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Team Cobra's
LTOOR



BRUNDLE 22

TAMIYA R/C CHAMPIONSHIP SERIES

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This begins a monthly Championship Series which will continue at different locations across the country. Come join the fun as you compete for trophies, national press coverage, even celebrity status. You can race—modified or stock—in Tamiya's

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To get in on the action, see your R/C retailer for times, dates, locations, race rules and Official Entry Forms or phone 1-800-TAMIYA-A. Then show-up and show-off at the Tamiya R/C Championship Series races nearest you.

A "Race for Fun" warm-up event will be held March 20, 1994 at Tamiya America's race track-call 1-800-TAMIYA-A Dept. E for details.



Representing competitors from the three categories in Tamiya's 1994 R/C Championship Series—Formula One, 4WD/FWD and 2WD Group C racers. From the left: Benetton B192, Alpha Romeo 155 V6 TI, Castrol Civic and the Nissan R91 CP.



RACE DATES RESCHEDULED
"Race For Fun" March 27, "Race" April 24



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Slot Machine 2

The stock motor redefined

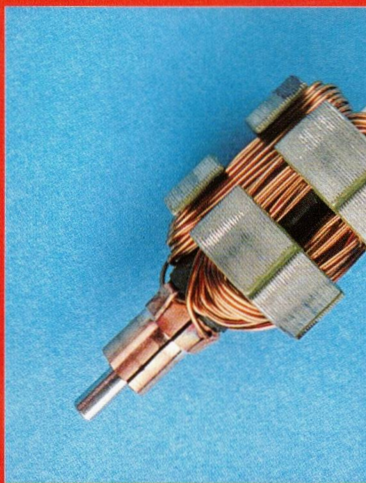
Closing the Gap BETWEEN Stock AND Modified



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



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



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- Locked comm
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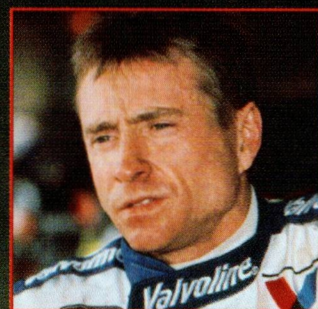
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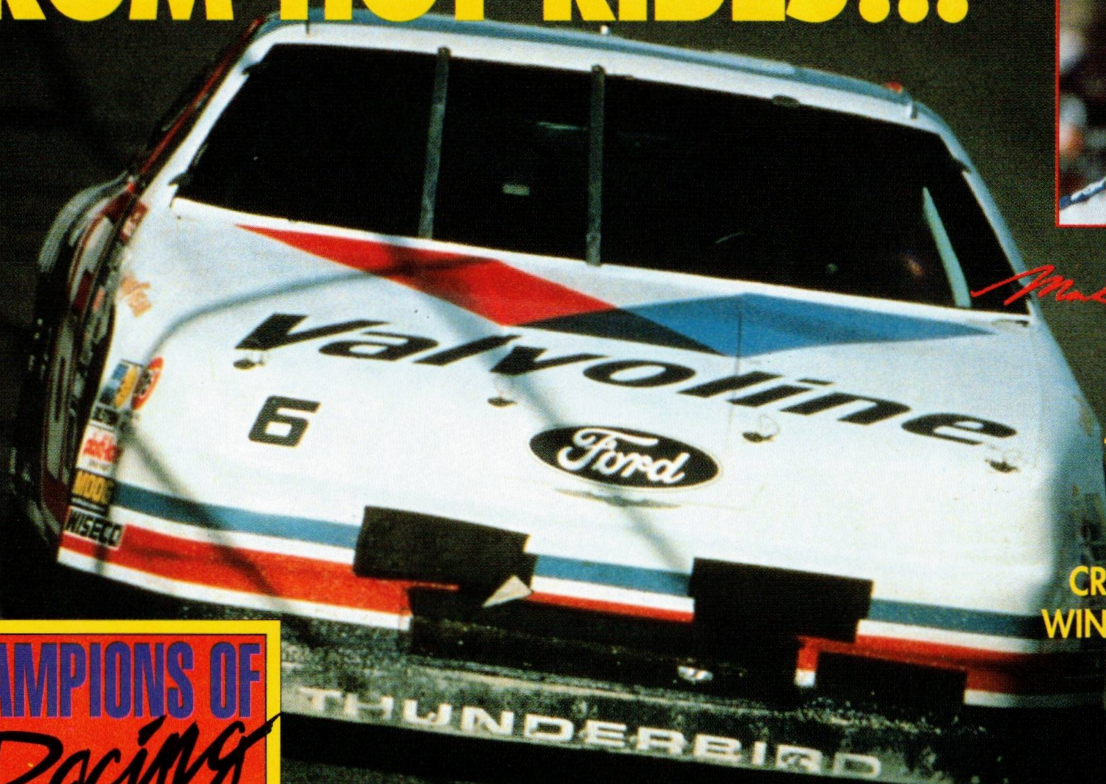
at your local hobby shop

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FROM HOT RIDES...



Mark Martin

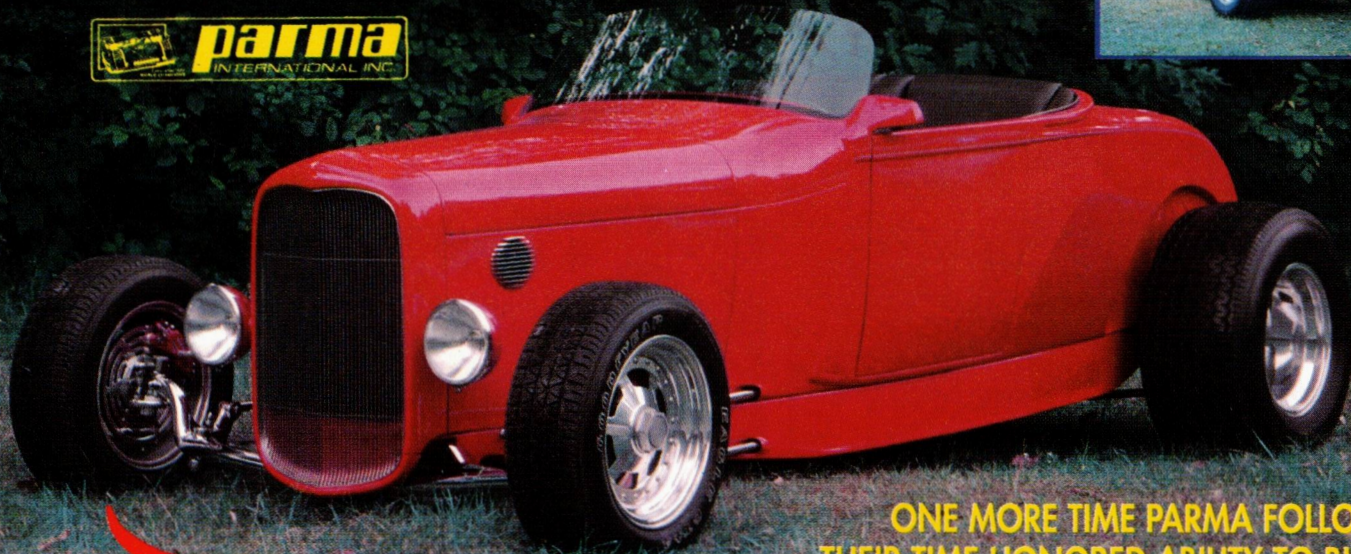


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COMPETITION



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THIS MONTH
IN RACING

ABOUT THE COVER

This month's cover shows Team Cobra's LTOOR car with body painted by Shadowgraphics (Dirk Douma) and photography by Meola Racing Photos (John Meola).

MAILBOX

MORE INFO

I just wanted to write a quick note regarding an article your magazine did on the TEKIN BC48 charger. While I will not take issue with the information in the article regarding TEKIN Products, your writer did give out some misinformation regarding Victor Engineering Products.

The writer claimed to know a friend who "fried"

his Victor HI Q charger by reversing the wires. This could not have happened because our chargers are equipped with a Reverse Polarity indicator. In other words, if the wires were accidentally or intentionally reversed, the charger would not "blow" but rather the user would either see the Fuse Indicator Light or a Reverse Polarity Indicator.

This reverse polarity feature has always been an important feature on all Victor chargers. We strive to not only put out the most advanced products, but to also make products that are safe, durable and easy to use. Please publish this letter so we can set the record straight on Victor's fine line of electronic products.

Victor Engineering

VIRGINIA STATE CARPET OVAL CHAMPIONSHIP

Dear Competition Plus,

I had the good fortune of attending the above referenced race weekend and witnessed all the

action. In particular, the A Main 1/2 Modified drive by Matt Rogers was a sight to behold. Although his car was not handling as well as when he set the track record in qualifying, he was able to lead the whole race wire to wire. The excitement came due to his Corally being loose and in some cases sliding the car through the corners on carpet. Because of this, the other drivers mentioned were able to nip at his rear bumper throughout the race. By conserving his batteries he maintained the ability to pull away four to five feet when needed. What makes this even more amazing is Matt was only 12 years old at the time and dusted some of the premier names in the sport. It is only fitting that you correct the listing to reflect his outstanding achievement.

Unsigned

Dear Unsigned:

The body copy of the article was reported correctly, however, in the results it shows the Modified Class 1/12th scale A Main winner to be Kirby Hand. We apologize for that and clarify the winner of the Modified 1/12th scale A Main was the TQ Matt Rogers.

Editor

NEWCOMER

Dear Sir:

I just got my first R/C car for Christmas and have been practicing quite a lot. I feel I am now ready for racing and my local hobby shop recommended getting your magazine.

He was also telling me about a national organization that supplies rules, but he didn't have information as to who to contact. Can you help me?

Sincerely,
Jack Monaco

Dear Jack,

I good organization that has been around for 25 years is R.O.A.R. You can contact Steve Whitney at 1203 Westview Drive, Cocoa, FL 32922 for membership information.

Editor

2

NEW

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PUBLISHER
Cory Barana

EDITOR
Peter Barana

ADVERTISING
Samantha Ryan
Monica Cole

CONTRIBUTING EDITORS

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

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FINISH THE LAP YOU'RE ON

Like many people across the country, I, too was glued to the set to watch the drama in Lilli . . . Liiliha . . . Norway. I don't know why I watched the events so intently because I'm not a big Winter Olympics fan. I live in Southern California where a cold day to me is anything under 60 degrees. That is for sure one reason why I'm not a big Winter Olympics fan. Another is certainly the "odd" sports they seem to contest. Who was the bright guy who ever thought of two man luge?

No sport, however, is as insane as figure skating. Don't get me wrong, I understand the beauty and grace of the sport. But what's with all the bickering about scores, judges and the indecisions of what moves are legal. Can you imagine if we showed up to a race and then after a few heats debated one what classes would be legal and how we should

score the race?

I've always been attracted to sports where you've got a definite winner at the end. No judges, no style points . . . just a pure performance contest where the best man or woman wins.

This is why I like racing. Whether it be dog, horse, motorcycle, sailboat or whatever, if the emphasis is to go fast and be there first you've got my attention.

Who cares what your car looks like, so long as it goes fast and you can pilot it efficiently. As you might have guessed, I'm not a real big fan of concourse. I do admire the work that goes into making those beautiful machines, but again when it's time to decide on a winner we once again need a JUDGE.

For me, racing is the purest form of competition. The goal and rules of a race are clear. Simply put, who gets there (to the finish) before the other guy. It's too bad that, at least in my racing career, the other guy always gets there first.

Well, that's all for this month, just thought i would give you a little insight on my opion of a very topical subject.

Until next month, have lots of fun racing!

PETER BARANA

TRINITY[®]

Presents the

1994 WHIPPOORWILL US OVAL MASTERS[®]

Hosted By Competition Plus Magazine
& Lake Whippoorwill Super Speedway

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

Bolink Clash
Novak Amateur 200
TRC Dash

SCHEDULE OF EVENTS

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

Friday, April 1st starting at 10 am;

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

Saturday, April 2nd starting at 9 am;

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

Sunday, April 3rd gates open at 9 am;

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

**1400 Sanyo
SCR's For
Amateurs
Only!**



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

Name _____ Phone _____

Adress _____ City _____

State _____ Zip _____ Drivers Skill; Expert Intermediate Novice

Frequency 1 _____ 2 _____ 3 _____

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

Make checks in American currency only, payable to:

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

PIT BOARD

Toys For Tots At Cooper's R/C Race Center

By Matt Wojtkowiak

Christmas comes once a year and Norris and Pat Cooper of Cooper's R/C, one of the premier ROAR racing facilities, didn't let the opportunity go by to help the needy. Assisted by Frank Tucker, Kim Petticord and Jim Horton, the group organized a "Toys For Tots" race. Racers donated a toy valued at \$5 or more to race. More than 50 toys were collected.

To add even more to the event, the trio, Tucker, Petticord and Horton, collected donated race items from K.C.'s Radio Control & Repair, BRP Inc., Protoform, BoLink, Hobby Works R/C, Hot Shot R/C Motor Sports, East Coast Motors, Horizon Hobby Distributors, Light Speed, PC Hobbies, King R/C, Cam Racing Motors and Cooper's R/C. During the day long event these items were raffled off to the highest bidders with the total proceeds, \$476, used to buy much needed winter clothing for some needy children in the southern Virginia area.

Racing action was hot and heavy in the three classes run. The Pan Car class TQ was Randall White, 2WD Stock TQ was Frank "The Organizer" Tucker and Ken Long TQ'd the Truck Class.

In the mains, Randall White emerged the winner in the Pan Car class with Terry Blackwell and Lynn Routh finishing 2 - 3, 2WD Stock again saw the TQ, Frank Tucker, take the win with Ken Long and Kim Petticord in the 2 - 3 slots. The finale of the day was the Truck class, once again the TQ Ken Long, emerged the winner with Byron Robertson and Billy Agee rounding out the top three.

It's great to know that everybody can pull together for a common goal, track owners, racers and manufacturers, during this very special time of the year. I'm sure there were some very happy youngsters Christmas morning.

The "Give & Receive" team of Petticard, Tucker and Horton.



PIT BOARD

MIP 1994 Gas Off-Road West Coast Champs

*There's a whole lot
of shaken going on
in California!*

NOT ONLY IS THE EARTHQUAKE shaking up California, but MIP has shaken up the R/C world. At the 1994 Gas Off-Road West Coast Championships held in Hemet, CA, the 1/10 Truck class was won by B.J. Christensen, factory team driver for MIP. Eustace Moore and B.J. have been working on and developing products for the 1/10 scale gas truck for almost a year. MIP has compiled Traxxas truck components with MIP gas prototype products to create their MIP Team Test Mule. They have put all this work and technology together with B.J.'s driving and walked away with the first place trophy. Proving again MIP has the technology to Win.

Congratulations B.J. and MIP!

Genesis Modifieds Prove Successful In First U. S. Effort

Genesis Products put forth its first team effort at the 1993 1/12 scale U.S. Indoor Championships in Cleveland, OH. Team Driver, Sean Cochran qualified for the prestigious A main running heads up with some of the best drivers in the world. Congratulations to Sean for an outstanding effort.

In addition, we wish to thank Kevin Klyber for his support at the 1993 NORCCA Region 5 Dirt Oval Championships held in Albion, IL. Kevin (TQ'd with 48 laps) set a new track record by two laps and bested the field in the A main by two laps with a 48/4:01 victory. Kevin used a Genesis 14 turn triple.

For information about the Genesis Product Line contact: Genesis Racing Products, 1327 Brandywine Lane, St. Peters, MO 63376 - (314) 939-4404.

PIT BOARD

Evolution 10 *French Car Of The Year!*

The leading French R/C car magazine "Auto 8" has recently published its picks for Car of the Year. Winning the 1/10th electric on-road category was the Trinity EV10. And, it won by a landslide! It was chosen for its outstanding on-track performance, as well as its innovative and avant garde solutions to battery placement and suspension geometry.

Trinity would like to thank both "Auto 8" for picking the EV10, and our American and foreign team drivers for putting the EV10 in the winner's circle constantly since its release.

PROCAR Rocks The West Coast In 1994

KICKING OFF THE 1994 RACING SEASON, PROCAR had its debut on the West Coast with the 1994 West Coast Gas Off-Road Championships. The event is the first of a three race series sanctioned by PROCAR and sponsored by Mugen USA, Kyosho, and OFNA Racing. The race was a sellout attracting a record setting 187 entries.

The gas off-road division is truly one of the fastest growing classes in R/C racing. Classes were held for 1/8 buggy, 1/10 truck and 1/8 stadium truck. The intensity of the competition in this series is attracting drivers from all over the world. Participants traveled from Italy, France, Sweden, Japan, England, Canada, and all over the United States. The second leg of the PROCAR series is scheduled for April 29 - May 1 in King, North Carolina at PC Hobbies, home of the Baja King and King Superspeedway.

When the dust had settled in Hemet, Mugen driver, Mark Pavidis drove off with the win in the 1/8 Buggy division. The 1/10 Truck class witnessed a near perfect drive by MIP pilot B.J. Christensen. In the new 1/8 Truck division, OFNA driver Jammin Jay Halsey thrilled the crowd with his "tail out and slidin" driving style to take the win.

Many drivers expressed support for the PROCAR series sanctioning. All drivers received their license and license holder, the all new PROCAR newsletter, and a 40 page 1994 PROCAR Rule Book.

Congratulations to all the members of the Valley R/C Racepark for a job well done. See you all in King, North Carolina.

PIT BOARD

Stage III; The Ultimate Cell Test Dominates The 1/12th Scale Winter Festival Of Racing's Stock Class!

Under new ownership, Stage III makes its mark in 1/12th scale racing. At the recent Winter Festival of Racing in Grand Rapids, MI Team drivers, Steve Charles, Jeff Brown, Andy Power and Joe Lawrence put on a display of power and driving skill as they dominated the Stock class using Stage III Platinum 1700 SCRC Racing Cells, Stage III's New Blue Super 13 wire and Gemini II brushes. After four rounds of intense qualifying, Steve Charles took the TQ position with 42 laps in 8:11.89 to beat out teammate Jeff Brown's previous TQ time. When eight minutes of grueling racing was complete, Jeff Brown was victorious with 42 laps in 8:08.69. Andy Power, having turned the fastest single lap in the main of 11.0 seconds, finished a very close second with 42 laps in 8:09.37. Joe Lawrence finished third, hot on Andy's bumper with 42 laps in 8:09.49. These three drivers were the only drivers to complete 42 laps in the Main event. The next A Main on the program was the Master's Class. 1993 National Master's Champion, Jerry Cyrul finished in third place. The final main of the day was the A Main Modified class. Teammates, Willy Decker and Josh Cyrul finished in the fourth and fifth slot. Congratulations to the Stage III team for an excellent performance.

Total Domination!

After winning the 1993 Detroit Gas Off-Road challenge and the 1993 Mid Atlantic Championships, Mugen USA continues its racing domination in 1994. At PROCAR's recent West Coast Gas Off-Road Championships in Hemet, CA, Mugen drivers Mark Pavidis, Cliff Lett and Brian Kinwald, swept the top three positions in the 1/8 Buggy division. Additionally, Mugen drivers Derek Furutani, Greg Hodap, and Doug

Von Mosch also picked up sixth, seventh and eighth.

With a record breaking number of entries, attending from all over the World, Pavidis lead the All American Team Mugen drivers by first piloting his Rex powered Mugen Athlete to top qualifying position using Mu-Juice fuel. His Rex 7B engine head temperature maintained a cool 237 degrees. In fact, all Mark used were Mugen products...including "box stock" cars and motors and a Rex 750 tuned pipe. Cliff Lett qualified second with the same setup.

PIT BOARD

Evolution 10LSD Resets The Whipp Record Book

Once again the Evolution 10LSD has upped the ante at the legendary Lake Whippoorwill Super Speedway in the hands of Mike Boylan and Paul Schaub.

Mike Boylan in the Pro Modified class eclipsed his own track record with a 46 lap run in 4:01, just missing the first 47 lap heat in Whip history. This makes Mike without a doubt the all out favorite for the upcoming Trinity Whippoorwill US Oval Masters. Mike said, "The EV10LSD is so fast at the Whipp, it carries more speed through the turns, and doesn't scrub off speed or under steer like other cars...it is the only car to run at the Whipp."

Mike besides the EV10LSD also used a Trinity Ex. Tech 12 turn modified motor outfitted with Trinity RC4460 "AG9 Silver Motor Brushes". Mike fully seated the brushes with the help of RC4469 "Break in Drops" used a drop or two of RC4040 "Revtch/Trinity Comm Drops" for extra speed before each run.

Battery power was, of course, Trinity Team Pushed 1700 SCRC cells, while Trinity RC6666 Nuclear waste was used for tire traction.

Following Mike's lead, Paul Schaub used his EV10LSD to break the stock class track record with a stunning 42 lap run in 4:01.92. To power his EV10LSD Paul used the all new RC2425 "Reverse Rotation Slot Machine 2" set up the same as Mike with "AG9" brushes fully broken-in with the help of Trinity "Break-In drops" and enhanced with "Revtch Drops".

Paul used Trinity Team Pushed battery battery packs to insure the most battery power for his "Reverse Rotation Slot Machine 2".

BoLink News

BoLink stock car bodies warmed up the BRP Oval challenge in Cleveland, in November. Chris Schneider won the A Mods with our body, and Jim Fehlberg won A Stock.

BoLink is proud to once again sponsor Jammin Jimmy Nichols in the Mickey Thompson Stadium series. The 1994 season opener was scheduled for January 22nd in Anaheim but had to be postponed due to earthquake damage. Jimmy and his Super 1600 finished second overall in the 1993 MTEG Points championship - his best season since 1988, when he finished fourth. By the time you read this, the season should be underway - and you can watch all the action on ESPN!

Get ready for Spring with your choice of BoLink's two newest Wind Tunnel Tested bodies. The 1/10 scale 1994 Camaro Narrow, also available in Pro Lite Lexan, (BL-2297 and BL-2297-L) or Camaro Wide (BL-2298) are available NOW. These bodies can be painted to look like the new, sleek Street Z28 or like the 1993 road racing champs.

The other body is the Toyota TS010 GTP (BL-2299), which comes with a sheet of Lexan and templets, so the racer can make a separate adjustable wing - or side dams and rear spoiler extension. These innovative features will make this body adaptable to all track conditions. It's built extra wide, to fit virtually any gas car!

PIT BOARD

Team Tekin's "The G-Man" Christy Steals Winter Nationals

"Without a doubt, the most power I've ever had—the Tekin 411-G2 speed control," said Carl Christy after grabbing four qualifiers, taking the TQ position and capturing the "A" Main—in the Masters, in the Winter Nationals at Grand Rapids, January 14 through 16. When asked what was responsible for capturing the second leg of the triple crown, Christy responded, "It was a stock motor race, so the speed control means everything!" Our thoughts exactly!

But Christy is no stranger to the Tekin 411-G2, he's relied on its high efficiency, durability, and cutting edge goldfets before. "I'm the G-Man", he says and has used the "G" religiously in his races. At the Christy Classic at Grand Rapids in November 1993, the "G-Man" screamed down the 180 foot straight-away of the oval track as he captured the Enduro and took TQ and the "A" main in the 12th scale division, breaking track records three times that day!

"The Tekin 18 Charger has also played a bit part in my success", he said. "It has something that no other charger has! If you hook the batteries up backwards, it will just shut off and give an error code, that's it...and it will totally ignore the false peak problems with worn out batteries and will peak them the first time around."

Congratulations to "The G-Man" Christy, keep on winning! If you're looking for cutting edge gear to win the gold, check out the Tekin 411-G2 and Tekin battery chargers at quality hobby shops today. Go for the gold. Team Tekin!

Boylan Takes Trinity Oval Masters Warm-Up

Team Trinity's Mike Boylan, was the top qualifier and winner of the Pro Class A main at the Legendary Lake Whippoorwill Super Speedway track. Mike turned a 46 lap run in qualifying and in the main the only two 46 lap runs the entire weekend.

Mike ran the new Trinity Evolution 10 LSD car with Trinity Team Pushed Sanyo 1700 SCRC cells. For power a 13 turn Ex Tech modified motor was used, outfitted with Trinity RC4460'AG9 silver brushes.

In the 1400 SCR class, Paul Schaub broke the track record again turning a 44 lap total in 4:04.96. Paul also used the Evolution 10 LSD and Trinity Team Pushed Sanyo 1400 SCR cells. In his motor Paul, like Mike, chose to use Trinity 'AG9 motor brushes.

In the Armature class, Troy Meredith, broke the record by turning a 44 lap 4:05.87 run. Troy used an Evolution 10ss with the light weight upgrade (EV4049). And, of course, used Trinity 'AG9 silver brushes in the motor.

Until I started writing, I really didn't pay much attention to the cyclical nature of RC racing. About every two years there is a whole new crop of racers making the same mistakes that those of us who have been around for more than two years made. It's frightening! They buy the best equipment they can afford and in many cases they run better equipment than us old timers! When those who are new to the sport don't get the results they expected, they begin

to make radical changes. Everyone's favorite first change is to reduce the car's racing weight by drilling out their chassis to the point where there are more holes than chassis. Back in the days when the aluminum tub was standard issue, drilling out the chassis was the normal approach to weight reduction, but today, most of the chassis are graphite. So, let's look for alternative ways to lose weight before we get into chassis slashin'.

