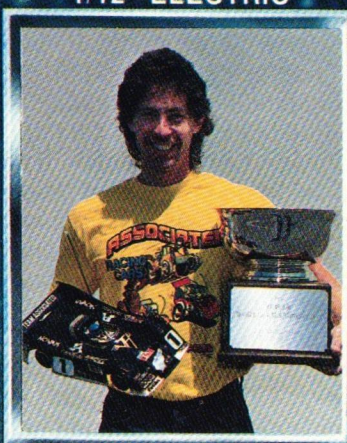
# World Champions

## TEAM ASSOCIATED

JAY HALSEY  
1/10 OFF ROAD



TONY NEISINGER  
1/12 ELECTRIC



RE-PETE FUSCO  
1/8 GAS



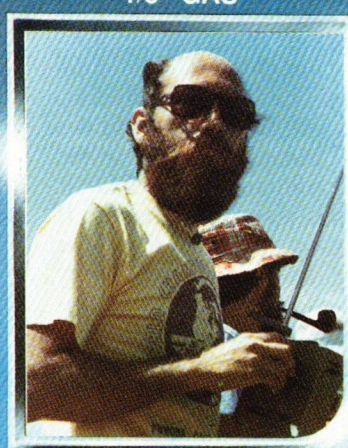
TONY NEISINGER  
1/12 ELECTRIC



KENT CLAUSEN  
1/12 ELECTRIC



BUTCH KROELLS  
1/8 GAS



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# Pit Talk

*By J. R. Sitman, NORRCA President*

As most of you are already aware NORRCA has been in the process of approving new rules for the upcoming 1990 year. In this month's Pit Talk I would like to list these rule changes and let you know which way the voting is going as to whether or not the rules will be approved or not. One of the other items we have been working on is the separation of the experts from the beginners. This subject has received the most input from the racers and tracks than most of the items we have discussed over the past two years. After talking to NORRCA's sanctioned tracks across the United States to get their feeling and suggestions on the subject of driver separation, I held a track owners' meeting in California to discuss the same topic. The input from the owners was pretty much unanimous that separation of drivers on a local club race basis would be difficult. What the owners of the majority of the tracks throughout the United States would like to take place is for NORRCA to separate the experts from the beginners in our series races, semi major events (Mickey Thompson Off-Road, etc.) and in our nationals.

Based on all the input and voting received this change will be placed into effect in 1990. A NORRCA expert list will be placed in Competition Plus in early 1990. All drivers who are classified as experts will be restricted from entering any stock classes during NORRCA events. It is NORRCA's intention to give the stock class back to the beginner racer and remove the experts from the class.

The following is a list of the 1990 proposed rule changes and their possible outcome. By the time you read this article the rules should be voted on and a decision made as to whether they will be legalized or not.

1. Change race time for all 1/10 on-road classes to 4 minutes. **APPROVED.**

2. Change maximum cells allowed for all 1/10 scale on-road to six cells. **APPROVED.**

3. Change race time for 1/12 scale to 8 minutes. 5 minutes for oval. **APPROVED.**

4. Restrict 1/10 on-road gear case classes to full suspension cars such as the JRX-2, RC10, etc. Cars that are manufactured as direct drive on-road pan cars will not be allowed in this class. **APPROVED.**

5. Allow monster trucks in oval. **APPROVED.**

6. Oval trucks will use the same rules as listed in off-road with the following exceptions: A. A single sidedam will be allowed on the left side of the truck. No height or length limit. B. Minimum tire size will be 3 1/2 inches. **APPROVED.** C. Maximum length if rear spoiler 2 1/2 inches off the lowest portion on the rear deck of the truck. **APPROVED.**

7. **ALL SCALES** - if during a qualifier a car becomes damaged and is removed from the track for repair or any reason, under no circumstances can the car be returned to the track during the qualifier in which it was damaged or removed. **APPROVED.**

8. Direct drive transmissions will not be allowed in any gear case stock class. **APPROVED.**

9. The Body and chassis of the 1, 2, 3 place winners of a concours contest must be run in a qualifier or main event for which the cars were entered. The cars must compete in the entire qualifier or main event or until the car is inoperable. **APPROVED.**

10. No multiple speed transmissions will be legal in any classes with the exception of 1/8 scale.

11. New tire and wheel size limitations are being prepared but, are not yet finalized.

For 1990 NORRCA will also be appointing a new Rules Committee consisting of racers and track owners. This list will also be published in early 1990. Also

currently in the process of being finalized is an approved body list for 1990. We have also expanded the schedule for the Mickey Thompson Off-Road Gran Prix races for 1990. The schedule is as follows: Jan. 20, Anaheim Stadium; Feb. 24, Jack Murphy Stadium San Diego; April 28, Houston Astro Dome, Texas; July 14 Los Angeles Coliseum; Sept. (Date Not Set) Mile High Stadium, Denver, CO, Sept. (Date Not Set) Silver Bowl, Las Vegas.

I want to thank all of you that have participated in our rule changes and I especially want to thank all of the very generous sponsors that have supported NORRCA during 1989. My very special thanks goes to all of the NORRCA staff that have helped to make this year a tremendous success. I look forward to seeing a lot of new and old faces next year in our schedule. Keep your suggestions coming!

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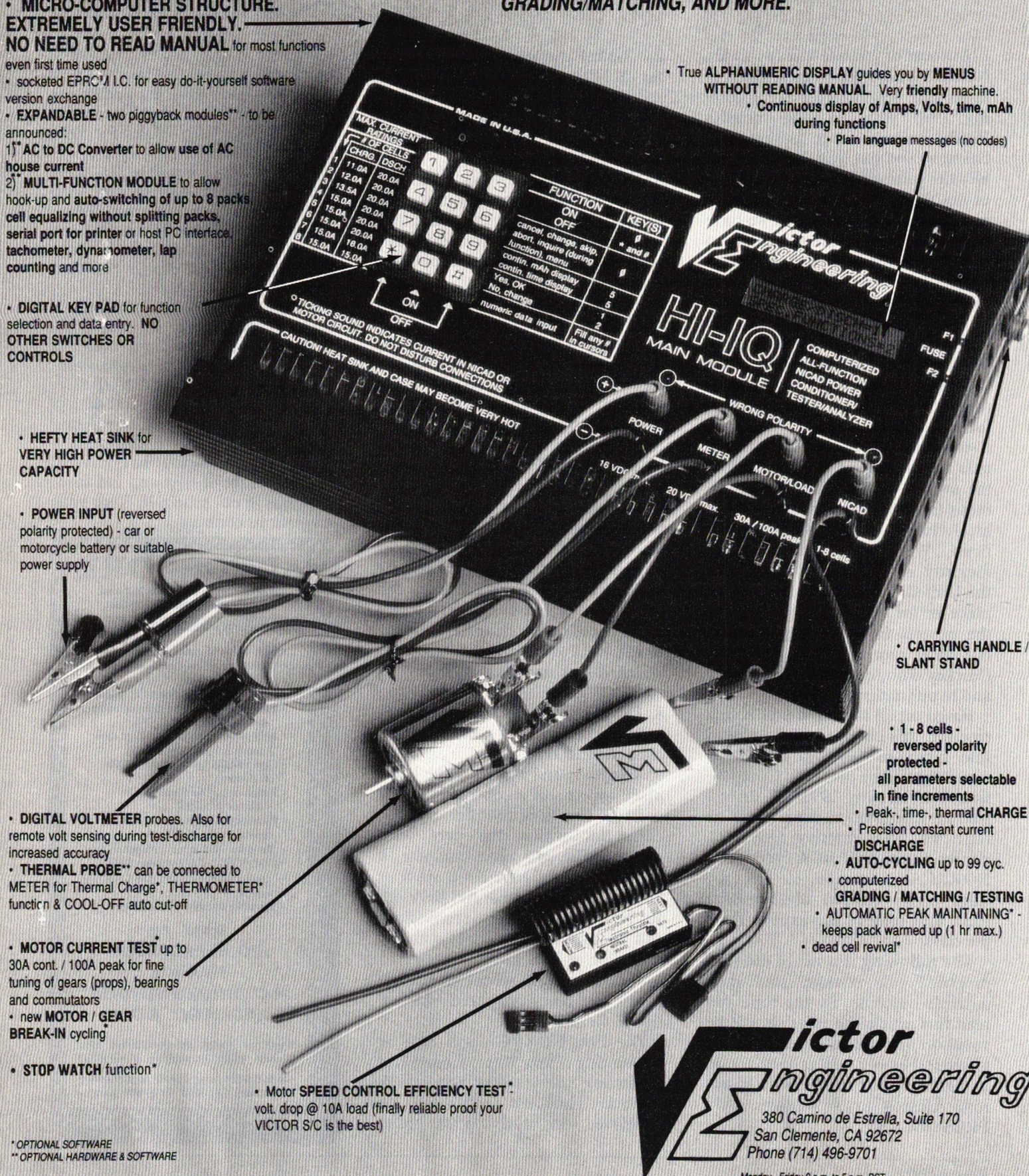
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# Straight Line Fever

*By Bob Boucher*

Drag racing here in California is growing very fast. Today, December 10, Drag World held their fifth out of sixth series drag race at Frontier Town in Colton, CA. Over 70 cars were entered in the race and a crowd of over 500 spectators came to watch. Bob Purcell has done a great job of publicity with a short story in the Los Angeles Times and a couple of radio commercials on the local radio station. The final race of the series is scheduled for January 6. Over 2,000 dollars in prizes are to be awarded. This race series is also being used as practice for the upcoming IEDA Winter Nats to be held at the track on January 19, 20, and 21. We expect a big turnout with drivers from as far away as Puerto Rico.

## IF IT AIN'T BROKE

## DON'T FIX IT!

I have been observing the drag racing habits of quite a few racers over the past six months. There are relative newcomers who are doing very, very well and are getting consistent low times of better than 2.2 seconds with less than one month of practice. Other skilled drivers with over six months experience seemed to be plagued with erratic performance. One week turning 2.2 seconds, then running way off with 2.4 and 2.5 second runs for a couple of weeks. My observation lead me to conclude that the problem is almost always caused by trying to fix something that isn't broke. By making a radical change in the gearing, the tires, the number of cells, or the motor and to make matters worse by making two or more changes at the

same time. Never make a radical change during a race. There is too much pressure to let you think clearly. If you need some help, try not to bother other racers during the heat of competition. The best time to ask questions is after the race. Congratulate the winners and ask for their help. Since they will probably be in a **VERY GOOD MOOD**, you will most likely get some **GOOD ADVICE**.

## HOW FAST IS FAST?

During the 1989 NHRA racing season Gary Ormsby, Shirley Muldoney, Darrell Gwin, Dick LaHaie, and Joe Amato joined Eddie Hill in the Four Second Club. The best NHRA Top Fuel cars are now turning in times of 4.95 seconds and top speeds of 291 mph! How fast must our 1/10 scale R/C cars go to equal

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these scale speeds? If our R/C cars were to attain the SAME ACCELERATION as the big cars we would cover the 132 foot course in 1.58 seconds and reach a top speed of 93 mph. This is the fastest R/C car that I have seen to date. The big question is: Can our electric powered cars ever hope to equal the big cars in Acceleration; ET and Top Speed.

Our source of energy is the Nicad battery. The Sanyo SCR cells that we use have an energy density of 32,000 ft. lbs. per lb. This means that each cell has enough energy to pick itself up 32,000 feet. Slightly higher than Mount Everest. But our cars weigh 38 ounces and our 14 Sanyo 600SCR cells weigh 15.4 ounces, about 40% of the total weight so that Our Top Fuel Dragster has enough energy to climb 12, 968 feet. Now if we were to lift our dragster 12, 968 feet and drop

it in a vacuum it would accelerate to 628 mph before smashing to earth. Clearly we have more than enough Electrical Energy to go faster than 93 mph.

But in a 1/10 scale drag car we don't have 12,968 feet to play with. We have to get the job done in 132 feet. Our cars clearly have enough energy . . . but do they have enough POWER to accelerate to 93 mph in 1.58 seconds? Just how much power do we have at our disposal? We have a fourteen cell battery with a terminal voltage of 18 volts with an internal resistance of 90 milliohms. The short circuit current is 200 amps! The battery will deliver maximum power when loaded to one half this value or at 100 amps. At this load the battery voltage will drop to 9 volts so that we can deliver  $9V \times 100A = 900$  watts to our motor. If we

had a perfect 100% efficient motor and transmission we could deliver 900 watts (1.20 hp) to the wheels. This much power (1.2 hp) can accelerate our 38 ounce dragster to a speed of 115 mph in 1.58 seconds. But wait just one minute . . . we don't have a perfect motor, we don't have a perfect transmission and we have totally neglected tire friction and air resistance. I really don't know how to accurately calculate these losses but I can give you an educated guess. Lets assume motor efficiency is 65%, transmission efficiency is 95%, tire efficiency is 95% and aerodynamic efficiency is 85%. Then only one half of the battery power will be available to accelerate our dragster. We can still expect an ET of 1.89 seconds! The two second barrier has already been broken. Who will break the 1.9 second barrier?

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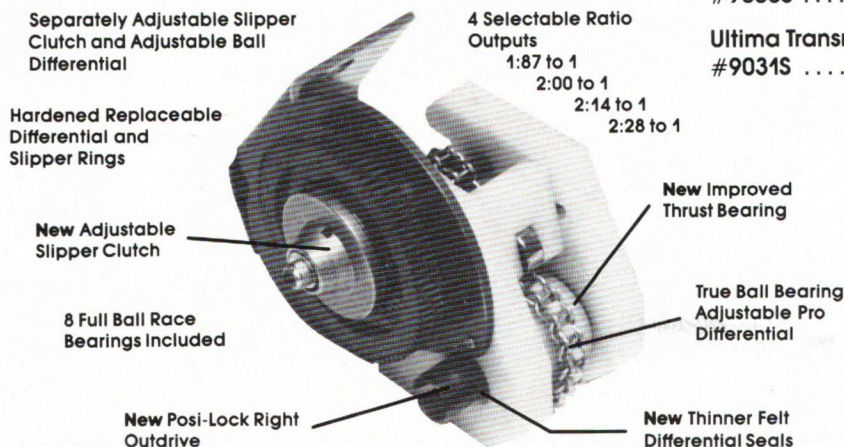
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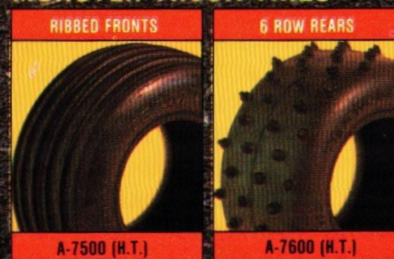


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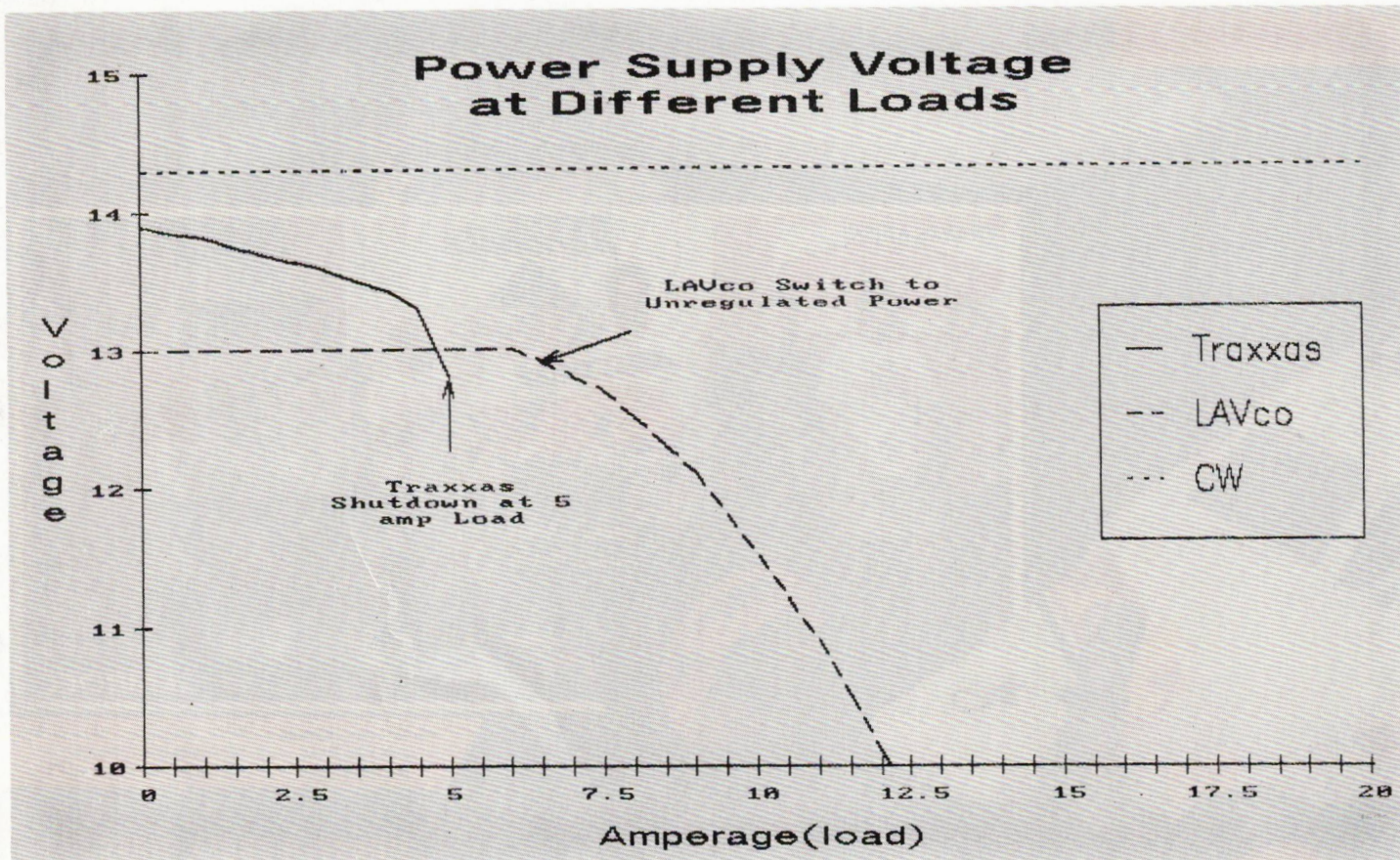
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# POWER SUPPLIES

*BY Jeff Palmer*



A few years ago, you knew you had arrived at the track when all you could see in the parking lot was raised hoods. Under each hood you would find a Delta, Tekin or Novak peak charger. During winter, for those of us who do not live in a state with mild winters, you would find us serious racers wheeling-in 40 pounds of auto battery and another 20 pounds of car battery charger, just to power a 2 pound peak charger or two. After countless trips to the track lugging all this weight or braving the cold to use the battery under the hood, some brave soul stopped bringing the battery and started powering their peak chargers off of the car battery charger alone.

This pioneer began charting a course through the treacherous waters of false peaks and damaging AC surges. All in all, he had the right idea but a little more electronics was needed; good voltage regulation and filtering were needed to stabilize and smooth out rectified DC voltage to make it as battery-like as possible. TRAXXAS, LAVco and Pro Proven Products have each introduced a power supply that will provide safe power for your peak charger.

## **TRAXXAS A/C Power Supply 3005**

The TRAXXAS power supply is compact, 8" x 5" x 3", and light

at only 5 pounds. It's advertised to deliver 13 volts at 4 amps; enough power to drive most peak detection charges with the only exception being the high amp SCR chargers. To power the unit on, push the slide switch up and a red LED will glow. The power is supplied by two banana jacks. Its electronics have been engineered to make it almost impossible to overload or short out. In the event of an overload or short occurring, it will automatically shut down until the problem is resolved and then the power supply will power itself back up. It is one of the safest power supplies around.

## **LAVco - Power-Mate** LAVco's Power-Mate is the





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Graphite top and bottom chassis plates offer high strength with low weight. The Lazer ZX layout means quick maintenance.

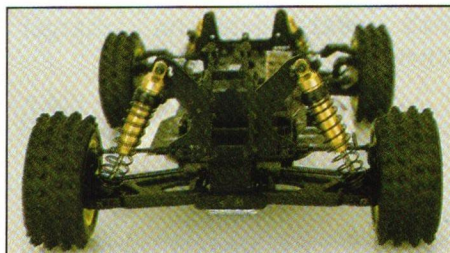
Kyosho has lifted 4WD technology and design to a new level with the introduction of **Lazer ZX**. Starting with a clean sheet of paper, along with the experience gathered in the design and refinement of the Optima Mid series of cars, Kyosho has given today's off-road racer a new weapon for the racing wars.

## Redesigned. Not rehashed.

Kyosho has engineered many significant improvements into the Lazer ZX. A new twin belt, low friction drive system powers front and rear differentials, with new universal swing shafts transferring power to the wheels.

At the heart of the drive train is a center differential on the mainshaft, allowing adjustable torque split for any track condition. The center diff also includes one-way bearings for the front drive system. Of course, a car of this caliber features full ball bearings as standard.

Kyosho has made a vast improvement in suspension geometry with the Lazer ZX. Utilizing extra long suspension arms with pick-up points well inboard, the Lazer's suspension tames the wildest of racing conditions, while Kyosho's famous Gold Shocks help dampen the roughest terrain. The suspension is also totally adjustable to any desirable geometry.



Lazer features improved double wishbone suspension arms. Upper suspension links allow front and rear camber adjustment.

## The Right Parts. The First Time.

The Lazer ZX includes a graphite chassis and top plate for low weight and high strength, and accepts either saddle or stick-type batteries.

Unlike other "high performance" cars that include black fiberglass chassis, Kyosho includes the right parts the first time.

Kyosho also includes many features to help today's racer spend more time racing and less time in the pits. For example, the Lazer ZX body comes complete with an undertray to keep out dirt and dust. And an adjustable wing mount is an integral part of the chassis (no more bending music wire to adjust wing angle!) For easy maintenance, both differentials can be accessed by the removal of a few screws.

Today's racer demands serious equipment. Get the new Lazer ZX from Kyosho. And get serious about your racing future.

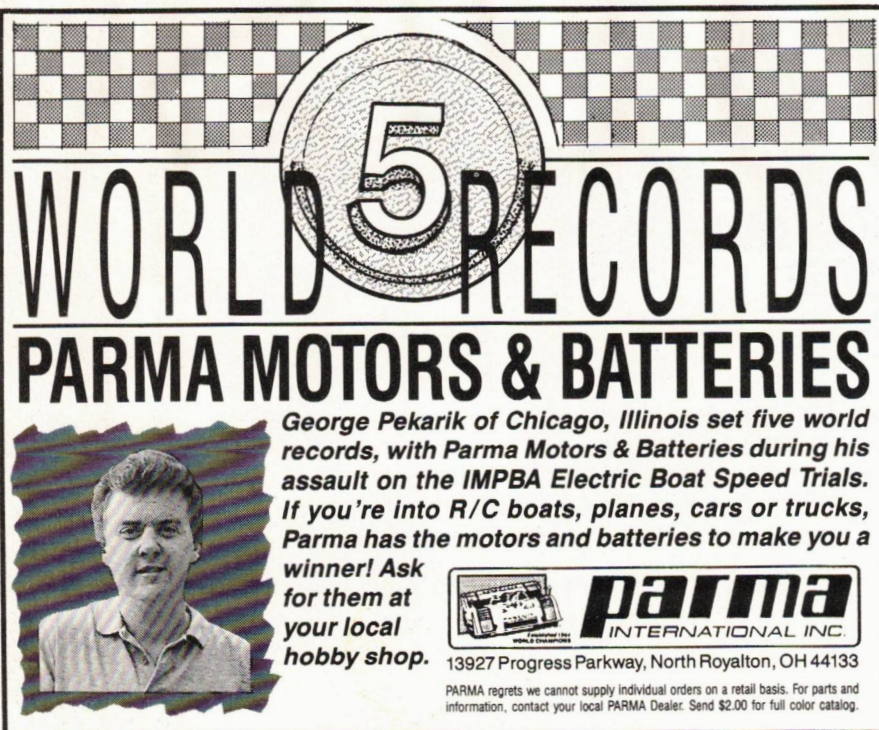
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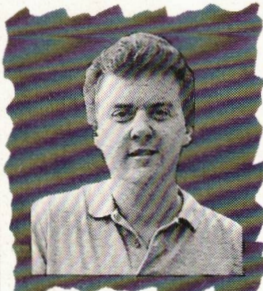




# WORLD RECORDS

## PARMA MOTORS & BATTERIES

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most unconventional looking of three power supplies. It has an AC power cord leading into a brushed grey aluminum box measuring 6"x4"x3" and weighing in at a mere 4 pounds. On the front side is the on/off switch which has a green LED to indicate when the power is on and the DC power line is supplying the volts and amps. What's missing is the massive heat sinks or cooling fins, for the electronics. It boasts the same safety features provided on the Traxxas unit; overload, and short circuit protection. It has the additional feature of being thermal protected, should the heat in the case get too warm. If any of these conditions should arise, the LAVco unit will simply shut itself off until the condition is removed. The POWER-MATE unit is advertised to deliver a solid 6 amps at 13 volts and 10 amps of unregulated voltage; still well within the limits needed by most chargers to power charge SCRs. This power supply was designed specifically to power Novak chargers.

### Pro Proven Products CW Power Supply

Pro Proven Products recently

introduced its CW Power Supply. This unit weighs in at a hefty 15 pounds and has a foot print of 11" x 9" and is 5" tall. Unlike the other two power supplies which were regulated at 13 volts, the CW power supply is variable across the 12 - 15 volts range. This power supply is rated at an awesome 23 amps! It has the standard features of the other units, overload and short circuit protection, and as with the other two units, it will shut itself down if any of these conditions should occur. This unit comes standard with two analog meters; a voltmeter and ampmeter. The on/off switch is lit when on and if a reversed polarity condition should blow the fuse, the fuse holder is accessible from the front panel. This unit will power any peak detection charger currently on the market!

### TESTING

In evaluating a power supply, the two main features needing to be reviewed are 1) how well regulated is the output voltage of the power supply and 2) how clean or ripple free is the voltage. To review these aspects, a simple test was devised where a peak

charger, Victor Engineering's "HI-IQ", is used to charge a 6 cell Sanyo SCR pack. During testing, the power supply will be required to maintain a 10 volt minimum and supply a minimum of 2 amps up to a 20 amp maximum. The voltage output of each of the power supplies was monitored by an oscilloscope to determine the amount of ripple. AND THE ENVELOPE PLEASE!

### TRAXXAS Results

The 3005 power supply provided 4.5 amps at 12 volts or higher. This is enough power for a single charger to charge a 7 cell pack at 4 amps or lower. In testing the power supply, the Novak Peak Plus, the Tekin BC100 and BC250, Competition Electronics (CE) TURBOcharger and Victor Engineering's HI-IQ all worked well with this unit. This unit has very low ripple and provided 13 volts up to the point of overload at 5 amps.

### POWER-MATE Results

The LAVco POWER-MATE supplied 9 amps before the voltage dropped below 12 volts and it supplied 12.5 amps before it dropped below 10 volts. At this power, all of the current Novak, Tekin, and Competition Electronics units could be pushed to the max. The POWER-MATE unit had the lowest ripple of all of the chargers and ran the coolest. This is a remarkably efficient unit. GOOD JOB Mike and Kent!

