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October, 1996

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'96 ROAR Modified Off-Road Nationals

The inside scoop on the next 1/8 scale champion.

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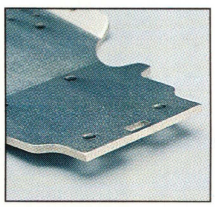
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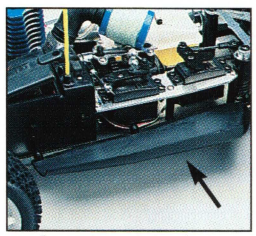
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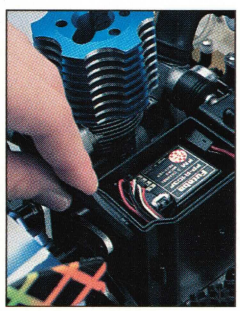
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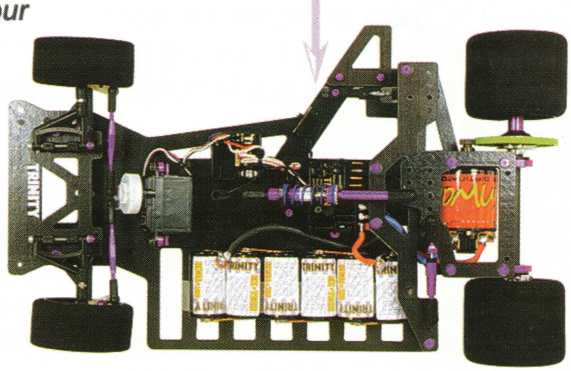
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RC10DS complete kits include clear polycarbonate body shells. Models shown have been custom painted and detailed.

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With Team Associated's new RC10DS you're entering a new and highly competitive class of RC racing with a chassis based on one of the most successful RC cars ever, our RC10. Four times a World Champion in off road racing, the original RC10 provides the backbone of the new DS and ensures its racing heritage in 2WD gearbox.

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ABOUT THE COVER

This month's cover features the winners at the '96 ROAR Modified Off-Road Nationals. This race, held in Butler, PA at Wagonhill Hobbies was a big success. Not only did all the top drivers come out to compete, but it seemed like everyone else came out as well. The race had well over 400 entries competing in three separate classes.

READERS'

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

Editor's Note:

We have received several calls in the last few months wanting some information on how to figure the costs involved in running a NORRCA or ROAR major race. After sending them the nice piece Jess Brockman, ROAR's National Track Director did in the June issue of Rev-Up I decided it was also worthy of printing here.

Here is Jess Brockman's National Track Director Column as printed in the Rev-Up:

To help better understand what is involved in pricing an event, I'd like to share with you what I've learned over the past ten years as a track owner and race promoter.

First, it is essential that you understand what it takes to put on a good race program. Once you understand what is involved in putting one together, then you can figure out the inherent costs involved in running that program. Look at every aspect of your race, then figure out what it's going to cost to do what needs to be done.

Advertising - What advertising will be most effective? What will it cost? Can you afford it?

Sponsors - Do you have one? Do you need one? What will it cost to get sponsors? Who will benefit more, you or the sponsors?

Door Prizes - Will you have door prizes? What will it cost to have door prizes?

Track - What is it going to cost to get the track ready for the event? What kind of manpower will it take to maintain the track? What is it going to cost to maintain the track? What is it going to cost to put the track back in shape after the race?

Pits - Do you have enough pit space? What will it cost to get more? Do you have enough electrical power? What is the power going to cost? Will you need extension cords? Do you have a PA system big enough to handle the event?

Tech - Do you have the equipment you'll need to tech vehicles and motors? What will it cost to get this equipment? Have you allocated enough space for Tech and is it properly located?

Radio Impound - Do you have the equipment you'll need to tech vehicles and motors? What will it cost to get this equipment? Have you allocated enough space for Tech and is it properly located?

LETTERS

Frequency Control - What will you use? What will it cost?

Race Information - How do you plan on communicating the race schedules, heat results, frequency conflicts to the racers? What will these supplies cost?

Registration - How do you plan on keeping track of the registration information? Will you use ID badges? What will your registration supplies cost?

Safety and Crowd Control - What will you need and where? What will it cost?

License and Permits - What will you need and from whom? What will they cost?

Restrooms - Do you have enough restrooms? What will it cost to get more?

Handicap Accessibility - Will your facility meet ADA (American with Disability Act) standards?

You must budget for every conceivable expense involved in putting on a race and you should also budget in some profit. If you are a club, the profit is the reward to the membership for their hard work in putting on the race. If you are a commercial track operator, it's the cost of doing business. If a club or commercial track doesn't make a profit, then they probably won't be running any more NORRCA or ROAR events, both organizations would like you to run lots of events.

Once you know your cost for the event, then find out how much the entry fee will be? Above all make sure that your entry fees covers all of your expenses.

When you are trying to cost out an event, keep in mind that there is always some hidden costs, Costs that won't materialize until after the event is over or will occur when it's too late to change anything. That is definitely another reason to have a profit margin built-in.

Some of the hidden costs could be consumption of more electrical power, sales tax, use tax, special permits, extra trophies, T-shirts and motors. These hidden costs are costs that few clubs or tracks can afford to overlook. The profits you think you are going to make can easily turn into a loss, if you don't do your homework.

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Finish The Lap You're On!

Guest Editorial By Steve Strobl

Since January, I have noticed something that lately seemed to be missing compared to years past. At first I couldn't quite put my finger on it, but then it hit me, there it was and what a surprise.

I saw it in Laughlin and it has showed up at the last five races here in Las Vegas. At Western RC it was more prominent with each race, how could this be? What's going on? It must be catching and how far will it spread?

For some reason there doesn't seem to be that great of a barrier between the sponsored racers and the rookie and sportsman classes. I'm not talking about driving skills, but they are actually sharing smiles and yes, even dialog. What a concept!

So many times I've watched the sponsored drivers evade any kind of contact with the not so fortunate. I think I know how this came about and I'll try to explain.

One day you go out and find that you might like RC racing, you go to the local hobby store and sure enough you find the vehicle of your choice. After making up your mind and on the way to the cashier, you pass a display of RC magazines and there it is, I just bought that and this book could help me get into my new hobby.

I rush home to put my new hobby together, after several hours of confusion and frustration, there it is. Doesn't quite look like the one on the box or in the magazine, but it's my first endeavor. I find out where the closest track is and I'm on my way. I'm so excited, and I keep going over in my mind what I read in the magazine and all the articles by the Pro's.
I can do this and make some new friends.

After I get to the track, well let's just say that after hearing "Get that piece of junk off the track; if you can't drive, go home; I'm the leader get out of my way; people like you don't even belong on the drivers' stand" and you know the rest. When my first four minutes of racing are done I go over to pickup my hobby I notice someone that looks like they know what they're doing. I make my way over and before I can say a word, there's a look of fear, arrogance and a quick departure.

We all have seen this happen before and just recently this is disappearing. I don't know why we are getting a resurgence of humanity, but I like it. Let's face it, it's good for our hobby.

Sometimes we forget that for our hobby to continue to grow we all need to nurture the newcomers that will take our place. For those of you who are turning this around, we offer our wholehearted thanks!

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Trinity Wins Big In IEDA Northstar Nationals With 4 National Records

June 19, 20, & 21 - Anoka, Minnesota

Trinity Dragworks Team Driver Jedd Dubiel won both the IEDA Super Gas and Econo Rail Championships at the IEDA Northstar Nationals in Anoka, Minnesota. Jeff also TQ'ed both classes and set National Records in both classes with both E.T. and MPH!

The 4 National Records were all with Trinity Impact Modified Motors and Ex-Tech GM-VIS Batteries. Jeff's Dragworks Pro Stock ran as quick as 2.354 at over 55 MPH in the 42 ounce 6 cell class and his LightZ Dragster went 2.15 at over 60 MPH with 7 cells! Jeff has three wins in Econo Rail this year and one runner-up which was a run .21 quicker than his opponent but with a red light. His Dragworks Pro Stock has two wins and a runner-up. Again a red light loss!

Losi Tires Top Notch At '96 Nats

THE NORRCA NATIONAL IN Oklahoma City, Oklahoma proved to be yet another demonstration of the unmatched traction and wear characteristics of Team Losi racing tires. The advanced design and exclusive "Gold" and "Silver" compounds have made Team Losi tires the overwhelming choice of racers worldwide. In the Factory and Expert A Mains Team Losi tires accounted for 75% of the field. This was also the case in all other classes as Team Losi tires were the overwhelming choice. Not surprisingly in the Factory 2WD and both Expert 2WD Modified and Stock, every car in the A Main ran Team Losi #A-7202 "Wide Body" front tires. This in spite of the fact that some drivers are sponsored by a competitor. The most popular 2WD rear tire for the demanding track surface was the #A-7367S "Silver" compound "IFMAR Pin". In the truck classes the "Silver" compound #A-7505S "Directional" front and #A-7638S "IFMAR Pin" rear were the tires of choice, dominating the Factory, Expert Stock, and Expert Modified classes.

Top Factory and independent racers from around the country demand the best traction for race winning results. Team Losi racing tires help to produce those results. Team Losi would like to congratulate and thank the thousands of racers who have made Team Losi racing tires number one.

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Reedy's All New Tri Sonic PowerHouse Powers Two More IFMAR World Champions

The new Reedy Tri Sonic motor.



Mike Reedy's all new Tri Sonic motors were used by Masami Hirosaka to take the Top Qualifier position and to win the 1996 IFMAR 1/10 On-Road World Championship with his all new RC12LC car.

Mike Swauger also used the new Tri Sonic motor in his Ron Paris prepared RC10LS car to take Top Qualifier honors and to win the 1996 IFMAR 1/10 On-Road World Championships. Mike also used Reedy/Orion Sanyo batteries and a new LRP digital speed control.

Reedy's all new Tri Sonic motors were used by 11 drivers in the 1/12 and 1/10 A Mains. That's more than all the other motor builders together.

It's time for you to try some real power. Reedy Modifieds have powered 17 IFMAR World Champs!

PIT BOARD

Racers To Compete In Kyosho World Cup For A Trip To Asia

Racers from across the nation are gearing up for head-to-head competition like never before - in the Kyosho World Cup '96. With a grand prize trip to the Philippines, worth several thousand dollars, the racing action will be incredibly intense. All competitors will use the same chassis, engine and fuel, so it's pure driving skill that determines the Champion.

In August, September and November, 1996 Regional races will be held in Ypsilanti, MI; Riverdale, NJ; and Ontario, CA to determine the top 12 racers in the country. These shimmering elite will then travel to exotic Asia in February, 1997 to compete against teams from around the world for ultimate bragging rights to the Kyosho World Cup '96 crown. Consolation prizes will also be awarded.

Spectators will enjoy the incredibly realistic looks and performance of the scale nitro Ferraris, Fords, Opels and others.

Kyosho World Cup '96 is sponsored by Kyosho, Great Planes Model Distributors, DuraTrax, Radio Controlled Car Action and Morgan Fuels.

Tekin Sweeps The 1996 NORRCA Off-Road National Championships

TEKIN HAS DONE IT AGAIN! Tekin's latest speed controls, the GX9 Supersonic and G12-C have swept the NORRCA National Championships. Nobody was able to stand a chance against the efforts of Greg Hodapp with his victories in Factory Truck and 2WD Modified or Derek Furutani who won 4WD with ease, being the only driver to go 14 laps.

With the all new GX9 Supersonic, Derek Furutani and Greg Hodapp are able to run longer and faster than ever before. Thanks to the incredible switching speed of 16,600 + Hz and the all new Triple Regeneration Circuitry, the GX9 Supersonic has become the most sophisticated speed control ever made!

Track tests have revealed 15-30 seconds higher runtime than ever before as well as more punch! All this as well as the lowest resistance possible has resulted in significantly faster lap times. The GX9 is making its way to your local hobby store now, don't be left behind!

PIT BOARD

Team Losi Sweeps '96 ROAR Modified Nationals

For the first time ever at an Off-Road Nationals, one car manufacturer won all three categories. Aside from winning both the Modified 2WD and Truck classes, Team Losi shocked the racing world by unveiling an exciting new 4WD prototype which proved equally unbeatable. After the new Double-X "CR" and Double-XT "CR" took TQ and first place honors, the Double-X4 prototype went on to do the same.

In the 2WD Modified Class, the ultimate dream of a privateer (unsponsored) racer was realized. Chris Bing, with his over-the-counter Team Losi Double-X "CR", both TQ'ed and won over a field of the country's best factory drivers. This was also a big win for Scooter's Motors, the motor company that provided Chris with the power to win this important event.

The Modified Truck class provided yet another Team Losi runaway as Greg Hodapp and Brian Kinwald finished 1-2 with their Trinity powered Double-XT "CR" trucks. Even more impressive was the fact that the Double-XT "CR" trucks filled 8 of the 10 A Main positions powered by Trinity, Scooters, Maxtec, Fantom and Team motors.

The 4WD Modified class sparked new interest this year as Team Losi debuted an all new prototype that competed for the very first time. The tentatively titled Double-X4 went straight from the computer screen and machine shop to, with the help of Brian Kinwald and Trinity horsepower, TQ and win the biggest 4WD race in the country. The new Double-X4 prototype takes advantage of the advanced design, exotic materials and track tested technology that have made the Double-X buggy and Double-XT truck so dominant.

While others make claims, Team Losi makes results - race winning results!

Team Losi would also like to thank Novak Electronics for supplying the speed controls that were mounted in all three of the winning Team Losi vehicles when they crossed the finish line.

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Team Associated Takes IFMAR 1/10 On-Road World Championship

Team Associated continued its winning way in the 1/10 class, with Mike Swauger driving Associated's upgraded RC10LS car, prepared by Ron Paris, and with Mike dominating qualifying from the first qualifier to the last.

A close second in qualifying was Josh Cyrul, driving a new Cliff Lett designed real scale 1/10 car, the RC10LC car. This car is close to the same real scale size as our record-breaking RC10LSO Oval cars.

Mike Swauger ran away with the first two A Mains and the World Championship in a very convincing manner. He was simply the fastest car there the whole week, during official timing. He was a very popular winner.

Mike and three of the other Associated drivers, Josh Cyrul, Mike Lufaso and Craig Drescher, used Reedy's all new Sonic II powerhouses, with Mike also using a



After racing 1/8 and 1/0 gas on-road cars for six years, the Team of Ron Paris and Mike Swauger showed everyone how to do it in electric on road racing. Mike Swauger won the IFMAR 1/10 Electric On-Road World Championship. Mike's RC10LS car used Reedy's new Sonic II power, Reedy/Orion batteries, LRP IPC digital speed control and Jaco tires.

PIT BOARD

new LRP digital speed control, Reedy/Orion batteries, Jaco tires, and Airtronics radio. Tony Neisinger used East Coast Motors in his RC10LS car, while Sakki Ahonoiemi, from Finland, used Peak Power in his RC10LS car, and Masami Hirosaka used the Sonic II motor in his Yokomo car.

1/12 On-Road World Championships

Team Associated qualified seven cars in the A Main events, with Barry Baker leading the first two days of qualifying. But then Masami Hirosaka found the right combination and won the TQ place. After some great racing in the Mains, Masami won his 8th IFMAR World Championship. This is really an incredible accomplishment! The new RC12LC cars finished first, second, third, fourth, fifth, ninth, and tenth. This makes 6 IFMAR World Championships won by Associated RC12 cars.

The new Reedy Tri Sonic motors were used in the winning car, and in five other cars in the Main event. Reedy/Orion were the most popular batteries used and the popular tires used were Jacos.

Masami Hirosaka (front center) TQ's and wins his 8th IFMAR World Championship. Barry Baker (right) takes second with MaxTec Power. Mike Swauger (left) finished in third, with Craig Drescher (rear left) from England fourth, Jon Orr fifth, Paul Wynn ninth, and Ryuzo Nakayama from Japan tenth.



PIT BOARD

Kyosho & O.S. Engines Dominate The 1/8 '96 Gas World Challenge

DETROIT WAS ROCKED by the 1996 Gas World Challenge that drew 175 competitors. Buggies were bumpin' and trucks were trompin' all through Freedom Hill Park where Kyosho Infernos showed their stuff, dominating three of four events.

In the 1/8 Scale Buggy Class, the most important category in off-road gas racing, Kyosho MP-5's took all 10 spots in the A Main. Defending Champion Kris Moore from Kysoho USA TQ'ed the category and romped on his way to a first place finish. Kris uses an O.S. .21 RZ-B engine in his MP-5.

The A Main 1/8 Truck class consisted of all Inferno ST Trucks or Modified MP-5's. Chris Walrod, a Kyosho USA member, drove his O.S. .21 RZ-B powered Inferno ST to the TQ and first place finish.

Kyosho ruled the 1/10 Buggy Class, too. All buggies in this category were Inferno .10's. Kyosho USA's Dave Henry drove his O.S. powered Inferno .10 to the TQ and first place winner's circle.

Scooters Stuns The 1996 ROAR Off-Road Modified Nationals

Coming out of nowhere, Scooters Motorworks driver Chris Bing, a privateer, TQ's and wins the 2WD Modified class at the 1996 ROAR Modified Nationals held in Butler, PA. Chris' choice of motor for the week was the Scooters Stealth Series 12x3. Chris was also using Scooters just released Tire Sauce. This product was so new Scooters didn't have time to put the labels on the cans. Chris went out in round two and set his TQ pace of 12 laps 4:19.00.

While the field got close on the final day of qualifying Chris' time held up to the challenge. In the triple A Mains Chris got off to a rocky start when he second guessed his car set-up and made a couple of changes that caused a bad push. Having fixed the set-up error Chris went out and won round two. In round three Chris got off to a great start, led most of round three and finished second. With his victory in round two and his finish in round three Chris Bing was crowned 2WD Modified National Champion.

Todd Hodge Team Driver and Manager finished fourth overall in Truck Modified and finished in the B Main, both drivers qualified for the 1997 Worlds Team.

In other racing news Scooters has gone on to win 9 National Titles in 1996. Scooters dominated the 1996 ROAR Stock Off-Road Nationals. Eric Pesto won 2WD Stock using XR-12pv brushes. Chad Lunhdal finished second, Brian Gisi finished eighth. Chad TQ'ed and won Truck Stock while Brian Gisi dominated 4WD with his TQ and win.

Oval racing's, Rick Talbot has been the man winning two titles in '96. Winning both the NORRCA Paved Nationals and the 1996 ROAR Paved National. At the NORRCA Nationals Rick's Woods car was powered by a Scooters Cuda stock motor using Scooters new XR-15 pv brushes. These are a new silver brush with our power slot cut in the brush. At the ROAR Nationals Rick was using a handout Black stock motor and Rick's choice of brushes was Scooters XR-12 pv brushes.

Dirt Oval Nationals, Scooters' Nick DeAngelis won the EDM class, Kevin Griffie won Stock Truck, and Bob Lease won 2WD Full Body running a Scooters Stealth Series Modified.

PIT BOARD

Trinity Vis-Matched Choice Of All ROAR Modified Off-Road Champions

The ROAR Modified Off-Road National Championships were held at Wagonhill Hobbies in Butler, PA. And, once again it was dominated by the Team Losi buggies and Trinity Vis-Matched (Voltage Increasing System) battery packs.

It was Team Trinity/Losi drivers Greg Hodapp and Brian Kinwald who won two of the three A Mains while Team Scooters #1 driver Chris Bing took the other. Greg was the class of the field in the Modified Truck class as he put his Team Losi XX-T CR truck on the pole and then easily took the A Mains for another National Championship. Brian on the other hand spent most of the weekend getting his new Team Losi "Glitch" 4WD buggy dialed into the track. The "Glitch" is Losi's new 4WD which was Top Qualifier in 4WD and easily won the National title.