LET'S LOSE WEIGHT

Okay you over weight RCer's, we're going to go on a diet. Things like graphite chassis, titanium axles, composite wheels, and thinner car bodies are all on your diet but we're going to offer a little counseling to the rippers and slashers amongst you. Just think, there is a fortune to be made by all of you who can invent a lighter and stronger car part for some of the popular race cars on the market today, but before we get started let's set a goal. **THE GOAL:** to bring the car down to its legal minimum racing weight **WITHOUT** a loss of strength or rigidity. To accomplish this goal, we need to focus on two questions:

1) *How can you do this without destroying the car?*

Weight For Just A Second?

2) *Do I stop looking for ways to improve the car's weight once you've reached that magical weight?*

Let's answer the second question first, NO! Most racers do stop looking for ways to improve their car's weight once it has reached that magical minimum. Further reductions will allow you to do things to add strength to your car. For those of you who own an RC-10 tub, the quest to get the RC-10 down to the legal weight limit, racers have cut up and mangled their chassis in so many different configurations that the chassis began to resemble a new sieve of Swiss cheese. Some cars were so cut up that at race time, we would stop what we were doing just to stand on the sideline and watch in amazement to see those cars complete the race; they were so fragile that the first hit many times will take them out of the race. Since the graphite chassis became the rage, almost everyone dumped the tub for the lighter composite chassis but this only spurred the manglers and slashers with their Dremels on to greater heights in their quest for the ultimate in light weight cars. Many times the weight loss just didn't help the car's performance, why? A well designed car was reduced to a mere shadow of its former self and strength was sacrificed in the name of "light weight". Another reason was that the weight lost was taken in the wrong area; that its static weight was reduced when rotational weight was the problem. Most of us in those early days concentrated on static weight and the chassis was the hardest hit since it was the largest part of the car and the easiest to modify. Side walls

on the tub were cut down to the point where the chassis could be warped. The bottom of the tub was drilled out to the point that a slice of Swiss cheese had greater strength/rigidity. Bad mistakes!! We learned that if we left the side walls about .5" high, and spaced out the .5" holes in the bottom of the chassis so that there was about 1.5" between the holes, center to center, we didn't compromise the chassis" strength. This one, simple issue taught most of us not to compromise strength for the sake of weight loss. In time, the real engineers amongst us began to teach the rest about rotational weight. What's rotational weight? It's weight that has the added quality of spin like gears, hubs, dogbones, wheels, tires,

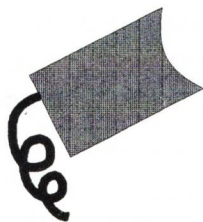
axles, etc. Is that as clear as mud? Okay, let's try this - static weight is gravitational force acting upon the mass of an object and we normally weigh that mass using a scale. When rotation is added to mass, the distance from the center of rotation plays an important role. The greater the distance that the mass is away from the center of the rotation, the axis of the rotation, the greater the difficulty in starting, stopping, or keeping; the greater the centrifugal force. Imagine holding a 10' stick with a 1 pound weight on it. When the weight is up close to your hands, it's not difficult to hold the stick straight out but as the weight is moved out on the stick, it gets harder and harder to hold the stick

straight. The principles that govern rotational weight act in a very similar manner. By reducing the weight of the rotating parts, less energy will be required to keep them in motion. One place you can reduce rotational weight is in your dog bones and axles; replace them with Titanium Dogbones and Axles. By using titanium parts, you not only reduce weight but you add strength. If you can't afford titanium axles, use a good graphite axle from HyperDrive or Associated. Many of the cars on the market today use the Yokomo style wheel hubs, drill out these hubs in a symmetrical pattern, keeping the hub in rotational balance. Use lighter composite type wheels, like those from PSE.

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SHOP TALK

MIP, Associated, and Losi have spent a fortune in developing low inertia transmissions to improve the performance of the RC10 and the JRX-2. The reason, to win! By reducing the rotational mass of the transmission, the car accelerates quicker, stops faster and basically, handles better. The result, a car that's easier to drive. Superior Racing makes a light

weight diff that was designed to be used in the Dominator, Intimidator or others that use the Yokomo style diff.

Are you using the new, thinner and lighter spur and pinion gears from Trinity, Kimbrough, Robinson or a host of other manufacturers? How about the ceramic diff balls from Bud's or Titanium diff balls from Robinson?

Now let's look at a little static weight. Servos

and speed controllers are the heaviest items on your car. Do you need a massive servo to steer your car? If not, go to one of the smaller servos and lose a couple of ounces. The same is true about the speed controller, if you don't need a massive unit, get one of the new lighter models. In fact, if you don't have one of the high frequency speed controllers, get one, you will get a bonus in longer run times. Check out that receiver. Is it one of the older and larger units? Compare it to Novak's or Tekin's small units, there's weight to be lost there. What about the suspension system? Hinge pins are a gold mine for weight loss. On the RC10, changing out the steel hinge pins for RC Performance Specialties titanium hinge pins, results in a lose of 1.5 ounces. Still using steel screws? On an RC10, you can lose 1.5 to 2 ounces by changing out the steel screws for aluminum screws. What about tie-rods? Here's an easy way to lose weight and gain strength, swap out the steel all-thread tie-rods and substitute titanium ones. Take a look at the body on your car. Can you find a lighter body? Don't forget that paint and decals all add weight. Okay you say "I've done all these things, now what?" Before you modify your chassis, look for non-structural things that can be trimmed or modified, such as body mounts that are too long. Can you get by with one body mount up front? Battery trays are always a great place to reduce weight. Have you checked on motor mounts and bulkheads? Okay now it's time to check the chassis.

In all cases, what you want to do is lose weight without any loss of strength. In fact, if you can add strength to the car without adding weight, DO IT!! If you're a racer, you want your car to be 1-2 ounces under weight, so when you add the transponder, your car's weight is right on at race time.

CONCLUSION

This is a good time to get started on your car's diet program. It takes a little time but it's time well spent. For me, it's part of my off season routine. 'Til next time, GOOD RACING!!

Jeff Palmer

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Purpose: To promote a championship series that consists of GTP and Formula or Indy cars with racers only paying entry fee for one class.

Date: Following Saturdays and Sundays: Apr 10, Apr 17, Apr 24, May 1, May 7, May 14, May 21, Jun 4, Jun 11, Jun 18, and Jun 25.

Location: Radio Control Sports, 7632 Greenback Lane, Citrus Heights, CA 95610. 15 minutes from Sacramento off I-80 on the way to Reno.

Class: Racers must race both 1/10 GTP and 1/10 Formula One or Indy Classes. However, entry fee applies to only one class, meaning you race two classes for the price of one! GTP class is for cars like 10L and Evolution 10. Formula class is for cars like Tamiya or Kyosho F1.

Motors & Batteries: Only Ultimate D-DOT 24 Degree Green motors are allowed in both classes. The motor is available for \$12.99 each. Only 6 Cell battery packs are allowed.

Race Duration: All races are 5 minutes.

Rule Changes: Radio Control Sports reserves the right to change the rules during the series. However, racers will be notify at least 5 days in advance. Please call for rule sheet.

Time: Race will start at 11:00am. Registration closes at 10:45am. There will be 3 rounds of qualifying and the main. Gift Certificates or Plaques will be given out on each race day.

Point System: 1st place-100 pts, 2nd place-96 pts, 3rd place-94 pts, 4th place-92 pts, and so forth. Each day you race you will also get 3 attendance points. There will be 3 throw-outs on position points. Minimum entries for series is 25.

Rain: If it rains on any race day, the remaining race will all be postponed one week. Racers can call the store the night before the race for confirmation.

Grand Prize: A total of \$3000.00 cash prizes will be given out at the end of the last race to the top 3 winners.

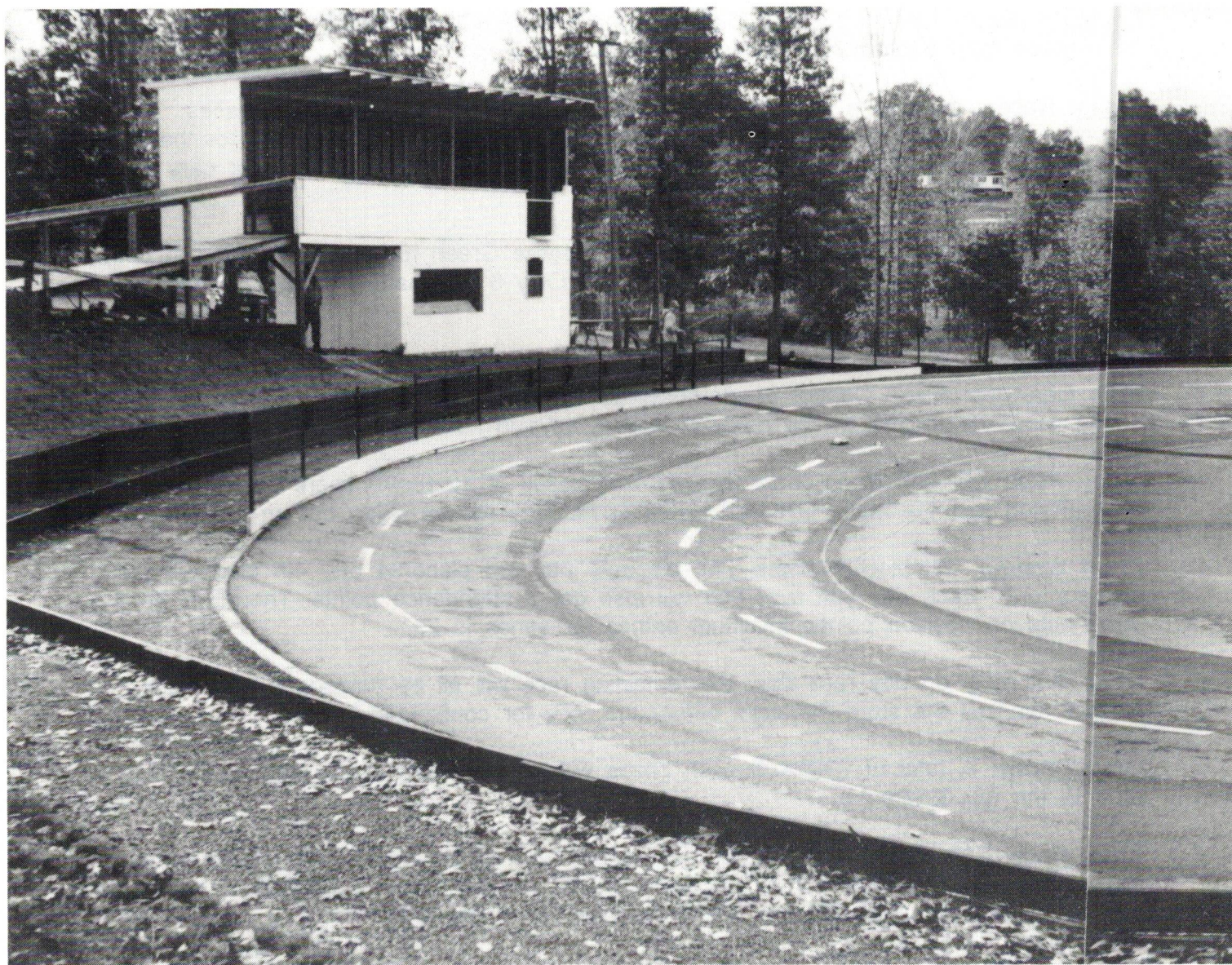
Entry Fees: \$11.00 per race day for both classes for series racers. A one-time series entry fee of \$20.00 will also be charged for those who wish to join the series. No advance sign-up is required. Sign-ups are during the morning of the race.

For more information, please call (916)722-3481.

The Circuits of America . . .

Cooper's R/C Race Center

By Matt Wojtkowiak

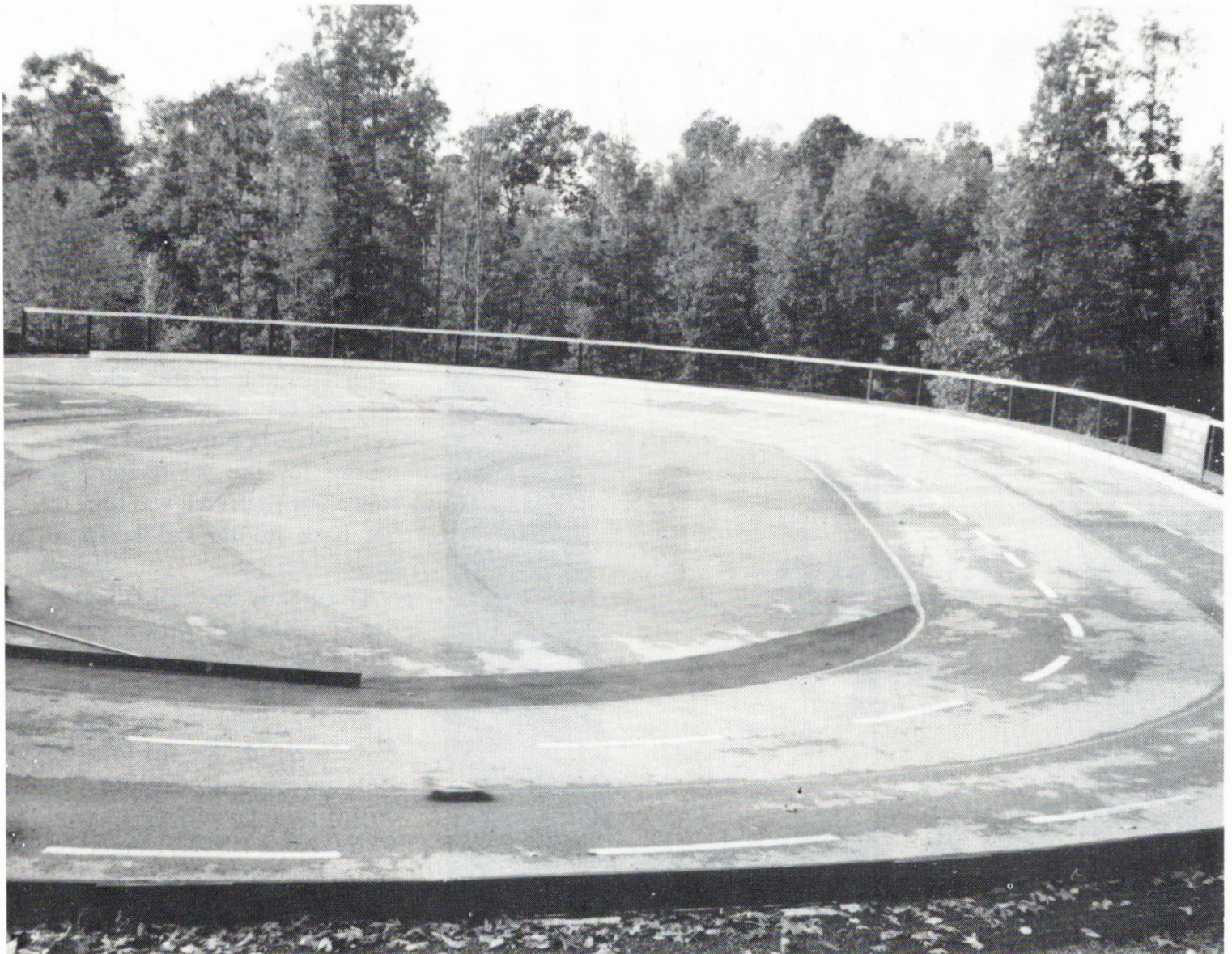


When most racers hear the name Cooper's R/C, they immediately think of dirt oval racing but out back, out amongst the trees and beautiful scenery of Southern Virginia, to the rear of the dirt track is probably one of the best kept secrets in R/C, Cooper's Asphalt Oval.

Norris and Pat Cooper have built one of the nicest paved circuits in the northeast. A 341 foot racing line with 23 foot wide lanes and turns in a "D" Oval configuration with banking. Super smooth asphalt that will accommodate either capped or foam tires. The absence of an inner wall greatly enhances the competition and reduces the breakage. This feature can be used to allow the necessary area for Enduro racing. A huge drivers' stand, 10 feet from the track, 8 feet high and 30 feet long gives all the drivers an unobstructed view of the track.

Nothing was left to chance, 120 covered outside pits with lights, electric and stools are provided. An additional 170 pits are inside the building that houses the dirt track. Lighting for night racing, PA system and the latest AMB System 20 lap counting. For those that want to park their motor homes and campers, there are five acres. A well-stocked hobby shop and a snack bar that serves some of the best "southern delights", add to the joy of racing at Cooper's!

For more information about race events and race schedules, call or write Norris or Pat Cooper at: Cooper's R/C Race Center, Rt. 4, Box 122B, Chatham, VA 24531 - Telephone: 804 724-4182.



The 1994

Reedy Race of Champions

*By
Peter Barana*



NO OTHER RACE, not even the ROAR Nationals brings out so many faces from R/C racing's past and present. A few racers that entered had not even been running 1/10th electric off-road for quite some time. Yet, with new hopes and expectations for the '94 racing season, a few figured it was time to get back in the saddle so to speak.

The Reedy Race of Champions is the kickoff off-road race of the 1994 season. Even in its early days the race has always attracted many of the top racers from around the world. The 1994 race was no exception as drivers from Japan, England and all across the U.S. converged on Fountain Valley, California for the 8th running of this race.

R/C Off-Road Raceway was

the host track this year and they are no strangers to running big races. Just last year they were chosen to host the 1993 ROAR Off-Road Nationals and when that race was completed many of the drivers that I talked to said it was one of the better ROAR National events they've been to. Therefore, it was no surprise to see how well the 1994 Reedy Race was run. Veteran race organizer/announcer Ron Williams kept things moving, and when he needed a break, Barry Baker stepped in and did a superb job announcing. A great race facility with great people running the event usually means the event will turn out great and indeed it did.

Left: Mark Pavidis was no where to be found in the 2WD portion of the Invitational class. He posted an incredible number of victories (4) on Saturday. Above: Former National Champ Jay Katz was out watching the event, and while he did not race, somebody was not impressed with his former driving talents. Below: The board that showed how the Invitational drivers were doing. Yes, the odds were just for fun.



REEDY RACE OF CHAMPIONS INVITATIONAL CLASS POINTS STANDINGS

DRIVER	ODDS	Round I	Round II	Round III	Round IV	Round V	Round VI	TOTAL	OPEN odds	Current odds	I	II	III	IV	V	VI	7th	8th	9th	
ADACHI	200-1	7																		
KOENIG	SCRATCHED																			
HIROSAKA	5-1	3	4	7	4	11	9	23	2	25	16	20-1	10-1	1	6					33
NEAL	6-1	6	6	12	6	17	25	4	29	6	35	28	85-1	7	30					16
FURUTANI	8-1	2	3	5	5	0	6	16	7	30	23	50-1	3	5						28
LEDGER	5-1	1	5	6	2	3	11	5	16	3	19	14	20-1	5-1	6	20				23
SUZUKI	12-1	5	3	8	8	6	5	21	6	27	6	25	60-1	5	7	12				14
HUGHES	4-5	4	1	5	3	8	1	9	2	11	7	18	11	10-1	2-1	2	4			25
HARA	12-1	8	5	13	4	17	5	22	4	26	8	34	26	75-1	4	8	12			11
HALSEY	20-1	3	8	11	8	19	3	23	7	29	5	34	26	2-1	9	8	17			26
PAVIDIS	NOBETS	1	2	3	1	4	1	5	1	6	3	9	16	EVEN	EVEN	6	3	9		26
DRESCHER	2-1	9	1	10	3	10	2	15	2	17	4	21	12	8-1	6-1	2	13			6
BECKWITH	3-1	2	3	5	3	8	4	12	5	17	3	20	15	15-1	3	4	7			12
KORTZ	EVEN	5	1	6	7	13	3	16	1	17	1	18	11	20-1	EVEN	1	12			15
GONZALES	5-1	4	4	8	1	9	5	16	3	17	1	18	13	10-1	7	18				11
HONWART	12-1	6	6	12	5	17	2	19	6	25	5	30	24	60-1	35-1	5	6	11		13
REELFS	400-1	7	8	15	7	22	7	29	7	36	7	43	35	99-1	8	5	13			24
KINWALD	4-5	1	7	8	2	10	1	11	3	14	1	15	8	2-1	EVEN	1	4	5		35
MORAN	100-1	7	7	14	4	18	6	24	8	32	8	40	32	90-1	6	7	13			8
JOHNSON	8-1	5	2	7	2	9	7	16	5	21	6	27	20	40-1	4	6	10			32
BOOTH	7-1	6	6	12	7	19	6	25	6	31	4	35	28	85-1	5	2	7			20
FRANCIS, MARK	3-1	4	5	9	5	14	2	16	2	18	2	20	15	15-1	7	2	9			28
BROWN	4-1	2	4	6	6	12	4	18	4	26	4	24	18	35-1	2	5	7			15
FRANCIS, MATT	EVEN	3	2	5	1	6	4	10	1	11	2	13	9	8-1	4-1	3	3			16
WALLACE	SCRATCHED																			9

ODDS ARE FOR FUN ONLY NO BETTING

OFFROAD RACEWAY & SPORTSBOOK

Along with the Invitational Class (a Reedy Race staple), there were drivers competing for 2WD and 4WD titles. All classes are Modified, and as is the norm for the U.S. races, they were 4 minutes in length.

The Non-Invitational classes would follow the typical qualifying/main procedure, but for the Invitational class it's a completely different story. Those drivers that were sent an invitation by Reedy to compete in the Invitational class understood that they would be competing in a combined 2WD and 4WD race program. A total of 6 races for each of these two classes would be run. The 2WD cars would take the track Saturday and the 4WD's on Sunday. Invitational racers would compete with one

another on a points for position of finish basis. Each time out they would face a new group of Invitational drivers. Of these 12 events (6 Saturday with the 2WD's and 6 Sunday with the 4WD's) only two races could be used as throw-outs. One on Saturday and one on Sunday. This means you've got to be quick all the time, and there is no time to coast and say, "Oh I got a bad start, I'll get 'em next heat." No way, the Invitational class is always close and many of the drivers that did not win in years past could easily point to a race where they needed only to finish one position higher.

The race had great representation from almost all the motor manufacturers and the two main U.S. chassis builders, Losi and

Associated. Former Invitational class winner Masami Hirosaka (Associated/Reedy) certainly had to be one of the favorites. Whenever he's on the track you can usually find him near or in the front.

A teammate of Hirosaka's who's been running lightning fast up to this event was Mark Pavidis. A local boy, Mark certainly had the advantage of crown support on his side as he is definitely one of the most

Jeremy Kortz wasn't much of a factor in the 2WD class, (he had two victories, but finished day one with 11 points) he was phenomenal in 4WD. Pictured is Jeremy (with hat) with one of the best minds in our sport Gil Losi, Jr. Losi, Jr. was a big part of the Kortz victory.



popular and easy going racers on the National scene today.

A former Associated/Reedy driver who recently switched to Losi/Trinity is Brian Kinwald. This guy lives and breathes racing. A superb driver that had to be considered a favorite as long as the new set-up was hitting on all cylinders.

Other drivers that could never be counted out were Jack Johnson, Jay Halsey, and Rick Hohwart. Listing the race accomplishments and titles of these three would take several paragraphs. If things went right for them early, they've got enough experience to make sure the wheels don't come flying off in the later rounds.

One of the great things about the open 2WD and 4WD classes is that you never can tell who's star will shine this year. It seems funny that after a guy wins one of the Open classes he usually goes on to great things later that year and then we can't seem to remember a time when they weren't "Invitational" caliber drivers. Just two of the greats that burst on the National scene after winning one (or both) of the open classes at the Reedy Race are Jack Johnson and Mark Pavidis. There's little doubt that the open class would provide a great deal of excitement throughout the weekend.

Because of the number of races in the Invitational division, the events were sprinkled throughout the program every hour or so. We'd start with some open class qualifying and then jump to one of the Invitational

events. This procedure is not only practical, but it keeps things fresh and alive throughout the day.

There were a total of three mains of Invitational class racing, and these three mains were filled with the 23 Invitational class drivers. There were little surprises in round 1 of the Invitational class as two race favorites, Mark Pavidis and Brian Kinwald walked away with victories. Matt Ledger took home the third available victory. That in itself was not all that surprising because any of the drivers in the Invitational class could win this thing. He did, however, win a fast heat with Masami Hirosaka in the race, and he turned in the second fastest time of the round.

Kinwald and Ledger didn't have great second rounds with a 7th place finish for Kinwald and a 5th for Ledger. Both of those runs would wind up being the throw-outs for those drivers.

Pavidis, on the other hand, backed up his win in round one with a 2nd place finish in round two. Not a bad start. Jeremy Kortz, Scott Hughes and Craig Drescher were the big winners in round two. Unfortunately none of these drivers had particularly good first rounds, the best being Hughes' 4th place in round one. At this early stage Pavidis was still the leader.

The midway point for the 2WD portion of the program was soon upon us. Pavidis was setting himself up as the man to beat posting a victory in round three. Other victories were posted by Carlos Gonzales and

Matt Francis. Actually Francis had his name being thrown around in the pits as a real contender because he had been improving steadily. A third in round one, a second in round two and a victory in round three put him among the leaders. At this early stage, and using the throw-out he was just a point behind Pavidis.