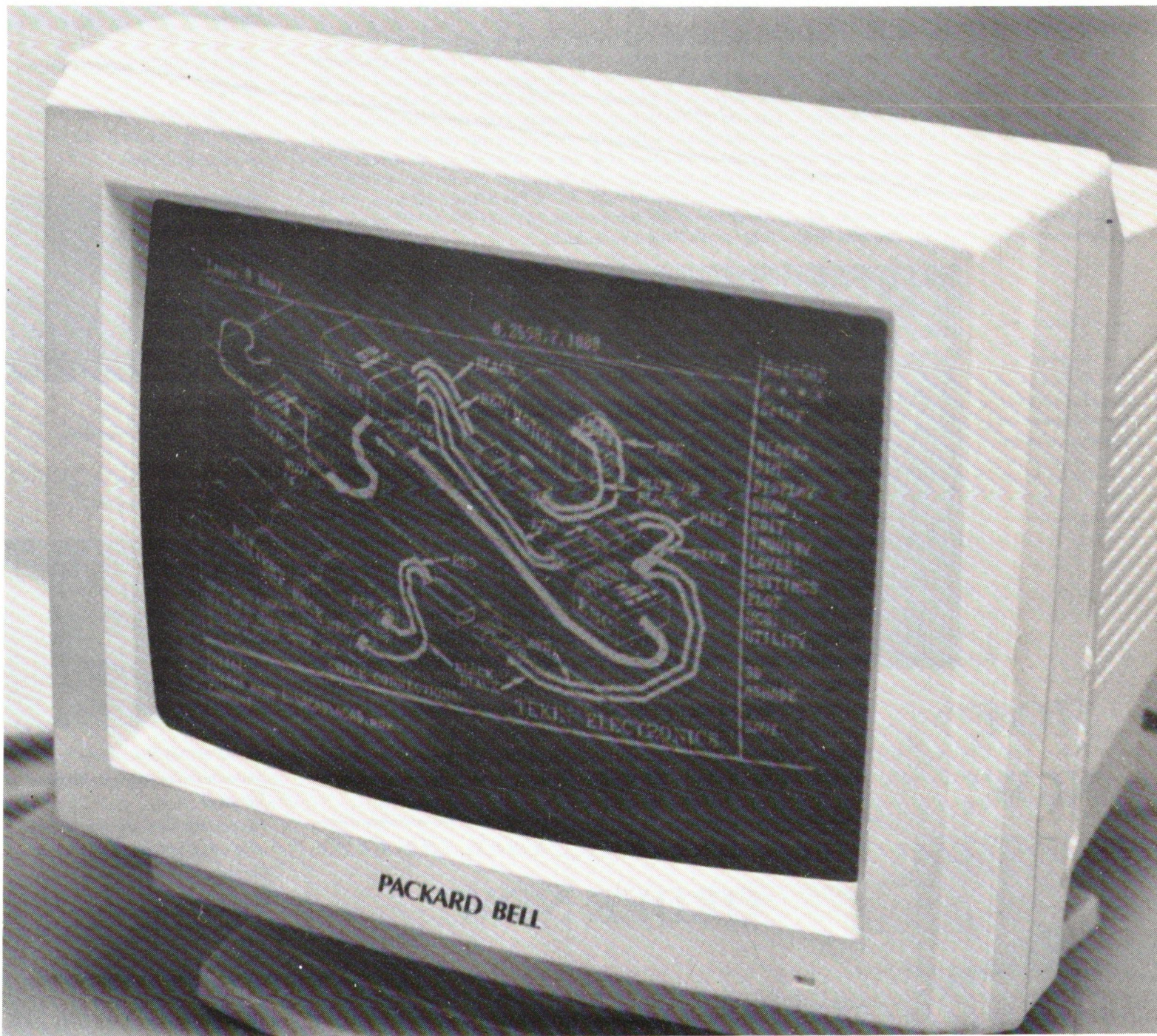
### CW POWER SUPPLY Results

The Pro Proven Products power supply is a work horse. It was the only power supply that allowed me to push the HI-IQ to 20 amps. The CW power supply began to produce a lot of heat after 10 amps but it did not experience a shutdown condition even though I ran the unit at 20 amps for 30 minutes before giving up.  
(Continued on Page 72)



# Tuning Into the 90s

*By Peter Barana*



*A lot of R and D goes into every new product Tekin manufactures. Here a computer is used to aid in the design stage.*

When your products are used to capture a national championship that's great. When it comes to capturing a world title, well that's fantastic. What about when your products are used to

capture almost every modified world title in the past half decade? Well, when that happens, you've arrived.

Since late in 1985 Tekin Electronics has been the company R/

C car enthusiasts have looked to for top of the line speed controls and chargers. In addition to the world championship credentials, Tekin has captured more than a dozen national titles. Race pro-



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— PRESENTS —

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**AUTO WING'S response on a Straight . . .**

Here the Auto Wing assumes an angle that provides the least amount of air drag.



**AUTO WING'S response to cornering . . .**

Here the wing angle changes to enable the car to hug the corner.



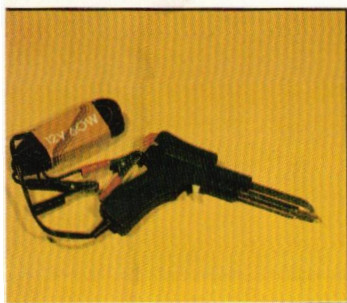
**AUTO WING'S response to an airborne or low rear-end traction situation . . .**

For this encounter the Auto Wing assumes a high angle thus helping the car to keep in contact with the track.



**AUTO WING'S response to bottoming out . . .**

Here the Auto Wing temporarily assumes a lifting angle to keep the rear of the car from touching the track.



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# *New Concept . . .*

## THE AUTO WING

---

The Auto Wing is a revolutionary new concept in racing car technology. This wing will give any car a unique aerodynamic advantage when properly installed and adjusted (pre-set).

The Auto Wing provides the serious racer with a distinct advantage that the other cars with the standard fixed wings in use now cannot provide. This wing could be your ticket to the winner's circle! It provides you with a unique aerodynamic wing that has the novel ability to constantly and automatically change and adjust its wing angle while racing down the track. And it does this through its unique action in direct response to the instantaneous second by second needs of your car and its suspension. It does all this automatically without any servos or any other controls that might distract you from your driving and winning.

All the other stationary wings only allow you to set an initial wing angle, thus you are stuck with that particular wing angle during the race, regardless of your speed or the terrain you're racing on, not to mention the corners and the special adverse effects they have on your car's suspension.

This means that you have a compromised aerodynamic shape and that static wing only offers the correct wing angle a fraction of the time you are racing.

The Auto Wing has a unique action and ability to adjust its own wing angle in response to

the demands from your car's suspension and provides your car with an optimum wing angle based on the speed, terrain and loads imposed on the suspension in high speed cornering, unlike all the other wings used now.

The Auto Wing will provide your car with the optimum wing angle at all times and this new technology can be yours for only \$49.95. It installs in only 20 minutes on the JRX-2, Top Cat, Ultima, RC10, CAT XLS 4WD, Pro Radiant, Yokomo YZ10, Maxxum and many other on/off-road cars and trucks. The wing comes with a limited 90 day warranty against defective parts.

This novel idea was developed in Hawaii by Mr. William Simpson. In addition to his interest in R/C cars, Mr. Simpson, is a licensed commercial pilot in both airplanes and helicopters, and holds a college degree in flight technology. This wing's concept was developed through Mr. Simpson's insight in both the theoretical and practical applications of aerodynamics in the fields of auto racing both scale model and full size race cars. The Auto Wing can improve lap times and handling by its automatic variable wing angle. An example of its effective action is that of the car that becomes airborne off a jump or bump. This airborne car will begin to slow down due to the normal air drag of the car and as soon as the power driven wheels leave the ground the car also begins to,

slow. The secret to faster lap times is to keep the power wheels in contact with the track. In the case of the airborne car with an Auto Wing installed, the wing angle will increase just as quickly as the tires leave the ground and in fact just as quickly as the load on the rear tires lightens, the wing will immediately increase its wing angle thus pushing down on the car and the rear tires, keeping them in contact with the track more of the time than with a standard fixed static wing.

The Auto Wing can even deal with adverse uneven weight transfer during cornering through the wing's amazing ability to correct lateral suspension loading during high speed cornering by its ability to induce a variable angle across the wing in a lateral direction, thus producing a downward force on the tires on the inside of the curve and simultaneously applying an upward force on the tires on the outside curve side of the car, thus evening out the load imposed on the suspension and tires by the cornering action.

The Auto Wing is now available to the public through your nearest authorized Auto Wing dealer, distributor or your local hobby shop.

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*An overall view of the production plant. Tekin assembles much of their product right in house.*

ven products are just only way to classify a successful company. The other is to measure customer satisfaction. A quick trip through the offices of Kevin Orton, owner of Tekin Electronics, can give you a good idea of how the buying public feels about his products. The walls are graced with numerous letters of satisfaction from many of his customers around the country.

Orton's experience with elec-

tronics goes way back to a time before the company Tekin was conceived. In the early part of the '80s Kevin was working for Delta Manufacturing in Iowa. Kevin was instrumental in the design of the world's first mosfet speed control. Another first to his credit was the peak detecting charger. This, too, was a product that hit the market in the early 1980s.

Along with Orton's electronic design experience came chassis

design. He was in on the design of Delta's world championship winning 1/12 machine.

In 1985, he left Delta and formed his own company Tekin Electronics. The first products were speed controls and chargers. Since that time the product line has grown quite a bit. Tekin now sells receivers and motor analyzers as well. Tekin receivers hit the market in 1987 and quickly became the racers' choice because of their small size.

As you know, finding Tekin products is no problem. Not only are they sold at any of the better hobby shops in the U.S. and Canada, but in many foreign countries as well. Some of the biggest buyers of Tekin products are in Japan. That's quite an endorsement when you think of the electronics reputation of that country.

Part of the success of Tekin products has been their reliability in the field. Another quick look at their racing heritage reconfirms their efficiency as well. In the rare occasions a problem does arrive, Tekin has a full in house repair center. This allows for quick repairs, done right the first time. It also should be noted here that all products coming out of this Tekin factory are tested before they are shipped. Let me tell you, there is nothing worse for both customers and retailers to have a buyer drop down good money on a product that was inoperable right out of the bag.

New products on the near horizon include the BC 210 Reflex Charger. This unit is the only one of its kind. The Reflex Charger conditions your batteries every time you charge them. It actually brings your old packs up to near new performance specs. It also allows the purchaser the ability to recharge the same pack over and over again, in the same day, with no ill effects. All this for a price tag which should be around \$200. A very reasonable price.

Other products are sure to come from Tekin. In addition to excellent quality, Kevin Orton's vast experience with R/C cars guarantees they'll be on the leading edge of electronic technology.

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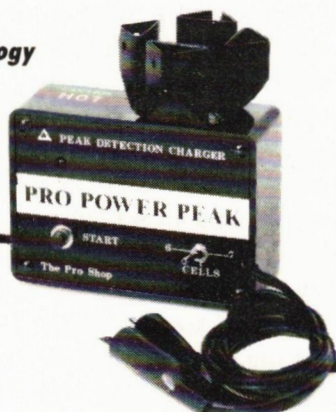
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# Newsline

## PIT STOP RACEWAY Round Rock, TX



R/C car racing is alive and well in Central Texas! With well over 200 racers and 4 tracks within a 15 mile radius of Austin, there is a lot of action. The action 3 nights a week is at the indoor Pit Stop Hobby Shop and Raceway, 2013 Lamar Dr., Round Rock, TX 48664. Round Rock is located 15 miles north of Austin in the center of the state. Owned and operated by John and Judy Castle, the track draws racers from the Austin area as well as other areas of the state. The Raceway is convenient to Interstate 35 making it easy for racers from San Antonio, Corpus Christi, Dallas and other Texas cities to visit the track.

Pit Stop Raceway contains a 100 x 48 foot oval track that is 12 feet wide. The surface is a clay and sandy loam mixture with excellent traction and about a foot of banking in the turns. The ends of the track have 4 foot plywood sides to protect spectators from the cars that approach 250 mph scale speed! Inside the oval is a tough off-road course with plenty of sharp turns as well as jumps to negotiate. The tracks are housed in a 10,000 sq. ft. building.

Turn marshals have cut outs in the curves to put them right where they need to be to do their job.

The 32 foot long driver's stand

is 8 feet high and 4 feet wide with an excellent command of the track. The pit area has benches and AC power outlets for 200 drivers and their pit crews.

A hobby shop well stocked with R/C car, airplane and boat kits as well as accessories is located in the front of the building.

For the convenience of the racers and spectators alike, there is a concession stand with food and fountain drinks. Rest room facilities are also located nearby.

The track has its own entrance, so that racers don't have to carry all of their equipment through the hobby shop.

Hotels and restaurants located within a mile of Pit Stop Raceway make it convenient for racers and their families to make it a weekend of racing fun.

They are currently using a computer lap counting system, with plans for an AMB automatic lap counter in the future.

ROAR rules are followed in all classes except Trucks, Sprints and Super Stock. Truck rules are 3 3/4" minimum tire diameter, truck or "beetle" body only, seven cell battery with a single modified motor. Sprints run for 3 minutes with a rolling start, but all other rules apply. Super Stock cars have closed wheel bodies (mostly NASCAR) with 7 cells, stock motors and no side air dam. They also employ a rolling start.

Another class that is a lot of fun for drivers and spectators alike is the Heavy Metal truck class. It includes Clodbusters, Double Dares, Blackfoots, etc. with 5 inch tires and some with 2 motors. Many are driven by women who compete very well with the men.

Each night of racing, the program includes 3 qualifying heat

races and a main in each class. Classes include: 2 and 4 Wheel Modified, Monster Trucks, Heavy Metal Trucks, Novice, Sprint Cars and Super Stock as well as several stock classes.

The current schedule is oval racing Wednesday and Saturday with off-road on Friday. Free practice is available on the track whenever the hobby shop is open. Hobby shop hours are: Monday through Saturday 9 a.m. to 6 p.m. as well as during the races. The shop and raceway are closed on Sunday.

R/C car racing is a real family hobby in central Texas with husbands, wives and children all participating together. Racers range in age from 6 to more than 65 years young!

## 1st QSAC 1/4 SCALE NATIONALS

*Story and Photos By Jay Bowman*

Machesney Park Raceway has been the site of many prestigious 1/10 and 1/4 scale events this summer, but the crowned jewel had to be the very First QSAC Nationals. Rockford, IL was jam-packed with racing this weekend as the next door Rockford Speedway was also hosting the full scale Short Track Nationals so there was a plethora of race cars in all sizes.

Drivers from across the country were on-hand to do battle for a National title. Sprint cars were up first in qualifying and typically these beautifully detailed models are quickest of all the 1/4 beasts. Eleven of the field of twenty-three were able to break the seven second barrier but it was Jack Henricks, Jr. that cranked up a 6.42 second lap with his sharp looking Alves Sprinter for the TQ mark (note that this is an excellent time for an 1/10 on-



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### VRP LUBRIBEARING (LB 611)

A new ballbearing grease that goes on thin, seeping into all crevices and other moving parts. The carrier then evaporates leaving behind a thin layer of grease. This assures an accurate amount of lubrication that will not fly out, reducing drag, and wear and tear of parts.

### VRP LOGO SHEET (LO 719)

A brightly colored 5" x 7" decal sheet in hot pink, blue and white.

### VRP LUBRITOOTH (LT 512)

For use on teeth of all gears, Lubritooth is a bonding lubricant that dries quickly forming a permanent lubrication. It is water based, eliminating the problem of drying out in the bottle. Lubritooth reduces friction between gears, therefore increasing efficiency.

### VRP ELECTROFLO (EF 614)

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### VRP LUBRIDIFF (LD 928)

A high-tech synthetic grease for use on all ball type diffs. Very high traction coefficient allows the diff balls to grip the rings without unnecessary tightening. Specifically formulated for R/C cars, the unique properties of Lubridiff allow the diff to work smoothly and efficiently.

### VRP LUBRISYSTEM (SY 105)

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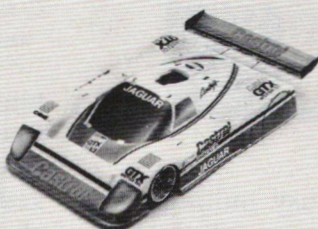
3022  
HEATHEN "OFF ROAD"



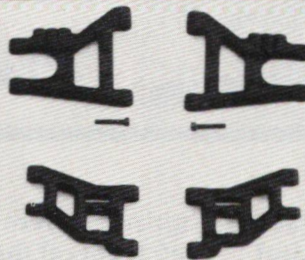
3145  
NISSAN GTP



3418  
RC-10 REAR BODY MOUNT



3141 - 4141\*  
89' JAGUAR GTP



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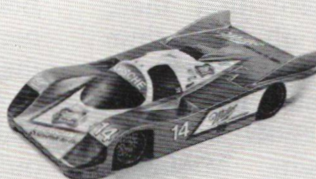
3412 RC-10 - 3512 ULTIMA  
FRONT BUMPER MOUNT "OVAL"



3030  
JEEP COMANCHE TRUCK BODY



3026  
APACHE WARRIOR - YOKOMO



3140  
PORSCHE 962 GTP



3023  
HALF-BREED "OFF ROAD"



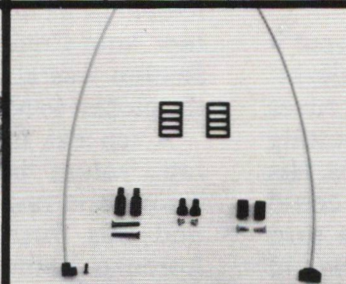
3414 - 3416  
RC-10 "OFF ROAD" FRONT BUMPERS



3020 - 3021 - 3024  
RENEGADE "OFF ROAD" SERIES



3160 - 4160\*  
89' PONTIAC GRAND PRIX - NASCAR

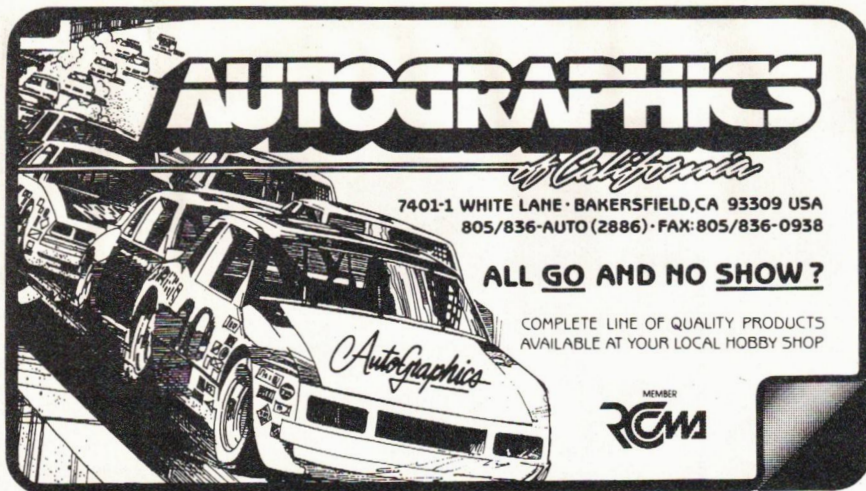


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Concourse Champions: George and John Druskinis, Jason Brommerich, and Brent Anderson.

raod car on this track! Other race favorites Kenny Annesley and Gary Guffey were not far behind with 6.55 and 6.62 laps in their four lap qualifying runs.

A series of heat races flittered out the entries into the progressive mains. In this format the winner of each heat race moves directly to the A Main, 2nd place goes to the B Main and so on. A specific number of finalists in each lower main (for example, the top five finishers) get to bump-up to the next main in hopes of progressing into A Main slots by the end of the day.

The elite Sprinter A Main field held some impressive names like Druskinis, Newell, Guffey, Dale Smith and, of course, the TQ Jack Henricks. One name stood out among all the rest: Dave Solon. Dave had to make a special effort to get in the A Main. His son was in a car accident and Dave had to rush to the hospital and found him to have only minor injuries. With that good news Dave made it back to start dead-last in the E Main. Dave persevered and bumped his way through the four mains and into the A Main feature.

At the start of the main event it looked like it would be a walk-in-the-park for Jack Henrick's Alves as he blistered the field, putting them a lap down in four laps. His car was so hooked he could throw it sideways into the turn and just hammer and it would bolt from the corner like a slingshot. While all the other

sprinters were busy pulling the left front off the ground, Jack had all four firmly planted producing an incredibly stable car. However, patience is a frailty of youth and Lil Jack came up too hot on lapped traffic and ran over the rear tire of a backmarker; breaking a spring and bringing out a yellow flag. This allowed Vince Sansone from St. Louis to get back his lap and take over the lead with his WCM car. Jack drove his damaged car close to Vince, but at the end of 30 laps it was Sansone taking the National Championship with Henricks second and stubborn Mr. Solon in third.

ASA Late Model is an experimental class added to 1/4 scale this season. These full body cars are more aerodynamic and are allowed a rear spoiler among a few other modifications. It was originally expected that these cars would be a bit faster than their cousins, the Grand Nationals. On this race circuit they turned out to be very equal with one exception. Lansing, Michigan native Marv Thompson's Raco mutation proved to be the wedge to beat as he turned a 6.91 second lap. Auto Engineering's Lorenzo Benton was able to push 7.22 as the closest to Marv's time.

A ten car field started the 50 lap feature but favorite Marv Thompson ran into trouble early and was forced out at 6 laps. Lorenzo Benton's black beauty nabbed the lead but he was followed closely by John Drus-

kinis' Concourse winning ASA. Benton and Druskinis never changed position as they whis-ked through backmarkers for the checkered flag. Just making it past numerous accidents, Jay Bowman's Raco and Brent Anderson's WCM dueled it out for third and fourth.

Next up were the speedy Super Modifieds, the smallest of the 1/4 clan and probably the best handling. Roger Newell's WCM, Chris Rahe's Raco II and Mike Schmidt's WCM all qualified within .08 seconds of each other. Newell took TQ honors with a 6.60 lap and looked like a favorite to win; that was, of course, until the racing started and Roger didn't make it out of the B Main.

The 30 lap feature was a showdown between QSAC Western Region Champ, Chris Rahe and Vince Sansone. These two left the field in their wake and what a field with Dale Smith, Schmidt, Benton, Blaha, and Jason Brommerich. Jason also bumped all the way up from the E Main and hardly got a scratch on his Concourse winning WCM. It turned out that he was the only one that was even close to challenging Rahe and Sansone. Four cars exited the race early on, leaving Rahe room to close on Sansone. They even followed each other into the infield, but at the finish Vince captured his second National title of the weekend.

Qualifying for the 33 Grand National entries took some time but after the dust cleared, Raco's Chris Rahe posted a 6.91 second lap and equalled the best ASA



time. Right behind Chris was his dad Jon, but lurking in the shadows were the WCM's of Steve Cheek, Roger Newell and Midwest Series Champ Tom Urban. Also in the field were Chuck "Racecraft" Rencurrel, Midwest Champ Bill Prehn, locals Dave Pirrello and Terry Anderson. A usual favorite, Lorenzo Benton, qualified poorly and ended up after the heat races in the E Main. Both Lorenzo and Bill Prehn were forced to bump-up from the E and into the A Main. A big surprise was TQ Chris Rahe losing a wheel during the C Main, costing the favorite a shot at the Championship.

The 200 lap Grand National feature was the highlight of the QSAC Nats and as the green flag fell on the rolling start it was Lorenzo Benton breaking out on the point. Jon Rahe fell in close behind with Roger Newell in third. Picking their way through traffic as night began to fall, Lorenzo kept on clicking laps. At 70 laps Jon Rahe was forced to pit for fuel, dropping him down a couple laps. Newell even took on gas as Benton kept up a torrid pace. M. C. Hal Empey kept announcing the laps and as just over 150 laps were completed Lorenzo's luck ran out (just like his fuel). As the fuel tank emptied, Benton's car suddenly "leaned out" and accelerated like a rocket right into the first turn wall. His pit crew quickly retrieved the car and filled it with gas, but they lost precious laps trying to get the car to re-fire.

Now Newell had the lead with Jon Rahe in very hot pursuit. Both drivers held consistent lines but were in need of fuel again. Jon rushed into the pits under the green flag and was gassed up quickly, but as he came out an accident brought out the caution flag and Newell dashed to the pits. Under the race format the yellow flag laps were not counted and Newell was not penalized for his pit, so he came back out with the lead and laps on Rahe. That pit stop cost Jon Rahe, as now

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even Walker Guthrie's WCM had moved ahead of him into second and Lorenzo Benton was breathing down his neck in fourth. The remainder of the race was uneventful as Roger Newell wheeled his WCM to victory with 5 laps on the field.

Congratulations to QSAC National Champions: Roger Newell, Vince Sansone, and Lorenzo Benton. Thanks to the Henrick's Machesney Park Raceway for an exciting and enjoyable event.

### GRAND NATIONAL A MAIN

- 1st - Roger Newell
- 2nd - Walker Guthrie
- 3rd - Jon Rahe
- 4th - Lorenzo Benton
- 5th - Kevin Higgins
- 6th - Dave Pirrello
- 7th - Berl Gharst
- 8th - Bill Prehn
- 9th - Bill Dagenhart
- 10th - Bob Williams

### SUPERMODIFIED A MAIN

- 1st - Vince Sansone
- 2nd - Chris Rahe
- 3rd - Jason Brommerich
- 4th - Dale Smith
- 5th - Mike Schmidt
- 6th - Lorenzo Benton
- 7th - Jim Blaha
- 8th - Tony Welborn

### ASA LATE MODEL A MAIN

- 1st - Lorenzo Benton
- 2nd - John Druskinis
- 3rd - Jay Bowman
- 4th - Brent Anderson
- 5th - Terry Anderson
- 6th - Larry Seffrood
- 7th - Murray Pipchuck

- 8th - Arnie Decker
- 9th - Tony Stepp
- 10th - Marv Thompson

### SPRINT A MAIN

- 1st - Vince Sansone
- 2nd - Jack Henricks, Jr.
- 3rd - Dave Solon
- 4th - Kenny Annesley
- 5th - Dale Smith
- 6th - John Druskinis
- 7th - Gary Guffey
- 8th - Roger Newell

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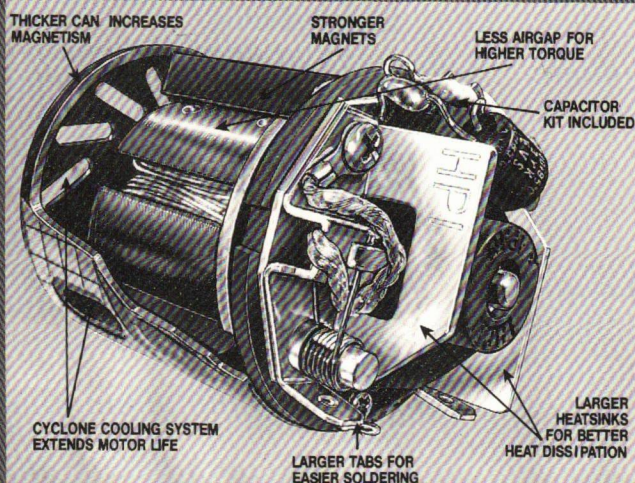
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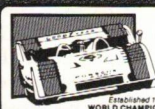
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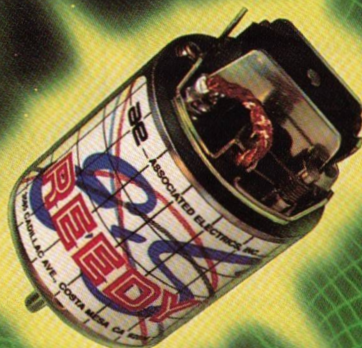
type, ROAR legal modified motors, 6-cell.

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Bud Bartos  
Tom Bowlin  
Ralph Burch, Jr.  
Ken Buzzard  
Art Carbonell  
Kent Clausen  
Kim Davis  
Paul Davis  
Andy Dobson  
Chris Doseck  
Dave Hechler  
Shawn Ireland  
Joel Johnson  
Craig Kelly  
Tim Lanier  
Doug Laurent  
Cliff Lett  
Bob Light  
Orlando Milian  
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## THE TACOMA R/C RACEWAY INDOOR CHAMPIONSHIPS FOR 1989!



The Second Annual Indoor Championships began with over 100 entries, making it the largest indoor off-road ever held in the State of Washington! Three rounds of qualifying began at 10 a.m. and each driver's best two rounds were counted to seed the drivers into their proper main event. The WEDGE lap counting system was used without a flaw throughout the whole weekend. The lap counter was Gerry Shea, with a lot of help from Shelly Eierman, and Missy Pepper. As the dust settled on the track, Scott Brown of Team Losi found himself the TQ in both 2WD Stock and Modified!

In 4WD Modified, David Smith was the top driver, and Dave Cotter of Portland

TQed in 4WD Stock. The Top Qualifiers in Monster Truck were Tony Falaschi of Hales R/C and Bob Graddy of Tacoma R/C Raceway.

The Tacoma R/C Raceway Race Team drivers did an excellent job of track maintenance during the event. Lester Smith made certain that all of the cars were running to ROAR similar rules. Not one driver was penalized during the whole event. All the racers ran clean, and fair. The support from manufacturers was fantastic. Several thousand dollars in prizes and trophies were awarded during the event.

On Sunday the main events began, with the lowest Mains first to allow bumping up winners into higher Mains. This practice makes the racing very exciting, and gives each racer a reason to attend the Mains, even if he did poorly in qualifying. The Mains ran so smoothly, that extra time was always available to wait for drivers with radio, or mechanical problems. After the Mains, trophies were awarded to every participant in the event. A special Sportsmanship Trophy was donated by Big John's Trophies, and was awarded to

Brad McPhee of University Place Dental. He won due to his consistent sportsmanship and willingness to volunteer whenever the need calls. Good Job Brad!