Chris Bing followed Brian and Greg's leads and was the Top Qualifier and winner of the 2WD Modified class.

All three drivers used Team Losi vehicles. Chris Bing and Greg ran CR versions while Brian ran the new 4WD prototype. All three drivers used Trinity GM-Vis battery packs. These packs were a big advantage as their extra voltage output allowed the motors to put out more power than with standard matched packs. All three drivers said that the Vis packs made a major difference in the horsepower their cars had.

Brian and Greg used Dirtinator Modified motors for power and Buggy Grip 2 on their Team Losi Silver tires to get maximum possible traction.

Modified Winners: Chris Bing, Greg Hodapp and Brian Kinwald.



CARE AND FEEDING OF YOUR NICAD BATTERIES

By Mickey Meredith

Most of the racers out there like myself, fall into the 98 percentile of the population who aren't rich. Therefore they need to stretch their racing dollars to allow them to be as competitive as possible. One way to save money in this sport is to take care of your equipment and make it work as hard as it can for you. The intended audience for this article is not the pro who has someone that supplies new batteries every week or so, but rather the majority of us who hope their packs can last at least one more week.

So I set out in search of the definitive answers to all my battery questions. There must be someone out there who will have all the answers that will help me select, construct, and maintain the best batteries that I can afford. Not only will these answers be simple to find but everyone polled will have the similar ideas on the subject so my job will be easy. Wrong! I surveyed many experienced racers and even some of the "guru's" of electrons; a couple of the major players in the supply game, Chuck Stary, owner of World Class Batteries and many time on-road champion, and Neil

Keeping track of charge and dishcharge information is the only way to catch early signs of a pack starting to fail. Keep the matched sets together by numbering the battery labels before putting the shrink wrap, making it a permanent indentification for that pack.



McCurdy, chief engineer for Trinity to get the info for this article. The result is what I believe to be a pretty fair summary of what we can do to make the most out of our racing battery dollar.

Selection:

Question: What kind of batteries should I buy for my type of racing?

Most agree that the best option here is to call the supplier of your choice and describe to him what type of racing you are planning to do. Most will help steer you in the right direction. But take heart, the two suppliers I talked to were quick to point out that you don't always need high output, high voltage batteries for many types of racing. Many reasonably priced options exist. They do agree that oval type racing is the most taxing on your batteries and off-road being the least. This is due to throttle times and torque requirements.

Question: What kind of bars do I need to connect them?

All agree that it has to be copper and that it has to be of sufficient thickness to both transmit adequate amounts of current and add rigidity to your pack. Trinity recommends their lennon lugs and World Class has their own brand as well. Many good quality ones exist as long as you stay with the basics and don't skimp here.

Question: What kind of solder do I use?

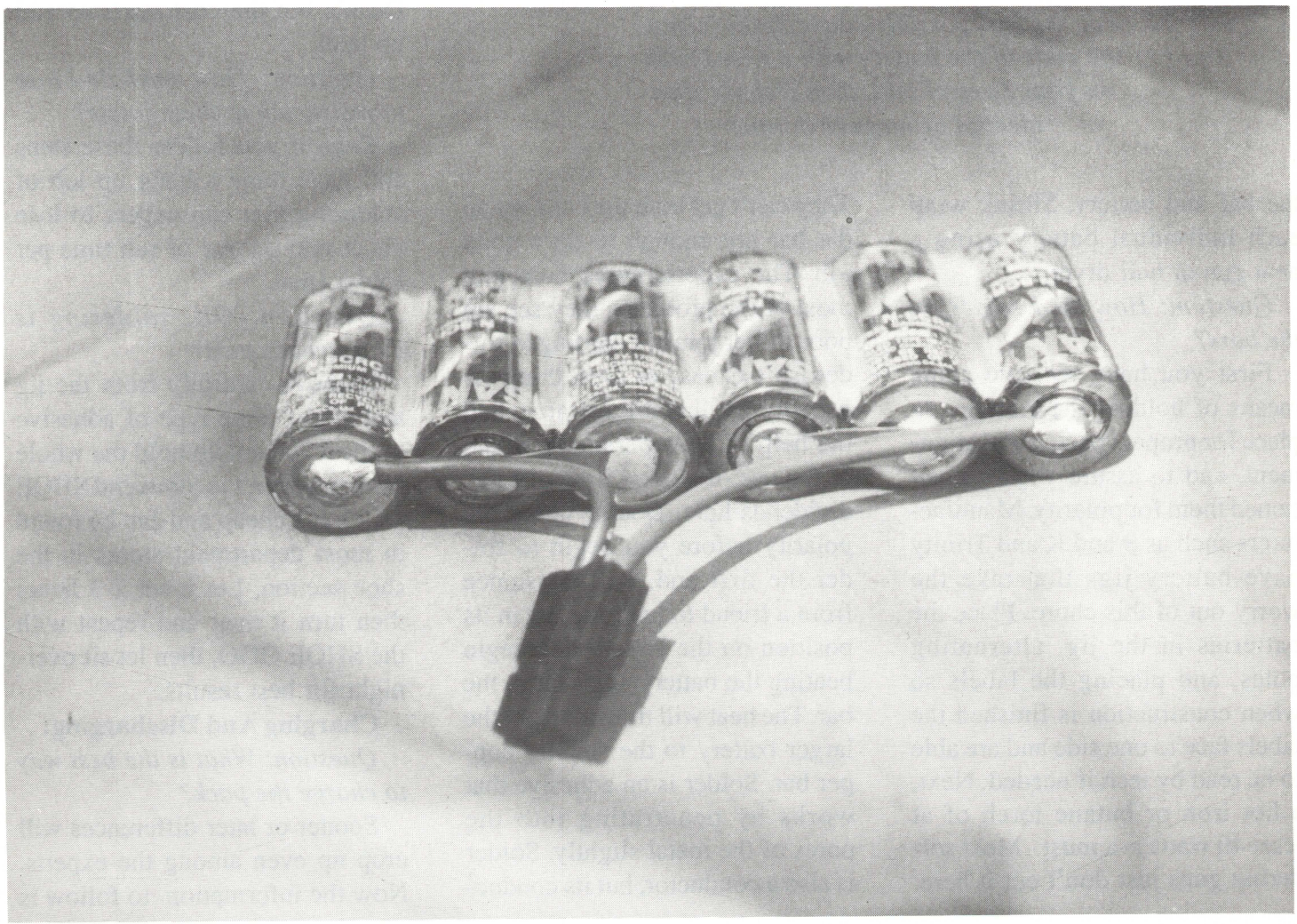
Use 63/37 rosin core from the supplier or around the corner at Radio Shack.

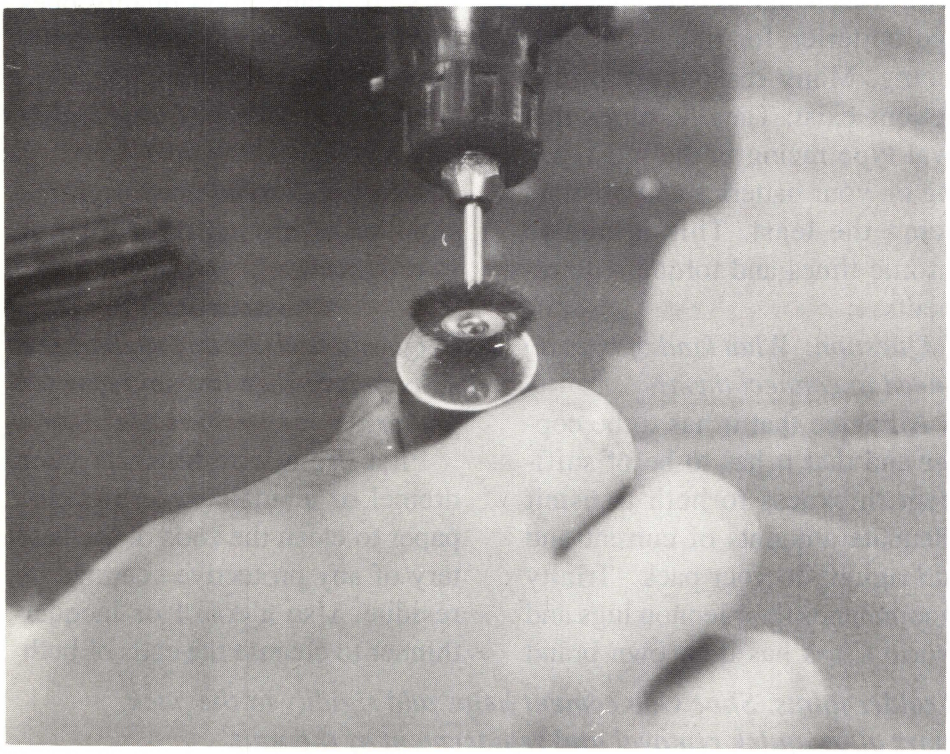
Construction:

Question: How do I prepare the cells before they are soldered together?

First use a wire brush in your dremel or a small piece of sandpaper to clean the ends of the battery of any protective coatings or residue. Use alcohol or lacquer thinner to cleanse the ends of both

This completed unit shows good solder joints. Shoe Goo cement helps add rigidity to the pack, and high quality connectors allow quick removal and replacement of the unit.





For the best possible connections, clean the ends of the battery with a wire brush on your Dremel tool, then cleanse with alcohol or lacquer thinner.

the bar and battery. Shrink wrap each individual battery using a heat gun or hair dryer.

Question: How do I solder on the bars?

First you have to have some means of holding the batteries in place for proper spacing and alignment, and to assure you've positioned them for polarity. Manufacturers such as S and K and Trinity have battery jigs that take the worry out of this chore. Place the batteries in the jig, alternating poles, and placing the labels so when construction is finished the labels face to one side and are able to be read by tech if needed. Next, a hot iron or butane torch of at least 40 watts is a must. Most soldering guns just don't cut it here. They can't get both the battery and the bar hot enough to do a good job. The experts agree here that most of the problems they see are poor solder joints. Learning to solder isn't as easy as most think especially for this critical area, and the help of an experienced friend or the use of a good iron will pay dividends here. Double check for polarity before you begin to solder the first end. Ask assistance from a friend to hold the bar in its position on the battery and begin heating the battery adjacent to the bar. The heat will transfer from the larger battery to the smaller copper bar. Solder is an adhesive that works by penetrating into the pores of the metal slightly. Solder is also a conductor, but its conductivity is no match for copper, therefore hold the bar tightly against the battery with a small screwdriver or other object, add just enough solder to do the job and then allow the joint to cool. This allows the copper to do the job of conducting and the solder just holds it in place. Continue until the entire pack is electrically complete, which includes the means to connect it to your speed control and motor. Most racers use another battery bar and bend one end at a 90 degree angle and solder to the upright position so connections can be soldered to them rather than having to solder directly to the battery each time. I have used connectors such as Lightspeed or Dean's but the cost starts to add up later.

Question: How much do I lose to resistance at these joints?

Even if you follow these steps and have done a bang up job of soldering you can expect to lose about one second of run time per solder joint.

Question: OK, soldering is done, what's next?

Remove carefully from the jig and apply some type of adhesive to the cells to help hold the whole pack together. I recommend SHOE GOO. It's cheap and can be found in most department stores in the shoe section. Let it set 2-3 hours then turn it over and repeat with the SHOE GOO, then let sit overnight for best results.

Charging And Discharging:

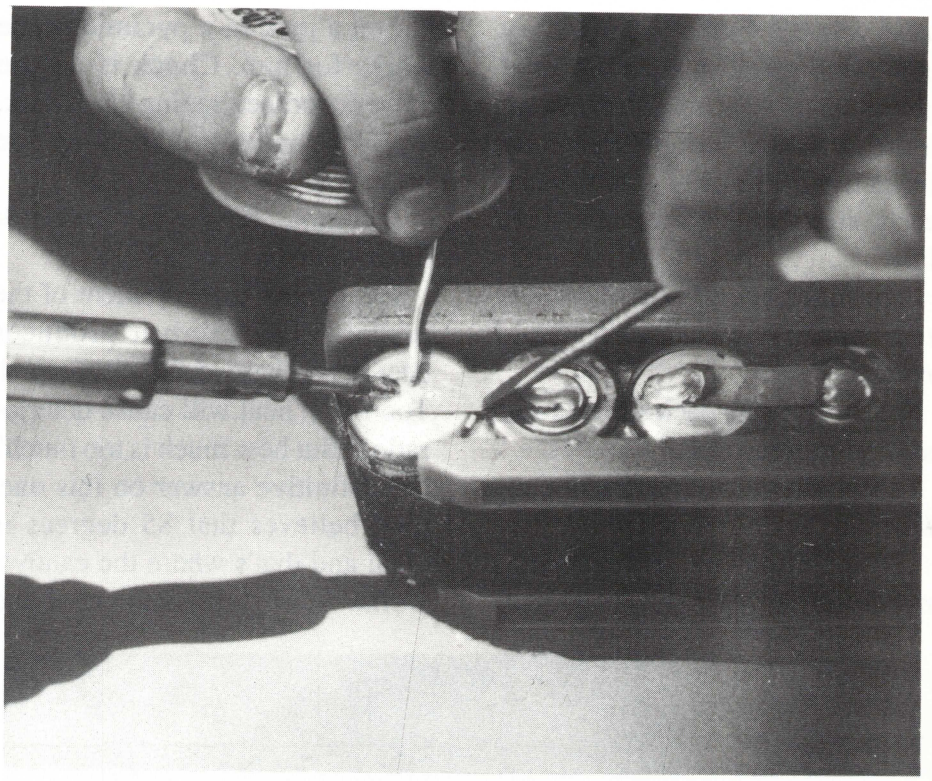
Question: What is the best way to charge the pack?

Sooner or later differences will crop up even among the experts. Now the information to follow is

for the majority of racers, those who want to get good results and long life out of their packs. The top pro's use many tricks most of which only cause much faster deterioration of the cells themselves without much of a performance gain, but if it makes them feel they are going to be faster, maybe that's the confidence they need to run their best. For the rest of us Chuck recommends using a top quality peak charger set at 4 amps for charge and 5 for the peak. Neil recommends charging at 5 amps and peaking at 5. Both say to cool between charging and peak at room temperature not in a cooler. The chilling deters current flow by changing the molecular structure of the components within, and can even cause the cell to vent when peaked due to pressure building up inside the cold cell. Also best results are obtained if you will charge, cool, and peak just in time to put your car on the line for its run.

Question: How do I discharge?

The best method is to discharge in the car on the track. But most of us have to pick them up long before complete discharge occurs and take them back to the pits. Remove the pack from your car and discharge soon after the event using one or more of the following methods. A battery rack that allows each cell to be discharged individually is best. Next would be a programmable discharger such as a Turbo 30 or the new DIS 350 by Tekin. Chuck recommends discharge at 20 amps to cut off at 5.4 volts, cool, then down to 2 to 2.5 volts at 5 amps. Neil discharges at 20 to 30 amps depending on your usage with Turbo 30 set for cutoff at 1 volt to really draw the pack down. This should be done on cooling rack for air circulation. The least recommended method would be a light bar only because someone has to watch the process to make sure it's not over discharged which can lead to polarity reversal.



Hold the bar tightly against the battery with a small screwdriver, add just enough solder to do the job, and allow them to cool.

Question: How many times a day can I charge my batteries?

Chuck recommends that for stock motors two times a day would be enough and the second run of the day would be the best for performance. For modified one time a day with three to four days between runs will give best results. Neil believes for stock and modified that two or three runs per day are fine and the second will be the best.

Question: I've followed your suggestions, and have charged accordingly, one pack took 1945 mah and the other took 2045 which will be the best for the main?

Both agree that if both packs are charged the same then the higher 2045 will be the best and have longest run time. However if your pack is deteriorating badly, false readings may cause you to think a bad pack is better.

Question: Should I charge and discharge the pack during the week to check them?

Chuck sees no benefit from this causing you more work and one less cycle on the life of the battery. However, Neil being in a different situation of taking care of the batteries for the Trinity Team drivers, he must cycle during the week to allow him to catch any that have deteriorated from the previous week, but admits that it's one

less cycle left in the battery. They both were quick to add that good record keeping is a must. Keeping track of charge and discharge information is the only way to catch early signs of a pack starting to fail.

Question: Should I disassemble the packs occasionally and rematch?

Not unless the pack shows some sign of deterioration.

Question: How do I store my batteries?

Neil believes that it doesn't much matter how they're stored, but on a rack in a pyramid shape works for him. Chuck is a little more concerned saying cool, dark, dry place and stored on their side is best.

Question: What effect does heat have on my batteries?

Heat is a natural element of the process. The catalyst produces heat as it's charged and discharged. Too much heat will cause deterioration. But how much is too much? No definitive answer on this one. Neil believes that 85 degrees is ideal and that's where the catalyst works the best, 65 is too cool and damage can result if charged hard at this temperature or below, and will probably result in venting or worse. Soldering won't hurt the battery if done reasonably.

Question: What causes venting?

If the pack is shock charged or charged too quickly when cold, pressure builds internally causing water to be released from the catalyst and out the holes in the top of the cell. Venting is usually the hissing you may hear when charging and can be accompanied by a popping noise. Occasional venting is acceptable and the cell will usually recover by the next cycle but continuous venting is a sign of cell deterioration. Any corrosion on the battery as a result of venting can be cleaned up with vinegar.

Question: What effect does a bad crash have on the pack?

Chuck insists that either dropping the battery or sometimes even a bad crash can seriously damage the cells, to the point that they are thrashed without any obvious external damage. After all we've all seen a car take a big hit and never run well afterwards. Neil disagrees stating that he's tried to duplicate this in his lab, while hooked up to all of his sophisticated lab equipment, and has never seen any effect on performance. I guess the jury's out on this one.

Question: After charging these two cells, one peaked at 9.5 and the other at 10.5. Which one is better?

Both agree that all things being



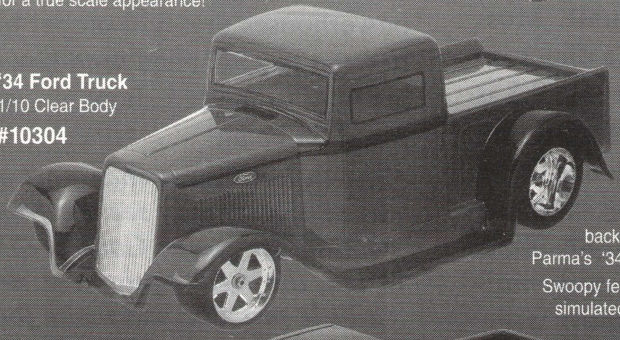
The potassium hydroxide and water form a paste impregnated into a wrap that circles the core and enclosed by the can which is insulated from the positive pole.

New



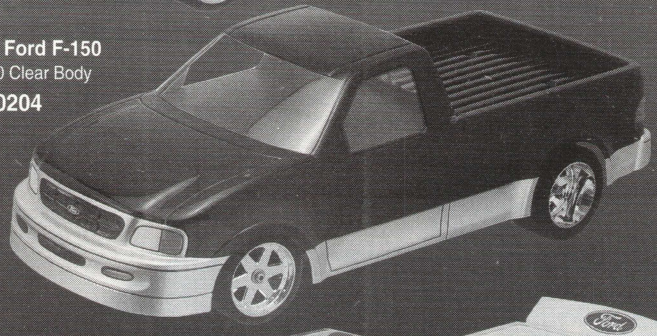
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The '97 Bigfoot body from Parma comes complete with new body accessories that include a bug deflector, sun visor, roll bar cowling and a step molded in for a true scale appearance!

