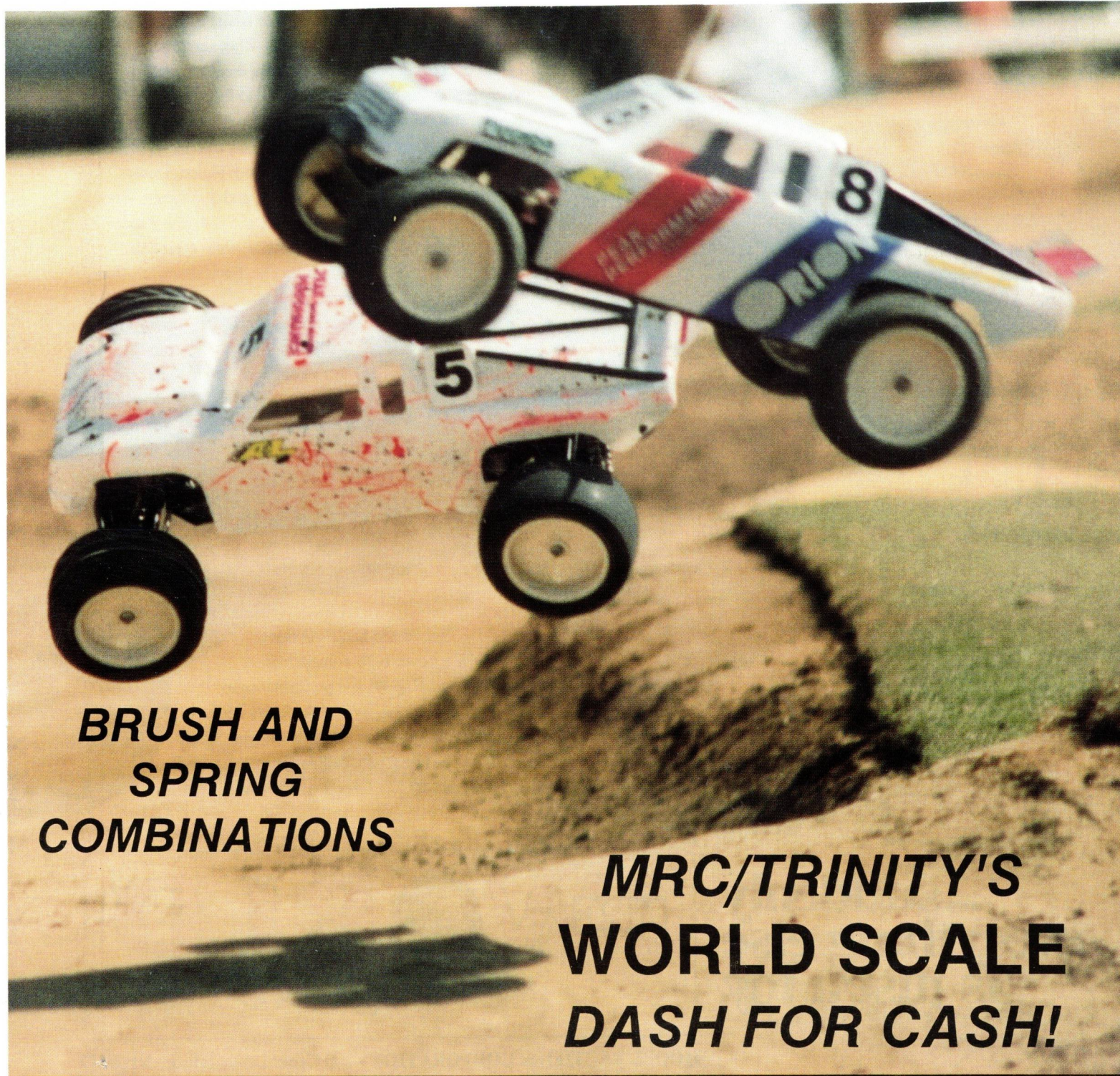




**BRUSH AND
SPRING
COMBINATIONS**

**MRC/TRINITY'S
WORLD SCALE
DASH FOR CASH!**

WORLD



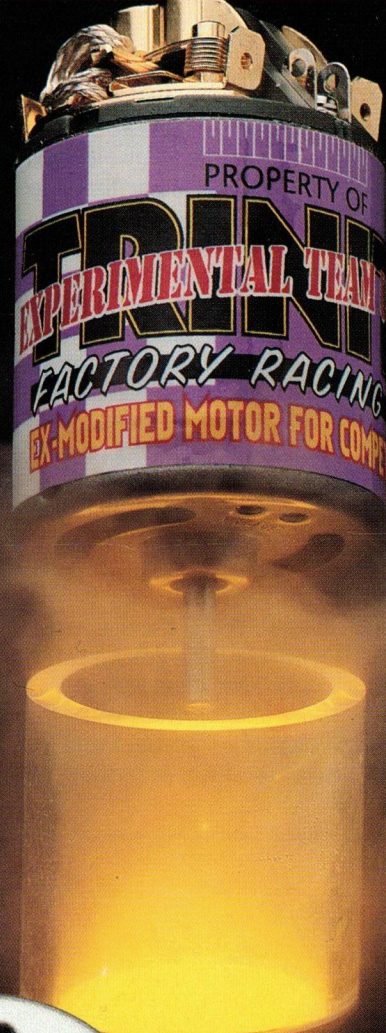
Desert
Thunder

Measurably bigger, its broad chassis and wide wheel base give it a stability you don't feel with smaller scales. Blasting through backyard grass or coming out of a racing turn, there are no flip-overs. It remains highly stable, glued to the track. Fly out of a jump and our well balanced design lets your machine land so its ready to go on impact. And with its wide choice of gears, including an 18 tooth pinion, Desert Thunder is explosive off the line, and that's right out of the box. Standard too is 4-wheel independent suspension with 4-oil-filled, aluminum shocks. Each shock has three different pistons and adjustable coil over springs for adjusting the compression and rebound damping.

Add to this, World Scale's options, and you've a never-before-available-capability to match speed and performance to road and track conditions. World Scale, it's not just bigger, but handles better than anything you've ever driven. See World Scale at your hobby dealer. If he can't help you, call us for a dealer near you. World Scale Hotline: (908) 248-0730.

...suddenly
everything else
is just a toy.

MRC **WORLD**
OFF-ROAD *Scale*™



EX•Tech

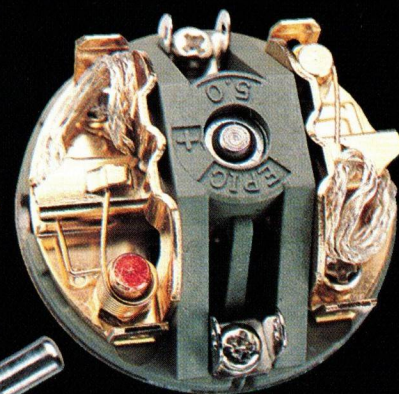
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Motors
For the
Next
Century**

We developed this experimental, modified motor technology strictly for Team Trinity racing. Now that technology is available to let you run like a member of the team.

***This is Radical New Technology
Unlike Any You've Seen Before***

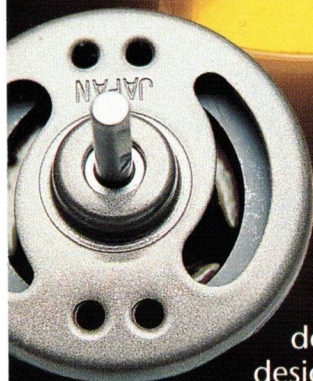
End Bell Cooling Ducts

Cooling vents are cast into the endbell and heat sinks to cool comm and brushes. The hoods are tighter to hold brush alignment better.



Motor Can Design

Aerodynamic end slots flow cooling air lengthwise and new motor can tooling aligns bearings precisely. The can designs are each custom designed to match the different winds.



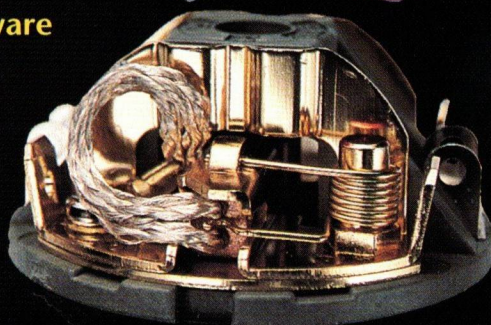
Armature is All New!

The armature is hand wound with all new Team tested winds on a new EX•Tech blank with machined points for more exact balancing. The comm is diamond trued for less brush bounce.



All Endbell Hardware is New!

The brush hood is indexed to the endbell for super precise alignment, when replacing brushes. Spring and shunt clearances are opened up for free movement and a new cap hook makes installing two capacitors easier. All hardware is removable.



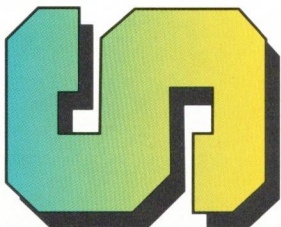
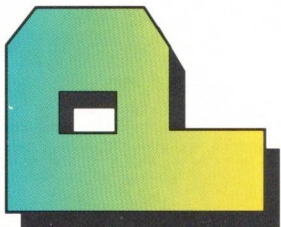
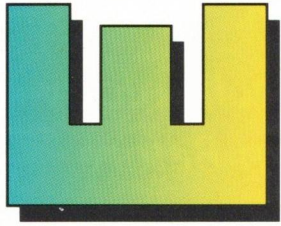
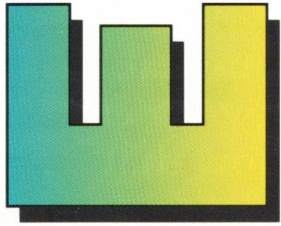
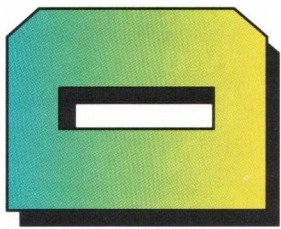
Part No.	Name	Turns	Wind	Mtr Can
EX 0107	EX•07	7	Sgl	Full
EX 0108	EX•08	8	Sgl	Full
EX 3209	EX•09	9	Dbl	3-Hole
EX 3310	EX•10	10	Tri	3-Hole
EX 0211	EX•11	11	Dbl	Full
EX 0412	EX•12	12	Quad	Full
EX 3313	EX•13	13	Tri	3-Hole
EX 0114	EX•14	14	Sgl	Full
EX 3415	EX•15	15	Quad	3-Hole
EX 0216	EX•16	16	Dbl	Full
EX 3317	EX•17	17	Tri	3-Hole

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Our engineers couldn't meet these criteria in $1/10$ scale. It was impossible. So they pushed the envelope and created the next



World Scale trucks like the Baja King or Thunder King (shown here) are longer and wider, with 50% more mass than $1/10$ scale.

**WATCH FOR DATES OF THE
WORLD SCALE NATIONAL
RACING CONTEST
COMING SOON.**

generation of off-road...World Scale, and with it the Baja King.

Significantly bigger, of course, and highly competitive too, this brawny, low, low-CG racing truck has most wanted performance-speed features built in, like adjustable turnbuckle linkage for quick, precise adjustments. And 15 ball bearings throughout. And get this, the Baja King is powered by two, not one, but two 540 motors* driving a 7 ball bearing Power Command Transmission with slipper clutch and competition ball diff. Bell crank steering and a 4-wheel independent suspension. Four oil-filled aluminum shocks with three different pistons and adjustable coil over springs that let you match the preload, compression and rebound damping to track/road conditions.

You don't get it yet? Why the excitement? Because this is the next major advance in R/C off-road. It's driving realism you have to feel and see to understand.

It's size speed and handling you'd love to take to your backyard or racetrack and let them all see that...suddenly everything else is just a toy.

*Available with and without motors and speed control.



*...suddenly
everything else
is just a toy*

MRC **WORLD**
OFF-ROAD *Scale*™



COMPETITION



PLUS[®]

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THIS MONTH IN RACING

*Region 11 Gas Champs - North-
east Winter Champs - Region 8
Off-Road Champs - Region 9
Off-Road Regionals - South
Carolina Champs - 2nd Midwest
Series Race*

ABOUT THE COVER

Action at the MRC/Trinity Dash For Cash. This race was for "World Scale" cars, a new scale developed by MRC. These giant machines work extremely well out of the box. The innagural race, held at the Ranch Pit Shop, went very smooth and marked the start of this new class.

MAILBOX

I have been a ROAR member off and on for six years, but in all this time I have never understood how ROAR works. What I mean is, how are decisions made? Who makes the decisions? What is the chain of command? And what is, and who serves on the Executive Committee? I noticed in your last issue you had an ad for the Vice Presidential

election. What capacity does he serve?

I have talked to some of my friends about the elections and they are as confused as I am as to what position the Vice President holds and if he is on the Executive Committee.

I would appreciate any information you can supply me with, as I do not receive my Rev-Ups regularly.

James Kittenburg
Seattle, WA

I know the Vice Presidential elections are just around the corner and there probably are many ROAR members, new and old, who are just as confused as you, therefore I decided to take a little more space and I have answered most of your questions in my editorial this month. Check it out on page 8. As far as the Rev-Ups are concerned, they have been more consistent this year and I have been told they will be timely next year.

-Ed.

★ New "Silver Streak" Brushes ★ from Team Class!

Check out the "Silver Streak" brush line from Team Class. After months of testing and sampling silver brushes, Team Class releases the first silver brush that does not require a comm truer. Unlike other silver brushes on the market, our new silver brush is easy on the commutator and provides plenty of gear ripping power. Our silver content brush works well in the 24 degree motors as well as the hottest modifieds.

The "Silver Streak Venturi" brush features our Venturi cooling system to supply your motor with cool, fresh air. Whether you race oval, road course or off-road, the new "Silver Streak" brushes from Team Class will deliver high performance and unmatched efficiency!



Part #	Description	Retail Price
7003	Silver Streak Venturi Brush	\$4.75
7013	Full Silver Streak Brush	\$3.50
7023	Silver Streak Half-high Cut Brush	\$4.25
8003	Silver Streak Venturi Brush w/eyelets	\$5.24
8013	Full Silver Streak Brush w/eyelets	\$3.99
8023	Silver Streak Half-high Cut Brush w/eyelets	\$4.74

Liquid Horsepower # 7505

Our new motor additive eliminates brush glaze and increases power. Every stock On-road ROAR National in 1992 was won With Liquid Horsepower.

Retail \$4.99

Everett Pietras T.Q.'s and Wins the ROAR 4-cell Nationals! Team Class products dominate the A - main!!

TEAM Class News

Brush Hood Aligner - Plus # 6005

Align your brush hoods the right way with Class' Brush Hood Aligner - **Plus**. Similar to other hood alignment tools, the Class unit also aligns the brushes 180° apart. But what good is that if the brushes are not centered on the commutator? The **Plus** with this tool is Class' unique Alignment Shaft, not found with any other alignment tools on the market. The Alignment Shaft centers the brushes perfectly through the mid-point of the commutator, while the Alignment Bar aligns the brush hoods 180 degrees apart. Blueprint your motor for maximum efficiency and horsepower with the Brush Hood Aligner - **Plus**, new from Team Class!



Retail Price \$9.95



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2

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FINISH THE LAP YOU'RE ON

It's probably because I've been involved with ROAR for so long that I take many of its operations for granted. In other words, after so many years, I know how things work in this organization. However, for many people new to the sport, or new to ROAR, you may not be aware of who's running the show. You hear titles like Region Director, Executive Committee, President, Vice President, etc. Who does what and what are their jobs? Let's take a look at some of the positions in ROAR and examine their jobs.

President - This official is elected to office and serves a two-year term. This person is the chairperson of the Executive Committee, and in fact, all committees in ROAR. In this capacity as chairperson, the President also votes in the case of a tie.

Vice-President - The most important assignment for the Vice-President is to step in when the President is unavailable at times such as for vacations or for health reasons. However, the Vice-President has no vote on the Executive Committee. The position is also elected by the membership and the term is two years.

The Executive Committee - The main purpose for this group of individuals is to guide the President in running ROAR, and to insure that the organization is being run in accordance to the By-Laws. The Executive Committee consists of the Treasurer, the Secretary, the Competition Administrator, the Technical Administrator and the President. In addition to serving on the Executive Committee, each one of those people also have individual responsibilities. Unlike the previous two positions, the Executive Committee is appointed and must receive the approval from the Region Directors.

Region Directors - This is the closest link from member to official in ROAR. The Region Director sanctions local ROAR races, awards the regionals and votes on many rule changes. They also approve the Executive Committee and can give a vote of "no confidence" to remove an Executive Committee member. These people are elected to two year terms.

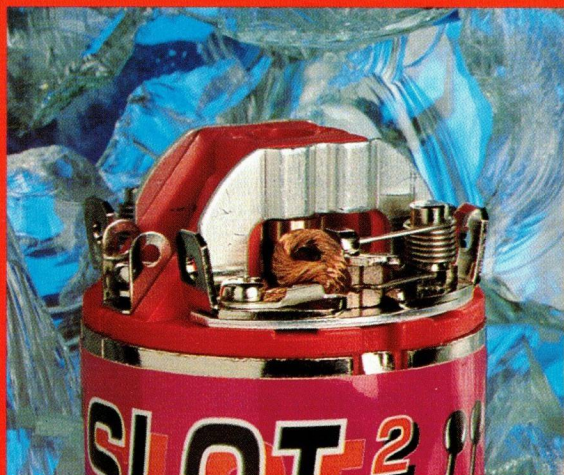
Of course these job descriptions are simplified, and these people do much more for ROAR than I've outlined. At least, however, this gives you an outline to the hierarchy in ROAR.

Peter Barana

Slot Machine 2

The stock motor redefined

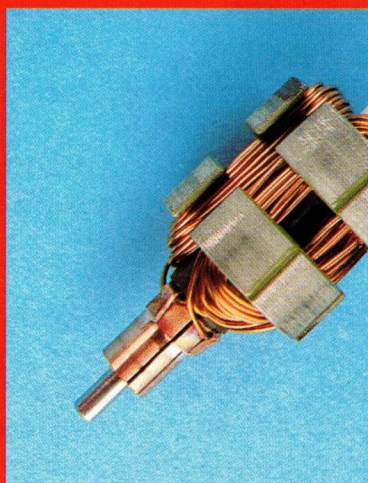
Closing the Gap BETWEEN Stock AND Modified



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



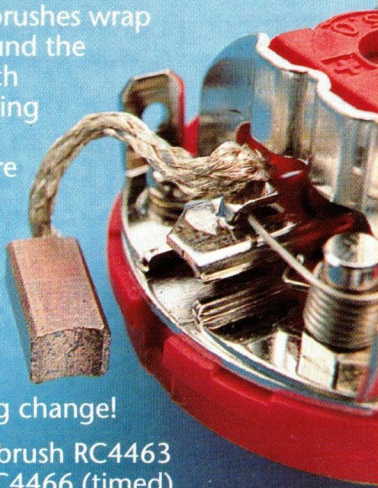
Can vents are louvers punched in so they scoop hot air out. By leaving the can metal intact, the magnetic field is unchanged which gives more low end punch.



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

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

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



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



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

- 27 turns
- Locked comm
- 5.0 version wet magnets

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THE MAN: Gil Losi Sr. is one of the most internationally famous and respected members of our racing community. The Chief Executive Officer of Team Losi and the father of two equally famous sons: world-famous car designer Gil Losi Jr. and skate-board champion Allen Losi.



THE BACKGROUND: Gil's involvement with radio control racing started in the late 1970's. He was one of the original founding fathers of off-road racing. Active in the original "ORRCA" and southern California series which started it all! He later acquired the Ranch Pit Shop and built this into the finest R/C facility this sport has ever seen. He later established Team Losi and currently manufactures what many consider the finest products in the R/C industry.



THE SIMILARITY: Gil is a racer just like you! He became involved with radio control because his son's loved the sport and this was a way he could spend more time with them. R.O.A.R. needs this family attitude back. We feel Gil can restore this presence and understands our needs and wants!



THE INTEGRITY: At this year's IFMAR off-road World Championships even though Team Losi had an incredible edge with their newly introduced HYDRA DRIVE CLUTCH, Gil chose to give this edge away to his biggest competitor. Why? Because he believes in a "level playing ground" where the drivers should all enjoy themselves and let the best man win! How many manufacturers would do something like this for the good of the sport? Not many! It is a far cry from the Australia 2.2" tire debacle!



THE DREAM: To restore R.O.A.R. to all it's former glory. To build the membership and allow people to once again enjoy their support. He plans on doing this by working "WITHIN THE SYSTEM". He wants to eliminate the power struggle in R.O.A.R. and create a level playing ground equal to all members and manufacturers. He will bring a racer and a businessman perspective to R.O.A.R. This combination especially in our new economy is sorely needed!



THE REASON: Gil knows the "in-house" fighting between manufacturers must cease. He welcomes the opportunity to work "within the system" to build R.O.A.R. not use it for his own personal gain as others have done in the past. He wants to work with the newly-elected president Robert Morgan and the executive committee to bring change as well as stability to the membership. He understands that his purpose in R.O.A.R. is to work for the members, not inflict his own personal viewpoints on the membership regardless of their wants as past vice-presidents have done! With Gil Losi as vice-president a "stability" can and should be returned to R.O.A.R. The strength, integrity and honesty of this candidate is needed for our industry to survive and grow in the 90's. The choice is clear: Vote Losi: The honest choice!



VOTE LOSI

The Honest Choice

**VOTE FOR AN
HONEST &
FAIR ROAR IN
'94**

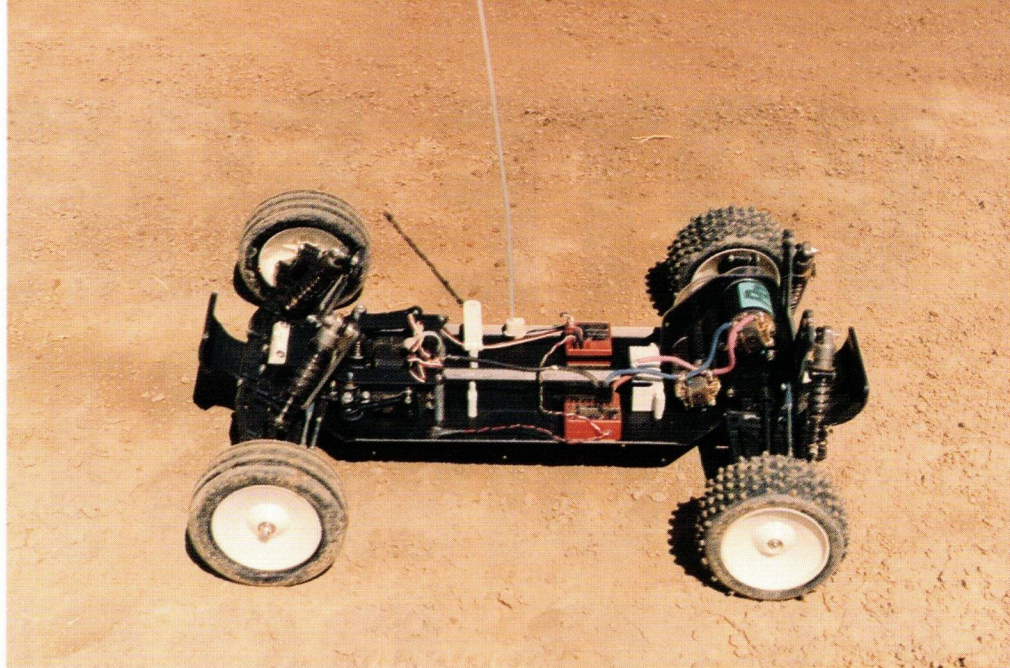


GIL LOSI SR.