Tacoma R/C Raceway would like to thank all of the racers for helping out on a fantastic event, and for such awesome competition! We would also like to thank all of the suppliers who donated prizes for this event. We hope to see all of you racers at our next big race. We have just opened a new 17,000 sq. ft. building. It will have a 125 ft x 50 ft off-road track with the same size oval on-road track. There will be a special dragster/truck pull track and 125 x 50 ft on-road racing course. Room for 300 drivers to pit indoors and an awesome selection of parts and accessories will be available in this brand new facility. See you all there!

## 1989 FLORIDA STATE OFF-ROAD CHAMPIONSHIPS

By Dave Vince, Sr.

1989 saw the Florida State Off-Road Championships being held at Blue Tic Raceway, in Odessa, FL.

This race was organized by Bill Hock. Bill decided to hold a major race of his own, and was granted sanction for the ROAR Off-Road State Champs.

2WD Stock had Little John Walters as the star of the show, John TQed on his first stock run, and despite some excellent runs by some of the best stock runners in the State John was not to be overtaken as TQ.

Race action had John sitting on the pole, and out of the gate first. John's sponsors which include, Team Pit Stop, Scat, Houge, Twinn-K, Phoenix Motors, should be happy with this effort. John was out to an early 50' lead as the rest of field battled and jockeyed for position. Darrin Stump challenged John early in the race, but got tangled in traffic. Gregg Rhodes then moved into second, and tried to run down John who was running good lines. Mike Meig-

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hen who had qualified in the No. 2 spot was trying harder. Mike moved past Gregg, and started to close the gap on the hard charging John. Meanwhile Darrin had moved up and was challenging Gregg for third. Mike who runs for Hans Hobby Shop, and Team Pit Stop, meanwhile had been closing on on John. At the 3 minute mark Mike was within 10 feet of John. Mike was cutting the corners as close as possible and with 30 seconds to go Mike clipped a corner and rolled over. This gave John the breathing room he needed to finish the race, and take the State Stock Championship. Meanwhile in the battle for third, Gregg held off Darrin and took third spot. John's winning time of 12-4:17.5 was the only 12 lap run turned in Stock. John needed to run this strong as Mike had matched John's TQ time in the main with an 11-4:00.1 ending a very good Stock race.

4WD Stock was short on entries, but had some good race action as Bill Blakeslee took the win, followed closely by Mike Mellin and Greg Kvitkauskas.

2WD Modified saw, once again, Little John Walters sitting on the pole with the best run. This won John a \$100 gift certificate donated by race sponsor Central Florida Hobbies. John's TQ run even beat out the best 4WD time as this track was not favorable for the 4WD diggers.

Race action saw John get caught in the big crunch after the first turn, and Bill Johnson took first. Bill runs an unusual chassis, with an RC10 aluminum pan, JRx2 drive train and suspension.

John Berry was following in second, but Bill was cruising with an early lead of about 6 seconds or 1/3 of a lap. Edwin McTureous, John Berry, and Darrin Stump were running 2, 3 and 4 at the one minute mark. Darrin Stump moved past Edwin to take second at the 2½ minute mark. Bill was still holding on to his 1/3 of a lap lead. Edwin developed

mechanical troubles which put him out of the race. This moved John Berry back into the top 3, and this was the way they finished. Bill about 8 seconds ahead. Darrin was second and John was third. So Bill Johnson in a smooth run became the Florida State 2WD Modified Champion for 1989. Bill is the Region 2 2WD Modified Champion, so this is another feather in his cap.

4WD Modified unfortunately was a rainout. Qualifying action had some excitement, however. Little John Walters (one more time) was the early qualifying leader. John held all 3 TQ spots after the first qualifier.

Then in the third round the infamous Hock Jump, (which caused most of the 4WD cars to move over) was re-done, and the 4WD started to run stronger. Dean Vince came out, and despite a terrible start took the TQ away from John by 3/10s of a second. In a later qualifier a strong race between Greg Kvitkauskas and John Wong produced 2 runs good enough to beat out TQ John by 1/10 of a second, and Greg with the first 12 lap run in 4WD. In one of the last qualifiers Darrin Stump (Darrin had just returned from the World competition in Australia where Darrin did quite well representing Region 2 by making the B and C Main against the best in the world) turned in the best 4WD run of the meet. Darrin had his troubles along with the rest of us in the early rounds, but worked them out nicely on the TQ run. Darrin was running a Yokomo/Reedy combination.

Unfortunately the rain washed away some of the 4WD B Main and lower results. Race officials did their best to enter the correct results. The bump spot in 4WD had an unusual result, as Bobby Trinchitella and Dave Vince, Sr. tied with two runs exactly the same. Bobby's third run was the deciding factor, however.

I closing I would like to say

that I think Bill Hock and crew did a great job under some rotten weather conditions. Thanks to race sponsors - Hans Hobby Shop, Lakeside Hobby Shop, Tightwad Hobbies, Hi-Tech Hobbies, Central Florida Hobbies, Team Pit Stop and the Hobby Box. Thanks to everybody who raced and assisted. Race Organizer Bill Hock has everyone's thanks, but his race car should remain buried in the mud. It runs best there!

#### 2WD STOCK A MAIN

- |                           |                    |
|---------------------------|--------------------|
| 1st - Little John Walters | 6th - Ruffy Rios   |
| 2nd - Mike Meighen        | 7th - Gary Fulp    |
| 3rd - Gregg Rhodes        | 8th - Kevin Clark  |
| 4th - Darrin Stump        | 9th - John Deiner  |
| 5th - Johnny Berry        | 10th - Tracey Todd |

#### B MAIN

- 1st - Ken Caniff  
2nd - Billy Emenecker  
3rd - Bill Hock

#### D MAIN

- 1st - Dave Harrison  
2nd - Dennis Combs  
3rd - Scott Scala

#### F MAIN

- 1st - John Hoover  
2nd - Josh Deitch  
3rd - Mike Collins

#### C MAIN

- 1st - J. R. Mitch  
2nd - Chance Hill  
3rd - Tracey Carver

#### E MAIN

- 1st - Dave Motten  
2nd - Ed Baker

#### G MAIN

- 1st - Mey Valeo  
2nd - Beau Baker  
3rd - Paul Fazio

#### H MAIN

- 1st - Sal Rizzo  
2nd - Michelle Rea  
3rd - Mike Lontakos

#### 2WD MODIFIED

- |                           |                        |
|---------------------------|------------------------|
| 1st - Bill Jackson        | 6th - Mike Meighen     |
| 2nd - Darrin Stump        | 7th - Mike Bevel       |
| 3rd - Johnny Berry        | 8th - Kevin Clark      |
| 4th - Little John Walters | 9th - Dave Harrison    |
| 5th - John Wong           | 10th - Edwin McTureous |

#### B MAIN

- 1st - Tracey Todd  
2nd - Ken Caniff  
3rd - Gary Fulp

#### D MAIN

- 1st - Ted Seif  
2nd - Doug Buck  
3rd - Carl Zaniboni

#### F MAIN

- 1st - Mike Brown  
2nd - Steve Menkel  
3rd - Dave Daugherty

#### 4WD STOCK

#### A MAIN

- |                        |                       |
|------------------------|-----------------------|
| 1st - Bill Blakeslee   | 6th - Ricky Burger    |
| 2nd - Mile Mellin      | 7th - Paul Fountain   |
| 3rd - Greg Kvitkauskas | 8th - Tim Chapman     |
| 4th - J. R. Mitch      | 9th - Billy Emenecker |
| 5th - Mike Lontakos    | 10th - Tracey Carver  |

#### B MAIN

- 1st - Wendell Chapman  
2nd - Georg Johns  
3rd - Blair Dall

#### 4WD MODIFIED

#### A MAIN

- |                        |                           |
|------------------------|---------------------------|
| 1st - Darrin Stump     | 6th - Edwin McTureous     |
| 2nd - Greg Kvitkauskas | 7th - Bill Blakeslee      |
| 3rd - John Wong        | 8th - Mike Lontakos       |
| 4th - Dean Vince       | 9th - Cherri Gillett      |
| 5th - John Walters     | 10th - Bobby Trinchitella |

#### B MAIN

- 1st - Dave Vince, Sr.  
2nd - Nathan Wincek  
3rd - N/A

#### D MAIN

- 1st - Matt Blazo  
2nd - N/A  
3rd - Josh Dietch

- 1st - Glen Harkey  
Bob Serra  
3rd - Gary Fulp

#### E MAIN

- 1st - Danny West  
2nd - Donald Asher  
3rd - Dennis Combs



NORCAR's 4-Cell

# US Indoor Championships

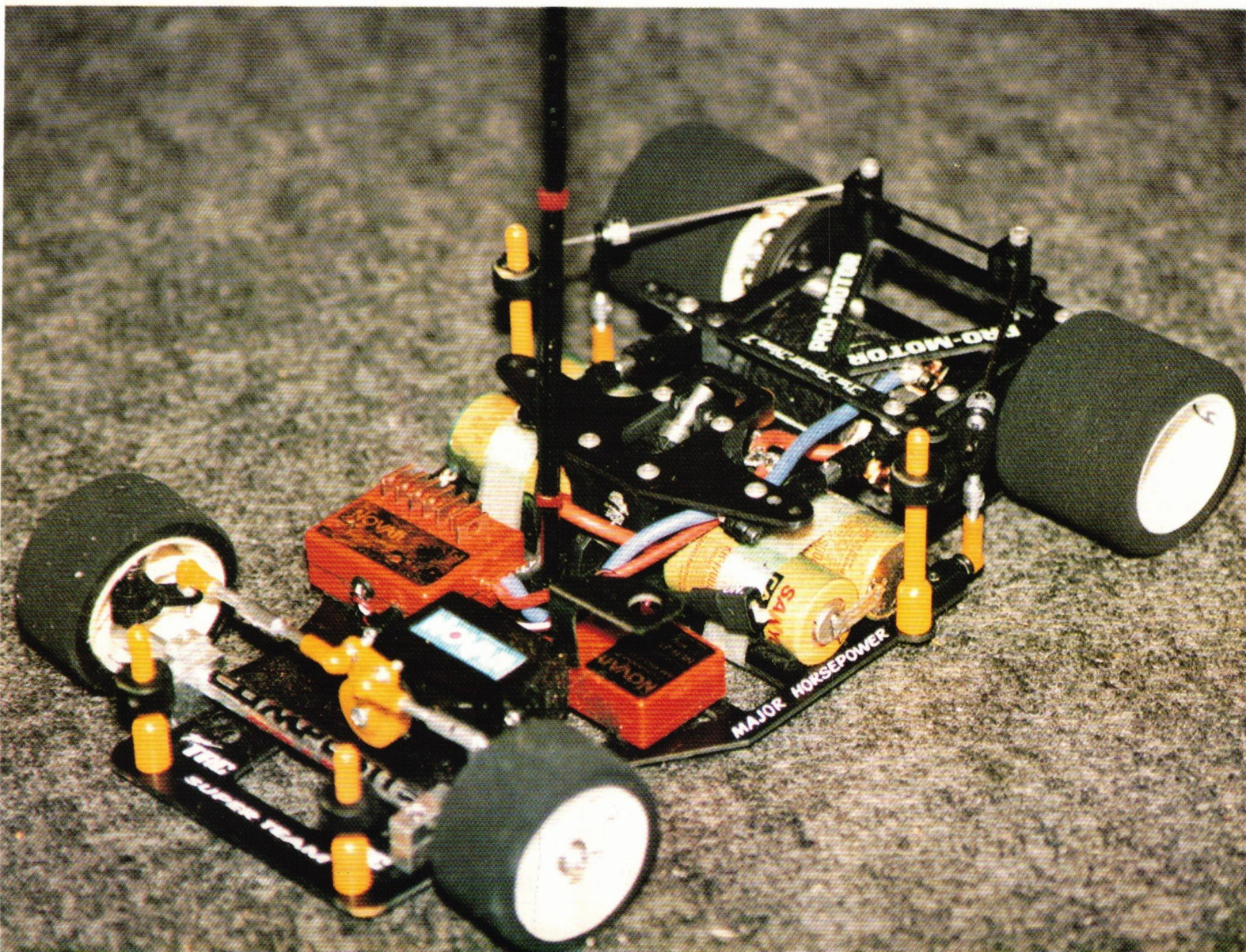
*By Monica Barana*

Over 350 racers were on hand to compete in this year's NORCAR 4-Cell US Indoor Championships sponsored by Racer's

Choice, Kyosho and Simply Awesome. 1989 marks the Tenth running of this event. This year's classic will also serve as the first

leg of the SANYO Triple Crown, the next will be held in Grand Rapids, Michigan on January 26-28, 1990. Something new this

*Dobson's TRC/CompositeCraft Lynx car. Andy reached victory with this car which was equipped with TRC tires, Novak speed control, Power Push Sanyo batteries, Cam motor and a special thanks to Bud Bartos.*







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year was the Team competition for both Stock and Modified. We'll touch more on this in a while. This yearly event is hosted by NORCAR. They were well equipped and equally organized, including a free Pizza Party for all of the racers, where hundreds of prizes were given away.

Thursday, Thanksgiving Day, was reserved for check-in and practice. Practice was done by the "Tee-Time" system and would run until 2 a.m. The track, which by the way was setup in the ballroom of the Holiday Inn, was approximately 75' x 36' and was rather smooth.

On Friday qualifying began at 7 a.m. for the Sportsman drivers. After the first two rounds were completed Bill Schoenau was on top with a 39, 8:00.58, second was Barry Baker with a 39, 8:03.98 and in third was Jon Orr with 39, 8:04.70. Next up were the Modifieds. Chris Doseck and his Cam powered Corally made there way to the TQ position with



*Andy Dobson became the 1989 4-Cell US Indoor Champion. He was driving a TRC/Composite-Craft Lynx powered by a Cam motor.*

the only 43 lap run. His time was posted at 8:07.45, second was

Mike Blackstock. His 12L Reedy ran a 42, 8:00.77 and in third was 12L Peak Performance racer Joe Lawrence.

Saturday saw the last two rounds of qualifying, naturally with the top stock time at 8:00.58 we were pushing for a 40 lap run. The fourth and final round gave us 3 40 lappers. The man who came out on top was Barry Baker, his Agitator ran an 8:05.60. Second was Chuck Lonergan with an 8:09.14 and third was Jon Orr with an 8:12.20. Bill Schoenau's previous TQ time put him fourth overall. The Modified class saw three more 43 lap runs in the third round. They were turned in by Joel Johnson, Frank Calandra, and Mike Ebert, with times of 8:08.18, 8:11.55, and 8:13.20 respectively, and filling the second to fourth positions. Doseck held on to the TQ spot. In the fourth and final round of Modified qualifying, yet another three 43 lappers came in. The top was clocked in by

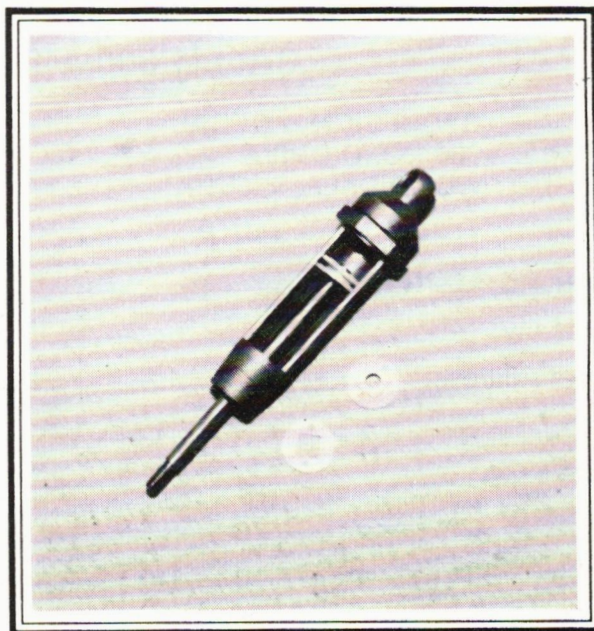
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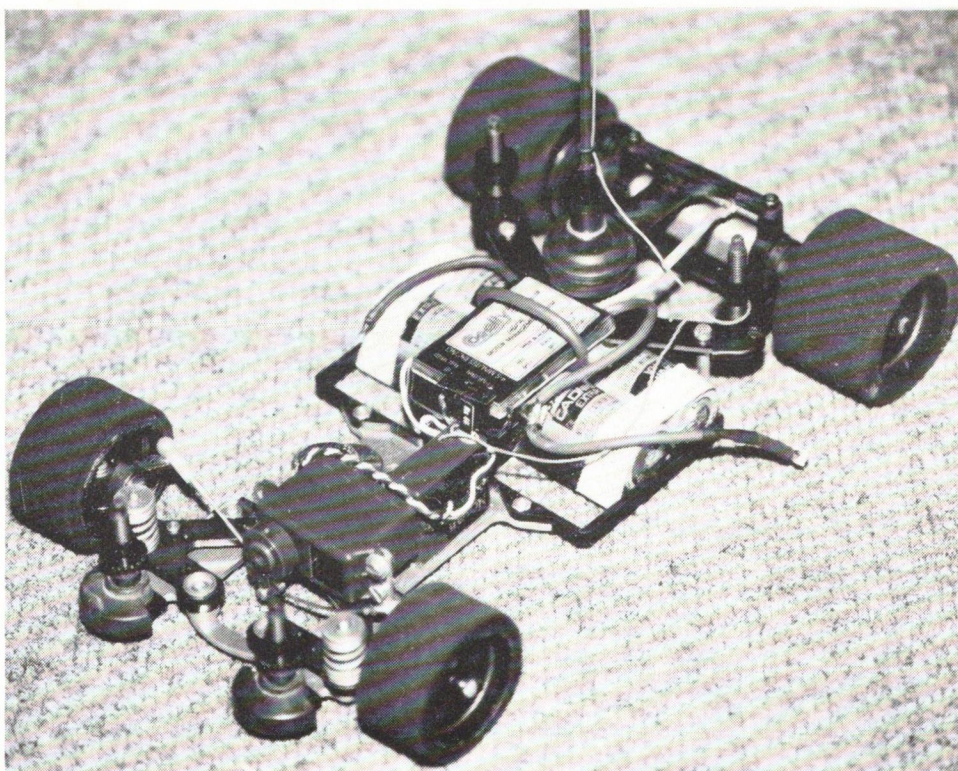


Associated 12L/Reedy driver Mike Blackstock, with a time of 8:05.73. Louis LeBlanc and Joe Lawrence were the other two guys, their times were 8:08.45 and 8:09.34. Chris Doseck who had just gotten bumped off the TQ spot, showed everyone he was not going to stand for that. He blasted out a 44 lap run in an incredible time of 8:08.55, almost a full lap ahead of the rest of the field.

With qualifying completed Concours was held. The judges, Michael Ebert, Dave Clary, and Carl Christy, found Neal Everhart's entry to be number one in the true concours competition, and Terry Winchester's top in the Best Paint category.

The Team Competition was also tallied. Each team consisted of 3-5 drivers with the top three qualifying times being added together to determine the winners, in both Sportsman and Modified classes. The number one Sportsman Team was Team DorkMissle, Mitch Whitteman, Bob Stormer and Jason McWethy were its members with a total of 117 laps. Modified saw Team Paragon on top with Mike Blackstock, Mike Ebert, and Bob Schoenau compiling a total of 128 laps.

Sunday began with the Sportsman main events. After John Thawley gave the introductions for the A Main, we were ready to race. The TQ Barry Baker jumped to the lead with Chuck Lonergan in second and Bill Schoenau in third. At the two minute mark, Baker bobbled a bit, and Lonergan and Schoenau went by. Then Schoenau began to move in on Lonergan. At the four minute mark, Schoenau made the move on the back straight going into the sweeper and passed Lonergan for the lead. Bill Schoenau was never seen again. He took off and motored his Corally around the track and went on to become the 1989 US Indoor Sportsman Champ. Chuck Lonergan held on to second just edging out John

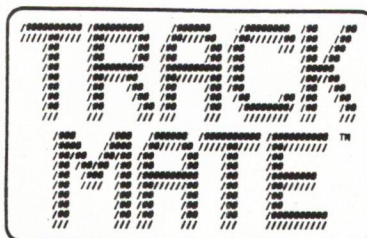


*Bill Schoenau's Corally SP2. It is outfitted with Paragon tires, Corally speed control and Power Push Sanyo batteries.*

Pens, who finished third.

The Modified A Main was next. After John Thawley gave

the introductions we have grown so accustomed to, it was time to  
(Continued on Page 50)



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2nd Annual VRP Midwest Dirt Oval Championship

# It's Loud, It's Ugly, and It Won't Go Away!

By Jay Bowman - Photos By Clarence Cook



*"To The Wall, Y'all". Racing in a fishbowl at Sideways City.*

**Sing along if you like...**

*Just sit right back and you'll hear a tale, a tale of a fateful trip. It started in Kalamazoo, moved to Wayland, just down from their strip. Landgraff, Cutman, and Adams braved the Michigan rain, in hopes of winning the Midwest Championship and not some three hour tour (of Kalamazoo). The competition started getting rough; many parts were the cost. If not for the power of Twister and RevTech motors, a victory would be lost. The drivers met Randy Sweet and saw his Rocket car, Landgraff hoped his tenth scale version would also make him a star. The racers felt a little Deja Vu as they ran aground on the bull ring for a track, with Jerry Hill, Phil Zimmerman, Mark Gorney and his wife... the Sideway's Staff, the Renigator*

*and Dan Bodell, here at Sideways City!*

Midwestern rain storms nearly ruined the 2nd Annual VRP Midwest Dirt Oval as all hopes of practice on Kalamazoo's Bid "D" were washed away and race morning brought more threatening weather (in fact a few animals were seen walking two by two to some nearby big boat). The rain diminished the expected entries for this, the third leg of the major dirt ovals, that began with the JG West Coast and the East Coast Dirt Oval. But the trek was not going to end here as the racers had come to do battle somewhere, so they quietly packed up their tents and stole away.

Traveling less than an hour north, the band of racers hap-

pened upon Sideways City Raceway in Wayland, MI. Crashing the gates, they set up camp and prepared to put on a serious demonstration of indoor racing. Most had come prepared for the high velocity racing of the huge K-zoo track and were forced to come down to earth (or at least try to get a grip on it) on the minibull ring track. The rain dampened the organizer's spirits but the staff of Sideway's City took hold of the race directing reigns and never looked back. The racers who had gathered from 10 states (from California to Massachusetts and Wisconsin to Florida) began qualifying for the coveted Midwest Championship.

## **JG Manufacturing's Monster Trucks**

In the spirit of the JG West Coast's introduction of Monster Trucks this spring, the same class was added to our program, much to the delight of the crowd. In qualifying, Hoosier Dale Taylor (Summit Speedway) of Fort Wayne posted a 38 lap outing in the final qualifier to TQ the event and haul in the Fantom Motors TQ Trophy. Close behind was local favorite Jerry Hill. The A main featured two lovely ladies wheeling their car crushers to third and fourth place, but as expected Hill and Taylor dueled it out in a closely contested match. Finally, Hill got the upper hand and captured the title with Taylor second and Lori Gorney picking up third.

Due to the limited maneuverability on the small racing



surface, an alternative to the traditional 10 car main had to be found. Custom Works' Brian Landgraff recommended that two 5 car A mains be run with the winner decided by most laps. Those racers that qualified in the top 10 spots were alternately seeded into the two mains with first qualifier in the 1st A and 2nd qualifier in the 2nd A, and so on. It seemed to be the only equitable way to race for the championship considering the crowded race conditions.

### RevTech's 2WD Stock

Every year the stock class gets larger and more competitive. Last year's Top Qualifier, Jim Hirsch, returned from Ohio with more determination and again captured the top spot in qualifying (with 42 laps). Jim was not about to be concerned about racing with traffic this year, he wanted the win and set out in the A main to get it the old fashioned way; he earned it. More than a few cars got a taste of the walls and especially the nifty infield jump on this short circuit. Jim had to deal with Sideways City's representative, Mike Johns in the 1st A Main. These two finished only a second apart at the buzzer, but Mr. Hirsch won the title he had coveted ever since it alluded him last year.

### Bud's Racing Products Sprinters

Competitors from Chicago, Wisconsin, and Michigan dominated the field of 7 cell sprinters. Top Qualifier of the ROAR Nationals Mike Lemanczyk, Region III TQ Jim Lehman, and Region III Stock and Mod. Sprint Champion Scot "the Gazelle" Quintel were the celebs in attendance. A surprise from the South came in the form of Steve Burke. This Indiana dark-horse crushed TQ with 44 laps, thereby putting a lap on the field in his final qualifier, turning the heads of the front runners.

The theme of the A main was "On Wisconsin" as Mike Lemanczyk and his young teammate Bobby Pfeiffer diced back and forth in four minutes of hard-



1989 Midwest 4WD Champion. Brian Landgraff, introduces the new Custom Works "Rocket" wedge body.

charging excitement. Phantom motors could hardly lose as young Pfeiffer turned 43 laps, one half second before Lemanczyk. Pfeiffer was ecstatic with his victory over his running mate.

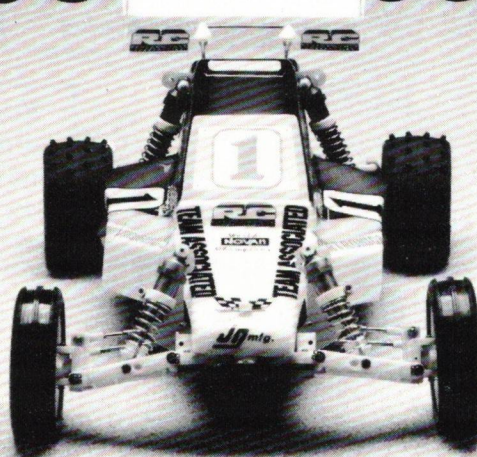
### RevTech 2WD Modified

Absolute intimidation was the key as Hummelstown, PA's Rob

Cutman demonstrated his already legendary J-Car/Intimidator combo for the racers. The Region I Champion and one point runner-up of the Reedy/Novak Invitational posted 4 laps on the field with 45 laps. There was little anyone could do but watch in amazement as his RevTech-powered weapon slashed through the competitors. Last year's champ and Rob's J-Car teammate Jay Bowman was left in the settling dust behind Robbie's wondercar. The only hope was from out of the past, as 1987 Michigan Dirt Oval TQ Butch Beebe showed signs of speed, mustering 41 laps with borrowed RC10. Plenty of Sideways City "stripes" graced the crunched-up full bodies in this class as traction was scarce and the walls hard.

The A main was a replay of qualifying as Cutman put 3 laps on his closest competitor, Butch Beebe, and rolled to an easy and impressive victory for J-Car.

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"They may look mean, but they don't have Trinity response or power to compete with us."

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HORSEPOWER





"Well gang, it looks like they once again found out who the competition really is!"



"Tork, go after the strays; I'm running 7 Pushed Trinity/Sanyo cells and Nye-Kadd just charged me up, so I'll take on the leaders."

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Region III Champion Bob Leech finished third with 41 laps.

### Custom Works 4WD Open

To set the stage for the rapid transit class, think of a bullet shot into a paint can and the ensuing ricocheting that would occur. Now you get the idea what it was like when 7 Dominators were turned loose on this tight patch of real estate. "To the Wall, Y'all!" was the cry heard during most of the heats as a full field of "the cars that made Bakersfield famous" bashed it up for TQ honors. Would it be any surprise that 1989 NORRCA National Champion and ROAR Runner-up, Brian Landgraff, captured the Phantom TQ trophy with 49 laps using Twister horses (I didn't think so)?

Last year's TQ and winner, Revtech's Tom Adams, wasn't about to let that get him down as he and Wimpy's Phil Zimmerman posted 48 laps. Other members of the A main elite included '88 Michigan champ. Mike



Rob Cutman with his RevTech powered J-Car won the 2WD title.

Reniger, '89 Michigan champ. Jay Bowman, Region III TQ Mike Evard and Region I Champ Rob Cutman.

The day before, a few of the drivers had gotten a chance to visit Randy Sweet Manufacturing and saw the Rocket stock car that holds four World Records. This is the car that the new Cus-

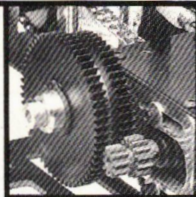
tom Works' Rocket body is based on. Coupled with some "hammer" go-karting and local "sight-seeing" the trip made for an entertaining diversion from the rainy race days and primed the combatants for the A-main.