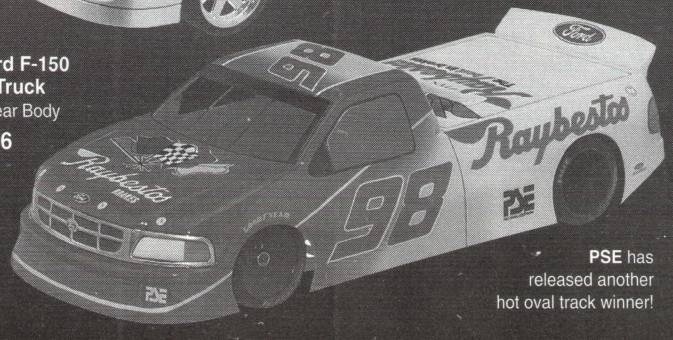


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We aren't racing Turbo 30's here we're racing cars and drivers. The battery is only about 7% of the equation. So many variables exist, and the most overlooked is practice!"

equal such as charge rate and times charged that day, the 9.5 battery is the best. Chuck tells me he feels a good pack will read 9.5-9.8 and once it passes over 10.2 it is starting to deteriorate.

Question: What are nicads made of?

Nickel, cadmium, potassium hydroxide, and water. The potassium hydroxide and water form a paste impregnated into a wrap that circles the core and enclosed by the can which is insulated from the positive pole.

Question: I've heard about all the things the distributors do to get the best batteries, and some even think you watch the weather in Japan to know when to buy cells.

Neil just laughed when I asked him that one and said he wished he had that kind of pull in Japan. Seriously they take what the manufacturer has to offer. If he balks, someone else is waiting and eager to have them. They have to make the best out of what they have. Chuck says the best indicator of the performance of the batteries is when he places them on the scale in the shipping room. A average case will weigh 51 pounds. A good case will go 51.5 to 52 pounds. He also said that some case lots are better than others and those are the ones he looks for.

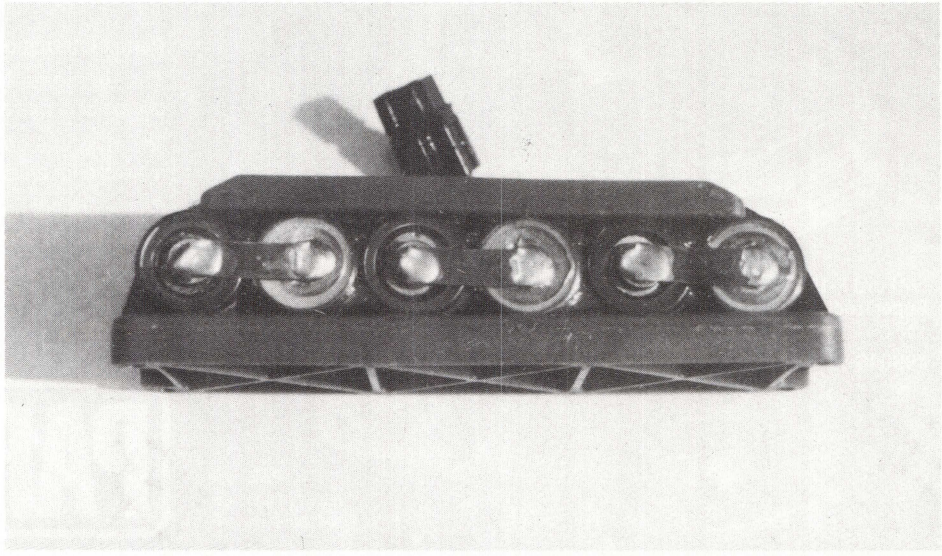
I asked both of the experts if there was anything they might like to add to the discussion. The most outspoken of the two was Chuck who has taken quite a bit of his time to help more than a few racers in his career. "Yes, speed cost money, how fast do you want to go? Ninety five percent of the racers out there need to get the most for their money. The difference in a $50 pack of batteries and a $100 pack is very, very small. Most can't see it. Voltage is a direct indicator of performance . . . 9.5 is good and 10.2 is starting to fall off some. We aren't racing Turbo 30's here we're racing cars and drivers. The battery is only about 7% of the equation. So many variables exist, and the most overlooked is practice!"

Neil felt much the same stating, "Everyone likes to blame the other guy for not winning. The motor manufacturer blames the battery guy, the battery manufacturer blames the motor guy, and if you make both, you're really screwed. Of course if you win, the driver did it all." How true Neil!

Thanks to folks like Chuck Stary of World Class Batteries and Neil McCurdy, chief engineer at Trinity for taking their time to help fledging racers like myself spend our money more wisely and see better results for those dollars spent.

Well there you have it, everything the average racer needs to know about buying, building, and maintaining his arsenal of track record setting, electron throwing, powerhouses that will propel him into the spotlight and send him on his way to the big show . . . and then I woke up!

The experts agree that most of the problems they see are from poor solder joints. Good preparation, the right equipment, and a little practice will make for great connections like these.

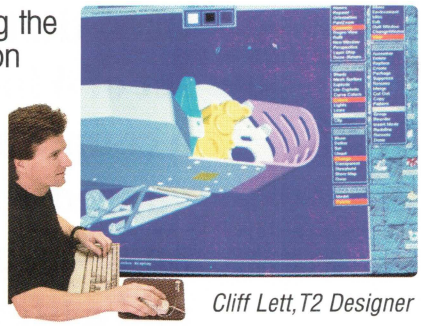




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Cliff Lett, T2 Designer

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Every component of the RC10T2 was created within the sophisticated computer programs. The suspension geometry was fine tuned on the screen, animated to check clearance and other critical performance data. Everything that could make the RC10T2 a winner was analyzed in the system.

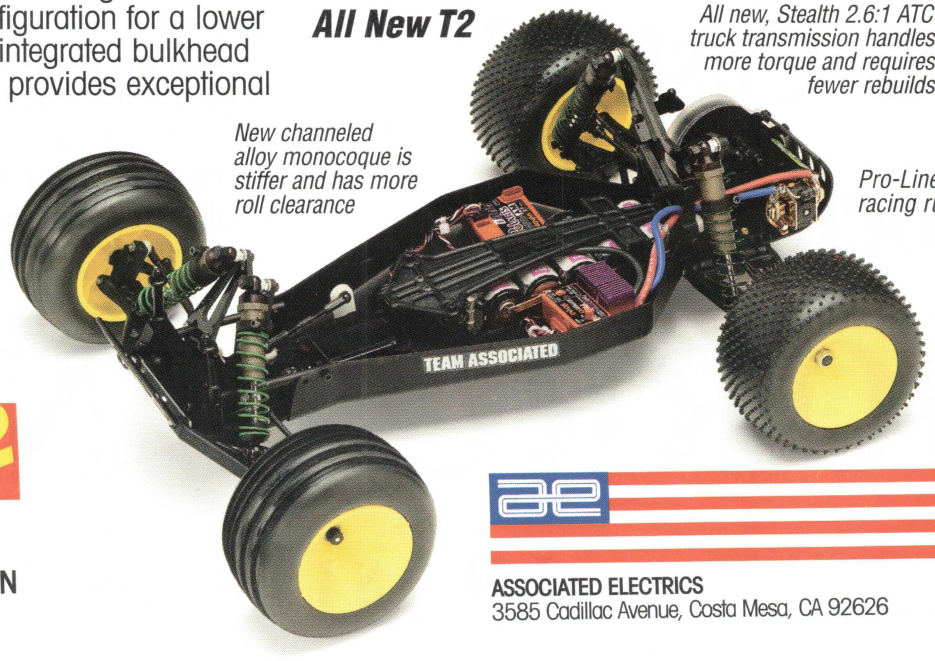
The RC10T2, however, must win on the track, so Team Associated still does some things the old-fashioned way. RC10T2 prototypes were constructed and subjected to the usual high-speed abuse and unreasonable demands of our Factory drivers. Now Team Associated's RC10T2 is ready to win when you are.

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All new, Stealth 2.6:1 ATC truck transmission handles more torque and requires fewer rebuilds

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RC10T2

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"Can NORRCA or any organization solve the problem? NORRCA has tried on three separate occasions to encourage the beginners to participate in our Production Class."

Batteries And The Cost Of Stock Racing

NORRCA NEWS

J.R. SITMAN

I'm all for the advancement of our society, government, medical, sports, hobbies and the like. However, when technology begins to diminish any situation, I feel it's time to sit back and take a good hard look at what we are trying to accomplish. My concern is the industry that I'm associated with, R/C racing. Over the past four years we've high teched ourselves into a hobby that is decreasing in size. We used to run dirt oval tires that would cost $26.00 for a set of 4 including rims and last for a couple of months. Now we've advanced to foam or cap tires with an average cost of $70-$80 dollars and a life span of maybe one weekend of racing. You didn't need a 12 turn modified motor and you didn't have to own the best batteries in town to be competitive. Off-road tire costs haven't changed as dramatically, but their life span has shrunk by quite a bit. So what you used to spend for a couple of months of off-road racing now lasts you maybe a weekend or two depending on the track you race at. Paved oval racing follows a similar situation as dirt oval. Batteries are one of the worst

NORCAR

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1/12th Scale 4-Cell

November 27, 28, 29, 30 & Dec. 1st 1996

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G-9 SUPERSONIC

Driving On

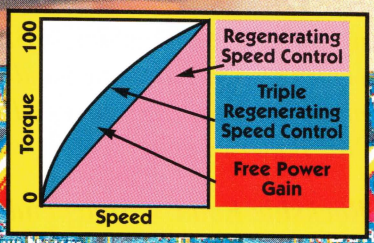
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G-9 high efficiency speed control.



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SPEED CONTROL	GETS HOT	COOL	COOL	COOL
MOTOR	GETS HOT	HOT	COOL	COOL
BATTERIES	GETS HOT	HOT	HOT	COOL
HORSEPOWER	WEAK	POOR	AVERAGE	AWESOME

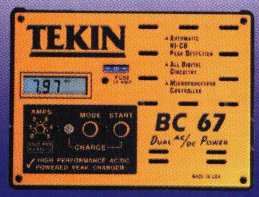
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CHARGERS

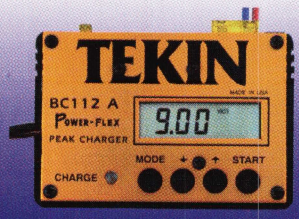
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examples of too much technology. When I started racing, about 8 years ago, a competitive pack of batteries cost about $30 - $40. The latest sets are being advertised up to $140. The new high tech batteries are hurting the turnouts for paved oval and dirt oval classes. This is not speculation. I've spoken to many well known expert drivers who are not competing right now due to the unavailability of these cells. These are the drivers that everyone complains about having special connections. Well even they can't get a good supply.

Can NORRCA or any organization solve the problem? NORRCA has tried on three separate occasions to encourage the beginners to participate in our Production Class. All three times it has failed. A Production Class is restricted to what came out of the box, an inexpensive speed control and stick pack over-the-counter batteries. Well most tracks/clubs don't sell this type of equipment. So, when we held a race, many racers would show up with illegal equipment and since the tracks wouldn't support the class on a local basis, it died. Please don't misunderstand, not every track is at fault. Tracks need to focus on the basic racer and future sales to them. Why didn't NORRCA outlaw these new batteries? I tried, but found out they were not a new cell, they were being processed with new technology, thus making them legal by our rules. So despite my efforts, if you wanted to be competitive you had to own these cells. The bottom line is, you're going to spend more money. Let me remind you I'm not against technological advances. I would just like to see them not continue to decrease the size of the hobby. Is the hobby dying? Absolutely NOT. The point is we need to grow!

In closing, there is one thing that I feel would definitely work. If both NORRCA and ROAR would get together and form some rules to restrict the continuing need for speed and the necessity to buy the latest in technology. This will work and will positively help the industry return back to what it was. I will make every effort to meet with ROAR's President, Phil Hurd, to see what can be worked out.

NORRCA NEWS

J. R. SITMAN

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The 1996 ROAR

Modified Off-Road Nationals

By Leo Barana



While all Nationals are "big", the real "big" event for the year is the Off-Road Modified Nationals. This event, as its name implies, is for modified machines, in three classes. The first of these classes is the truck class. Then, you have the 2WD buggies followed by the 4WD buggies. These three classes accounted for more than 430 entires.

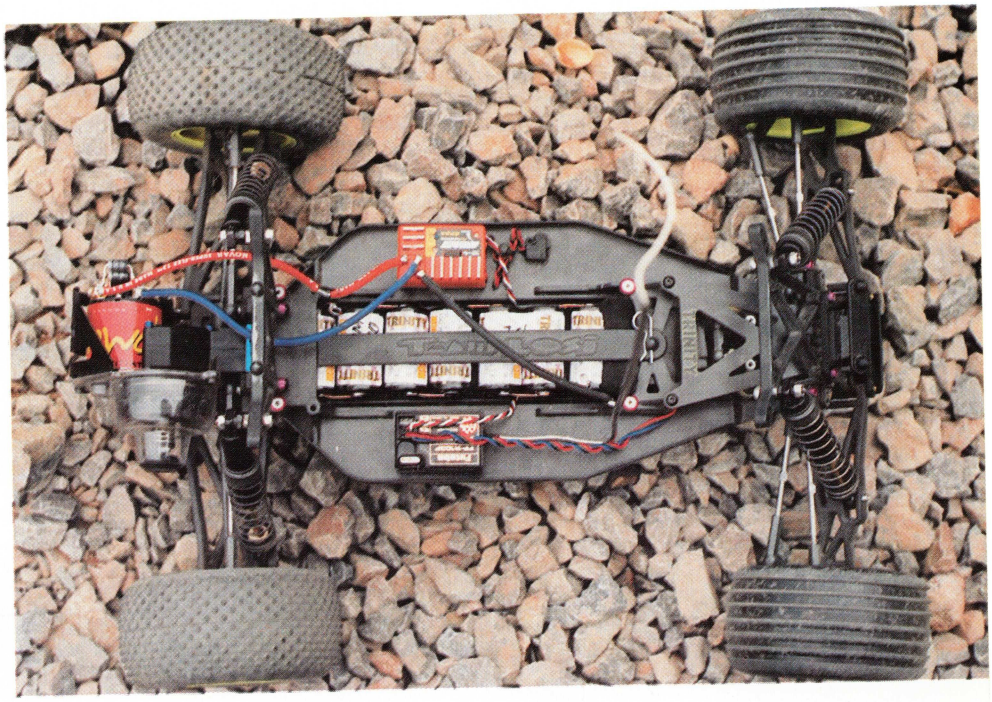
Entries alone are not what make this event "big". Rather, it is the level of competition and the level of intesity of the drivers and manufacturers who attend, all seeking the same goal. That being to win. In fact, next to the World Championship title, the ROAR Off-Road Modified title is the most coveted title a racer can win.

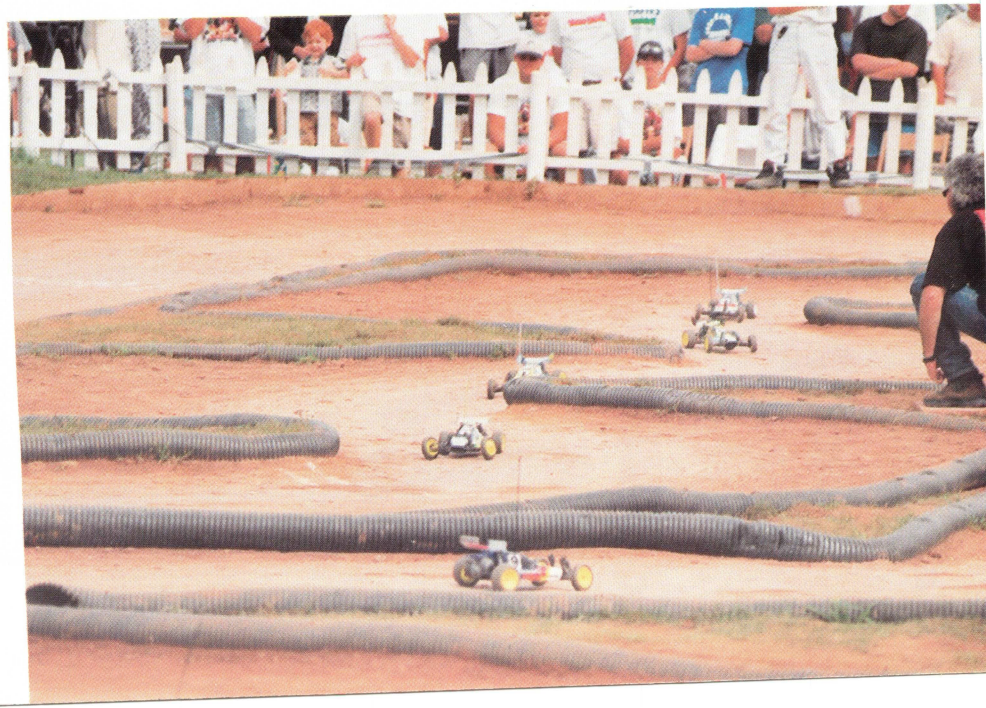
Anybody who is anybody was on hand for this event. Held in Butler, PA, the top drivers from across the country came out to compete. Not only amongst themselves, but against an excellent group of local drivers.

Without exception, the days when the top drivers from around the country could storm in and clean everyone's clock are gone. Today, not only do Brian Kinwald and Greg Hodapp have to worry about Mark Pavidis and Scott Hughes, but they've also got to worry about Chris Bing.

Chris who, you ask? Well, many







Opposite: The Wagonhill Hobbies circuit was in great shape all weekend despite the rain on Thursday. Right top: A view of TQ & National Champion, Chris Bing's, Losi 2WD Modified car. Middle: Greg Hodapp's Losi's truck was equally impressive, TQ'ing and winning in the truck class. Bottom: A view of some close racing action through the switchbacks.

might have asked that question before the event. This local driver, only partially sponsered before the event, would go on to win the 2WD Modified class. A class that saw Brian Kinwald, Scott Hughes, Mark Pavidis and Greg Hodapp all entered and making the final.

So while the top drivers are still predominately from the West, more specifically California, there are fast guys all over the country. It is no longer a case of the fast getting faster and the rest of the field thrashing about in the lower mains. Today's top drivers need to be ready for challenges from all over the country.

Wagonhill Hobbies was the host for this event. This facility features a full hobby shop to go along with their excellent off-road circuit. The track itself was very consistent throughout the entire week and most every racer that I talked to found the track both challenging and fair. That fact, in today's racing climate is a pretty big accomplishment.

The section of the track that gave the drivers the most trouble was the set of four small jumps. These were spaced apart just far enough to upset the car's suspension and the driver's rythym. In fact, with any lapse of concentration through this section a TQ run could easily be undone.

This event was scheduled to have three actual racing days. The first two were for qualifying and the final day saw main events. Most of the drives came several days prior to the event so that they could get in a substantial amount of practice.

Earlier in the week the weather was quite hot and humid. By Thursday, however, the weather had cooled a bit and in fact we had

An overall view of the circuit for the event. Note the wide lines which offered plenty of room for passing.



some thunder showers. This effect forced the çanellation of one round of truck qualifying as the track was under water and needed to be pumped and groomed before racing could resume.

This left us with only one round of qualifying on Friday for the trucks. The 2WD and 4WD drivers still had a full two rounds. Fortunatlely the weather never posed a problem for the rest of the weekend.

TRUCK QUALIFYING

With the first round eliminated because of weather, the pressure was certainly on these drivers to get it done quickly. Quick 11's is what everyone knew it would take to make the final. What we didn't yet know was if qualifying times would creep into the 12 lap runs. After the first round, this question was partially answered.