For ROAR Vice President



Over the last decade I've seen several new classes start up in the R/C racing world. I can still remember the first time I saw an off-road car run, it was an MRC Sand Scorcher racing at the old RCH track in Costa Mesa. At that time nobody could have believed how successful off-road racing would become. This scale was responsible for literally changing people's lives. Small backyard manufacturers soon became legitimate businessmen by producing aftermarket parts for this new scale.



Top: Their simple design not only means more time on the track and less in the pits, but their upkeep is minimal. Below: Frank Ritota handing Jay Halsey his \$2,000 award for winning the Unlimited Truck class.



MRC/TRINITY'S DASH FOR CASH!

***MRC Unveils Its New
Class At The
Ranch Pit Shop***

By Peter Barana

Competition Plus



behind the event was the launching of MRC's new scale. Billed as the "World Scale", these electric powered machines are just slightly larger than 1/8 cars.

The first question that may come to mind is, why? Why create a new scale? Why make the cars so large? These questions came to my mind as soon as I first got wind of this new scale. Present at this event was Frank Ritota, representative for

Top: Chris Allec doing the final inspection on his buggy. Allec competed in the Unlimited class. Bottom: With two modifieds and up to 8-cells, these machines can certainly make the dirt fly!

Like all things, off-road racing evolved and from this original scale, dirt oval racing was born. Soon after 1/8 gas off-road cars sprouted, and even today's popular 1/10 high banked paved oval class owes its beginnings to the early off-road cars. I clearly remember Competition Plus' first paved oval event at Lake Whippoorwill where the bulk of the cars were basically off-road machines with foam tires.

So as you can see, MRC has certainly been influential in shaping the world of R/C cars. In 1993, the company hopes once again to shape our world. And, if they are successful, it may be a bigger place.

Recently, I had the opportunity to attend the MRC/Trinity Dash For Cash. As the name implies, this was a race for money, however, the real story



MRC. After some pleasantries were exchanged, the first question I asked was, why?

As far as size goes, and why the need to create a new scale Frank explained to me that the entire World Scale was not developed with a size in mind. The machines were originally designed to be run as recreational machines that could tackle more obstacles than the traditional 1/10 machines. These cars were designed to handle two .05 motors and up to 8 cells (I imagine you could run even more cells if you wanted). In the design process the car continued to get larger. When it was complete, you had a car that was like no other on the market, and a car that could go places no other electric machine could. The MRC design team did such a good job, and the car worked so well that taking this vehicle to the next level, that being on the track, was the next logical step. How well these machines work will be illustrated later.

Because of their unique size a whole new set of rules had to be written, and these were drafted by MRC before the first official race was run.

Of course, their size alone makes them unique, but a closer examination of the rules and concept of the class itself proved to be interesting as well. For this event the program was basically broken down into 4 separate classes. You had the single seat machines (Baja King) and the trucks (Thun-

der King). These two classes were divided into two separate classes, a sport class and an unlimited division.

The Sport class is best described as a stock class where MRC stock motors are used and drivers are limited to 7-cell packs. In addition to these motor/battery limitations the machines must be put together as per the kit instructions, with little modifying allowed.

The rules are a bit more liberal in the Unlimited class where drivers are allowed modified motors and a maximum of 8-cells. In addition, the drivers are able to modify their machines as well.

As I thumbed through the rule book, it became obvious that MRC had laid the ground work for a potentially prosperous scale of racing. A great deal of thought was put into preserving a class for the new racer, as well as allowing a more experienced driver to customize his machine to his particular driving style.

Like with all new scales, the turnout for this event was not that large. The two-day event attracted about 30 entries; not a large crowd but for an inaugural race in a new scale, that's not bad at all. More important than the actual entries was the number of spectators that came out to catch this new scale. Many in the crowd could be heard saying they were going to start racing this class.



And, why not! One of the greatest attributes of these new machines is that they actually work quite well right out of the box. I don't need to tell you how racing breeds improvements in machines. And, with time I'm sure that you'll see at least a few of the more popular aftermarket companies start marketing parts for these machines. For this race, however, even the Unlimited machines ran basically box stock. And, how well did they run? The best way to illustrate their competitiveness is to look at World Scale times and compare them to the more traditional 1/10 cars. Jay Halsey, in the Unlimited Truck division ran an 11 lap run in the main. In addition,

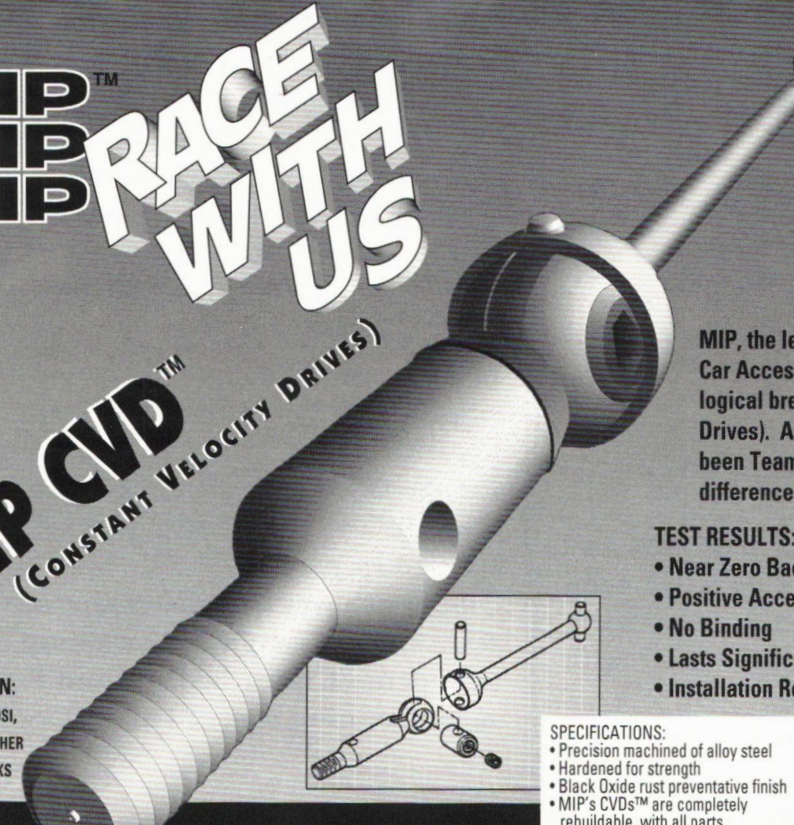
two other drivers, Jack Johnson and Rick Hohwart also ran 11's. This, on a track with a total of 8 trucks running at the same time. Guess what some of the top drivers are running in the 1/10 class? You got it 11 laps! Yeah, these cars can handle.

As I already mentioned, MRC is very committed to this class. Another indication of their commitment was the generous cash awards handed out. MRC, along with their co-sponsor Trinity, paid out a pretty big purse for this new class. The winning driver in the Unlimited truck class for instance, Jay Halsey, picked up a \$2,000 check for his afternoon's work. Jack Johnson and Rick Hohwart

didn't have a bad day at the office either picking up \$700 and \$400 respectively for their 2nd and 3rd places finishes. Even Chris Allec picked up \$100 for finishing 4th.

There was a smaller but still generous purse in the Sport class as well. Those drivers split a \$700 purse, with Mike Lee picking up the lion's share for his win, a check for \$400. Similar pay-outs were awarded in the single seat division on Saturday.

Although there are no guarantees, usually if you put enough money behind a project, and follow it up with a competent staff and aggressive advertising and marketing you're going to come up with a winner.



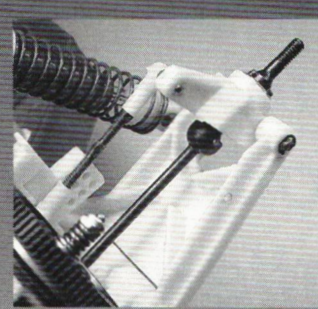
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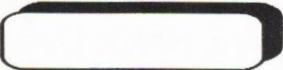
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Available for Associated RC-10 and RC-10T.

#CVD™-10	\$27.50 (Kit for RC-10)
#CVD™-10T	\$32.50 (Kit for RC-10T)

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PIT BOARD

Vicious Rumor!

It has been brought to our attention that a rumor, stating that Class Recreational Products, Inc. is no longer in the R/C business, has been circulating amongst our dealers and distributors. We are still, and will be in the R/C business for a long time to come. The rumor is 100 percent false.

Extreme Motors & World Class Batteries Rock The "ThunderDrome"

Team driver Joe Ward spun on the start and spotted the field a seven second lead. He then made an unprecedented come back. He drove a flawless race and powered into the lead with almost 45 seconds left in the race.

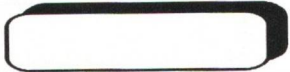
Joe's car was equipped with World Class's high voltage SCRC's and an Extreme Motorsports 13 double modified. Other tricks were World Class's low resistance battery bars, Extreme's Johnny Juice and all new HC80 Race brush.

Florida Hobby Expo '93 R/C Miami Grand Prix II

A 10,000 square foot display of our hobby's finest at the Radisson Centre in Miami, FL sponsored by Associated Electronics, Andy's Hobbys, R.U. Motor Sports, Pit Lane, Natureland Nursery, and The Orange Blossom Hobbies Crew, saw Rainbow Riders performance eyewear top it off by winning more trophies than anybody.

Starting it off, Evan B. Shenfeld, Optician President, entered his first place best of show concours NASCAR Davey Allison car . . . with a 1/10 scale roll bar cage hand-built plus a 1/24 scale side-by-side. A pit crew and tools, original Davey Allison hat and color shirt! By the time the race ended, the Rainbow Riders took a second and third in the A main, followed by a third in the B main in their respected races.

So much was the excitement of their wins and team spirit, it caught the attention of Allen Baum President of Boca Bearing and Robert Gorham, manufacturing rep. of Futaba Corp.



PIT BOARD

THE LATEST NEWS FROM YOUR FRIENDLY FOLKS AT BOLINK

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

In the Mickey Thompson Stadium Series, our sponsored driver, Jammin Jimmy Nichols, was second overall in point standings with a 13 point lead over the third place driver. In Las Vegas Jimmy was second in the heat, and second in his feature. More recently in Denver, CO Jammin Jimmy qualified third with his Super 1600 buggy, won his heat, and finished fourth in the feature race. With his new Jeep, Jimmy took sixth place. Watch for all the Stadium action on ESPN!

It was a 1-2-3 sweep for BoLink's new '93 Pontiac body with roof rails and add-on rear spoiler (BL-2301) in the Pro Class of the Pro Car Worlds in King, NC. The folks at PC Hobbies were also impressed with our T'Bird body, which won the mains in both the Sportsman and Formula classes. What a weekend for BoLink's Wind Tunnel Tested

bodies!

More about these race winning bodies with roof rails and add-on rear spoilers: we have three of them:

BL-2300 '93 Lumina

BL-2301 '93 Pontiac

BL-2302 '93 T'Bird

They're all strictly narrow width and come in Pro-Lite (lightweight Lexan) only - because they're made only for serious racing!

All of BoLink's stock car bodies now include Detail Decals, with BoLink logos, window net, cowl vent, hood pins, windshield clips, rear window vents, brake ducts and a gas cap—all free with your body!

Drag racing fans will love our new Pro Street Racer! Patterned after the Pro Stock cars seen all over the U.S., this car mimics the same intense action of real drag racers! The Pro Street Racer has a "wheelie bar" on the back and it can be easily balanced to do a long wheelie or stay on the ground simply by moving weights from the back to the front.

Kit #BL-1347 - \$89.95 complete less electrics.

PIT BOARD

RC10's Run Away With ROAR Truck Nationals

The 1993 ROAR Truck Nationals had 462 total entries from all around the country, making it the biggest single category event ever. The superiority of the Associated RC10T Team Truck came through again with Brian Kinwald finishing first and Scott Hughes taking a third . . . both with their Reedy-powered RC10T Team Trucks in the modified class.



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PIT BOARD

Team MIP; The Boys of Summer '93

As the #1 aftermarket manufacturer of R/C car products, MIP's team consists of drivers from the top three car manufacturers in the USA, Associated, Losi, and Traxxas.

Team MIP has had a Blow Out summer. First we started at the NORRCA 1/10 Off Road Nat's in Bakersfield, CA, with Jeremy Kortz TQ, and Jack Johnson winning the Factory 2WD Modified A Main. Jeremy also TQ'ed and won Factory Modified Truck. Then we traveled South to the ROAR 1/10 Off Road Nat's in Fountain Valley, CA. There Brian Kinwald won 2WD Modified, and Jeremy Kortz took 2WD Stock. The MIP boys shine again.

After that we headed across the Atlantic Ocean to the '93-'94 IFMAR Worlds in jolly o' England. We are proud to announce that MIP Team member Brian Kinwald took the checkered flag and is the new World Champion. Congratulations also go to Matt Francis, and Carlos Gonzales for placing in the A Main.

We then came back home to attend the ROAR Truck Nat's in Grand Rapids, MI. You guessed it, the MIP boys did it again. Brian Kinwald came in first in Modified, and Jeremy Kortz took Stock.

MIP's factory team of Eustace Moore and B.J. Christensen have been busy with the 1/10 gas scene. In Hemet, CA the Gas Off Road Clash, B.J. TQ'ed and won! At the NORRCA Mickey Thompson, Rose Bowl Pasadena Race, B.J. won! The Kyosho RC Car Action 4th Annual Gas Challenge in Detroit, MI. B.J. TQ'ed.

Look for MIP's New Gas Product Line in 1994. Congratulations to all the MIP Team members, you really are the Boys of Summer '93.

2 Percent Team Stock Motors!

Slotworks is now offering the "Team Advantage" to the serious group 10 flexi car racer. One of the team advantages is to be able to go through hundreds of stock motors and pick out some of the best ones. Now Slotworks is offering these motors to you.

Picked from the top 2 percent in terms of performance, these are the highest revving stock motors on our dyno out of the hundreds we go through weekly building our RTR cars. After the motor is tested, it is packaged in a reusable motor tube to protect the alignment of the brushes and springs.

Slotworks does the work so that you can race faster. Join the Slotworks team.

Stock Car Style & Nitro-Fueled Power



Length: 19", Width: 9.75", Height: 5", Weight: 2.6 lbs. Requires: 2-channel radio, fuel & 4"D" batteries for glow starter.

Kyosho's 1/10 scale Thunderbird puts 'em together!

If the sounds of stock cars and the sharp, sweet smell of nitro quicken your pulse, you're ready to drive the hottest new ride on the R/C circuit ... Kyosho's gas Thunderbird.

Engineered for excellence and set up for speed, the T-Bird has all the performance "goodies" a stocker could want.

Tough aluminum chassis. Fully-independent suspension, specially lowered for oval. Working oil shocks. Foam tires, already mounted and trued on genuine stock car-style wheels. A ground-hugging Lexan® Ford T-Bird body for stable cornering and blistering straightaway speed. And a vinyl decal sheet that groups



Recoil starting on the installed O.S. .12 CZ-R engine gets you on-track fast. And with the T-Bird's flip-top fuel tank and fuel bottle, you can "pit n' git" in just seconds!

sponsor logos for easy application and provides extra detailing (like hood pins, windshield clips, driver's side net and more) at no extra cost.

And it's all powered by a 30,000 RPM O.S. .12 CZ-R that'll send the T-Bird screaming around the track like a rocket sled on rails.

You won't need a pit crew to build it, either. The shielded gear box and engine come factory-installed. Kyosho's instructions explain the rest, making building as fast and as smooth as Bill Elliott on a sunny Sunday afternoon.

There's a glow plug wrench and glow driver for fast, clean starts ... a flip-top fuel tank and fuel bottle for lightning fast pit stops ... and lots of solid speed in between.

With a fill of fuel and a pull on the recoil starter, you're ready to take the line ... and leave the rest behind.

Kyosho's 1/10 scale gas Thunderbird. For a free brochure and the location of the nearest dealer, call **1-800-682-8948, ext. 1072.**



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PIT BOARD

Trinity's 1/12th Reactive Caster Front Suspension

Trinity now has this great front end for the Associated 12L. Based on the Evolution 10 front end that was on the car Joel "Magic" Johnson drove to victory in the 1/10th IFMAR World Championships in Pomona, CA.

Bolts right on and allows instant and precise adjustment of caster, camber, toe out and roll center. Increases front end traction and makes your car tunable in any sort of track condition. For 4 cell carpet racing, this will be a must. \$49.99

Custom Works, Works!

Custom Works left the competition in the dust to take the gold! In 2W Stock it was Dennis Eckert taking the TQ and the win with his Intimidator and new Bullet Wedge body. In Outlaw Sprint it was David Potter's Enforcer on the pole with Custom Works' Brian Landgraff taking the win! George Vardzik put his Intimidator in the #1 qualifying position in 2W Modified and Brian Landgraff took the win! Every car in the 2W Stock and Modified A Main used 39011 Bullet Wedge body!

Custom Works totally dominated the event held at Cooper's R/C Race Center. There were six classes and Custom Works cars won them all! In fact, 58 out of 60 A Main cars were Custom Works cars including every Sprint car and every 2W car! Chris Dippel took the honors in 2W stock with Frank Tucker taking the win in 4W Stock. Mike Conkey crossed the finish line first in the Stock Sprint class with his Enforcer. Rob Russell led the pack of ten Enforcers to the checkered flag in the Modified Sprint class. Matt Spivalo took the top spot in 2W Modified with nine more Intimidators in hot pursuit! Every car in the 2W Stock and Modified A Mains used our new Bullet Wedge body! Craig Perry took the win in 4W Modified with his Dominator. Congratulations to all the winning drivers!

Team Custom Works took charge at Racer's Haven as the challengers had no where to hide! Russell Hudak took the win in 4W Modified with his tried and true Dominator. Custom Works' David Potter took the pole in the 2W Modified class with Sean Young taking his intimidator across the finish line first. Dennis Eckert dominated the 2W Stock class with his Intimidator. Every car in the 2W Stock and Modified A Mains used the Bullet Wedge body! Recently crowned ROAR National Champion Rob Russell continued to rule the Modified Sprint class as he took the top spot with his Enforcer. We want to congratulate all of the winners and thank them for using our products. They know what it takes to win!

COBRA

TEAM



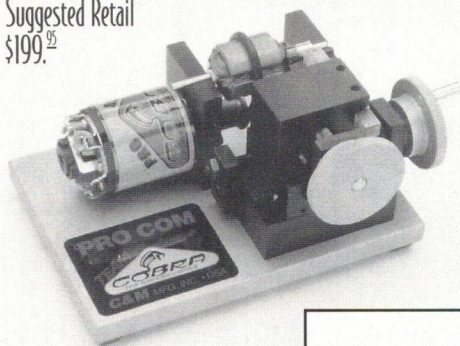
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- ✦ Optional Digital Read-out For Additional Accuracy.
- ✦ Affordable.



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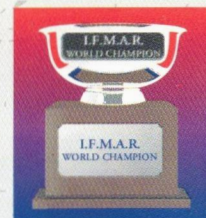
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3-TIME CHAMPION



1991 DETROIT
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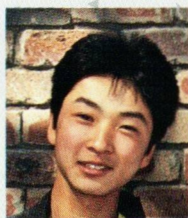
CHRIS DOSEK



1990 SINGAPORE
RC12LW



1989 AUSTRALIA
RC10



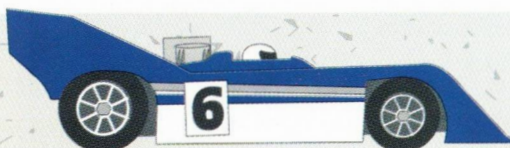
MASAMI HIROSE



MASAMI HIROSE



1988 HOLLAND
RC12L



1987 POMONA
RC500



RE-PETE FUSCO



3-TIME CHAMPION



1986 LAS VEGAS
RC12L



1985 DEL MAR
RC10



JAY HALSEY



3-TIME CHAMPION



1984 DENMARK
RC12L



1982 ANAHEIM
RC12L



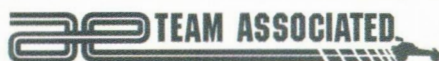
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1977 POMONA
RC500



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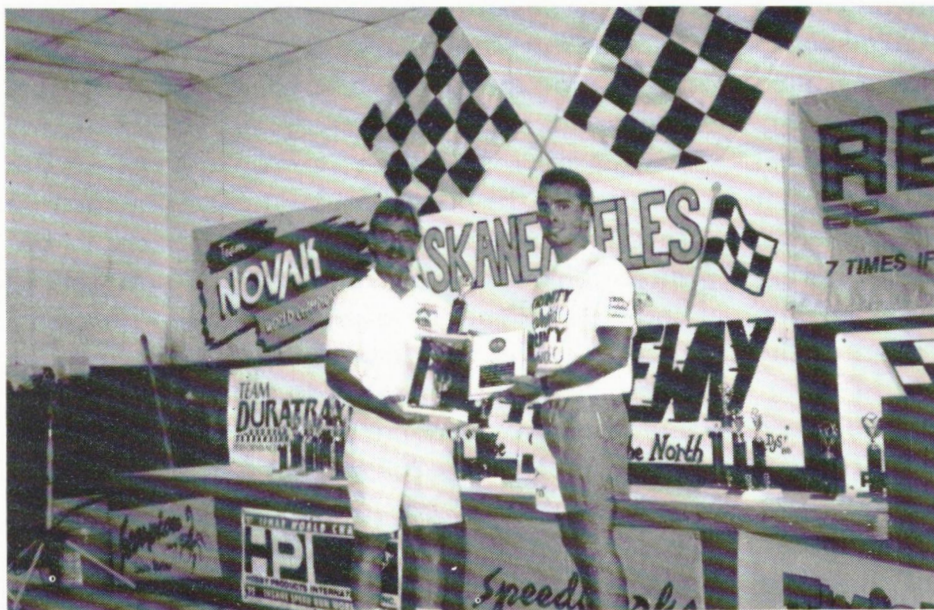
PIT BOARD

Shane Kocher Klobbers Skaneateles Oval!

The ROAR Paved Oval Nationals were held this year at Concept RC Hobbies in Skaneateles, NY. One of the finest outdoor paved tracks in the North East.

The "Super hero mega star" of the weekend was none other than Trinity's Shane Kocher. Shane was simply awesome as he TQ'd and won both the stock and modified 1/10th scale classes with ease. In Stock, Shane broke the existing track record by a lap (47, 4:01) and a full two laps in modified (50, 4:02).