In the first A main, Brian Landgraff's 12 turn Twister blasted out into the lead as buddies Rob Cutman and Ron Roether (driving and Oversteer in a Bag) "backed-it in" but smacked right into each other. Landgraff was forced to wade his way through a "Pennsylvucky Parking Lot" en-route to his 50 laps. The drivers were enjoying the racing contact with lots of comments and bumping on the driver's stand. Cutman's luck again drew thin as he was twice forced off the track: "S'pose you'll be drivin' in pit lane now, eh?" Phil Zimmerman appeared to stay close for much of the race but a rear-end collision stripped a few teeth from his spur and four seconds from the end it gave way com-

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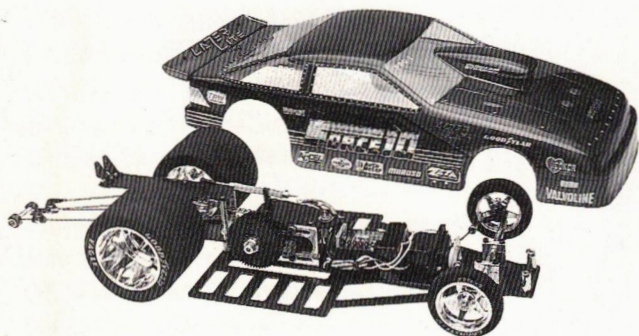
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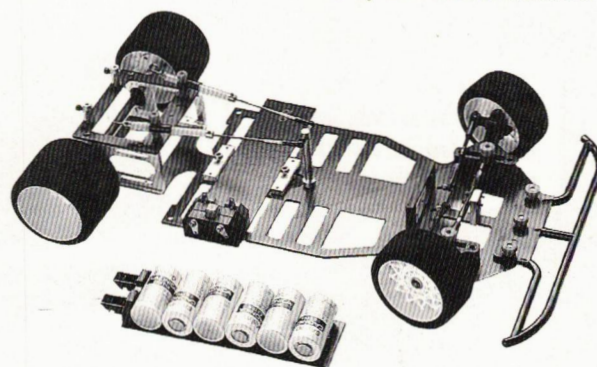


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Photos and Design by BRACKETT



pletely. Another Indiana native, Mike Davis gave a good showing but next to Landgraff's 50 laps, the best he could do was 47.

The second A main began with a very serious Tom Adams taking the lead, blasting out in search of 50 laps to repeat as the Midwest champ. A bobble in turn two tangling in a crowd and allowed Peak Performance's Jay Bowman to take the lead. Adams battled back, catching him lap by lap, until he found another accident in his haste. Finally he caught Bowman and passed him on the inside for a victory by three seconds, but only a disappointing 48 laps. Tallying the totals Landgraff was the winner, Adams second, and Bowman in third.

Very special thanks to our major sponsors: VRP, Custom Works, Revtech, JG Manufacturing, Bud's Racing Products, and Fantom Motors. Thanks to the Kalamazoo County Miniature Racers, Summit Speedway and especially to the staff of Sideways City for pulling us through this event, kicking and screaming.

#### Truck

1st - Jerry Hill  
2nd - Dale Taylor/T/Q  
3rd - Lori Gorney

#### 2WD Stock A

1st - Jim Hirsch  
2nd - Mike Johns  
3rd - Tim Wood

#### 2WD Stock B

1st - Tim Conrad  
2nd - Frank Vaden  
3rd - Doug Cutler

#### 2WD Stock C

1st - Bruce Tremayne  
2nd - Joey Thompsonsett  
3rd - Jason Roller

#### 2WD Stock D

1st - Ken Harris  
2nd - Bill Boman  
3rd - Jason Adkins

#### 2WD Stock E

1st - John Kent  
2nd - John Oppenhuizen  
3rd - Mike Karsen

#### A Sprint

1st - Bobby Pfeiffer  
2nd - Mike Lemanczyk  
3rd - Jack House

#### B Sprint

1st - Larry Oppenhuizen  
2nd - Denny Bowen  
3rd - Dan Hodges

#### 2WD Modified A

1st - Robert Cutman/T/Q  
2nd - Butch Beebe  
3rd - Bob Leech

#### 2WD Modified B

1st - Mike Karsen  
2nd - Dave Hilpert  
3rd - J.P. Malone

#### 4WD Modified A

1st - Brian Landgraff/TQ  
2nd - Tom Adams  
3rd - Jay Bowman

#### 4WD Modified B Main

1st - David Whitesel  
2nd - Mark Strang  
3rd - Jim Lehman

#### 4WD Modified C

1st - Chuck Rencurrel  
2nd - Wade Day  
3rd - Randy Brown

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|----------------------------|------------------------|---------------|-------------------------|-------------------------|---------------|-------------------|
| Continuous Amps            | Not Listed             | 176           | 210                     | Not Listed              | 276           | 360               |
| Braking Amps               | Not Listed             | 26            | 70                      | Not Listed              | 26            | 120               |
| Peak Amps                  | Not Listed             | Not Listed    | 1260                    | Not Listed              | Not Listed    | 1440              |
| Voltage Drop               | .004Ω                  | .0045 VA      | .00350Ω                 | Not Listed              | .003 VA       | .00250Ω           |
| Response                   | Not Listed             | 15-20<br>MSEC | 9 MSEC                  | Not Listed              | 15-20<br>MSEC | 9 MSEC            |
| BEC Volts                  | 5.5 V                  | Not Listed    | 5.5 V                   | 5.5 V                   | Not Listed    | 5.5 V             |
| Reverse Voltage Protection | NO                     | NO            | YES                     | NO                      | NO            | YES               |
| List Price                 | \$115.00               | \$115.00      | \$129.95                | \$150.00                | \$180.00      | \$179.95          |

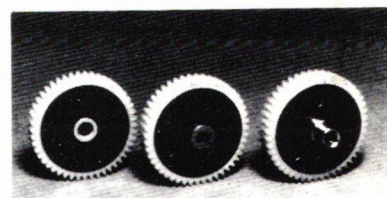
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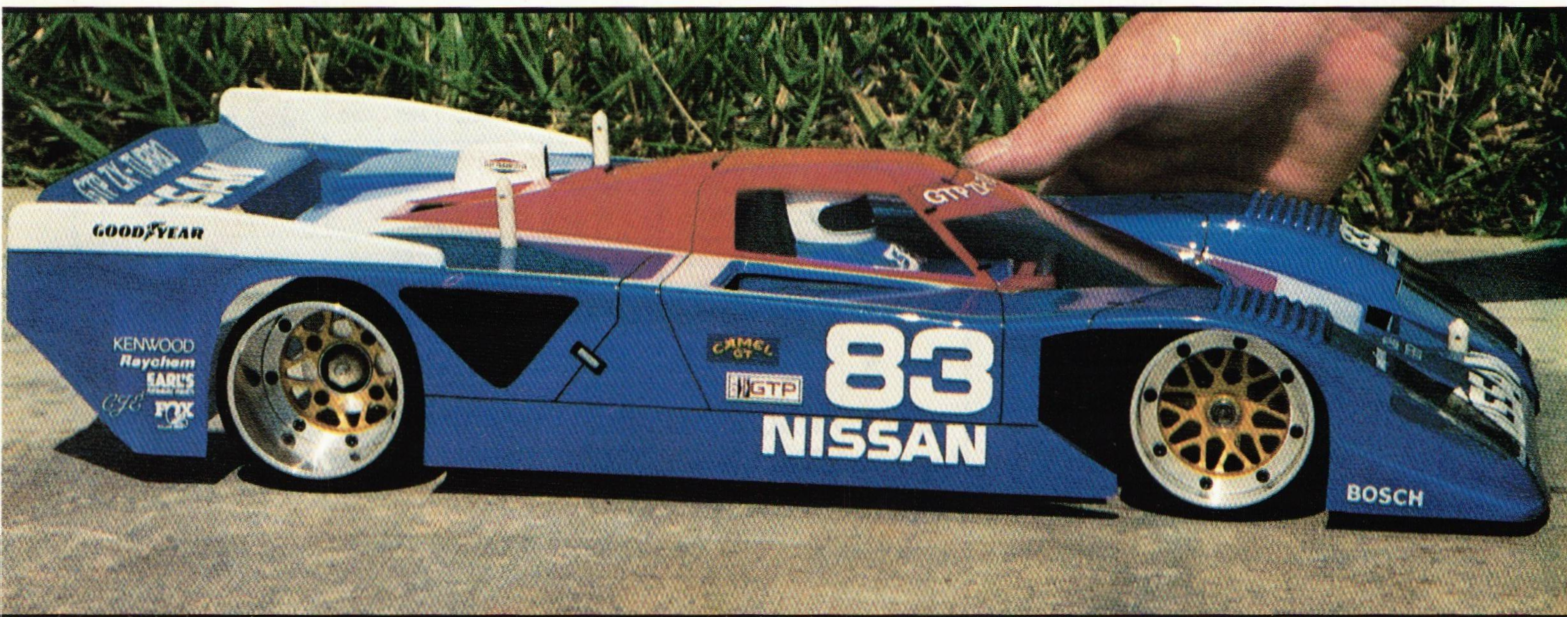
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**2-WD Gear Box Modified \***

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Class: \_\_\_\_\_ Freq. #1 \_\_\_\_\_ Freq. #2 \_\_\_\_\_

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Total Entry Fee Includes Admission for 2 People to the Hot Rod Magazine Model Car Nationals

C/P





Bill Schoenau held the TQ through the third round and ended up qualifying fourth overall. He did, however, end on top after the main. Bill became the 1989 US Indoor Sportsman Champion.

start. From the word go Joel Johnson was your leader. Louis LeBlanc tucked behind with Chris Doseck in third. At the two minute mark Johnson continued to lead with LeBlanc behind and third became Tony Neisinger with Andy Dobson in fourth. With five minutes down the battle began between Tony and Andy. As they came through the sweeper Dobson and his Lynx/Cam combo went by Neisinger. In the meantime, Johnson and LeBlanc took advantage of their dicing and pulled away a bit from the rest of the pack. With forty-five seconds to go Johnson's batteries were dumping and LeBlanc began to reel him in! As the pack went under the lap counting bridge Thawley called time, Johnson and his Corally/Trinity just needed to hold on for a final lap. As they came through the infield LeBlanc's Agitator/Twister was right on Johnson's tail and pressuring him hard. Johnson tapped a board and LeBlanc and Dobson went by him. Then with only ten feet to go Dobson tucked inside of LeBlanc and the two of them went under the bridge ALMOST

simultaneously. Dobson just edged out LeBlanc for the victory, with Johnson finishing third. Andy Dobson's TRC-CompositeCraft Lynx car powered by a Cam motor became the 1989 US Indoor Champion by less than 1/10 of a second! A fabulous ending to a fabulous weekend!

#### MODIFIED CLASSES

##### A MAIN

- 1st - Andy Dobson/TRC CompCraft/Cam
- 2nd - Louis LeBlanc/Agit./Twister
- 3rd - Joel Johnson/Corally/Trinity
- 4th - Tony Neisinger/Agit./Trinity
- 5th - Mike Blackstock/Assoc./Reedy
- 6th - Frank Calandra/Corally/PK
- 7th - Chris Doseck/Corally/Cam
- 8th - Mike Ebert/Assoc./Reedy
- 9th - Bob Light/Corally/Trinity
- 10th - Joe Lawrence/Assoc./Peak Perf.

##### B MAIN

- 1st - Carl Christy
- 2nd - Rick Hohwart
- 3rd - Bill Jeric

##### C MAIN

- 1st - Shawn Ireland
- 2nd - Kevin Mercadante
- 3rd - Ron Ferguson

##### D MAIN

- 1st - Mike Seubert
- 2nd - Paul Martin
- 3rd - Andrew Comrie

##### E MAIN

- 1st - Bernie Platt
- 2nd - Lucas Garneau
- 3rd - Mike Marshall

##### F MAIN

- 1st - Peter Klebert

2nd - Ryan Moore

3rd - Steven Mancinelli

##### G MAIN

1st - Mike LuFaso

2nd - Peter Fitch

3rd - Mike McBride, Jr.

##### H MAIN

1st - Butch Feco

2nd - Tom Parrot

3rd - Bob Joysey

##### I MAIN

1st - Randy Meyer

2nd - Matt Morden

3rd - Conan Honeck

##### J MAIN

1st - Sam Burke

2nd - Mike Baker

3rd - Don Thompson

##### K MAIN

1st - Doug Orton

2nd - Mike Boekdrukker

3rd - Tony Massey

##### L MAIN

1st - Peter Fusco

2nd - Bryan Klamer

3rd - Tom Lamb

##### M MAIN

1st - Tommy Porfirio

2nd - Nelson Machado

3rd - Joel Levesque

##### N MAIN

1st - Jimmy Killis, Jr.

2nd - Wally David

3rd - Timmy Lamb

##### O MAIN

1st - Gary Lees

2nd - Steve Dunn

3rd - Kevin R. Gray

#### STOCK MAINS

##### A MAIN

- 1st - Bill Schoenau
- 2nd - Chuck Loneragan
- 3rd - John G. Pens
- 4th - Jack Kloeber
- 5th - Jon Orr
- 6th - Dean Smith
- 7th - Barry Baker
- 8th - Jason McWethy
- 9th - Mitch Witteman
- 10th - Brett Polivka

##### B MAIN

- 1st - Jim Kesarich
- 2nd - Wayne Penfold
- 3rd - Mike Walpole

##### C MAIN

- 1st - Keith Hamilton
- 2nd - Stan Naymola
- 3rd - Michael Ellis

##### D MAIN

- 1st - Jeff Nidd
- 2nd - Matt Dahm
- 3rd - Tom Joysey

##### E MAIN

- 1st - Paul Brower
- 2nd - Craig James Smith
- 3rd - Scott Linder

##### F MAIN

- 1st - Willy Decker
- 2nd - Greg Klugh
- 3rd - Mark Frechette

##### G MAIN

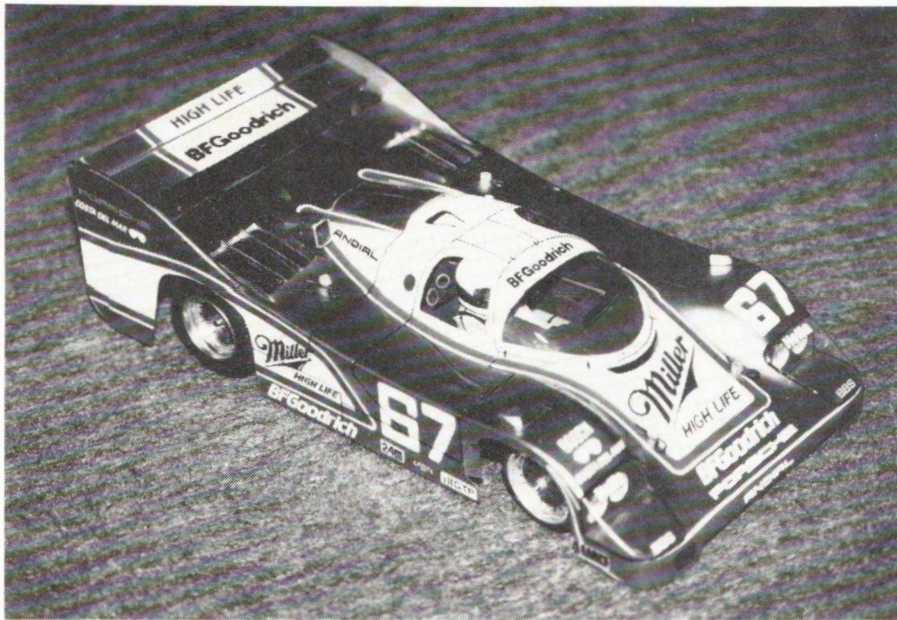
- 1st - Dave McEven
- 2nd - Tom Smith
- 3rd - Greg Philley

##### H MAIN

- 1st - Darrell Fuller
- 2nd - Perry Caswell
- Ken Schuder

##### I MAIN





Neal Everhart's True Concours winner. This Miller's High Life car took about three weeks to make and all the lettering is hand done, that's right there are no decals on this one!

- 1st - Scott Moody  
2nd - Mark Calandra  
3rd - Tim Hudson  
J MAIN
- 1st - Bob Wilkinson  
2nd - Chuck Pfahler  
3rd - Eric Pietras  
K MAIN
- 1st - Keith Walsh  
2nd - Joe Weeman  
3rd - Dave Ede  
L MAIN
- 1st - Jim Pierson  
2nd - Derek Smith  
3rd - David Jakubik  
M MAIN
- 1st - Melford Donalson  
2nd - Gregg Fritchey  
3rd - Jason Harder  
N MAIN
- 1st - George Cole  
2nd - Marc Morr  
3rd - Jeff Swartz  
O MAIN
- 1st - Rick Roob  
2nd - Frank Boling  
3rd - Scott Belcastro  
P MAIN
- 1st - John Sohacki  
2nd - Ron Shonk  
3rd - Donald Deutsch  
Q MAIN
- 1st - Gary L. Kral  
2nd - Larry Wodell  
3rd - Tony Mancinelli  
R MAIN
- 1st - Jeb Koontz  
2nd - Jason Pollack  
3rd - Mike Davis  
S MAIN
- 1st - Jeff Shaffer

- 2nd - William Vees  
3rd - Reed Bolick  
T MAIN
- 1st - Jason Elenbarger  
2nd - Jerold F. Lewis  
3rd - Jason Beam  
U MAIN
- 1st - Frank Johnson  
2nd - Michael Hicks  
3rd - Ken Hamilton  
V MAIN
- 1st - Vince M. Donaghey

- 2nd - Sam Mudd  
3rd - Barb Bury  
W MAIN
- 1st - Ron Short  
2nd - David A. Fitzgerald  
3rd - Rich Martsoff

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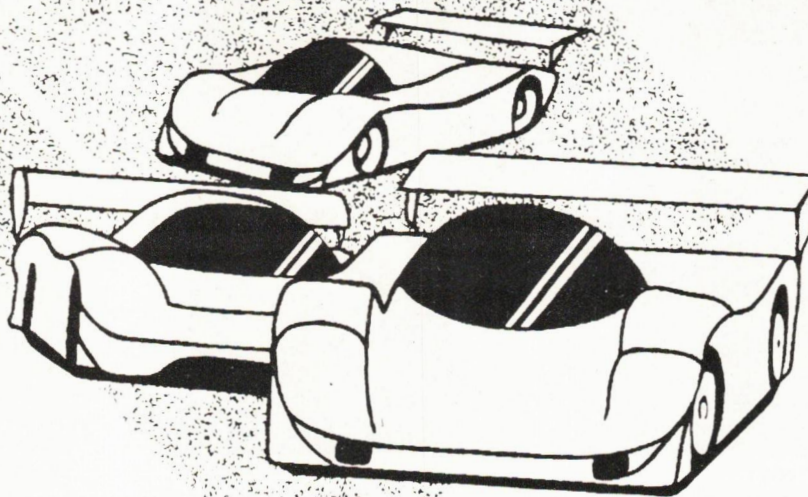


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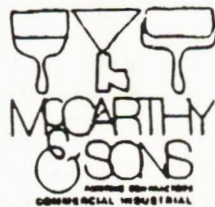
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# Losi's JRx2

## And The Aftermarket

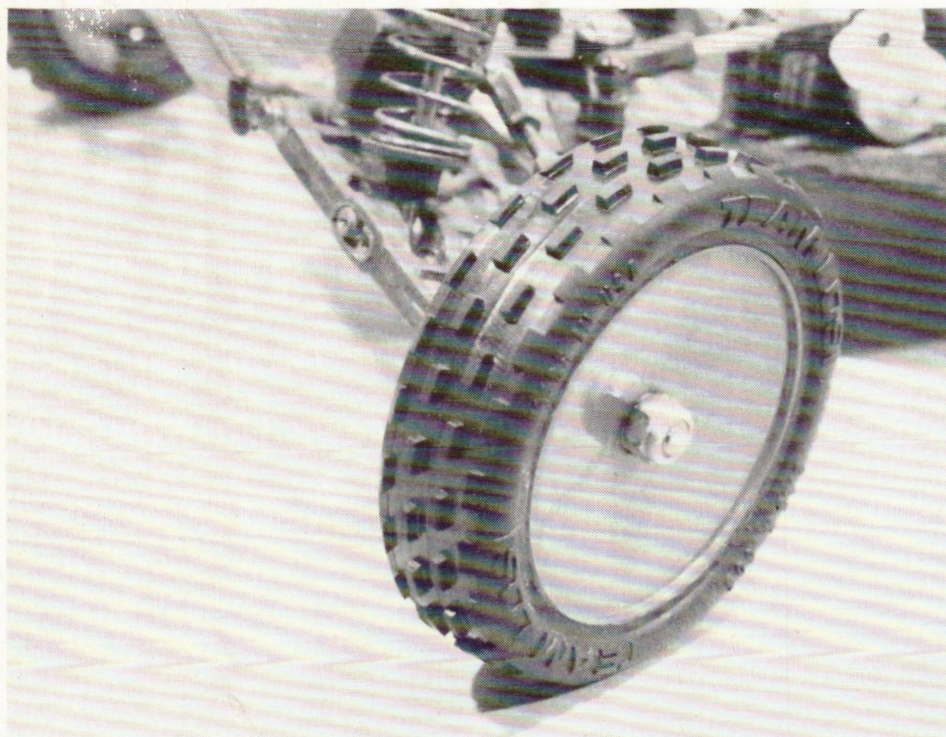
*By F. Dale Cauthen*

*Photos By Theresa Cavanaugh*



We've all seen how the availability of aftermarket parts, or the lack thereof, can make or break a car in the marketplace. The best loved cars over the long run are those that the manufacturer backs up completely. That's the difference between the "MityfastUbetya" brand car available at your local





*These are Losi's new "diagonal ribs", magnificent front traction!*

"QuibiToys" and the top quality racing machines found in better hobby shops. A reputable manufacturer puts sufficient planning and R & D dollars into a new car before launching it into the marketplace to be sure he has created a product he is willing to make a years-long commitment to. This commitment means not making the car obsolete the next year by bringing out a newer and faster model that relegates last year's car to the dustbin. Instead,

our reputable manufacturers may bring out an improved version of the car, but they will also make available upgrade kits as part of their ongoing commitment to those of us who bought their products in years past. Buying from a stable and committed company like Losi assures us that parts, upgrades and ongoing R & D from the manufacturer will keep our cars competitive for years to come.

Besides getting an early look at

some new developments that the team drivers at Losi have come up with that will be headed your way soon, I got an up close and personal look at the company's commitment to continuing development for this car at the recent ROAR Off-Road Nationals. Gil Losi, Jr., describes his car as his "rolling test bed" and is working on new developments to make the car handle its absolute best on any track surface and configuration. The most successful of the Losi Team drivers' experiments will become new products, available to us the racing public.

First let's look at the newest in front tires for the JRx2. There are new "diagonal rib" fronts mounted on an aftermarket wheel made not by Losi but by ProLine. These tires hook the car up so well in the front that on my first night racing the car, I not only went faster than with my previous 2WD racer, but ran just 1.9 seconds off the 2WD Stock record that had stood for over a year. There is also a new mini-bumper, a nicety on those tracks with really choppy sections.

Second, for hooking the car up on rough tracks, we have the new 4-hole links. This new link has two additional holes farther forward than the old two-holer and allows more travel in the rear of

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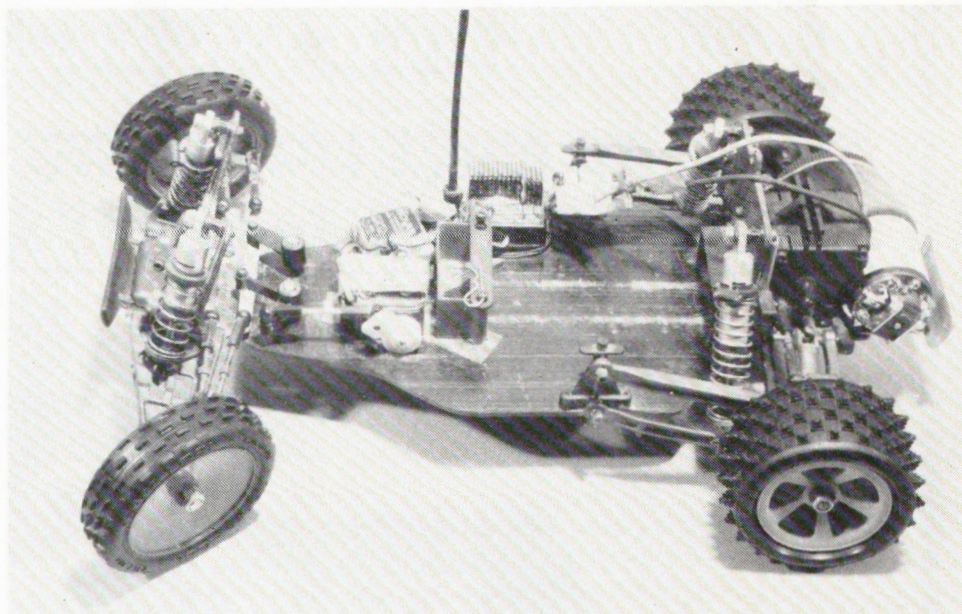


the car. After the track at USA Raceways was reconfigured for the Michigan State Championships, the record board was wiped clean. With these links on the car this was the first stock motored 2WD to break the thirteen lap barrier and set the new track record in a hot "A" main where the second and third place cars behind it were also faster than the old track record, but not yet into the "13s".

For your monster trucks there is the long front shock mount setup with rear shocks mounted to the front "A" arms to better stabilize a bigger and heavier truck body.

Modified racers will appreciate the new "Jr's Choice" 17 turn double wind motor developed especially for the JRx2. The "Jr's Choice" produces controlled power on six cells for fast smooth runs, or turns into a screaming banshee on seven cells for all out Banzai dashes in those hotly contested mains.

In our recent Michigan State Off-Road Championships, it was a fast first heat with the "Jr's Choice" that nailed down an "A" Main spot for me. I tried other motors in the later heats but went back to "Jr's Choice" for the main for its outstanding yet very driveable horsepower. More details on the car setup include: four hole links with rear shocks in the second hole from the front, five weight oil and soft springs on the front, twenty weight oil with soft springs in the rear, diff set just tight enough that it doesn't slip pulling away from a dead stop at full throttle, then tightened one quarter turn, seven cell pack (SCE) built with the seventh cell on top and as far forward as it can be without interfering with the hold down strap, ride height adjusters set so the car is as low in the rear as it can be without scrubbing the rear of the chassis against the track coming off the jumps, then the fronts set so the car is level. You can get away with a more forgiving suspension setup if your



*The forward rake of the rear shocks is made possible by Losi's new 4 hole links for rough tracks.*

truck is smoother than ours was. The shock setup on my JRx2 was dictated by the triple jump on the back straight. Had this obstacle not been there a stiffer setup would have allowed harder "turn in". Normally, I can go much deeper into the turns before getting out of the throttle than most of the other drivers using "older technology" cars. With this setup, I had to get out of the throttle as soon as they did but could go over the very challenging track sections faster and could get back into the throttle earlier than with my usual setup.

There are wheels produced by Trinity, ProLine and, of course, the Losi organization. Each wheel has its own characteristics. The Trinity wheels are light and stiff. ProLines are strong and very flexible. Losi wheels have undergone considerable development to be both the lightest and strongest on the market. New kits will contain the orange nylon wheels that can be dyed a darker color should the owner so desire, as can the natural color Losi wheels available at hobby shops now.

All sorts of modifications for this car surfaced this summer.