Brian Kinwald (Trinity/Losi) posted a 12 lap run in a time of 4:20.88. The was good enough to put him in the TQ position. Several fast 11's were also posted, the fastest being Scott Hughes' (Associated/Reedy) at 11, 4:01.67.

Day two of qualifying was on Saturday. The morning was greeted with thunder. Not from Mother Nature, but rather from a string of 12 lap runs. The new TQ was Mark Pavidis (Associated/Reedy) with a run of 12, 4:20.77. Kinwald was now second fastest, but he did post another 12, in a faster time. His run was a 12 4:20.78. Yes, he was just a 1/100 of a second back!

Other 12's were posted by Brian Dunbar at 4:21.44 and Jason Schweitzer at 4:22.87. Quick 11's rounded out the A Main field.

The final round was also a fast one. After this round, a full seven drivers had posted at least one 12 lap run. The fastest of them all was now Greg Hodapp (Trinity/Losi). His run was a 12, 4:17.83. He was followed by J.R. Mitch at 12, 4:19.68. Third on the grid was Todd Hodge at 12, 4:20.30.

The remaining 12's were Brian Kinwald's 4:20.41, Mark Pavidis' 4:20.77, Brian Dunbar's 4:21.44 and Jason Schwietzer's 4:22.07.

To further illustrate how close qualifying had become the remaining 11 lap runs that made the final were all 4:00's. The three final mains looked like they'd be close.

4WD QUALIFYING

With the trucks posting some 12 lap runs and many fast 11's, it was obvious that the 4WD's would have to be in the fast 12 lap bracket. This prophecy also became clear right at the get go.

Another interesting sidebar in this class was the debut of the new Losi prototype XX4. This 4WD car has the best suspension I've seen on a 4WD machine. It was kept under wraps for the entire weekend as it is still in the prototype stage. My viewing of the car, like everybody else in attendance, came from watching it run around the track.

Only the top drivers in the Losi camp actually ran the car. Furthermore, there were only a handful of them available as this is a true prototype, and not really a pre-production model.

Twelve lap runs were being posted faster than pork traveling through a duck. The fastest of these 12's was Greg Hodapp's 12, 4:11.00. He was running one of the Losi prototype cars with a Trinity motor.

Gregg Dennet was second on the grid. His Kyosho/Peak powered car was able to run the 12 laps in 4:15.00

Derek Furatani was third on the



grid. He was just a few tenths off at 4:15.88.

The final round on Friday was up next. Another slew of 12's were posted, but the fastest on this day would be Scott Hughes (Yokomo/Reedy) at 12, 4:06.77.

Greg Hodapp (Losi/Trinity) moved into the second qualifying position at 4:07.75. Third was Greg Dennett at 4:08.09.

Saturday marked the final day of qualifying, with two more rounds ready to be run. And, while nobody was able to topple Hughes' time from the previous day, several drivers did make it into the final in this round.

The final round came (and almost went) without anybody being able to topple Hughes. One driver did, however, and that was none other than Brian Kinwald. He just nipped Hughes' time by a scant 2/10's. Hughes wound up second on the grid with Hodapp third.

2WD QUALIFYING

Although the trucks posted a 12 early, the 2WD cars did not. Fastest run after round one belonged to Greg Hodapp (Losi/Trinity) at 11, 4:02.33. Behind him was Mark Francis (Losi/Reedy) at 11, 4:06.75.

The 12 lap runs would come, and they came in the second round. Chris Bing, the local hero and half-privateer, was the driver to crack the 12 lap bracket in this class. His run was a 12, 4:19.09.

Rhett McNair (Associated/Phantom) moved into the number two spot with an 11, 4:00.45.The remaining field posted runs no slower than 11, 4:02's.

Round three was early Saturday morning. Nobody wants to wait for the last round to get a good run in, so it figured that this round would be fast. Unfortunately, nobody could top Bing's 12 lap run. He still remained the only driver to run that magical 12 lap run in this class, but the field behind him had posted several fast 11's.

With the last round before them, all the drivers knew it was now or never. Up for the round, a total of six drivers managed to post 12 lap runs. Although nobody could topple Bing's round two run, these other 12 lap runs ensured these drivers' positions in the A Main.

Fastest among the slew of round four 12's was Scott Hughes at 4:19.94. Behind Hughes was Mike Weed (4:20.69), Mark Pavidis (4:21.17), Brian Kinwald (4:21.48), Gabe Boudreau (4:21.52) and Jimmy Babcock (4:23.93).



Chris Bing shocked many of the racers in attendance by taking the 2WD class by storm. A local driver, he was only partially sponsered prior to the race.

So with the final round of qualifying complete, most of the drivers set their sights on the main events. All the mains would be run on Sunday, and with the number of entries they had, they'd need most of the day to complete the races.

2WD MODIFIED MAIN

Again, the three race A Main format would be used the decide the '96 champions. Although this format does put a strain on the manufacturers, the drivers do seem to like it.

Race one in this class saw the front four qualifiers jump out and get a good start. A few lead changes occurred among this group, but by the second lap it was Scott Hughes leading the pack.

Chris Bing, who was leading the first lap, flipped it on the second lap, and dropped way back never to return again in this race. This left Mike Weed and Brian Kinwald the only two to try and chase down Hughes.

While Weed and Kinwald were dicing it out for second, Hughes did manage to move ahead of the two. It looked like he would pick up a first race win, when at the 3:15 mark he got tied up. This bobble allowed Weed and Kinwald to move right up on Hughes.

With 45 seconds remaining, the trio battled to the wire. When it was all over this race was won by Scott Hughes. Weed and Kinwald finished in 2nd and 3rd.

Race two was a different story. This race started with the hole shot going to Chris Bing. Not wanting to repeat his first race performance, Bing was very motivated and never looked back. He went on to take race two and set himself up for a National title.

The battle for second and third

The drivers' stand was large and provided an excellent platform from which to control your machine.



was not as clear cut. This war was between Greg Hodapp, Mike Weed and Brian Kinwald. Lap after lap, this group swapped the lead, often without regard to the cleanliness of the pass. In fact, it got down right ugly. It ended with Mike Weed taking the second place finishing spot, and Greg Hodapp taking third. Actually, to be honest it didn't really end. In fact, many of the tempers and hostile feeling toward their fellow man spilled over into the third race.

This third race was not only anticipated because of the feelings created in race two, but because there was no clear favorite going into the race. Bing had taken the second race, with Hughes winning the first. Weed had two seconds. Indeed these three were in control of their own destiny. The others that could win needed help from the field.

The horn sounded and immediately Chris Bing jumped to the front. He was followed by Scott Hughes and Mike Weed. You already got the feeling this was going to be a memorable race, and when it was all over it would be.

The first casualty of the event was Mike Weed. His quest for a National Championship ended with a flip.

This left us with a five car battle that included Bing and Hughes, along with Pavidis, Kinwald and Dave Boudreau. At the two minute mark, Hughes felt that he had spent too much time behind Bing, and tried to make his move. Unfortunately for the two, a tie up ensued and Pavidis got by for the lead.

Pavidis, who had not been a factor in the previous two events made the most of this race and took the win. A win in race three, coupled with a 6th and 5th realistically gave him little chance for the title.

With the leader way out in front, the battle for second became even more important. This battle was between title contenders Greg Hodapp, Scott Hughes and Chris Bing. Bing, this time was the recipient of a collision between two cars, those being Hodapp and Hughes. This enabled Bing to get by them and finish in second spot,

The set of doubles was a spot where all the drivers had to concentrate.



a good enough finish for the title.

Scott Hughes finished in third for race three. That position gave him second overall.

Certainly, I've seen cleaner passing at a club race. And, when this happens, charges of team driving run through the pits faster than Bob Dole can fall off a platform. Was there team driving? I can't say for sure, but I would say that there were some personal paybacks being handed out resulting from race two.

4WD MAINS

Race one of this class saw your TQ, Brian Kinwald and the new Losi prototype get run up the back by an unidentified car. This rear ending caused a major pile-up, that involved almost every car in the race!

The slowing of the top drivers allowed Jason Ruona to move into the early lead. He managed to put a bit of real estate between himself and the rest of the field, enough to take the win in this first race. Finishing in second was Brian Kinwald. He drove through the field and managed to run a fine race despite his bad start. Rounding out the top three was Jimmy Babcock. He too was able to avoid the early pileup for a good finish.

Race two would not be a repeat of race one with respect to the start. Kinwald moved to the front and simply drove away from the field. Never looking back, he went on to take race two.

With another National title within his grasp, Kinwald ran race three with a vengeance. His new Trinity powered Losi prototype was as awesome as he was. Again, it was a cake walk with Kinwald providing all the icing needed to take the win and the title. He won the final race by a full nine seconds!

The horn sounded and immediately Chris Bing jumped to the front. He was followed by Scott Hughes and Mike Weed. You already got the feeling this was going to be a memorable race, and when it was all over it would be.

Finishing in second overall was Jason Ruona. His race one win was coupled with a third place in race two. Third overall was Jimmy Babcock. He had a third place finish in race one and a second in race two.

THE TRUCKS!

This is no longer a "fun" class. I don't mean that the drivers don't have fun, but rather it is just as competitive as the other more traditional classes.

As dirty as the 2WD race was, the trucks which have a reputation for being sloppy at times, was so clean it bordered on being boring! The first race was a good example of this.

The hole shot went to the TQ Greg Hodapp. He was followed by J.R. Mitch and Brian Kinwald. These three drivers stayed in these positions for about four laps, and then Mitch flipped it. Kinwald moved to second, with Pavidis moving into third.

The trio of Hodapp, Kinwald and Pavidis stayed in their respective positions for the entire race. It ended with the three taking first, second and third.

Race two was almost a carbon copy of the first. Hodapp moved to the front early and never looked back. He was never way out in front, but always in control. He took race two, and with it the National title. Brian Kinwald finished in second, capturing that position overall as well. Mark Francis finished in third for race two.

Race three was not even necessary for the top position, as it was

already Hodapp's. However, the other positions were not yet decided and so the race went on. When it was all done, Kinwald took the victory, with Todd Hodge in second and Mark Francis third. Francis would wind up third overall.

The 1996 Modified Off-Road National Championships have to be considered a success. The track was in great shape and the organizers had no problems to speak of.

Little things like Wagonhill using two computers the entire weekend to avoid any problems may go unnoticed by many. But it was that type of preparation and precaution that made this a smooth race.

The race organizers would like me to thank on their behalf Matt Wojtkowiak and Steve Stoll for all their help. They too played an important part in this race's success.

Buggy Modified
A Main
1st - Chris Bing/Losi/Trinity
2nd - Scott Hughes/Assoc./Reedy
3rd - Mike Weed/Assoc./Reedy
4th - Greg Hodapp/
5th - Brian Kinwald/Losi/Trinity
6th - Mark Pavidis/Assoc./Reedy
7th - Gabe Boudreau/
8th - Jimmy Babcock/Losi/Maxtec
9th - Jimmy Jaconson/
10th - Rhett McNair/
B Main
1st - Scott Brown
2nd - Greg Dennett
3rd - Brent White
4th - Mark Francis
5th - Brian Dunbar
6th - Todd Hodge
7th - Gary Guest
8th - Al Mazurkewycz
9th - Paul Snyder
10th - Matt Ledger
C Main
1st - Randy Konruff
2nd - Brent Thielke
3rd - Albert Guardado
4th - Richard Saxton
5th - Darrin Jendreas
6th - Jay Robonette
7th - Craig Chin
8th - Jon Anderson
9th - Jason Ruona
10th - Billy Easton
D Main
1st - Brian Heiges
2nd - Jason Schweitzer
3rd - Chad Buffalo
4th - Alex Guerrero
5th - Frosty St. Clair
6th - Nate Wagner
7th - Peter Toft
8th - Allen Horne
9th - Scott Burns
10th - J. R. Mitch
E Main
1st - Derek Furutani
2nd - Bob Higgins
3rd - MAtt Lee
4th - Chad Phillips
5th - Albert Clemons
6th - Brian Kadow
7th - Brian Chmielowicz
8th - Anthony Andrews
9th - Jeff Wittman
10th - Chuck Berg
F Main
1st - Ben Faulk
2nd - Brian Handwork
3rd - Chris White
4th - Todd Lewis
5th - Jim Gard
6th - Craig Xavier
7th - Rob Schaffer
8th - Adam Drake
9th - Ben Priest
10th - Todd Cariseo
G Main
1st - Dave Graboski
2nd - Mike Stoll
3rd - Dave McEwen
4th - Brad Reelfs
5th - Tony Crowell
6th - Bryce Beaver
7th - Steve Smith
8th - Brian Karman
9th - James Stoudt, Jr.

10th - Robert Gillespie/DNS

H Main

1st - Toby Walker
2nd - Clayton Petree
3rd - Bill Bridges
4th - Dave Brummett
5th - Jeff Lewis
6th - Mike Hoffpanir
7th - Darren Westman
8th - Jim Franz
9th - Dustin Biber
10th - Mark Harrison/DNS

I Main

1st - Jason Brown
2nd - Jacob Pritchard
3rd - Dean Karns
4th - Jason Jakubczyk
5th - Mike Thomas
6th - Jeff Durling
7th - Gary O'Brien
8th - Alvin Guy, III
9th - Jack Leigham
10th - Troy Weber

J Main

1st - Mark Reel
2nd - Mark Ingle
3rd - Mike Powell
4th - Shawn Rosenau
5th - Steve Brummett
6th - Shawn Nibbelink
7th - Jordan Kalev
8th - Mike McMahon
9th - Doug Terpstra
10th - Jason Ashton

K Main

1st - Brian Lavigne
2nd - Robert McAulay
3rd - Donald Jackson
4th - Chris Wolfson
5th - Brian Koch
6th - Matt Kirby
7th - Doug Venner
8th - Ben Buckingham
9th - Sohrab Tavakoli
10th - Travis Dupree

L Main

1st - Nick Lasley
2nd - Bob Horlocher, Jr.
3rd - Kevin Westendorf
4th - Scott McDonald
5th - Paul Dalton
6th - Shawn Planko
7th - Bob Zahn
8th - Jeff Ingle
9th - Brian Roeder
10th - Keith Manton

M Main

1st - Michael Mulherin
2nd - Dale Chronister
3rd - Philip Moore
4th - Ed Godula
5th - Jeff Higgins
6th - Tommy Brolsma
7th - Jack Neary
8th - Darrin Leist
9th - Kevin Ganoe
10th - John Roth

N Main

1st - Jeff Abler
2nd - Mike McBride
3rd - Mike Marshall
4th - Gary Bennett
5th - Rob Betts
6th - Bruce Wolferz
7th - Eric Gilliland
8th - Eric Chambers
9th - Billy Kibler
10th - James Radford

O Main

1st - Gregory Wilks
2nd - T. J. Bradley
3rd - Ken Swanson
4th - Michael Mattis, Jr.
5th - Armondo Prieto
6th - Scott Johns
7th - Crystall Crowell
8th - Chet Kelsey
9th - Brad Zeldin
10th - Scott Ludwig

P Main

1st - Richard Bronson
2nd - Tommy Rogers
3rd - Chris Koetsch
4th - Jason Morales
5th - Jeff Carroll
6th - Rick Rusinski
7th - Bob Moore
8th - Michael Hill
9th - Jeff St. Pierre
10th - Mark Ellis

Q Main

1st - Tony Turk
2nd- Stuart Patrick
3rd - Danny Simms
4th - Matt Williams
5th - Evan Bradley
6th - Ronald Savoie
7th - Doug Cohn
8th - Demeterius Blount/DNS
9th - Homer Allman, Jr./DNS
10th - Jory Bice

R Main

1st - Jeremy Taylor
2nd - Edward Weaver, Jr.
3rd - Marc Pritchard
4th - Paulo Aguiar
5th - Larry Dellegrotto
6th - Don McMillan
7th - Toney Ellis
8th - Jim Needle/DNS
9th - Al Jones/DNS
10th - Sal Martolli/DNS

S Main

1st - Dave Bowman, Jr.
2nd - Joel Miller
3rd - Shawn Brooks
4th - Alex Pelissier
5th - Richard Mark, Jr.
6th - Jason Bozek
7th - Fred Kelsey
8th - Steve Beamsderfer
9th - Robert Fallows
10th - Brad Carey/DNS

T Main

1st - Jason Ramsey
2nd - Kevin Boyle
3rd - Dennis Thompson
4th - Jane McMillan
5th - Bob Fallows
6th - Matt Ehnes
7th - Lance Vaughn
8th - Mike Carben
9th - Gary Struckhoff

4WD Modified
A Main
1st - Brian Kinwald
Losi/Trinity
2nd - Jason Ruona
Yokomo/Reedy
3rd - Jimmy Babcock
Losi/Trinity
4th - Brent White
Kyosho/Peak
5th - Greg Dennett
Predator/Maxtec
6th - Billy Easton
Yokomo/Reedy
7th - Scott Hughes
Yokomo/Reedy
8th - Derek Furutani
Losi/Trinity
9th - Greg Hodapp
Yokomo/Maxtec
10th - Jon Anderson
Schumacher/Trinity
B Main
1st - Albert Clemons
2nd - Matt Lee
3rd - Todd Cariseo
4th - Jeff Lewis
5th - Matt Ledger
6th - Jimmy Jacobson
7th - Alex Guerrero
8th - Brian Kadow
9th - Dean Karns
10th - Robert Gillespie/DNS
C Main
1st - Frosty St. Clair
2nd - Allen Horne
3rd - Brad Reelfs
4th - Albert Guardado
5th - Keith Manton
6th - J. R. Mitch
7th - Dustin Biber
8th - Jeff Wittman
9th - Jason Ashton
10th - Brian Heiges/DNS
D Main
1st - Anthony Andrews
2nd - Steve Smith
3rd - Mike Hoffpanir
4th - Richard Saxton
5th - Chris White
6th - Nick Lasley
7th - Jason Brown
8th - Bill Bridges
9th - Jim Gard/DNS
10th - Ben Faulk/DNS
E Main
1st - Chuck Berg
2nd - Donald Jackson
3rd - Shawn Nibbelink
4th - Jack Leigham
5th - Bob Horlocher, Jr.
6th - Ronald Savoie
7th - Michael Mulherin
8th - Mark Ellis
9th - Jeff Ingle
10th - Travis Dupree/DNS
F Main
1st - Jeff Jackson
2nd - Clarence Barbour, Jr.
3rd - Mike McBride
4th - Richard Bronson
5th - Joseph Sammut
6th - Michael Knight
7th - Jeff St. Pierre
8th - David McCaslin
9th - Edward Weaver, Jr.
10th - Paulo Aguiar
G Main
1st - Marc Pritchard
2nd - James Radford
3rd - Nuno Aguiar
4th - Russell Sims
5th - Robert Caruso
6th - Al Mazurkewycz/DNS
Truck Modified
A Main
1st - Greg Hodapp
Losi/Trinity
2nd - Brian Kinwald
Losi/Maxtec
3rd - Mark Francis
Losi/Phantom
4th - Todd Hodge
Losi/Trinity
5th - Brian Dunbar
Assoc./Reedy
6th - Mark Pavidis
Losi/Trinity
7th - Scott Brown
Losi/Phantom
8th - J. R. Mitch
Assoc./Reedy
9th - Jason Schweitzer
Losi/Trinity
10th - Sohrab Tavakoli
DNS/Losi/Peak
B Main
1st - Derek Furutani
2nd - Scott Hughes
3rd - Richard Saxton
4th - Jimmy Jacobson
5th - Matt Lee
6th - Mike Stoll
7th - Craig Chin
8th - Al Mazurkewycz
9th - Billy Easton
10th - Mike Weed
C Main
1st - Chad Phillips
2nd - Jim Gard
3rd - Chris White
4th - Matt Ledger
5th - Jimmy Babcock
6th - Rhett McNair
7th - Gary Guest
8th - Brent Thielke
9th - Adam Drake
10th - Jason Ruona
D Main
1st - Greg Dennett
2nd - Alex Guerrero
3rd - Brian Heiges
4th - Nick Lasley
5th - Allen Horne
6th - Brad Reelfs
7th - Bryce Beaver
8th - Albert Clemons
9th - Gabe Boudreau
10th - Frosty St. Clair
E Main
1st - Jay Robinette