Shane was helped no doubt by running the Evolution 10ss with all the new lightweight Oval graphite parts which include a sway bar kit. All of these graphite pieces are on the market and will get your EV10 right down to or below the weight limit. Shane also used the new Ex Series modified motors (13 turn triple) and, to provide the volts to make it all go, Shane was running Trinity Team Pushed Sanyo SCRC-SP cells. Another job well done by the Trinity Racing Team and the Evolution 10!



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Last month I wrote the first part of a two part series in response to a letter written by Paul Wood. This month I'll conclude by answering the balance of his questions.

Question: *Besides different brushes and springs, what else can you do to a stock motor to make sure it's giving its all? Shop Talk mentioned "brush hood alignment", but what is it and how do you do it?*

We talked about the single most important performance boost to any motor last month

- a clean and well oiled motor. This performance tip applies to both modified and stock motors alike. The second most important performance tip to a stock motor user is a true commutator. To true a commutator, the tool of choice is Twister's Stock Motor Comm Lathe. You can read about this tool and what it will do for you in the September 1993 issue of Competition Plus. Moving on, in the August '93 Shop Talk column, I talked about a new product from Topher Rebuilds called "Bushing Polish". This product polishes the contact area where the shaft and the bushing meet (touch). By using this polish, the bushing rough face, the area the comes in contact with the shaft, is smoothed and will experience friction, allowing the motor to develop a slightly higher RPM. The typical gains I've experienced have been in the 300-400 RPM range.

"Brush hood alignment" is a topic requiring a little background information about brushes, so here goes. The purpose of a brush is to deliver power to the commutator. Power in this discussion is amperage or amps. The flow of amperage

Making Your Stock Motor Give Its All

is a function of the cross sectional area of a wire, which in the case of our motors, terminates with the brush. Electrically speaking, the higher the amperage, the greater the cross sectional area needed to deliver the power - the larger the wire. Another way of viewing this information would be to view the wire as a water pipe, the larger the water pipe the greater the volume of water that can be carried and delivered; i.e. a water hose will deliver more water than a straw. So how does this translate to the brush besides the fact that the wire carrying the amperage from the battery to our motor terminates with the brush. If you were to compare the surface area of the brush with a cross section of the wire leading up to the brush, the brush has a larger area to conduct electricity from the battery to the commutator with than the wire. There are a number of reasons for this but for the purpose of this discussion, let it be recognized that there is more than sufficient area to carry the amperage required. Let it also be known that since

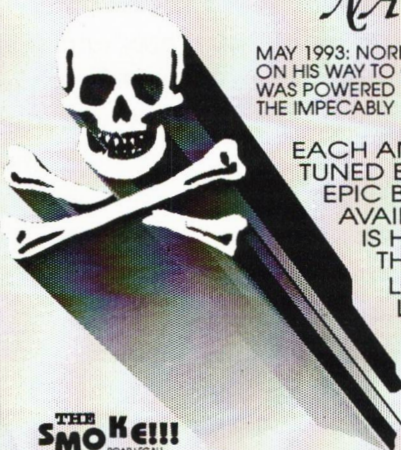
the brush rubs up against the surface of the commutator, the brush introduces a new factor in our discussion called friction. The greater the contact area between the brushes and the commutator, the greater the friction. Many racers have discovered that most stock motors don't consume a large amount of current (amps), therefore, there is less need for a large area of contact between the brush and the commutator, so they cut the contact area down by using cut brushes. As a result of the lower friction, the motor achieve a higher RPM. The cut brush offers the best compromise between friction and power. You're probably wondering what the relationship is between cut brushes and "brush hood alignment"? The whole reason for this little commentary was to illustrate the relationship between friction and power. The alignment of the brush hoods has a direct relationship to the wear pattern on the brush. A brush hood is the metal portion on each side of the commutator that holds the brush in place. If these two hoods are misaligned, the brushes will wear unevenly and will have a greater amount of contact area with the

commutator. As we discussed earlier, the greater the contact area, the greater the friction, the lower the RPM. S&K makes a brush hood alignment tool that can be used with stock motors. To align the hoods:

- 1) Remove the brushes from the brush hoods.
- 2) Remove the screw that is used to hold the brush lead. This will allow the brush hood to pivot on the brush spring post. On new motors or motors that have not been aligned before, the hood may be stuck to the plastic bell end. If so, gently pry it loose by placing the tip of a jeweler's screw driver between the bottom of the metal brush hood and the plastic bell end near the point where the brush lead screw was removed.
- 3) Insert one end of the alignment tool in the brush hood.
- 4) Move the brush hoods until the second end of the brush alignment tool fits into the other brush hood. Tighten the thumb screw on the hood alignment tool.
- 5) Insert each of the brush lead screws back into its appropriate hole and tighten. Your brush hoods are aligned.
- 6) Remove the alignment tool.

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SHOP TALK

Aligning the brush hood should be part of your regular motor maintenance. Its a procedure that won't buy you a lot in performance improvement, unless your brushes are misaligned and then it means the difference between a loser and a winner. In racing, it's the little things that make the difference.

Another performance tip is to solder your brush

lead and motor wire lead to the same point on the brush hood. Preferably, solder both the brush lead and the motor wire in the same solder joint. Beware, when soldering the brush lead, don't allow the solder to flow up the brush braid. If the solder does flow up the braid, this may reduce the brushes ability to operate correctly. Remember, the brush rides on the surface of the commutator therefore, the brush needs to be able to move back

and forth in the brush holder. Stiff braid will prevent this action from happening. To solder both in the same solder joint requires a HOT soldering iron.

Question: *Besides buying a fancy machine, is there a way to find your "best motor" with a battery charger and a volt meter?*

Not really. Different motors work differently on different tracks. Example: I use the ROAR stock motor on tight off-road tracks where acceleration is important and I use the "outlaw" stock motors on the more wide open tracks with long straightaways. In this example, the ROAR motor which pulls less amps, would be better, but is it better or just different?

What you will find with a battery pack and volt meter is a "no load" amp draw. This tells you which motor draws the least amount of amps in a "no load" condition. This information doesn't tell you how your motor will perform in a race. To answer questions like, "Did that spring change improve my performance?" or "Did that new brush compound give me that RPM boost I was looking for?"

You need a little more information about the motor than just "no load" amp draw. You need to know amp draws and RPM under various loads. The current crop of dynos will provide this information and more, but most of us did not go out and buy a \$500-1,000 dyno when we first got into the sport. I started with Bud's Dyno. It's a simple unit that uses your battery packs and your voltmeter to determine RPM, and amp draw under load.

Make detailed notes and refer to the notes when testing changes. The notes will tell you if your motor is getting better or worse. Oh yes, I never recommend using your battery charger to test a motor. If the motor's shorted, it can burn out your battery charger. Use your battery packs.

I would like to thank Paul for writing to Competition Plus and if you have a question you would like to ask, I'll be happy to get you an answer.

Jeff Palmer

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motor basics: *part six*

by erik soderquist

● brush and spring combinations ●

One of the most important tuning tools in our electric race motors is the brushes and springs. With proper care, more power can be gained here

than any other single area in the motor. With a lack of consideration, more power can also be thrown away at this point than any other!

The first step to understanding the relationship between the brushes and the commutator is that it is very similar in principal to a switch. A good switch makes a good efficient contact. There is minimal loss of energy in transfer through the circuits. While considering this, one must also look at the drag of the

contact point as well. This will also figure into the efficiency of the motor.

There are many different brushes available on the market today. The majority of them have some sort of silver content. This can range from a token amount, 2 percent or well over 15 percent. Silver is a very low resistance material and is great for contacts. The majority of the brush is made up of some form of copper particle. Depending on the application, these particles can be very fine or somewhat coarse. The final primary ingredient is usually some sort of lubricant. In most cases it is graphite. The rest of the brushes make-up is bonding agents.

As a general rule, the more metal, especially silver in a brush, the less resistance there is. When understanding that low resistance, through large wire on the armature is the current trend, it makes sense to also apply that theory to brushes as well.

When considering a brush to use, it is important to look at the characteristics of the different types. In general, the more metal in the brush, the more aggressive it will be not only on the track, but on the commutator as well. A brush with a high silver content will be even more aggressive. In seven cell applications, a high metal or high silver brush will be extremely rough on the commutator. The brush will be very fast, but it will also kill the commutator in a short period of time. The comm may not even last the required four minutes.

There are two critical factors which dictate just how long a commutator can stand up to an aggressive brush, the quality of the cut on the comm, and the spring tension on the brush.

Spring tension is what keeps the brush solidly on the commutator. As the motor is forced to draw large amounts of current, the spring keeps the brush in firm contact so as to not create arcing, or loss of energy. If inadequate tension is used, the commutator will eventually be damaged by arcing. Once it is damaged, continued arcing will become worse and the commutator will begin to destroy itself. This can happen in as little as one minute!

For general club racing, a good rule of thumb is to use slightly stiffer springs. This will insure long life of the commutator. If speed and run-time are absolutely critical, lightening up on the spring can do wonders. The trick here is to use the lightest spring as possible in order to get the commutator to survive just longer than the race. This can be quite expensive, and is not recommended for anything other than very important race situations.

Without a properly cut commutator, all of the above is for naught. If the commutator has a rough or out of round surface, proper contact is virtually impossible. This bad contact creates increased arcing and causes the premature degradation of the commutator. Most motor manufacturers will recommend that a lathe specially designed

for cutting our small motor commutators, such as the Twister or Cobra mini lathes, be used. The only real way to cover up a bad commutator cut is more spring tension. With more spring tension the arcing is reduced, but the drag on the commutator is increased. This results in a slower and less powerful motor.

The principles discussed here are mostly considering modified motors. They can be applied to stock motors. It should be noted though that a stock motor's comm life is the key to the life of the motor. It is therefore recommended that a much more conservative approach to brush and spring combinations be used. In the next issue, we will tackle this very important topic.

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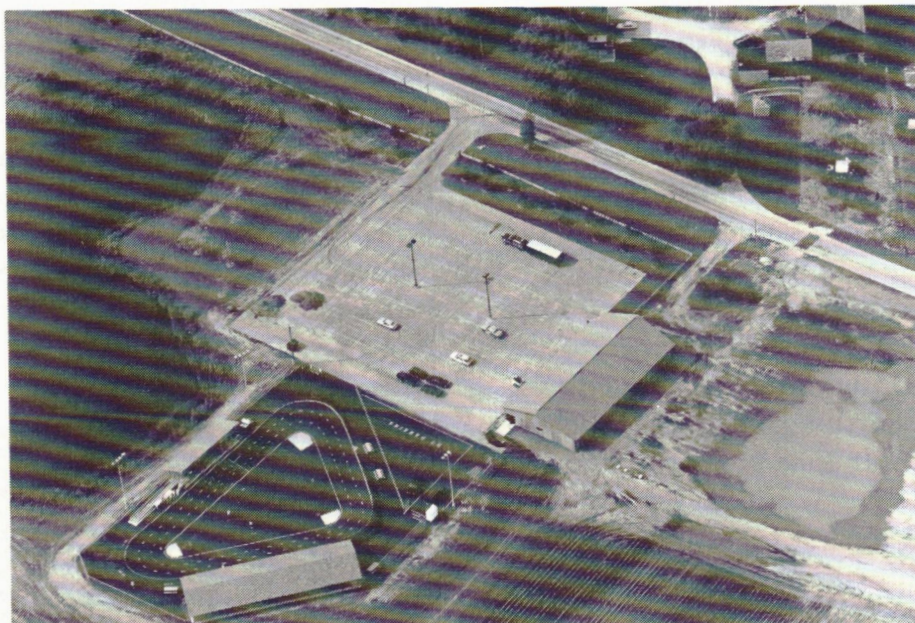
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Tri Clone

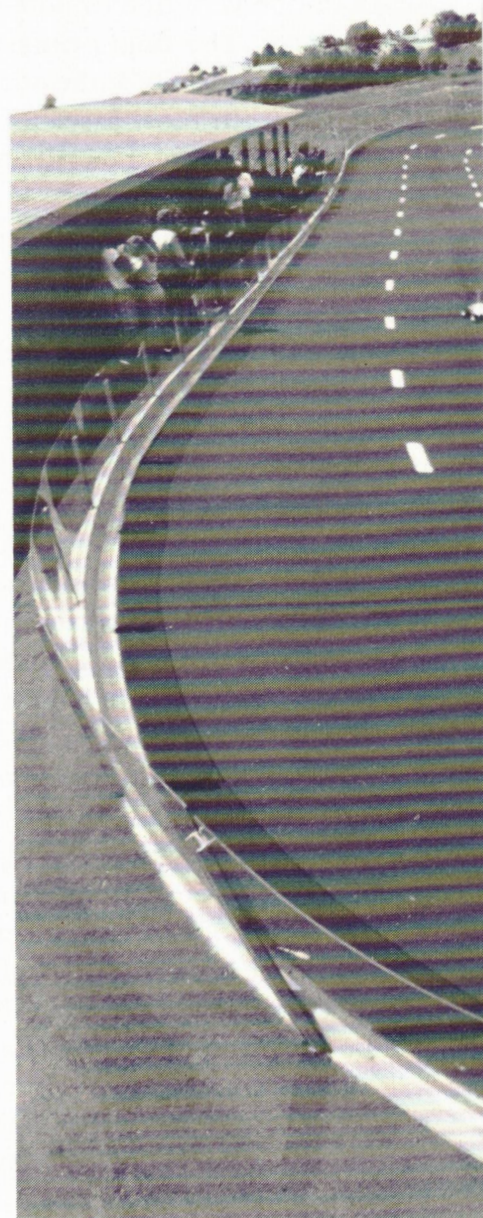


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The triangular track is within a 180 by 90 foot box with room for a road course in the middle. In addition, to assure year-round scheduling, we have an indoor facility in a building that accommodates a 36 by 80 foot carpet track.

We are located in the middle of our 21.5 acre Jansen Family Park with its own 1.5 acre pond. Spectators are welcome and seem to appreciate our private park setting, abundance of restrooms and the 84



car parking area. In the future we will be adding walkways and doing even more landscaping.

The Tri-Clone raceway is obviously the best RC racing facility of its kind in the country. If you need

further information, please call us at 414-334-0487.

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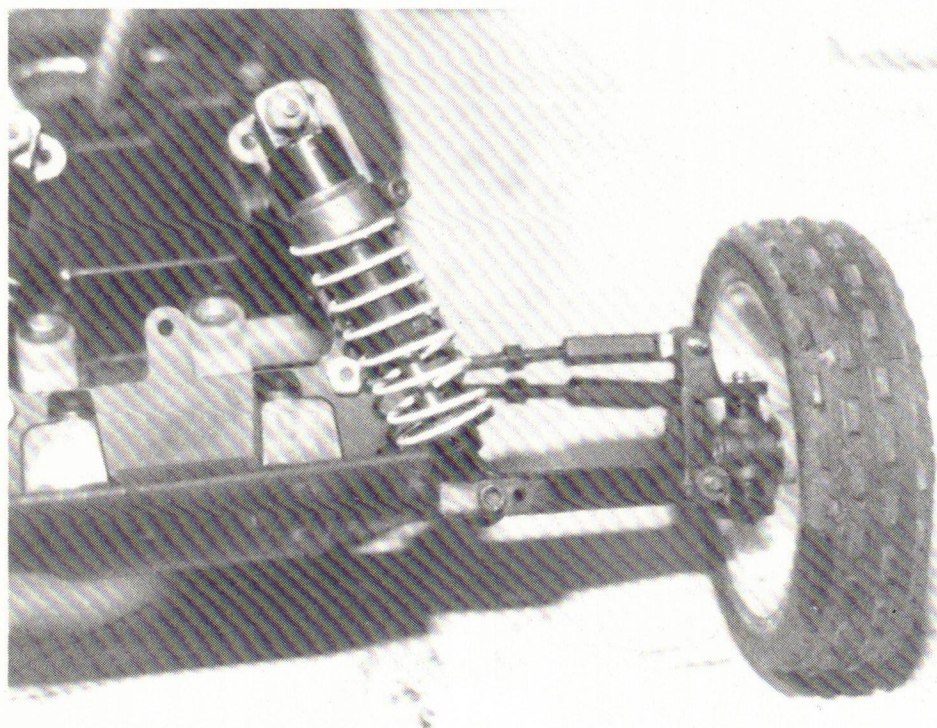
What has to be considered one of the country's premiere tracks, the Mid-West Tri Clone features more than 400 feet of raceway. The straight is 20 feet wide and the corners are a full 25 feet deep. Other specifics include 11 and 14 degree banking on the curves.



Improving All The Time

Jammin Jay Halsey's Steering Enhancement Kit For The JRX-Pro-SE and the Team Losi Double X Transmission For The SE & LXT

By Bill McCall



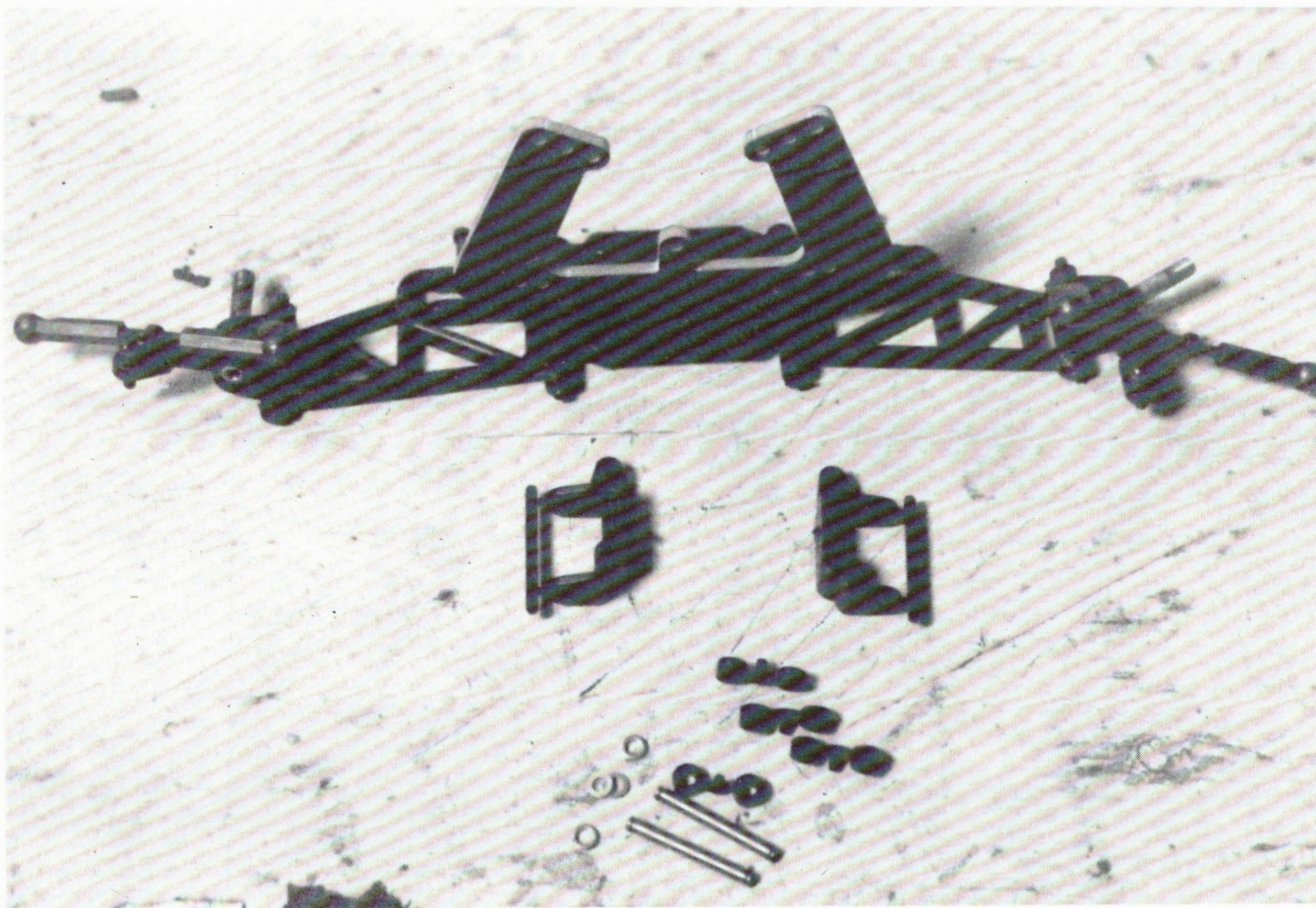
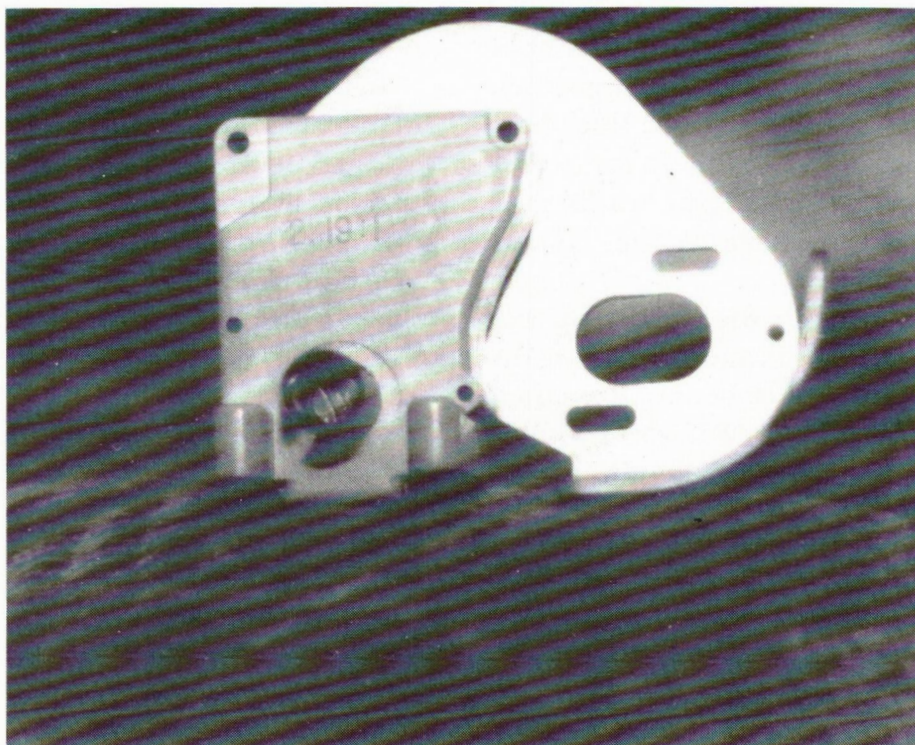
Back in early 1992 I brought you the review of the Team Losi JRX-PRO-SE. The car was the long awaited update to the original JRX2. At this point the rumored XX car appears to becoming a totally new car and not an update of the original JRX line. Losi had also released an interim model, the JRX-PRO, a more professional version of the original. At the time the PRO appeared Losi was well into the development of the SE. Losi wasn't yet ready to commit to the still unproven new plastic chassis. Delays in the much talked about "Hydra-drive" also delayed the Pro version of the plastic chassis. Eventually, the

car premiered, minus the Hydra.

The car was a major success. In late 1991, the prototype, driven by Kyle Reed won both stock and modified at the ROAR Nats in Savannah, Georgia. Since then, the teams at Associated and Traxxas haven't been sitting still. The Traxxas buggy

Left: Close up view of the new spindle carriers and modified springs. Right: This is the complete steering kit with the new shock tower already mounted on the existing front end.