Losi offers "H" arms that replace the stock five link setup and transform the car's handling characteristics to a more traditional behavior. The list goes on forever as a quick look through the ads in this magazine will show, as more and more manufacturers each month jump on the bandwagon to produce options for this very successful and popular car. Gil Losi designed the "trick" right into the car. Up front the progressive springs improve bite and steering to the point where the car turns in quicker than any other car I've owned and allow me to dive deeper into the turns before having to get out of the throttle. Five weight oil in the front shocks proves very little dampening but lets the very light front end ride smoothly over rough track sections. Every setup involves tradeoffs and the tradeout here is that the car does tend to push the front tires if throttle is applied overzealously coming out of the turns. Minimizing this has proved to be largely a matter of diff adjustment. While the Losi's recommend that the diff be set so it doesn't slip, still there is tight and then there is tight. Initially



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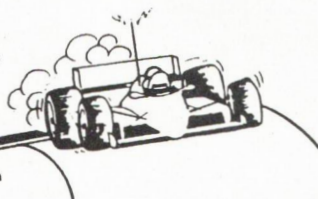
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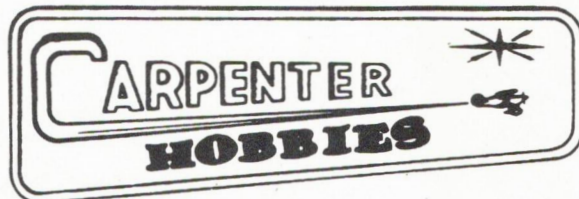


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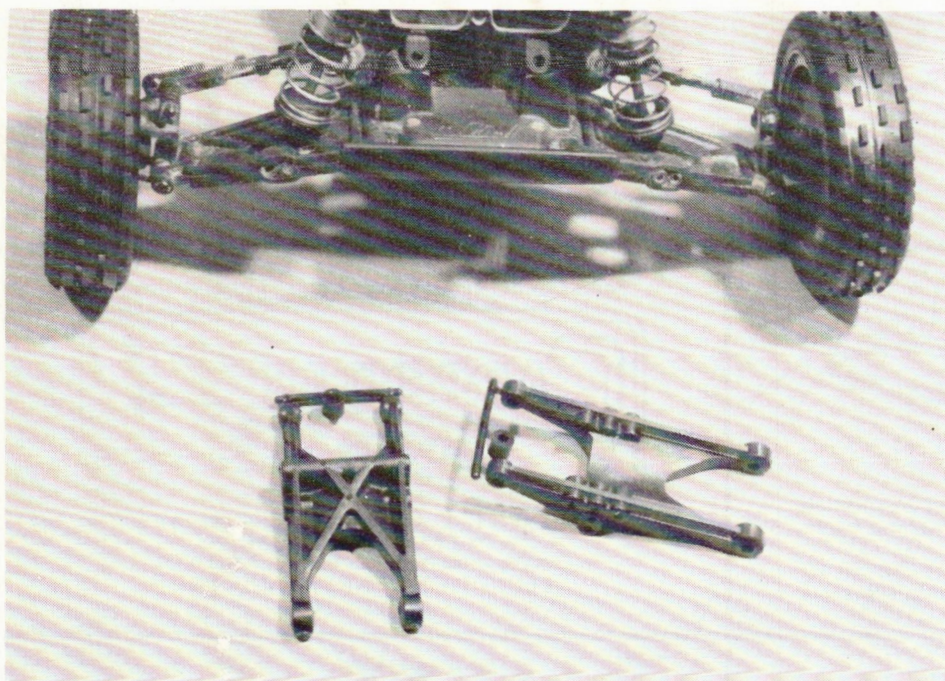
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JERRY IVANCIC







*For those wishing more conventional handling for their JRx2s. The "H" arms shown here may be used to replace the "5-link" rear suspension.*

set your diff so loose it does slip. Set the car down on the track and begin testing it. Roll the car backward with your finger on the throttle. Punch the throttle while the car is still rolling backward. Tighten just until it doesn't slip. Now if your car is pushing coming off the turns, tighten the diff about 1/4 turn. If you get it too tight, the car will start getting loose in the rear. If a JRx2 is fishtailing or spinning out from loss of rear traction, you've done something wrong in setting the car up. Go back to loose and start again.

To make sure you don't underestimate the importance of this adjustment let me recount to you all my own learning experience and maybe you will be wise enough to learn from the experience of others. My car had been working great. I had run a couple of warmup races on the new Nationals track at SEM-ROCC and based on my times and expected improvement as I learned the track better, thought my qualifying runs at the ROAR Nationals should place me in the C or D Main. In the heats, though, the car suddenly took on an unexpected oversteer and began to break the rear wheels

loose. It took me until the main to figure it out. Starting the main, the car in front of me failed to leave the line and I failed to miss that car, resulting in my JRx2 spending the first 25 seconds of its main "on the lid". By the time someone got around to flipping me back on the wheels, the leaders were almost back around to the starting line. So, starting from nearly a lap down, with 3 and 1/2 minutes to go in a 4 minute race, I caught and passed everyone except the leader who finished a half lap in front of me. Why did the car go from misbehaving so badly that I qualified in a very low main to being so much faster than every other car on the track? The diff was too tight in the qualifiers. Point made?

For tires, you can't do much better than the kit rears. Up front, most of us favor the soft wide TQs with liners or the Losi diagonally cut ribs with liners, depending on the track surface and how the car is working. For those of us who already own RC10s, Team Losi kept the front axles to the same diameter so you can run your RC10 front wheels and tires with the RC10 bearings. By the same token, if you prefer

the Losi wheels for your RC10 and the larger diameter Losi wheel bearings, these will fit right onto your RC10s axles. All popular low profile (large wheel) tires will fit both front and rear.

In the middle of the car, the ballbearing steering smooths up the steering action and lets the little Futaba S132 literally snatch the front wheels from side to side. Novak's 75mhz micro receiver functions flawlessly. With a large can type capacitor secured to the motor wires at the connector and two small caps on the motor, the receiver has never glitched even with the transponders required at bigger races. Speed control is Tekin's ESC300 Pro Model. This is light and responsive as well as needing no fuse for reliable operation. At the rear soft springs and 20 weight oil for the rear shocks keep the TQ tires mounted to Losi "Wild Red" rims firmly in contact with the track. Notice the forward rake of the shocks. The four hole lower links allow a wider range of adjustments on the rear of the car and this setting is best on very rough tracks.

The car looks virtually stock out of the box because it is. When you go out shopping for that new off-road car, compare total cost to get the car track-ready. The JRx2 comes complete with excellent ball bearings, good tires, racing grade shocks, a functional wing, better than average steering gear, superb center-adjust rods with exceptional ballends, what I've come to regard as the best off-road diff ever built, and the built-in potential to win any race its entered in. Compare that to the add-on cost of getting most kit cars ready to compete.

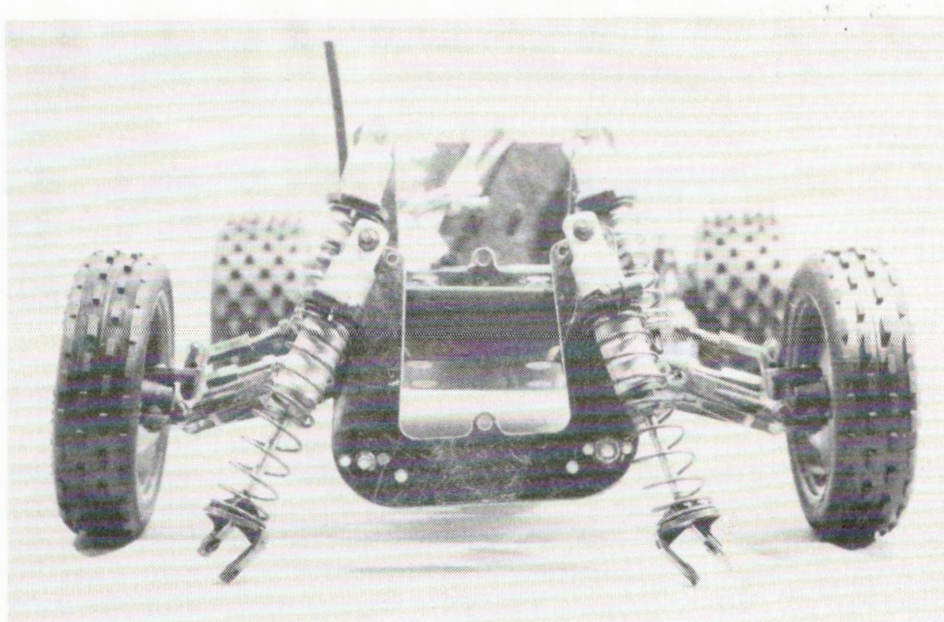
With lesser cars, you might have to replace the chassis before even beginning serious race preparation. Steering gear is always on top of the parts list and usually shocks. Usually you have to buy a replacement diff, add aftermarket parts to the gearbox itself or at least purchase an out-drive bearing kit. Think you're



through? Not quite. How about wide-track suspension arms, turnbuckle rods and better rodends, and a battery box that mounts low, works simply and holds up to abuse?

Get the point? This is a collection of hi-tech racing parts organized into a kit by Gil Losi, Jr. and brought to you at a bargain price by the folks at Team Losi.

So is this the perfect car? No car is perfect. Its biggest flaw is that the JRx2 pushes coming off the turns. On a long wide track with no quick switchbacks, you'll never notice it. On short twisty tracks the car is still swinging wide from the first half of an "S" turn when you need to be setting up for the second turn. There are two adjustments on the car that are absolutely critical; the front toe and the diff adjustment. If either is wrong, you'll pull the car off the track immediately to make the correction rather than try to drive it like that. BUT, that's it. I've raced this car for the last four months, including the Michigan State Championships and the ROAR Off-Road Nationals. It has run one or two races a week for the last seventeen weeks and the only part that has broken was a \$2.00 gear cover. One of the big pluses of this car is that replacement parts are cheap. But unless you are still hitting alot of stuff, it just simply is tough as nails and does not break. Before the Nationals and again before our State Championships, I completely disassembled the car to clean everything, especially the ballbearings and the innards of the gearbox. While I always do this as "piece of mind insurance", it was overkill with the JRx2. The only bearings on the car that really needed cleaning were the front wheel units and those get sprayed out and resoaked in WD40 every week anyway. Every gear and every bearing was and is still perfect. Its features like that make a car grow on you. I guess the longer I race these little dirt burners the harder it gets to



*To mount the long front shock mount, replace short front shocks with a set of rears, exchange the bottom mounts for front shock bottom mounts. This is the setup recommended by Team Losi for very rough tracks.*

impress me. Because frankly, I didn't much care for this car at first. It makes me work to turn fast laps. But it pays me back. It pays me back in faster laps as a direct and immediate reward for that hard work in driving each lap and it pays me back over the long run by not breaking or wearing out parts and that results in still other rewards. When the car isn't breaking and wearing out parts, my setup is staying consistent and I can concentrate on driving the car. Plus now that extra cash can go into motors and batteries so the speed comes easier, too.

Although list price on the Losi JRx2 is \$299, hobby shops in my area are selling the car for under \$200. Accessories mentioned in the article are listed below with their prices but I would suggest you simply build the car stock out of the kit to start with. Not only does this give you a firm picture of what you're comparing to when you make a change but I think most of you are going to be pleasantly surprised with how deceptively fast this car is. And remember that on the driver's stand. This car is always going faster that it looks like it is. You just concentrate on driving clean lines. The JRx2 will take care of the quick part for you.

### JRx2 vs. RC10

The most common subject for articles lately seems to be comparisons between this car and the venerable RC10. Such comparisons are inevitable but the real "shootouts" happen on the race track, not under some writer's contrived conditions. After watching the Losi JRx2 and the RC10 compete this summer at the ROAR Off-Road Nationals, the Region III Oval Championships, and Michigan State Off-Road Championships. I've formed some opinions about how these cars stack up.

They do handle differently. While either car can be setup to emphasize performance on different kinds of tracks or to improve one aspect of its handling, with my car's setup for the track I race on, each has definite strengths and weaknesses.

The JRx2 is setup as described earlier in this article. My off-road RC10 is built on a Composite Craft six slot graphite chassis with Andy's arms front and rear, uses the Losi metal thrust bearing and Race Master "racer cut" idler gears in the transmission, Kyosho "gold" shocks, Trinity bearings, and Team Losi steering gear.

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Bakersfield, CA — New TEAM TWISTER member Brian Landgraff got off to a great start as he, his **TWISTER** #2003 Motor and #105 SCE Matched Batteries blew away the 4WD competition at the 1989 NORRCA Oval Nationals. In 2WD, Eddie Knoles Jr. used his **TWISTER** #702 Motor and #105 SCE Matched Batteries to dominate over the country's 2WD oval specialists.

#### MAGRUDER REIGNS OVER MIDWESTERN OVAL CHAMPS

Oklahoma City, OK — Privateer Nathan Magruder needed an "Unfair Advantage" to beat the factory drivers at the Midwestern Oval Champs. And he got it! Using a store-bought **TWISTER** #2003 Motor and #105 SCE Matched Batteries he went out and put the big guns away in 4WD with an incredible display of power and driving talent. **TWISTER** welcomes Nathan to "The Unfair Advantage"!

#### TWISTER RIPS THROUGH WINE COUNTRY

Sonoma, CA — The peace and splendor of California's magnificent wine country were shattered by Team Twister. At the Region 6 Oval Championships, Brian Landgraff TQ'd, set a new track record, and won the 4WD class going away. In 2WD, it was vintage Eddie Knoles Jr. as he and his **TWISTER** #702 blew the competition back into the vineyards. And in the Spring Car class, Jimmy Gouge took a solid TQ, powered by his **TWISTER** #2004. The Region may never be the same.

#### DREYFUSS DOMINATES MONSTER TRUCKS

Las Vegas, NV — Brandy Dreyfuss used a hot **TWISTER** #202 to run away from a hungry Monster Truck field in the 1st Annual Las Vegas Race.

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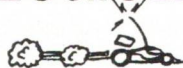
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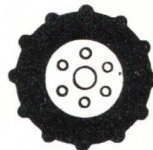
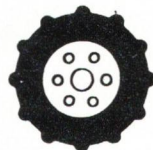
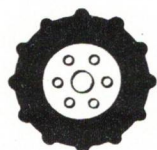
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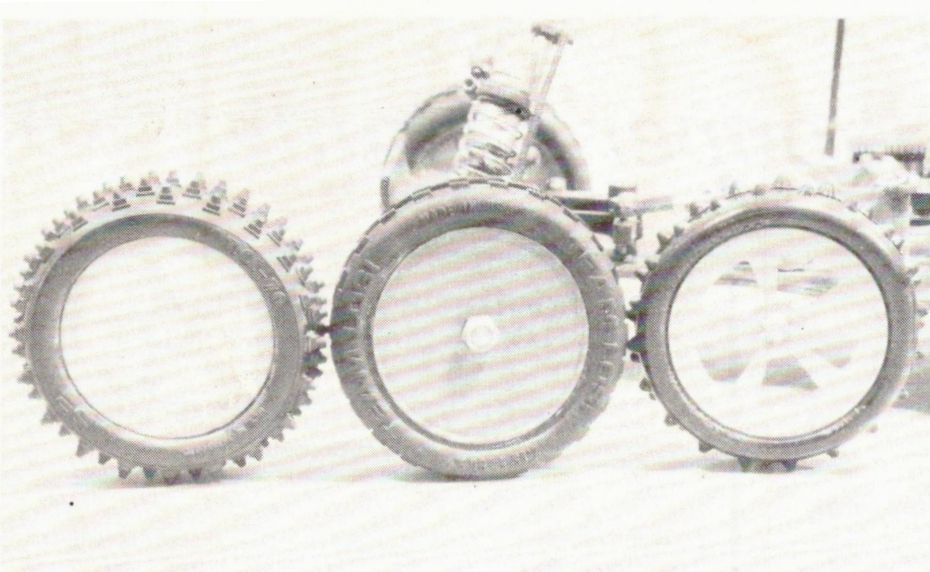
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Left: Trinity wheels with Associated "TQ" Tires. Middle: ProLine wheels with Losi "diagonal ribs". Right: Losi "Wild Red" rims with Schumacher two row fronts.

the track. Differences? With the Losi car I can go deeper into the turns before having to get out of the throttle while the RC10 allows me to get back on the gas harder sooner without disrupting my line through the curve. When the surface gets slick, its easier to get bite on the rear with the JRx2 whereas the RC10 is easier to make steer in a low traction situation. Both cars are very consistent from run to run and handle both stock and modified horsepower with ease. Neither is fragile in terms of breaking parts or getting out of adjustment. The Losi JRx2 does get one point up on the RC10 for having its diff inside the gearbox where dirt can't easily get to it. None of the gearcovers on the market last well or keep dirt out adequately to keep an outboard diff clean.

### WHICH CAR WORKS BETTER OR IS FASTER?

Driver's choice. Given equal cars, the better driver will win. Given both cars to the same driver and he will go faster with the one he likes driving better. For me, the JRx2 makes me work harder to get through the turns on the lines I like to drive. BUT the bottom line is - with the Losi JRx2 I am usually about a half a lap faster in a four minute off-road race. The "why of this" eludes me. Perhaps it is simply my fondness for this particular

car. More likely is that driving this car demands more of me in terms of concentration and it keeps me from relaxing into going slower or making mistakes. Regardless, I know I'm faster driving the JRx2 so my RC10 sat home and the JRx2 went to the Nationals and the State Championships as my car of choice.

### TIPS

Before winding up this article, I would like to call your attention to a couple of important points. First, notice that this car still uses the unmodified kit shocks. These are probably the easiest shocks yet to setup. When initially building the shock, be careful to wind the shock seal over the shaft threads rather than just pushing the seal across those abrasive threads. This will avoid excessive leakage. Regardless of what anybody tells you, all shocks leak some oil at the shaft seal. What shouldn't happen is that the shock shouldn't lose enough oil during one race day to change its function. I change my shock oil before every major race and anytime it dawns on me that I haven't changed it for several weeks of local racing regardless of what car or brand of shocks I'm using. To fill the Losi shocks, simply fill the shock up to the threads with oil. To adjust pressurization; push the shock rod fully through the seal carrier to

run no pressure, as this will displace the maximum amount of oil from the shock. For moderate shock pressurization push the shaft halfway through the seal carrier to displace less oil from the shock before sealing it. To maximize shock pressurization hold the entire shock shaft out of the shock (piston against the seal) while screwing in the seal carrier to maintain maximum oil content in the shock. This is the setting I use and the shocks still have the original seals in them and continue to function beautifully after a full (and very busy) season of racing. Second, this is a very cheap car to race. The Losi's were obviously more concerned with you, the racer, than they were with their own profits. It would have been very easy for them to have made everything on the car a unique size or shape so we had to come to them for all our parts, BUT THEY DIDN'T! And perhaps most important is the car's durability. For a car operating at the high performance level of this one, the JRx2 is practically maintenance free.

So, Team Losi gets a big round of applause from me for this car and I hope they get a standing ovation from all of you in the form of purchases at the hobby shop.

### Additional Team Losi parts used for this article:

|                                             |                |
|---------------------------------------------|----------------|
| <b>Shock Fluid - 5 pack</b>                 | <b>\$10.00</b> |
| <b>Front Rims - Wild Red</b>                | <b>5.00</b>    |
| <b>Rear Rims - Wild Red</b>                 | <b>5.00</b>    |
| <b>Front Mini-Bumper</b>                    | <b>4.95</b>    |
| <b>Monster Truck/Buggy Long</b>             |                |
| <b>Front Shock Mount</b>                    | <b>5.50</b>    |
| <b>Rear Shocks w/Springs &amp; Hardware</b> | <b>25.00</b>   |
| <b>JRx2 Single Seat Body Painted</b>        | <b>35.00</b>   |
| <b>Revolution "Jr's Choice"</b>             |                |
| <b>Modified Motor</b>                       | <b>80.00</b>   |

Special thanks to Gary Kyes of Team Losi for making this article possible.

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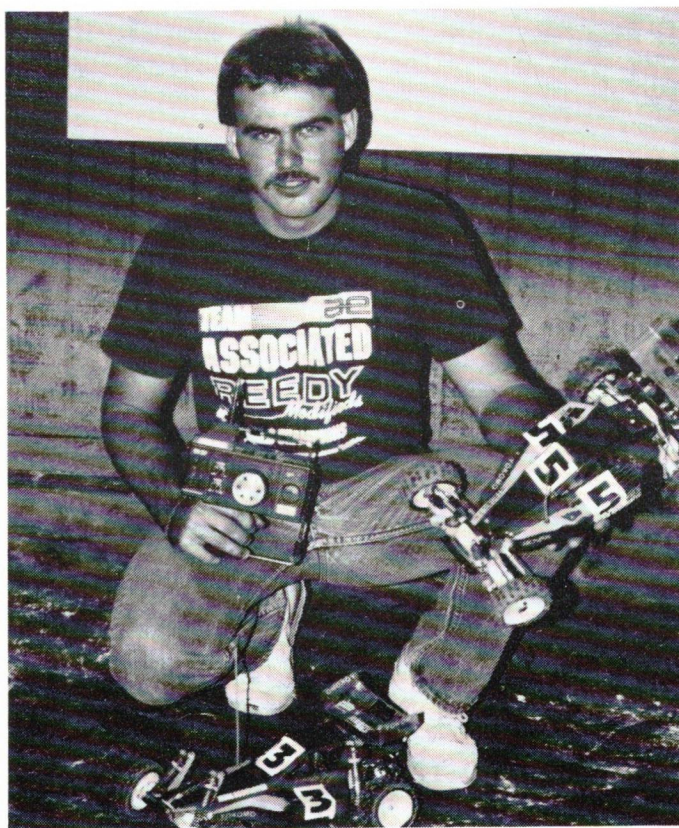
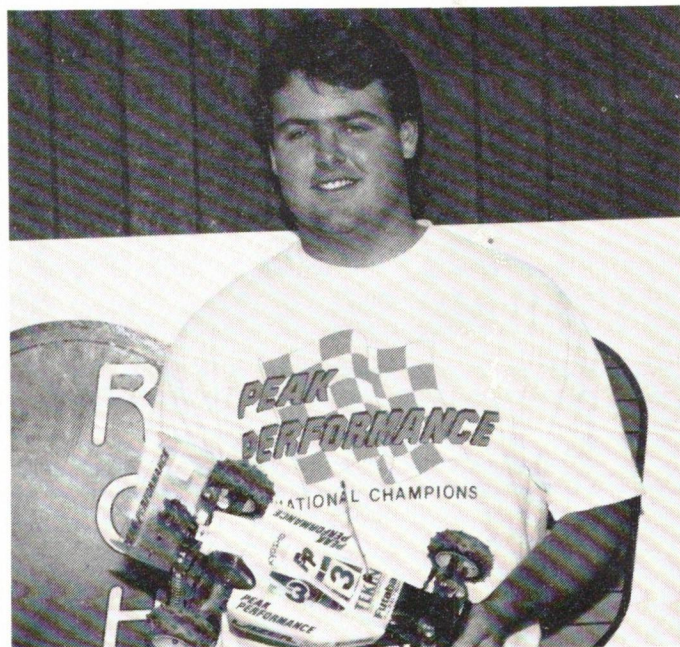
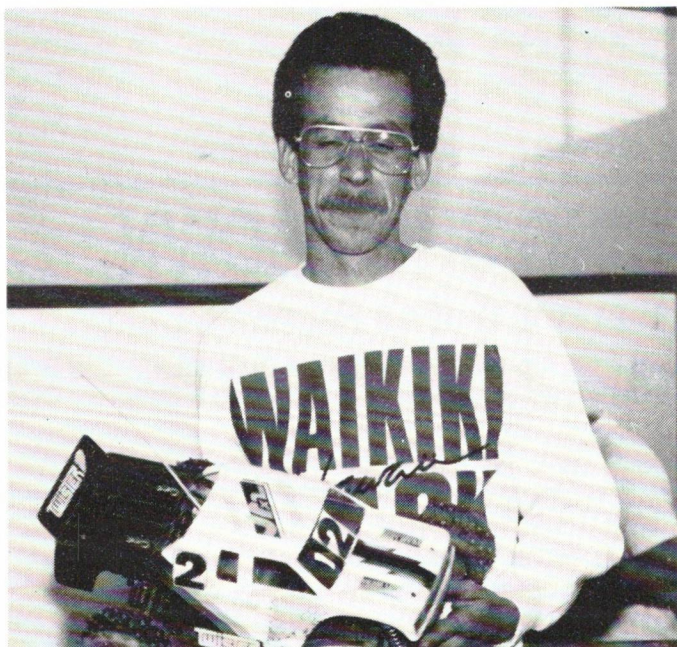


# The Tradition Continues!

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## *The Ninth Off-Road Championships*

*By Peter Barana*



*The three winners at the 1989 Western Off-Road Championships. Left: Joe Schmitz took the Monster Truck crown. Right: Rick Hohwart captured the 4WD crown. Center: Jay Halsey won the 2WD Class.*



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In many ways the Western Off-Road Championships, and college football's Rose Bowl are alot alike. Both events feature great talent and are packed with excitement. In addition both events have a long running tradition that dates back to the roots of their respective sports.

The two events also parallel themselves in the fact that for some time, while both big events, neither has had an impact on who could be considered the countries best.

When the Western Off-Road Championships was first held it was the only big off-road race in town. The first race was back in 1980, at an outdoor track in Costa Mesa. At that time, the winner of the "Modified" class could argueably be considered the "Nation's Best" since there was no true Nationals for off-road early on.

The race is now indoors, the location is the RCH Raceway. While the location may have changed, the race is still being held in Costa Mesa, CA.

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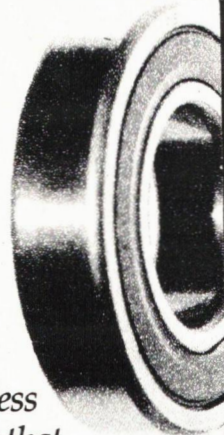
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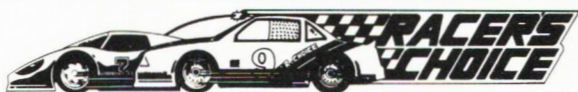
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Since the early days many big races have sprouted up, some more important than others. One such race, ironically coming soon at RCH is the Reedy Race of Champions. So, although, not the only game in town anymore, the Western is still a major race that attracts most of the big West Coast teams.

The race is Modified only, and features the two traditional classes 2WD and 4WD. Of those two classes, the 2WD division was the larger. The two popular machines were the RC10 and the JRx2. Both Associated and Team Losi were well represented with many of their top drivers.

In addition to the two traditional classes, a Modified Monster Truck class was added. This division has come a long way in a very short time. Early on many of the top racers did not compete in this class. Now with many of the big manufacturers heavily involved in Monster Trucks, names like Losi, Jr., Jack Johnson, Kris Moore and Dennis Taylor are all involved in this scale. For this event the two major manufacturers were Team Losi and JG Mfg.

Team Losi's race weapon was the JRx-T. Team Losi has already scored major victories with their trucks, most notable was the NORRCA National title won by Jack Johnson.

JG countered with an equally impressive machine. JG's Stadium Truck is a complete kit put out by



The JG "Stadium Truck"! This machine is fast becoming one of the most popular kits around.

JG and has many impressive features. This kit features the "Tough Truck" idler gears, tall front and rear shock towers with tall shocks, and a longer wheel-base chassis. The chassis measures 11.5" overall.

Other new developments were also unveiled and tried at this event. Many of the Team Associated RC10s had some new shocks. All I was permitted to see was the outside and they appear to be the same as the old, with the exception of the color. These new

shocks are black in color. The word I got was Associated is trying a new plating.

Jay Halsey's 2WD machine also had some other little changes. Fitted to Halsey's ride was a higher shock tower on the front and rear. This gives Jay a little more up travel than the standard Associated setup. These new towers will be available commercially under Jay's new company Jammin' Jay's R/C Products.

Saturday was reserved for qualifying, with Sunday being the main day. One final qualifying round was set aside for Sunday. Qualifying is always competitive. This event was even more so as the A Mains were only eight cars strong instead of 10. As in the case at many of the better indoor locations, the track stayed relatively consistent. The consensus was if any round was going to be the quickest it would be the final round Sunday morning. On Saturday night the track was tilted and that left the surface on Sunday a little quicker.

Once qualifying was complete

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a short break was had to set up the mains. During this time the track was open and the drivers used this time to make final adjustments to their cars.

At many events, the mains are anti-climatic when compared to the intense qualifying. This event was the exception. All three of the finals were awesome.

The Monster Truck Final was a great main that saw one driver hang in their even though his body was flopping around. This race had Chris Rahe, famed 1/4 scale driver, and the tough Joe Schmitz battling it out from the start. In the early part of the event it really was a two car battle. Then at about the half way point Jack Johnson began to enter the picture. By this time the second place truck of Chris Rahe began to have some body trouble. He definitely had his hands full with Schmitz ahead of him, and NORRCA National Champ, Jack Johnson, chasing him in third. The race between Rahe and Johnson got very interesting on the last lap. With Schmitz way out and gone for the victory, the last lap battle was for second. Johnson tried to put an inside move on Rahe, only to flip while attempting a pass in the corner. The race ended with Rahe in the number two spot and Johnson third.