Kinwald, too was not far back either. A second in round three looked even better after he posted a victory in round four. That put him in great standing with two victories and a second thus far counting for him. Of course, for him to move up in the lead, Mark Pavidis would have to fumble. Thus far, he was not and round 4 saw another victory for Pavidis. The avail-

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able win was to belong to Scott Hughes. Two victories and a third was not too bad for Hughes after 4 rounds.

While it was still way too early to see who would win the 1994 Invitational class, many drivers that would not be winning the event this year began to come into focus. Even though a driver knows in his heart that he will not win in 1994, there's a great deal of pride at stake on every race.

In round five Jeremy Kortz picked up his second win and although he had a seventh place

finish in round three, he knew he could throw that race out. His next worse finish was fifth. Still high for a race that would count, but not an insurmountable obstacle.

Matt Francis too picked up his second win of the event, and with just a 4th place throw-out for him to this point he was in great shape.

Again, for any of these drivers to pick up significant ground, however, Pavidis had to make a mistake. If he was ever going to fall from the lead, he wasn't going to have it happen in round

5. Mark picked up his third victory in a row, fourth overall. His throw-out was a second place he picked up in round two! The lowest score possible was 4 up to this point and Mark had it.

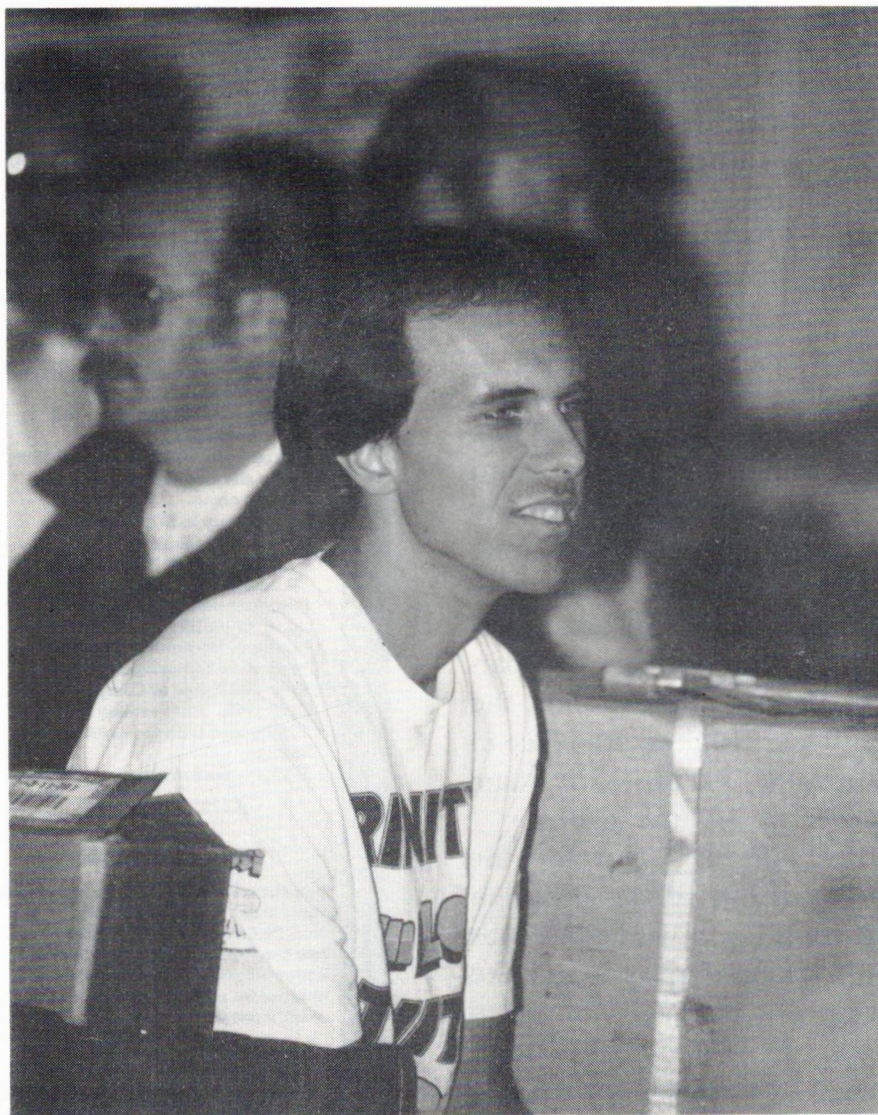
Mark cracked the door open just a little bit in the 6th and final round of the 2WD portion of the event. He finished in third spot for this round, so that would wind up being his throw-out race. Still, a perfect score would be 5 points and Mark finished on Saturday with 6. That's about as good as it gets.

Kinwald took advantage of Pavidis' third place finish by winning his race in round 6. This put his final Saturday score at 8 points, second overall.

Carlos Gonzales and Jeremy Kortz were the other two drivers to pick up victories in the final round. Gonzales, although picking up a win in round three had some lofty finishes he had to keep. He wound up day one with a total of 13 points. Kortz, on the other hand was in better shape winding up with 11 points. Although he may have started slow (a fifth and seventh place finish in rounds 1 and 3) Jeremy had posted two victories in a row, a great way to go into the 4WD class.

Matt Francis picked up a second place finish in the 6th round, and when you added up

Jon Anderson drove a great race and was able to beat the TQ Barry Baker in the 2WD Open class. This will put him in the Invitational class next year.



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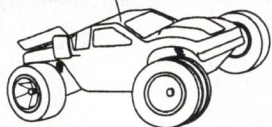
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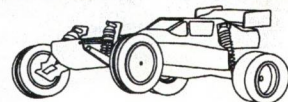
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2WD PRO STOCK TRUCKS	TYPE _____	FREQ. 1. _____	2. _____	3. _____
2WD OPEN TRUCK	TYPE _____	FREQ. 1. _____	2. _____	3. _____
4WD OPEN	TYPE _____	FREQ. 1. _____	2. _____	3. _____
PRODUCTION	TYPE _____	FREQ. 1. _____	2. _____	3. _____

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all his points he only had 9. That was good enough for third overall at this point.

By Saturday's end, the open classes had completed 3 full rounds of qualifying themselves. The racing was close and the battles to get in the A-main were tight. Like the Invitational class, their struggle would also not be completed until Sunday. A fourth and final round of qualifying was set for Sunday morning. This was one final chance to get into the A-main.

As was the case on Saturday, the Invitational class would be running their 6 rounds all throughout the day. The finale on Sunday would be the A-mains in the open class, followed by

the last round of Invitational.

What was going through the racers' minds Saturday night I don't know. When the horn sounded for the start of the 4WD Invitational competition, however, all the drivers had only one thing on their mind. That thought was to catch Mark Pavidis.

Jeremy Kortz and Brian Kinwald heard the call and posted round one victories. Masami Hirosaka was the third winner, but a bad day in the 2WD class (he finished Saturday with 16 points) meant he needed several more victories to be considered a contender. Pavidis had a bit of trouble in his first 4WD race, and he wound up finishing

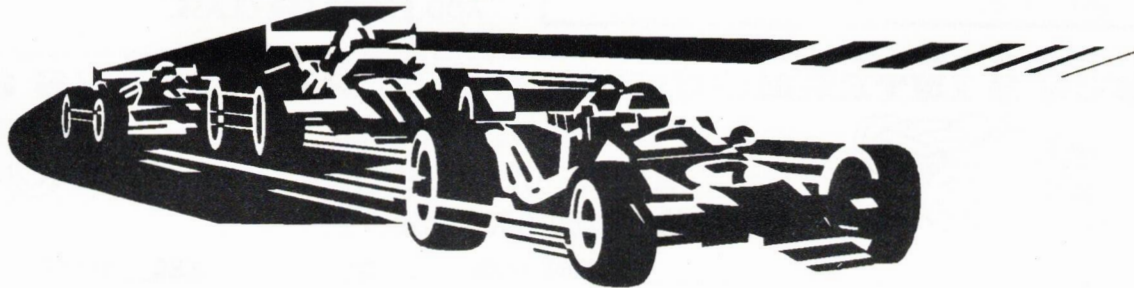
in 6th place. A bad start, but remember there is a throw-out on Sunday, too.

Kortz was now on a mission and round 2 saw him post another victory. Kinwald wound up 4th in his race and Pavidis got back on track with a 3rd. Carlos Gonzales and Craig Drescher also picked up victories in round two.

Kinwald and Pavidis both bobbled in round three. Kinwald picked up a fifth and Pavidis a 7th. The worst thing about the Pavidis finish was that the 6th place he had posted in round 1 would now count. This was made worse when Kortz posted another victory, his third in a row. Kortz, who was five points

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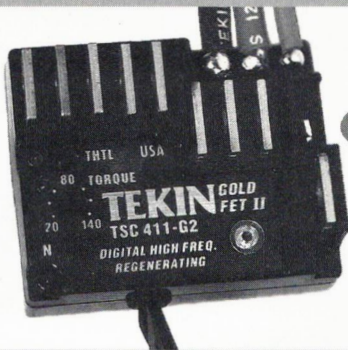
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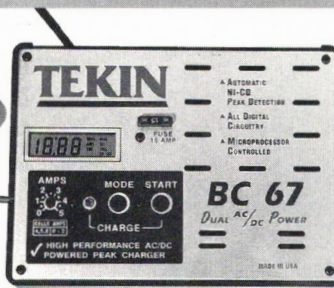
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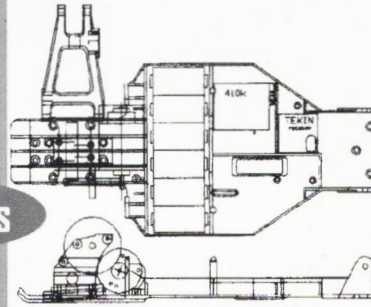
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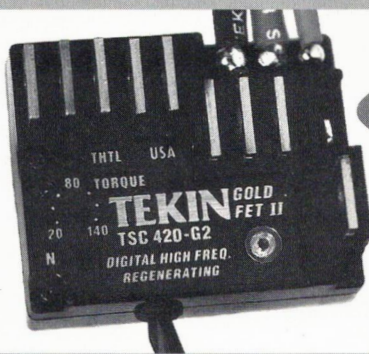


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New:

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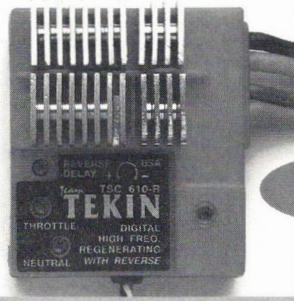


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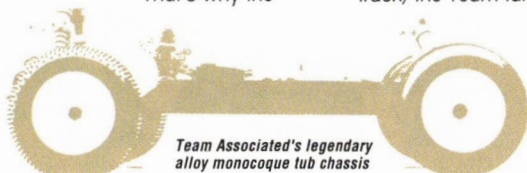
While it might be enough for some to simply drop an engine and a fuel tank into an electric truck, the Team takes this kind of



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

The most advanced, high performance vehicle of its kind, the RC10GT features competition proven, four wheel suspension with precision, coil-over shock dampening. Our World Famous Team Associated Stealth ATC gearbox is also adapted to the RC10GT, to get all that nitro power to the ground and our race-ready disc brake gets it all slowed down in a hurry. And like all our kits, hardware and materials are nothing but the best. And because Team Associated understands RC racers, and their

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back after the first day had now made up all that ground, and more. After the 3rd round was complete, and taking his 2WD total from the day before, Kortz was sitting with 13 points. Pavidis was at 15 points. Tied with Kortz for the lead was Kinwald with 13 points also.

Although it was still close, we now had a new leader and for

the first time it was Pavidis having to play catch up. The momentum had definitely switched to Kortz.

A true champion, Pavidis did not fold. In round 4 he came back and posted a victory. Kinwald finished with a 3rd and Jeremy Kortz a second. Things had tightened up. Kortz still had a two point lead (at this point he

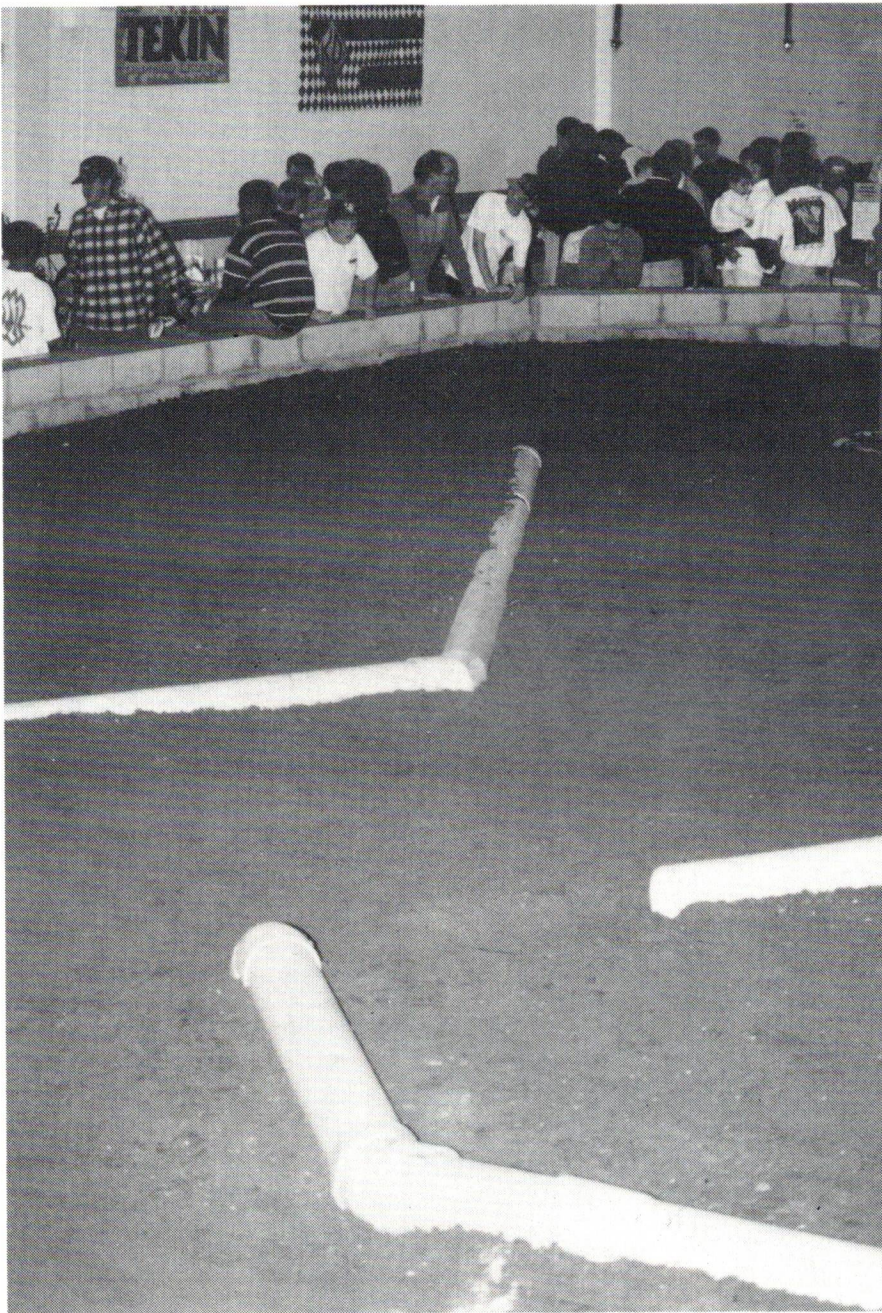
could throw-out his second place finish), but the battle for second was tied between Kinwald and Pavidis.

Round 5, and there was no quit in Pavidis. He posted another victory, his second in a row. Kortz finished in 3rd place. Was the pressure getting to him? He now only had a 1 point lead over Pavidis. Kinwald's round 5 run saw him finish in third. That definitely hurt his chances for the title.

So we came down to the 6th and final round. Of course, in between this final was the Open A-mains. No, I'm not going to break away and cover those first.

So, here's the scenario as we get into round 6. To this point, including a throw-out Kortz had a two day total of 16 points. Mark Pavidis was right there with 17 points. Since you pick up a point for every position of finish, it was simple to see that Pavidis had to come out of the round finishing two places better than Kortz. The race program, set way in advance, called for Kortz to race before Pavidis. This, I felt, was an advantage for Pavidis. After all, the pressure was on Kortz because he controlled his own destiny. If he won, or finished second he would be the new Reedy Race Invitational Champ. If not, he could still win if Pavidis did not show well.

The RC Off-Road track was well laid out and there's plenty of room to pass. The PVC pipe barriers makes track markings neat and easy to see.



On the other hand, if Kortz did not show well (anything higher than third and the race would end up as Kortz's throw-out), Pavidis knew he could win it with a victory. What a scenario! You couldn't write a better ending!

The race started and Kortz bolted to the lead. Everybody knew that if Kortz held on, he would be the champ. Lap after lap Jeremy drove beautifully. Not wanting it to be said he backed into a win, Jeremy went out and won his race. He had become the 1994 Reedy Race Champion. Congratulations!

Disappointed (to say the least), Pavidis had his worst race of his life and finished in eighth.

That dropped him down to 5th overall.

Kinwald wound up second overall, 4 points behind the leader. Scott Hughes finished in 3rd overall, just one point behind Kinwald. What an Invitational event!

It's quite possible that 1995's Invitational Class Champion could come from the ranks of the 1994 Open Class. In fact, winners of the two open titles will be invited back to the 1995 event.

Beginning with the 2WD Open final, the excitement was non-stop. Picture this . . . at the end of the race a full seven cars were on the lead lap, and the first three were separated by

only a turn!

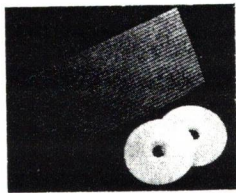
The TQ in this event was Barry Baker. He picked up a good start, but was soon challenged by Jon Anderson and Brian Barre. The threesome went around the track, occasionally swapping the lead. As the race began to wind down, Anderson was in front. Baker's time was running out and he had to make his move. On the last lap, Baker tried to move in front but lost it. That gamble put him back to third, where he eventually wound up. Jon Anderson picked up the win (and a trip to the '95 Invitational affair) with Brian Barre finishing in third.

The 4WD Open final was another great race. Here too,

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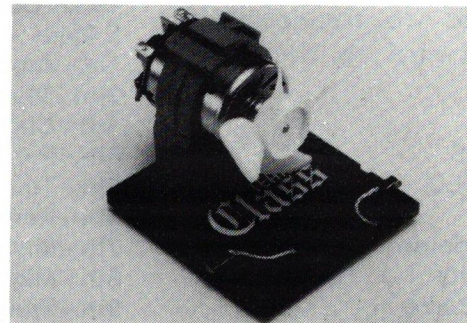
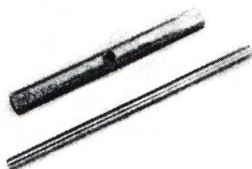


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almost everybody was on the lead lap right to the end. TQ Jason Ruona lead the field around for lap one, with Greg Hodap and Aaron Biner right behind. This main was clean and fast, and the front three snaked around the track, each waiting for the other to falter. Lap after lap these three went around when, on the last lap Jason Ruona flipped on one of the jumps. That opened the door for Greg Hodap who went on for the victory. Jason Ruona was righted pretty quick and finished less than a second behind Hodap for the number 2 spot. Finishing third was Aaron Biner.

The Reedy Race remains one of the great races on the off-road scene. It is the kick-off for the new season, and often drivers that do well here go on to have a great season.

Congratulations to all the winners and we are certainly looking forward to the 1995 race.

OPEN CLASS

2WD MODIFIED

A Main

- 1st - Jon Anderson
Losi XX/Trinity
 - 2nd - Brian Barre
?/?
 - 3rd - Barry Baker
?/?
 - 4th - Robert Gillespie
RC10/Warlock
 - 5th - Ethan Erchinger
LosiXX/Peak
 - 6th - Paul Gurule
RC10/Fitch
 - 7th - Vince Stolo
Losi XX/Peak
 - 8th - Jason Ruona
RC10/Reedy
 - 9th - Todd Cariseo
RC10/Reedy
 - 10th - Taco Man
RC10/Matrix
- ###### B Main
- 1st - Mike Weed
 - 2nd - Greg Hodap

- 3rd - Jason Rudee
 - 4th - Jimmy Jacobson
 - 5th - Aaron Biner
 - 6th - Chris Raceles
 - 7th - Scott Roberts
 - 8th - John Scott
 - 9th - Billy Easton
 - 10th - Gary Brickman
- ###### C Main
- 1st - B. J. Christensen
 - 2nd - Bret Reelfs
 - 3rd - Kyle Wilson
 - 4th - Tamotsu Yamamoto
 - 5th - Bryan Peterson
 - 6th - Greg Dennett
 - 7th - John Walentia
 - 8th - Brian Robinette
 - 9th - Tom Leman
 - 10th - Robert Walker
- ###### D Main
- 1st - Steven Chamberlain
 - 2nd - Hirai Tomohiro
 - 3rd - Yukijiro Umino
 - 4th - Mike Principato
 - 5th - Jeff Wittman
 - 6th - Matt Sheredy
 - 7th - Brad Long
 - 8th - Steve Butts
 - 9th - James Arluck
 - 10th - Craig Lair
- ###### E Main
- 1st - Jayson Pang
 - 2nd - Mason Marks
 - 3rd - Clayton Petree
 - 4th - Patrick McCarson
 - 5th - Tim Pappas
 - 6th - Kareem El-Sherif
 - 7th - Michael Walker
 - 8th - Michael Jasany
 - 9th - Tony Olivas
 - 10th - Joe Guerzon
- ###### F Main
- 1st - Chris Metheny
 - 2nd - James Brown
 - 3rd - Terry Yeo
 - 4th - Jeff Lewis
 - 5th - Joe Morettini
 - 6th - Levon Becht
 - 7th - Patrick Purcell
 - 8th - Ryan Wilson
 - 9th - Sohrab Tavakoli
 - 10th - An Pham
- ###### G Main
- 1st - Dave Duarte
 - 2nd - Troy Edwards
 - 3rd - Deryl Feinner
 - 4th - Oscar Spratley
 - 5th - Brandon Fiege
 - 6th - Tyree Phillips
 - 7th - Christian Simpson

- 8th - David Richards
 - 9th - Tim Long
 - 10th - Chris McElroy
- ###### H Main
- 1st - Trevor Clement
 - 2nd - Brian Roepke
 - 3rd - "A" Puektai
 - 4th - Yasunobu Hosoda
 - 5th - Chris Markley
 - 6th - Minoru Utsugi
 - 7th - Shoji Miyazaki
 - 8th - Mike Bauer
 - 9th - Steve Nelson
 - 10th - Rick Nichols
- ###### I Main
- 1st - Jeff Retej
 - 2nd - Ryan Fiege
 - 3rd - Mark Brown
 - 4th - Brad Nibbelink
 - 5th - Don Healey
 - 6th - Chris Tatro
 - 7th - Brian Jones
 - 8th - Tom Hightower
 - 9th - Bob Novak
 - 10th - Rich Fernandez
- ###### J Main
- 1st - Rodney Prouty
 - 2nd - James "Slim" Janst
 - 3rd - Kelly Lunsford
 - 4th - Eric Murray
 - 5th - Andy Thomas
 - 6th - Jason Moberly
 - 7th - Shawn Nibbelink
 - 8th - Chris Koetsch
 - 9th - Brent Fiege
 - 10th - Frank Gomez
- ###### K Main
- 1st - Stephen M. Canniff
 - 2nd - Krazy
 - 3rd - Randy Harada
 - 4th - Mich Butts
 - 5th - Andy Zakis
 - 6th - Rovic Clemente
 - 7th - Alvin Harp
 - 8th - Nelson Walker
 - 9th - Mark Woodward "Ski"
 - 10th - Rodney Clemente
- ###### L Main
- 1st - Ryan Murray
 - 2nd - John Talin
 - 3rd - Scott Parker
 - 4th - David Murray
 - 5th - Lawrence Liang
 - 6th - Keith Kytola
 - 7th - Walter Hardy
 - 8th - Jack Ingberg
 - 9th - Roger Turner
- ###### 4WD Modified
- ###### A Main
- 1st - Greg Hodap

2nd - Jason Ruona
 3rd - Aaron Biner
 4th - James Brown
 5th - Patrick McCarson
 6th - Jeff Wittman
 7th - Hiarai Tomohiro
 8th - Sohrab Tavakoli
 9th - Chris Walrod
 10th - Bret Reelfs

Invitational Class

Results

B Main

1st - Robert Gillespie
 2nd - John Valentia
 3rd - John Scott
 4th - Jimmy Jacobson
 5th - Greg Dennett
 6th - Paul Gurule
 7th - B. J. Christensen
 8th - Jeff Retej
 9th - Jason Rudee
 10th - Scott Roberts

C Main

1st - Clayton Petree
 2nd - Yukijiro Umino
 3rd - Tamotsu Yamamoto
 4th - Tom Leman
 5th - Brian Roepke
 6th - Brad Long
 7th - Yasunobu Hosoda
 8th - Jeff Lewis
 9th - Billy Easton
 10th - Vince Stolo

D Main

1st - Michael Jasany
 2nd - Terry Yeo
 3rd - Minoru Utsugi
 4th - Kyle Wilson
 5th - Dave Duarte
 6th - Shoji Miyazaki
 7th - Shawn Nibbelink
 8th - Rick Nichols
 9th - Chris Raceles
 10th - James Arluck

E Main

1st - Jason Moberly
 2nd - Eustace Moore, Jr.
 3rd - Travis Lawrence
 4th - Steve Nelson
 5th - Nelson Walker
 6th - Chris Metheny
 7th - Tim Long
 8th - Steve Butts
 9th - Jason Markley
 10th - Patrick Purcell

F Main

1st - Rovic Clemente
 2nd - Don Healey
 3rd - Mich Butts
 4th - Kelly Lunsford
 5th - Andy Zakis
 6th - Chris McElroy

<u>Position</u>	<u>Drivers</u>	<u>2WD</u>	<u>4WD</u>	<u>Total</u>
1st	Jeremy Kortz	11	6	17
2nd	Brian Kinwald	8	13	21
3rd	Scott Hughes	11	11	22
4th	Craig Drescher	12	11	23
5th	Mark Pavidis	6	18	24
6th	Masami Hirosaka	16	8	24
7th	Matt Francis	9	17	26
8th	Scott Brown	18	10	28
9th	Matt Ledger	14	19	33
10th	Mark Francis	15	19	34
11th	Carlos Gonzales	13	21	34
12th	J. D. Beckwith	15	20	35
13th	Jack Johnson	20	18	38
14th	Derek Furutani	23	16	39
15th	Jamie Booth	28	17	45
16th	Marc Neal	28	18	46
17th	Rick Hohwart	24	26	50
18th	Atsushi Hara	26	27	53
19th	H. Suzuki	25	32	57
20th	Jonathan Morgan	32	27	59
21st	Brett Reelfs	35	26	61
22nd	Jay Halsey	26	36	62
23rd	S. Adachi	33	29	62

Team Cobra's LTOOR

By Bob Crane
Photos by John Meola

The thrill of watching NASCAR drivers like Dale Earnhardt, Rusty Wallace and Kyle Petty doing battle on the high bank ovals of Daytona or the tri-oval of Pocono, gets the blood moving. Now you can experience the same thrill in 1/10th scale with the C&M Manufacturing "Team Cobra" Left Turn Only On Road (LTOOR) car. The LTOOR Cobra is a complete and high quality kit. C&M Manufacturing machines all of the titanium, and aluminum parts on their CNC lathes. The results are close tolerances and high quality.