2nd - Dustin Biber
3rd - Todd Cariseo
4th - Dave McEwen
5th - Albert Guardado
6th - Mike Thomas
7th - Mike Powell
8th - Peter Toft
9th - Mike Hoffpanir
10th - Chris Bing

F Main

1st - Chad Buffalo
2nd - Toby Walker
3rd - Steve Brummett
4th - Todd Lewis
5th - Paul Snyder
6th - Brian Karwan
7th - Jeff Lewis
8th - T. J. Bradley
9th - Shawn Rosenau
10th - Jason Ashton

G Main

1st - Mark Ingle
2nd - Clayton Petree
3rd - Mark Harrison
4th - Craig Xavier
5th - Cary Bennett
6th - Benji Lacrosse
7th - Troy Weber
8th - Jacob Pritchard
9th - Rob Betts
10th - Anthony Andrews/DNS

H Main

1st - Jefff Durling
2nd - Rick Wright
3rd - Scott Ludwig
4th - Kevin Ganoe
5th - Jeff Schroeder
6th - Jeff Higgins
7th - Doug Venner
8th - Alvin Guy, III
9th - Robert Carouso
10th - Dave Brummett

I Main

1st - Mark Reel
2nd - Ed Godula
3rd - Gary O'Brien
4th - Mike Demayo
5th - Jim Franz
6th - Dave Beam
7th - Paul Dalton
8th - Eric Clark
9th - Shawn Wright
10th - Al Jones/DNS

J Main

1st - Doug Bonomo
2nd - James Shaver
3rd - Jeremy Taylor
4th - Scott Heckert
5th - Jeff Ingle
6th - Jeff Jackson
7th - Tommy Brolsma
8th - Bruce Wolferz
9th - Jeff Patrusso
10th - Tim Voss

K Main

1st - Jeff Abler
2nd - Bob Moore
3rd - Michael Kruck
4th - Ken Swanson
5th - Steve Lafara
6th - Don McMillan
7th - Toney Ellis
8th - Shawn Planko
9th - Edward Weaver. Jr.
10th - Mike McGhee/DNS

L Main

1st - Clarence Barbour, Jr.
2nd - Michael Mulherin
3rd - Paul Bianchi
4th - Rick Priest
5th - Marc Pritchard
6th - Phil Do
7th - Richard Bronson
8th - Amber Freed
9th - Homer Allman, Jr./DNS
10th - Frank Peachock/DNS

M Main

1st - Shawn Brooks
2nd - Billy Kibler
3rd - Nuno Aguiar
4th - Jeff Crowell
5th - Gregory Wilks
6th - Kris Cooper
7th - Jay McCarthy
8th - John Pope
9th - Blaine Fellows
10th - Wayne Gerber

N Main

1st - Michael Mattis, Jr.
2nd - Jeff St. Pierre
3rd - Chad Parry
4th - Dan Garfinkel
5th - Michael Freed
6th - Daniel Williams
7th - Jim Cooper
8th - Michael Hill
9th - Jason Bozek/DNS
10th - Brad Zeldin/DNS

O Main

1st - James Radford
2nd - Eric Gilliland
3rd - Sean Cram
4th - Jim Needle
5th - Jeff Carroll
6th - Chuck Chambers
7th - Jane McMillan
8th - Joe Dirk
9th - Bill Aholt/DNS
10th - Brad Carey/DNS

P Main

1st - Michael Prieto
2nd - Rick Rusinski
3rd - Rob Schwenke
4th - Sonny Do
5th - Justin Coffee
6th - Douglas Hipkins
7th - Robert Fallows
8th - Kevin Boyle
9th - D. J. Hipkins
10th - David McCaslin

Q Main

1st - Richard Mark, Jr.
2nd - Dave Bowman, Sr.
3rd - Tom Gilliland
4th - Bob Fallows
5th - Billy Crabtree
6th - Demeterius Blount/DNS

CP

The 1996 1/8 On Road Gas Pre-Worlds

By Mike Myers

An overall view of the circuit. This track, located in Toluca, Mexico is owned by Luis Garcia Blake. The circuit, located in the high mountains of Mexico is at an elevation of around 8,000 feet!

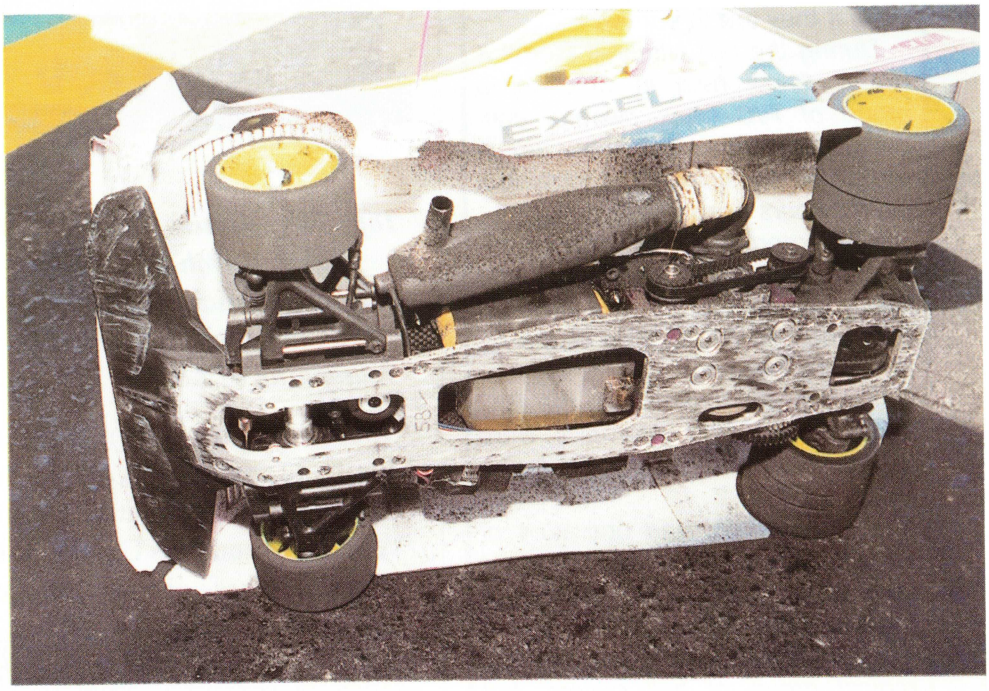


The 1997 1/8th Gas On-Road World Championships will be held at Mr. Luis Garcia Blake's Club R.C. Pegaso in Toluca, Mexico. The Pre-Race (so racers can test and learn the track conditions) was held the first week of June, 1996. Art Carbonell, Doug McNeely and I flew to Mexico City Saturday, June 1st. Mexico City is surrounded by mountains which trap the smoke and dirt; while flying in, we could barely see the city through the smog. Toluca is up in the mountains, where the air is fresh and clear. Actually the altitude of Toluca is one of the reasons why everyone wanted to come out for the Pre-Worlds, to learn how to get their .21 size gas engines to run well at 8,000 feet above sea level.

All the big race teams were represented. The BMT, Picco, and Serpent teams were there in force, with Peter Bervoets (President of Serpent) representing Serpent, Albert Picco (owner of Picco) representing Picco, and Mike Queller (President of Speeedline, American distributor of BMT cars) representing BMT.

During the opening ceremonies, a representative from each country raised that country's flag, as that country's National Anthem was played. The representatives were Stewart Grant (Australia), Francisco Carrillo (Brazil), Michael Salven (Germany),







Top: Michael Salven being interviewed after the race. Fortunately, he was in better shape than his car (middle). Bottom: The racers who made the final.

ATTENTION

R/C Tracks
Owners and Operators

Every R/C track owner in the country should be concerned about the present state of the R/C track industry. A declining customer base and a dwindling track population is not a sign of a good healthy industry.

The peak years have passed. The cost to operate a R/C track have risen. The profits have fallen. The track owners must do something if they are to survive.

During the last National Model & Hobby Show held in Chicago, a group of R/C track owners, concerned about the state of our industry, talked seriously about forming a track owners association.

RCMA represents the radio manufacturers, RCHTA represents the hobby manufacturers and distributors, and NRHSA represents the retail hobby dealers.

Isn't it about time that the R/C track owners and operators were represented and had a voice in the hobby industry ?

If the owners and operators of R/C tracks are to survive they must step forward and take charge of their own destiny.

This is not a solicitation to join a radical group of hell raisers, but rather a call to join a group of concerned track owners interested in the future of R/C racing in America.

The proposed national association would be a not-for-profit corporation and would be run by and for the track owners and operators.

Track owners and operators interested in forming an association contact Jess Brockman at:

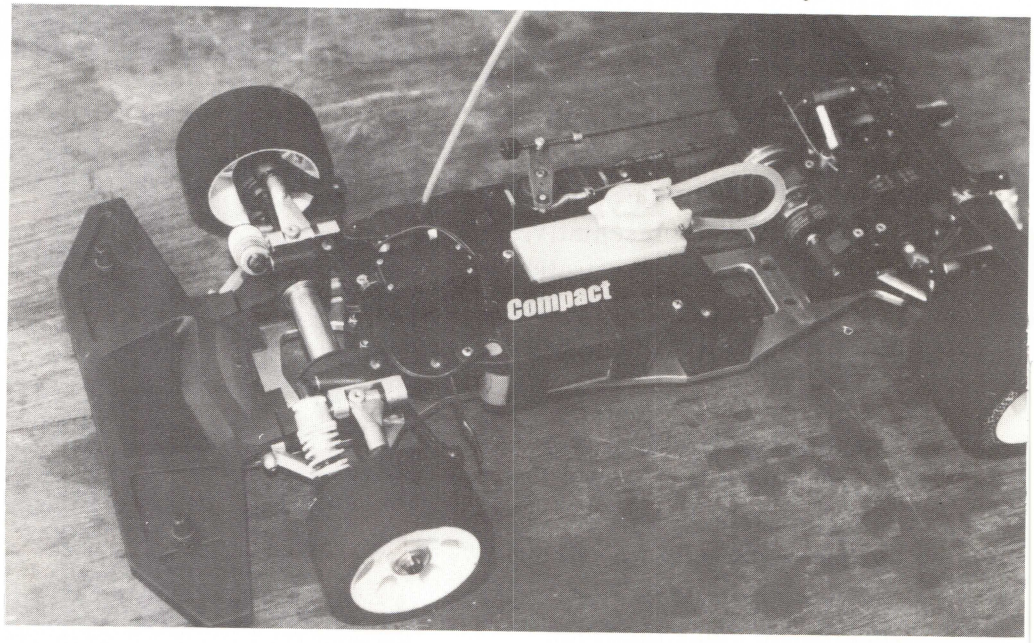
MHOR R/C Raceway
15540 E. Batavia Drive
Aurora, CO 80011
or at (303) 343-0151 from Noon and 9pm Tue. thru Fri. (MST).



Top: The winners, left to right. Ralph Burch, Mauricio Busnardo, Michael Salven and Art Carbonell. Bottom: The machine of Alberto Picco.

Alberto Picco (Italy), Tadashi Morita (Japan), Mike Queller (United States), Renato Tradardi (Venezuela) and Luis Garcia Blake (Mexico). Three flags were then raised simultaneously by John D. Grant (representing IFMAR), Leopoldo Perez (representing FEMARC), and David Mancilla (representing Club RC Pegaso).

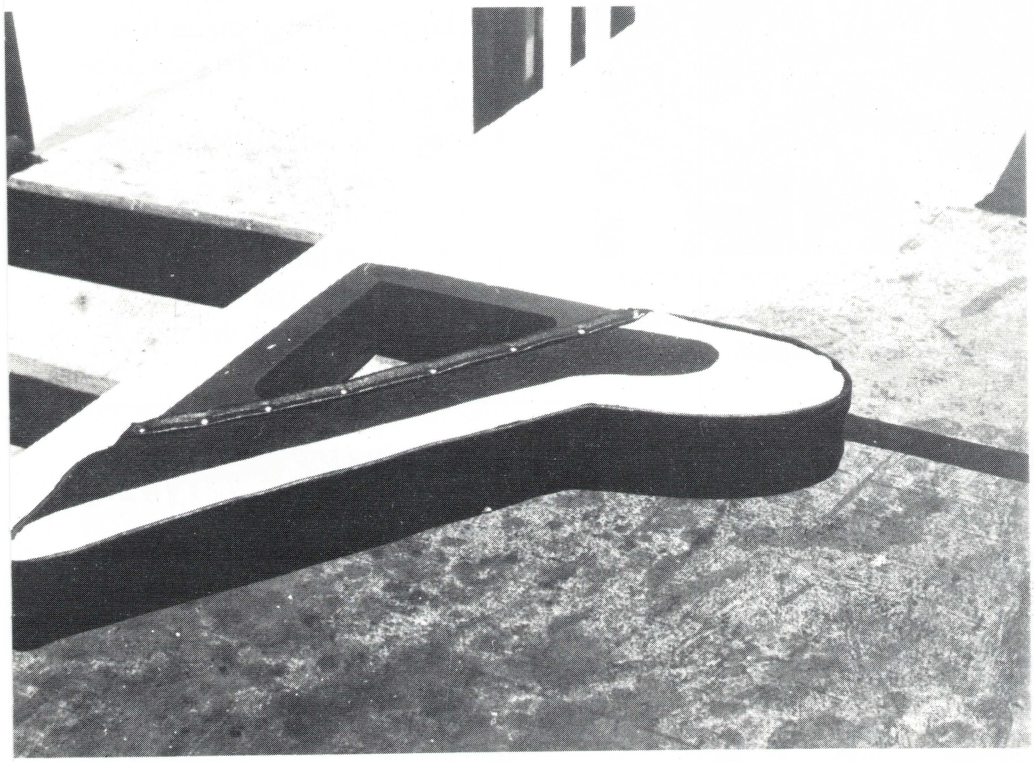
Mr. Luis Garcia Blake, the owner of Club RC Pegaso, was constantly walking around, making sure the racers had whatever they needed, and that everything was working smoothly. He made



the event seem more like a giant party we had been invited to, with Mr. Blake being the host. Mr. Blake, is a "perfectionist", wanting everything to be the best it could. He certainly made this race track into a showcase of what is possible.

Mr. Blake was not only hosting the event, but also competing in it. At one point, Art Carbonell, Michael Salven, and Mr. Blake, were out on the track at the same time. Although Art and Michael were faster, Mr. Blake hung right in there with them, taking a similar line, and doing an excellent job of controlling his car.

Early in the week, Team Serpent posted the set-up sheets from Michael Salven's car. The set-up was based on information collected by the Ser-



One of the great things about this circuit was the pit area. Every pit position had a "bumper" just like this in front of it.

pent Dataloggers in Michael's car and in Art Carbonell's car. Any racers competing at this event were welcome to bring their cars over to the Serpent work area, for help in getting their cars to run well. The BMT crew also posted a set-up sheet with the latest set-up being used by Ralph Burch and Chris Tosolini.

Saturday, Day No. 1

Saturday was spent mostly getting a tour of the racing facility, and learning where things were located. There were perhaps 25 or so racers already set-up and out on the track practicing. The day ended with a rainstorm that drenched the track.

Sunday, Day No. 2

We woke up Sunday only to find that it was raining again. This meant a

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The drivers' stand was another great feature of this superb circuit located in the Mexican highlands. This tall stand gave the drivers excellent visibility at every location on the stand.

leisurely breakfast, driving out to the track only when the sun came out and started to dry things off. We got to the track to find the track crew hard at work, drying, cleaning, and sugar-watering the track surface. There's a large hand-held device that puts out a thick spray of sugar water. With this device, coating the whole track went very quickly. By early afternoon the racers were out on the track practicing. It's a good thing the track is as large and forgiving as it is ... there were a LOT of cars out there running together.

Monday, Tuesday, Wednesday, Day 3, 4 and 5

The schedule was revised to give the racers three days for practice and testing. The weather was very pleasant during the day, but

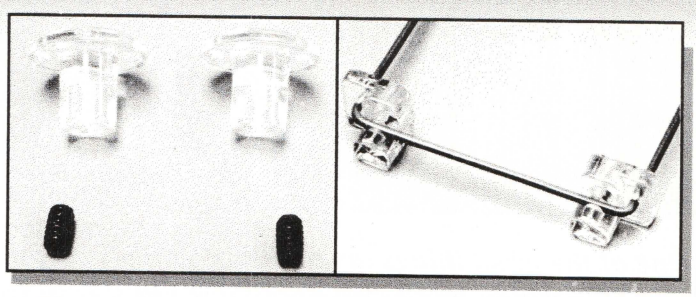
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The Road To Choosing An R/C Car Magazine

Lesson: 1

Which of the following sentences will not appear in **Competition Plus.**

"The bitch'n, rad, tubular, neon pink and green, outrageous, mind-blowing, narly, totally awesome . . ."

or

"The lowered internal resistance, plus chemical changes resulting from the discharge conditioning process, allow me . . ."

Answer: Obvious

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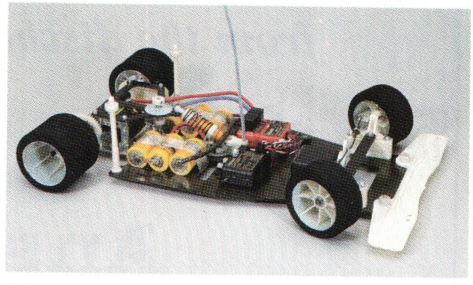


KENT CLAUSEN

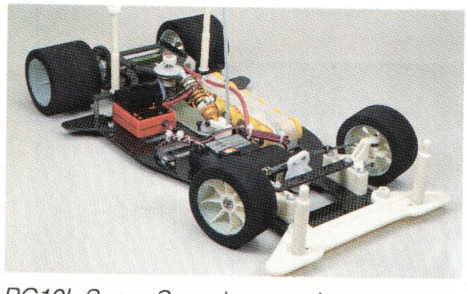
CLIFF LETT

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

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



RC10L on road



RC10L Super Speedway oval

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

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

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it got cold when the sun went down. All the racers were fighting the same problem. At 8,000 feet elevation, the air is very "thin". The effect this had on all of us (except the locals) was to make any physical work very tiring; you felt "out of breath" from such simple activities as running or walking upstairs. The effect on cars was that the fuel mixture had much less oxygen, and therefore the engines produced less power. The cars seemed so slow at first, that after watching Mauricio Busnardo practicing, Art Carbonell asked him if he was breaking in an engine. Of course, when Art took his own car out on the track for the first time, it also felt pathetically underpowered.

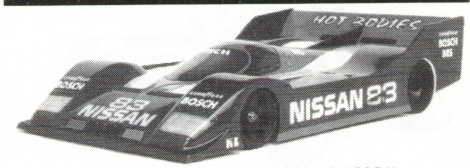
For this reason, the decision was made to let the racers use 40% nitro fuel, rather than the standard 25% fuel. The lack of power was the same for everyone. Not only was the altitude greatly reducing the power these .21 size engines could produce, but the various tuning settings also changed constantly due to changes in outside temperature, humidity, and atmospheric pressure. This increased the importance of other factors that effect performance, such as car weight and friction. It was imperative to get the weight down to the legal limit, and to make all parts of the drive system as free-turning as possible.