The 2WD Modified race was a classic battle between many of off-road's best. Rick Hohwart of Peak Performance jumped to the front. Close behind Rick was Jay Halsey, followed by Chris McElroy and Cliff Lett. Jay put a nice inside move on Rick and took over the lead one lap later. Rick tried to do the same one lap later, but came up a little short. A few more laps into the event had Halsey opening up a bit of a lead. Rick was feeling the pressure from the rest of the pack closing in. Chris McElroy and Cliff Lett both were putting pressure on Hohwart. This battle allowed Jay to move out more. At the three minute mark Rick made one of his few errors and flipped his

# BUD'S

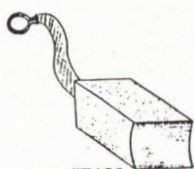
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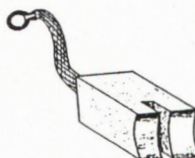
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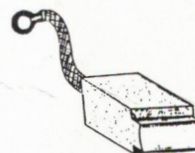
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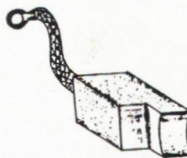


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machine on the doubles. This let Chris McElroy move into the runner up spot. At the finish it was Jay Halsey winning the 2WD event, with Chris in second. Rick, the TQ, managed to pick up third spot, just 2/10s ahead of Cliff.

The final event was 4WD Modified. This event included many of the same drivers as the 2WD event. Hohwart wound up taking the event, but it was no easy task. Throughout the whole event Cliff Lett, Jay Halsey, and Kurtis McElroy were all trying to hunt him down. At the end, Hohwart finished just ahead of Lett, by about four seconds. Halsey finished up a productive weekend by finishing in third spot.

With the mains complete, so ended the Ninth Annual Western Off-Road Championships. The long history, and deep rooted tradition will insure that this event will always have a special place in everyone's racing calendar.

### 4WD MODIFIED MAINS A MAIN

- 1st - Rick Hohwart
- 2nd - Cliff Lett
- 3rd - Jay Halsey
- 4th - Kurtis McElroy
- 5th - Chris McElroy
- 6th - Tom Clark
- 7th - Kris Moore
- 8th - Steve Dunn

### B MAIN

- 1st - Derek Furntani
- 2nd - Tym Wells
- 3rd - Sean Kersten

### C MAIN

- 1st - Dominic Sellers
- 2nd - Greg Dee





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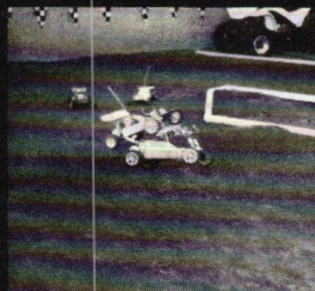
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3rd - Mike Dunn

D MAIN

1st - Jeffrey Benmoin

2nd - Christian Durand

3rd - John Hooks

MONSTER TRUCK MAINS  
A MAIN

1st - Joe Schmitz

2nd - Chris Rahe

3rd - Jack Johnson

4th - Rob Robinson

5th - Richard Dee

6th - Richard Jamieson

7th - Gil Losi, Jr.

8th - Dennis Taylor

B MAIN

1st - Brian Kinwald

2nd - Jermy Kortz

3rd - Billy Bradford

C MAIN

1st - Tom Clark

2nd - Ron Williams

3rd - Larry Wold

D MAIN

1st - John "Hammer" Smith

2nd - Ricky Wood

3rd - J. B Hunt

E MAIN

1st - Van Butler

2nd - Bob Novak

3rd - Jeffrey Benmoin

F MAIN

1st - Daniel Beurrier

2nd - James Mondragon

3rd - Russell Johnsrud

2WD MAINS  
A MAIN

1st - Jay Halsey

2nd - Chris McElroy

3rd - Rick Hohwart

4th - Cliff Lett

5th - Kyle Reed

6th - Steve Dunn

7th - Mark Pavidis

8th - Jack Johnson

B MAIN

1st - Gil Losi, Jr.

2nd - Mike Tuniakit

3rd - Gary Demory

C MAIN

1st - Derek Furntani

2nd - Brent Wallace

3rd - Eric Beier

D MAIN

1st - Jason Foster

2nd - Ron Williams

3rd - Gary Kyes

E MAIN

1st - Ken Peterson

2nd - Joe Escamilla

3rd - Randy Locken

F MAIN

1st - Tom Clark

2nd - Dominic Sellers

3rd - Tony Neisinger

G MAIN

1st - Rick Wold

2nd - Jim Gouge

3rd - Bubba Johnson

H MAIN

1st - Doug Brown

2nd - Wulder Barrows

3rd - Richard Lara

I MAIN

1st - Mike Bridges

2nd - Carl Woodall

3rd - Mike Reedy

J MAIN

1st - Anthony Rodriguez

2nd - Paul Reed

3rd - Matt Sasso



**SCALE RACING  
SPORTS.**

# FOURTH ANNUAL CACTUS CLASSIC

**PROLINE**

**MARCH 16,17,&18 1990**

Entries Limited to 200

**SPONSORED BY PROLINE**

**LOCATION** SRS RACEWAY, 1120 N. HAYDEN RD. TEMPE, AZ. 85281.

**CLASSES** 2WD STOCK 4WD STOCK MONSTER TRUCK STOCK  
2WD MODIFIED 4WD MODIFIED MONSTER TRUCK MODIFIED

**RACING PROGRAM** A-B-C SYSTEM, EVERYONE RUNS A MAIN EVENT  
10 CAR MAINS - NO BUMP UPS

**SCHEDULE** FRIDAY 3/16- 9:00-6:00 P.M. TEE TIME CONTROLLED PRACTICE  
SATURDAY 3/17- 9:00 A.M. QUALIFYING BEGINS  
SUNDAY 3/18- 9:00 LAST ROUND OF QUALIFYING BEFORE MAINS

**ENTRY** \$30 FOR FIRST CLASS, \$20 EACH ADDITIONAL CLASS  
ENTRY INCLUDES CACTUS CLASSIC RACE SHIRT  
MAKE PAYABLE TO : SCALE RACING SPORTS  
1120 N. HAYDEN RD. TEMPE, AZ. 85281

**RULES** ROAR. ALL DRIVERS MUST PROVIDE PROOF OF 1990 ROAR  
MEMBERSHIP. (AVAILABLE AT TRACK)

**INFORMATION** CALL SCALE RACING SPORTS, (602) 829-9117

**PROLINE**



## PROLINE CACTUS CLASSIC ENTRY FORM ONE ENTRY PER FORM

DRIVER: \_\_\_\_\_ STREET ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP \_\_\_\_\_ PHONE: \_\_\_\_\_

CLASS (CIRCLE ONE) 2WD STOCK 2WD MODIFIED 4WD STOCK 4WD MODIFIED  
MONSTER TRUCK STOCK MONSTER TRUCK MODIFIED

RACE SHIRT SIZE: MEDIUM LARGE EXTRA LARGE DOUBLE EXTRA LARGE

CAR \_\_\_\_\_ MOTOR \_\_\_\_\_ RADIO \_\_\_\_\_ E.S.C. \_\_\_\_\_

SPONSORS \_\_\_\_\_ FREQ CHOICE 1ST \_\_\_\_\_ 2ND \_\_\_\_\_ 3RD \_\_\_\_\_

**ALL ENTRIES MUST BE POSTMARKED BY MARCH 13, 1990**



# ***Be a winner! Hyperdrive makes it happen.***

***Do you want the special trick equipment  
factory team drivers get?  
Hyperdrive delivers it!***

***Hyperdrive TQ's  
and wins  
Lake Whippoorwill  
and  
RC Thunderdrome!***

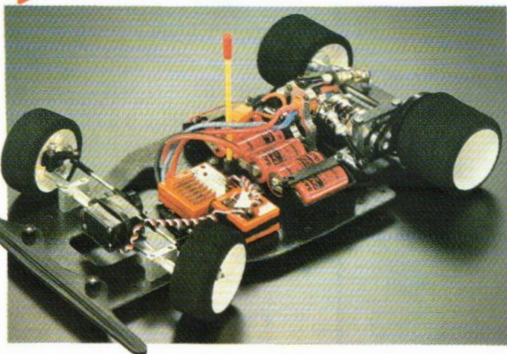


***Hyperdrive***

***Belts break the vibration barrier! Hyperdrive delivers less friction, more horsepower with high speed belt technology. Motor pulleys are precision machined. Diff pulleys are Teflon impregnated. No diff lube is necessary. Kits are available for all applications and all parts are available individually, as well.***

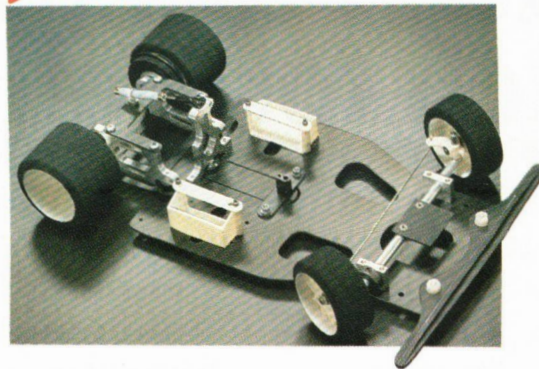


## Hyper 10 Competition



14 time national champion Ralph Burch Jr.'s record breaking ride. The fastest 10th scale straight axle car in the world features unique ball-jointed triple shock rear suspension, Hyperdrive belt system, Hypertorque diff, Hyperballs, Hyperbites, graphite chassis and rear axle, ultra light aluminum hubs, adjustable ride height, adjustable castor, adjustable wheel base, steering stops, steering linkage, special trick steering mount, BBS wheels and Hyperbite tires. Incredible performance on high speed ovals and road courses. Complete line of parts and accessories in stock. #HY0010 Retail \$449.95

## Hyper 10 Sportsman

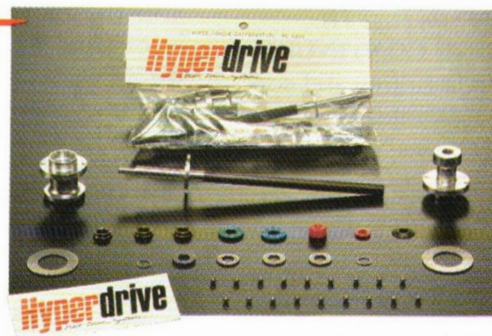


The Hyper 10 Sportsman is a semi-pro version of the Hyper 10 competition car. It can be upgraded to the competition model with three easy kits.

Features include fiberglass chassis and Hypertorque differential, ultra light aluminum hubs, adjustable ride height, adjustable castor, adjustable wheel base, steering stops, P.D.S. T-plate suspension and special trick steering servo mount. Awesome performance at a super affordable price. #HY0012 Retail \$239.95

## Hypertorque diff

This killer, ultra light weight diff was designed for the Hyper 10 and directly replaces diffs for DELTA, TRC, Composite Craft, Lazerlite, Bolink, and other cars that use the pro-style diff. The system can be used with Hyperdrive or any 64, 48 or 32 pitch associated style gear. Hyperballs and Hyperbites are included, and all parts are available individually. The smoothest competition differential on the market. #AC0201 Retail \$85.00



## Hyperdrive kits and accessories

Hyperdrive offers a complete line of full competition kits and accessories proven in national competition.



RC-10 Extended Motor Plate Kit  
HY 1007 Retail \$39.95



RC-10 Kit HY 1006  
Retail \$89.95



Rear or Mid Dust Covers  
EP 0104, 05 Retail \$3.00 (each)



JRX-2 Hyperdrive Kit HY 1010  
Retail \$89.95



Kyosho Mid Optima Hyperdrive  
Kit HY 1009 Retail \$59.95



Light Weight Machined Delrin  
Hubs AC 0202 Retail \$17.00



Hyperbites DR 1001  
Retail \$3.95 (pair)



Hyperballs DB 0901  
Retail \$3.95



Competition Bumper CH 0105  
Retail \$6.00



Wing Buttons AC 0104  
Retail \$4.00 (pair)

## Make it happen!

For parts, catalogs (\$1), help, call factory direct.  
Also available through hobby shops and popular  
distributors. VISA and MC accepted.

**Hyperdrive**  
Racing Systems



# Stop Paying Too Much for Batteries

*Get the B&T Racing Team Price!*

## Sanyo 1700 SCE Cells

up to 639 **\$3.70** each (6 min)

640 - 659 **\$4.75** each (6 min)

660 - 674 **\$6.00** each (6 min)

## Sanyo 1200 SCR Cells

Practice Cells **\$3.25** each (12 min)

Matched 6 cell packs as low as

**\$25.00** each

## B&T Racing Team

508 Lake Winds Trail ■ Rougemont, N.C. 27572

**Stop Paying the Big Bucks!**

We Accept Mastercard!

**CALL 919-471-2060** 8:00am to 8:00pm E.S.T.

*(Continued From Page 11)*

**HARD CHARGING CONTINUED**  
submittals, REV-UP billing and correspondence please contact:  
ROAR Administrations  
288 E. Maple, #266  
Birmingham, MI 48009

During the next few months ROAR will be announcing the most revolutionary licensing program ever offered in the sport of R/C racing. A program that will ultimately allow drivers at all levels of competition the opportunity to determine their own destiny within the competitive realm of our organization. This program will allow each driver through his or her own skills and performance to reach their individual goals. Whether your dream is to become a club, state, regional, national or even world champion ROAR will provide you with the opportunity to reach that dream. ROAR knows no limits. GET READY!

*(Continued From Page 22)*

## POWER SUPPLIES CONTINUED

ing it a rest. Please note, Pro Proven Products does not recommend running this power supply above 12 amps for more than 2 minutes. The ripple for this unit was greater than the other two, although it was within accept-

able limits. The ripple in this unit is caused by the half-wave rectifier used to convert the AC voltage to DC. Since this unit has the ability to adjust its DC voltage from 10-15 volts, for the test the voltage was set to max and left alone for the balance of the test. It maintained 14 volts for the entire test.

## CONCLUSION

The Traxxas power supply is a great bang for the buck. It provides sufficient power to charge the full spectrum of batteries available today. This unit is a great sportsman's power supply and the price is right. Use it to power only one charger.

The LAVco unit is a work of art. It has the power to "power-charge" SCRs and a reputation of durability and dependability to stand on. The LAVco POWER-MATE travels in my pit box; where I go it goes. This unit should only be used to power one charger at a time.

The Pro Proven Products' unit can clearly be used to power two or possibly more chargers. With the voltage adjustment, the volts can be kept high enough to supply any charger adequately. The heat sink fins need to have the corners rounded; they are pointed and sharp. By attaching a handle, the unit can be easily transported. This unit sits on a workbench and is my main

power supply.

A final word of caution, none of these power supplies are indestructible. HEAT is the enemy of all electronics. If you're outdoors racing, don't leave the power supply in the sun while trying to charge. They can fry, so use a fan to cool them; they'll last longer. 'Til next time GOOD RACING!

LAVco USA

3150 E. La Palma, Unit B

Anaheim, CA 92806

(714) 632-7262

PRO PRODUCTS

P.O. Box 15201

Palma Sola Station

Bradenton, FL 34280-5201

(818) 794-8645

TRAXXAS

12150 Shiloh Rd.

Dallas, TX 75228

(214) 613-3300

VICTOR ENGINEERING

380 Camino de Estrella, Ste. 170

San Clemente, CA 92672

(714) 496-9701

## NEW!

## Computerized Lap Counting

NOW: Version RCC5.V4 will run your races from sign-up to trophy awards! Using compatible PCs or TRS-80s.

From simple sign-up sheets and quick data entry, the CDS program will make up the entire qualifiers and mains racing schedules, resolve frequency and car number conflicts, print racing schedules and save all data to disc.

Race director has options to select number of cars per race for all classes, and sequence of racing class events.

The actual racing program can run automatically by sequence or be selected by event number from the event schedule. The mains will be automatically made up from quickest qualifying times and laps. All the extensive features of existing RCC5.V3 program have been retained and enhanced to run quicker and easier. Watch for the greatest Total Automatic System Announcement. We at CDS have done it! The fully automatic system, RCC5.V5, will be provided as an integrated system including software, lap counting devices, computing, displaying and printing equipment. A complete across-the-counter line of components will be available for retail sales.

We are tooling up to have RCC5.V5 on the market very soon.

Suggest you purchase the RCC5.V4 system now so that you will be computer-wise when the remaining hardware will be available.

**Coordinated Data  
Service Co.  
(805) 295-0232**



# Racing Schedule

## — 1/8 & 1/4 Scale —

### OUTLAW MOTOR SPEEDWAY

Every first & third Saturday - 1/4 Scale  
Dirt Oval. 7920 Webster, Highland, CA.  
Call (714) 864-1770

### THE RANCH PIT SHOP

1655 E. Mission Blvd., Pomona, CA  
91766, (714) 623-1506. Every second  
Sunday.

### MACHESNEY PARK RACEWAY

1/4 Scale - Large asphalt Oval and Drag  
Strip. Racing every Saturday April thru  
October. 1220 Shappert Dr., Machesney  
Park. IL 61111, (815) 282-1311.

### CAJON R/C SPEEDWAY

1875 Joe Crosson, El Cajon, CA 92020.  
(San Diego County) - Asphalt Oval/  
Road - Dirt Off-Road. Race Schedule  
Hot Line (619) 449-0788; Track Info (619)  
449-9948; 1/12, 1/10, 1/8, 1/4 Scale Rac-  
ing. Monthly schedule available at track.  
Race Every Sunday, Tues. nite, Friday  
nite.

### HOBBY CORNER RACEWAY

Large indoor dirt oval track - racing year  
'round - 1/8 scale racing Wednesday  
evenings - 1/8 and 1/4 scale racing Satur-  
days. 2195 E. Garfield, Decatur. IL  
62526. (217) 429-4477.

## — 1/10 Scale —

### G & S OFF-ROAD RACEWAY

Every Sunday - San Carlos & Meridian  
Avenue, San Jose, CA.

### KANSAS R/C RACING CLUB

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

### CENTRAL NEW YORK

#### Lawrence Race Park

2509 Macedon Center Road, Palmyra,  
NY 14522. (315) 597-6429. 1/10 and 1/12  
electric auto racing. Nov.-Mar. Carpet  
racing 1/12 scale. Oval and road racing.  
April-Oct.

### REECE'S R/C RACERS

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

### PANTHORN RACEWAY

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

### R/C HOBBIES RACEWAY

Route 163 Bozrah, CT

Racing Every Sunday - May 1 to Oct. 30.  
For more information call: R/C Hob-  
bies, (203) 886-9441, ask for Mike or Bob.

### R & R HOBBY

We have 1/10 scale dirt tracks both  
inside and outside, also 1/12 tracks both  
inside, also 1/12 tracks both inside and  
outside. R & R Hobby -1414 N. 24th St.,  
Quincy, IL 62301, (217) 228-1133.

### HAL'S HOBBY SHOP

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

### RIVER CITY R/C OFF-ROAD

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

### MASON DIXON R/C CAR CLUB

Every Sunday at 1:00 p.m. Track location  
at Hagerstown Fairgrounds, Hagers-  
town, Maryland. Call King's R/C Cars,  
219 E. Washington St., Hagerstown, MD  
21740, (303) 739-0080.

### SNORR

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

### TEAM RACE R/C CAR CLUB

Fridays: 6:30 p.m. 1/10 scale 505 Spring  
Ridge, Clinton, MS 39056. Call (601)  
924-0722.

### F/X CITY RACEWAY

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

### RIVER CITY RACEWAY

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

### WALT'S HOBBY & CRAFT

2 Dwight Park Dr., Syracuse, NY 13209,  
(315) 453-2291. New 12,000 sq. ft. bldg.  
Two indoor tracks. 1/10 Clay Oval, Mon.  
6:30 p.m. & Sat. 12 Noon; 1/10 Gearbox  
Carpet, Mon. 6:30 p.m.; 1/12 & 1/10 Car-  
pet Cars, Tues. 6:30 p.m. Oval and Road  
Course; Wed. Evenings Weight Pulling.  
Daily Practice. Computerized scoring.

### HITT'S HOBBY AND RACEWAY

Tuesdays: Oval Asa, Full Bodies  
Thursdays: Off-Road - Stock  
Saturdays: Off-Road - Novice  
Sundays: Off-Road - Modified  
Oval and Off-Road; 853 Wren Rd.,  
Goodlettsville, TN 37072. For info call  
Ben or Kent (615) 859-3465.

### CARCLUB - COCHRANTON AREA

The Carclub races Fridays starting at 6  
p.m., Saturdays starting 9 a.m. Sundays  
starting at noon. Large indoor carpet -  
dirt outdoor. Call for info Harry Turner,  
120 W. Adams St., Cochranton, PA  
16314. (814) 425-7788.

### QUEEN CITY R/C RACEWAY

1/12, 1/8 and 1/10 scale cars. Every  
Friday - 7 p.m. - Open Class Every at. -2  
p.m. Stock & Open. Every Sun. - 2 p.m.  
Drag Racing 5050 S. Federal Blvd.,  
Englewood, CO 80110, (303) 730-1391.

### PDQ RACEWAYS & HOBBIES

1/8, 1/10, 1/12 Scales

Call times and details. 429 Bankhead  
Highway, Mableton, GA 30059, (404)  
941-2626.

### NEW ENGLAND'S

#### PINE BANKS R/C RACEWAY

We are located in Melrose, Mass. For  
info contact: B & B R/C Accessories at  
(617) 324-4465 or Brian Branon at (617)  
322-9554.

### GROUND ZERO RACEWAY

Sunday: Noon to 6 p.m. 1/10 Off-Road &  
1/12 carpet races at 2 p.m. Sign up Noon  
to 1:30 Tuesday - 1/12 carpet races at  
7:30. Friday - 1/10 Dirt Oval races at  
7:30. Saturday - Informal Junior Races  
(16 & under). Speciality clinics. 208th  
and West Dodge Rd., Omaha NE (402)  
289-4184.

### SROKA'S INDOOR R/C

Racing every Sunday - Oval racing every  
4th Sunday. 5216B Arboga Rd., Marys-  
ville, CA 95901. Call Michael or Vickie  
Sroka (916) 742-6148 or (916) 741-3051.

### FLINT R/C CAR CLUB

Flint, MI. Summer: Every other Sun.  
from May to Sept., Fall & Winter 1/12 &  
cell on carpet. For info: Ralph Herndon  
(313) 658-5390 or Tom Hoos (313) 6-  
1043.

### MILE-HI R/C SPEEDWAYS

Thurs. & Sat. Off-Road, Fri. Carpet.  
Sunday 2 p.m. 178 S. Kalamath, Denver,  
CO 80221, (303) 722-6766.

### AMERICAN HOBBIES

Thursday Night Oval Racing  
Sunday Off-Road & Oval  
For info call (201) 446-2010.

### C.A.R. CLUB

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

### ARROW HOBBIES

Wed. Nights - 1/10; Every other Fri.  
night 1/8 Sprint Cars only; Sat. nights 1/  
10 dirt oval. 2710 So. 1-35 West,  
Burleson, TX (817) 295-2821.

### BLASTERS OFF-ROAD CLUB

Dirt Oval and Circuit Off-Road Course.  
47 Riel Dr., St. Albert, Alberta. Contacts  
Dean M. Simpson, (403) 481-8634, 17319  
69th Ave., Edmonton, Alberta, Canada  
T5T 3S7.

### BUCKLEY SPEEDWAY

37 Douglas Street, Hartford, CT. Every  
Sunday April 1st to Nov. 31st Black Top  
Oval. For more information call "Ziggy"  
or Debbie Kwasnicki (203) 246-4778.

### HOBBY HAVEN RACEWAY

1756 First Street, Livermore, CA 94550  
AC power, paved parking, computer  
scoring, trophy races, trophy dashes, gift  
certificates. Coming soon night racing &  
oval races. For info (415) 443-5828 M-F  
10-6 p.m.

### RADIO OPERATED AUTO RACING OF ROCHESTER

110 Anderson Ave., Behind Village Gate  
(274 N. Goodman St.,)  
7:00 p.m. - Monday Pro Night  
7:00 p.m. - Tuesday Boy Scout Nite  
7:00 p.m. - Wednesday Teen Night  
7:00 p.m. - Thursday Indoor Clay  
7:00 p.m. - Friday Roarr Meetings  
7:00 p.m. - Sat. & Sun. Family Days

### HOBBY HUT

2665 Park Marina Dr., Redding, CA  
96001, (916) 241-3737. 1/10 Off-Road  
Racing. Norcal Mini Off-Roaders. Ask  
for Kevin Paschke.

### USA RACEWAYS

6083 Dixie Highway, Bridgeport, Mich-  
igan, (517) 777-7USA.  
Every Thursday Oval & Off-Road  
Every Fri. Indoor Carpet Oval

### R.C. BUGGYWORLD & RACEWAY

7511 Hamilton Ave. - RT. 127, MT.  
Healthy, OH 45231, 522-0809. Wed-  
nesday night off-road and oval on alter-  
nating weeks. Also carpet races on  
Monday nights 40 x 80 banked oval.

### OUTLAW MOTOR SPEEDWAY

7920 Webster, Highland, CA, (714) 864-  
1770. Tues. Tamiya Off-Road; Thur. Off-



# NORRCA

NATIONAL ORGANIZATION FOR RACING RADIO CONTROL AUTOS

AND

## R/C PERFORMANCE CENTER

THE COUNTRY'S LARGEST & MOST COMPLETE R/C AUTO RACE FACILITY

PRESENTS

1990

# North East 2wd Off-Road CHALLENGE

FEBRUARY 4th and 5th WEST BRIDGEWATER MASSACHUSETTES

\* NORRCA MEMBERSHIP IS REQUIRED \* MEMBERSHIPS WILL BE AVAILABLE AT THE TRACK OR THROUGH NORRCA \* NORRCA RULES APPLY \* NORRCA OFFICIALS WILL BE PRESENT \* SHIRTS AVAILABLE FOR \$5.00 FOR PRE-ENTRANTS ONLY \* NORRCA T.Q. PINS & TROPHIES FOR TOP QUALIFIERS IN EACH CLASS \* TROPHIES 1st-10th IN ALL 'A' MAINS \* TROPHIES 1st - 3rd IN ALL OTHER MAINS \* ENTRIES LIMITED \* PRE-ENTRIES CLOSE JANUARY 27th \* STOCK MOTORS WILL BE SUPPLIED \* ENTRIES DAY OF THE RACE IF AVAILABLE \$30.00

SCHEDULE: FEBRUARY 3rd PRACTICE ALL DAY 10:00 am - 9:30 pm \* FEBRUARY 4th PRACTICE 7:00 am - 10:00 am \* ENTRIES CLOSE AT 10:00 am \* QUALIFIERS BEGIN AT 11:00 am \* FEBRUARY 5th TRACK OPENS FOR BREAKFAST SPECIALS AT 7:00 am \* RACES BEGIN AT 10:00 am \* NO PRACTICE ON FEBRUARY 5th \* SCHEDULE WILL BE ADJUSTED AS NEEDED

SPONSORS

MIP

ANDY'S R/C  
PRODUCTS

JG MFG.

McALLISTER RACING

R/C NEWS

---

### NORRCA OFFICIAL OFF-ROAD ENTRY FORM

NAME \_\_\_\_\_ PHONE # \_\_\_\_\_  
ADDRESS \_\_\_\_\_

CLASS: 2W OPEN \_\_\_\_\_ OPEN TRUCK \_\_\_\_\_ SUPER STOCK TRUCK \_\_\_\_\_

STOCK TRUCK \_\_\_\_\_ NOVICE \_\_\_\_\_ 2W STOCK \_\_\_\_\_

FREQUENCIES 1. \_\_\_\_\_ 2. \_\_\_\_\_ 3. \_\_\_\_\_ TRK FREQ. 1. \_\_\_\_\_ 2. \_\_\_\_\_ 3. \_\_\_\_\_

ENTRY FEE: \$20.00 1st CLASS, \$15.00 EA. ADD'L CLASS. STOCK CLASSES \$25.00 (INCLUDES 1 STOCK MOTOR).

NO ENTRY REFUNDS. SEND CHECK PAYABLE TO: R/C PERFORMANCE CENTER,

4 MANLEY ST. WEST BRIDGEWATER, MA 02379

FOR ADD'L INFO AND HOTEL INFO CALL RCPC (508) 588-9666 NORRCA # \_\_\_\_\_

---



**K+M Indoor R/C Speedway & Hobbies**  
One of New England's Largest Carpet Oval Tracks

**BUD'S**  
**RACING PRODUCTS**

**ST. VALENTINE'S DAY MASSACRE**

*Saturday, February 3rd Stock Oval - Sunday, February 4th Modified Oval*  
*Opens at 7 a.m. - Race Time 10 a.m.*

**Location:** K & M Indoor R/C  
Speedway & Hobbies  
735 Canal Street

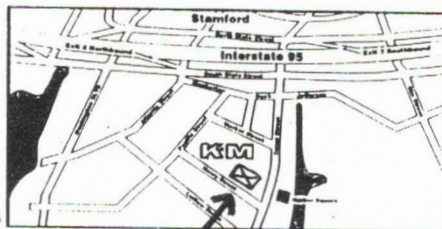
**Track:** 105 x 35 ft. Overall  
Antistatic Carpet

**Classes:** Sat. Oval - Stock  
All Classes  
3 Qualifiers & Main Event  
Sun. Oval - Modified  
All Classes  
3 Qualifiers & Main Event

**Races:** 3 Qualifiers & 1 Main, 4 minutes

**Prizes:** A Main - Trophies  
B-E Main - Trophies Top 3 Places  
Concourse - Trophies Top 3 Places  
- Must race same body.