The kit that we will review has the new Cobra "Ground Effects Chassis". The chassis uses the air flow underneath the car to take speed and performance to the limit.

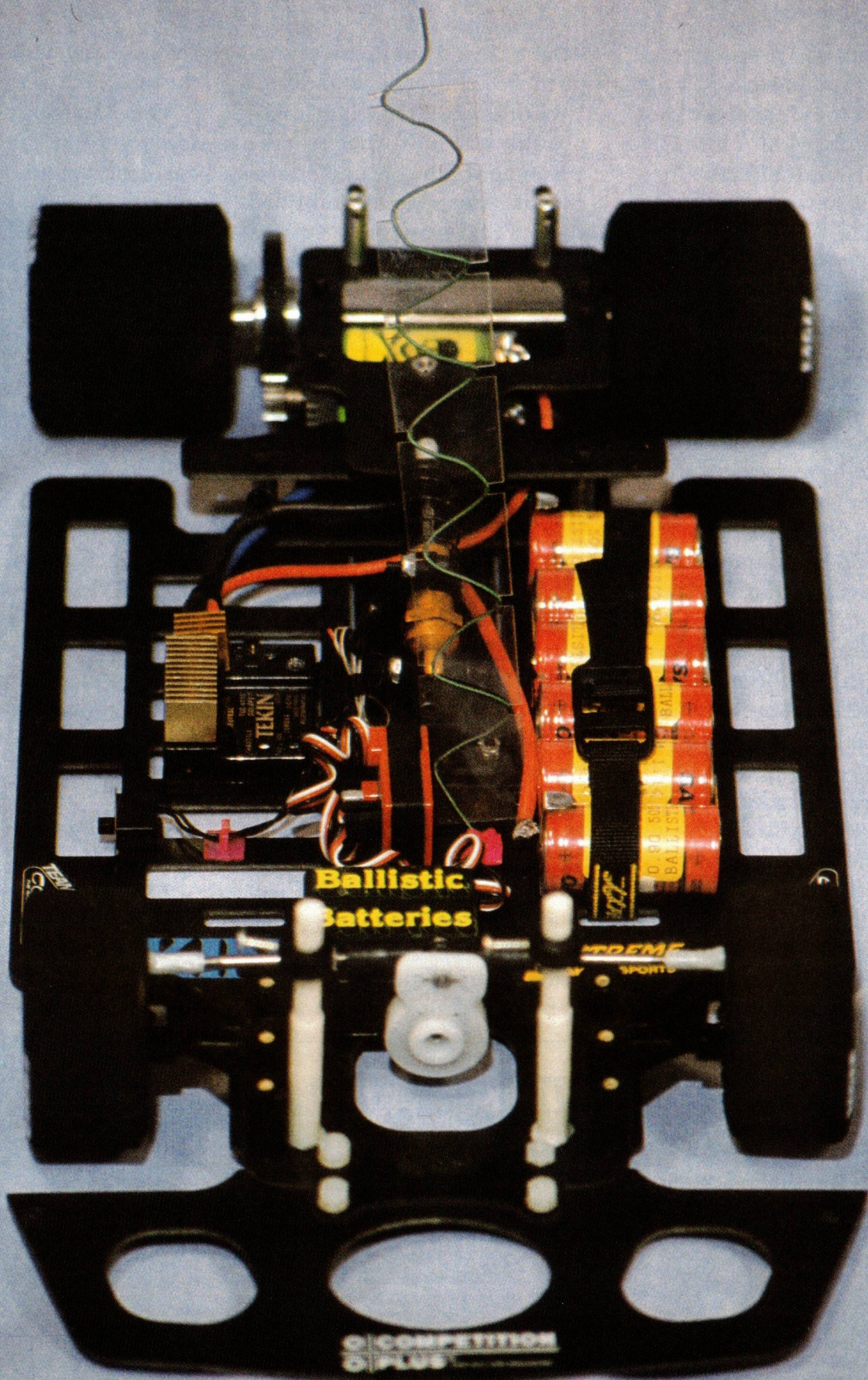
Components

Pro graphite chassis
Titanium axle
Titanium turnbuckles
Hardened chromally threaded front axles
Oil filled, coil over anodized aluminum rear shock
Pinpoint centered steering
LTOOR - Precision battery cut-outs for left turn only on road
CNC machined finned aluminum heat sink motor

mount with ride height spacers
Velvet drive titanium pro diff with ball bearings/varilock adjustment
Full ball bearings front and rear
Axle cone washers for precision rear end adjustment
Precision machined aluminum hubs
Super durable glass filled nylon front suspension
Unidirectional rear dampening system for superior handling
Tweak plate with pivot balls
NASCAR style wheels glued and trued
Aluminum wing tubes
4 way rear pod adjustment
Clear instructions and assembly drawings

Front End Assembly

Simple and straightforward. The threaded front axles are pushed into the steering blocks and held in place with an E clip. Check the king pin fit in the suspension arm and steering blocks. The king pin should slide very smoothly through these holes. If they do not, check for burrs on all the surfaces. There is a right and left suspension arm, so make sure that you mount them correctly. Start by using the 0 degree caster shims. Caster can be adjusted to suit your driving style and track conditions. In-



stall the front end support brace (optional). This brace forces the suspension to do the work, not the chassis or nylon A arms.

The "Ground Effects Chassis" uses a new type of front bumper. The front bumper is a "Break Away" type. The rear of the bumper is beveled down while the front of the chassis is beveled up. You do this with sandpaper. An "H" plate connects the two parts together with small nylon screws. When you hit the wall the screws shear and the bumper rides over the chassis, saving the front end. You must drill body mounting holes for the posts. Use the TD Enterprises foam "Protector" to further enhance the impact absorption and seal off the front end.

Rear End Assembly

When mounting the rear axle carrier and motor mount to the rear flex plate, make sure that they are square with the chassis. Follow the instructions and drawings and you should have no trouble with the lower flex brace or tweak plate. The pivot balls should move freely in the ball cups. Select your rear ride

height cams from the sizes supplied. For indoor banked carpet I like to have the chassis as low as possible to the carpet to take advantage of the ground effects chassis. Assemble the oil filled shock. Take your time so that the shock is smooth and doesn't leak. Start with 30 weight oil. You may want to wrap the threads on the shock body with thin teflon pipe wrap. Wrap the threads two times and trim out the excess pipe wrap from around the mouth of the shock body. I have found that by doing this you eliminate leaking oil from the shock body.

Differential Assembly

The "Velvet Drive Titanium Pro Diff" with bearings and varilock adjustment is truly smooth. Some hints and tips. When installing the left hub make a flat spot on the axle by filing or grinding. This will provide a good working surface for the set screws to fit into. Also make certain that the axle spacer shims are facing in the proper direction, ie. small end toward the bearing. Assemble the diff as per directions. The drawings

really help to visualize where all the small parts are located.

The "Varilock" adjustment lets you adjust the diff in very small increments and holds that adjustment. An aluminum cone thrust washer is installed small end toward the bearing on the drive side. This is followed by three belleville washers. Be sure the washers are oriented in the proper direction and the #8-32 lock nut. Tighten down the lock nut slightly and check for smoothness of the diff. Final adjustments will be done later. By this time the car should be 75 percent complete.

Tekin Electronics

Our selection for electronics is Tekin. The Tekin "TSC" series of speed controls all offer the following features:

Reverse voltage protection

Varitorque control

Regenerative battery charging

Digital surface mount technology

Multi-layer printed circuit boards

Reverse voltage protection, protects against reverse battery connection, with no power loss. Varitorque control is an adjustable pot which limits and regulates the amperage flow to the motor, thereby regulating torque and wheelspin. Regenerative battery charging, provides longer run time, more horsepower and longer motor life. Digital surface mount technology and multi-layer printed circuit boards provides closer placement of components and the ability to handle large currents.

The Tekin TSC 411G is a high performance speed control that

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Aluminum Link Plate Supports
for T.R.C. Links
Part #3802 Retail price \$38.00/pair



Aluminum Split axle front ends

FEATURES INCLUDE:
• Quick change half axles • Independent CAMBER/CASTER Adjustment • Adjustable WIDTH • Adjustable TOW-IN/TOW-OUT •

THE LIGHTEST FRONT END ON THE MARKET!



Quick Change Motor Mount
Designed for endurance racing this Q.C. motor mount weighs in just under 1/4 oz. and features eight convenient mounting positions.
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Combination Sway Bar-Wing Mounts
Available for all 1/10th Scale Pan Cars




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makes the most of the very latest mosfet technology. Tekin's Goldfet transistors have almost one half the voltage drop of anything previously available, resulting in the highest horsepower and highest efficiency of any small sized speed control. An improved transistor switching circuit also contributes to the efficiency of the 411G under heavy loads.

A Tekin exclusive high speed discreet components B.E.C. with R.F. noise suppression gives the 411G greater range and reduces servo hunting. The "Goldfets" mosfet transistors are rated for 300 amps, 1050 amps peaks and provides maximum power with 13 gauge wire. The 411G's plug in replaceable fuse protects against reverse voltage, shorts, overloads and overheating. The 411G has improved proportional throttle control and a high stability, low drift, neutral setting. Voltage drop is .0015 Ohm with a voltage input of 4-11 cells. The 411G is unaffected by the static electricity generated by carpet racing.

Tekin Micro Receiver

The Tekin micro receiver is designed specially to reject electric motor noise. All receivers have new ceramic crystal filter I.F. stage that dramatically increases rejection of other transmitters operating on a frequency close to yours. (40 KHz spacing for AM, 20 KHz or better for FM). Small and lightweight design 1.19" x 1.19" x .45". Weight .45oz.

Extreme Motorsports

Eric Soderquist of Extreme furnished a stock and modified motor for our test car. The stock motor is his new, hot "Smoke". 24 degree ROAR legal short stack. Silver brushes which are half cut and staggered. The motor is tuned and broken in at the shop. Just take it out of the box and fly! Eric recommends a gear ratio of 3.6 to 3.8 on 2.3 inch tires for indoor banked oval carpet.

The Extreme modified is a 13 turn double that is hand-wound, balanced and trued. It uses the new "S-2" race compound brushes which is composite of silver, copper and graphite. Recommended gear ratio on 2.3

inch tires is 5.2 to 5.3. Experiment with the gear ratios for your driving style and track conditions.

Kimbrough Spur Gears and Pinions

With 23 years in the R/C gear manufacturing business Chuck Kimbrough is very knowledgeable. The Kimbrough Products gears are full-width gears. Injection molded using 4/6 nylon, they have a higher operating temperature than 6 or 66 nylon by 50 to 60 degrees and 100 degrees more than Delrin plastic. Full width gears will not distort under full acceleration. The diff gears come in 64 or 48 pitch. Diff dirt covers are also available. KP offers a matching 48 pitch, precision machined, hardened steel pinions from 14 to 28 tooth. KP diff gears were used on the "Team HPI Thunderdrome Speed Record Car".

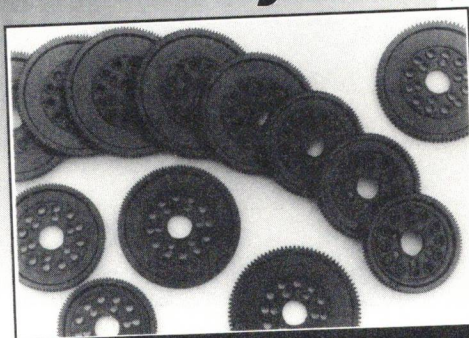
Team Cobra Racing Hints:

Front End

Springs - Specifically a softer spring will tend to give you more steering. A harder spring, less steering.

Road - Soft springs, which will

Industry Standards for over a Decade...



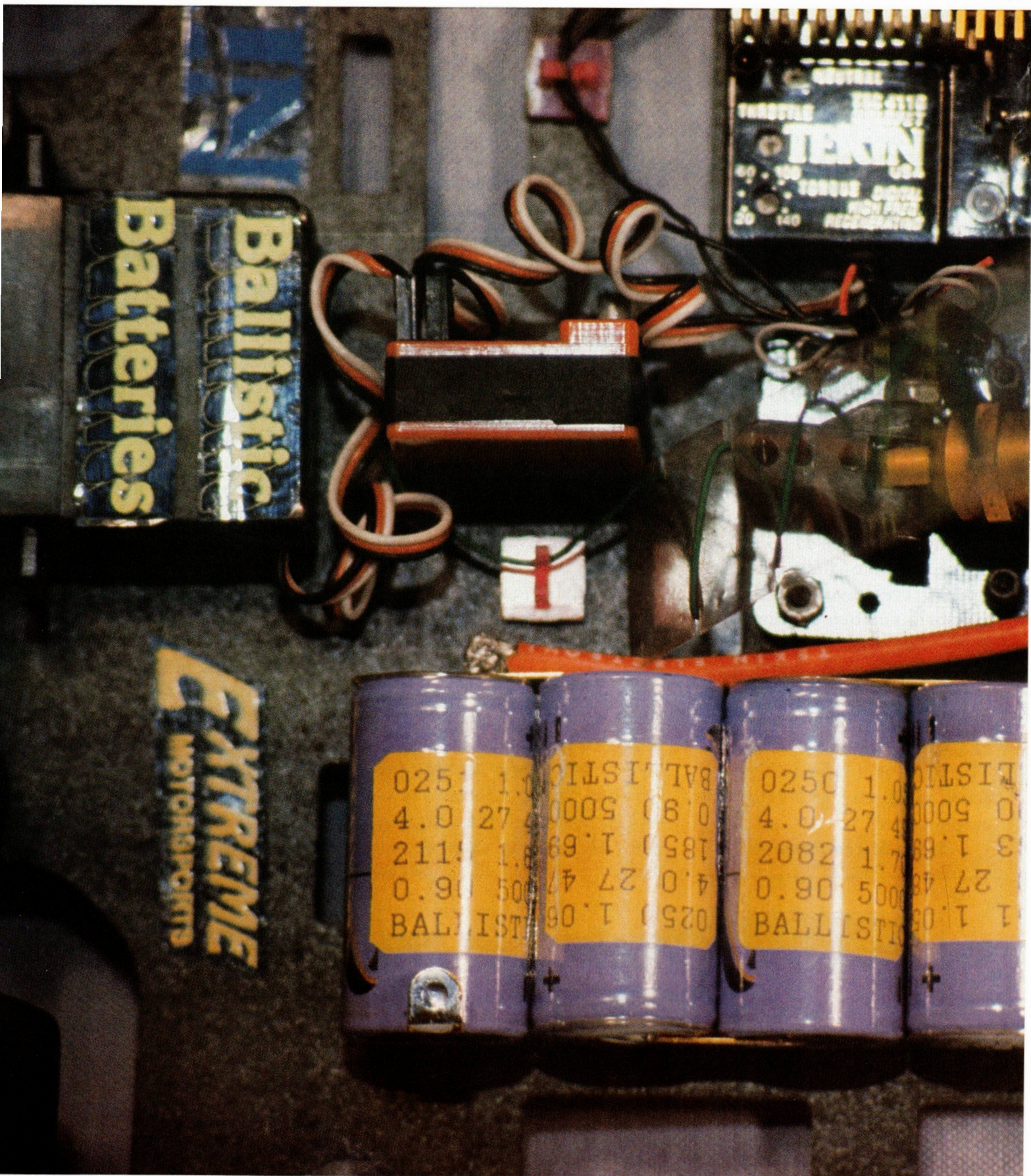
Kimrough Products' 48 and 64-pitch precision-molded spur gears are made of super-strong 4-6 Nylon, and set the standards for concentricity and strength. Because of their precision and concentricity, we don't have to thin and weaken our gears to get less drag... which means more power put to the track!

64-Pitch Precision Differential Gears
with or without Diff Balls installed, Sizes 88, 96,
100, 104, 108, 112, 116, 120, 124, and 128

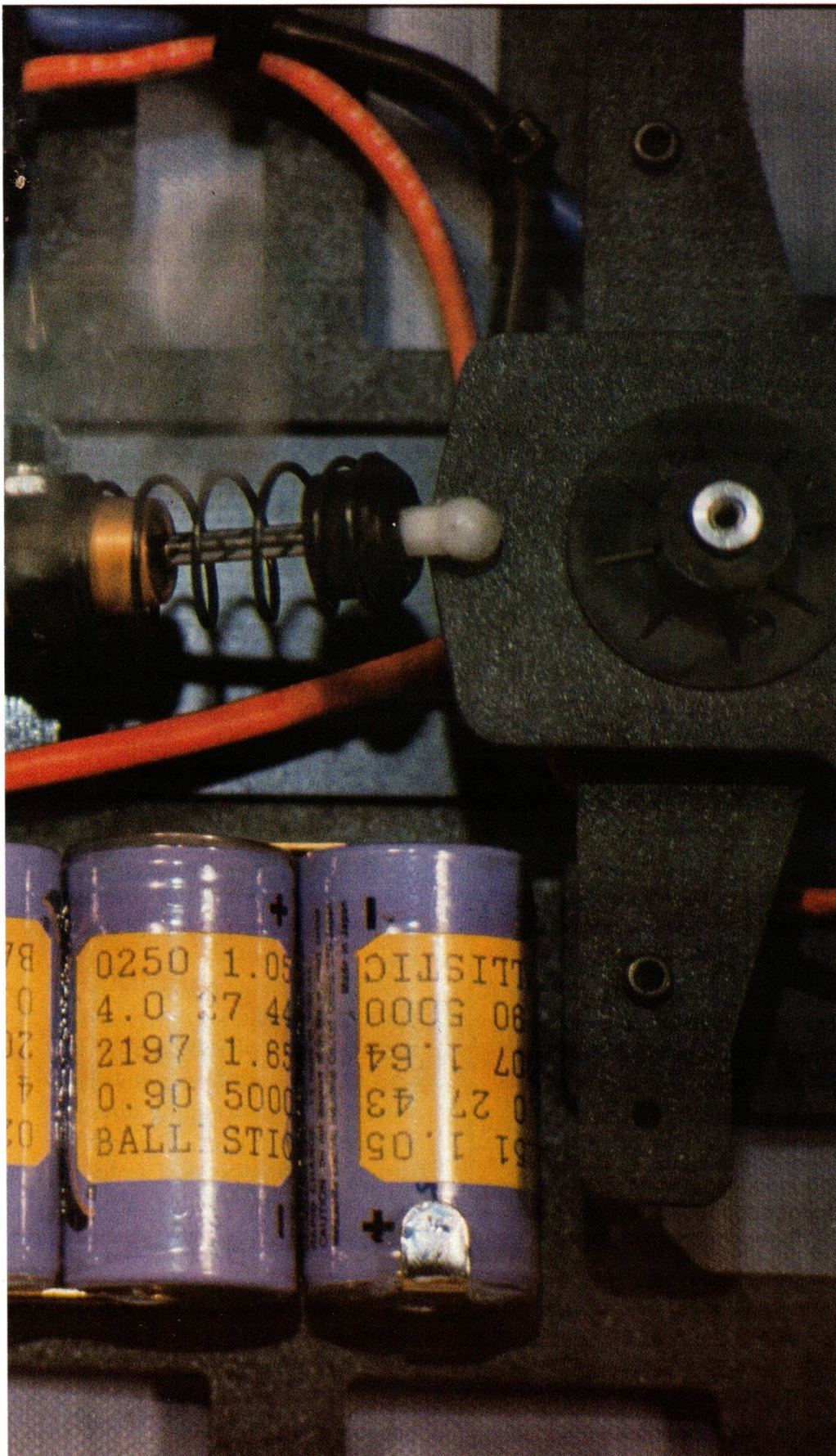
48-Pitch Precision Differential Gears
with or without Diff Balls installed, Sizes
96, 93, 90, 87, 84, 81, 78, 75, and 72

KIMBROUGH Products
The Widest Selection of Spur Gears Available!

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The initials LTOOR that identify this car stand for "Left Turn Only On Road". This should



allow the car to turn sharply in and out of corners.

Oval - Harder springs, which will help to control the car during high speed cornering.

Sometimes you may want to run a harder spring on the outside (right front) and a softer spring on the inside. This will increase the stability of the car on high banked ovals.

Caster Shims - Caster adjustment will allow for over-steering or under-steering.

Road - Run either 0 degree or 2 degree blocks, depending on how much bite your track has. Rule of thumb, the more bite the less caster you need.

Oval - The 2 degree blocks are normally used. At speed a minimal amount of steering is required.

Servo Set-Up - Use a good quality servo tape and mount the servo so that it is on the center-line of the chassis. We use the Kimbrough large servo saver. When adjusting turnbuckles, make sure the wheels are straight ahead, with no toe-in or toe-out.

Road - Adjust the dual rate so the servo has a significant amount of travel

Oval - Adjust the dual rate so the servo has very little travel.

Having a free and non-binding steering system, is a must for a smooth and consistent turning car. Your car is binding if the wheels are not centering, ie. the car will not go straight after exiting a turn. It is essential that you make sure there is no binding in either the servo or ball

tell you that it is one serious oval machine.

Contributors:

C&M Manufacturing, Inc. - Cobra LTOOR
PO Box 701-353, West Valley City, UT 84170
Telephone: 801-250-9747

Tekin Electronics - Speed Control, Micro Receiver
970 Calle Negocio, San Clemente, CA 92672
Telephone: 714-498-9518

Extreme Motorsports - Stock and Modified Motors
PO Box 776061, Steamboat Springs, CO 80477
Telephone: 303-879-5102

Ballistic Batteries - Sanyo and Panasonic Matched Cells
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Telephone: 818-363-1625

T.D. Enterprises - Front End Foam Protection
PO Box 3301, Lexington, OH 44904
Telephone: 800-253-7229 (order line)

Protoform - R/C Car Bodies
5455 S. Western Blvd., Hamburg, NY 14075
Telephone: 416-646-7638

Kimbrough Products - Servo Saver, Spur & Pinion Gears
1322 Bell Ave., Unit 1-C, Tustin, CA 92680
Fax: 714-258-7426

Body Art - Airbrushed body
Shadowgraphics, Dirk Douma, Hawthorne NJ
Telephone: 201-423-9158

Meola Racing Photos
John Meola, Wayne, NJ
Telephone: 201-628-1693

links.

Rear End

Tweak Adjustment - Tweak will allow for adjustment of compensation of weight bias or tweaking the chassis to force the car to turn one way better than the other. Follow the instructions for testing the tweak in your car. You may want to buy an Inside Line "Tweak Board".

Dampner Plates - Dampner plate pressure can be adjusted by compressing the dampner plate springs with the collar.

Road - For normal road racing, the springs should be left fairly uncompressed. This will allow the rear end to move quickly and freely for better traction. A small amount of silicone grease should be applied under each dampner plate to ensure smooth operation.