Below: The author suggests you complete the transmission and mount it to the motor plate before you modify your chassis.



has been making substantial progress in reaching hobby stores. As more people get their hands on them, the titles have begun to pour in. In my experiences, small tight tracks gave the advantage to the Traxxas car.

Losi has shown us that they don't sit still and that it is we, the racers, which benefit from their research. The RC world is full of after market "hop-ups" to add to our kits. Many of these expensive devices can say they add a couple of seconds of run time, or lighten the vehicle by a few grams. Unless you're a world class racer, any advantage that can be gained by these "improve-

ments" can be more than wiped out by a single driving error.

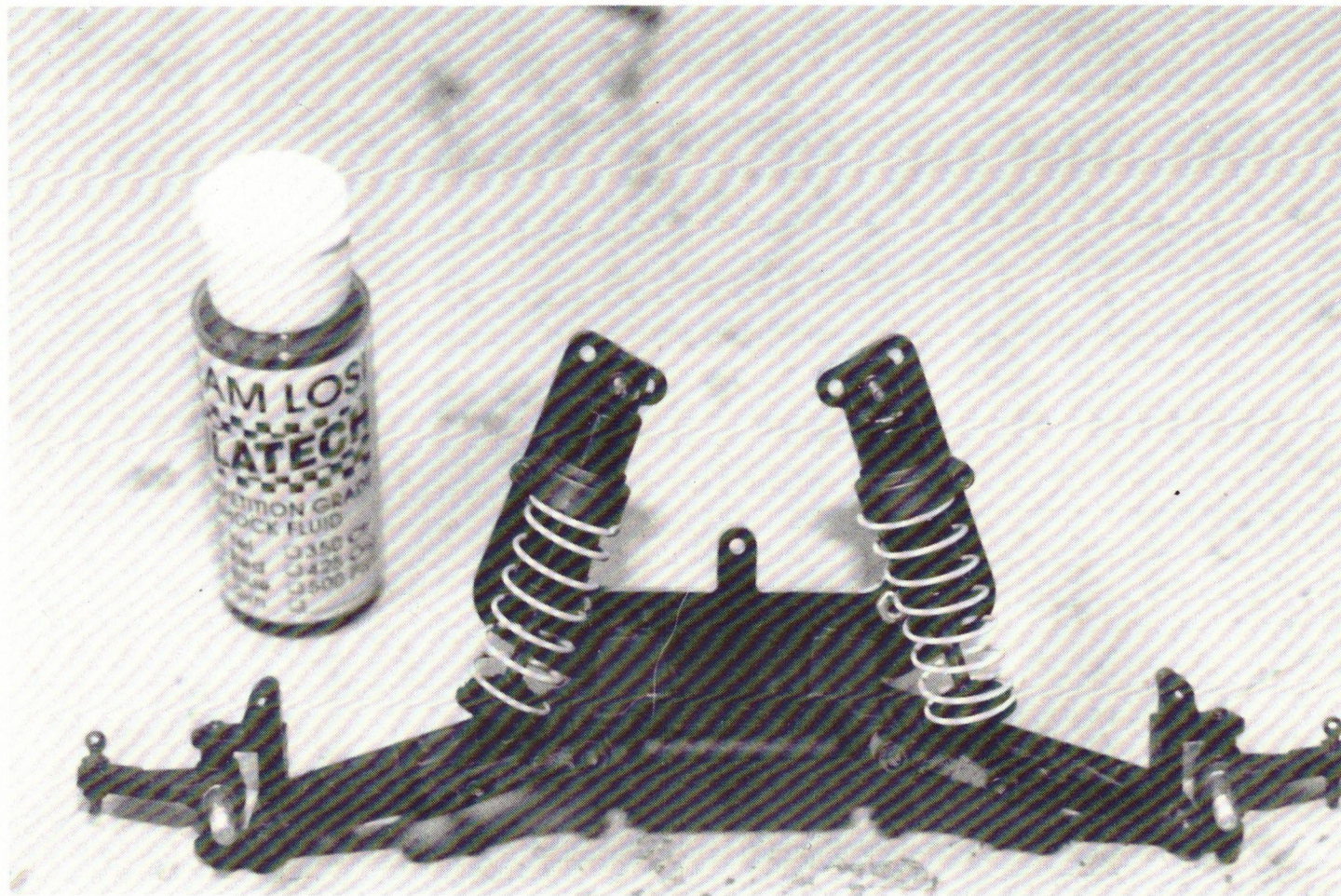
In the Jammin Jay Halsey line of products, Losi has brought us an inexpensive improvement specifically for the Pro-SE that will make you a better driver. What do I mean by inexpensive? I picked up the PRO-SE STEERING ENHANCEMENT KIT (Losi Part number J-550) for \$11.95 plus tax.

The kit includes a new front shock tower. (I remember paying more than that just for a replacement shock tower for some of my off road cars!) The new tower is around 25% thicker than the original part. In addition the hole pattern on the new

shock is slightly different. This served to accommodate the new geometry and increased front end travel the kit provides. Also, in the kit, is a set of new spindle carriers and spacers along with a couple of washers.

The instructions for the kit come on a small single sheet of paper. Assuming you have built the SE, you shouldn't have any problem with the clear concise instructions provided with the steering kit. What you will find is they recommend a few things that aren't included in the kit. However, don't despair, you won't be reaching too much further into your wallet. In the instructions, Losi recommends

The new front end with the steering kit installed ready for reinstallation.



Oil Comparison Chart

SILATECH	OLD LOSI	ASSOCIATED
100	20	10
150	27	15
200	35	20
275	40	25
350	55	30
425	60	35
500	65	40

you use their Silatech shock fluid in the 275 weight. (Part number A-5223) They also recommend a softer set of front springs. At the time the kit was first marketed, Losi didn't have the springs available yet. The kit tells you to use their pink springs with three coils cut off. (Part number A-5150) By the time you read this the new springs will be available and they will be orange in color.

The new line of oils, has been much talked about. I've heard stories that range from "The old oils ate away the shock seals" to "The old oils don't hold up well to heat." Well, the official word from Losi is, they felt that the old oil and its standard rating system wasn't specific enough to rely on. They have perfected a new oil that is consistent from bottle to bottle and can be made to more exacting tolerance. In the words of Losi researcher Gary Kyes, "saying the old was 30 weight was the equivalent of saying that TEAM LOSI, INC. was located in North America. Saying our new oil is 275 weight

is comparable to saying we are located on Magnolia Ave. in Chino, California." Got that? Well, maybe the above comparison chart will allow you to pick the proper weight oil.

For those of you who have to have the latest and greatest, you can leave your track between heats, travel to your local hobby store, and install the new kit and be ready for your next race. I installed the new kit in about 25 minutes while doing routine maintenance after a weekend of racing.

The next Sunday morning at my local track I had visions of showing up, to the surprise of the locals, in the front row of the "A" main. To be perfectly honest, I did worse that day than the previous week. The problem? The car kept going where I turned it! The closest thing I can relate to you on how the kit affected the performance of the

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"The new kit uses sealed bearings, which probably account for most of the kit's cost. Losi also included shields that go on . . ."

car is to experience the sensation of running 10th scale offroad for a year and then suddenly switching to 12th scale carpet racing. Like that scenario, this is truly a major adjustment. You will literally have to re-learn how to drive the car.

It took me about four races to get the feel for the car. The increase in low speed steering was very noticeable. However, the increase in high speed steering was even more dramatic. I wouldn't go so far as to say that

the car became "twitchy", but it was close. My biggest problem, the first day, was turning too soon into the tube at the end of our long straight. After retraining myself to handle that, I quickly was able to take advantage of increased cornering.

The track I was running on last winter was built by a group of men whose moms never let them play in the dirt. (Translated, that means big, chassis busting jumps.) For this track I felt the front end was a little too

soft. Using the red front springs seemed to help on the jumps and made the car less "twitchy" on the straight. For the less severe tracks, stick with the orange or the modified pink springs. I'm sure younger guys and ladies will adapt quicker!

To summarize, the effect of the kit, it works and is an excellent investment. Here is the final bill for the project.

All parts are listed with the shelf prices I paid at my local Hobby Town USA store.

**J-555 PRO-SE STEERING
ENHANCEMENT KIT**
\$11.95

**A-5223 275 WEIGHT
SILATECH SHOCK FLUID**
\$ 4.00

**A-5150 PINK SPRINGS
(ORANGE ARE THE
SAME PRICE)**
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For under \$20, at Ohio sales tax rates, this makes the most cost-effective add-on for the SE to date!

Part two of the most recent Losi updates is the XX transmission. By the time you read this the tranny kits will be available



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for less than \$70 at most stores. The kit comes in two ratios. One for the car and one for the truck. While either ratio will work in either vehicle, the kits, as labeled come with dog bones that are the proper length for the respective kit.

Early in the kit's instructions most Losi owners will find out that they are going to have to take a Dremel tool to their chassis to make the new transmission fit. While I have never found fault with Losi's instructions, I think they might be creating more problems by bringing this up at the beginning. Their insight tells them that some people will dig too much material out

of their chassis. They say that if you dig all the way through the chassis that the car will still work, but it will lose some of its rigidity. While their instructions are good, as usual, I think it's a better approach to skip this step at the beginning and go ahead and build the transmission. Once the tranny is assembled and you try to mount it to the chassis you will see exactly why and how much material has to be removed from the chassis. If you do it my way you can slowly remove chassis material a small amount at a time until the new transmission fits.

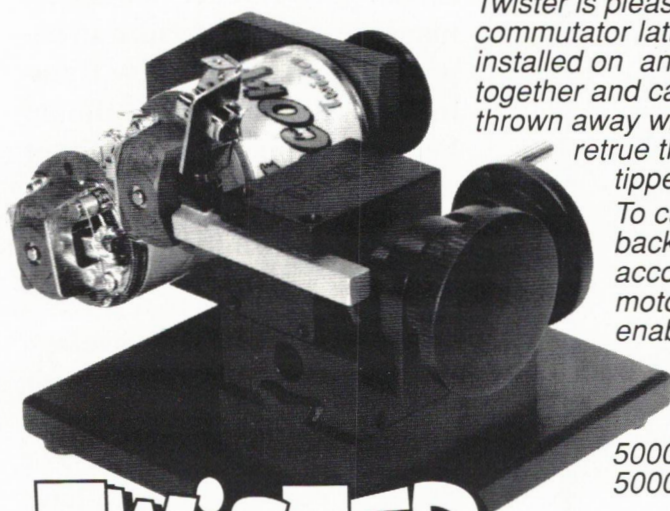
As you get into the assembly of the innards, those of you who

have destroyed a few Losi thrust bearings take notice of the "channeled" thrust washers that shield the thrust bearing. This should keep the bearing clean. Soon you will notice the new ultra light center gear. All of the internal gears reflect Losi's continued research on advanced plastics. Before long you will notice that your improved vehicle will employ more traditional dog bones as opposed to their standard dog bones. Also, gone is the off axle external diff adjustment.

The new kit uses sealed bearings, which probably account for most of the kit's cost. Losi also included shields that go on

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To cut a commutator the brush holder is first removed or swung back out of the way on one side of the end bell. This is easily accomplished with Yokomo style bushing motors but other types of motors may require the purchase of special replacement screws to enable disassembly of the brush holder. These screws replace the old spring holder and will be available from Twister. The motor is then installed in the lathe and trued with the special diamond.

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the outside of the outdrive bearings. It seems that these shields are redundant with the sealed bearings. Most racers I have seen have begun to remove these to reduce drag. After the initial run, I did the same. After the final installation I decided the diff was too tight. I initially set the diff by feel based on my experience with the original transmissions. After the unit was mounted with the drive train attached, I loosened it almost 1/4 turn and the smoothness of the movement took on more of a Losi quality.

Upon the initial run, on a high traction track the difference wasn't that noticeable. The transmission was quiet and ran great, but I have come to expect that from Losi. Once the track became slick the new transmission showed its stuff. It was noticeably easier to control on the high speed corners and when getting on the throttle out of the slower corners. After you realize the performance benefits, it may take awhile to realize an important part of the new transmission. At that benefit should be reduced maintenance, fewer melted center gears and longer lasting bearings. While you will probably see more than a few of these transmissions in this year's Nationals A mains, the average racer will not have to retire their old transmissions, at least not till they wear them out. For those of you that have to have the latest and greatest, do it to it, as always with Losi, you get your money's worth.

CP

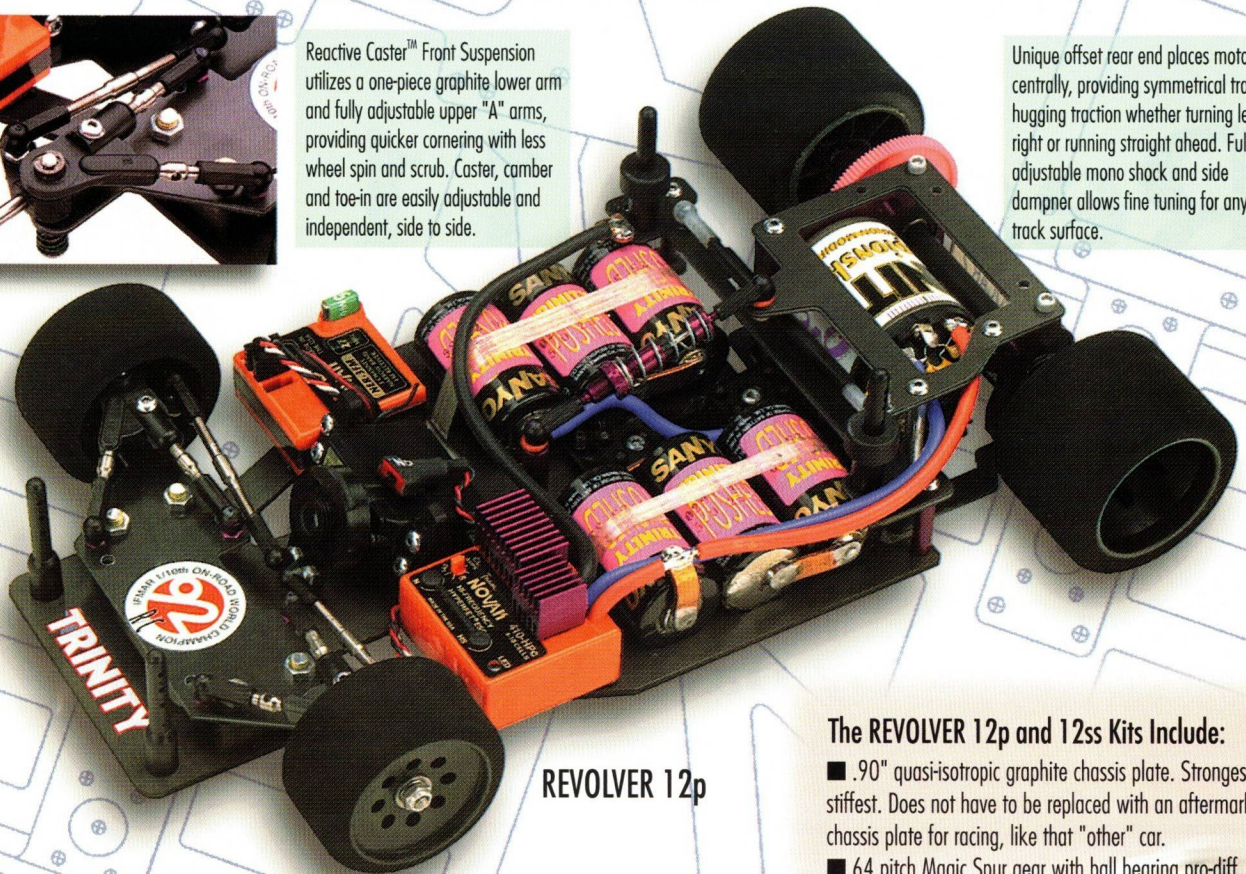
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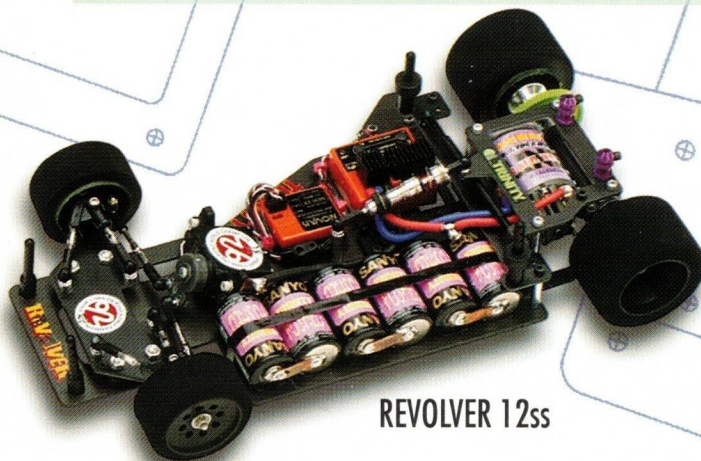
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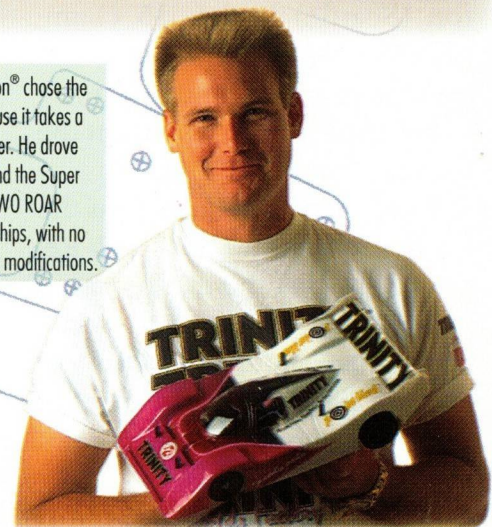
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THIS MONTH IN RACING

Region 11 Gas Champs

By David E. Bressel

For those readers who just want the facts, read this paragraph only. Mike Ellis (Portland) won the 1/8th scale championship driving a BMT with an RB concept motor. Jeff McBryde (Portland) is the 1/10 .12 champion (Serpent) and Mike Stanton (Seattle) is the .15 champion (Serpent). The weather was great and everyone had fun.

For those of you who want the boring details, read on!

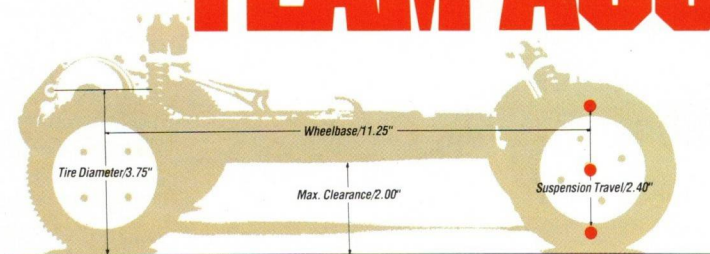
Portland Scale Racing was the host club for the 1993 Gas Regionals held at the track located at Eastport Plaza in the middle of August. Since it is almost always raining here, the sight of three days of clear skies and







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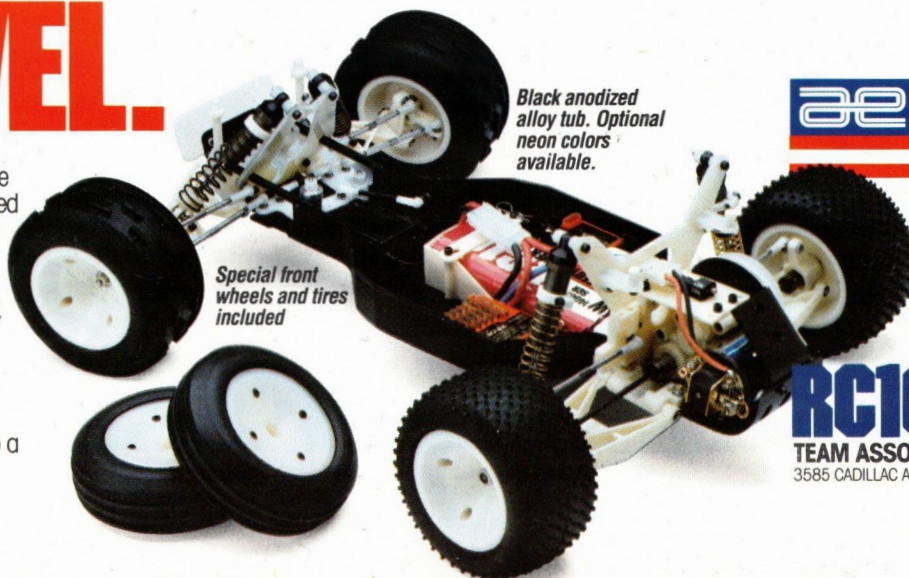
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THIS MONTH IN RACING

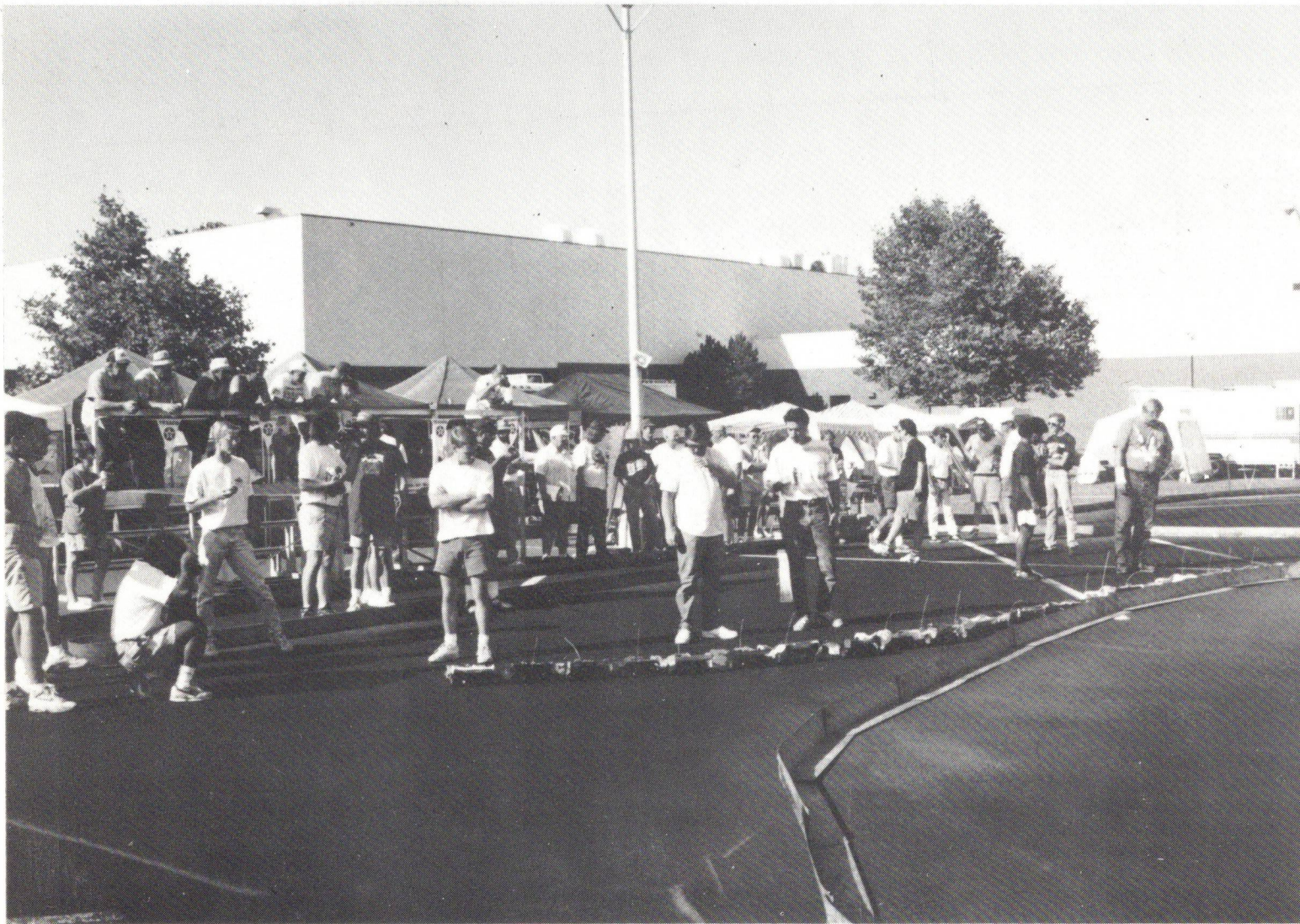
sunshine was very welcome and help set the stage for a most enjoyable weekend of racing. A total of 50 entries were received, many from middle-aged men (of whom I am one). I have noted before that gas racers seem to be older, more mature men for reasons which are not entirely clear to me. Whatever the reason, age seems to be no barrier

to success.