On Wednesday morning, the technical inspection crew had their equipment set-up, and was hard at work checking cars. Each car was checked for fuel tank capacity, and the fuel nitro level. To check the fuel tank, the fuel line to the engine was disconnected, and a big syringe type device was used to suck all the fuel out of the tank. Once that tank was empty, the fuel volume was measured in

The hired turn marshals did an excellent job throughout the event.



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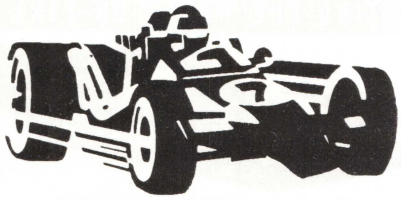


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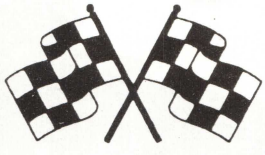


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a graduated beaker. The specific gravity of the fuel was measured, to check that the nitro content was not more than 40%. The car was then checked for maximum car width, and minimum weight (2500 grams).

Thursday, Day #6

Each of the racers had been assigned an entry number when they signed up. The day started out with the racers being divided into group "A" (the even-numbered racers) and group "B" (the odd-numbered racers). Each of these two groups was sub-divided into three heats. For each of these heat, there was a ten minute practice session, to make sure the racers in each could run together, without radio interference problems. After lunch, the real qualifying began, with two rounds of ten minute qualifiers for each heat. At the end of the first day of qualifying, Alberto Picco was TQ.

Thursday also saw the Concours competition. About a dozen beautifully painted cars were lined up for everyone to look over. A large crowd quickly surrounded them. Ralph Burch's car was declared the winner, over some very stiff competition.

Friday, Day #7

On Friday, there were two rounds of qualifiers in the morning, and an additional two rounds in the afternoon. After four rounds of qualifying, Ralph Burch was TQ, a position that he retained over the next two rounds. When qualifying was completed, the finals were set-up. The top four qualifiers (Ralph Burch, Alberto Picco, Frank Calandra, and Michael Salven) were immediately given a spot in the final. The next 14 fastest racers were given a spot in one of the two semi-finals (one semi-final each for "odd and "even" numbered racers). The next 14 fastest racers were given a spot in one of the two quarter-finals (again, one quarter-final each for "odd" and "even" numbered racers.) The remaining racers were given spots in the two one-eighth finals (again, one each for "odd" and "even").

The twenty-minute one-eighth finals were held late in the day, Friday. The three top finishers in each bumped up to the quarter-finals, to be held the following morning. They were odd: Gonzalo Mora Beltrami, Jorge Roca Ferrer, and Nicola Ruschini; and even Eduardo Pacheco Paz, Jose Roberto Orlando, and Carlos Medina Vazquez. These three, plus the seven racers already placed in each of the quarter-finals, made a ten car race, which all the remaining races would be.

Saturday, Day #8

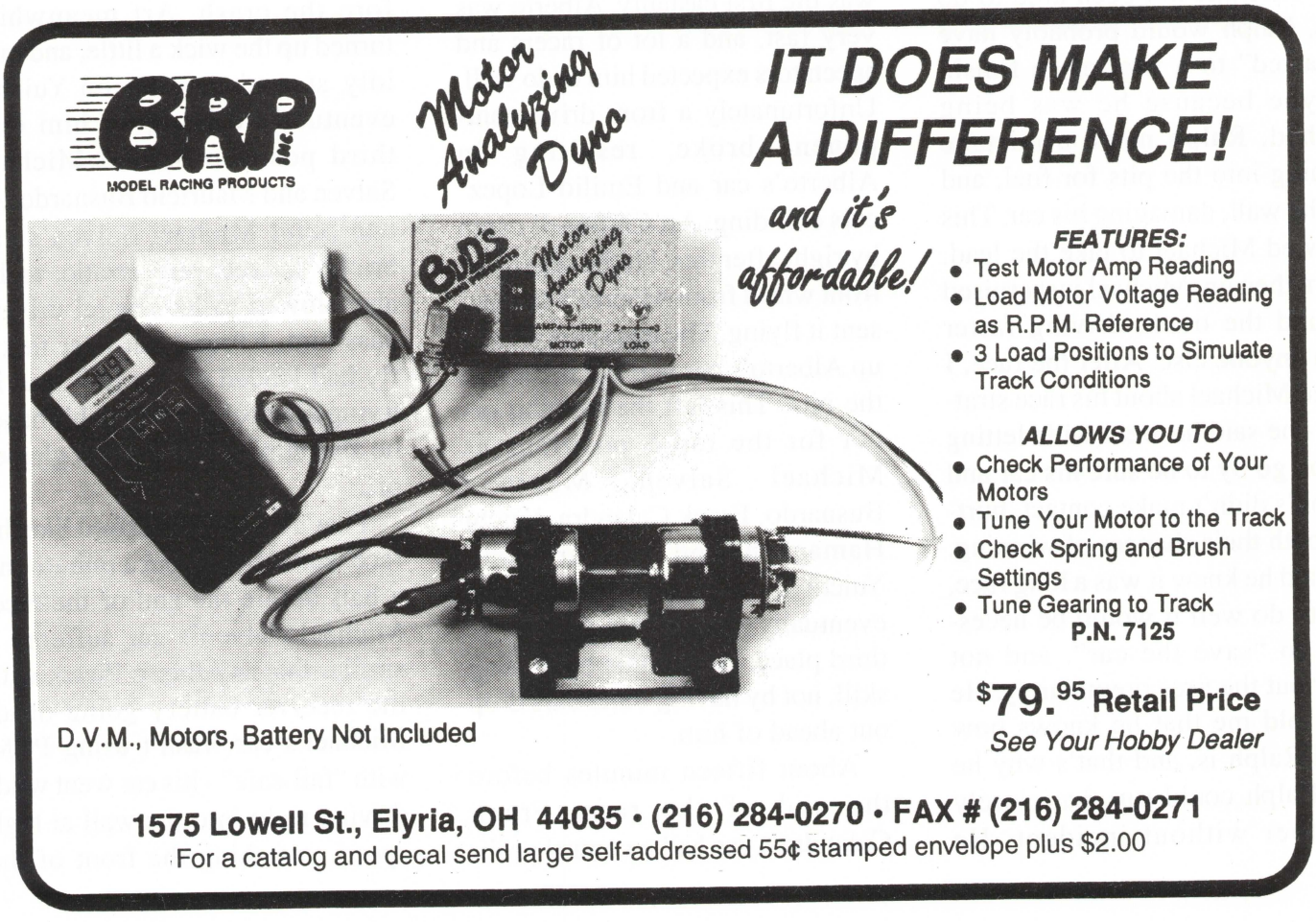
Saturday was the big day. The weather man must have realized this - after dreary weather the previous few days, Saturday was bright and sunny. This type of weather meant the cars would be slower, but it was great for the dozens of spectators who filled the stands and surrounded the track. The two twenty-minute quarter-finals were held first. Again, the top three racers in each bumped up into the semi-finals (odd: Luis Gustavo Crivellado, Luis Garcia Blake, and Ricardo Patino Adorno; even: Sergio Doangelo Moras, Carlos Mastretta Aguilera, and Claus Schinkel Brault). After a short break, the two thirty-minute

semi-finals were held. The top two finishers in each semi-final bumped up into the big race, the main final. They were (odd: Chris Tosolini and Yuichi Hamaguchi; even: Mauricio Busnardo and Arturo Carbonell). The rules state that the next two fastest finishers from either semi-final also bump up. As it happened, the next two fastest racers were Stewart Grant from the odd-race, and Emilio Lopez Rodriguez from the even. These six, plus the four fastest racers who already earned a spot in the final, made up the ten car main final.

There was a leisurely lunch break, after which there was a one-hour session for any car that qualified for the final, followed by a second hour practice session only for the top four qualifiers. When the practice sessions were completed, the main event was ready to start. The starting line-up was Ralph Burch, Alberto Picco, Frank Calandra, Michael Salven, Chris Tosolini, Yuichi Hamaguchi, Mauricio Busnardo, Stewart Grant, Arturo Carbonell, and Emilio Lopez Rodriguez.

Each of the racers was announced, from last to first, and each of them got to take a lap around the track for the spectators to see what their cars looked like. After this, there was a ten minute warm-up period. After the warm-up, the cars were lined up in the starting area, and the flagman released them, one by one, to take a final warm-up lap. The cars then got lined up alongside the side of the track, and the countdown started, from 10 to 0. A few seconds before the countdown reached 0, the announcement was made for the pitmen to place the cars on the ground.

The race started, and the cars took off, in-line (like a train), with no wrecks. It was a very smooth start for an R/C car race. The cars kept more or less in line, with Ralph Burch extending his lead in the #1 car to twenty feet or so, then the rest of the cars one after the other. They went around the track like this for several laps. At the time I was thinking Ralph had the fastest car, or the best line, and he was going to run away with the



race. Still, an hour is a long time. To win, you have to drive flawlessly for the whole time, with no mistakes. You also need some luck, to not get taken out by another car.

Several laps in, Michael Salven in the #4 car started shortening the distance between himself and Ralph. Each lap he would gain a little more, just a few feet each lap. He caught right up to Ralph, and just hung in there, following him. Then, in the big sweeper at the end of the straight-away, Michael passed Ralph on the inside, then went wide on the next turn and Ralph went back by Michael - all this to the roar of the crowd! I don't know if Michael was "racing" Ralph, or (as other racers told me later) just putting the pressure on Ralph, letting him know that Michael was right there with him. Had Michael not been able to do this, Ralph would probably have "coasted" to a first place finish. Maybe because he was being pushed, Ralph made a mistake coming into the pits for fuel, and hit the wall, damaging his car. This allowed Michael to take the lead. From then on, Michael just cruised around the track, driving faster than anyone else. After the race, I asked Michael about his race strategy - he said he went wide letting Ralph go by to be sure his car and Ralph's didn't make contact, hurting both their chances of winning. He said he knew it was a long race, and to do well it would be necessary to "save the car", and not wear out the tires prematurely. He also told me that he knows how good Ralph is, and that's why he and Ralph could run that closely together without incident. He wouldn't try that with most drivers. He also told me that since he was able to close in on Ralph, he knew he had the power, and he could back off a little, saving the car for later in the race.

Art Carbonell and his pitman Doug McNeely realized early on that Art didn't have the speed to win the race outright, so they used a different strategy. Many racers were pitting every 4 to 4 1/2 minutes. Doug brought Art in every 5 1/2 minutes, which would save time, and Art drove a flawless race at his own pace, staying in contention, but never damaging or using up the car, leaving quite a bit in reserve for the end of the race. Due to some mis-communication with Doug, Art came in one time at 5 3/4 minutes.

Alberto Picco driving the #2 car was the first casualty. Alberto was very fast, and a lot of racers and spectators expected him to do well. Unfortunately a front drive component broke, resulting in Alberto's car and Emilio Lopez' cars colliding. Art Carbonell came by right after this, hit the separated front wheel from Alberto's car, and sent it flying. The marshals picked up Alberto's car and ran it back to the pits. This left the running order for the top 5 positions as Michael Salven, Mauricio Busnardo, Frank Calandra, Yuichi Hamaguchi and Art Carbonell. Yuichi drove an excellent race, and eventually worked his way up to third place. He did this by driving skill, not by having other cars drop out ahead of him.

About fifteen minutes before the end of the race, Frank Calandra's car had a control problem, probably due to the battery pack or the wiring going bad. His car ran into the wall at the end of the straight, and spent the next minute or so with the engine wide open as the marshals tried to grab the car and kill the motor. Frank was out. Five minutes later, Alberto Picco's Picco came into the same turn, and just stopped dead right in the middle of the turn. The voltage in his receiver pack had dropped so low that the "fail-safe" unit shut the car off. Art Carbonell came up on the Picco and went wide, missing it, but Yuichi came through the turn at top speed and ran straight into the Picco. Some quick repair work got Yuichi back out on the track, but he was only a little bit ahead of Art Carbonell, and his car wasn't working as well as it had been before the crash. Art meanwhile turned up the wick a little, and rapidly started gaining on Yuichi, eventually driving by him into third position behind Michael Salven and Mauricio Busnardo. At one point Michael Salven's car briefly looked very erratic, as he also slowed to let several drivers pass him. I found out later that a fly had landed on his face, and in trying to knock it off with his hand, he also almost bumped his glasses off.

That's the way it looked like the race would finish, but a minute and a half before the end of the race, Michael Salven's car suffered a similar fate as Alberto Picco, with the receiver battery going dead. Michael's car wasn't using PCM with "fail-safe" - his car went wild, driving right into the wall at high speed, smashing the front of the

chassis, and taking Michael out of the race. The 60 minute race ended with Mauricio only 15 seconds away from crossing the finish line with his 205th lap. Had he done so, he would have won, but as it was, he and Michael both had 204 laps, and since Michael had the lowest time (58 minutes, 44.77 seconds), Michael won, with Mauricio taking second (204 laps in 1:00:05.30). Art Carbonell finished up his flawless run in third place, one lap back. Yuichi Hamaguchi took fourth. They were followed by Ralph Burch, Alberto Picco, Frank Calandra, Stewart Grant, Emilio Lopez, and Chris Tosolini. It was an exciting end for a very good race!

Many people made this event possible. First and foremost is Mr. Luis Garcia Blake, owner of Club RC Pegaso. He did everything possible to make the event thoroughly enjoyable. Sander B. DeGraff, EFRA 1/8 I.C. Track Chairman came to Mexico from Europe to be the EFRA Representative, and also to serve as Race Director. His Assistant Race Directors were David Mancilla and Alfredo Rosas. Track Supervisor was Jorge Hernandez. The Technical Inspection Team was Alejandro Flores and Ricardo Gutierrez. Time Keeping Supervisor was Margil Vallejo. Time Keeping Operators were Guillermo Alvaro, Nora Mondragon, and Monica Mondragon. The Frequency Control people, who ran Radio Impound, were Susana Luna and Alejandro Gonzalez.

Thanks to every one of you, and we'll see you a year from now, when the official 1/8 Gas On-Road World Championship is held!



RACIN' PLACES

ALABAMA

THUNDER ROAD SPEEDWAY
Racing indoors on carpet for 1/10 and 1/12 scale cars is what's in store for those of you who come out to this track. Also the largest Concrete Oval is now open for 1/10 and 1/12. Along with the circuits, this speedway also has a hobby shop, snack bar, AC, power and RV access. In addition, all scoring is done with an auto count system. The track is located at 108 Park Road, Pleasant Grove, AL 35127. For their latest racing schedule call (205) 744-0107.

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 parking lot asphalt oval and road course. 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; 9180 East Indian Bend Rd., at Pima, Scottsdale, AZ (602) 948-3946.

HOBBYTOWN RACEWAY, TUCSON
If you've got it you can probably race it at this track! There are classes for 1/12, 1/10 and 1/8 scales in both gas and electric versions. There's off-road, dirt oval, paved oval and asphalt road racing here. Along with the tracks there's a hobby shop, snack bar, A/C power, auto count and R.V. access. The track is at 1102 E. 22nd St., Tucson, AZ 85704. Call them for their latest racing schedule at (520) 882-8888.

FRANK'S HOBBY HOUSE
Frank's has racing for 1/12 and 1/10 electric on and off-road cars. Their track is indoors on carpet, and along with the track there is a hobby shop, AC power and scoring is done via an auto count system. The track is at 19401 N. Cave Creek Rd., Phoenix, AZ 85023. Phone them for their schedule at (602) 992-3495.

ARKANSAS

TRI STATE R/C
On-road and paved oval 1/10 cars will find a home at this facility. Racing is done on an indoor carpet track, and along with the circuit there is a hobby shop, snack bar, A/C power and scoring is done with an auto count. The track is at 409 North 4th, in Fort Smith, AR 72901. For more information call (501) 783-4038.

RC MOTOR PLEX
This is a complete facility, with racing for 1/12, 1/10 and 1/8 gas and electric cars. This indoor/outdoor track features racing for on-road, off-road, and dirt oval. Along with the tracks there is a hobby shop, snack bar, AC power, and RV access. In addition, scoring is done via and auto count system. The track is at 204 Best Industrial Dr., Jonesboro, AR, 72401 - (501) 931-3278.

U-DRIVE-UM RACEWAYS
Off-road and oval 1/10th scale electric cars are what's running at this track. Along with the indoor track, they have a hobby shop, A/C power and scoring is done with the use of an auto-count system. The track is at 3500 Grand Ave., Ft. Smith, AR, 72904. For the latest racing schedule or for more information call (501) 783-9405.

CALIFORNIA

R/C SPEEDWAY & HOBBIES
racing for 1/10 electric cars on an off-road indoor track. The track is dirt, and the facility features a hobby shop, snack bar, AC power and there is an auto count system. The track is located at 1453 N. Milpitas Blvd., Milpitas, CA 95035. Phone them for their schedule at (408) 263-4228.

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 & Saturday. Classes for both the electrics and gas cars. The facility is at 1655 E. Mission Blvd., Pomona 91766. Call (909) 623-1506 for times and special events.

MERCED RADIO CONTROL AUTO RACES
All 1/10 scale with AMB autocount timing and scoring. Located at Merced Airport, East of Highway 99. We have a 430 foot on road track and a 246 foot dirt oval. We also have an off-road track. Covered pit tables, restrooms and plaques or merchandise for awards. For information and the latest racing schedule call (209) 383-5352.

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.

LUCERNE VALLEY RACEWAY
Off-road gas and electric cars race on this outdoor track. The surface is dirt, and in addition to the circuit there is a hobby shop and A/C power. The track is at 32800 #4 Old Woman Springs Rd. (P.O. Box 2047), Lucerne Valley, CA 92356. (619) 248-7305.

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.

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

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

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

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

NORRCA (National Organization for Radio Controlled Autos)
1651 W. Foothill Blvd., #232, Upland, CA 91786 - Phone: (909) 944-5381 - Fax: (909) 944-2996.

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.

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.

FREEDOM PARK RACEWAY/VENTURA ROAD RUNNERS
Racing form 1/12 and 1/10 gas and electric cars. Racing classes consist of off-road, dirt oval and on-road on this outdoor track. Along with RV access, there is A/C power and scoring is done with the use of an auto-count system. The track is at 520 Freedom Park, Camarillo, CA 93010. Call (805) 482-3391 for the latest racing schedule or furhter information.

RACIN' PLACES

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 facilitly with plenty of parking, AC power, snacvk 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. Outdoors there is an asphalt track for electric on-road. 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.

LODI'S R/C SPEEDWAY
Indoor 1/10 and 1/12 banked oval and road racing is in store for those who come to this track. In addition to the fine circuit racers can enjoy a fully stocked hobby shop, snack bar, AC power and scoring is done via an auto count system. The track is located at 1109 Black Diamond Way, Lodi, CA 95240. Phone them for our latest racing schedule at (209) 334-5681.

JAKE'S PERFORMANCE HOBBIES
Outdoor road racing finds should try this track located in Rohnert Park. There are classes for 1/12 and 1/10 scale cars and races are on asphalt and conducted on oval and road circuits. Along with this electric car track, there is a hobby shop, computuer scoring, and food is available. For the latest racing schedule please call them at (707) 586-3375. Jake's is at 6650 Commerce Blvd. #21, Rohnert Park, CA 94928.

M & L RACING
Just about every scale known to man can be raced at this track. M & L races 1/12, 1/10, 1/8 and 1/4 scale in both gas and electric, on and off-road. The facility is outdoors and features a hobby shop, snack bar, AC power, auto count and RV access. For more information you can write us at 1875 #B Joe Crosson Dr., El Cajon, CA 92020. Phone (619) 449-1435.