Oval - The springs should be fairly tight. A small amount of diff lube should be applied to each dampner plate. This will slow down the side to side and front to back action of the rear end.

Differential - Allows for a smooth power transfer from the motor to the wheels and allows you to go around corners without one wheel dragging or trailing behind another. If the diff is too tight, the car will tend to spin out or have the rear wheels break loose under acceleration. If the diff is too loose, the car will take a long time to get to speed. This happens because the diff is absorbing all the power. A good rule of thumb is: from a dead stop apply full power. The diff should slip for 1 to 3 feet. A looser diff is easier to drive than

a tight one. Hint, super glue the diff rings to their mounting surfaces. This will keep the drive rings from spinning.

Balance - Position the car on a flat surface. If the front end of the chassis is higher than the rear of the chassis, the car will tend to push or understeer. If the front end of the chassis is lower than the rear, the car will tend to steer quickly or oversteer. Use ride height spacers and/or front end spacers to adjust to track and driving conditions.

Make One Adjustment At A Time! This will allow you to understand what each adjustment does to your car.

Body Art

Our body of choice is the Protoform Narrow Chevy Lumina. The NASCAR narrow lightweight bodies are very real-

istic and aerodynamically detailed. The rear spoiler is adjustable, which helps you to further fine tune the car. The body has small side dams/rails on the roof and trunk to channel the air to the spoiler. With the addition of the "Ground Effects Chassis" the result is a more stable car at speed. Trim the body so that you follow the chassis line. The "DuPont" NASCAR is all hand-painted by Dirk Douma of Shadow Graphics in Hawthorne, N.J. The Dupont Logo and car numbers are hand-painted. The complete car was airbrushed using the Testors dual action air brush. Very efficient and easy to use. Naturally Dirk used Pactra paints. Autographics are used for the NASCAR fenders and detailing. One hint. Use black model trim tape for around the

windows and finish off the rivets with a silver permanent ink pen. Call Dirk for your NASCAR/Custom body needs.

Driving Impressions

The Team Cobra car is "On the Money". Our test track is EMC Tracks and Trains in Wayne, NJ. This tri-oval has 30 degree banks and a 265 foot centerline.

Tighten up the rear side to side suspension play with the adjusting screws located near the front of the T-Plate. Make small adjustments first and see how the car handles. With the correct tire compound and six battery packs later the car was dialed-in. We are very pleased with the performance of the Team Cobra car. If you're looking for a banked oval car, the Cobra could be your answer.

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H.V.* MODS ARE THE ONLY MODIFIED MOTORS SPECIFICALLY DESIGNED FOR USE WITH THE NEW HIGH VOLTAGE CELLS AVAILABLE TODAY. RACE PROVEN, TESTED FOR MONTHS. THESE ARE THE HOTTEST MOTORS ON THE MARKET. OUR RESULTS BELOW PROVE IT!!!!



HC-80

Erik has done it again!!! This new brush is designed to produce absolute maximum horsepower without sacrificing comm. life!! It runs like the highest silver brushes, but with out the damage or other side effects. This one is certainly looking good!!!

This brush has won 3 national titles, The R.C. Thunder Drome, and the Australian National Championships. ALL THIS YEAR!!

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NEW PRODUCT UPDATE:

JOHNNY JUICE

ENGINEERED BY SCIENTISTS AT A LEADING WEST COAST UNIVERSITY. THESE COMM DROPS, WHEN USED CORRECTLY, ADD LASTING POWER, RPM'S AND EFFICIENCY!!!!

TEAM DRIVER JOE WARD HAS SET RECORDS AT THE OLYMPIC VELODROME AND RACERS HAVEN RACEWAY WHILE SECRETLY TESTING THIS NEW ROCKET FUEL. THESE RECORDS STOOD UNCHALLENGED FOR MONTHS!!!

JOHNNY JUICE MOTOR DROPS ARE DESIGNED TO LAST THE ENTIRE RACE. THEY DO NOT RUIN THE COMMUTATOR LIKE OTHER MOTOR DROPS. IT IN FACT ACTS AS AN ARC INHIBITOR.

THIS IS A NO NONSENSE, NO BULL PRODUCT. IT HAS BEEN TESTED AND DOES EXACTLY WHAT WE CLAIM. AS YOU KNOW, EXTREME MOTORSPORTS STANDS FOR PERFORMANCE AND RELIABILITY. WE ARE NOT GOING TO COMPROMISE OUR REPUTATION ON SHAKY PRODUCTS. THIS IS FOR REAL!!

#4060 MEGATONIC!!! PART II

THIS NEW VERSION OF THE RECORD BREAKING AND INCREDIBLY SUCCESSFUL MEGATONIC INCORPORATES LAY DOWN BRUSHES, NEW ARMATURE DESIGN AND AN UPDATED STATE OF THE ART MAGNET/CAN ASSEMBLY. WHAT YOU WILL FIND WITH THIS MOTOR IS HIGHER RPM'S, AND MORE POWER. THE END RESULT IS ABSOLUTELY THE FASTEST 27 TURN 22 GAUGE STOCK MOTOR PERIOD!!!



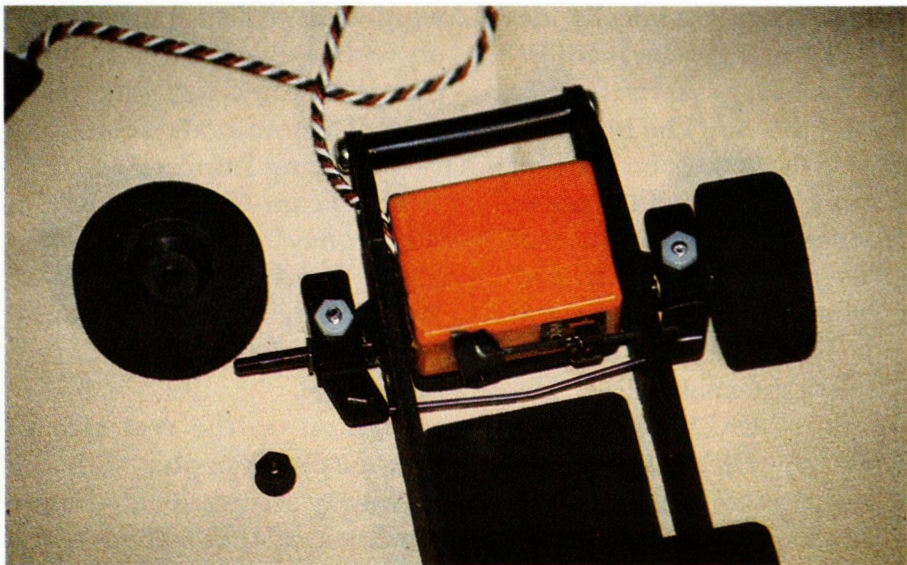
BO THE BOHEMITH

TRIPLE SLOTTED, 5.0 MAGNETS, SILVER BRUSHES, BROKEN IN AND TESTED. NO DOUBT, THE FASTEST ROAR LEGAL RACE MOTOR AVAILABLE PERIOD! GIVE US A CALL IF YOU HAVE ANY QUESTIONS ON THIS ALL NEW EPIC BASED ROCKET SHIP.

This motor heat sink is designed and manufactured with every popular R/C car in mind. Its extremely light construction, high heat dissipation surface area, special black coating, and trick metal make this the finest heat sink on the market. Not only is it extremely effective, it is also easy to get on and off of the motor. No more damage is done to motor labels or the can itself. This is truly state of the art!!!

Dr. Von Quick himself recommends this unit!!!

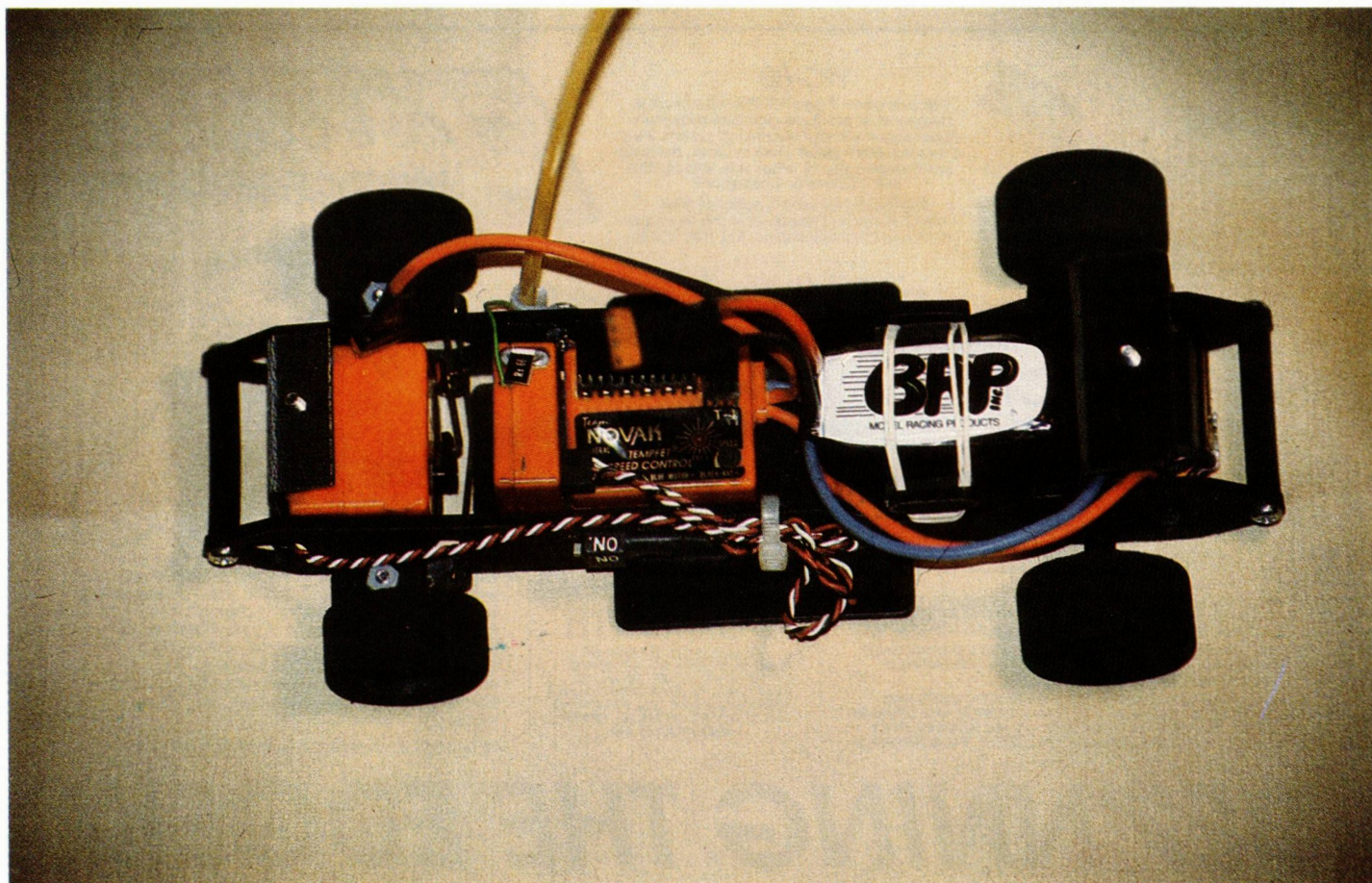
DEFINNING THE EDGE!!!



Complete with everything you'll need to go racing (except, of course, your electronics) for a retail price of \$59.95! These 1/18th scale machines run on 4-cell AA packs, an inexpensive power source at around \$15 a pack. Along with the low price comes easy assembly. The author took only minutes (instead of hours) to build his

1/18 scale race machine. A scale this fun, easy to build and inexpensive will go a long way in getting more people involved in our sport. From here, with the basic driving talents learned they may go on to race in some of our larger, more established scales.

The Legend Continues . . .



BRP's New 1/18th Scale Oval Outlaws

By Kent J. Heiden

The legends of the old west are long since gone with the dust of cattle drives and the smoke of blazing guns at high noon. Steel-eyed gunslingers no longer roam the prairies in search of the fastest gun and steadiest aim. The days of the young drifters challenging the crafty veteran gunman are gone, or are they?

Well it's true...the legends of the old west with their guns and horses are gone forever, but the legends of Radio Control Racing are still pulling their triggers and dueling at high noon on tracks across the country. One such legend of R/C is Bud Bartos, owner of Bud's Racing Products Inc. (BRP) whose legendary performances on the track have only been

surpassed by his contributions to R/C off the track. BRP has sponsored numerous events, and Bud has always kept the R/C racer at heart. From the hundreds of beginners he has helped fine tune a new car to the pros who turn to the crafty veteran in desperation, Bud's generosity is well known. Bud's R/C ingenuity has surfaced again with the introduction of BRP's New 1/18th Scale Oval Outlaws released in November of 1993.

Bud's Racing Products designed their new 1/18th scale oval outlaws to be simple to assemble, easy to maintain, and would run almost anywhere. BRP also wanted their new car to be inexpensive, which is very important to all of us racers facing the high costs of

R/C competition. Bud has given we racers what most of us dream about...an R/C car with the characteristics of a pan car but not the price.

BRP unveiled the 1/18th scale "Oval Outlaws" at the Chicago Hobby Show in November with an unbelievably low introductory price of \$49.95 and with a suggested retail price of \$59.95. BRP offers two separate tire compounds for the car and two different bodies (NASCAR and Oval Wedge). The kit comes with blue compound tires and a NASCAR body included, along with everything else you will need to go racing except for your electronics and battery pack.

A 4 cell "AA" Nicad pack assembled with a plug is

offered by Bud for \$15 and all you have to do is charge and run. Bud also recommends using the following equipment to get your car race-ready out of the box; a Duratrax DTX-4 speed control with DTX-2R receiver or Novak 410-M5 speed control and NER-2K receiver, or any brand of your choice. I chose a Novak T-4 because it was handy and stuck on an NER-2X receiver, added a NES-1A servo and a BRP 4 cell battery pack.

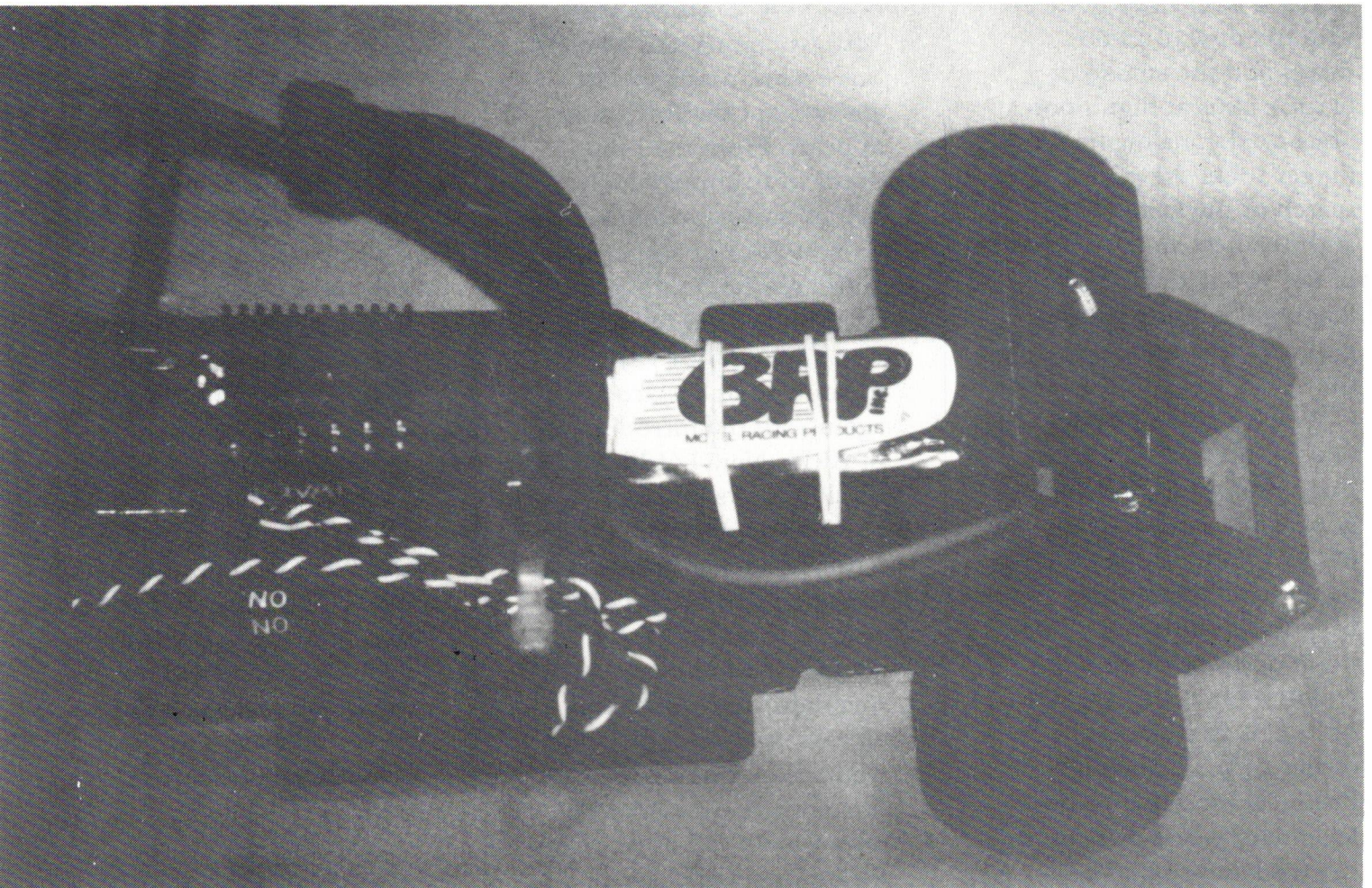
The assembly process with the BRP "Oval Outlaws" took only minutes instead of hours like the big kits. Bud sends you easy to follow instructions and takes you through each step of assembly from chassis to final car set-

up and track layout. It is important to study the parts layout photo and assembled chassis photo before beginning because it will give you a good idea of how the car goes together and help with the radio equipment installation. Bud designed the kit to use a Futaba FP-132 servo or smaller. It is critical that whatever servo you choose has a maximum width of 1-1/2" in order to fit between the chassis plates.

The assembling begins with the chassis and the motor must be soldered up and added to the right side chassis plate before putting the chassis together. A small amount of trimming with your hobby knife may be needed

on the 1/8" thick front end plate to make sure it goes all the way into the slot, but you also want it to fit snug to limit the front end play. After making sure the front end plates fit correctly in each side of the chassis plates, it slides in the right side first with the radio pan plate also sliding into the 1/16" slot in the right side chassis plate. The left side plate is then added, but don't forget to put the body mount screw into the radio pan from the bottom. It goes into the hole on the top plate with a touch of super glue to keep the head from turning when body nut is put on. The chassis is now completed.

The rear axle assembly that is



usually the most difficult and precise can be done in only a few seconds. The spur comes attached to the axle. "DO NOT TRY TO REMOVE GEAR FROM AXLE!" Place white nylon shim between axle and chassis plate when sliding into 1/8" holes in each side of chassis. After checking to make sure it spins freely, if not realign chassis on flat surface twisting just a little until axle spins freely then add black axle spacers and rear wheels, tightening both set screws on each wheel. You want just a small amount of end play in the rear axle assembly. Set gear mesh by pinching gears together with your fingers and tighten motor screws. Bud suggests using two sheet thickness of newspaper to set gear mesh and its perfect. A final check to make sure all is free and it's on to the Front End Assembly.

The servo of your choice must be servo taped to the chassis bottom and no servo saver is needed only a stock disc wheel or single arm works fine. After servo is mounted, assemble the front axles with E-clips pushed through steering blocks and tie-rods, Z-bend from bottom of steering block in rear-most hole and one short rod in front hole on right side. Then feed rods through large holes in chassis plate and push steering blocks down on king pin screws in front chassis plate...make sure there is no up and down motion in front steering blocks after tightening. Check for free rotation! Attach other short tie-rod to servo wheel and connect short

rods with collar and tighten. Add a drop of BRP racing oil to the front wheels and black lock nuts. Make sure wheels spin free..if not sand axle stubs with fine sandpaper until wheels spin free.

By now you may have spent a whole twenty minutes on assembly, but add another body mount, assemble a battery if you didn't get one from BRP, set up your radio equipment, and your only seconds from having fun. If you have problems making your radio equipment adapt due to size, your speed control and receiver work just as good mounted on their sides and can even be placed on the outside ears of the chassis. I measured a Tekin ESC 700 on its side with a Futaba receiver and both would work standing on their side on the outside ears of the chassis. Note: put the heaviest one on the left side for oval racing. After your choice of radio equipment is installed, the body and final set-up is all that's left.

The Wedge or NASCAR bodies both come with easy-to-follow trim lines, and you only need to mark and drill two body mount holes with a third for the antenna. Then your ready to mask and paint..or do what I did and let an expert do the painting. Both of my bodies were painted by DC Design's local expert Dan Croslow who has many a concourse trophy to make up his original and awesome talent of painting R/C bodies.

While DC Designs was putting the finishing touches on the bodies, I designed a track to

run and practice on at home. Following Bud's directions, I laid out a track on my garage floor approximately 12' wide and 15' long. Bud suggests 3' radius turns with a track width of 3' to 4' and 15' length. The final comment Bud added to his instructions is maybe the most important in order to have good clean R/C fun. Bud finishes with his racing rules. 'Run cars box Stock and just have Fun Driving!'

Racers across the midwest are racing Oval Outlaws in garages, backyards, local tracks, and even in spare rooms in the attics of their homes. The cars are affordable, easy to work on, and, a whole bunch of fun. However, Bud is not the type to be satisfied with only developing a car that might revolutionize the sport of R/C racing as we know it...but he also is developing a ball-diff that will be the final touch of an R/C racer's dream come true.

The "Oval Outlaws" will continue the Legends of R/C racing in the Midwest and across the nation. Racers will again face off to see who has the steadiest nerve and fastest hand. The Legend will continue...and Bud Bartos will continue to put more and more racers on the driver's stand either in their backyard or at their local track, or both. I would like to say a final thank you to Bud for bringing the fun and opportunity of R/C racing to all levels of radio control enthusiasts, and as Bud says "that's it! Go out and have some fun!"

Custom Works' U.S. Open Wheel Champs

By B.B. Phillips

Open wheel racing means action and lots of it. Whether it's white knuckled drivers jockeying for position or nervous spectators sitting on the edge of their seats, everyone enjoys the excitement and racing intensity of wheel to wheel competition. It doesn't matter if it's tenth scale radio controlled cars or the real thing, the competition is just as tough and the racing is just as much fun. This year's Third Annual Custom Works U.S. Open Wheel Championships was no exception.

Held at Cooper's R/C Raceway in Callands, Virginia, one of the nation's best dirt oval facilities, this year's event was sponsored by Custom Works and Cooper's R/C Tires. Drivers of Sprint cars,

Eastern Modifieds and Trucks came from far and wide to compete in the November 12 thru 13 event.

The fun started on Saturday with qualifying. Billy Kimpton edged out the field in the Eastern modified gearbox class to TQ. The top four qualifiers all turned 35 laps with only four seconds separating them.

Chris Dippel, the 1993 ROAR Dirt Oval Stock Two Wheel Drive National Champion, TQ'd in Eastern Modified Direct Drive Stock class edging out Tommy Ferguson by one lap.

Eastern Modified Direct Drive Modified class saw Brian Landgraff in the top spot beating out the

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THIS MONTH IN RACING

second and third qualifiers, Greg Gottorf and Randy Fisher by only a little over one second. Talk about close competition!

Phil Rush captured the Stock Spring class pole with 36 laps in a 4:06.28.

The Modified Sprint TQ went to Randy Fisher with a run of 40 laps in a 4:06.30.

Stock Truck class not only saw Brian Landgraff TQ over local favorite Curtis Wright, it introduced everyone to a new product from Custom Works. The Intimidator 10 uses front suspension parts and chassis from the Intimidator with the purchaser furnishing rear arms and gearbox of their choice. Brian used RC 10 rear arms and an Associated Stealth transmission in the one he TQ'd with. The car will work in virtually any gearbox class and from the looks of it, it works very well! It seems to be designed to fill a need for racers that race on tracks that can't handle the power that the Intimidator's direct drive puts out. How did it do? It broke the track record by three laps in qualifying!

The mains raised everyone's adrenalin levels as the excitement intensified. First out of the blocks were the Direct Drive Stocks. At the sound of the buzzer Tommy Ferguson burst out in the lead followed by

Robert Lease in second and Frank Tucker in third. Ken Long, who qualified in ninth place, began to move up when others got tangled up in traffic. The race was heated with Tommy still solidly in the lead but Frank took over second from Robert, and Ken continued to move up with his sights on the leaders. TQ Chris Dippel, who had fallen back in the early stages of the race was also on the charge. With about 45 seconds to go, Ken took over second place and Chris followed into third as Robert dropped back to fourth. It stayed that way to the wire with all four top finishers turning 35 laps!