**Race Fee:** Stock - \$25.00 Pre-Registration - \$35.00 At the Door  
Modified - \$25.00 Pre-Registration - \$35.00 At the Door



I-95 North Exit 8, go 1 block to Canal, make right,  
down 1/2 mile on right.

I-95 South Exit 7, make left, down 1/2 mile on right.

*"I'm  
Faster  
Now!"*

Race Entries are LIMITED to 100 Drivers per day.

**PRE-REGISTRATION DEADLINE: Saturday, January 27, 1990**

**For More Information Call . . .**

**K & M Speedway at (203) 967-7255**

**FOR PRE-REGISTRATION SEND:**

**Name, Address, Telephone, Frequencies, Day Participating, Class & Scale**

**MAKE CHECK PAYABLE TO:**

**K & M Speedway  
735 Canal Street, Stamford, CT 06902**



*No Entry Fee Refunds!*



Road & Dirt Oval; Fri. 1/10 & 1/12 on-road; 1st Sun. Dirt Oval; 2nd Sun. 1/10 & 1/12 On-Road; 3rd & 4th Sun. Off-Road.

#### **LITTLES HOBBIES**

Monday Nite - 1/10 Trucks

Tuesday Nite - 1/10 Sprint Cars

Wed.-Fri. - Open Practice Available

Sat. - 11 a.m. 2WD 6 yrs. to 16 yrs.

Sun. - 11 a.m. - All Classes Indoor Clay Oval and Road Track Fast -Stock & Modified Classes. Bolink AMB Lap Counter. 111 Main St., Rt. 66, Hebron, CT 06248, (203) 228-4942.

#### **R/C WORLD & TRACK**

New indoor facility for 1/10 off-road and oval dirt racing. Wed. and Fri. -oval. Sat. Daytime and Evening off-road. Practice nytime. Call Glen or Debbie at (303) 789-0838, 2788 S. Federal, Denver, CO 80202.

#### **FAST LANE R/C**

On Road Asphalt Track. 21616 Golden Triangle, Saugus, CA. Call (805) 255-2404.

#### **RPM R/C RACEWAY**

1112 S. 16th, Elwood, IN 46254. Indoor off-road racing every Sunday at 12:00 noon. For info call (317) 552-7758.

#### **REC. R/C RACEWAY**

1/10 scale clay oval track. Racing Sat. - Oval 10-2:30 - Racing at 3:00 p.m. - Sunday - Off-Road 10-2:30 Racing at 3 p.m. Call Erin Clancy (914) 868-7715. Route 82 to Standfordville, NY 12581.

#### **MADISON AREA RADIO CONTROL CAR ASSOCIATION, INC.**

Factory Outlet Mall, Madison, Wisconsin. 1/10 and 1/12 scale carpet racing. Practice Sat. Afternoon Racing 6 p.m. Sat. & 7 p.m. Tues. George Jerdee (608) 873-7286.

#### **THE RANCH PIT SHOP**

1655 E. Mission Blvd., Pomona, CA 91766 (714) 623-1506. Every Wednesday night at 6 p.m. Alternating Oval and Off-Road.

#### **COMPETITION HOBBY**

Off-Road racing indoors on dirt. Every Wednesday night 6:30 -Sunday 12 noon, Juniors (12 and under) & Novice Saturday 12 noon. 8169 S. State St., Midvale, UT 84047, (801) 562-9452.

**CONNECTICUT AUTO RACING TEAM**  
1/10 Off-Road and Sprint Car Oval. 37 Douglas Street, Hartford, CT 06114, Zig (203) 246-4778.

#### **HOBBYTOWN**

1/4 Mile High Banked Indoor Carpet Tracks at two of our stores. The Lincoln track is at our Sutter Place Mall store located at 5221 S. 48th St., Lincoln, NE 68516 (402) 483-7427. The Omaha track is located at Rockbrook Village at 11011 Elm Street, Omaha, NE 68144, (402) 391-5669.

Tues. - 7 p.m. - Lincoln

Wed. - 7 p.m. - Omaha

Sat. - 1 p.m. - Lincoln & Omaha

Sun. - 1 p.m. - Lincoln & Omaha

#### **ROMAC**

1/10 and 1/12 on large carpet oval

(Northern Lights Mall) N. Syracuse, NY. Thursday evenings and Sunday afternoons. Information call (315) 468-1463 or (315) 468-6544.

#### **COOPER'S RC RACE CENTER**

Racing every Sunday 2 p.m.

Open Wed. and Fri. 6 p.m.

Open Sat. & Sun. 12 noon

Oval and Off-Road

Contact Norris, Rt. 4 Box 122B, Chatham, VA 24531, (804) 724-4182.

#### **VICTORIA HOBBY SHOP**

Every Saturday - 2 p.m. - Off-Road; Every Sunday - 2 p.m. -Ovals.

5211 John Stockbauer, Victoria, TX 77904, (512) 575-3270.

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

155540 E. Batavia Dr., Aurora, CO 80011, (East on 17th Ave. at Chambers Rd.). Indoor 1/10 Off-Road Racing on Wed. & Sat. Practice/Track Time Tues., Thur., Fri., Sun. Complete Hobby Shop, pit area has AC & DC power, a nice clean handicap accessible racing facility. For info call Jess Brockman, (303) 343-0151 after 3 p.m. MST. Closed Monday.

#### **HOBBYTOWN RACEWAY**

4915 W. Elm, McHenry, IL 60050, (815) 344-1777. Hobbytown Raceway, 219 W. Cedar Lake Rd., Round Lake, IL 60073. Indoor - Dirt 80' straightaways, (312) 546-0707. Oval Racing every Friday 7 p.m.; Off-Road Sunday 10 a.m.

#### **BNS COMPETITION HOBBIES**

Route 7, Box 380, Anderson, SC 29624, (803) 224-8591, Contact Bob Sanford. Racing and Open Practice Wed. 6:30 p.m., Every Saturday 1:00 p.m. 1/10 Dirt Oval.

#### **DESERT HOBBIES & RACEWAY**

Off-Road racing 1st & 3rd Sundays. Sign in 10-11:15 a.m. Every Friday nite 7:30 p.m. 25 minutes from San Bernardino. 17210 Main St., Hesperia, CA 92345, (619) 94858.

#### **TAIT'S HOBBY SHOP**

Sat. Off-Road 12 noon, 2WD/4WD Monster Trucks. Sun. Dirt Oval 12 noon 2WD/4WD Any body style. Mon. Indoor Oval Carpet 7 p.m. 1/10 & 1/12. Tues. Truck/Car Pulls 7 p.m., Wed. Outlaw Dirt Oval 7 p.m. 2WD/4WD Stock cars/ 2WD Sprints. Friday. Off-Road 7 p.m. 2WD/4WD Off-Road cars. 3270 Bay Rd., Saginaw, MI 48603, (517) 799-3900.

#### **J.G.S.**

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

#### **TRACKSIDE RACEWAY**

Dirt Oval Racing every Thursday night 6 p.m. Fully stocked hobby shop, computer scoring, lights, bleachers, concessions. Menomonee Falls, WI (414) 255-2040.

#### **WAGONHILL HOBBIES**

Indoor 1/10 & 1/12 on-road racing every Friday night. Outdoor Off-Road every

Saturday Night. 225 S. Board St, Grove City, PA, (412) 458-4711.

#### **DIXIE R/C HOBBY SHOP**

Every weekend Sat. & Sun. The races will alternate between oval and motocross starting May 14 with oval and May 15 with motocross. Dixie R/C Hobby Shop, P. O. Box 135, Ramseur, NC 27316, after 6 p.m. (919) 824-2770.

#### **BREMEN RACEWAY**

Clay Oval Track 60 x 100 ft. Under roof, lighted Friday nights 7 p.m. May thru Sept. Call for information (219) 546-3807. Bremen Hobbies, 308 N. Bowen, Bremen, IN 46506.

#### **WEST TEXAS R/C RACEWAY**

3477 Lee Blvd. - Racing every Sunday. 1/10 scale off-road and oval dirt. Mailing address: 301 Edith Dr., El Paso, TX 79915. For more information call Hector (915) 772-1382.

#### **JIM'S R/C SPECIALTIES**

3107 S.W. Van Buren, Topeka, KS 66611 (913) 273-4070. Racing off-road every Sunday 12 noon to 5 p.m. Oval racing every Saturday night 6 p.m.

#### **EAGLE HOBBY CENTER & RACEWAY**

Every Saturday night at 7:30 p.m. 1/12 4 cell stock and modified. 1/10 6 cell stock on-road, call for body style. Eagle Hobby Center & Raceway, 3601 Shepherd, Balch Springs, TX 75180, (214) 557-5290.

#### **ACTION SPEEDWAY**

##### **Indian River's Facility**

1/10 scale half mile clay oval & off-road. Two story covered drivers' stand, large pit area close to track, ample parking, classes for young and old, beginner's to expert's, and truck pulls. Coming soon - 1/10 scale super speedway and road course, night racing, full electric, and concessions. For further information call Trace or Chip Button (407) 231-9410 or Doug Upton (407) 569-8793.

#### **THE INSIDE TRACK**

Every Wednesday - 7 p.m. and Saturday 6 p.m. Classes: 2WD Stock and Modified, 4WD Stock and Modified and Monster Trucks. For more information call (312) 898-5649. 725 Hill Avenue, Aurora, IL 60505.

#### **ABC R/C**

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

#### **TC'S R/C'S**

Inside and outside race track and RC shop, 1537 Freeport Road, Natrona Heights, PA 15065, call 226-8802.

#### **BROCKTON INTERNATIONAL SPEEDWAY**

Monday night 1/10 & 1/12 oval racing 5:30 to 7:30 Practice. Races start 7:30 p.m. 1217 Main st, Brockton, MA. For more information call Ruben (508) 588-9355.

#### **SONOMA COUNTY RACEWAY**

806 Brookwood Avenue, P. O. Box 9565,



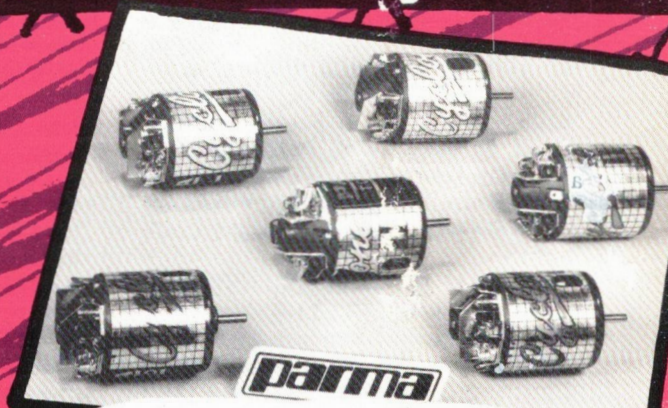
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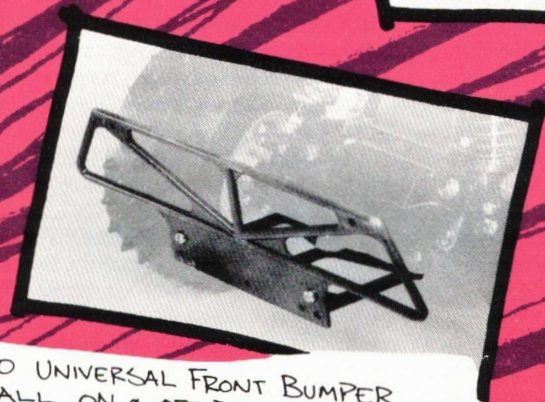
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Santa Rosa, CA 95405 - 1/10 Dirt Oval, 1/10 Off-Road, 1/10 & 1/12 Asphalt. Mark White (707) 571-7565, Schedule info (707) 571-8044, Competition Products (707) 571-8048.

#### **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. Practice Tues, Thurs., and Fri. 6 - 9 p.m. Racing Wednesday nights at 6 p.m., Sat. & Sun. at 1 p.m. For more information call (414) 425-4060.

#### **THE SQUARE ROUNDHOUSE**

##### **SPEEDWAY**

Saturdays - 3 Events per month -Off-Road, Monster Truck Pulls and Oval Race. Oval dirt track and Off-road track. 1468 Lander Avenue, Turlock, CA 95380, (209) 668-4454, Ask for Harold Lindquist.

#### **COASTAL BEND SANDBLASTERS**

##### **R/C CAR CLUB**

Races first thru 3rd Sundays, 2 p.m. start. Bill Witt Park, Yorktown Road, Corpus Christi, TX, Call Pete Broadway (512) 992-4448.

#### **CAJON R/C SPEEDWAY**

1875 Joe Crosson, El Cajon, CA 92020. Fastest paved oval & road course in CA. 1/10 & 1/12 scale. Please call for off-road dates. Hot Line (619) 449-0788/Track info 449-9948.

#### **RADIO CONTROLLED HOBBIES & RACEWAY**

Indoor Off-Road racing every Tuesday & Thursday evening beginning at 7 p.m. and Saturdays at 5 p.m. Open 7 days a week. 2011 Placentia Ave., Costa Mesa, CA 92627. For more info call (714) 631-1555.

#### **R/C RACEWAYS**

1/10 indoor dirt oval. 100' straightaways. Wed. 6 p.m. oval. Friday 6:30 p.m. oval. Sunday 12 noon oval or off-road. For more information call (219) 747-6414. 2710 Nuttman, Ft. Wayne, IN 46804.

#### **R/C PERFORMANCE CENTER**

Indoor high banked carpet oval. 170' x 90' off-road dirt indoor track. Racing 4 Days a week; Tues., Thurs., Sat. & Sun. Open 10 a.m. - 10 p.m. 7 days a week. 4 Manley Street, West Bridgewater, MA 02379. Ask for John (508) 588-9666.

#### **PARLOR HOBBIES**

1/10 on Asphalt - Full bodies -Grand National or ASA bodies preferred. Rabbit Lane & 34 Broad St., Matawan, NJ 566-3158.

#### **R/C SPEED CENTER**

##### **R/C ADDICTION**

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

#### **BROTHER-IN-LAWS R/C RACING**

1/10 scale dirt oval. Racing every Sunday. Signups 10 a.m. Open Practice 12-6 Tues. - Sat. pit tables, 110 volt power.

Call Bob (619) 949-5252. 16175 Main Street, Hesperia, CA.

#### **CORCAR - COLUMBUS, OHIO**

1/10 off-road racing May thru Sept. every Sunday. Signups start at 10:30 a.m. Excellent dirt track, computer scoring and picnic area. For information call Ray Williams (614) 890-2983.

#### **MACHESNEY PARK RACEWAY**

1220 Shappert Dr., Machesney Park, IL, (815) 282-1311. Racing every Fri. - Clay Track - Summer; Racing every Sat. - Large Asphalt Oval - Summer; Racing every Sat. - Drag Racing - Summer; Racing Every Sat. - Carpet -Winter.

#### **CENTRAL MARYLAND ELECTRIC RACING CLUB**

##### **(CMERC) Community R/C Speedway**

Middletown Park, Middletown, Maryland. 100' x 50' dirt oval, 14' wide lanes, 2' banked turns, No electricity available. Every Saturday. Contact John Mauchamer, (301) 698-9545.

#### **SCHENECTADY R/C SPEEDWAY**

Indoor Oval Carpet Racing. 1/10 & 1/12 and Monster Trucks. 955 State St., Schenectady, NY, (518) 370-3747.

#### **THE COCKEYSVILLE ASTRODOME**

C.A.R. Cockeysville Astrodome Racers, Inc., 10854 York Rd. (Rear) Cockeysville, MD, (301) 666-1098. High Bank Oval racing on concrete (indoors). Benches, Power, Grandstands. 7 p.m. Mon. - Open Practice; 7 p.m. Tues. - Rookie & Stock Practice; 7 p.m. Wed. - Computer Organized Racing; 7 p.m. Thurs. - Modified & Ultra-lite Practice; 7 p.m. Fri. - Trucks & Buggies Practice; 5 p.m. Sat. -Computer Organized Racing; 1 p.m. Sun. - Computer Organized Racing. Art LaPole (301) 889-2070.

#### **BOB'S R/C SUPPLY & RACEWAY**

Indoor Carpet Racing! Tues. 1/10 Oval; Fri. 1/12 Road Course; Sat. Monster Trucks. Stock & Modified. Snack bar. Call Bob, Nancy or Kevin (319) 232-2235, 935 Sheerer Ave., Waterloo, IA 50701.

#### **EBERSOLE HOBBY & R/C RACEWAY**

Off-Road and Oval. Races Wed., Thurs., Sat., and alternate Sun. 11417 W. Highway 54, Wichita, KS 67209. Len Ebersole, (316) 722-8888.

#### **METRO-FAST RACEWAY & HOBBIES**

125' x 48' indoor carpet track, pitting for 140+, power, hobby shop, video entertainment, food bar. Oval - Fri., Kid's racing every Sat. morn and alternate Sun. on on-road & off-road. 950 W. Irving Park Rd., Hanover Park, IL 60103, (312) 213-3977.

#### **MID-CAROLINA R/C SUPER SPEEDWAY**

The speedway is located on Flint Hill Rd, Off 1-77/Carowinds exit, So. of Charlotte, NC. 1/10 & 1/12 High-Speed Banked Quad-Oval and Road Course. 385 ft. plus 26 degrees banking in turns concrete track. Fred Penland (704) 373-2535 7:30 a.m. to 4:30 p.m.

#### **BROWNIE'S HOBBIES**

Off-Road Dirt Track, hobby shop. Wed. eves and Sat. afternoons for practice. Racing - Fri. eves. 4WD & 2WD. Track open April -November. 124 Bennett St., Staten Island, NY 10302, (718) 727-2194.

#### **ROADRUNNER R/C CENTRAL**

5620 Bellaire, Houston, TX 77081, (713) 661-7574. 1/12 Carpet Oval or Road Course Thurs. Nite. 1/10 Carpet Oval Tues. & Fri. nite & Sun. pm.

#### **ROADRUNNER R/C NORTH**

12760 Veterans Memorial, Houston, TX 77014, (713) 537-7758. 1/10 Dirt Oval Wed, Fri. nite. 1/10 Dirt Off-Road Sat. & Sun.

#### **ROADRUNNER R/C SOUTH**

12902 Player, Houston, TX 77014, (713) 728-2277. 1/10 Indoor Dirt Off-Road Wed., Fri., & Sat.

#### **NORTHERN MINI-RACERS**

NMR Raceway, P. O. Box 415, 3524 E. Burdick, Minot, North Dakota 58701. 1st & 3rd Sun. 1/10, 6 cell, NASCAR bodies, oval racing on carpet. Roger Lee, (701) 839-4731, 839-5294; Pat McWethy, (701) 839-8868, 852-6254.

#### **ASHEVILLE HOBBY SPEEDWAY**

Racing Wed. & Sat. - 7:30. 1/10 & 1/12 Asphalt Oval -Indoors. Hwy. 25, Naples, NC 28760, (704) 684-9814. Jack or Sharon Murdock.

#### **HOBBY CENTER**

High banked carpet oval track. Racing Fri. -7:30 p.m. 1/10 NASCAR, trucks, 2WD gearbox hot rod, 4WD wedge bodies, 1/12 scale. Any body ROAR stock motors all classes. Open practice during store hours. (502) 683-7611. 1233 Sweeney St., Owensboro, KY 42301.

#### **R/C MOTORPLEX & HOBBY**

Outside Tracks: One of Midwest's largest paved oval (160 x 115) with paved infield road course. Indoor Tracks: Dirt off-road & dirt oval. Carpet road course & oval. 1/12, 1/10 & 1/8. Snack bar, game room R/C hobby shop. 303 Herbert Rd., McHenry, IL 60050, (815) 385-1240. Bob Oaks or Jim Bostrom.

#### **SACRAMENTO MINI-WHEELS RACEWAY**

Indoor racing with 1/10 & 1/12 scale. Two tracks with off-road, dirt oval, and on-road. The on-road track is etched concrete. Racing Wednesday (off-road). Fri. (on-road). Every other Sat. (dirt oval). Sun. (off-road). 8711 Elder Creek Rd., Sacramento, CA 95826. Paul or Marge Schiager (916) 383-4011.

#### **RAPID TRANSIT RACEWAY**

2104 Broadway, Schenectady, NY 12306, (518) 372-0777. Summer Store Hours: Mon. - Fri. 4 p.m. - 10 p.m., Sat. 11 a.m. - 5 p.m.. Race Schedule: Mon, Tues, & Sat. Open for Practice. Wed. 7:30 p.m. Stock & Mod. Thurs. 7:30 p.m. Sprint Car. Fri. 7:30 p.m. Sportsman & Open Class.

#### **NORTHERN ALBERTA SCALE**

##### **CAR AUTO RACING**

1/12 and 1/10 On-Road Racing. 1/12, 4 cell indoors on carpet during winter. 1/10, 6-cell outdoors during summer. Dean



Simpson (403) 481-8634, 17319 69th Ave., Edmonton, Alberta, Canada T5T-3S7.

### HOBBY CORNER RACEWAY

Sun. - alternating oval & off-road 1 p.m. Tues. - oval racing 7 p.m. Large indoor dirt oval track with 4 foot banks. 2195 E. Garfield, Decatur, IL 62526 (217) 429-4477.

### PHILLY RADIO CONTROLLED RACERS R/C CAR CLUB

Announcing the opening of a paved race track for R/C 1/10 on-road. ROAR rules. Sun., April - November. 11 a.m. 7790 Dungan Rd., N. E. Philadelphia. Jon (215) 224-4822 or Bernie (215) 831-1835.

### ARVIN'S HOBBY CENTRE

1403 E. Spring St., New Albany, IN 47150, (812) 945-3745. We have a 2,600 sq. ft. carpet track which has moveable rails so that we can change the layout from oval to off-road. We run offroad and on-road cars on Saturday, Sunday, Wednesday nights.

### ISLAND HOBBIES & RACEWAY

Mon.: 2WD Monster Trucks - Stock, Monster Trucks 6-cell Mod.; Tuesday 1/10 Off-Road Stock, 1/10 Sprint Cars - Open; Wed. 1/10 On-Road, Stock NASCAR bodies, On-Road 6-cell Mod. GTP bodies; Thurs. 4WD Trucks - Open, 4WD Cars - Open, 1/12 On-Road Stock 6-cell. All racing starts at 7 p.m. Open practice Sat. & Sun. Contact Dave at (516) 234-7428.

### D & T HOBBIES

Two tracks, off-road & high speed concrete oval. 1/10 & 1/12 Wed., Fri., Sat., and Sun. For specific, please call (219) 674-8533. 55575 Ash Rd., Osceola, IN 46561.

### TEXAS R/C RACEWAY

#### Home of the Plano Outlaws

Tues. and Sat. - 1/10 On-Road; Fri. NAS-CAR nite; Sun. 1/12 On-Road. 75 Central Espressway at 15th St. Exit 29, Palisades Square Shopping Center, Plano, Texas. Call Jim (214) 517-7485 or Dean (214) 519-0324.

### RACEWAY HOBBIES

Wed. 7 p.m. - 2WD & 4WD Off-Road; Sat. 1 p.m. - Off-Road & Oval. Lexington Shoppes, 6845 So. U.S. A, Port St. Lucie, FL 34952, (407) 468-4338.

### TEAM R & R, INC.

Westminster, Maryland 21157. Indoor oval carpet racing, 1/10 & 1/12 scale. Racing every Sunday. For more info, phone (301) 848-2144 or (301) 876-2983.

### SUMMIT SPEEDWAY

Indoor Dirt Oval - Every Friday Night 7 p.m. Sundays indoor or outdoor (weather permitting) off-road or oval at noon. Call (219) 489-RACE (7223). 1706 W. Till Rd., Fort Wayne, IN 46818.

### K & M R/C SPEEDWAY & HOBBIES

735 Canal St., Stamford, CT 06902, (203) 967-7255. One of New England's Largest Indoor Tracks. Weekly Hours Mon.-Fri. 4 p.m.-10 p.m.; Sat. & Sun 12 p.m.-10 p.m. 7,000 sq. ft. complex, ample pit area

with power, 110' x 35 sq. ft. track anti-static carpet, fully stocked hobby shop. Organized racing held on a weekly basis. Call for details.

### ALCAR INTER. R/C RACEWAY

Off-Road Fri. nights, 1/12 & 1/10 carpet Sundays, Closed Mondays. Hobby shop & snack bar. 33501-A Lake Rd., Avon Lake, OH 44012, (216) 933-6017.

### MARYLAND R/C CLUB

1/10 & 1/12 Scale Racing Indoor Carpet racing Contact Toy World R/C, (301) 424-0430.

### R.C.A.R. of TULSA

Indoor Racing, 10404 E. 55th Place, Unit A, Tulsa, OK. Jan. 6, 13, 20, 27. Feb. 3, 10, 17, 24. March 3, 10, 17. Track Opens 6 p.m. Qualifying begins 7 p.m. For more info call Dave Cole (918) 745-9898.

### HOBBIES ETC. RACEWAY

Medford High School, Winthrop St., Medford, MA. Every Sunday. Doors open at 12 noon. Racing at 1 p.m. Indoor on-road carpet course for 1/10 and 1/12 scale. Computer lap counting, trophy and gift certificate awards. Ample parking, AC power, technical aid, hobby shop and concession stand on sight. for more info call (617) 389-3331.

### AMERICAN ANGLER TACKLE & R/C HOBBY CENTER'S "AA RACEWAY"

1617 Toomey Rd., Austin, TX 78704, (512) 474-8277. Two dirt tracks, Oval & Off-Road. Races every Sunday, 1 p.m. Tracks Alternated. Races Every Saturday 11 a.m. Oval. Hobby shop on site.

**REMOTE HOBBY'S INDOOR RACING** Shop (803) 736-9446, Track (803) 699-0528. 9005 C Two Notch Rd., Columbia, SC 29223. Fri. nites - Oval 1/10 Pan/Trans. Sat. nites - Road Course 1/10 Pan/Trans/Trucks. Pits for 40+, Parts, Power and Refreshments.

### MacKAY RACEWAYS

1/10 Electric Off-Road Sundays. 1044 West 14th Street, North Vancouver, BC Canada. 150' straights/5'banks/moguls & jumps. Operated by the Western Canada R/C Club. For info call Dana Shaw (604) 980-4504.

### ANTIOCH RACEWAY

1/10 dirt oval racing every Fri. 7 p.m. 1/10 off-road every Wed. 7 p.m. All Classes. Sat. & Sun. 1/10 dirt oval and off-road 10:30 a.m. Also night racing. Pit Tables, Power, open 7 days a week. 5631 Lone Tree Way, Antioch, CA 94509. Call (415) 754-5700 Jack Hanson.

## - 1/12 Scale -

### GLASS CITY RADIO CONTROL

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

### S.T.A.R.C.

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

### TEAM RACE R/C CAR CLUB

Fri. 6:30 p.m. indoor track, 505 Spring Ridge Rd., Clinton, MS, (601) 924-0722.

### NORTHERN MINI-RACERS

NMR Raceway, P. O. Box 415, 3524 East Burdick, Minot, ND 58701. 1st & 3rd Sat., 1/12, 4-cell, Can-Am/GTP bodies, road racing on carpet. Roger Lee, (701) 839-4731 or 839-5294. Pat McWethy, (701) 839-8868 or 852-6254.

### KOUNTRY KLIN HOBBY

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

### USA RACWAYS

6083 Dixie Highway, Bridgeport, Michigan 48722, (517) 777-7USA. Tue. Nite On-Road; Sat. Nite On-Road; Every Other Sat. Eve. Stock On-Road

### THE RANCH PIT SHOP

1655 E. Mission Bl., Pomona, CA 91766, (714) 623-1506. Every 4th Sun. 1/12 & 1/10 On-Road Combined Program.

### OMAHA NEBRASKA RADIO OPERATED AUTO DRIVERS

On-Road 6' cell racing two nights per month. ROAR rules apply. (402) 331-3931.

### S.O.R.C.R.C.C.

Southern Ontario Radio Control Race Car Club in Toronto, Ontario, Canada. Racing Alternating Sun. nites October - April. 6 p.m. to 10 p.m. Scott Reynolds 298-4941 or Gary Joi 421-9061.