RACERS HAVEN HOBBIES
Racing every Friday at 7 PM on a covered dirt track. Racing alternates weekly between off-road and dirt oval. Outdoor asphalt oval and on road racing monthly as well. Auto count, AC power, snack bar and RV access are also available. We have a full hobby shop on the premises as well. For a complete race schedule call (805) 835-0441 Track is at 7401 White Lane, #9, Bakersfield, CA 93309.

SIMI VALLEY GROUND POUNDERS
Located behind the Simi Valley drive-in, this track features racing for 1/10 electric off-road cars. Along with the track there is also a hobby shop, and refreshments can be purchased at the track. For up to the minute racing information call (805) 523-9469.

HAWK'S R.C RACEWAY
Located in Antioch, this facility has on, off-road and oval racing on both dirt and asphalt for 1/12 and 1/10 cars. In addition to the great circuits, Hawk's has a hobby shop, snack bar, AC power, RV access and scoring is kept with an auto count system. Racing is done on the weekends here, rain or shine! For further information call (510) 779-1665. Hawk's is at 1201 West 10th St.

REVELATION RACEWAY
Racing for both gas and electric on-road cars are what's in store for the racer who comes to this facility. Revelation Raceway races electric road cars on Thursday and Saturday nights. Gas racing is done on Sunday. In addition, there is electric and gas oval racing. The track is located at 4871 W. State St., Ontario, CA 91762. Phone them at (909) 464-8247 for the latest schedule and events.

RACE PREP RACEWAY
Indoor racing for 1/10 scale electric off-road cars. Along with the dirt track there is a hobby shop, snack bar and A/C power. The track is at 20115 Nordhoff St., Chatsworth, CA 91311 - (818) 709-6800.

THE "JUST FOR FUN" R/C RACEWAY
Gas and electric 1/12 and 1/10 racing. Classes for paved oval raced outdoors. Along with the track there is a snack bar, A/C power and scoring is done with an auto count. The track is at 509 South State St., Ukiah, Ca 95482. Phone them at (707) 462-7305 days, Mon. - Sat., and ask for Jammn' Jeff or Don Moir.

CANADA

RANDY SHANTZ RACEWAYS
Racing for 1/10 gas and electric off-road every Sunday. Track measures 150' X 75', and there is wheel chair accessablity. Track is close to amenities, but there is no A/C power. The track is operated by Top Qualifieir Race Club. Call Steve at (604) 945-3888 Track is at 1044 W. 14th St., North Vancouver, BC, Canada.

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

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

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

HOBBYPRO RACEWAYS LTD
100 X 50 Indoor track, 90 X 50 Indoor asphalt track and 200 X 60 Outdoor oval traqck all at thgis 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.

AUTO R/C CHATEAUGUAY
Indoor racing for 1/10 electric off-road cars is what to expect at this track. Along with a nice dirt circuit, you can purchase your parts here or pick up a snack. For those using the track you'll be happy to hear that they have AC power available. Give them a call at (514) 698-2151. Or stop by at 26 Boul. d' Anjou, Chateauguay (Montreal), Quebec, Canada.

COLORADO

M.H.O.R. R/C RACEWAY
Indoor and outdoor 1/10 off-road racing for gas and electric cars. Complete hobby shop, A/C power, snack bar. For info (303) 343-0151. We are located at 155540 E. Batavia Dr., Aurora, CO 80011, (East on 17th Ave. at Chambers Rd.)

QUEEN CITY R/C RACEWAY
Racing for 1/12 and 1/10 scale electric on-road and oval cars on an indoor carpet track. Along with the circuit, there is a Hobby Shop, AC power and an auto count for scoring. The track is at 6090 W. 44th St., Wheat Ridge, CO 80033. Phone them at (303) 940-1311.

CONNECTICUT

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

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

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

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

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

BUCKLEY SPEEDWAY
1/10 Scale: 37 Douglas Street, Hartfort, 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 electric off-road and oval racing on a dirt track. The facility is outdoors, located at Society Rd, East Lyme, CT (Behind the Junior High School). For info call Steve Brown, (860) 739-2911.

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.

LITTLE BRISTOL RC SPEEDWAY
Located in New Fairfield, this 1/10 scale elelctric carpet track is all indoors and the facility features A/C power. The track is at the Company "A" Firehouse. For the latest racing information at this track call (203) 355-4028.

R/C MADNESS TRACK & HOBBY, INC.
This facility features gas and electric racing for 1/10 scale cars. There are two tracks, one indoors and one out, on dirt. There is also a hobby shop, snack bar, A/C power and scoring is done with an auto count system. The track is at 640 Enfield St., Enfield, CT 06082. For the latest racing schedule call (203) 741-6501.

DELAWARE

HOT TRACKS/D.A.R.C.A.R.
Delawares finest carpet track. The circuit is more than 200ft. around! We have racing for 1/12 & 1/10 on-road and off-road cars. The facility also includes a hobby shop, snack bar, AC power and an auto count system. For more information call (302) 674-9123. The track is located in the Blue Hen Shopping Mall, in Dover.

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 ashpalt and score with an auto count system. Club address is 9711 Sharing Cross Dr., Jacksonville, FL 32257. Call (904) 268-1948.

CORAL SPRINGS ROAD RUNNERS
Racing for 1/10 gas and electric cars on an outdoor off-road track. Racing is scored with an auto-count system to ensure accuracy. P.O. Box 9632, Coral Springs, FL 33075 - (305) 925-8284.

SOUTHWEST FLORIDA R/C RACEWAY
Outdoor road race fans can come out and compete at this track. Race classes for 1/12 and 1/10 paved oval and drag racing on a cement track. The facility also includes a hobby shop, snack bar, AC power, an auto count and there's RV access. Track is at 2425 Rivers Rd., Naples, FL 33964. Phone them at (813) 455-1143.

COMPETITION HOBBY SUPPLIES
There are three outdoor tracks to race on at this facility. Scales for electric 1/10 & 1/12, and racing classes that include off-road, paved oval, dirt oval and clay oval. Track is at 1006 Loudon Rd. Rte. 9, Latham, NY - (518) 786-3622.

GREATER ORLANDO AUTO RACERS
This track races 1/10 gas and electric off-road, on an outdoor track. The facility features AC power and scoring is done via an auto count system. Track is at 970 Keller Rd., Altamonte Springs, FL 32714. For more information call (407) 263-4819.

FIRST COAST AUTO RACERS
This is an outdoor concrete tri-oval measuring 465' at the centerline. There is racing every Saturday for 1/12 and 1/10 scale electric cars. COmputerized auto-scoring, A/C powere, snack bar, and pit tables for more than 150 racers compliment this track. For more information you can call or write Bob Thompson at: (904) 743-2161 - 6410 Waltho Dr., Jacksonville, FL 32211.

STADIUM RACEWAY
This 15,000 square foot indoor facility features racing for both 1/10 and 1/12 scale cars on a paved oval. Along with the track, racers can pick up a snack at the snack bar, or visit the pro shop. There is RV access and AC power as well. Scoring is kept via an auto count system. The address of this facility is 4511 W.M.L.K. Blvd., Tampa, FL 33619. For the latest racing information call them at (813) 872-8662.

BRAWFORD R/C SPEEDWAY (SCOTT'S GUN & HOBBY)
Racing for 1/12, 1/10 and 1/8 scale electric on and off-road cars. The facility has circuits for dirt oval, paved oval and an off-road track. The tracks are outdoors, and the facility also features a hobby shop, AC power and scoring is done via an auto count. Thre is also RV access The track is at Rt. 3, Box 240, Brawford, FL 32008. (904) 935-0758.

LOUIE BURTON'S R/C RACEWAY
Several types of cars can race at this facility, including 1/10 and 1/4 scale machines. Racing is outdoors on an on-road asphalted track. Along with road racing there is also paved oval racing. The facility features a snack bar, A/C power, and there is R.V. access. Scoring is done with the use of an auto count sytem. The track is at 4215 Mustand Rd.. Lakeland, FL 33803. Phone them at (813) 665-1322.

NAPLES OFF-ROAD RACERS ASSOCIATION
This outdoor clay track has races for 1/10 scale off-road electric cars. The club does its scoring with an auto-count Track is at 3300 Santa Barbara Blvd., Naples, FL 33999. Call for information (941) 263-6861 or 455-9065.

GEORGIA

SILVER WINGS HOBBIES & RACETRACK
Indoor 260 ft. 1/10 scale concrete oval. Complete hobby shop, plenty of electrical. Racing Saturday 6:00 p.m. Snack bar on site. 5611 Riverdale Rd., College Park, GA 30346 - (404) 991-2225.

RACIN' PLACES

RACIN' PLACES

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.

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

SUGAR BOWL R/C SPEEDWAY
Both gas & electric 1/12 and 1/10, on and off-road cars can race at this facility. Tracks include an off-road, road course and paved oval. All circuits are outdoors. Along with the tracks are a hobby shop, snack bar, A/C Power, auto-count and there is RV Access. The track is at 5272 Nelson Brogdon Blvd., Sugar Hill, GA 30518 - (770) 945-6709.

IDAHO

CAPITAL DIRT BURNER
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.

SNAKE RIVER R/C RACEWAY
Both 1/12 and 1/10 gas and electric cars can race at this facility. There is off-road and dirt oval, and the facility features a hobby shop, snack bar, AC power and there is also RV access. The site is at 265 Hi-Way 50, Hansen, ID 83334. Phone them at (208) 423-5122.

ILLINOIS

MACHESNEY PARK RACEWAY
1/4 scale, and 1/10 scale racing every Saturday on large ashpalt outdoor oval from April thru October. There is A/C power, snack bar, and hobby shop. Track is at 1220 Shappert Dr., Machesney Park, IL 61111, (815) 282-1311.

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

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

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

CARPETBURNERS R/C CLUB
436 East Main Street, (Rear) Danville, IL 61832, (217) 442-7466.

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

AMERI-TRAC SUPER SPEEDWAY
All are invited to Sunday racing at its best! We have 1/10 oval and off-road electric, 1/10 and 1/8 gas off-road and a 400' center line of smooth concrete to race high banked tri-oval. One of the nation's largest off-road tracks that features 625 feetof racing for both Stadium trucks and Buggies. We have a large pit area, plenty of AC power, concession stand, a well stalked hobby shop and we are close to I-57. For a free schedule and VCR tape of the facility call or write us today! Phone (217) 234-8707. Rt. 3 Box 242, Mattoon, IL 61938.

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

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

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

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

RADIO ACTIVE RACEWAYS
Electric 1/10 off-road and dirt oval cars will find a place to race at this facility. The track also features a hobby shop, snack bar, A/C power and there is an auto count stystem for scoring. The track is at 751 N. Bolingbrook Dr., #15, Bolingbrook, IL 60440. Phone is (708) 759-7557.

INDIANA

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

BREMEN RACING ENTERPRISES
This indoor track features racing for electric on-road 1/12 and 1/10 cars. The track is carpeted, and there is also a snack bar, A/C power and an auto-count. Call (219) 546-3807 for information on track directions and racing schedule.

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

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

BJ'S RIVERSIDE RACEWAY
1/10 scale lighted 450 foot outdoor off-road dirt track. 1/10 scale 115 foot indoor high banked dirt oval with jumps. Outdoor racing Friday at 6:30 p.m. Bomber classs (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 serivce hobby shop on site and ample pitting with AC power. Oval is 220' long and off-road circuit offers more than 300' of racing. Racing Fri. night and Sat. R.R. #2, Box 450A, Mitchell, IN 47446, (812) 849-6666.

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

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

G.R.C.C.C.
This track has racing for 1/12 and 1/10 cars on an indoor carpet track. Along with road racing there is also a carpeted oval track. The facility features a hobby shop, snack bar, A/C power, auto scoring and there is also R.V. access. The track is at 1651 W. Franklin St., Elk Hart, IN 46516 - (219) 293-1827.

RACIN' PLACES

ROD'S OFF ROAD TRACK
As the name suggests, this is a facility for 1/10 scale off-road. The circuit is for electrics, and the battles are waged outdoors on dirt. There is also A/C power. The track is at 800 N. Division, Bristol, IN 46507. Phone them at (219) 848-7848.

IOWA

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

NORTH PARK R/C SPEEDWAY
1/10 & 1/12 electric, 1/8 gas and 1/4 scale: For info write c/o Mike Beisch, 805 S. Jerome, Algona, IA 50511 or call (515) 295-9352.

MARBLE'S HOBBY SHOP
Both 1/12 and 1/10 electric cars can race here. There are classes for off-road and on-road, along with dirt oval and paved oval. The tracks are indoors and out, and feature surfaces of carpet and dirt. Along with the tracks there is a hobby shop, snack bar, A/C power and RV access. The track is at 4685 S.E. 40 St., Des Moines, IA 50320 - (515) 262-7507.

RADIO CONTROL RACEWAY PARK
This facility features races for 1/10 scale electric off-road cars on an indoor carpet track. There's alos a hobby shop, snack bar, A/C power and scoring is done with the use of an auto count system. The track is at 2100 1st Ave North., For Dodge, IA 50501. Phone them at (515) 576-3780.

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

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

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

PRO TRAK
For many. Pro Trak is the place to race 1/10 electric cars. The facility both off-road and dirt oval on an indoor track. The facility also has a hobby shop, snack bar and there is AC power. If you haven't raced here before, check it out soon. Their number is (502) 778-2657. They are located at 3451 Cane Run Rd., Louisville, KY40211.

LOUISIANA

CAJUN R/C & RACEWAY
Electric on-road and off-road cars racing indoors is what Cajun Raceway is all about. The off-road cars run on dirt, with the road machines it's racing on an asphalt track. Along with t he tracks, there is a hobby shop, and A/C power is provided. Cajun Raceway is at 4315 Johnston St, Lafayett. LA 70503. Call them for race times at (318) 988-6270.

INDY SPEEDWAY AND HOBBY
A unique facility that features racing for 1/10, 1/12 and 1/24 scale. In addition to R/C, the track also races slot cars. Racing for R/C is done both indoors and outdoors,with a paved oval and road course, along with a dirt oval and off-road track The facility, 22,000 square feet, features a hobby shop, snack bar and scoring is done with an auto count system. They can be reached at (504) 367-1891. The track is at 3753 General DeGualle Dr., New Orleans, LA 70131.

MAINE

CENTRAL MAINE R/C SPEEDWAY AND HOBBIES
This facility features two carpeted tracks, an oval and a road course. Threre'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.

R/C SPEEDWAY AND HOBBIES
Racing for 1/12 and 1/10 electric on and off-road cars. Tracks are indoors and out, and along with the circuits there is a hobby shop, snack bar, A/C power, auto count and there is R.V. access. The track is at 87 Main St., Fairfield, ME 04937.

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.

RACIN' PLACES

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 Restraurant. Races are scheduled May through October. For full schedule contact George at (508) 346-8456.

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

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

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

SPEEDWORLD HOBBIES
Locacted in Wakefield, this track has races for 1/12 and 1/10 electric on and off-road cars. In addition, this facility hold races for monster trucks and has truck pulls. The facility is indoors, and races are done on carpet. The facility features a hobby shop, snack bar, A/C power and scoring is done via an auto count system. Speedwork is locatd at 134 Water St., Wakefield, MA, 01880 - (617) 245-3922.

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 - September. Racing every Sunday at 1:00 p.m. 5313 West 22 Mile Rd., Tustin MI. Track is 8 miles south of Cadillace. (616) 829-3447.

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

MEGADROME RACEWAY - BRCCR CLUB
Both gas and electric 1/10th scale cars can race at this track in North Adams. There are tracks both indoors and out, and racing is for dirt off-road cars. The facility also features a hobby shop, A/C power and scoring is done with and auto count system. The track is at 420 Curran Hwy., Rt. 8, North Adams, MI 01247.

RIDER'S SUPER SPEEDWAY
Racing for 1/12 and 1/10 electric on and off-road machines, on off-road, on road and dirt tri-oval circuits. This complete racing facility features A/C power, a snack bar, and complete hobby shop, auto scoring and there is even RV access. The track is at 42040 Kopperwick, Canton, MI 48187. For the latest racing schedule call (313) 451-5599.

JT HOBBY & SPEEDWAY
Both gas and electric 1/10 and 1/8 cars will find great racing at this speedway. Races include on-road, off-road, dirt oval and paved oval - all raced on their outdoor track. There is also a hobby shop, A/C power, RV access and there is an auto count. Track is at 825 Golden Ave., Battle Creek, MI 49015. Phone (616) 965-0571.

FREEDOM HILL R/C RACEWAY
This track is outdoors and is for dirt oval and off-road 1/10 and 1/8 gas and electric cars. Along with the track there is A/C power and scoring is done via an auto-count. Contact Curley Grewe at (810) 776-5483 for more information.

THUNDER ROAD RACETRACK
Electric cars in both road and paved oval race at this track. There are classes for both 1/12 and 1/10 sclaes, and along with the tracks there is a hobby shop, A/C power, an auto count and RV access. The track is at 110 Centennial Dr., Livingston, MI 59047. Phone them at (406) 222-1352.

771 3322

MINNESOTA

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

DUEY'S HOBBIES AND R/C RACEWAY
This indoor track has racing for 1/10 and 1/12 electric on-road cars. The track is on carpet, and there is also AC power and a snack bar. The track is at 6600 Cahill Ave., Inver Grove Heights, MN 55076 - (612) 450-1721.

MISSISSIPPI

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

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

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

FAST FREDDY'S RACEWAY
Both gas and electric cars can race at this track. There are scales for 1/10 and 1/8 on their outdoor off-road and dirt oval tracks. Along with the circuits there is also a hobby shop, snack bar, A/C power and R/V access. The track is at Hwy. 19, 10 miles North of I-10, in Saucier, MS. Call them at (601) 832-0315.

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.

GREENTREE R/C PARK
St. Louis Dirt Burners R/C Club races every Sunday at this 150' X 80' off-road track. There's plenty of pit space, A/C power and shade. The AMB lap counting system accurately counts electric trucks, and buggies, as well as those of the gas variety. The snack bar, lots of racers and the wheelchair accesable driver's stand makes this place totally fun. the track is located in Kirkwood's Greentree Park on Marshall Rd., across from the ballpark. Free practice Mon.-Sat. For more information please call (314) 831-2194.

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.

HTU RACEWAY
1/10 scale dirt oval and off-road track. Races every Tuesday night and every Saturday. Track is at 220 North 66th St., Lincoln, NE 68505 (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.

WESTERN R/C RACEWAY
This facility features three tracks for a complete R/C adventure. The first is a 441 foot road course for 1/12, 1/10 and 1/4 scale racing. There is also a banked oval and an off-road track. In addition, drag races are also held. The raceway includes covered pits with power for 250 racers, a hobby shop, snack bar, AMB scoring and there's more than 2 acres of parking! In addition, the track is only minutes from the host hotel. The track is at 6404 Richmar, Las Vegas, NV 89139. Phone them at (702) 897-7227.

DANSEY'S INDOOR R/C AND HOBBIES
This track races 1/10 scale electric cars indoors on dirt. There's also a hobby shop and A/C power. The track is located at 741 N. Nellis, Las Vegas, NV 89110. Phone them at (702) 453-7223.

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. 650 Amberst St., Nashua, NH 03063.

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

BOB'S AMERICAN RACEWAY
Racing for 1/12 and 1/10 gas and electric cars. The racing is for both on and off-road machines, and there is also a paved oval. Tracks are both indoors and out, and there is also a hobby shop, snack bar. auto scoring, RV access and A/C power. The track is in Enlishtown, NJ 07726. Phone them at (908) 446-3737.

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.

ON TRAX HOBBIES
This outdoor facility features gas and electric racing for 1/12 and 1/10 scales cars. Dirt oval, as well as paved oval are the game here. The circuit also features a hobby shop, snack bar, A/C power, and auto count and there is RV access. The track is at 1549 Rte. 70, Browns Mill, NJ 08015. For race dates call (609) 735-0422.