Anyway, this was the second year that the 1/10 gas cars were included and what a difference from a year ago. While the cars last year floundered around the track, this year they flew with lap times only slightly slower than the middle of the pack for the 1/8 cars. This class has great potential with both the BMT

and Serpent cars proving to be very controllable. Brian Bodine captured the pole in his BMT.

The 1/8 class featured mostly BMT cars with a few Picco cars thrown in along with several Serpents and an odd Delta or PB Car. Competition was tough, but Byron Bressel set a fast pace on the first round driving his never-before-run BMT 933 to the first



THIS MONTH IN RACING

20 lap qualifier of the season and remained TQ after everybody else had a shot at him. Some of the fastest racers in the region did not make the A main proving how stiff the competition was.

It's always amusing to me to listen to the various excuses gas racers seem to have to explain away a mediocre performance. This race was full of such rationalizations. "Mysteriously" tires came off rims, battery packs went dead, transponders were not installed, drivers got "hacked" by other drivers, engines overheated, mufflers came loose, etc. Sometimes when a racer moans to me about a mechanical failure I respond to such carping by telling the racer that he should fire his mechanic for incompetence. We both then laugh realizing that WE, of course, are our own mechanics.

Yes, one must have a high tolerance for frustration to race gas cars.

Rather than give you a blow-by-blow description of each main, I'll let you review the results below. Suffice to say, Mike Stanton won by about a lap in a close race for the 1/10 class. Mike Ellis ran second to Byron for most of the 1/8th A main until Byron's clutch bearing seized. Mike continued to run smoothly and earned the championship by several laps over an older gentleman (me). Attrition was high during the 1/8 A main, in particular with several cars not running at the end. Such is the nature of gas racing, I guess.

We hired out the task of race directing to three very capable people who were not racing this weekend. They kept the program running along smoothly and error free. What a pleasure

for the rest of us! We are also very fortunate to have a shopping mall which cooperates so well with us by providing not only the space both outdoors and indoors, but by helping promote and advertise as well.

Portland Scale Racing has worked very hard at promoting a congenial atmosphere for racing and that effort showed this weekend. Congratulations to Mike Ellis, Mike Stanton and Jeff McBryde.

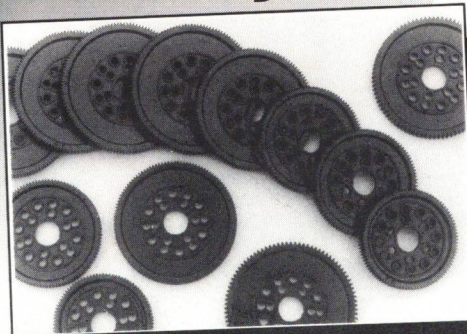
Race Results

1/8th Scale:

A Main

- 1st - Mike Ellis
- 2nd - Dave Bressel
- 3rd - Terry Reeves
- 4th - Byron Bressel
- 5th - Wes Zook
- 6th - Scott Stevens
- 7th - Gary Gundersen
- 8th - Bob Vogel
- 9th - Chris Brown
- 10th- Steve Curry

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THIS MONTH IN RACING

B Main

1st - Ron Steen
 2nd - Robert Andreoitti
 3rd - "Wild" Bill Fletcher
 4th - Dave Steen
 5th - Steve Reece
 6th - Phile Hale
 7th - Dave Anderson
 8th - Mel Delong
 9th - Randy Holst
 10th - Henry Cannon

C Main

1st - Jerry Kjensrud
 2nd - Dwyane Amaral
 3rd - Duane Hesketh Sr.
 4th - Steve Cole

5th - J.E. Lowry

6th - Chris Throeen

7th - Jeff Cole

8th - Jim Fischer

9th - Jamie Goudeau

10th - Ron Medcalf

D Main

1st - Terry Nelsson

2nd - Ralph Kemp

3rd - Skip Baker

4th - Terry Sandhofer

5th - Don Landecker/DNS

1/10 Scale .12 Gas:

A Main

1st - Jeff McBryde

2nd - Art Bunch

1/10 Scale Gas:

A Main

1st - Mike Stanton

2nd - Don Lqandecker

3rd - Keith Todd

4th - Jim McCallum

5th - Mike Pickett

6th - Brian Bodine

7th - Richard Hoops

8th - Ray Sabado

9th - Stew Keene

10th - Andy Buck

B Main

1st - Jeff Davlin

2nd - Gordon Ross

3rd - Norm Reine/DNS

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Megadrome Raceway Northeast Winter Champs

In New England during the winter you can count on a few things. It's cold, it's gray and dreary, and most off-road tracks are covered by a foot of snow. You can also count on Megadrome's Annual Northeast Winter Championship Race.

Megadrome's big, unusual off-road track is indoors, so the 150 drivers who came for the weekend didn't have to worry

THIS MONTH IN RACING



about weather. Saturday morning, found the stock car and truck drivers worrying about getting around the track quickly.

As usual, the club members who own and operate Megadrome, had gone out of their way to create a new and devious layout for the race. No one had been allowed on the track until Saturday morning, so everyone had an equal chance.

After practice, the traditional drivers' meeting was held and then three rounds of qualifiers got underway. IFMAR starts were used as this spreads all the racers out and puts everyone on their own clock. The racers seem to prefer this style of qualifying.

This was stock day and novice class. The folks at Megadrome always include novice class at their larger events so beginning drivers can compete and still have a chance of winning. After three rounds of qualifying, Chad Ofiara was TQ with eight laps in 4:03.54. The next three places were only separated by four-tenths of a second, close racing for any class.

Car stock was predictably,

The hill section of the circuit may look very straight forward. A look at the next photo (below) shows a different side to the downhill section. The numerous drop-offs were very tricky with all the downhill speed the cars had.



THIS MONTH IN RACING

much faster, with Dana Loncto being the man to beat with 10 in 4:08.13. Truck stock saw Brent Volff bring in the fast time of 10/4:09.63, a full 14 seconds faster than the rest of the field.

Before the mains, a jumping contest was held. Any interested driver could take three tries over the monster jump to see who could get their car to jump the furthest. They had to use their stock handout motor. The winner received a New Wave bat-

tery pack. Whether participating or just watching, everyone enjoyed the contest quite a bit but now it was time for the mains.

Novice was first. TQ Chad Ofiara prevailed in the main, followed by John Walsh and Dan Walsh. All three bettered their qualifying times by one lap.

The Car stock A main promised to be an interesting race and its drivers did deliver! At the sound of the start horn, eight

cars leaped away from the starting line and stayed bunched-up. The predictable result for the first 1/2 lap or so was a lot of crashes and sorting out. At the start of the second lap it was Don Perry leading followed closely by Joe Mintrone and Craig Chin. A duel for first had begun. By lap #3, Don and Joe were well out in front of the rest of the field, Don leading, Joe right behind him. On lap 4 Joe flipped his car. Dana Loncto

The Modified day winners at Megadrome Raceway.



THIS MONTH IN RACING

made his bid for third at that point. Joe kept second place but Dana was right on him and Don had gained valuable ground. Mintrone began to work his way back to Don Perry in an admirable display of driving skill. At the two minute mark, Joe was pulling up on Don and Chris Colella had moved into third. With 30 seconds left, Mintrone was right on Perry's bumper and for the next lap and a half, the two cars drove nose to tail over

jumps and through moguls. Halfway through the last lap, Mintrone managed an inside pass and held a two or three foot lead to the finish line. Perry finished one second back in second and Colella held onto third.

Truck stock A main couldn't muster the same drama. TQ Volff took over the lead from John Garforth during the third lap and never looked back. He finished first with the only 11

lap run of the day. Keith Burgie took the second spot and Garforth had to settle for third.

That ended Saturday's racing. New Wave battery packs were awarded to the deserving winners and everyone looked forward to Sunday's modified racing.

Sunday dawned bright and cold. Many of Saturday's racers were back, joined by a number of racers, well known in New England and beyond, who came

The Stock day winners at this year's annual event.



THIS MONTH IN RACING

just for Modified.

Once again, three rounds of IFMAR qualifying got underway, and when it was over, Alex Strouthopoulos was TQ in Mod car with ten laps in 4:02.87 and Brent Volff was heading up truck mod with 11 in 4:20.28. Brent's TQ was the only 11 lap run for all of Sunday.

Door prizes were given out from the race's sponsors: Horizon Hobbies, Andy's RC, New Wave Batteries, Traxxas, Victor and Team Class. Racers were very happy as the sponsors were quite generous with their products.

The mains began and the bleachers filled up. In the car mod A, TQ Alex Strouthopoulos jumped out to an early lead followed by Craig Chin and Will Decker. Alex and Craig were going at it hard, when on the second lap they both lost it coming over the monster jump. Craig was quicker to recover and took the lead. Meanwhile, Raul Garcia edged his way in third knocking Decker down to fourth. Will managed to regain the third place position by the two minute mark. For the last 1/2 of the race, Craig stretched out his lead. He won easily with Alex in second and Raul back in third.

The Mod truck A main was probably the most exciting race I have seen in a long time. It was

a start to finish duel between Brent Volff and second qualifier, John Lee. Lee managed a narrow lead off the line with Volff nipping at his heels. On the second lap, Brent rolled his truck and Nick Zaccaro moved briefly into second. Brent quickly took the position back and sailed to within inches of John Lee. Coming into the fourth lap, Brent and John became tangled going over the monster jump. John came out first with Brent inches behind in second, but Zaccaro had closed to within a few feet of them. They continued that way, John and Brent almost side by side and Nick right behind, lap after lap as the crowd roared and screamed for their favorites. Finally, with 30 seconds left, Brent managed to squeak by John. The crowd went crazy, either cheering for Brent to hold

on or for John to take back first. Both drivers pulled out all the stops, cleared the line before the buzzer, and went at it for another lap. Nose to tail, and side by side, they flew up hills and down into corners. Midway through the lap, John got the inside line through a hairpin left turn, forcing Brent to go wide. That was all she wrote as John held on through the last few turns to take first. Brent finished right behind in second with Zaccaro third.

Race Results

2 WD Mod Class - 1/10th Scale:

A Main

- 1st - Craig Chin
- 2nd - Alex Strouthopoulos
- 3rd - Raul Garcia
- 4th - Will Decker
- 5th - Jeffrey King
- 6th - Clint Venanzini
- 7th - Frank Calandra, Jr.
- 8th - Hard Jono

B Main

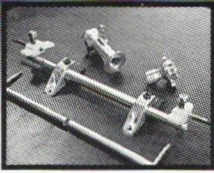
- 1st - Dana Loncto

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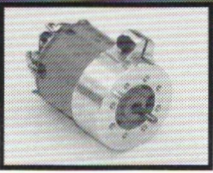


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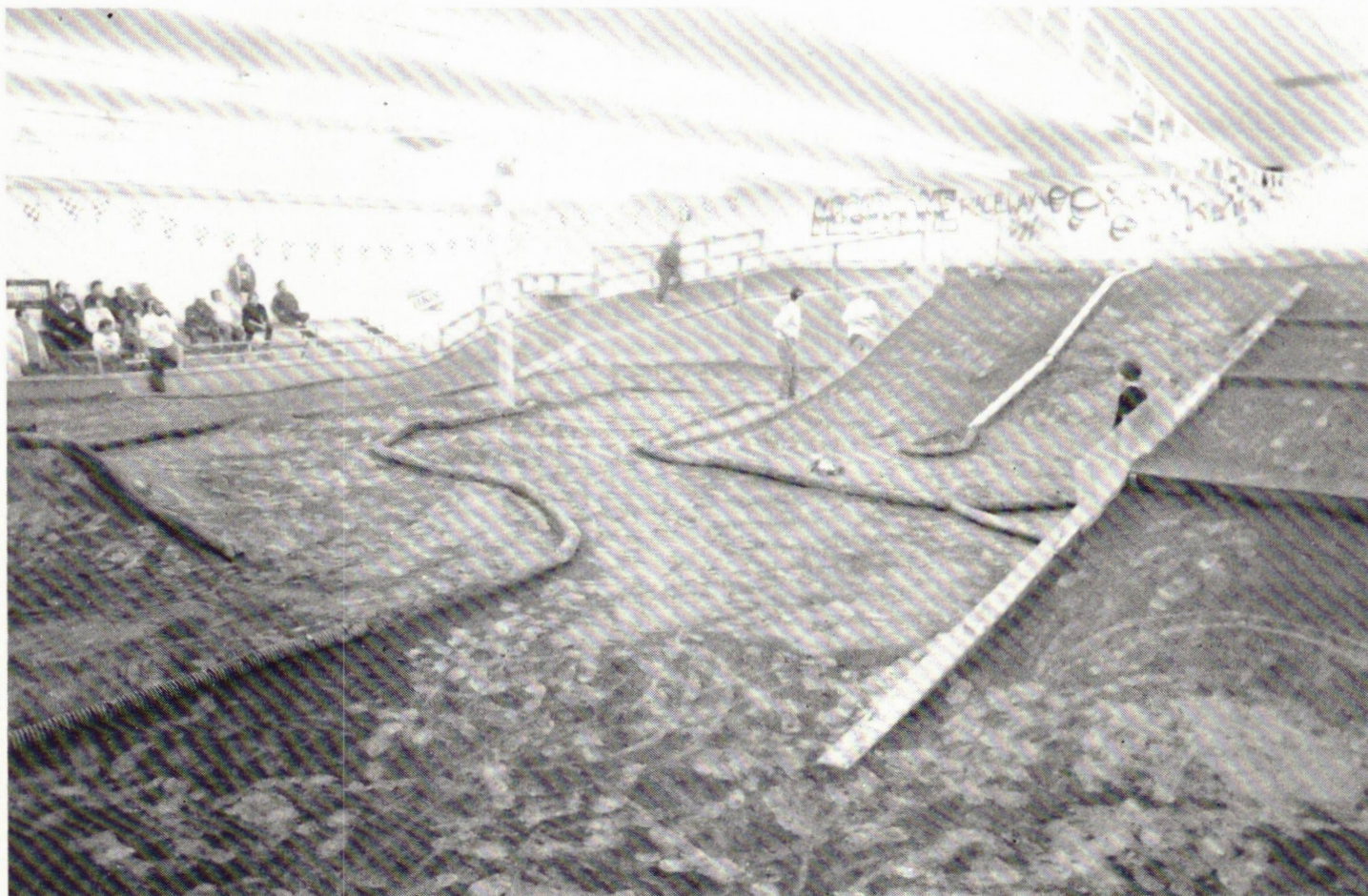
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THIS MONTH IN RACING

2nd - Joe Mintrone
 3rd - Kyosho Bob
 4th - Don Perry
 5th - Gary Arreaga
 6th - Frank Masi
 7th - Eric Desrosiers
 8th - Dan Grathwohl
C Main
 1st - Peter Sheldon
 2nd - Marco Arreaga
 3rd - Louis Goldberg
 4th - Bruce Carbone
 5th - Warren Harrison
 6th - Mark Monticello
 7th - Alex L.
 8th - Bob Blanchette
D Main
 1st - Jon Orr
 2nd - John Lee
 3rd - Michael McMahon

4th - Danny Brideau
 5th - Gary Acey
 6th - Everett Pietras
 7th - Greg Moonan
 8th - Chris Tan
 9th - Nick Leone
E Main
 1st - Brian Wynn
 2nd - Russ Sargent
 3rd - Rob Conlon
 4th - Dean Berry
 5th - Frank Calandra, Sr.
 6th - Greg McGee
 7th - Doug Ruth
 8th - Steve Roberts
 9th - Chris Colarusso
Truck Modified Class - 1/10 Scale:
A Main
 1st - John Lee
 2nd - Brent Volff

3rd - Nick Zaccaro
 4th - Manny Escobar
 5th - Jeff Ferguson
 6th - Charlie Correia
 7th - Mike Lapierre
 8th - George Knapp
B Main
 1st - Norman Excobar
 2nd - Donald Goncalves
 3rd - John Garforth
 4th - Jerry Streeter
 5th - Greg Philley
 6th - C. Gregory
 7th - Doug Ruth
C Main
 1st - Don Pisaneschi
 2nd - Lee Mechzywor
 3rd - Bob Connell
 4th - John Fisler
 5th - John Walsh



THIS MONTH IN RACING

6th - Dominick Cavoto

7th - Steve Diamond

D Main

1st - Ken Martel

2nd - Dan Walsh

3rd - John Gowans

4th - David Bourget

5th - Julie Liss

6th - Jack Filippi

E Main

1st - Mark Smyka

2nd - Rich Dupuis

3rd - Jim Calabrese

4th - Chris Norris

5th - Mike Miserocchi

Novice Class - 1/10th Scale:

1st - Chad Ofiara

2nd - John Walsh

3rd - Dan Walsh

4th - Ray Cosgrove

5th - Jeremy Varno

6th - Cory True

7th - Eric Mack

2 WD Stock Class - 1/10th Scale:

A Main

1st - Joe Mintrone

2nd - Don Perry

3rd - Chris Colella

4th - Dana Loncto

5th - Scott Martell

6th - Craig Chin

7th - Gary Arreaga

8th - Mark Montecillo

B Main

1st - Warren Harrison

2nd - Jeffery Kino

3rd - Lenny Neil

4th - Keith Burgie

5th - Marco Arreaga

6th - Rich Lanoue

7th - Eric Desrosiers

C Main

1st - Alex Lazarevich

2nd - Louis Goldberg

3rd - Nick Zaccaro

4th - Dan Lincoln

5th - John Andrusick

6th - Jeff Ferguson

7th - Chris Tan

D Main

1st - David Jedds

2nd - Jeff Vose

3rd - Jim Hiesel

4th - Doug Ruth

5th - Dean Berry

6th - Jeff Ingram

E Main

1st - Steve Roberts

2nd - Lee Wheeler

3rd - Chris Colarusso

4th - Paul DeRoche

5th - Bradley Marshall

Truck Stock Class - 1/10th Scale:

A Main

1st - Brent Volff

2nd - Leith Burgie

3rd - John Garforth

4th - Charlie Correia

5th - Jeff Ferguson

6th - Norman Escobar

7th - John Zapor

8th - Richard Arruda

B Main

1st - Neal Mulcahy

2nd - Manny Escobar

3rd - Jack Filippi

4th - C. Gregory

5th - Matt Koller

6th - Ike Wood

7th - Adam Vose

8th - Larry Coulter

C Main

1st - Mark Smyka

2nd - Chris Tan

3rd - Donald Goncalves

4th - Steve Diamond

5th - Dale Bailey

6th - Milton Mitchell

7th - Corey Morelli

D Main

1st - Joe Racicot

2nd - Joe Vietri

3rd - Tom Boudreau

4th - Doug Ruth

5th - Daniel Pelletier

6th - Bill Catenacci

7th - Mickey Matheck

E Main

1st - Chuck Mulcahy

2nd - Chris Forte

3rd - Nick Davis

4th - Bob Clough

5th - Ken Martel

6th - Paul Davis

7th - Lucas Baker

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Region 8 Off-Road Championships

By Chris Kovachevich

Region 8 (Missouri, Kansas, Iowa and Nebraska) has seen a tremendous revival in racer interest in the off-road area of our sport. This fact could not be more evident then if one looks at the entry count of, in excess of 160, for the Region 8 Off-Road Championship held at Shawnee Hobby and Raceway in Kansas City, KS. In addition to a large participation from Re-

gion 8, racers from Oklahoma and Tennessee showed up to compete in what proved to be the

largest off-road regional in the history of our region. Shawnee Hobby & Raceway is a large facility with adequate pit facilities to handle a race of this size and an experienced staff to manage an event of this proportion. Owner Bill Pugh began prepar-



THIS MONTH IN RACING

ing months in advance for this event and the results of his efforts were evident to all who attended. As a traveling racer himself, Bill knows and applies the ingredients necessary for a well-run event. All races were run at an interval of two minutes which allowed Saturday qualifying (three rounds, 25 heats per round) to be accomplished in seven hours!

Using the latest version of Victory Lane II Software, the results were available to the racers shortly after the completion of their class rounds and it was easy to see how your qualifying efforts were going. This software was written by Chas Stevenson of St. Louis MO. and has a number of features which have not been previously available to track managers and race directors. Chas attended this race to test some recent revisions (in the field so to speak) and proved to be an able assistant-race director to Shawnee's regular race director, Jerry Justice.

The layout of the track was a challenging combination of just about every type of obstacle known to off-road racing. There were whoops, doubles, triples and a table top in addition to an

The Stock Truck A-Main. These drivers look like a tired bunch, but we were told that they were indeed very happy.



Above: "Triple Crown" winner Clint "Taco Bell" Seitz was the TQ winner of the Modified Truck class and took top honors in the concourse competition. Not a bad weekend at all.

elevation change in the middle of a 180 degree turn. This track was not designed for the faint of heart but could be mastered with some practice. It certainly was different in design than our normal week-to-week tracks and this helped to remove any "home court advantage" for the local racers. The Shawnee Hobby Shop was well-stocked with tires that worked well on this surface so if an out-of-town racer was not equipped with the proper tire, he could at least purchase it. Manned by experienced racers Junior Pugh and Clint "Taco Bell" Seitz, advice was readily available to those who needed it.

As was to be expected, Saturday's qualifying rounds were

Below: The 2WD Modified A-Main racers.