The first few laps of the Sprint Stock A main was a free-for-all. Nate Brasz came out in the lead after several laps of crashes and pile-ups, one of which took out pole sitter Phil Rush. Perry Whitmoyer and Brent Brasz were in hot pursuit in second and third. In just a few laps, Perry took the lead away from Nate and by half-way Chris Martin had taken over second place and Nick Deangelis had captured third. Nick got by Chris to take second place briefly before he got into trouble and dropped back several spots. Keith Steinle took advantage of the situation and

moved into the number two spot. At the buzzer, it was Perry winning with 34 laps, Keith in second with 33 laps and Chris taking third place with 33 laps.

Up next was the Stock Trucks. Brian Landgraff jumped into the lead with Curtis Wright on his heels. That ended abruptly as Curtis was taken out going into turn three on the first lap. As the field stretched out, Kevin Griffite found himself in second behind Brian and Mike Green followed in third. It stayed that way until the fat lady sung. Curtis worked his way back up through the field after his first lap misfortune to take fourth place. Brian finished a lap ahead of the field in his new Eliminator 10.

Direct Drive Modified class proved to be a battle between Brian Landgraff and Greg Gottorf. Brian took the lead at the sound of the horn with Greg right behind. Mike Conkey was in third but lost it around the two minute mark as Clint Moore moved around him. Chris Dippel and Randy Fisher also made their moves around Mike to drop him back to sixth. At the finish Brian held off Greg for the win, with both Brian and Greg turning 39 laps. The next five finishers lead by Clint Moore, who finished third, all turned 38 laps with less than two seconds between them. Talk about close

THIS MONTH IN RACING

racing!

The Gearbox A main was just as exciting. Billy Kimpton grabbed the lead followed by Steve Tyson and Jay Baker. For the next few laps Billy and Steve battled it out providing some great racing for the spectators. It settled down with Billy in first and Steve in second. Roger Dieter had moved up into third. Roger then slipped by Steve to take second but lost it back to Steve just a few laps later. At the

wire it was Billy winning, Steve second and Roger third.

The final A main of the day was Sprint Modified. And what a race it was! Pole sitter Randy Fisher hit the wall in turn three on the first lap as half the field either did the same or hit one another. Just as the dust settled slightly there was another major pile-up in turn four. The turn marshalls got a work out on this one! When things straightened out, Jeff Greenly found himself

in the lead with Rob Cutman in second, Myron Rote in third and Randy Fisher in fourth. As Jeff pulled away from the rest of the pack, the real race developed between Rob, Myron and Randy. Randy eventually passed Myron to take third and at the end Jeff finished two laps ahead of the field, Rob second, Randy third and Myron held on to finish fourth.

What a weekend of racing! Cooper's R/C Raceway is an

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THIS MONTH IN RACING

excellent facility with an outstanding staff. Custom Works and Cooper's R/C Tires sponsored a great event.

As stated earlier, open wheel racing means action and lots of it. There was plenty of it at the Custom Works U.S. Open Wheel Championships!

Final Results

Direct Drive Stock-Eastern Modified Class

A Main

- 1st - Tommy Ferguson
- 2nd - Ken Long
- 3rd - Chris Dippel
- 4th - Robert Lease
- 5th - John Poland
- 6th - Frank Tucker
- 7th - Daryl Fogle
- 8th - Jeff Belton
- 9th - Billy Kimpton
- 10th- Jim Horton

B Main

- 1st - Ken Long
- 2nd - Jeff Belton
- 3rd - Dave Greenly
- 4th - Henry Hobaugh
- 5th - Tom Evans, Jr.
- 6th - John Willman
- 7th - Randy Clark

Sprint Stock

A Main

- 1st - Perry Whitmoyer
- 2nd - Keith Steinle
- 3rd - Chris Martin
- 4th - Bert Brasz
- 5th - Frank Edwards
- 6th - Nick Deangelis
- 7th - Nate Brasz
- 8th - Bill Bailey
- 9th - George Verbonitz
- 10th- Phil Rush

B Main

- 1st - Nate Brasz
 - 2nd - Perry Whitmoyer
 - 3rd - Byron Robertson
 - 4th - Russel May
 - 5th - John Crook
 - 6th - Gene Gideon
- #### Stock Truck Class

A Main

- 1st - Brian Landgraff
- 2nd - Kevin Griffite
- 3rd - Mike Green
- 4th - Curtis Wright
- 5th - Jerry Ogle
- 6th - Ken Long
- 7th - Steve Smith, Jr.
- 8th - Roger Dieter
- 9th - O.G. Morcam
- 10th- Steve Leiby

B Main

- 1st - O.G. Morcam
- 2nd - Steve Smith, Jr.
- 3rd - Donnie Witt
- 4th - Steven Fowler
- 5th - Danny Stover
- 6th - Russel May
- 7th - Tom Howell
- 8th - Gene Gideon
- 9th - Chris Martin

Direct Drive Modified-Eastern Modified Class

A Main

- 1st - Brian Landgraff
- 2nd - Greg Gottorf
- 3rd - Clint Moore
- 4th - Chris Dippel
- 5th - Randy Fisher
- 6th - Mike Conkey
- 7th - Tommy Ferguson
- 8th - Jim Schneider
- 9th - Donnie Witt
- 10th- Jeff Greenly

B Main

- 1st - Jim Schneider
- 2nd - Donnie Witt

3rd - Matt Mathews

4th - Randy Hobena

5th - John Poland

Gearbox-Eastern Modified Class

A Main

- 1st - Billy Kimpton
- 2nd - Steve Tyson
- 3rd - Roger Dieter
- 4th - Nick Deangelis
- 5th - Dave Homsher
- 6th - Gary Labe
- 7th - Mike Green
- 8th - Mark Francisco
- 9th - Jay Baker
- 10th- Stacy Laprade

B Main

- 1st - Mark Francisco
 - 2nd - Roger Dieter
 - 3rd - Les Robison
 - 4th - Perry Whitmoyer
 - 5th - John Willman
 - 6th - Byron Robertson
 - 7th - Brian Price
 - 8th - Terry Overfelt
- #### Sprint Modified Class

A Main

- 1st - Jeff Greenly
- 2nd - Rob Cutman
- 3rd - Randy Fisher
- 4th - Myron Rote
- 5th - Mike Conkey
- 6th - Clint Moore
- 7th - George Verbonitz
- 8th - Frank Edwards
- 9th - Jeff Belton
- 10th- Allen Duffy

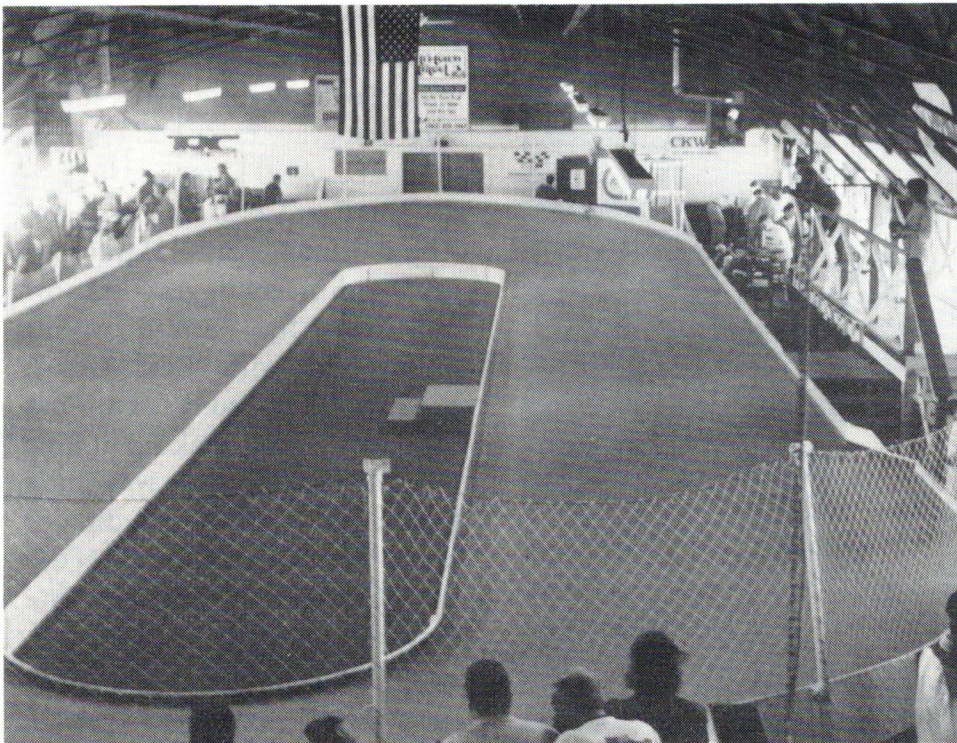
B Main

- 1st - Rob Cutman
- 2nd - Myron Rote
- 3rd - Randy Hobena
- 4th - Jim Schneider
- 5th - Jim Beachley
- 6th - Donnie Witt
- 7th - Kim Petticord
- 8th - Gene Gideon

THIS MONTH IN RACING

Winter Blast

FIVE



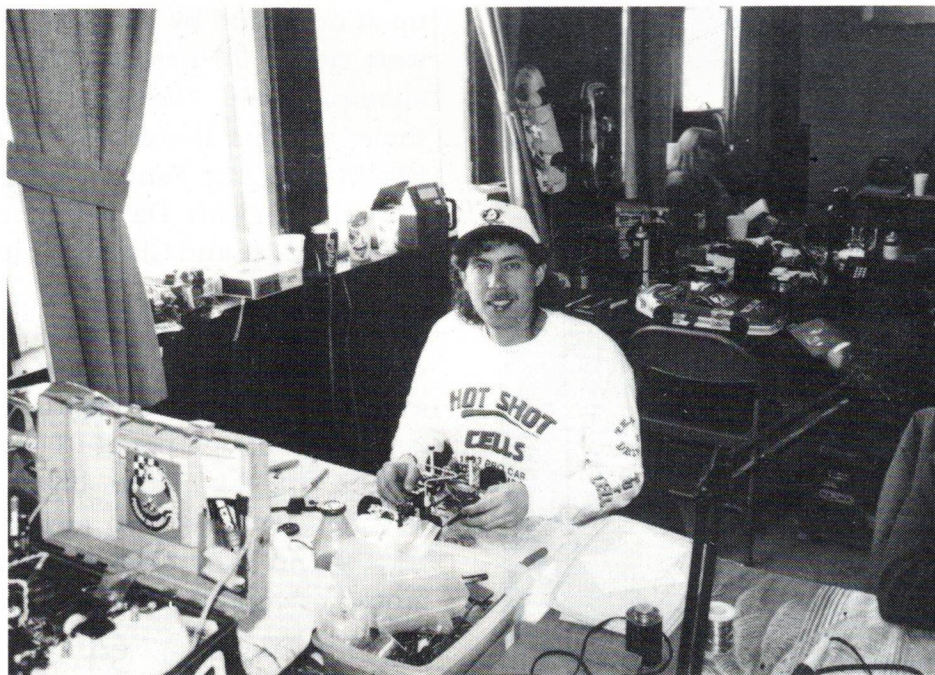
A day before actual practice began, people started showing up at noon and by 5 P.M. there were about 70 people. World champ, Tony Neisinger was there, also Jim Dieter and Mike Blackstock. The Fantom Team showed up with Dave Pulfer, Mike Reniger and Chris Schnieder.

From the crowd on Thursday, this shows how big of an event this really was going to be. From the list of people I saw signed up, this is the biggest indoor event. For two days of racing and four classes: 1/12 stock and modified, 1/10 stock

*The beautiful K/N R/C
Speedway.*

THIS MONTH IN RACING

Top: Many of the top racers came out to K/N for this annual event. Tony Neisinger, multi-time World and National Champion, was just one of the top racers there. Bottom: Mike Blackstock of Trinity was another top racers competing. Here he is showing off a new Trinity Revolver.



and modified and a special SK stock class.

There was a total of 463 entries, yes that's right 463 entries. Readers should understand that this is not a sanctioned event, but to understand how prestigious this race really is, companies bring their new prototype items to test and show. This race is so popular, that ads weren't even used, word of mouth made this the biggest indoor event around. It was an exciting long event, but Nick's reputation of running the best races made it run smooth.

Friday:

Because of the large crowd, Nick and Karen Kahl (owners of K/N RC Speedway) opened the track around 12 noon, by 2 P.M. people were scrambling to find space to pit. There was enough room for everyone, Nick made sure that every racer had enough pit space. Also showing up Friday was East Coast Motors team, Rob Cutman, Kirby Hand and Dave Timmerman. As you know by now Chris Smith wasn't mentioned with East Coast, because he left and is running for CAM. Not making it this year for the first time was Chris Dosek and Joel Johnson did not make it back to try to retain the title. Controlled practice came into effect early in the afternoon because of so many people, but there was enough

THIS MONTH IN RACING

time to get plenty of practice.

Saturday:

Back to the track for 8 A.M. After a run or two to trim the cars, the track closed at 10:15 A.M. for concours. There were some of the best paint jobs I've seen in a long time. The winner was Randy Smith from Freeport, Maine He did a Jeff Gordon body with a driver detailed to the finest. Also, he had a fabulous trailer for the car. It was superb. It had an interior just like a real Nascar trailer with a

winch and spare motor...also spare tires, tools, etc.

First up was 1/10 stock, they used CAM hand-out motors. Qualifying was very close for each round. After the first round Scott Wargo was on top with 51 laps 4:02.45, followed by Steve Fiume with 51 at 4:04.45 and Sal Dimuro with 50 at 4:00.02, followed by Darren Stevens, Ken Tuttle, Chris Prosser, Bill Bombard and Warren Strong Jr. all with 50 laps. In the second round there was a couple of changes.

First, Steve Fiume sets new TQ with 51 at 4:00.91; Scott Wargo to second, Sal Dimuro still in third, Ken Tuttle to fourth, followed by Darren, Chris P., Warren Jr., and Dave Pulfer. In the final round of qualifying some changes, Steve first, Scott, then Chris Smith who had a good run in third, then Sal, Ken, Warren Jr., Darren squeezed back in, and the Chris P.

In the first round of 1/12 modified, Mike Blackstock was TQ with 67 laps at 5:04.35, sec-



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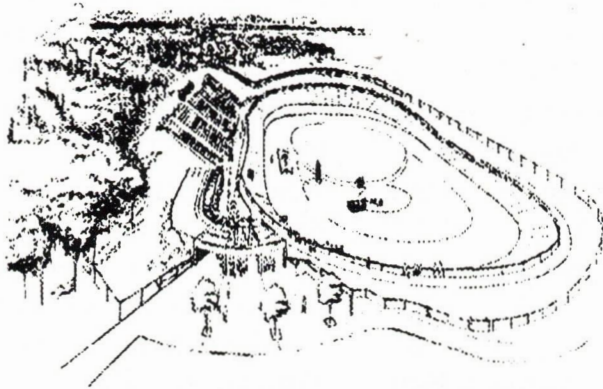
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\$45.00 for general public \$40.00 for CIRCAR members

Modified & Indy class- \$40.00 for general public \$35.00 for CIRCAR members

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* **Classes All run 4 Min. Heats and mains.**

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Stock and Mod. Straight axle (Winston Cup Stockcar only MUST BE ROAR APPROVED, may run clear rear wing or spoiler) Body dimensions FOLLOW ROAR GUIDELINES

INDY (Must run an INDY car or F1 Body) **Truck** (Race truck body and three internal gears in transmission)

Gearbox Any Style body and front end, gearbox must have three internal gears and rear working shocks

* Weight limit will be enforced: 1/10 Scale Straight Axle 42oz, INDY 40oz, Truck 60oz , Gearbox 52oz, 1/12 Scale 32oz

* Any tire may be used, but for best results capped tires are recommended. Truck 2.2 wheel with any tire

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ENTRY FORM (Deadline for mail in is April 15th just like taxes)

(Once Accepted There Will Be No Refunds)

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ADDRESS: st. _____ city _____ state _____ zip _____
CLASS 1) _____ frequency 1) _____ 2) _____ 3) _____ (2 Even frequencies required
CLASS 2) _____ frequency 1) _____ 2) _____ 3) _____ per class)

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THIS MONTH IN RACING

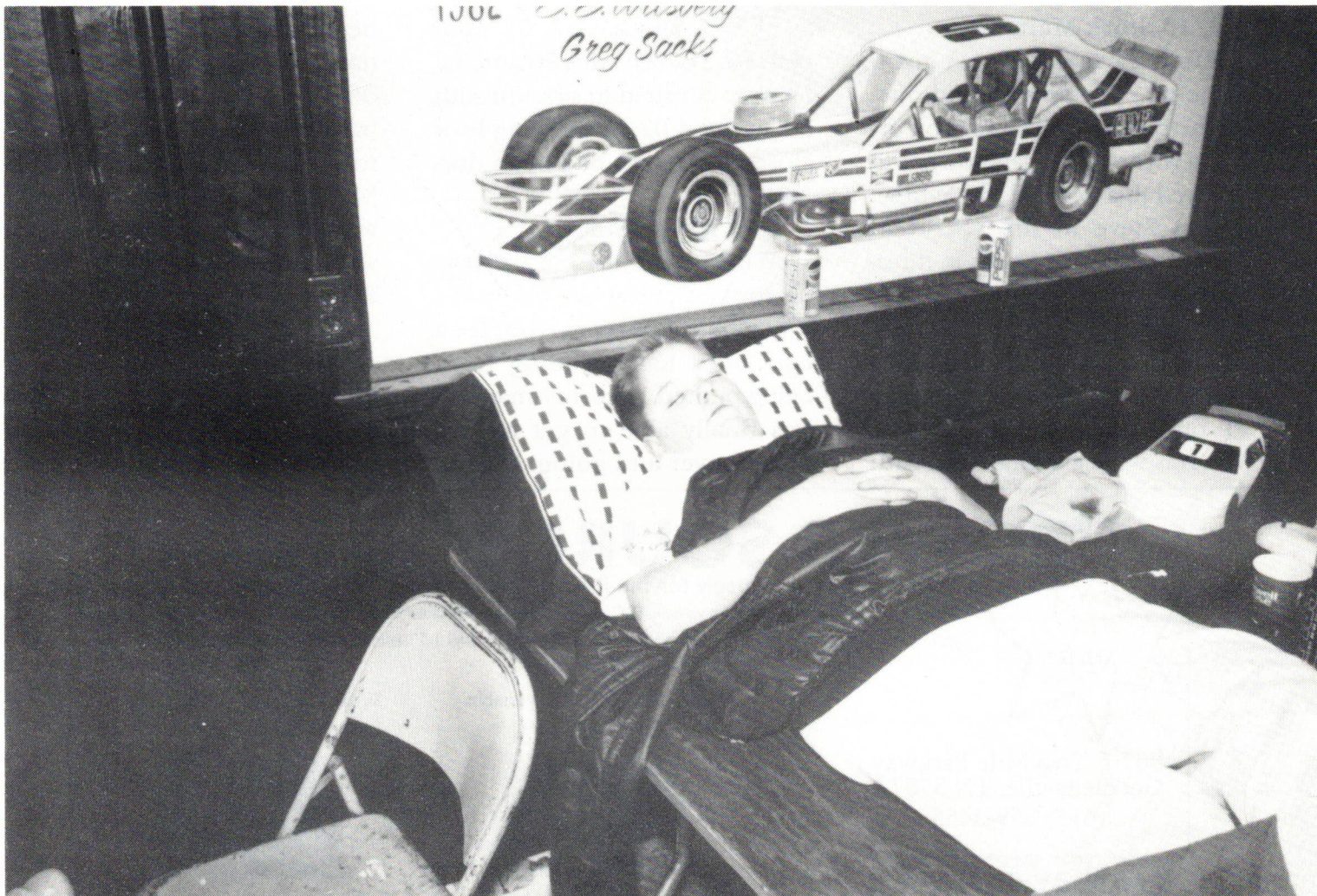
ond was Erin Rand with 67 at 5:05.52 and third was Brian Burkhardt with 66 at 5:01.05. In the second round Trinity driver Mike Blackstock ripped off a TQ and new track record run of 68 laps at 5:02.99, beating the old record by a lap. Right behind him was Frank Polimeda, also from Trinity, with 68 at 5:02.99, beating the old record by a lap. Right behind him was

Frank Polimeda, also from Trinity, with 68 at 5:03.80, followed by Nick Themelis, Shane Kocker, Warren Strong, Jr., Tony Neisinger, Warren Strong, Sr. and Steve Maslin. In the final round East Coast Motors' driver Warren Strong, Jr., was looking for the TQ spot and was on the pace for it, but when the buzzer went off, he had just missed it by .23 of a second...finishing with

68 laps at 5:03.21. Making the field TQ Mike Blackstock, Warren Strong, Jr., Frank Polimeda, Nick Themelis, Charlie Newman, Shane Kocher, Ryan Korek and Brian Burkhardt.

There were ten cars qualifying for SK Stock. You had to see these cars to appreciate them, open wheel, modified body. The

Kirby Hand catching a few Z's before the start of the main events.



THIS MONTH IN RACING

qualifying for this class was close. TQ was Jay Hawley with 46 laps at 4:02.04 then Lou Abraham with 46 at 4:05.25, Chaz with 45 at 4:02.90, Pat with 44 at 4:00.76, Stanley with 44 at 4:00.79, Tom with 44 at 4:01.38, Jim with 44 at 4:02.72 and Frank with 44 at 4:05.55.

By the time the mains came around some people had to leave, most of them in the lower mains so everyone else was bumped up.

1/10 Stock Main

After 21 mains the A main came up. This was a good one. At the buzzer everyone took off clean through the first turn and it stayed that way the whole time. It was Steve in first, Scott in second with Chris Smith in third. Warren, Jr. moved up to fourth after starting sixth and was hot on the bumper of Chris Smith's car. Steve and Scott were trying to pull away, but Chris and Warren were staying right with

them. After the three minute mark, Warren got by Chris and had his sights set on the leaders. He started to catch them, but ran out of time. The buzzer went off and the first few cars made it across to finish the last lap. This was one of the closest races for all finishing cars. First and second were .23 seconds apart and .43 seconds for third and fourth. Taking down the win was Steve Fiume with 51 laps at 4:03.34, Scott with 51, Warren, Jr. with 51, Chris Smith with 51, Ken with 50, Darren with 50 and Sal Dimuro finished in seventh with 50 laps at 4:02.46 showing how close all the cars had been during the race.

1/12 Mod Mains

At the buzzer these little rockets took off, after the first turn, Warren, Jr. was on his roof for a lap and a halt resulting from being punted. A corner marshall was finally able to get his car turned over and going. During

this five minute race there was some great driving by the whole field. The key to this race was not to use up all your power and save it for the end. Frank and Mike pulled away a little, but the rest of the field was right there if anything occurred with the first two. Near the end of the race, perfect lines were being run to hold off the moves of the challenger behind. In the middle of all this Warren, Jr. ran hard to make up the time he lost in the beginning, he made it up but he used up all his battery and trailed off. Again, like stock when the buzzer went off, two cars raced to the line, Frank just beat out Mike B. by .19 seconds for the win. Mike was second, Shane was third, then Charlie, Nick, Brian, Ryan and Warren, Jr.

SK Stock

This is a lap race first one to 50 laps wins. The buzzer went off, Jay was off the line and gone. After a few laps the cars

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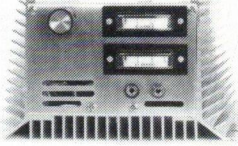
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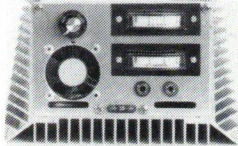


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THIS MONTH IN RACING

settled in, Lou wrecked and broke after four laps. Everyone was doing their best to catch Jay but he was hooked up and gone. When the 50th lap hit, Jay had finished two laps over second Stanley and third Pat.

Sunday:

After checking in, everyone wanted to get a practice run in before they closed the track. Everyone seemed confident that they could make the A main. A lot of the cars were hooked up and flying, if you believe the stop watch.

1/10 Modified

First up was 1/10 mod. After the first round was finished, Steve Fiume running for Mighty Modifieds set TQ with 56 laps at 4:04.29, second was Chris Smith running for Cam Motors with 56 laps at 4:25.35 and third was Nick Themelis, running for Mighty Modifieds with 55 laps at 4:00.75. In the second round TQ was still the same with Steve Fiume, but he pushed more and set a faster time of 56 laps with 4:01.52; second was still Chris Smith with 56 laps at 4:05.24 and, moving into third was Frank Polimeda with 56 laps at 4:05.68. They would be the only ones to hit the 56 lap barrier that day. In the final round everyone put their best set-up in for one last shot at the A main. It worked for Dave Pulfer and Chris Schneider who jumped into the A and

bumped out Warren Strong, Jr. and Ryan Korek. Also, Steve Fiume felt confident of his TQ because he pulled his car off after one lap. A lot of people went faster in the third qualifier, but no one was to take the TQ for Steve Fiume.

1/12 Stock

Next was 1/12 stock. In the first round, Charlie Newman set the pace in a big way with 65 laps at 5:00.74 and also made it the new track record. In second was Jake Flurer with 63 laps at

5:04.38 and third was Ryan Archambault with 62 laps at 5:01.85. In the second round Charlie did a slower 65 laps at 5:03.06, but still good enough to keep the TQ. Mike Murphy moved into second with 63 laps at 5:02.85 and Jake Flurer remained in third. In the third round the only change in the top eight was Ryan Archambault, he moved into second with a run of 63 laps at 5:01.89. Like Steve, Charlie was confident, he had the field covered,

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THIS MONTH IN RACING

and he did not run the third qualifier.