### CENTRAL MARYLAND ELECTRIC RACING CLUB

#### COMMUNITY R/C SPEEDWAY

Middletown Park, Middletown, Maryland. 100' x 50' dirt oval, 14' wide lanes, 2' banked turns, drivers stand, no electricity available, open to the public. Mark Coats (301) 694-7420.

### HOBBIES PLUS & R/C RACEWAY

1/10 & 1/12 scale indoor carpet racing. Tri-Oval & on-road, 60+ pit areas w/ electric, hobby shop, 7 days, open practice. Also Sun. A.M. 1/10 off-road dirt (150 x 70) and 1/8 gas off-road. 650 Amherst Street, Nashua, NH 03063, (603) 882-9200.

### CARPETBURNERS R/C CLUB

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

### CAPITOL DISTRICT R/C OUTLAWS

4 Cell Carpet Cars. NASCAR bodies, Oval and Road Course. Every Friday Night at 7:30 p.m. October to the End of April. For further info contact Capitol District R/C Outlaws, 223 Fourth St., Scotia, NY 12302, or Sam Roberts (518) 374-3801.

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We are proud to announce that we are now the sole importer for all Schumacher 'Cats and have all parts instantly available. If your local hobby shop isn't stocking them, have them give us a call. Now is the time to drive the latest and the best 4WD Pro-Cat.

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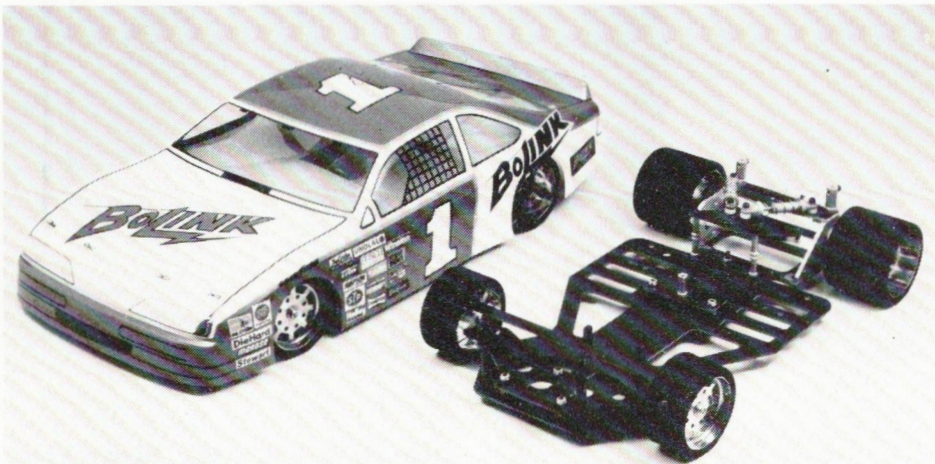
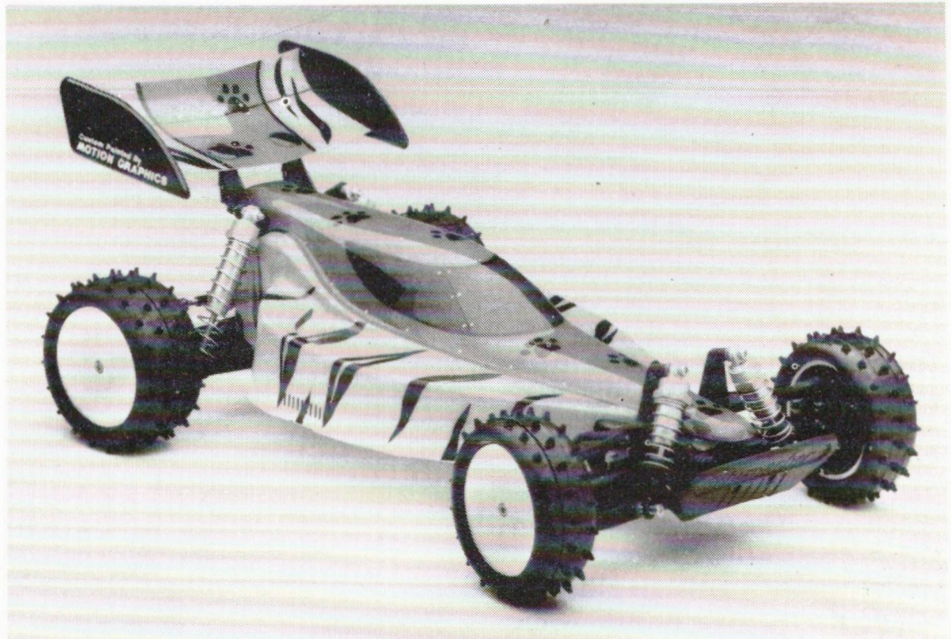
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# New Products . . .

Trinity Products, Inc. is proud to announce the creation of Schumacher USA for the purpose of importing, distributing, and servicing the World Championship winning Schumacher off-road car line in the U.S. We also want to announce the debut of the new Pro Cat the latest in the line of Schumacher 4WD off-road cars. The Pro Cat incorporates all the hop up parts and modifications developed over the last 2 years by the team drivers on their Cat XLs. The Pro Cat needs no after market accessories and comes with all the team spec parts. Available at your local hobby shop or distributor \$399.99. Schumacher USA, 1901 East Linden Ave., #8, Linden, NJ 07036, (201) 862-1705.

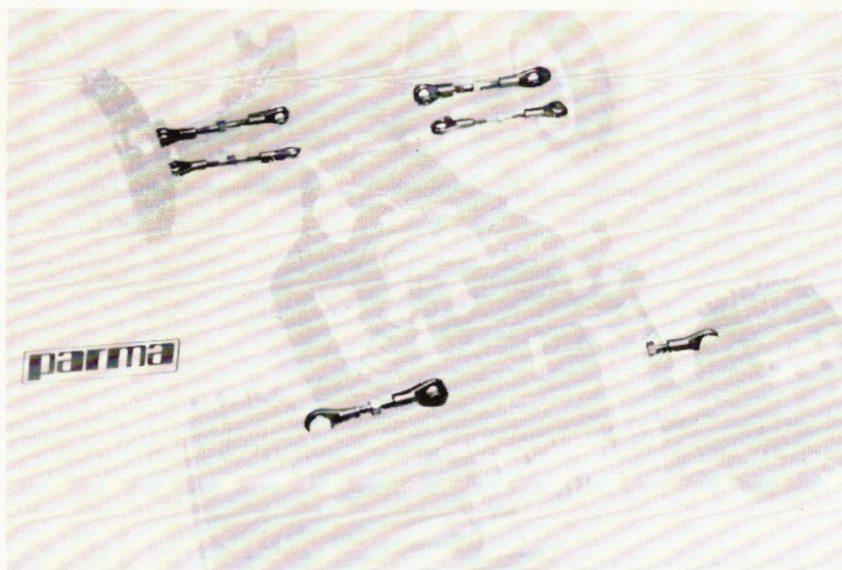


BL-1376 - Eliminator Gold Edition - \$325.00. The new Gold Edition features the same as the BL-1372 Graphite plus ball suspension kit, adjustable axle height, front kingpin brace, new diff axle w/48 pitch gear, ball bearings for gear and hub, adjust-a-links, wing kit, gold colored aluminum parts, and special gold decal sheet. Complete information on all BoLink Products is available by sending \$3.00 for the latest catalog/price sheet and a free "He Who Dies With the Most Toys Wins", bumper sticker. Write to: BoLink R/C Cars, Inc., 420 Hosea Road, Lawrenceville, GA 30245.

Take a look at the fabulous NISSAN KING CAB. The wide stance of the King Cab with its low profile big size spike tires were a primary consideration. Adjustable double wish-bone suspension in the front and rear gives you the ability to match track conditions, plus a front anti-roll stabilizer bar keeps the truck on an even level. King Cab number 58081 will guarantee yourself a first place finish in any pro race or just for fun competition! MRC, 200 Carter Drive, Edison, NJ 08818.

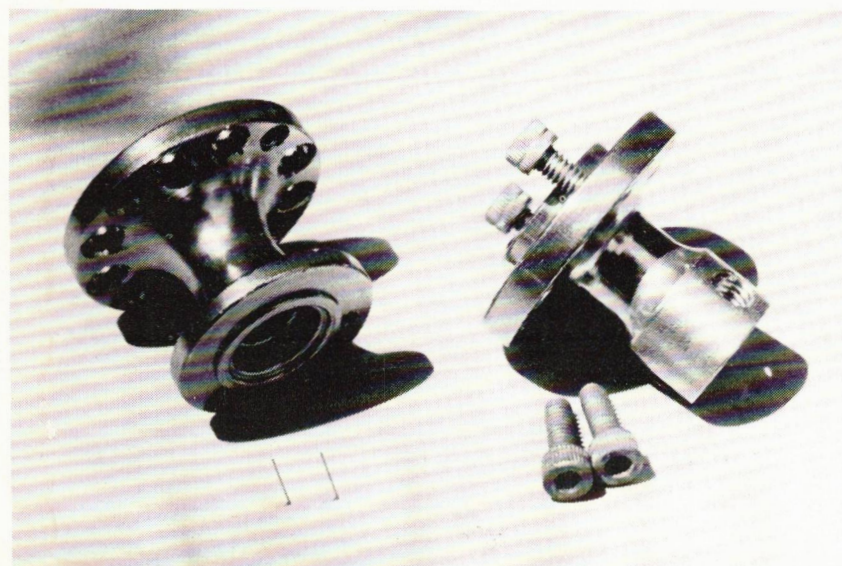






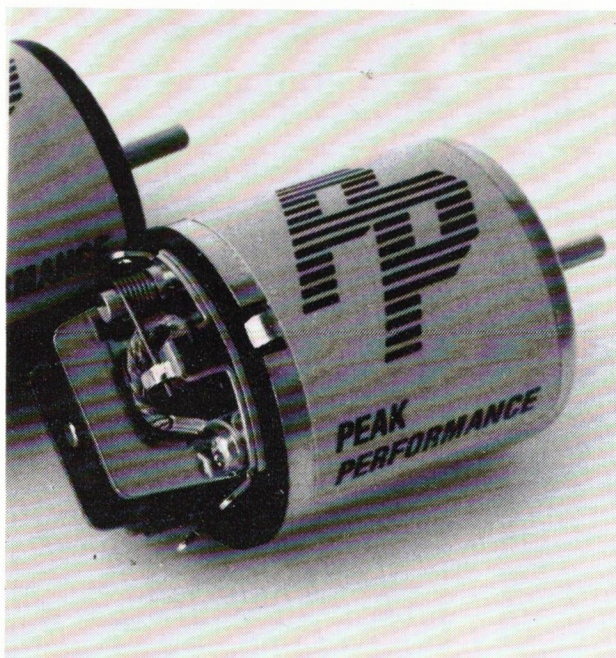
Part No. 12825 - Parma Rod End Kit for the Losi JRX-2 - \$20.00. Parma International introduces a Heavy Duty Rod End Kit for the Losi JRX-2. With the addition of this kit you will never have to worry about a ball link failure again. For other performance upgrades for Tamiya, Associated, Kyosho and other R/C cars, check Parma's performance parts list. Parma International, Inc., 13927 Progress Parkway, North Royalton, OH 44133.

The new BC100S soft pulse peak detection battery charger. This state of the art charger is designed to end forever your worries about charging your batteries. No matter what type of battery you have, this charger can give you the best charge possible. All you have to do is push the button, it will do the rest. The BC100S is the first charger designed to take full advantage of both SCE and SCR batteries. For your delicate SCE race packs it has an all new soft pulse circuitry which give low voltage pulses to insure more capacity and longer battery life than you would get from other chargers. This can give you up to 20% additional run time. Your charging worries can be over with the new BC100S Peak Detection charger. Tekin Electronics, Inc., 970 Negocio, San Clemente, CA 92672, (714) 498-9518.



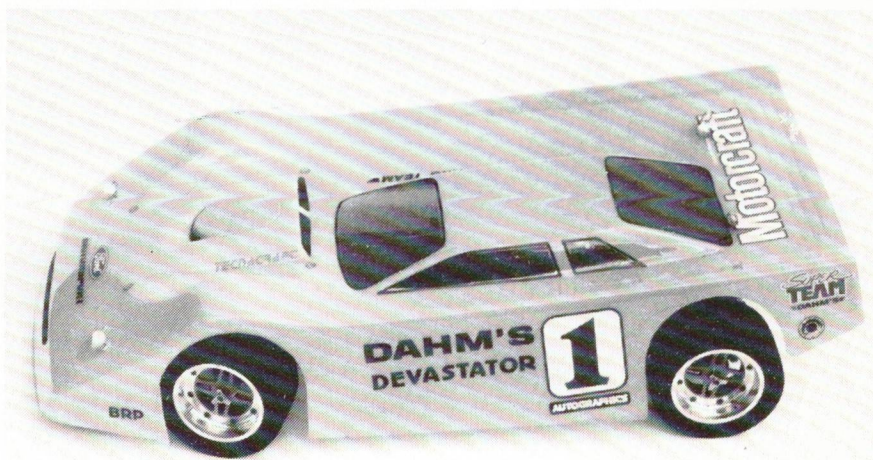
No. 6750-1/10 Scale Super Light-weight Pro Wheel Hubs. Drilled, lightened and anodized high quality aluminum. Saves up to 1/12 oz. of critical power robbing rotating weight! Comes with 10-32 hollow set screws, 5-40 hardened aluminum cap screws and nylon diff. Ring pins so you can run #2111 pinned drive rings. Gear side hub is machined to accept ball bearings. For TRC, BoLink type axle offset. 1 pair \$29.95. For a complete catalog, send \$1.00 and large 45¢ self-addressed, stamped envelope to Bud's Racing Products, 52435 Rt. 113, Dept. CP, Wakeman, OH 44889.





PP-10 - New "National Champ" Stock Motor. Peak Performance has made available a ROAR legal stock motor with the same trick items that Steve Chamberlain used to capture the 1989 ROAR 2WD Stock National Championship. Peak Performance National Champ Stocks come complete with competition brushes and springs, timing advanced to the legal limit, and then fully broken in and dyno tested. There is no need to do anything yourself. Just bolt it in and blast off. There's no additional charge for these high-performance brushes and factory installation. The price is still \$28.00. Peak Performance, 1362 E. Edinger, Unit B, Santa Ana, CA 92705, (714) 667-6865.

The Devastator - Part No. D180 - \$20.98. Dahm's Mustang Devastator dirt oval racing body is designed to fit the Dominator, SRP1, Sling Shot and most other 1/10 scale oval racing cars, oval conversions and on-road racing cars. The Devastator features low aerodynamic wedge styling, a hood scoop with air cleaner, and a low asymmetrical driver's compartment. Dahm's Devastator includes finishing instructions and a Dahm's decal sheet. Send \$2.00 for Dahm's decal sheet and new catalog. Dahm's Racing Bodies, P. O. Box 360, Cotati, CA 94931-0360, (707) 792-1316.



The names says it all when it comes to Racer's Choice R/C Product's new motor additive, HyRev Speed Drops. When a few drops are applied to the brush contact point with the commutator get ready for some awesome power and high speed action! Better yet, the power will last for as long as one to two minutes before the motor returns to its normal operating speed. Test results indicate an average RPM increase of 9% while at the same time AMP draw is lowered by an average of 10.0%. HyRev also works exceptionally well in the motor break-in process. HyRev comes in a 2 ounce container with a droplet applicator. The retail price is \$4.50. Racer's Choice R/C Products, Inc., P. O. Box 405, Medinah, IL 60157, (708) 980-4863.





Rainbow Riders has lenses that will improve your performance. Whether day or night, cloudy or bright, Rainbow Riders lenses will help you see and do better. By using different colored lenses, they enhance reality. When you are moving (such as skiing), when your opponents's car or plane or boat is moving, or when the target is moving, they improve your performance. All lenses filter out UVA and UVB radiation and are scratch and impact resistant. Rainbow Riders will fill Rx orders upon request. Frame styles available with or without prescription: Rubber - Rainbow Riders; Nylon - Vuarnet and Bolle; Metal - Porsche Carrera; Flip-Ups - to be worn over your prescription eyewear. Lenses come in the following colors: Red, Orange, Yellow. Red: this color will result in seeing object with increased sharpness. Orange: identifies objects. Judgment with timing is tailored to perfection. Yellow: is the only color to be worn at night. Depth of field and contrast are heightened, objects are brightened and shadows define. Call or write for information. You, too, will come to the conclusion -Quality Lenses are The Winning Edge! Try one of these lenses and see for yourself. They really work! From \$19.95. Rainbow Riders, P. O. Box 25943, Tamarac, FL 33320.

## Advertiser's Directory

|                             |                    |
|-----------------------------|--------------------|
| ANDY'S PRODUCTS .....       | 29                 |
| ASSOCIATED .....            | 12                 |
| ASTROFLIGHT RACE .....      | 64                 |
| AUTOGRAPHICS .....          | 30                 |
| AUTO WING .....             | 24, 25, 56         |
| B & B SOFTWARE .....        | 13                 |
| BOCA BEARING .....          | 65                 |
| B & T RACING .....          | 72                 |
| BUD'S RACING .....          | 67                 |
| COMPETITION BATTERIES ..... | 66                 |
| COMPETITION TIRE .....      | 31                 |
| COORDINATED DATA .....      | 72                 |
| COX HOBBIES .....           | Inside frt.        |
| DIALED PRODUCTS .....       | 47                 |
| ERI .....                   | 54                 |
| FUTABA .....                | Inside Back Cover  |
| HobbyShopper's Guide .....  | 57, 61             |
| HORIZON HOBBY .....         | 40                 |
| HOT ROD MAG. RACE .....     | 49                 |
| HYPERDRIVE .....            | 70, 71             |
| JA LEA CO. ....             | 79                 |
| K & M SPEEDWAY RACE .....   | 75                 |
| KYOSHO .....                | 21                 |
| LAZER LITE .....            | 46                 |
| LEADING EDGE .....          | 34                 |
| MRC .....                   | Back Cover         |
| NORRCA RACE .....           | 74                 |
| PACTRA .....                | 86                 |
| PARAGON .....               | 12                 |
| PARMA .....                 | 22, 32, 51, 77, 85 |
| PEAK PERFORMANCE .....      | 48                 |
| PRO SHOP .....              | 26                 |
| QUARTER FLASH .....         | 7                  |
| RC PERF. SPECIALTIES .....  | 43                 |
| RACER'S CHOICE .....        | 65                 |
| RACER'S HAVEN .....         | 68                 |
| RED PROLINE USA .....       | 33                 |
| REEDY RACE OVAL .....       | 15                 |
| REEDY MODIFIEDS .....       | 33                 |
| RED LINE MOTORS .....       | 4                  |
| RIVERTOWN RACERS RACE ....  | 52                 |
| RYDIN R/C .....             | 37                 |
| SANYO .....                 | 41                 |
| STAGE III .....             | 51                 |
| SRS RACE .....              | 69                 |
| TEAM LOSI .....             | 18, 19             |
| TEAM PIT STOP .....         | 17                 |
| TEKIN .....                 | 3                  |
| T. M. RACING .....          | 38                 |
| TRACK MATE .....            | 39                 |
| TRINITY PRODUCTS .....      | 9, 44, 45, 80      |
| TWISTER MOTORS .....        | 60                 |
| VICTOR ENGINEERING .....    | 14                 |
| VERONA RACING PROD. ....    | 28                 |

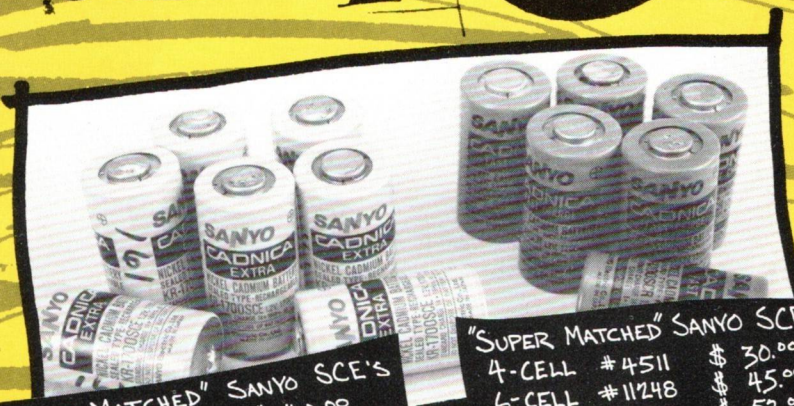
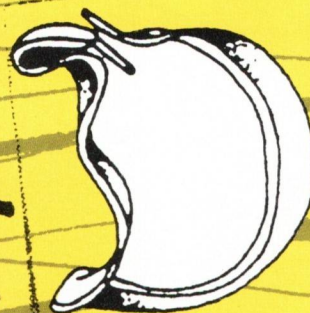


# PARMA BATTERIES

# Never say die!

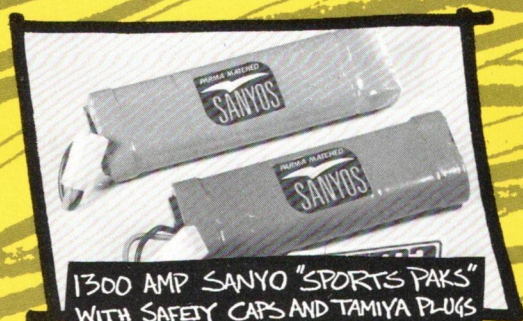


MATCHED SANYO SC'S  
"SADDLE-PAK" KITS  
4-CELL #4505 \$22.00  
6-CELL #17300 \$31.00

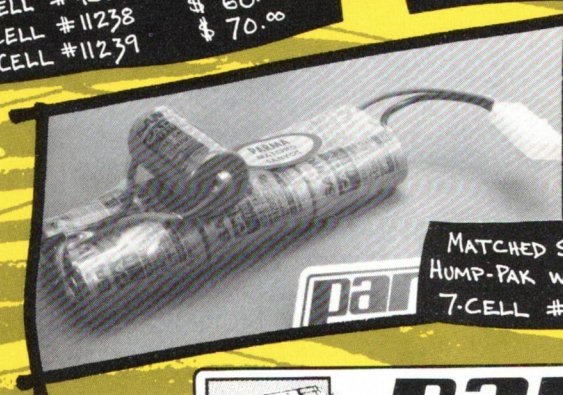


"SUPER MATCHED" SANYO SCE'S  
4-CELL #4512 \$40.00  
6-CELL #11238 \$60.00  
7-CELL #11239 \$70.00

"SUPER MATCHED" SANYO SCR'S  
4-CELL #4511 \$30.00  
6-CELL #11248 \$45.00  
7-CELL #11269 \$52.00



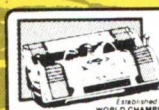
1300 AMP SANYO "SPORTS PAKS"  
WITH SAFETY CAPS AND TAMIYA PLUGS  
6-CELL #11254 \$30.00  
7-CELL #11255 \$35.00



MATCHED SANYO SCR'S  
HUMP-PAK WITH TAMIYA PLUG  
7-CELL #11264 \$43.00



MATCHED SANYO SC'S  
C-SIZE "FUN-PAK"  
6-CELL #11225 \$50.00



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**Pactra R/C Car RACING FINISH** is the PROVEN BEST paint for polycarbonate R/C model car bodies. Formulated to **chemically bond to Lexan®**, this unique finish is extremely resistant to cracking, chipping and impact damage. Choose from candies, metallics, pearls, fluorescents and solid colors, in 2/3 oz. bottles for brush and airbrush, or 4 oz. size spray cans. **Pactra's** flexible, sharp line **MASKING TAPE**, and ultra-thin, colored **TRIM TAPE** round out the most comprehensive line of R/C finishing products there is.

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# MAGNUM FORCE.



Tony Neisinger wins the 1989 Futaba Grand Prix with Magnum.

Every race day, more and more Magnums are showing up at the track. That's because Futaba makes a complete selection of Magnum pistol-grip systems to suit every kind of radio controlled car. Each Magnum system is loaded with competition features to give you an edge, whether it's your first race or the World Championships.

Get a grip on our hot, new 2PB/Sport. With a price as comfortable as its ergonomically designed case, the Sport is the perfect Magnum for the beginner. Servo reverse switching and convenient throttle and steering trims make set-up in any car or boat easy, and the Sport ESC option includes our MC112B MOS/FET speed control with reverse.

## MOVE INTO THE WINNERS CIRCLE

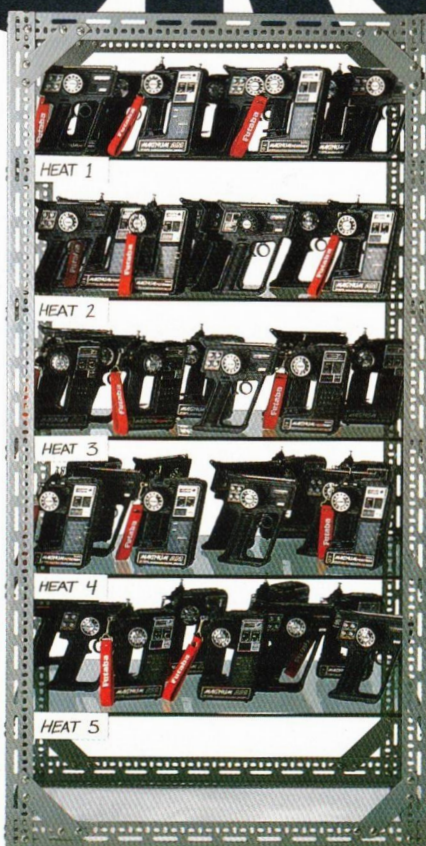
Our grown up Magnum 2PBKA/Junior gives you some extra moves to put on the competition. Full range steering rate lets you perfectly balance your car's



2PB/Sport

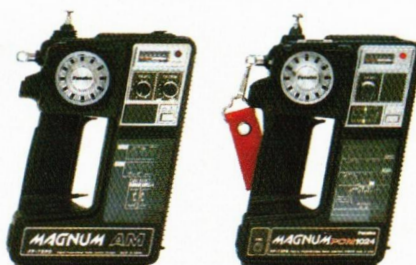
2PBKA/Junior

(2PB and 2PBKA available with MC112B speed control)



handling, even as track conditions change. Fine trimming and ATV controls let you dial in race set-ups fast, and are positioned for easy adjustment.

Racing options for the Junior system include the MC112B and a choice of S148, S132H or S9601 servos.



2PD/AM

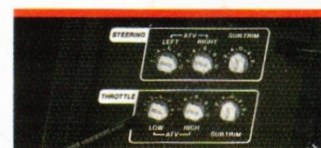
3PB/PCM1024

(2PD and 3PB available with S9301, S9601 or S132H servos)

## THE ALL NEW MAGNUM AM

The Magnum 2PD/AM is just what the serious racer ordered. Compact, yet fully equipped with pro-style, fine tune controls like steering rate, brake trim, throttle ATL, ATV and sub trim. The Magnum AM transmitter also lets you customize wheel throw and spring tension.

Like all Magnum 2 channel systems, the 2PD includes our new, narrow-band R102JE receiver. S9301 servos, the choice of most top 1:10 on and offroad drivers, are included, or you can choose S132H or S9601 versions.



Servo reversing, throw adjustment and sub-trimming can be individually preset on the 2PD control panel.

## THE ULTIMATE MAGNUM

Racers who want it all turn to the awesome Magnum 3PB/PCM. The 3PB has everything you need for world class competition, in any class. Electronic trimming with sub trims and LED read-outs, programmable mixing, dual rates and exponential, plug-in RF module, DSC and more make the 3PB a uniquely refined and versatile performer.

And the incredible interference protection and resolution of Futaba's exclusive PCM 1024 put it in a class by itself.

**MAGNUM**  
**Futaba.**

Futaba Corporation of America  
Four Studebaker, Irvine, CA 92718



# The Blackfoot has been the best-selling 2WD truck for so long, that once in a while we look at it in a new perspective to make sure we're not dreaming.

For two years running, R/C Car Action Magazine called it "our choice for the best 2WD truck on the market." In this competition-filled field that's quite an accomplishment.

They went on to say that as a result of "our monster truck shoot-out it was evident that the Blackfoot was a tough competitor with low overall weight, highest top speed, and stronger acceleration than any other monster truck."

What makes the Blackfoot so good? Well, first there's the front double wishbone and rear trailing

arm suspension systems with coil springs all around. And a sealed differential powered by a high-performance 540-type motor. There's also a simple-to-adjust, precision-engineered, 3-step forward and reverse speed control, and light, strong, space-age ABS chassis.

In fact, any way you look at MRC-Tamiya's Blackfoot it's the best value in its class and the most popular 2WD ever made.



Model Rectifier Corporation  
200 Carter Drive, Edison, NJ 08817



Simulated for photographic purposes.