THIS MONTH IN RACING

both exciting and challenging to all racers (including those of us from this area) as the track surface at Shawnee has the habit of fooling even the regular weekly racers as it changes due to usage, temperature and humidity. In spite of these challenges, lap times steadily dropped as racers figured out the best combination of tires/suspension for these track conditions. With seven and eight vehicles in each qualifier, a driver's ability to pass cleanly and minimize mistakes were probably the key ingredients to good qualifying times. A last chance qualifier was held on Sunday morning allowing many drivers to improve their times from Saturday.

Races at Shawnee Hobby & Raceway always have many prizes available from national manufacturers and prizes were given away throughout the day on Sunday. In addition, many local businesses participated in this event by sponsoring trophies for individual classes. These sponsors were Show Me Trucking, Organic Warehouse & Irrigation Specialists, HobbyTown USA, Hippo Racing, Victory Lane R C Race Programs, R & R Hobby, Trinity, Big Q BBQ, Class A Electric, Vic's Trophies, Ballistic Batteries, Lightspeed Products, Eagle Distributing and R/C World Raceway. Without the help of these sponsors, the prize count would be smaller in addition to

the size of the trophies.

A special thanks is in order to Bill Pugh and his Staff and Family for their hard work and dedication to providing the racers of Region 8 with a quality event that should be remembered by all who were lucky enough to participate.

Stock Reg Begin Truck:

A Main

- 1st - Kyle Ficenec
- 2nd - Chad Lamb
- 3rd - Sean Rusk
- 4th - Sandy Roach
- 5th - Dave Rolo
- 6th - Anthony Roach
- 7th - Bob Eggeling
- 8th - Casey Manis
- 9th - Richard Yarber
- 10th - Matt Coffman

B Main

- 1st - Justyn Howells
- 2nd - Jeremy Lynn
- 3rd - Jeff Haase
- 4th - Glenn Ballieu

Stock Reg Begin Buggy:

A Main

- 1st - Richard Yarber
- 2nd - Adam Long
- 3rd - Ernest Galbraith
- 4th - Keith Pearson
- 5th - Steve Graham

Stk Reg Buggy:

A Main

- 1st - David Hill
- 2nd - Kyle Simmonds
- 3rd - Cody Jandrakovic
- 4th - Jason Cordell
- 5th - Curtis Karnes
- 6th - Mike Larsen
- 7th - Wes Boles
- 8th - Jason Porter
- 9th - Jason Clark
- 10th - Rod Rippee

B Main

- 1st - Kristen Dugan
- 2nd - Matt Lee
- 3rd - Eddie Smith



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THIS MONTH IN RACING

4th - Brandon Rowland
 5th - Sean Nunamaker
 6th - Lou Colmo
 7th - Kyle Rowland
 8th - Dean Porter
 9th - Jerry Dischner
 10th- Mike Barnard
C Main
 1st - David Roberts
 2nd - Jerry Hall
 3rd - Willie Janosik
 4th - Doug Long
 5th - Matthew Foulk
 6th - Paul Crispin
 7th - Rob Burk
 8th - Jeanne Porter
 9th - Paul Andrade
 10th- Eric Paik
D Main
 1st - Chris Stahl
 2nd - Joe Jandrakovic
 3rd - Ric Reedy
 4th - Rick Stahl
 5th - Ken Gates
 6th - Bruce Shannon
 7th - Rita Barnard
 8th - Merle Barnard
 9th - Don Dodds
 10th- John Davies
E Main
 1st - Mike Locke
 2nd - David Paik
 3rd - Bill Williams
Stock Reg Truck:
A Main
 1st - John Jones
 2nd - Steph Pugh
 3rd - Glenn Mohler
 4th - Matt Lee
 5th - Shelly Dugan
 6th - Mark Guebert
 7th - Mike Chunning
 8th - Matt Pugh
 9th - Brent Chaffee
 10th- Steve Wesslman
B Main
 1st - Tom Zaragoza
 2nd - Lou Colmo
 3rd - Steve Chunning
 4th - Reid Rogers
 5th - Rick Yarber
 6th - Chris Kovachevich
 7th - Hans Wilson

8th - Brian Hueffmeier
 9th - Jerry (Zorlac) Justice
 10th- Lee Bailes
C Main
 1st - Nate Norton
 2nd - Josh Lynn
 3rd - John Davies
 4th - Rick Reedy
 5th - Paul Andrade
 6th - Felix Pacheco
 7th - Doug Orndorff
 8th - Wayne Roch
 9th - Allen Pearson
D Main
 1st - David Paik
 2nd - James Hayes
 3rd - Jermy Wilson
Mod Reg Buggy:
A Main
 1st - Shawn Jordan
 2nd - Kyle Simmonds
 3rd - Eric Larsen
 4th - David Hill
 5th - Dan Brockway
 6th - Chad Karstens
 7th - Jason Porter
 8th - Eddie Smith
 9th - Curtis Karnes
 10th- Jason Howell
B Main
 1st - Mike Larsen
 2nd - Rod Rippee
 3rd - Jason Clark
 4th - Randy Link
 5th - Chris Stahl
 6th - Matt Moeller
 7th - Jerry Dischner
 8th - Jeff Gates
 9th - Cody Jandrakovic
 10th- Sean Nunamaker
C Main
 1st - Wes Boles
 2nd - Kristen Dugan
 3rd - Brandon Rowland
 4th - Kyle Rowland
 5th - Jerry Doherty
 6th - Dean Porter
 7th - Doug Long
 8th - Jerry Hall
 9th - Ben Welch
 10th- Brent Tavernaro
D Main
 1st - Matthew Foulk

2nd - John Schoenauer
 3rd - Joel Splittgerber
 4th - Eric Paid
 5th - Bill Williams
 6th - Ivan Larsen
Mod Reg truck:
A Main
 1st - Clint (Taco Bell) Seitz
 2nd - John Jones
 3rd - Jason Kovachevich
 4th - Rod Rippee
 5th - Dan Brockway
 6th - Jason Howell
 7th - Shelly Dugan
 8th - David Bowels
 9th - Chad Karstens
 10th- John Davies
B Main
 1st - Matt Pugh
 2nd - Sam Lynn
 3rd - Eric Larsen
 4th - Jeremy Blair
 5th - Mark Guebert
 6th - Tom Zaragoza
 7th - David Vanerwerf
 8th - Bruce Shannon
 9th - Rick Yarber
 10th- Steph Pugh
C Main
 1st - Brent Chaffee
 2nd - Tim Hiatt
 3rd - Don Hendricks
 4th - John Shoenauer
 5th - Doug Orndorff
 6th - Rob Burk
 7th - Jerry Doherty
 8th - Merle Barnard
 9th - Mike Barnard
 10th- Chad Blair
D Main
 1st - Don Ingram
 2nd - Ivan Larsen
 3rd - Mark Smith
 4th - Tim Tuttle
Mod Reg 4WD:
A Main
 1st - Shawn Jordan
 2nd - Jason Clark
 3rd - Mike Larsen
 4th - Lou Colmo
 5th - Joel Splittgerber
 CP

ROAR

Region IX

1993 Off-Road

Regionals

All the best off-road racers in the region have concentrated on the ROAR Region IX Off-Road Championships held at Houston R/C Hobbies in Houston, TX. We knew it would be a great race when over 100 drivers showed up for practice on Friday. Saturday started off with 130 entries in Stock car and Truck. Sunday began with 108 entries in 2WD Modified, 4WD Modified and Modified Truck.

All lap counting and timekeeping were done by an AMB System 20 and Autoscore software.

After three qualifying rounds on Saturday, Jason "JB" Branham from Humble was TQ in 2WD Stock. Scott Rister was TQ in Stock Truck. At the start of 2WD Stock A main, "Mod" Bob Ayers of

Houston got the holeshot and led the entire race for the win by five seconds. The Stock Truck A main was one of the best races of the weekend with TQ Scott Rister and second qualifier, Kris Valambhia battling it out and swapping the lead numerous times. At the end, it was Scott Rister in the lead for the win.

With many of the same racers from Saturday back and "dialed in", the pace was set for some fast racing in the Modified division on Sunday. After three rounds of qualifying, Corpus Christi's Scott Rister was again in the groove to capture the TQ spot in 2WD Modified and Houston's Jonathan Morgan dominating Modified Truck and 4WD Modified for the TQ spots in both classes.

THIS MONTH IN RACING

With the mains and the mood set, the racing began and when the dust settled, it was third qualifier. Todd Handel from Dallas, was in front for the win in 2WD Modified and Jonathan Morgan running away with both Modified Truck and 4WD Modified.

The competition for concourse was steep both Saturday and Sunday. Steven Frew's awesome hot paint won first place, Jason "JB" Branham taking second place, and "Hippi" Dave walked away with third place. On Sunday, concourse competition was won by Roel "The Nack" Guerra, with Randon Hayes taking second place and Chris Horne taking third place.

2WD Modified

A Main

- 1st - Todd Handel
- 2nd - Scott Rister
- 3rd - Jonathan Morgan
- 4th - Frosty St. Clair
- 5th - Justin Jenkins
- 6th - Cameron Kellogg
- 7th - Josh Hughes
- 8th - Bob Ayres
- 9th - Jason Branham
- 10th- Kyle Wilson

B Main

- 1st - Jeff Welch
- 2nd - Rhett McNair
- 3rd - Eric Taylor
- 4th - Barry Raborn
- 5th - Tony Recio
- 6th - Robert Follmer
- 7th - Jason Lawrence
- 8th - Quincy Hughes
- 9th - Tony Newhouse
- 10th- Peter Reddien

C Main

- 1st - Trois Mitchamore
- 2nd - Chris Allison
- 3rd - Jorge Tabush
- 4th - Rick Oksenholt
- 5th - Brian Bransford
- 6th - Randy Chu
- 7th - Richard Yeoman
- 8th - Michael Lambert/DNS
- 9th - Derek Buster/DNS
- 10th- Randon Hayes/DNS

D Main

- 1st - Junior
- 2nd - Doug Campbell
- 3rd - Phillip Yarbrough
- 4th - Aaron Smith
- 5th - Butch Jennings
- 6th - Kevin Pulford
- 7th - Richard Molock
- 8th - Davied Morris
- 9th - Lance M. Myhre/DNS
- 10th- Sonny Vega/DNS

E Main

- 1st - Randy May
- 2nd - Gabe Sandoval
- 3rd - J.R.Malin
- 4th - Mikey Flores
- 5th - Chris Bach
- 6th - Jason Gray
- 7th - Chris Horne
- 8th - Jason Mayfield
- 9th - Charley Keplinger

4WD Modified:

A Main

- 1st - Jonathan Morgan
- 2nd - Peter Reddien
- 3rd - Damon Shields
- 4th - Jason Branham
- 5th - Binson
- 6th - Jimmer Adams
- 7th - Justin Jenkins
- 8th - Scott Rister
- 9th - Jeff Welch
- 10th- Quincy Hughes/DNS

2WD Modified Truck

A Main

- 1st - Jonathan Morgan

2nd - Frosty St. Clair

- 3rd - Quincy Hughes
- 4th - Chris Allison
- 5th - Scott Rister
- 6th - Terry Yarbrough
- 7th - Justin Jenkins
- 8th - Eric Taylor
- 9th - Jason Branham,
- 10th- J.R. Malin/DNS

B Main

- 1st - Kris Valambhia
- 2nd - Steve Lambert
- 3rd - Tom Owens
- 4th - Bobby Duran
- 5th - Mr. Bone
- 6th - Wylder Barrows
- 7th - Roel Guerra
- 8th - Aaron Smith
- 9th - Kyle Wilson
- 10th- Richard Yeoman

C Main

- 1st - Butch Jennings
- 2nd - Johnny carroll
- 3rd - Mikey Flores
- 4th - Don Walters
- 5th - Jason Gray
- 6th - Bary Schrag
- 7th - Jorge Tabush
- 8th - Norm
- 9th - Mike Lambert
- 10th- Tony Recio/DNS

D Main

- 1st - Kevin Dunn
- 2nd - Ray Bauarschi
- 3rd - Randy Chu
- 4th - Mitch Mitchamore
- 5th - Jim Hutchinson
- 6th - Jim Beavers
- 7th - Doug McAfee
- 8th - Greg Fetters
- 9th - Michael Lambert
- 10th- Rhett McNair/DNS

E Main

- 1st - Curly Myers
- 2nd - Jerry Gardner
- 3rd - Leonard Taylor
- 4th - Sonny Vega/DNS

THIS MONTH IN RACING

2WD Stock

A Main

- 1st - Bob Ayers
- 2nd - Jason Branham
- 3rd - Rhett McNair
- 4th - Tony Newhouse
- 5th - Quincy Hughes
- 6th - Josh Hughes
- 7th - Cameron Kellogg
- 8th - Todd Handel
- 9th - Frosty St. Clair
- 10th- Scott Rister/DNS

B Main

- 1st - Tony Recio
- 2nd - Jeff Welch
- 3rd - Jason Lawrence
- 4th - Peter Reddien
- 5th - Barry Raborn
- 6th - Brian Bransford
- 7th - Justin Jenkins
- 8th - Chris Allison
- 9th - Kyle Wilson
- 10th- Derek Buster

C Main

- 1st - Trois Mitchamore
- 2nd - Randy Chu
- 3rd - Lance Myhre
- 4th - Greg Renfro
- 5th - Randy May
- 6th - Michael Lambert
- 7th - Steve Lambert
- 8th - Aaron Smith
- 9th - Jorge A. Tabush
- 10th- David Morris

D Main

- 1st - Robert Follmer
- 2nd - Junior Mowreader
- 3rd - Eric Taylor
- 4th - Kevin Pulford
- 5th - Randon Hayes
- 6th - Jimmer Adams
- 7th - Richard Yeoman
- 8th - Gabe Sandoval
- 9th - Jack Balchin/DNS
- 10th- Ray Cochran/DNS

E Main

- 1st - Phillip Yarbrough

2nd - Damon Shields

3rd - Ton Ramirez

- 4th - Brian Montgomery
- 5th - Stanley Holmes
- 6th - Mike Morgan
- 7th - J.R. Malin
- 8th - Sonny Vega
- 9th - Ross Gonzales
- 10th- Chris Bach

F Main

- 1st - Richard Molock
- 2nd - Bryan Hearn
- 3rd - Mark Mangrum
- 4th - Steve Dragos
- 5th - Todd Dugas
- 6th - Doug McAfee
- 7th - Chris Horne
- 8th - John Lyon
- 9th - Kent Ladner
- 10th- Scott Kelly

G Main

- 1st - Hippi
- 2nd - Charley Keplinger
- 3rd - Jerry Godfrey
- 4th - Clif Hereford
- 5th - Casey Lyon
- 6th - Jason Mayfield
- 7th - Tony Brawner
- 8th - Larry Campbell
- 9th - Chris Jackson
- 10th- Will Modglin

H Main

- 1st - Roel Guerra
- 2nd - Preston Brown
- 3rd - Doug Campbell
- 4th - Bill Harrison
- 5th - Chad Starnes
- 6th - Toni Campbell
- 7th - David Fitzgerald
- 8th - Jonathan Womack
- 9th - Matt Martin/DNS

2WD Stock Truck

A Main

- 1st - Scott Rister
- 2nd - Kris Valambhia
- 3rd - Chris Allison
- 4th - Mr. Bone

5th - Johnny Carroll

6th - Bobby Duran

- 7th - Wyllder Barrows
- 8th - J.R. Malin
- 9th - Randy Chu
- 10th- Mikey Flores

B Main

- 1st - Tom Owen
- 2nd - Jason Roavis
- 3rd - Richard Yeoman
- 4th - John Myers
- 5th - Phillip Harmon
- 6th - Mike Lambert
- 7th - Eric Taylor
- 8th - Don Walters
- 9th - Greg Renfro
- 10th- Sonny Vega

C Main

- 1st - Kevin Dunn
- 2nd - Hal Cameron
- 3rd - Greg Feters
- 4th - Roel Guerra
- 5th - Khrris Coffey
- 6th - Ray Bauarschi
- 7th - Steven Frew
- 8th - Bary Schras
- 9th - Norm
- 10th- Michael Lambert/DNS

D Main

- 1st - Curley Myers
- 2nd - Mitch Mitchamore
- 3rd - Jeff Kraft
- 4th - Allan Smith
- 5th - Jeff Wasson
- 6th - Jerry Gardner
- 7th - Bill Harrison
- 8th - Dwight McClean
- 9th - Stacey Tyler
- 10th- Jimmer Adams

E Main

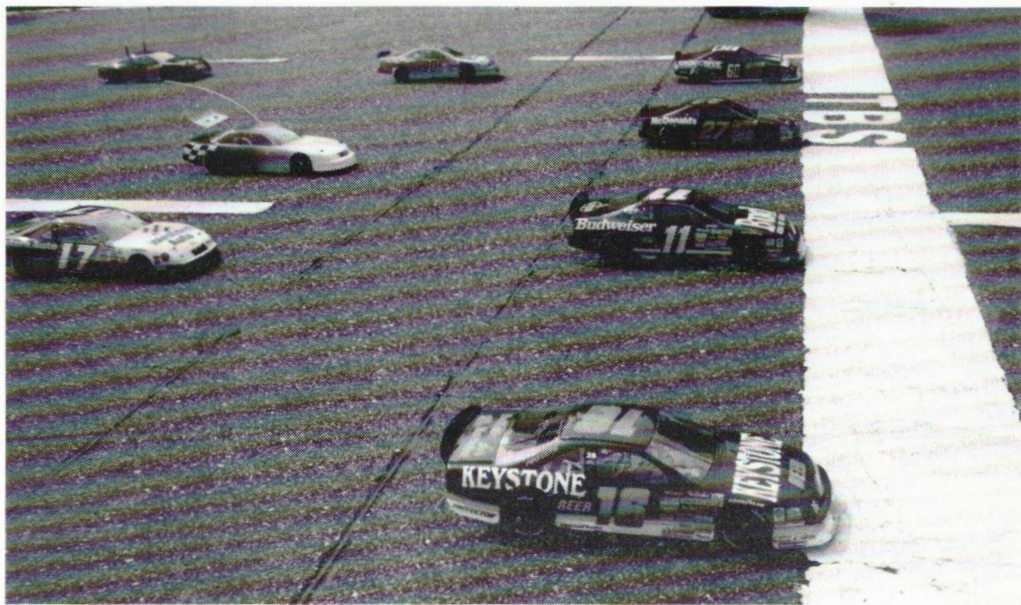
- 1st - Steve Dragos
- 2nd - Dan Billings
- 3rd - Zach Walters
- 4th - Harold Fugate
- 5th - Jack Saltal
- 6th - Karen Cameron
- 7th - Sonny Guzman

THIS MONTH IN RACING

WARREN TAKES SOUTH CAROLINA CHAMPS

TBS Superspeedway is one of the fastest R/C tracks in the country. And some of the fastest drivers in the country were in attendance Saturday, September 25th for the ROAR South Carolina State Championship, co-sponsored by BSR Racing Tires, Competition Plus, CAM Racing Motors, and Champion Racing Products.

Friday was a day for practice and some of the drivers took full advantage of it as the lights stayed on until 2:00 a.m. Racing action began Saturday morning



THIS MONTH IN RACING



with the first round of qualifying for the enduro. In the enduro you were to run 50 laps with two mandatory pit stops. The two pit stops allowed the drivers that only had 1400 SCR batteries to be as equal as those having 1700 SCRC batteries. Charlie Yates piloted his Cam powered HPI prototype enduro car to the top qualifying position with 50 laps in 6:07.

It was now time for the four minute qualifiers. The Stock action was up first. In the Stock action, five of the top ten drivers went an amazing 31 laps. When I say amazing I mean amazing because this is a 505 foot centerline track. In the first round of qualifying Dale Varner took the top spot and remained there all day. He was closely followed by Stan Harrington.

Next up was the Modified action. In the first round Gary Warren took the top spot by running 34, 4:05. In the second round Blake Williams rocketed his Cam powered Hyperdrive "Short Car".

The B Main Stock saw Bill Christmas lead every lap to take home the win. Although Bill was uncontested, there was



*Top: Brandon Tilley changes Gary Warren's batteries as Charlie Yates enters the pits
Bottom: Chris Rice prepares for the next qualifier.*

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

The car you are driving is a TRX-3

TRX³TM
from
TRAXXAS

Sweet dreams...



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

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

THIS MONTH IN RACING

plenty of action behind him as Randy Howell was second and Donald Tilley was third.

The A main Stock was an extremely close race even though there was only one lead change. In the beginning Ryan Gentry jumped from his forth qualifying position to take an early lead. Gentry had a comfortable lead until the three minute mark when he went a little high and Stan Harrington

got around for the lead. Gentry wasn't going to give up so easy. He made a bid to regain his position and got a little too close to Harrington and was sent spinning into the infield. Harrington went on to win with a super run of 31, 4:04, followed by Doc Love at 31, 4:05 and top qualifier Dale Varner with a 31, 4:05.62 took third.

The Modified was an equally exciting and close race as top

qualifier Gary Warren ripped off the line first to take the early lead. He was followed closely by, recently crowned NORRCA National Champion, Bruce Triplett. The two played cat and mouse for several laps before Brandon Tilley came into the picture. Brandon got around Bruce and seemed quite content to follow Warren. The man on the move was Dave Raber he was turning laps two tenths

From left to right: Del Mathis, Bruce Triplett and Ryan Gentry prepare for the enduro.



THIS MONTH IN RACING

faster than the leaders. Dave did a super job of getting through traffic as he moved from sixth to third in just a few laps. While making his charge to the front his car got a little loose and spun coming out of the forth turn. This ended Dave's chance to take the lead. Back up front Gary and Brandon were starting to distance themselves from the rest of the field. When the horn went off it was all Warren running a 34, 4:01, Tilley with a 34, 4:02 and Williams making his way back up to third.

The 200 lap endurance was up next. Gary Warren ripped off the line and took the top spot followed closely by Chris Rice. Chris worked his way around Warren and was starting to stretch it out when he noticed his car getting loose. He had blown a tire only 30 laps into the race. Chris did some excellent driving by running the car until the next pit stop. Warren was being challenged by Charlie Yates for the lead as they pitted together and Yates came out first. This went on for several laps, Warren faster on the track and Yates faster in the pits. By lap 120 Yates has a two lap lead on Warren when disaster struck ending his chances for the win. A wire had broken coming out of the speed controller. Rice who had fallen nine laps down during the tire change, was now on the move steadily getting his laps back as

Warren's problems continued in the pits. The difference was now two laps as Chris pulled the trigger and was really smoking. It looked as if it was going down to the last pit stop. With twenty laps to go Warren pitted for the last time, it was a flawless stop as he went on to take the win. The final results were Gary Warren, Chris Rice, Dave Raber, Charlie Yates and Blake Williams.



To finish the day off there was a speed run. On Friday there were some of the fastest times ever turned at TBS so it looked as if there was going to be a new record set. It looked as if Blake Williams was going to be the one to beat as he had several fast ten lap runs during practice. When it came down to when it counted Blake only had a 9, 1:01

*After the mains, Bruce Triplett
inspects the A-Main stock motors.*

OVAL'S BEST!!

ROAD'S BEST!!



KENT CLAUSEN

CLIFF LETT

ACTUALLY, AT TEAM ASSOCIATED, WE LIKE BOTH ROAD AND OVAL RACING. WHEN THERE'S GOOD COMPETITION, THEN *BOTH* ARE EXCITING!