Mains

During the lower mains, not many people watch, so some guys took it upon themselves to stand on the back stretch and before each main picked a car to root them on. They were so loud, telling the drivers how to drive, when to throttle and when to turn, everyone was into it. The drivers were enjoying this. This was probably the biggest crowd to watch the lower mains. It shows, no matter what main you're in when you race at K/N R/C you always have a good time.

1/10 Modified

This was the race everyone was waiting for. After an introduction for the drivers and sponsors, they were ready. At the buzzer they took off, Steve was the first around turn one, right behind was Frank, Nick, Scott and behind them Jim and Chris got together and tangled. They got straightened back out and off they went. Chris Schneider just missed the accident and Dave Pulfer didn't get off the line, he had mechanical problems. This was a good clean race. Most of the race was between Steve and Frank, they ran almost the same identical line the whole race, but Frank could not pull in Steve. At about the three minute mark, Scott passed Nick

for third and tried to make a charge. At the three and one-half minute mark, Chris Smith pulled the car off the track with handling problems. With less than 30 seconds to go, Frank started closing in on Steve a little every lap, back in the pack Chris Schneider started showing some horsepower. With 15 seconds to go it seemed everyone pulled the throttle to catch the leaders, but nothing was to happen, Steve crossed the line with 56 laps at 4:02.27 right behind him was Frank with 56 laps at 4:03.71, third was Scott with 55 laps at 4:01.06, fourth was Chris Schneider with 55 laps at 4:02.23, fifth was Nick with 55 laps at 4:05.24, sixth was Jim with 54 laps at 4:03.11, seventh was Chris Smith with 45 laps and Dave Pulfer did not start.

1/12 Stock Main

This was the last race of the weekend. Just like the other mains, after an introduction for the drivers and sponsors, the drivers were ready. At the buzzer pole sitter, Charlie Newman was off like his qualifying. Second was Ryan, third was Jake and back in fourth was Mike. A minute into the race Jake got around Ryan and was looking for the number one car. At the two minute mark, Mike Murphy pulled his car off and with Tony Neisinger and JR Thomas not starting, it left five cars running.

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THIS MONTH IN RACING

With less than a minute to go, Charlie had a lap on the field and was driving very cautiously, staying away from traffic. The big battle was for second between Jake and Ryan. Ryan was doing everything he could do to catch Jake, but it wouldn't happen. At the buzzer, Charlie crossed the line with 64 laps at 5:02.15 to take down the win. Jake finished second with 63 at 5:01.75, Ryan was third with 63 at 5:03.35, Mike Dumas was fourth with 62 at 5:04.21, Scooby was fifth with 60 at 5:01.23, Mike Murphy was sixth with Tony N. and JR not starting.

Let's not forget the people behind the food counter, they deserve a big hand for hanging in there all weekend long. The food that they served and the service was excellent.

New items that showed up. Dave Pulfer was testing the new McAllister car and it was good enough to make the A main. Vantage Engineering was testing the new ESC, which should be out by the time you read this. JACO had their new white dot tires out, JACO tires were so dominant, they won 1/10 mod and stock, 1/12 mod and stock.

As soon as the mains were finished, everyone received their trophies and left. It was late and people had long drives ahead. Special thanks to the sponsor - CAM. Also, thanks to Proline -

JACO, Competition Products, Vantage Engineering, CRC, BRP and Dan's RC Stuff. Being such a large crowd, Nick said for the next Winter Blast, racing will be on Friday, Saturday and Sunday. This should ensure early finishing hours. Nick, Karen and staff should be complimented on running the race so smooth for all those hours. Talking to people after the race, they said the weekend was long, the racing was very competitive and tough, but they can't wait until next year. Talking to Nick Kahl the other day, he has received numerous phone calls on how the people had a great time. Some are already making reservations for next year and everyone that called that Nick talked to, will be back. So for now from the carpet racing capital at K/N, see ya next time.

Race Results:

DD Stock

A Main

- 1st - Steve Fiume
- 2nd - Scott Wargo
- 3rd - Warren Strong, Jr.
- 4th - Chris Smith
- 5th - Ken Tuttle, Jr.
- 6th - Darrin Stevens
- 7th - Sal Dimauro
- 8th - Chris Prosser/DNS

B Main

- 1st - Jeremy Levesque
- 2nd - Bill Bombard
- 3rd - Chris Harrington
- 4th - Rick Haentjens
- 5th - Dave Pulfer
- 6th - Mike Valentine
- 7th - Marc Belanger
- 8th - Bill Stratton/DNS

C Main

- 1st - Jim Rufiange
- 2nd - Brian Booze
- 3rd - Bob Smith
- 4th - Bob Crescitelli
- 5th - John Havenstein
- 6th - Marty Peters
- 7th - Joe Allevo/DNS
- 8th - Erin Rand/DNS

D Main

- 1st - Scooby Horton
- 2nd - Gary Jeffries
- 3rd - Jan Dickson
- 4th - Bruce Daniels
- 5th - Brock Harris
- 6th - George Verbonitz
- 7th - Fred Oles
- 8th - Rob Cutman/DNS

E Main

- 1st - Warren Strong, Sr.
- 2nd - Don Perry
- 3rd - John Asber
- 4th - Andy Sapoznik
- 5th - Larry Grondin
- 6th - Mark Zarrelli/DNS
- 7th - John Foister/DNS
- 8th - Bob Pedone/DNS

F Main

- 1st - Michael Wollard
- 2nd - Steve Murray
- 3rd - Jim Kalbaugh
- 4th - Carl Edwards
- 5th - J.R. Thomas
- 6th - Dirk Douma
- 7th - Roman Pmpton/DNS
- 8th - Randy Smith/DNS

G Main

- 1st - Ted Connolly
- 2nd - Gilbert Glidden
- 3rd - Hosam Abdu
- 4th - Eric Dimmick
- 5th - Jamie Hurbell
- 6th - Carl Hurlburt
- 7th - Andy Botticelli
- 8th - Greg Dean/DNS

H Main

- 1st - Chris Grondin
- 2nd - Jeff West
- 3rd - Bryan Wettstein
- 4th - John Zimowski
- 5th - Steve Gilbert
- 6th - Carl Smart
- 7th - Phil Pelletier
- 8th - Brian Ziegler

I Main

THIS MONTH IN RACING

1st - Mike Herald
 2nd - Rob Canning
 3rd - Mike Green
 4th - Nick Zaccaro
 5th - Rich Camann/DNS
 6th - Jim Shepka/DNS
 7th - Roland Shotwell/DNS
 8th - Jim Payne/DNS

J Main

1st - Lou Abraham
 2nd - Jack Zuccon
 3rd - Brian Randazzo
 4th - Chris Ehnes
 5th - Brian Reigle
 6th - Greg Sharpe
 7th - Greg Pace/DNS
 8th - Mike Miller/DNS

K Main

1st - Marc Rossen
 2nd - Jason Lambert
 3rd - Art Crescitelli
 4th - Steve Pemberton
 5th - Paul Heitz
 6th - Paul Francis
 7th - Steve Woodson
 8th - Richard Hardmann/DNS

L Main

1st - Phil Marabella
 2nd - Terry Laible
 3rd - Scott Havenstein
 4th - Joe Lytwyn
 5th - David Laird
 6th - Merrill Sargent
 7th - Neal Nilsen/DNS
 8th - Stan Misiuk/DNS

M Main

1st - Mike McDermott
 2nd - Dave Clerk
 3rd - Scott Eger
 4th - Tom English, Jr.
 5th - Greg Gavazzi
 6th - Bob Murphy
 7th - Henry Hobough
 8th - Mike Smith

N Main

1st - Allen Behler
 2nd - Louis Martinez
 3rd - George Mease
 4th - John Mitchell
 5th - Justin Heitz
 6th - Bill Hamlin
 7th - Tim Rondeau
 8th - Dave Lareau

O Main

1st - Ike Forrest
 2nd - Jonathan Malen
 3rd - Richie Sargent
 4th - Robert Vincenti
 5th - Joe Loverde
 6th - Steve Balaz
 7th - Frank Edwards
 8th - Mike DmNert

P Main

1st - Tony Kempesty
 2nd - Erie Chite
 3rd - Jesse Nichols
 4th - Scott Struble
 5th - Vincent Bayarinas
 6th - John Aumick
 7th - Bill Mosher
 8th - John Schulz/DNS

Q Main

1st - Dave Johns
 2nd - John Cassel
 3rd - Albert Pelletier
 4th - Ken Taylor
 5th - Dennis Anger
 6th - Ernest Raeder
 7th - Chris McGovern
 8th - Howard Estrom

R Main

1st - Greg Warhol
 2nd - Derrick Raeder
 3rd - Keith Smart
 4th - Les Blosser
 5th - Paul Davis
 6th - Gerd Wolny/DNS
 7th - Gary Pantano/DNS
 8th - Don Botticelli/DNS

S Main

1st - Alan Houghton
 2nd - Jim Smith
 3rd - Rich Strohl
 4th - J.T. Nelson
 5th - Greg Laskoskie
 6th - Coles Harris, Jr.
 7th - Mindy Dawley
 8th - Ray Beland/DNS

T Main

1st - Doug Sprague
 2nd - Dana Mathews
 3rd - Steve Askin
 4th - Chet Stone
 5th - Tom English, Sr.
 6th - Eric Mack
 7th - Todd Holland
 8th - Jeff Slimm

U Main

1st - Ray Beland, Jr.
 2nd - Mike Dawley
 3rd - Jan Scltzer
 4th - Chad Ofiara
 5th - Walt McCloud
 6th - Larry Carrington
 7th - Dirck Vanlieu
 8th - Oliver Jackson

V Main

1st - Keith Steinle
 2nd - Eric Beltz
 3rd - Mike Poulih
 4th - Shawn Carey
 5th - Steve Griton
 6th - Ken Errico
 SK Stock

A Main

1st - Jay Hawley
 2nd - Stanley McGrath
 3rd - Pat Piscitelle
 4th - Chaz
 5th - Jim Shepka
 6th - Frank Holmes
 7th - Tom Johnston
 8th - Lou Abraham

B Main

1st - Jason McGrath
 2nd - Carl Smart
 1/12th 6C Modified
 A Main
 1st - Frank Polimeda
 2nd - Mike Blackstock
 3rd - Shane Kocher
 4th - Charlie Newman
 5th - Nick Themelis
 6th - Brian Burkhard
 7th - Ryan Korek
 8th - Warren Strong, Jr.

B Main

1st - Jake Flurer
 2nd - Chris Prosser
 3rd - Warren Strong, Sr.
 4th - Kirby Hand
 5th - Rick Icker
 6th - Erin Rand/DNS
 7th - Tony Neisinger/DNS
 8th - Steve Maslin/DNS

C Main

1st - Ryan Archambault
 2nd - Frank Martorelli
 3rd - Bryan Wettstein
 4th - Frank Paulin
 5th - John Wohnus
 6th - Keith Steinle

THIS MONTH IN RACING

7th - Al Schnieder
8th - Frank Longenbach
D Main

1st - Dave Carpenter
2nd - Tony Hallmark
3rd - Henry Hobaugh
4th - Albert Pelletier
5th - Brian Emery
6th - Ed Hallmark
7th - Louis Martinez
8th - Gerg Wolny/DNS

E Main
1st - Randy Smith
2nd - Howard Altman/DNS
D.D. Modified

A Main
1st - Steve Fiume
2nd - Frank Polimeda
3rd - Scott Wargo
4th - Chris Schneider
5th - Nick Themelis
6th - Jim Dieter
7th - Chris Smith
8th - Dave Pulfer/DNS

B Main
1st - Warren Strong, Jr.
2nd - David Timmerman
3rd - John Foister
4th - Rob Cutman
5th - Steve Maslin
6th - Ryan Korek
7th - Mike Blackstock
8th - John Themelis

C Main
1st - Warren Strong, Sr.
2nd - Kirby Hand
3rd - Jack Rimer
4th - Jim Siegel
5th - Mike Reniger
6th - Greg Desn
7th - John Asber/DNS
8th - Russ Upton/DNS

D Main
1st - Keith Racknor
2nd - Carl Christy
3rd - Terry Laible
4th - Bryan Wettstein
5th - Don Perry
6th - Rick Icker
7th - Ken Pohlman
8th - Tony Neisinger/DNS

E Main
1st - Butch Beebe
2nd - Brian Booze
3rd - Allan Behler

4th - Gary Jeffries
5th - Ken Boehm
6th - Frank Martorelli
7th - Mike Smith
8th - Todd Putnam/DNS
F Main

1st - Marty Peters
2nd - Mike Herald
3rd - Jim Payne
4th - Rick Boone
5th - Steve Murray
6th - Dave Carpenter
7th - Erick Dimmick
8th - Bob Smith/DNS

G Main
1st - Mike Wollard
2nd - Jim Rufiange
3rd - Roland Shotwell
4th - Carl Vanbergen
5th - Brian Ziegler
6th - Louis Martinez
7th - Joe Allevo/DNS
8th - Charles Jackson/DNS

H Main
1st - Chris March
2nd - Bill Bombard
3rd - Frank Rawlin
4th - Bill Wood
5th - Mike Miller
6th - Bruce Daniels
7th - Tom Lane
8th - Scott Eger

I Main
1st - Lester Cooke
2nd - Marc Belanger
3rd - Ed Thuresson
4th - Brian Wright
5th - Mike Emmert
6th - Scott Wurst
7th - Howard Estrom
8th - Eric Beltz

J Main
1st - Bill Feeney, Jr.
2nd - Justin Heitz
3rd - Dave Laird
4th - Brian Emery
5th - Tom English, Jr.
6th - Robert Connell
7th - Keith Gutbrodt
8th - Roman Pempton/DNS

K Main
1st - Alan Houghton
2nd - Brian Randazzo
3rd - Gerd Wolny
4th - Chad Ofiara

5th - Steve Glaz
6th - Eric Mack
7th - Ken Taylor
8th - Steve Woodson
L Main

1st - Coles Harris, Jr.
2nd - Peter Phillips/DNS
3rd - Danyal Dumas/DNS
4th - Bill Hamlin/DNS
1/12th 6C Stock

A Main
1st - Charlie Newman
2nd - Jake Flurer
3rd - Ryan Archambault
4th - Mike Dumas
5th - Scooby Horton
6th - Mike Murphy
7th - Tony Neisinger/DNS
8th - J.R. Thomas/DNS

B Main
1st - J.R. Thomas
2nd - Ed Thuresson
3rd - Bill Rockenstyre
4th - Andy Botticelli
5th - Don Botticelli
6th - Mike Green
7th - Joe Lytwyn/DNS
8th - Steve Maslin/DNS

C Main
1st - Steve Maslin
2nd - Jack Zucco
3rd - John Wohnus
4th - Jeff Slimm
5th - Gerd Wolny
6th - Ryder Broderick
7th - Dirk Douma
8th - George Verbonite/DNS

D Main
1st - George Verbonite
2nd - Kurt McKinney
3rd - Walt McCloud
4th - Malloy Askin
5th - Mark Smyka
6th - Joe Mieczek/DNS
7th - Don LeBlanc/DNS
8th - Pieter Vanlieu/DNS

E Main
1st - Pieter Vanlieu
2nd - Jay Janelle
3rd - Travis ray
4th - Ryan Slimm
5th - Jason Brownell
6th - Jim Smith/DNS

Velodrome VII

Hosted by

SHELDON'S HOBBIES

April 29th, 30th & May 1st

AT THE HELLYER PARK VELODROME

A facility of the County of Santa Clara Regional Parks and Recreation System. San Jose, Ca.

**NASCAR BODIES ONLY - WINGS OK - REAR BODY CUT OUT OK
SOLID AXLE PAN CARS - NO HAND WOUND STOCK MOTORS**

SPONSORED DRIVERS MAY ENTER IN PRO STOCK OR EXPERT MODIFIED ONLY.

"ROAR '91" MOTORS IN STOCK CLASS - PRO STOCK, UNLIMITED TIMING

BATTERIES: STOCK CLASS & SPORTSMAN MODIFIED, 6 CELL 1400 SCR'S ONLY.
PRO STOCK & EXPERT MOD, 6 CELL 1400SCR, 1700 SCRC OR 1700 P170 ALLOWED.

FRIDAY, APRIL 29TH - CONTROLLED PRACTICE - GATES OPEN AT 8:00AM

SATURDAY APRIL 30TH

GATES OPEN AT 8:00AM

9:00AM - 10:30AM DRIVERS CHECK IN

ALL DRIVERS MUST CHECK IN TO RACE!

10:30AM - 11:00AM DRIVERS MEETING

11:00AM - 12:20PM OPEN PRACTICE

12:30PM - 3:00PM 1ST ROUND QUALIFYING

3:00PM - 5:30PM 2ND ROUND QUALIFYING

SUNDAY MAY 1ST

GATES OPEN AT 8:00AM

9:00AM - 9:30AM STOCK PRACTICE

9:30AM 10:00AM MODIFIED PRACTICE

10:00AM - 10:20 DRIVERS MEETING

10:30AM - 1:00PM 3RD ROUND QUALIFYING

1:00PM - 2:00PM OPEN PRACTICE

2:00PM - 4:30PM MAIN EVENTS

5:00PM - 5:30PM TROPHY PRESENTATION

----- ✂ -----
**LIMITED TO FIRST 150 ENTRIES - ENTRY FEE \$30.00, SECOND CLASS \$20.00 - \$3.00 PARKING FEE
(ADD \$10.00 PER CLASS FOR ENTRIES RECEIVED AFTER APRIL 15th)**

NAME _____ ADDRESS _____ CITY _____

STATE _____ ZIP _____ DAY PHONE (_____) _____ - _____ EVE. PHONE (_____) _____ - _____

CLASS(ES): STOCK PRO STOCK SPORTSMAN MODIFIED EXPERT MODIFIED

FREQUENCY: 1ST _____ 2ND _____ 3RD _____

IF YOU SIGN UP ON 27MHZ YOU SHOULD BE PREPARED TO
CHANGE BAND TO 75MHZ.

BRING YOUR OWN POWER & TABLES

SORRY, **NO REFUNDS.** MAKE CHECKS PAYABLE TO:

SHELDON'S HOBBIES

2135 OLD OAKLAND RD.

SAN JOSE, CA 95131

INFORMATION (408) 943-0220

RACING SCHEDULE

ALABAMA

PERFORMANCE R/C HOBBY & RACEWAY

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

ARIZONA

HOBBYTOWN U.S.A., PHOENIX

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

HOBBYTOWN U.S.A., GILBERT

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

HOBBYTOWN U.S.A., SCOTTSDALE

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

CALIFORNIA

R/C OFF-ROAD RACEWAY

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

OUTLAW MOTOR SPEEDWAY

1/4 Scale Dirt Oval every first and third Saturday. 1/10 scale: Tues. Tamiya Off-Road, Thur. Off-Road & Dirt Oval, Fri. 1/10 and 1/12 on-road, first Sunday Dirt Oval, second Sunday 1/10 & 1/12 On-Road, 3rd and 4th Sun. off-road. 7920 Webster, Highland, CA, (714) 864-1770.

THE RANCH PIT SHOP

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

SMR/CRC

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

REECE'S R/C RACERS

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

SROKA'S INDOOR R/C

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

HOBBY HAVEN RACEWAY

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

FAST LANE R/C

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

road course and asphalt oval.

THE SQUARE ROUNDHOUSE SPEEDWAY

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

BROTHERS-IN-LAWS R/C RACING

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

ANTIOCH RACEWAY

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

R.C. CITY RACEWAY & HOBBIES

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

MOUNT SHASTA R/C RACEWAY

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

HOBBY HUT

1/10 Scale: 2665 Park Marina Dr., Redding, CA 96001, (916) 241-3737. Off-Road racing. Norcal Mini Off-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 Ct, Upland, CA 91786. (714) 981-9641 or fax 981-0527

D & B HOBBIES AND RACEWAY

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

BOB & JIM'S R/C WORLD

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

JD HOBBIES

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

RC RACING CENTER & HOBBIES

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

VENTURA ROAD RUNNERS

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

CLOVERDALE R/C RACEWAY

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

RAMS

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

SO CAL RADIO CONTROLLED RACEWAY

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

HOBBY WAREHOUSE OF SACRAMENTO

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

SAN FRANCISCO RADIO CONTROLLED MODEL CAR CLUB

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

MNM HOBBY RACEWAY

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

CANADA

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, N5Y4J0, 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.

HONDA HOUSE MOTOR SPEEDWAY

Racing for 1/12 scale electric on-road. The track is an indoor facility, and we race on a carpet surface. We also have a hobby shop, auto count, and have AC power on hand. We are located at 384 Richmond St., Chatham, Ontario Canada, N7M1PQ. Call us at (519) 354-5530.

CONNECTICUT

PANTHORN RACEWAY

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

WALLINGFORD INDOOR RACING ASSOC.

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

CONNECTICUT R/C OFF-ROAD

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

R/C HOBBIES RACEWAY

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

SNORR

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

BUCKLEY SPEEDWAY

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

LITTLES HOBBIES

1/10 Scale: Monday - Trucks; Tuesday - Sprint Cars; Sat. - 2WD 6 yrs. to 16 yrs.; Sunday - All classes indoor clay oval and road track fast, Stock & Mod 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.)

ROCKY MOUNTAIN MINI SPORTS

Racing for 1/4 scale cars has come to Denver. We race both off-road and oval, on dirt, indoors. Our facility has a hobby shop, snack bar and for counting accuracy we use an auto-count system. We are located at 6401 N. Broadway, Unit G, Denver, CO. You can reach us by phone at (303) 426-0110.

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. Call Lou at (407) 464-3207.

LAKE WHIPPOORWILL SPEEDWAY

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

B & T R.C. CENTRAL

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

DOC'S INDOOR R/C RACEWAY

Florida's state of the art facility. Plenty of pitting space, slot car track,

bathrooms, snack bar and hobby shop. Located at 16803 US 19 N. Clearwater, FL 34624. For information call (813) 538-3096.

BROWARD COUNTY R/C RACE CLUB

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

RIVER CITY R/C CAR CLUB, INC.

Racing for 1/12 and 1/10 on road electric cars. We race outdoors on asphalt and score with an auto count system. Club address is 9711 Sharing Cross Dr., Jacksonville, FL 32257. Call (904) 268-1948.

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

Both gas and electric 1/10 scale cars are welcome here. We race dirt off-road and oval outdoors. Our track has AC power and computer scoring. We race every other Sunday. For more information call Mike (208) 345-3906 or Jim (208) 383-0426.

ILLINOIS

MACHESNEY PARK RACEWAY

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

R & R HOBBY

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

THE INSIDE TRACK

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

RECTOR'S R/C

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

CARPETBURNERS R/C CLUB

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

C & C HOBBIES AND RACEWAY

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

AMERI-TRAC SUPER SPEEDWAY

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.

R/C RACEWAY - CHICAGO

Racing for 1/12 and 1/10 gas and electric cars can be had at this indoor

facility. There is racing for on-road and oval cars, and we race on carpet. The track has AC Power and a snack bar as well. To find out about or racing schedule call us at (708) 352-5354. We are located at 2745 W. 111th, Mt. Greenwood, IL 60655.

LEISURE HOURS R/C RACEWAY

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

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 we can change 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 Fri. night and Sat. R.R. #2, Box 450A, Mitchell, IN 47446, (812) 849-6666.

IOWA

BOB'S R/C SUPPLY & RACEWAY

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

NORTH PARK R/C SPEEDWAY

1/10 and 1/12 electric, 1/8 gas and 1/4 scale: For further information write c/o Mike Beisch, 805 South Jerome, Algona, IA 50511 or call (515) 295-9352.

KANSAS

EBERSOLE HOBBY & R/C RACEWAY

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

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.

R/C WORLD RACEWAY

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

KENTUCKY

HOBBY CENTER

Hobby Center, 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.

PIT ROW HOBBIES

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

LOUISIANA

CAJUN R/C & RACEWAY

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

CAJUN R/C & RACEWAY #2

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

MAINE

CENTRAL MAINE R/C SPEEDWAY AND HOBBIES

This facility features two carpeted tracks, an oval and a road course. There's also off-road racing. We have a complete r/c pro shop and race on Fridays and Sundays. This indoor facility also has a snack bar, AC

power and an auto count system. The track is located at 18 Lithgow St., Winslow Maine. For information call (207) 877-2232.

MARYLAND

MASON DIXON R/C CAR CLUB

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

CENTRAL MARYLAND ELECTRIC

RACING CLUB (CMERC)

Community R/C Speedway

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

TEAM R & R, INC.

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

MARYLAND R/C CLUB

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

GPA HOBBIES, INC.

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

THE TRACK/MARYLAND R/C CLUB

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

THE COCKEYSVILLE ASTRODOME

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

MASSACHUSETTS

BROCKTON INTERNATIONAL SPEEDWAY

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

R/C PERFORMANCE CENTER

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

HOBBIES ETC. RACEWAY

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

NORTH EAST AUTO RACERS (NEAR)

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

MEGADROME RAEWAY/BRCRCR CLUB

One of the largest facilities on the East Coast. Racing for 1/10 electric and nitro on, off-road and clay oval tracks. Track is located at North Adams Plaza, Rt. 8 Curran Hwy., North Adams, MA 01247

For race and practice information call Gordon at (413) 663-9593, Richard (413) 445-4777 or Warren (413) 442-2566.