KENT "Mambo!" CLAUSEN is presently better known for his accomplishments on the ovals. In 1989 he shattered the 1/10 electric oval speed record with a blistering 70.1 MPH in his RC10L! Then, in 1991, he put his RC10LSS into orbit, with a new 75.96MPH record run at *R/C Thunderdrome*! Did you know that Kent is also an IFMAR 1/12 World Road Champion, and that he has also won 7 ROAR 1/12 ROAD AND OVAL Nationals?



RC10L on road



RC10L Super Speedway oval

CLIFF "Buggymaster" LETT's accomplishments in both road and oval racing would fill this page. But Cliff is an IFMAR 1/10 Off Road World Champion, as well as an 8 time ROAR ROAD AND OVAL National winner, and a *Whippoorwill* and *R/C Thunderdrome* champion.

So you see, we at TEAM ASSOCIATED like both ROAD AND OVAL racing. So much that after we built the RC10L, the most popular 1/10 ROAD racer ever, we built the RC10LSS, the most popular OVAL racer. When we came out with the true scale RC10LSS, which appeared too narrow to everyone, they all said it wouldn't work. But, I'm sure you've noticed, they've all copied it now.

TEAM ASSOCIATED

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Costa Mesa, CA 92626-1403
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ALL OF TEAM ASSOCIATED'S WINS HAVE BEEN POWERED BY OUR REEDY MODIFIED MOTORS. GOOD FOR ROAD AND OVAL RACING, THEY'RE THE WORLD'S BEST, 7 TIMES!

THIS MONTH IN RACING

lap run. Obviously Kevin Hunter, of Cam Racing Motors, had done his homework as Chris Rice had an impressive run of 10, 1:05. This broke Gary Warren's record which had stood for over three years.

When the day was complete the awards were given out and everyone was inquiring about next year's event. So make plans early to attend this exciting race.

Stock A Main

- 1st - Stan Harrington/Hyperdrive
- 2nd - Doc Love/NA
- 3rd - Dale Varner/Hyperdrive
- 4th - Greg Honeycutt/Associated
- 5th - Ken Long/NA
- 6th - Ryan Gentry/Composite Craft 10L
- 7th - Don Dietz/Composite Craft 10LX
- 8th - Tom Vinning/Hyperdrive
- 9th - Perry McConnell/Associated
- 10th - John Pizzulo/Comp Craft 10LX

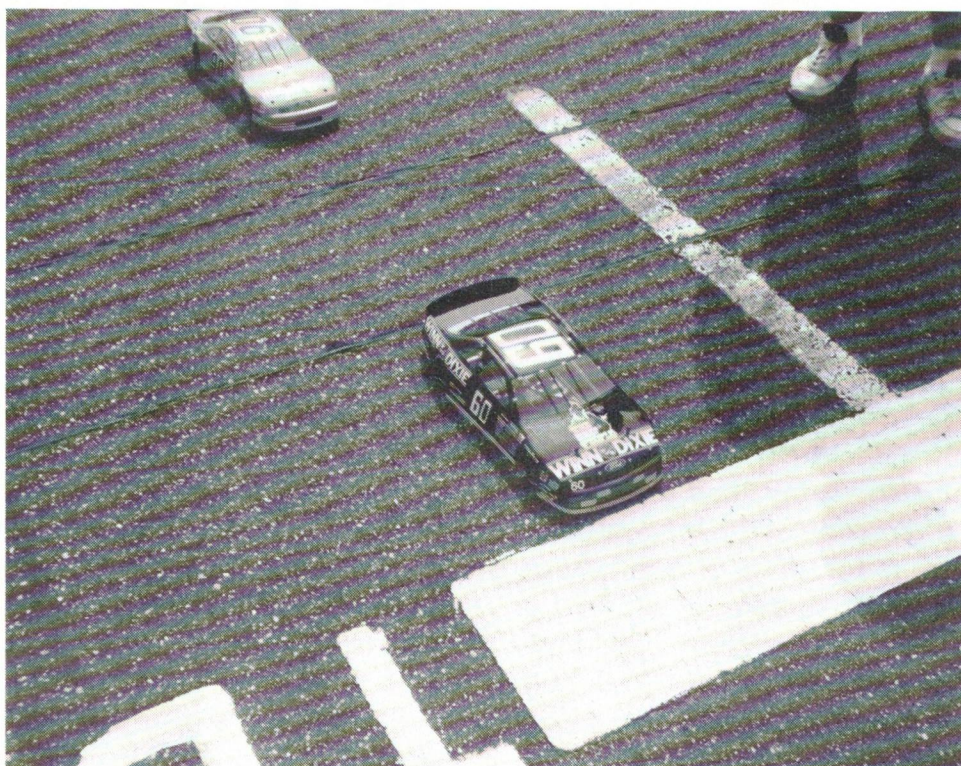
Modified A Main

- 1st - Gary Warren/Hyperdrive
- 2nd - Brandon Tilley/Hyperdrive
- 3rd - Blake Williams/HPI
- 4th - Chris Rice/Hyperdrive
- 5th - John Robbs/Hyperdrive
- 6th - Dave Raber/Hyperdrive
- 7th - Bruce Triplett/HPI
- 8th - Charlie Yates/HPI

Enduro A Main

- 1st - Gary Warren/Hyperdrive
- 2nd - Chris Rice/Hyperdrive
- 3rd - Dave Raber/Hyperdrive
- 4th - Charlie Yates/HPI
- 5th - Blake Williams/Hyper. Speed Run
- 1st - Chris Rice/Hyperdrive
- 2nd - Blake Williams/Hyperdrive 6X6
- 3rd - Ryan Gentry/Composite Craft 10LX

Top: Owner Calvin Stogner with some of the awards. Bottom: Perry McConnell's impressive Mark Martin look a like.



The 2nd Stop

Midwest Series For 1/8 Scale

By Steve Lazarus

Chicago - Cincinnati - Detroit Racine - Toledo - Windsor

The Midwest Series for 1/8th Scale Gas made its second stop for 1993 in Chicago, IL. Hosted by the Chicago Radio Car Club, participants gathered to warm weather, and often threatening skies. Early rain on Saturday delayed track set-up slightly, but the skies held for three qualifiers and some good racing. Racing on one of the longest tracks in the Midwest, with a very smooth surface, this fourteen turn track required a good mix of both low speed and high speed handling as well as lots of horsepower. Liberal application

of VHT provided good grip, but those who deviated from the line found the walls quickly. The AMB scoring functioned all weekend and Kevin VanPelt, Al Rovel and Roy Moody ran a smooth race for CRCC.

Local Don Jones was the early leader in 4WD taking his Serpent Excel to a 17/318.2. Russ Williamson from Springfield, IL., was only one-half of a second back with his BMT, and Gary Grossenbacher from Ohio held third after three rounds with a 16/314.2 from his Parsec. Qualifying was brutal in the

lower ranks of 4WD, with carnage from board contact. All the manufacturer's cars got a real strength test, as well as the CRCC race course, with a record 17 infield boards broken during the weekend.

2WD was dominated early by Chris Misovsky, also from Springfield, as his BMT was on a fast pace. Chris ran two 15 lap rounds one second apart to lead rounds one and two. His 15/305.5 would hold up for TQ despite several other 15 lap efforts. Chris Wolf was closest on Saturday with a 15/315.23.

THIS MONTH IN RACING

1/10th Gas class was well represented, with eight cars filling a full round. Don Jones' Serpent Impact led the way early with a 15/315.27. However, local Bob Husted and Keith Gillis from Iowa kept the pressure on. Bob's BMT was only three seconds back from Don and Keith Gillis narrowly missed 15 laps with a 14/300.24 effort from his Delta prototype.

One Sportsman racer participated in Chicago, eight year old Adam Tigue from Springfield, IL. Adam took his Associated Pan car to a ten lap qualifying time.

The second day of qualifying brought different track conditions, after an all night rain, and some changes in the pecking order. Don Jones secured his top qualifier position in 4WD, with a 17 lap effort in 312.2. Russ Williamson stayed close, but could not better his Saturday effort, retaining the number two position, as the only other car to turn 17 laps. Randy Ramsay from St. Louis improved to third with a 16/310.6 effort from his Serpent Excel.

2WD saw some strong efforts to unseat Chris as local Kevin VanPelt improved to the number two position, taking his Parsec to a 15/311.3. Ron Garrant made the long trip from Canada worthwhile as his Associated RC500 improved to third,

with a 15/313.2.

1/10th Gas saw Bob Husted unseat Don Jones by less than a second for TQ improving to a 15/314.3! Don was unable to improve on his Saturday time and had to settle for second. Keith Gillis also was unable to improve holding on to third.

The Mains got underway despite what were at times threatening skies. All Mains are 30 minutes under MWS rules for 1993, allowing some interesting comparisons between individual mains and even classes. First up was the 1/10th Gas main. Don Jones was the early leader holding off the competition through the first two stops for fuel. A flame-out allowed Keith Gillis to close-in, and actually assume the lead for a period. Don battled back, and both drivers then exchanged the lead several times. Don finally prevailed, taking a one lap win for Serpent. Keith certainly showed the potential of the new Delta car, and John Elliot trailed for third, six laps back from the leader.

The 2WD "C" main was next and CRCC's computer man Al Rovel took time to race, recording an easy 23 lap victory over Scott Lacy. Scott was close, when he was on the track, but an extended pit stop took him out of the running. Local John Wallin held on for third.

Next up was the 4WD "C" main. This group had been the most out of control all weekend, and unfortunately their troubles continued, with two drivers not even making it through the warm-up to start the race! Dennis Young, from Cincinnati, took his Parsec to an early lead, followed by local Carl Walsted's Serpent, and the BMT of Toledo's Bob Mercier. All of the drivers were off the track at some time during the race, allowing steady Ray Tigue, from Springfield, to bring his Serpent home first! Bob Mercier followed for second, nine laps back, with Dennis Young third, one lap further back. The Midwest Series allows a move-up to the next main for the winner, and Ray took advantage of this rule to race in the "B" 4WD main.

The 2WD B Main saw an exciting race between local Steve Lazarus' Serpent and Ted Hammer's Delta car. Both drivers were on the same lap through two pit stops and Steve was finally able to go up one lap by the fifteen minute mark. However, he wasn't there long, as a flame-out took him off the track for two laps. By the time he returned, Ted had gotten his lap back plus another. At this point, a light rain started to fall, and Ted was able to maintain his lead to the end. Jim Piersol, from downstate Illinois, and

THIS MONTH IN RACING

Paul Garant from Canada, had their own battle for third, changing positions throughout the race. Jim's Delta was five seconds better than Paul's RC500 for third, eight laps back from second. Ted also availed himself of the opportunity to move up to the A main.

The 4WD B main was a battle between father and son Yglesias. And appropriately on Father's Day, Dad Milo was the winner. But it wasn't easy as Mike pushed him all the way, and but for a problem with the two-speed, may have been fast enough to win. Both of their Serpents ran well on their home track. Local Mike Becker, and Racine Wisconsin's Gary Anderson battled for third, with Mike's Serpent prevailing over Gary's Parsec by seven seconds. The happy winner decided he had had enough racing for one day and did not move-up, electing to pit for his ace tuner, Don Jones in the A main.

The 2WD A main was next, and Kevin VanPelt took an early lead followed by Chris Wold and Chris Misovsky. Contact with a lapped car took Kevin off the track for several laps and out of contention for the win. Ron Garant and Charlie Cain from Iowa, now began to move-up from the pack. A flame-out mid-race took Chris Wolf from contention next. In the meantime, Charlie's Delta car had found its groove, and he motored away

from the pack for the win by five laps. Chris M. and Ron battled right to the end for second, with Chris pulling it out by ten seconds and half a lap.

The 4WD A main saw a close battle between Don Jones, Russ Williamson and local Scott Smith with his BMT car. Don took an immediate lead but Russ and Scott hung on the lead lap through the first two pit stops. Don finally managed to put a lap between himself and the others, and began to extend his lead when the rains came, just past the halfway point of the race. Russ had a twelve second lead on Scott for second at this point. It became apparent that the late hour would prevent continuation of the race and it was called at that point, allowing Don to take his second win of the day!

Points leads after two races are as follows:

4WD
 Russ Williamson
 197 pts.
2WD
 Chris Misovsky
 195 pts.
1/10 Gas
 Don Jones
 201 pts.

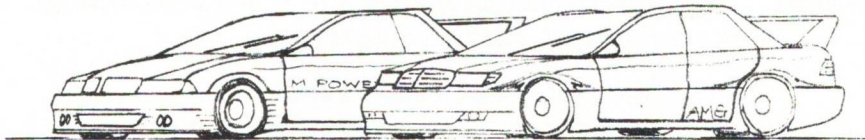
So, race #2 of the Midwest Series for 1993 is on the books! Thanks to the CRCC Club for hosting this race. Thanks also to our sponsors, Associated Electronics, R.C. Motorsports and Racer's Choice for their support this year.

4WD Open
A Main Rain Shortened
 1st - Don Jones

2nd - Russ Williamson
 3rd - Scott Smith
 4th - Gary Grossenbacher
 5th - Lou Przbyia
 6th - Brad Makaric
 7th - Stan Naymola
 8th - Randy Ramsey
B Main 30 Minutes
 1st - Milo Yglesias
 2nd - Michael Yglesias
 3rd - Mike Becker
 4th - Gary Anderson
 5th - Ed Frizzell
 6th - Ray Tique
 7th - Bob Clollno
 8th - John St. Arnant
 9th - Bob Husted
C Main 30 Minutes
 1st - Ray Tique
 2nd - Bob Mercier
 3rd - Dennis Young
 4th - Carl Walsted
 5th - P.J. Ramsey
 6th - Erik Stenquist
 7th - Doug Hinkel
 8th - Tony Panico
 9th - Gary Otto
2WD Open
A Main 30 Minutes
 1st - Charlie Cain
 2nd - Chris Miksovsk
 3rd - Ron Garant
 4th - Kevin VanPelt
 5th - Joel Mabus
 6th - David Elsel
 7th - Ted Hammer
 8th - Chris Wolf
 9th - Bill Eisenhard
B Main 30 Minutes
 1st - Ted Hammer
 2nd - Steve Lazarus
 3rd - Jim Piersol
 4th - Paul Garant
 5th - Bob Paradise
 6th - Anderson Yau
 7th - Gerry Argalas
 8th - Tony Gagliardo
C Main 30 Minutes
 1st - Al Rovel
 2nd - Scott Lacy
 3rd - John Wallin
 4th - Jeff Curry
Pan
A Main 30 Minutes
 1st - Adam Tique
 1/10 (.15)
A Main 30 Minutes
 1st - Don Jones
 2nd - Keith Gillis
 3rd - John Elliot
 4th - Gary Otto
 5th - Bob Husted
 6th - Ted Hammer
 7th - Don Thompson
 8th - Larry Mednick

1994 TAMIYA 4WD RACE SERIES

1st Place	1500.00 Cash!
2nd Place	1000.00 Cash!
3rd Place	500.00 Cash!



Purpose: To help promote R/C racing by introducing low price realistic looking R/C cars that's really easy to build, fun to drive.

Date: January 9-1994 January 23-1994 January 30-1994 February 6-1994 February 13-1994 February 27-1994
March 6-1994 March 13-1994 March 20-1994 April 10-1994

Location: Citrus Heights Radio Control Sports Center 7632 Greenback Lane Citrus Heights CA 95610 15 minutes from Sacramento off I-80 on the way to Reno. Tel (916) 722-3481

Cars Allowed: Although we will also be running regular on-road class and Formula-1 class during the race, only Tamiya 4wd European and Japan road touring and rally cars are allowed to join this special series. These cars include: **Mercedes 190E AMG, BMW M3, Toyota Celica All-Trac, Nissan Skyline GTR, Ford Escort Cosworth RS, and Lancia HF.**

Motors: Since the gearing of these cars are extremely low, we allow all bushing motors 15 turns and above.

Batteries: Only cheap Sanyo 1400mah SCR 6-cell battery pack is allowed. No matched or pushed packs.

Aftermarket parts: To encourage low budget racing, the cars must be stock. No aftermarket part is allowed except speed control, springs, shock oil, ball bearings, and motors. You may run any rubber tires designed for these cars by Tamiya. No foam tires allowed.

Race Duration: All races for all classes are 5 minutes. Other classes running along with the series are 1/10 On-road Stock, 1/10 On-road Modified, Formula-1 Stock, and Novice.

Time: Race will start at 11:30am. Registration closes at 11:15am. We shall have 3 rounds of qualifying and the main. Gift Certificates and Plaques will be given out on each race day.

Points system for the series is as follows: 1st place-100 pts, 2nd place-96 pts, 3rd place-92 pts, 4th place-90 pts, 5th place-88 pts, 6th place-86 pts, 7th place-84 pts, and so forth. Each day you race you'll also get 100 pts automatically therefore not only the best drivers have the best chance, the ones that don't miss any races have good chances too. There will be 2 throw-outs for the position points.

Entry Fees: \$11.00 per race day per class. Tamiya 4WD series entry fee is \$40.00 for the whole series, \$10.00 off for the first 10 entries we received, an extra \$20.00 off if you have purchased a Tamiya 4WD from us. If you live far away but wish to purchase a car from us to get the discount on the race series, call us and we can ship the car to you. Prices are between \$145 to \$155. Other places you may order the cars from are America Hobby Center and Tower Hobbies.

Grand Prizes of total \$3000.00 cash will be given out at the end of the last race.

Rain: If it rains on any of the race day, the remaining races will all be postponed one week. If the weather seems uncertain to you and you wish to confirm whether we will be racing before you leave your house, call us at 9:00am for confirmation.

For more information on this exciting event and also a free brochure on these cars, please call (916)722-3481.

This form is for the series entry fee only. Actual race fees are collected during the race days.
Please write check or money order to: Bobby Rifai, 7632 Greenback Lane, Citrus Heights, CA 95610

Name: _____

Tel: _____

Address: _____

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FRIDAY NOV.5, OPEN PRACTICE

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SUNDAY NOV.7, 1 ROUND OF QUALIFYING, THEN MAINS

STOCK TRUCK \$35

HANDOUT MOTORS INCLUDED

MODIFIED TRUCK \$25

CONCOURSE EVENT...TOP QUALIFYING TROPHIES...

TROPHIES AWARDED TO 1ST THRU 10TH IN "A" MAINS

TROPHIES AWARDED TO 1ST,2ND,3RD IN ALL OTHER MAINS

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HORIZON

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ROBINSON RACING

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SO CAL FEATURES THE LARGEST
INDOOR OFFROAD TRACK IN AREA

ENTRY FORM

NAME: _____ R.O.A.R.# _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

SHIRT SIZE: MED ___ LARGE ___ XLARGE ___ XXLARGE ___ XXXLARGE ___

1ST CLASS: _____ FREQ: 1ST ___ 2ND ___ 3RD ___

2ND CLASS: _____ FREQ: 1ST ___ 2ND ___ 3RD ___

FOR MORE INFORMATION CALL: 714-892-0088

PLEASE MAKE CHECK OR MONEY ORDER TO:

SO CAL R/C RACEWAY 11930 VALLEY VIEW ST. GARDEN GROVE, CA 92645

RACING SCHEDULE

ALABAMA

PERFORMANCE R/C HOBBY & RACEWAY

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

ARIZONA

HOBBYTOWN U.S.A., PHOENIX

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

HOBBYTOWN U.S.A., GILBERT

1/10th and 1/12th electric outdoor asphalt 100 ft. oval. Racing held twice a week, 12 months a year. Drag racing held on the 1st and 3rd Tues. of every

month. Fully stocked hobbyshop, classes for all cars, and computer scoring make for a great racing experience. For race times and more information contact HobbyTown; Gilbert & Baseline Rd., Gilbert, (602) 892-0405.

HOBBYTOWN U.S.A., SCOTTSDALE

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

CALIFORNIA

ALISO HOBBIES

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

R/C OFF-ROAD RACEWAY

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

OUTLAW MOTOR SPEEDWAY

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

THE RANCH PIT SHOP

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

SMR/CRC

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

REECE'S R/C RACERS

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

SROKA'S INDOOR R/C

1/10 Scale: Every Sunday - Oval racing every 4th Sunday. 5216B Arboga Rd., Marysville, CA 95901. Call Michael or Vickie Sroka

Attention Race Facilities!

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

TRACK/CLUB NAME _____

ADDRESS _____

CITY _____

STATE _____ ZIP _____ PHONE () _____

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

(circle all that are applicable)

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

(916) 742-6148 or (916) 741-3051.

HOBBY HAVEN RACEWAY

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

FAST LANE R/C

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

SONOMA COUNTY RACEWAY

1/10 Dirt Oval, 1/10 Off-Road, 1/10 & 1/12 Asphalt: 806 Brookwood Avenue, P. O. Box 9565, Santa Rosa, CA 95405. Mark White (707) 571-7565, Schedule info (707) 571-8044, Competition Products (707) 571-8048.

THE SQUARE ROUNDDHOUSE SPEEDWAY

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

BROTHERS-IN-LAWS R/C RACING

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

ANTIOCH RACEWAY

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

R.C. CITY RACEWAY & HOBBIES

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

MOUNT SHASTA R/C RACEWAY

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

HOBBY HUT

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

DESERT HOBBIES & RACEWAY

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

NORRCA (National Organization for Radio Controlled Autos)

331 Mariposa Court, Upland, CA 91786. (714) 981-9641 or fax (714) 981-0527

D & B HOBBIES AND RACEWAY

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

BOB & JIM'S R/C WORLD

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

RC RACING CENTER & HOBBIES

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

VENTURA ROAD RUNNERS

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

RAMS

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

HOBBY WAREHOUSE OF SACRAMENTO

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

MNM HOBBY RACEWAY

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

CANADA

NORTHERN ALBERTA SCALE CAR AUTO RACERS

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

MAC KAY RACEWAYS

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

R.R.O.L.

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

S.T.A.R.C.

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

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

HOBBYPRO RACEWAYS LTD

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

CONNECTICUT

PANTHORN RACEWAY

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

WALLINGFORD INDOOR RACING ASSOC.