WEST STREET HOBBIES RACEWAY

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

MICHIGAN

USA RACEWAYS

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

HARRISON INTERNATIONAL SPEEDWAY

1/10 Scale: Friday night high banked small oval. Sunday large flat oval.

3519 N. Clare Avenue, Harrison, MI 48625, (517) 539-7959.

GLASS CITY RADIO CONTROL

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

BAJA BAYOO R/C RACEWAY

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

R & L HOBBIES

At this track you can race 1/10, 1/8 and now even 1/24 scale. The small cars run on an indoor carpet track, but we also have outdoor racing. There are classes for gas, electric, off-road, and dirt oval. This complete racing facility has a hobby shop, snack bar and AC power. You can reach us by phone at (616) 323-3686 or fax at (616) 329-1744. We are located at 9782 Portage Rd., Kalamazoo, MI 49002.

RIDERS SUPER SPEEDWAY

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

MISSISSIPPI

FASTRACKERS RACEWAY

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

JACKSON R/C RACING ASSOCIATION

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

CROSS ROADS RACEWAY

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

MISSOURI

HOBBIES 'N STUFF RACEWAY

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

FAST TRAX

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

NEBASKA

OMAHA NEBRASKA RADIO OPERATED AUTO DRIVERS

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

OVER THE WALL GANG

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

HOBBYTOWN USA

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

NEVADA

AMS R/C RACEWAY

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

NEW HAMPSHIRE

HOBBIES PLUS & R/C RACEWAY

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

ACTION R/C RACEWAY

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

HOBBY ETC. RACEWAY

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

NEW ENGLAND HOBBIES AND R/C RACEWAY

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

NEW JERSEY

AMERICAN HOBBIES

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

PARLOR HOBBIES

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

KIM'S R/C PIT STOP

I.E.D.A. drag racing - 10 classes including bracket. Racing every Sunday on an outdoor asphalt track. We also have an X-Mas tree, and computer scoring and printout. Call for latest schedule at (201) 942-5955. We are located at 357A Union Blvd. Totowa, NJ.

AL & RICH'S R/C SPEEDWAY

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

NEW MEXICO

LAS CRUCES HOBBY RACEWAY

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

RACER'S INN

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

NEW YORK

WALT'S HOBBY & CRAFT

1/10 & 1/12 Scale: Two indoor tracks. 1/10 clay oval, Mon. & Sat; 1/

10 Gearbox carpet, Mon.; 1/12 & 1/10 carpet, Tues. Oval and Road Course. Weight Pulling Wednesday. 2 Dwight Park Drive, Syracuse, NY, (315) 453-2291.

REC. R/C RACEWAY

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

ROMAC

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

SCHENECTADY R/C SPEEDWAY

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

BROWNIE'S HOBBIES

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

RAPID TRANSIT RACEWAY

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

CAPITOL DISTRICT R/C OUTLAWS

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

BEACH HILL SPEEDWAY

Racing for 1/10 electric off-road and dirt tri-oval. Racing is done outdoors, and the track has RV access. There is also a snack bar and AC power. The speedway is located at 1760 Beach Rd., Watkins Glen, NY 14891. To call them dial (607) 535-2616.

R.C. WORLD HOBBY CENTER

Road racers who pilot 1/12 cars will find plenty of racing action at this indoor carpet track. Along with a hobby shop, there is a snack bar, AC power and scoring is done via an auto count system. Call them for their schedule at (718) 326-0002. They are located at 69-57 Juniper Blvd. South, Middle Village, NY 11379.

TRANSIT SPEEDWAY & HOBBIES

If you like to race 1/10 and 1/8 cars this is the place. At our track we have classes for gas and electric cars and racing for off-road, on-road and paved oval. Depending on the class we will race either outdoors or indoors, on carpet, asphalt or dirt. Our facility also boasts a hobby shop, snack bar, AC power and we have an auto count system. For a schedule please call us at (716) 684-7368. We are at 5319 Transit Rd., Depew, NY 14043.

P.R.O. SPEEDWAY

Electric racing for 1/10 and 1/12 scale cars can be found at this speedway. Classes for on-road, off-road and dirt oval are available. We race indoors and out, and our facility has a hobby shop, snack bar, AC power and scoring is done via an auto-count system. For the latest racing calendar call (716) 257-3101. Track is at 5 Washington St., Cattaraugus, NY 14719.

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.

C.O.R.R.

We race outdoor electric off-road 1/10 scale cars. The track has a hobby shop, snack bar, AC power, and an auto count. There's even room for RV's! For the latest schedule call (704) 827-7741 or 435-2912. You can write to us at 166 Griffen St., Stanley, NC 28164.

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 (701) 839-8868 or (701) 852-6254. Roger (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 carpet track and outdoor 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.

HOBBY MANIA

This complete facility has racing for 1/12, 1/10 and 1/8 cars. Gas and electric classes can race on-road, off-road and on a stadium carpet track. We have a complete hobby shop, snack bar, AC power and there's RV access. Scoring is done via an auto-count system. We are located at 6597 State Rte. 224, Lowellville, OH 44436. Phone us at (216) 536-8282.

OKLAHOMA

R.C.A.R. OF TULSA

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

RCRC OF OKLAHOMA

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

OREGON

R/C SPEED CENTER R/C ADDICTION

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

PENNSYLVANIA

CARCLUB-COCHRANTON AREA

Racing every Friday at 6 p.m.; Saturdays 9 a.m.; Sundays at noon. Large

indoor carpet-dirt outdoor. Call for info Harry Turner, 120 W. Adams St., Cochranton, PA 16314. (814) 524-7788.

CEB MOTORS R/C DIVISION

This indoor facility races 1/12 and 1/10 electric cars. Racing is for both oval and road course designed cars. The track features a hobby shop, snack bar, AC power, auto score and the parking lot can handle RV's. Call us at (717) 375-4635, or stop by at 5743 Molly Pitcher Hwy., Marion, PA 17032.

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 Sulpher Springs Rd., Greenville, SC 29610. (803) 246-4702.

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 |

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.

MSA R/C RACING

Racing for 1/10 and 1/8 cars, in both gas and electric versions. At this track a racer can find competition for on-road, off-road, dirt oval and paved oval. There's tracks both indoors and out, and the facility features a hobby shop, snack bar, AC power and scoring is done with an auto count system. Call them for the latest racing schedule at (615) 456-0027. They're located at Rt. 12 Box 489B, Crossville, TN 38555.

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, Burseson, TX, (817) 295-2821.

VICTORIA HOBBY SHOP

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

COASTAL BEND SANDBLASTERS R/C CAR CLUB

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

AMERICAN ANGLER TACKLE & R/C

HOBBY CENTER'S "AA" RACEWAY

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

WESTSIDE HOBBIES

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

FINISH LINE HOBBY & RACEWAY

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

T & T EAGLE HOBBY

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

HURRICANE SPEEDWAY

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

UTAH

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

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

WASATCH OFF-ROAD RACEWAY

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

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.

HOBBY HANGAR SPEEDWAY

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

WASHINGTON

SPOKANE INDOOR RACEWAY

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

WEST VIRGINIA

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

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

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

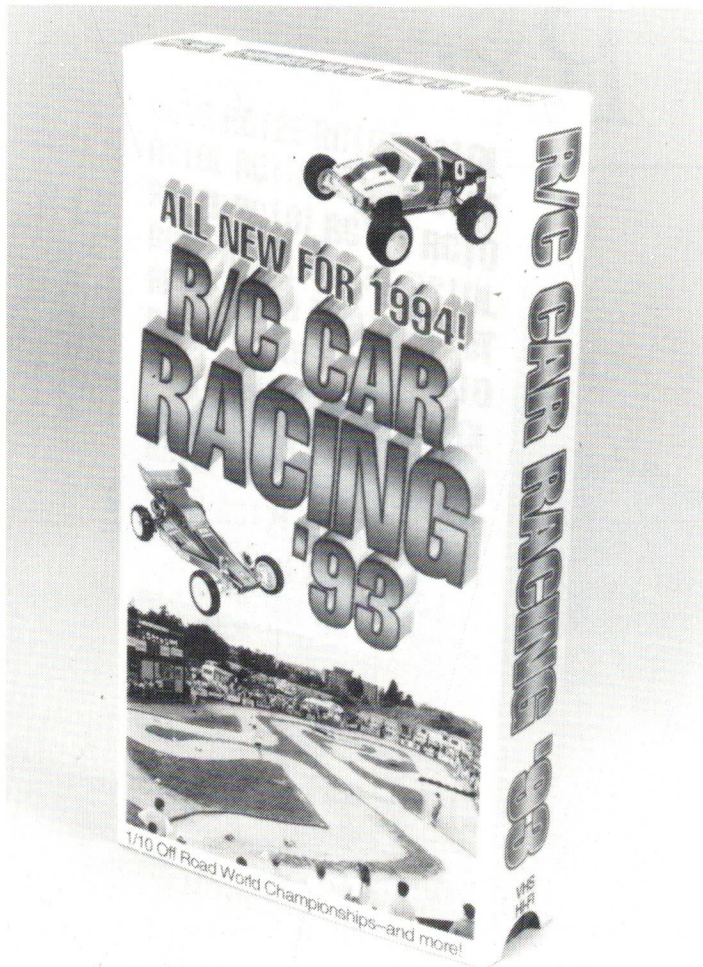
5612 S. 108th St., Hales Corners, WI. 1/10 scale indoor dirt track. High speed semi-oval and true off-road courses. Racing Wednesday nights at 6 p.m. Sat. & Sun. at 1 p.m. For more info call (414) 425-4060.

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.



NEW VIDEO FOR 1994! R/C Car Racing '93

New for 1994! In this third video of the R/C Car Racing Series, discover more winning speed secrets of the best radio control car racers in the world as they compete against each other in the most exciting races of 1993! The best racing in 1993, including the IFMAR 1/10 Off-Road and 1/8 Gas On-Road World Championships, the ROAR Off-Road, On-Road and Truck Nationals, PLUS the Reedy Race and Thunderdrome. R/C Car Racing '93. Part Number 6975, 2 Hours, Suggested Retail \$19.95. Associated Electrics, Inc., 3585 Cadillac Avenue, Costa Mesa, CA 92626, (714) 850-9342.

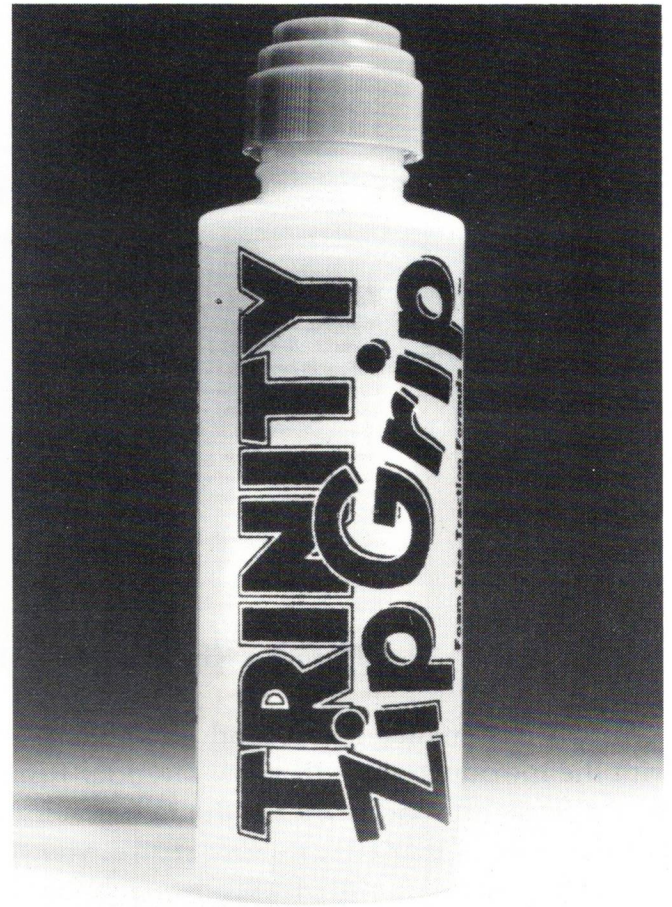
Slammer XL By Dahm's

Dahm's Slammer XL body is designed to be the best-looking, most aerodynamic, lightest, and lowest stadium race truck body for most stadium trucks including the LXT, Blue Eagle, LSII, Nitro Hawk, RC10T, Ultima Outlaw, Outlaw Rampage and Stadium Blitzter. This high-performance racing body improves handling at high speeds! The Slammer XL is available from your local hobby shop or race track. For more information, call (707) 792-1316, or write Dahm's Racing Bodies, P. O. Box 360, Cotati, CA 94931.



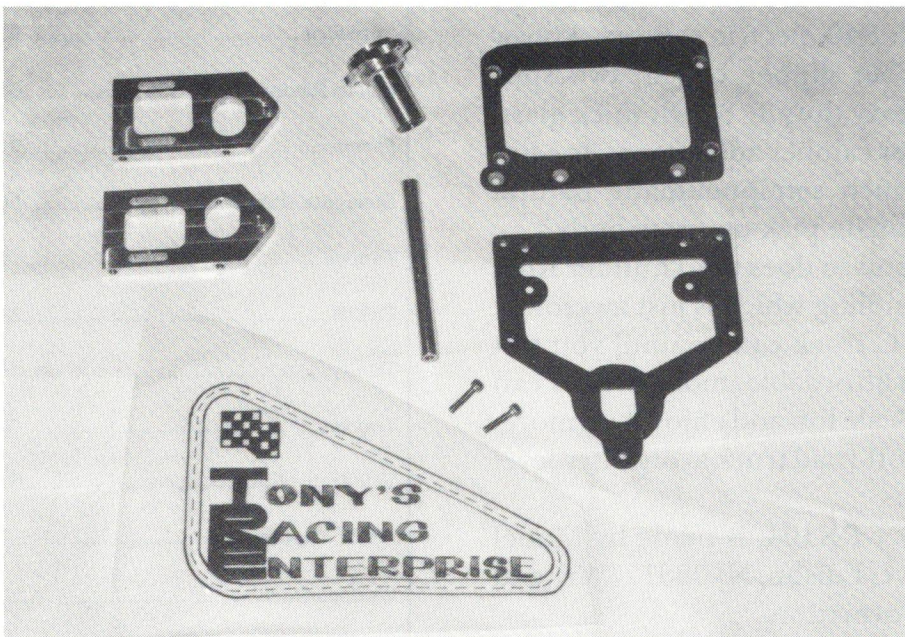
Trinity's Zip Grip

To improve foam tire performance on hard surface tracks, the Trinity race team worked with chemical engineers to develop Zip Grip, a custom, hand blended R/C foam tire traction compound. Using Zip Grip provides the most precise and repeatable tire performance on carpet or asphalt R/C racing tracks, of any formula available today. And, the new style applicator keeps the Zip Grip on your tires and off your hands. Trinity, 1901 E. Linden Avenue, # 8, Linden, NJ 07036, (908) 862-1705.



Left Hand Drive Conversion for the RC10-L Superspeedway by Tony's Racing Enterprise

The design of this conversion kit is such that by using aluminum side plates and an aluminum spreader



tube, both side plates become heat sinks drawing power robbing heat away from the motor and contributing to longer run times. In addition, the design of the top plate allows better access to the motor for both removal and soldering speed control leads without compromising strength and rigidity. The kit consists of 2 side plates, an upper and lower mounting plate, the spreader tube and a custom designed drive hub. The only additional part required is a standard 10-L rear axle. Retail price: \$69.95. Available immediately from: Tony's Racing Enterprise, (913) 642-3765 (eves.).



The Thunder King BBX by MRC

MRC's dominance in off-road technology leadership continues with the introduction of the new Thunder King BBX. It's the latest World Scale off-road truck for the new generation of R/C drivers. For the price of a 1/10 scale sport truck, you can now buy a World Scale off-road truck, not just bigger . . . better!

This all-bushing truck is able to get you into World Scale at a price that rivals even the 1/10 scale sport trucks. Yet, it keeps all of the rough 'n' tough features found in other World Scale vehicles. The performance features that top drivers demand are standard in the kit, such as: 4 wheel independent suspension, adjustable ball diff, 4 oil-filled oversized aluminum shock absorbers with 3 different pistons, adjustable coil springs on all 4 shocks, front and rear glass-filled nylon lower suspension arms, two RS 540 electric motors, Power Command transmission with adjustable slipper clutch, two spur gears for track-matching versatility, heavy duty 1/8 inch thick glass-filled epoxy shock towers, front and rear camber adjustment, toe-in/toe-out adjustment, Massive 5 3/4 inch semipneumatic natural rubber tires, highly detailed polycarbonate pick-up truck body.

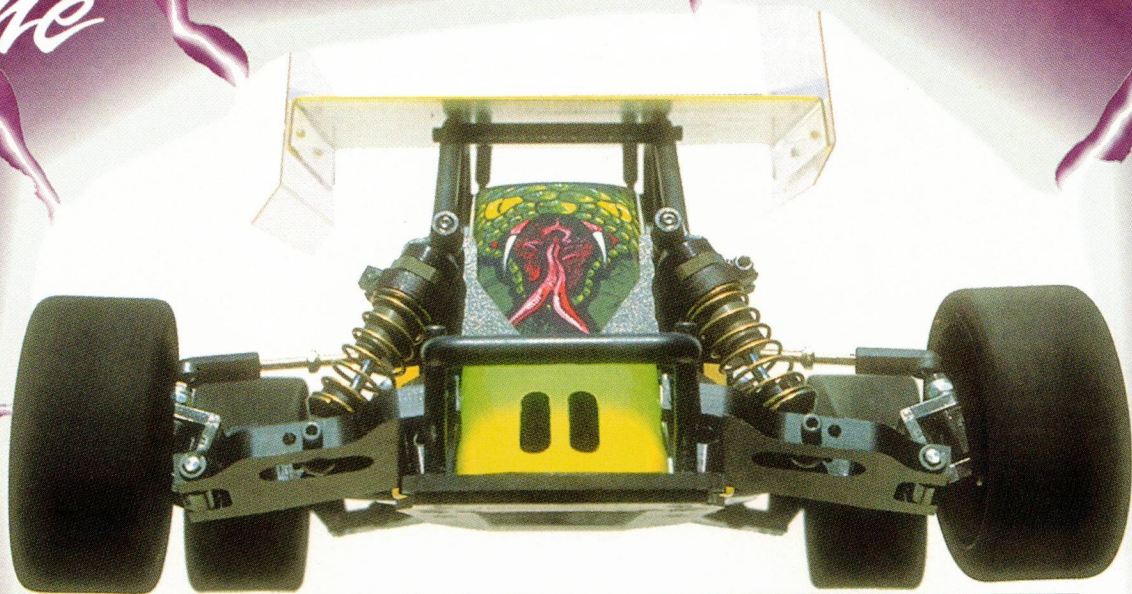
The list of features goes on and on; and so does the Thunder King BBX. It has World Scale speed and handling which is just awesome; you won't believe how realistic an R/C truck can be until you test drive a World Scale truck. Because it's affordable, more drivers can now enter the superior level of World Scale fun and enjoy R/C more. The Thunder King BBX is a top notch off-road truck at an entry-level price!

The Thunder King BBX, kit number RX104, is made by Model Rectifier Corporation, 200 Carter Drive, Edison, NJ 08817. Write to us or call (908) 248-0730 for more information.

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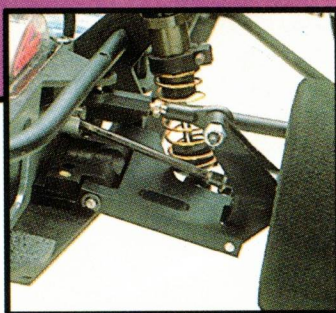


NEMESIS

Cobra 1:10 Scale Dirt Oval Chassis



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

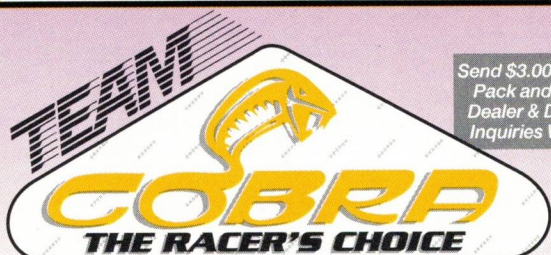
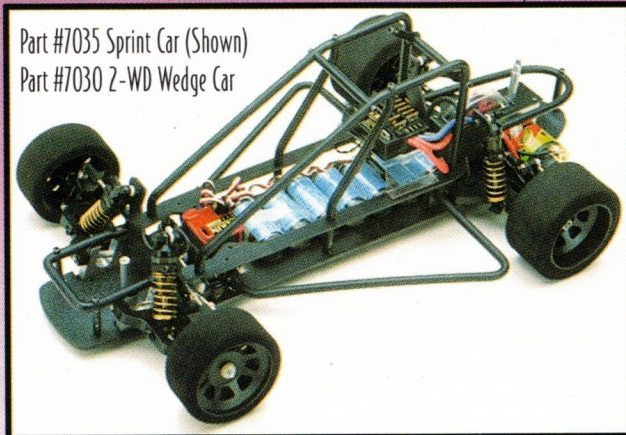


Features Include:

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

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At Nationals
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Part #7030 Z-WD Wedge Car



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

The car you are driving is a TRX-3

TRX3™
from
TRAXXAS

Sweet dreams...



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

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

R/C

The Fastest Man in the World.

Joel "Magic" Johnson® Won the 1:10 On-Road and T.Q.'d the Off-Road IFMAR World Championships, making him the "Fastest Man In The World." How did he do it?

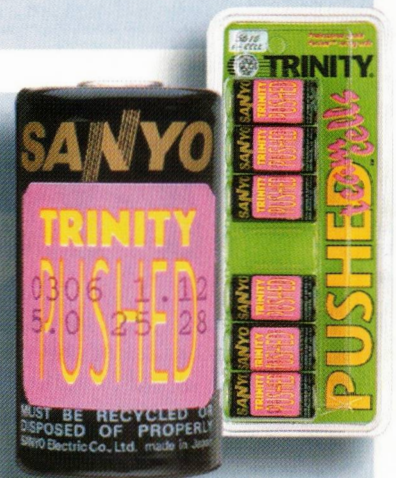
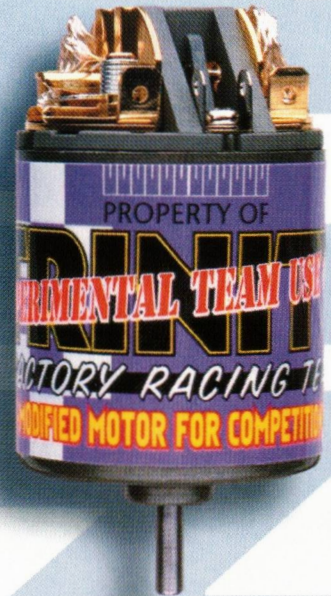
Trinity motor and battery technologies delivered the horsepower for these World Class performances. Joel counts on Trinity for world-beating power, you should too!



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

Pushed™ Team Cells. If there was a better battery anywhere, Joel would have to use it in order to be "The Fastest Man in the World".

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NITRO THRASHER



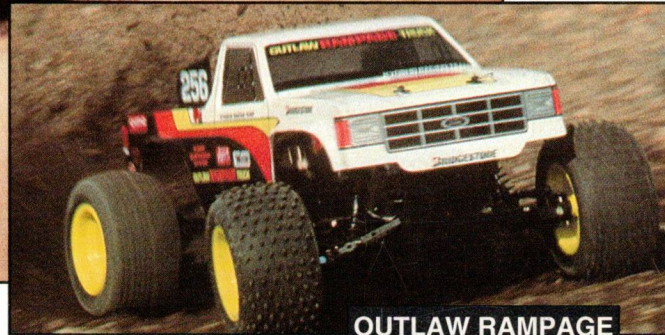
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PORSCHE 911

Get real...get nitro.

The dirt, the power, the speed, the roar, the nitro fumes. It's not clean, it's not quiet and gas power is definitely not for anyone who's afraid of getting dirty. Yet nothing is more real. Nothing comes as close to actually being behind the wheel.

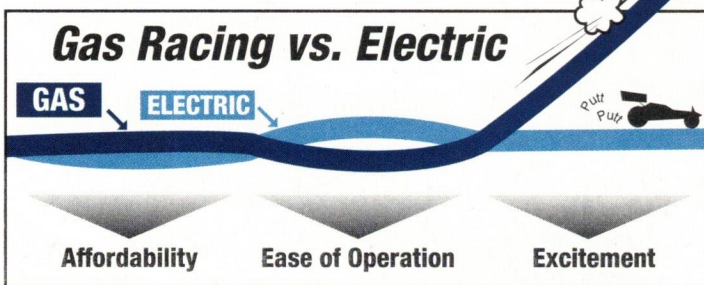
Not only more real, but Kyosho makes gas racing far easier than it used to be. One reason is that many Kyosho gas vehicles come with some of the

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