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

CONNECTICUT R/C OFF-ROAD

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

R/C HOBBIES RACEWAY

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

SNORR

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

BUCKLEY SPEEDWAY

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

LITTLES HOBBIES

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

CONNECTICUT AUTO RACING TEAM

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

K & M R/C SPEEDWAY & HOBBIES

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

EAST LYME R/C KAR KLUB

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

NERCAR

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

COLORADO

MILE-HI R/C SPEEDWAYS

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

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

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

FLORIDA

JAY'S R/C

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

LOU'S R/C HOBBIES & RACEWAY

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

LAKE WHIPPOORWILL SPEEDWAY

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

FLORIDA STATE RACE SCHEDULE

August 21 & 22 Orlando (407) 277-8231

September 18 & 19 Orlando (407) 381-0420

October 9 & 10 Largo (813) 535-8683

November 6 & 7 Naples (813) 261-8545

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

B & T R.C. CENTRAL

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

DOC'S INDOOR R/C RACEWAY

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

GEORGIA

GEORGIA HOBBY CENTER

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

SILVER WINGS HOBBIES & RACETRACK

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

LAKE MAYER RACEWAY

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

IDAHO

CAPITAL DIRT BURNERS

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

ILLINOIS

MACHESNEY PARK RACEWAY

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

R & R HOBBY

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

THE INSIDE TRACK

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

RECTOR'S R/C

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

CARPETBURNERS R/C CLUB

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

C & C HOBBIES AND RACEWAY

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

AMERICA-TRAC SUPER SPEEDWAY

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

MIDWEST HOBBY TRAX R/C RACEWAY

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

EAGLE SPEEDWAY AT PONTIAC

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

INDIANA

RPM R/C RACEWAY

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

R/C RACEWAYS

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

ARVIN'S HOBBY CENTRE

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

RACEWAY PARK

Mishawaka, IN (Northern Indiana)

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

HOBBY WORLD RACEWAY AND HOBBIES

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

RC ZONE & RACEWAY

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

GONZO RACEWAY

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

BJ'S RIVERSIDE RACEWAY

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

P & T HOBBIES

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

IOWA

BOB'S R/C SUPPLY & RACEWAY

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

NORTH PARK R/C SPEEDWAY

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

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

KANSAS

EBERSOLE HOBBY & R/C RACEWAY

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

CHAD'S R/C WORLD

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

KANSAS R/C RACING CLUB

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

DEE & MEE HOBBIES

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

EBERSOLE R/C SUPER SPEEDWAY

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

RCRC RACEWAY

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

KENTUCKY

HOBBY CENTER

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

RIVER CITIES R/C RACEWAY

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

REMOTE CONTROL HOBBIES/RACEWAY

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

LOUISIANA

CAJUN R/C & RACEWAY

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

CAJUN R/C & RACEWAY #2

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

MARYLAND

MASON DIXON R/C CAR CLUB

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

CENTRAL MARYLAND ELECTRIC RACING CLUB (CMERC)

Community R/C Speedway

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

TEAM R & R, INC.

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

MARYLAND R/C CLUB

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

THE COCKEYSVILLE ASTRODOME

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

GPA HOBBIES, INC.

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

THE TRACK/MARYLAND R/C CLUB

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

BEL AIR R/C RACEWAY

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

MASSACHUSETTS

BROCKTON INTERNATIONAL SPEEDWAY

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

R/C PERFORMANCE CENTER

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

HOBBIES ETC. RACEWAY

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

NORTH EAST AUTO RACERS (NEAR)

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

MEGADROME RAEWAY/BRCCR CLUB

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

WEST STREET HOBBIES RACEWAY

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

MICHIGAN

USA RACEWAYS

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

HARRISON INTERNATIONAL SPEEDWAY

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

GLASS CITY RADIO CONTROL

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

BAJA BAYOO R/C RACEWAY

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

R & L HOBBIES

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

MISSISSIPPI

FASTRACKERS RACEWAY

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

JACKSON R/C RACING ASSOCIATION

Car and truck racing Sundays at 10:30 a.m. and Tuesdays at 6:00 p.m. Computerized lap counting, all classes pan stock and modified, gearbos stock and modified, truck, 4X4, Dominator class, and 1/12 if enough to run. Track is 2 1/2 miles west of Rt. 9 on Rt. 526. (908) 905-1593.

CROSS ROADS RACEWAY

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

MISSOURI

HOBBIES 'N STUFF RACEWAY

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

NEBASKA

OMAHA NEBRASKA RADIO OPERATED AUTO DRIVERS

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

OVER THE WALL GANG

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

HOBBYTOWN USA

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

NEVADA

AMS R/C RACEWAY

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

NEW HAMPSHIRE

HOBBIES PLUS & R/C RACEWAY

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

ACTION R/C RACEWAY

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

HOBBY ETC. RACEWAY

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

NEW JERSEY

AMERICAN HOBBIES

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

PARLOR HOBBIES

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

KIM'S R/C PIT STOP

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

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

AL & RICH'S R/C SPEEDWAY

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

NEW MEXICO

LAS CRUCES HOBBY RACEWAY

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

RACER'S INN

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

NEW YORK

WALT'S HOBBY & CRAFT

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

REC. R/C RACEWAY

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

ROMAC

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

SCHENECTADY R/C SPEEDWAY

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

BROWNIE'S HOBBIES

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

RAPID TRANSIT RACEWAY

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

CAPITOL DISTRICT R/C OUTLAWS

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

QUEENS OFF-ROADERS

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

VICTOR R/C ASSOCIATION

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

NORTH CAROLINA

DIXIE R/C HOBBY SHOP

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

MID-CAROLINA R/C SUPER SPEEDWAY

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

ASHEVILLE HOBBY SPEEDWAY

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

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

RC HOBBY & RACEWAY

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

BOOGLE BAY R/C RACEWAY

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

NORTH DAKOTA

NORTHERN MINI-RACERS

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

KOUNTRY KLIN HOBBY

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

OHIO

TARCAR-TOLEDO AREA

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

1/8 RACERS OF TOLEDO

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

THE RACER'S CHOICE - RADIO CONTROL HOBBIES

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

CORCAR - COLUMBUS, OH

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

ALCAR INTER. R/C RACEWAY

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

ALTERNATIVE RACING ASSOCIATION

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

INNOVATIVE HOBBIES & LAKES SPEEDWAY

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

AEROTECH RACEWAY

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

MODELER'S HAVEN RACEWAY

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

MID OHIO R/C RACEWAY

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

D & S HOBBIES AND RACEWAY

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

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

AAACTION SPEEDWAY

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

OKLAHOMA

R.C.A.R. OF TULSA

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

RCRC OF OKLAHOMA

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

OREGON

R/C SPEED CENTER R/C ADDICTION

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

PENNSYLVANIA

CARCLUB-COCHRANTON AREA

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

C.A.R. CLUB

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

WAGONHILL HOBBIES

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

TC'S R/C'S

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

PHILLY RADIO CONTROLLED RACERS R/C CAR CLUB

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

EAST ST. RACEWAY AND ART CENTER

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

SOUTH CAROLINA

BNS COMPETITION HOBBIES

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

REMOTE HOBBIES INDOOR RACING

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

BEREA R/C SPEEDWAY

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

TENNESSEE

HITT'S HOBBY & RACEWAY

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

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

TEXAS

HAL'S R/C RACEWAY

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

RIVER CITY RACEWAY

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

ARROW HOBBIES

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

VICTORIA HOBBY SHOP

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

EAGLE HOBBY CENTER & RACEWAY

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

COASTAL BEND SANDBLASTERS R/C CAR CLUB

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

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

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

AMERICAN ANGLER TACKLE & R/C

HOBBY CENTER'S "AA" RACEWAY

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

WESTSIDE HOBBIES

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

FINISH LINE HOBBY & RACEWAY

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

T & T EAGLE HOBBY

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

HURRICANE SPEEDWAY

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

UTAH

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

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

WASATCH OFF-ROAD RACEWAY

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

VERMONT

MIKES HOBBIES & RACEWAY

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

VIRGINIA

F/X CITY RACEWAY

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

WINNERS CIRCLE HOBBY SHOP & RACEWAY

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

COOPER'S RC RACE CENTER

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

FAIRSTONE R/C SPEEDWAY

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

WASHINGTON

SPOKANE INDOOR RACEWAY

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

WEST VIRGINIA

BIG BOYS TOYS HOBBY SHOP AND TRACKS

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

WEST VIRGINIA REMOTE CONTROL RACEWAY

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

R/C RACE PLACE

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

WISCONSIN

MADISON AREA R/C CAR ASSOCIATION, INC.

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

J. G. S.

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

TRACKSIDE RACEWAY

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

ABC R/C

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

ALL IN 1 RACEWAY

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

RC RACEWAYS AND HOBBIES

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

GARY'S HOBBY SHOP

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

For The Racer

LITE WEIGHT EV10SS PARTS!

We now have the following light weight parts in stock for the Evolution 10ss. Just the thing for super speedway tracks.

EV4045 - Lite Super Speedway Chassis \$82.00

EV4046 - Lite Bottom Pod Plate \$29.00

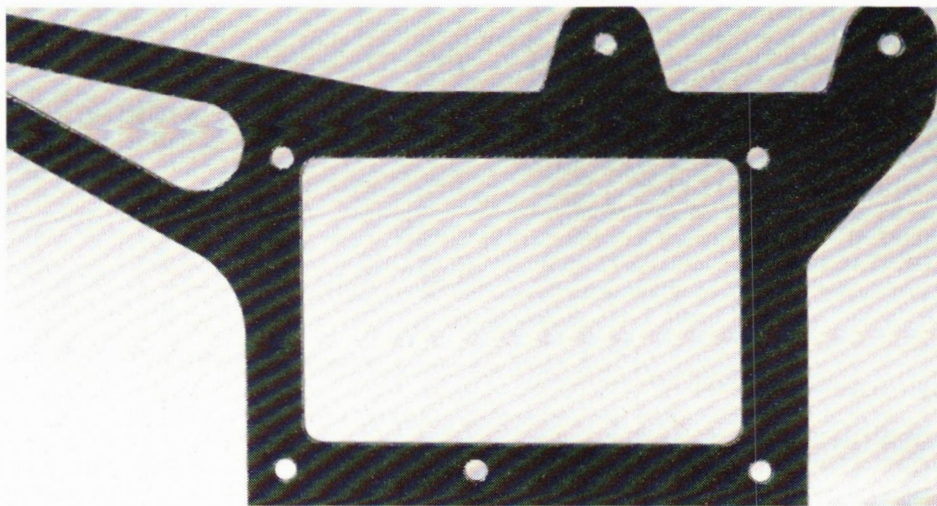
EV4047 - Lite Nerf Wing \$10.99

EV4048 - Lite Chassis Brace, has holes for sway bar \$26.00

EV4049 - Lite Graphite Upgrade, all parts above \$137.00

Save \$10.00

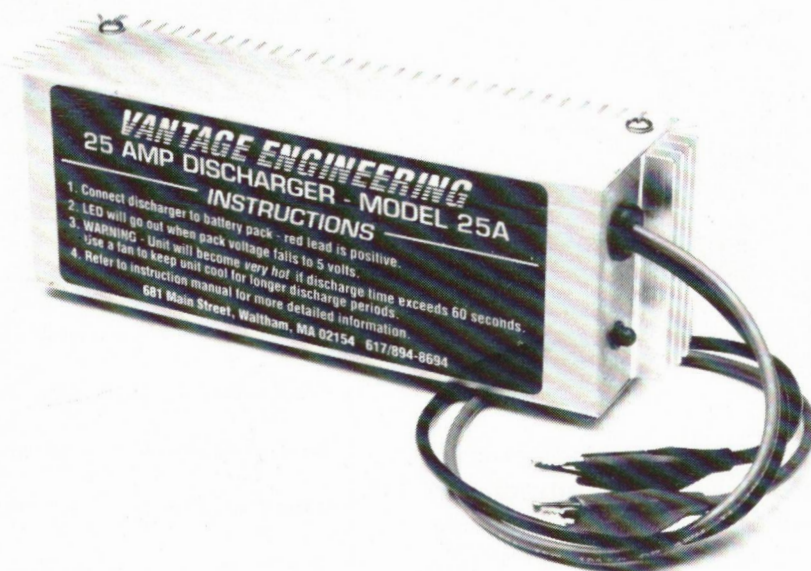
Trinity Products Inc., 1901 E. Linden Avenue, #8, Linden, NJ 07036. Telephone: 908-862-1705



CERAMIC DIFFERENTIAL DRIVE RING KIT

High Tech super precision hard differential rings. Notched for pinning and supplied with pins and a set of Bud's Differential Balls used by many top racers for months and months of racing! P.N. 2115 - \$24.95

For a complete catalog, send \$2 and a large 52 cent SASE to: Bud's Racing Products, 1575 Lowell Street, Elyria, OH 44035.



VANTAGE ENGINEERING DISCHARGER MODEL 25A

The Model 25A Discharger from Vantage Engineering is the first low cost discharger designed to maintain an average 25 amp discharge from a 6 cell pack. A large, easy to see LED indicates when discharging is complete. The Model 25A is powered directly from the pack being discharged and is an excellent alternative to homemade "light bulb" dischargers. Vantage Eng., 681 Main St., Waltham, MA 02154-(617) 894-8694

NEW THIS MONTH FROM PARMA! #99021 RUSTLER TRUCK BODY

This new body is designed for the Traxxas LS-2 truck . . . no alterations or different body mounts needed . . . the best replacement body for the LS-2 is now available from PSE! \$19.00.

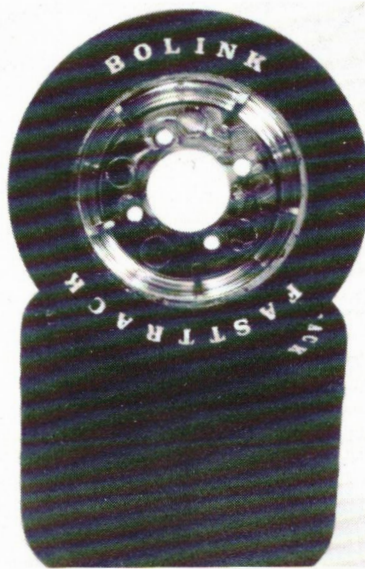
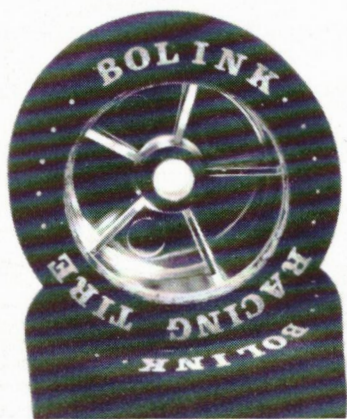


CHROME TIRE SET FOR THE "DIGGER" - \$24.95

This complete set of 4 foam tires makes it easy to get your Digger back in action! With standard fronts and 2" wide rears on flashy chrome wheels, you'll be dazzlin' the crowd in no time!

Complete information on all BoLink products available by sending \$5 for the latest catalog/price sheet and a free bumper sticker.

Write BoLink R/C Cars, 420 Hosea Rd, Lawrenceville, GA 30245. Phone: 404-963-0252



KYOSHO LAPBOY

A Lapboy display can translate data from any Lapboy Memory. If you and a group of racing friends wish to economize, then, you can all share the cost of one Display and individually purchase only the Memory unit—making the Kyosho Lapboy system easily affordable.

Your local hobby dealer may also make available the components of the Lapboy Personal Race Management System on a rental basis. For example, you may be able to rent a Memory unit for a day at a very small fee...use it to practice for a race or test a new set-up...then return the unit to your dealer, who can provide Display and Printer services.

Kyosho's Lapboy will therefore enable all car modelers to enjoy the use of a quality lap timing system. Each component can be purchased individually, and two combo packages are also available.



TRAXXAS TRX-3 FEATURES

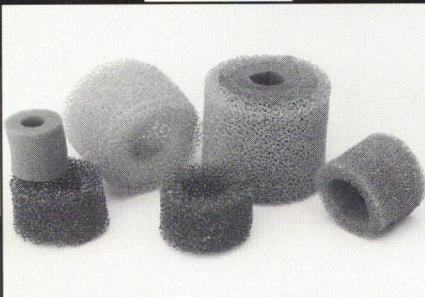
- 214 Magnum transmission (3-gear 48 pitch)
- Zero-Flex double-deck chassis
- X-tra Stiff suspension components
- Bearing compatible bellcrank steering
- New Big Bore Shocks (teflon-coated, hard-anodized)
- New front suspension geometry with narrow front track
- Shorter wheelbase for increased steering
- Ride height adjustments
- 14 stainless steel ball bearings (Model 2603)
- Screw fastened rod ends
- Externally adjustable ball diff (Model 2603)
- Telescoping "U" joint drive shafts
- Pro Trax ribbed front and spiked rear tires
- Easy adjust slipper clutch

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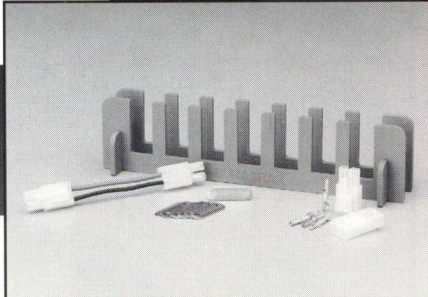
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TEAM DURATRAX[®]

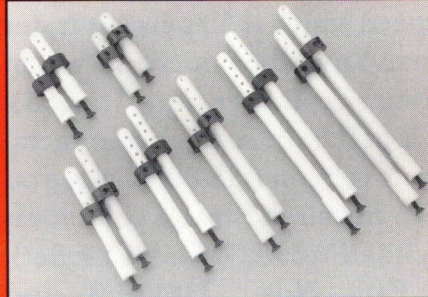
**High-Performance Products
for Gas & Electric Racers**



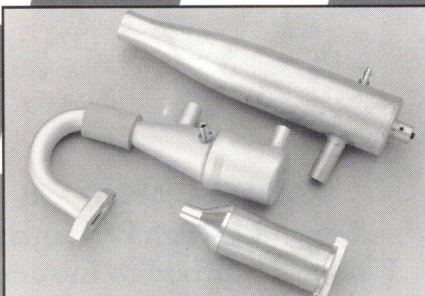
Air Filters — Whether you race with .12-size or .21-size engines, these pre-filters and multi-stage filter elements can keep dirt and dust from killing performance and reducing engine life. Made of washable and reusable foam, they last up to 10 times longer than standard filters.



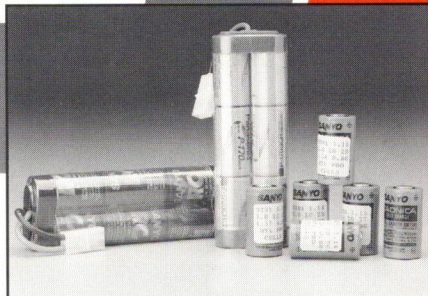
Pack Builder's Supplies — Make it fast, make it last with lightweight, low-resistance **Pre-tinned Battery Bars**, **Battery Jig** and a wide choice of connectors and adapters.



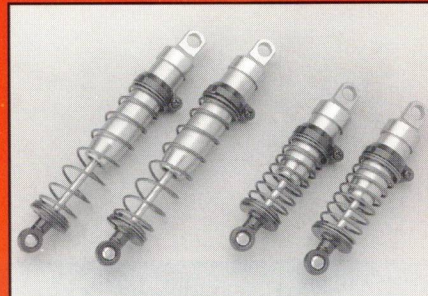
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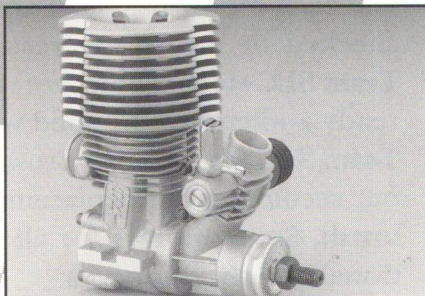
Tuned Performance Pipes — Lock in higher performance and lower noise with a DuraTrax Tuned Pipe. Models available for 1/8 and 1/10 scale cars and trucks. **Mini Pipe** for O.S. .12 engines offers top performance in a compact size.



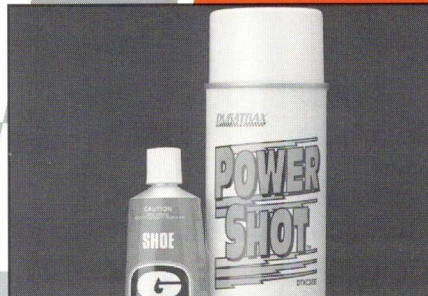
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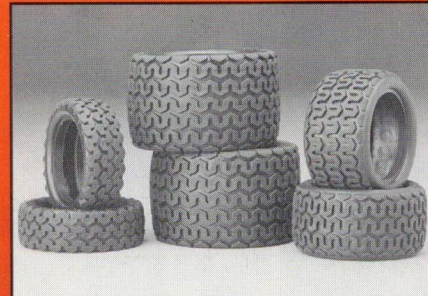
Competition Shocks — These anodized aluminum oil-filled shocks drop the price of quality suspension dampening when you buy 'em, and when you rebuild 'em. O-Ring-sealed and sold in 3" and 4" pairs. Includes springs, ball ends and adjustable spring collars.



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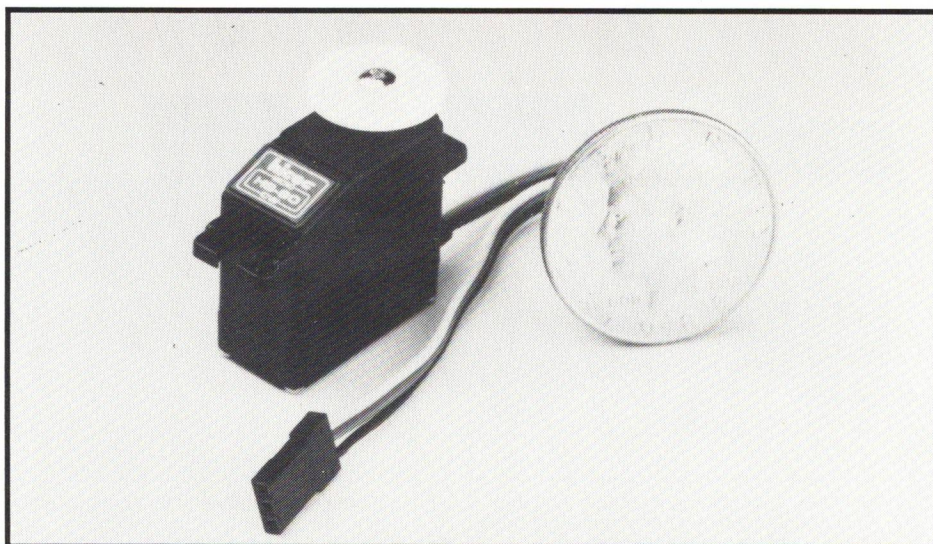
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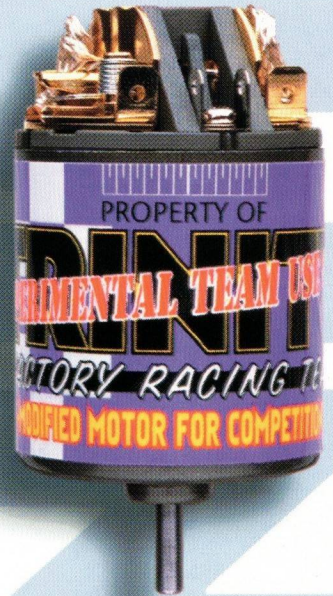
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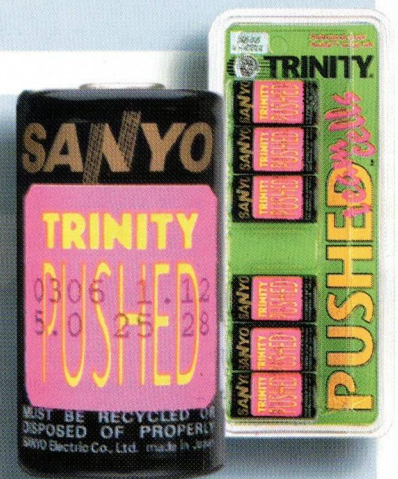


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