SOUTH JERSEY COST CONTROLLED RACING
This 12 race series will be held at different locations in the South Jersey area. Classes include 1/10 NASCAR, 1/10 NASTRUCK, Legends, and Trinity Street Spec. For more information call (609) 629-4809.

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., Albuq. NM 87107. Phone (505) 345-5988.

DUKE CITY HOBBIES
A 66 X 33 hard packed clay track with computer scoring is the attraction here. Classes for 1/10 electric cars and trucks. There's handicap access to the driver's stand, and food and lodging are nearby. In addition, rental cars and truck are available. For more information call (505) 299-3088 - 13140 J Central St., Albuquerque, NM 87123.

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.

HIGH VOLTAGE ELECTRIC CLUB
A unique facility that races 1/4 scale elelctric cars on an outdoor paved oval. The track surface is asphalt, and there is also AC power at the facility. The track is at 2 North St., Middletown, NY 10940. Phone them at (914) 344-2277 for more details.

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

RACIN' PLACES

RACIN' PLACES

Fourth St., Scotta, NY 12302, or Sam (518) 374-3801.

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 elecric 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. Likewise, racers who rune off-road can also enjoy this great facility racing in the dirt outdoors. 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 caldendar call (716) 257-3101. Track is at 5 Washington St., Cattaraugus, NY 14719.

EAST END OFF ROADERS

Racing for 1/10 scale electric cars, trucks and sprints. We feaure both a dirt oval and an off-road course. Races every Sunday, with sign ups starting at 9 AM. The is AC power available, a hobby shop on the premises and a snack bar. FOr accuracy an auto-count system is used. For more information call (516) 298-2020 or stop by Mattitock Hobbies at 7355 Main Rd., Mattituck, NY 11786.

RC HOBBIES

Featuring a hobby shop, snack bar, AC power and RV access, this track has racing for 1/10 gas and electric cars on both clay oval and off-road circuits. Located in Constantia, this track has both indoor and outdoor tracks. Scoring is done via an autocount system. The track is located at Rt. 49, Box 138, Constantia, NY 13044. For the latest racing schedule call them at (315) 623-9536.

BROCKPORT INTERNATIONAL SPEEDWAY

Electric cars in the 1/10 and 1/12 scale classes will find both dirt and paved oval racing. The facility features both indoor and outdoor tracks, and there is also a hobby shop, snack bar, AC power, an auto count and there is RV access as well. The track is at 6000 Sweden Walker Rd., Brockport, NY 14420 - (716) 637-6224.

NATIONAL HOBBY SUPPLY

We feature an indoor flat carpet track with 5,000 sq. feet of racing surface. Our oval has a 200' cetnerline and it is easily converted into a road circuit or off-road stadium track. Racing is for 1/10 scale oval and on-road cars, 1/12 scale on-road, BoLink Legends and more. There is a large pit area, concessions stand and huge hobby shop.Call (914) 342-6786 for latest racing schedule. Track is at 25 1/2 Webb Rd., Middletown, NY 10940.

ADIRONACK RADIO CONTROL AUTO RACING

Racing for 1/12 and 1/10 electric cars on an huge indoor carpet oval track. The circuit is 90 X 34, with 12 foot lanes. In additon, there is a hobby shop, snack bar, and A/C power. The track is located at 738 Upper Glen St., Queensbury, NY 12804. Phone them at (518) 792-7272.

LONG ISLAND RACEWAY

Electric 1/10 scale off-road cars race on this indoor track. Along with the circuit there is a hobby shop, snack bar, A/C power and scoring is done via an auto-count system. Track is at 168 Broadhollow, Farmingdale, NY 11735 (516) 845-7223.

R/C SPORT & HOBBY

This facility has both indoor and outdoor tracks for 1/12 and 1/10 racing. Classes are both off-road and on-road, for electric cars only. Along with the tracks is a hobby shop, snack bar, A/C power and scoring is done with an auto-count system. The track is located at 69-57 Juniper Blvd. South, Middle Village, NY, 11379. Phone them for their latest schedule at (718) 326-9251.

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.

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.

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.

RED RIVER RADION CONTROL CAR CLUB (RRRCCC)

This operation is actually two tracks located in the Fargo area. The club sponsor is Valley Hobbies in Fargo. The first track is an indoor carpet oval/on-road course that measures 38 X 80. The second is an off-road track that measures 40 X 80. Both tracks are indoors at Valley Hobbies. For more information please call (800) 493-9971.

VALLEY HOBBIE, INC.

Racing for 1/12 and 1/10 electiic on-road and off-road cars. There is both an indoor and outdoor track at this facility, along with a hobby shop, AC powere and scoring is done via an auto count system. The facility is located at 2714 Main Ave., Fargo, ND 58103. For more information call them at (800) 493-9971.

OHIO

Y-CITY HOBBY AND SPEEDWAY

Racing for 1/10 electric cars on both on-road and oval tracks. The circuits are indoors, on asphalt, and there is also a hobby shop, snack bar, ac power and scoring is done via an auto count system. The track is at 120 South Sixth St., Zanesville, OH 43701 - (614) 455-3025

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 Cincinatti, near Kings Island.

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-layou 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.

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.

D & J R/C RACEWAY
Racing for 1/10 electric cars on an outdoor dirt oval. The facility features a hobby shop, snack bar and there is AC power. For the latest racing schedule call (216) 682-4266, or write to them at: 801 W. Market St., Orrville, OH 44667.

NORCAR
Racing for 1/12, 1/10 and 1/8 cars in both gas and electic models. There are several different classes, and there are both indoor and outdoor tracks. The track is at 3668 Chelsea Dr., Brunswick, OH 44212.

LEWISBURG R/C RACEWAY
Under new ownership, this 18,000 square foot facility features on of the best clay banked oval tracks in the country. It measures 200' in length. Along with the track there is a hobby shop, snack bar, AC power and scoring is done with an auto count system. The track is at 395 US Rt. 40 E., Lewsiburg, OH 45338. For their schedule of races call them at (513) 678-8404 or (614) 889-0876.

STEEL VALLEY HOBBIES & RACEWAY
An indoor carpet track for 1/10 scale on-road cars is what racers will find at this circuit. Along with the track, there is a snack bar, hobby shop, A/C power, an auto count and there is RV access. The facility is located at 157 N. Fourth St., Steaubenville, OH 43952. For the race dates call (614) 282-3003.

BRYAN THUNDERDOME
Both gas and electric 1/10 scal cars can race on this oval/dirt track. The facility features an outdoor track, with a full hobby shop, AC power and scoring done with an auto count. The track is on Townline Rd., Bryan, OH 43506. Phone them for the schedule at (419) 924-2911.

MID-AMERICAN RACEWAY
Both dirt-oval and off-road 1/10 scale electric cars can race at this place! The track is indoors, on dirt, and there is also A/C power and an auto-count system for scoring. The track is at 13150 AirPort Hwy., Swanton, OH 43558. Phone them at (419) 475-9459.

HOBBY WORLD
Indoor and outdoor racing for electric 1/12 & 1/10 and gas 1/10 scale cars. These new permanent on and off-road tracks are on carpet and asphalt, and the facility features a full hobby shop, snack bar, A/C power, auto count and there is RV access. the track is at 3499 W. Main, Ravenna, OH 44266. You can phone them at (330) 296-0894.

SCOOTERS HOBBY HUT
Racing for 1/10 electic off-road cars. Indoor off-road track which has full line hobby shop, auto count, snack bar and air conditioning. Indoor pitting for 150 racers and RV acess. We are located at 234 #D Robbins Ave., Niles, OH 44446. Phone them at (330) 544-9411 for latest schedule.

OKLAHOMA

R.C.A.R. OF TULSA
Racing for 1/10 scale indoor on-road and Tamiya classes. The track is outdoors on asphalt, and there is limited AC power. In addition, there is an on-site hobby shop and there is RV acess. Track is at 4955 S. Memorial Drive, in Tulsa, OK 74145. For more info call Dave Cole at (918) 663-8998.

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.

COMPETITION R/C
This indoor facility features racing for 1/10 electric cars on their banked dirt oval and off-road courses. They also have an air conditioned hobby shop and snack bar on site, along with A/C power and an auto count system. To visit this facility come to 100 S.E. 89th, in Oklahoma City, OK 73149. Or call them at (405) 634-0809.

O.R.C.A.T.
Racing for electric and gas 1/10 off-road cars. Along with the track there is AC power, a snack bar and RV access. The track's address is 13311 E. 11th Street, Tulsa, OK 74114. For the schedule call George Goock at (918) 486-4528.

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.

CATHIE'S R.C. WORLD
This track has racing for 1/10 scale electric cars on an indoor off-road track. The facility alsofeatures a hobby shop, snack bar, A/C power and scoring is done via an auto count system. The track is at 443 S. Calapoola, Sutherlin, OR 97479. For the latest schedule call (503) 459-2746.

PENNSYLVANIA

CARCLUB-COCHRANTON AREA
Racing every Fri. at 6; Sat. 9 a.m.; Sun. at noon. Indoor carpet-dirt outdoor. Contact Harry, 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.

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

R/C PRO SPEEDWAY
This track races 1/10 scale gas and electric cars. The circuits are dirt oval and off-road, and they are outdoors. Along with the tracks there is a snack bar, auto-count and R.V. access. The track is on Millville Rd., in Bloomsburg. Ask for John at (717) 387-0266 for more details and their exact address.

WAGONHILL HOBBIES
Indoor & outdoor racing for 1/10 gas and elelctric cars. The facility also features a hobby shop, snack bar, A/C power, an auto-count and there is R.V. access. The track is at 967 New Castle Rd., Butler, PA (412) 865-9877.

TC'S R/C'S
Inside and out race track and RC Shop. 1537 Freeport Rd., Natrona

RACIN' PLACES

RACIN' PLACES

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. Computer 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.

MUSHROOM BOWL SPEEDWAY
This outdoor 305' paved banked tri-oval features organized 1/10 and 1/12 car and truck racing on Thursdays and Saturdays at 7:00 PM, June through October. On-site hobby shop, indoor pits with AC power and scoring is computerized. For information or directions call (610) 444-1850. We are at 812 West Cypress Avenue, Kennett Square, PA 19348.

ROAD RUNNER RACEWAY
Racing in an air conditioned environment is always a plus, and this facility has that to go along with its 220 foot high banked carpet oval track. In addition, there is also an on-road circuit there. Road Runner features a fully stocked hobby shop, snack bar and scoring is done with an AMB auto-lap system. Located at 1027 E. 7th St., Bloomsburg, PA 17815. For the latest racing information call them at (717) 784-1260. They can also be reached by fax at (717) 784-1760.

DC ULTRA TRAX
This outdoor facility features racing for gas and electric 1/10th. There's both racing for those who run oval as well as off-road. In addition to the circuits, there is a snack bar, A/C power and scoring is done via an auto count system. The track is at 1380 Creek Rd, Wycombe, PA 18980. Their number is (215) 672-5200.

A & D'S BUMPS AND JUMPS
This outdoor track features racing for 1/10 and 1/8 gas and electric off-road cars. The circuit is dirt, and along with the track the facility features a hobby shop, snack bar, A/C power, an auto count and there is also RV access. A & D's is located at RR7, Box 7395C, Stroudsburg, PA 18360. Phone them at (717) 424-1750.

R/C OUTFITTERSERS/RCO RACEWAY
One tenth scale electric cars will be racing at this track. Along with a dirt off-road track, there is a dirt oval with a 200' centerline. The facility is indoors, and also has a hobby shop, snack bar, AC power and an AMB auto-count system. The track is at 519 Broadway, Hanover, PA 17331. Call them for their racing schedule at (717) 633-9490.

MARSHALL'S R/C RACEWAY
Located in beautiful N.E. PA, just 2 hourst from the Metro NY area, and 3 hours from Philly. This lighted outdoor 275' center line paved oval is just one of the tracks on the sight. There is also an off-road track outdoors, and an indoor carpet track. Scoring is done via an auto count system and there is a pro shop. There's also lots of indoor pit space. Call them at (717) 729-7458 for hours and racing information.

KRANZEL'S R/C RACEWAY & HOBBIES
This indoor track races 1/10 off-road and dirt oval electric cars. It also features a hobby shop, snack bar, A/C power and there is an auto-count system. The track is at 415-B Bosler Ave., Lemoyne, PA 17043. Phone them at (717) 737-7223.

PROP & WHEELS RACEWAY
Racing for 1/10 scale electric cars on this indoor carptet high-bank 175' centerline oval. There is a hobby shop, snack bar. A/C power and an auto-count. The track is at 139 W. Broad St., Tamaqua, PA 18252 - (717) 668-2288.

HOBBY HAVEN R/C RACEWAY
Both 1/12 and 1/10 scale electric cars race here. There is on-road and off, on an inoor carpet tack. Along with the track there is a hobby shop, A/C power and R/V access. Track is at 39 East St., Albion, PA 16401. Phone them at (814) 756-0862.

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.

RACER'S CHOICE
On-road racing for 1/10 and 1/12 scale is at this track. Racing is done indoors, on carpoet. The facility has a hobby shop, snack bar, AC power and and auto count system for scoring. There is also RTV Access. The track is located at 4020 Fernandina Rd., Columbia, SC 29210. For a schedule of races call (803) 561-0000.

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.

HOBBIES AND MORE
Drag racing every Sunday for 1/12 and 1/10 scale on new outdoor concrete drag strip with RaceAmerica Tree. Pit tables with electric hook-ups and a fully stocked hobby shop add to the facility. The track is open for practice daily at 1570 South Main St., Darlington, SC 29532. Phone them at (803) 393-0355 for the latest details.

THE GROVE RACING CENTER
The Grove Racing Center features two outdoor tracks. The first is a 395 foot concrete high-banked tri-oval. The second is 370 foot racing line off-road track. Each track has its own auto scoring system.There is also R.V. access, covered pits with A/C power, concessions and a hobby shop. The track is at 939 S. Anderson Rd., Rock Hill, SC 29730. Exit 77 off of Interstate 77. Phone them at (803) 327-4121 for the latest racing schedule and directions.

ORA ATOMIC RACING FACILITY
Both gas and electric off-road and dirt oval 1/10 machines will be found racing at this track. The circuit is outdoors, on dirt. The track also features a hobby shop, snack bar, A/C power, auto count and R.V. access. The track is located at 373 Boyd Pond Rd., Aiken, SC 29803. For race times call them at Track: (803) 642-0314, Bill: (706) 855-0846 or Mike (706) 950-7501.

J & M RACEWAY
Racing for 1/10 Winston Cup cars and trucks every Saturday. Slot cars race every Friday at 7:00 p.m. Air conditioned pits and fast racing track that is 244 feet long with banked corners of 20 degrees. Call for more information at (803) 552-9449. Track is at 5341 Dorchester Rd., North Charleston, SC 29418.

SOUTH DAKOTA

ACTION R/C RACERS
This indoor track features racing for 1/10 scale cars on a carpet track. The facility emphasizes fun racing, and features a hobby shop, snack bar and there is AC power. The track is located at 509 S. Duff, Mitchell, SD 57301. Phone them at (605) 996-6895 or 996-5885.

TENNESSEE

RIVERGATE HOBBY CENTER
Both on and off-road cars, racing in 1/10 and 1/12 classes will be found here. This indoor facility features a hobby shop, A/C power and scoring is done via and auto count. The track is located at 707-E Two Mile Pkwy., Goodlettsville, TN 37072. Phone us at (615) 859-3455.

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

VICTORIA HOBBY SHOP
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. Tracks alternated. Races every Saturday 11 a.m. oval. Hobby shop on site. 1617 Toomey Rd., Austin, TX 78704, (512) 474-8277.

FASTRACK RACEWAY
Electric 1/10 scale off-road and dirt oval cars race outdoors at this track. Along with the track there is a hobby shop, A/C power and an auto count for scoring. The track is at 6236 Quail, El Paso, TX 79915. Call them at (915) 779-4524 and ask for Hector.

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. Emphaisis 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.

RIVERCITY SPEEDWAY
Both gas and electric 1/12 and 1/10 cars can race at this track. The off-road and paved oval tracks are located outdoors, and there is A/C power. The track is located at 11731 Wetmore Rd., San Antonio, TX 78247. For the latest racing information call (210) 341-5625.

THE SOUTHWEST OFF-ROADERS
Dubbed the largest indoor Off-road track in Texas, the Southwest Off-Roaders, sponsored by Houston R/C is based out of Houston, Texas. Their address is 6338 Skyline Dr. Call them for all the details at (713) 266-6006.

TEXAS R/C SPEEDWAY - RCRC OF DALLAS
Whether you race 1/12th, 1/10th, or 1/8th - gas or electric, this track has a class for you. This outdoor facility features an on-road asphalt track, and scoring is done with an auto count system. They are located at 1616 Barnes Bridge Rd., Dallas, TX 75218. Phone them at (214) 328-5331.

HOBBYTOWN USA
Racing for 1/10 and 1/12, gas and electric cars is what's in store for racers at this track. Hobbytown races on road, on an outdoort track. The facility also features a hobby shop and AC power. They are located at 999 East Basse Rd., #177, San Antonio, TX 78209. Call them for the race dates at (210) 829-8707.

EASTEX RACEWAY/K & M RACING
This indoor track features racing for 1/10 scale electric on and off-road cars. The facility also features a hobby shop, snack bar, A/C power and scoring is done via an auto count system.The track is at 45000 Hwy. 59 North, New Caney, TX 77357. Phone them at (713) 399-9777.

JR HOBBIES RACEWAY
Both 1/10 gas and electric off-road cars can race at this track. The circuit is outdoors, on dirt, and the facility features a hobby shop, snack bar, A/C power and scoring is done via an auto-count system. The track is at the corner of 13th and Washington in Harlingen, TX. Call them at (210) 428-TOYS.

PERFORMANCE RACEWAY
This indoor track races 1/10 scale off-road cars. Along with the track there is a hobby shop, A/C power and scoring is done with the use of an auto count system. The track is at 1106-C Witte Rd., Houston, TX 77055. Phone them at (713) 464-4458.

UTAH

WASATCH OFF-ROAD RACEWAY
There's more than 16,000 square foot in this indoor facility that has racinf for 1/10th scale electric off-road and oval. The track is 146' X 65'. The facility also features a hobby shop, snack bar and plenty of pit room. The track is at 3150 Brinker Ave. (Next to Winder Dairy), Ogden, UT. Phone them at (801) 393-2530.

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

VERMONT

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

VIRGINIA

ROADMASTERS R/C CLUB
Racing for asphalt oval and road racing, along with drags as well. There is an auto count, pro-tree and hobby shop. Both gas and electric cars can race here. For more information call Rick's Hobbies at (703) 330-6833 (Manassas).

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

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

FAIRYSTONE R/C SPEEDWAY
Dirt off-road style 1/10 scale oval & figure eight racing Sat. eves. April through Holloween. Hobby shop, concession stand, A/C power. Rt. 4 Box 918, State Rd. 635, Stuart, VA 24171. Phone (540) 930-3984. Sanctioned by Bandit Association of R/C Race Cars (B.A.R.R.C.)

TIMBERLAKE HOBBIES
There are two tracks to great both 1/10 and 1/12 gas and electric drivers at Timberlake. The first track is a dirt off-road track, with the second being a kidney shaped asphalt oval. The tracks are outside, although there are some indoor pits. The facility also features a hobby shop, snack bar, AC power, and an auto count system. Timberlake is located at 212 14th St., Virginia Beach, VA 23451 - (804) 491-8016.

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.

FOUR SEASONS R/C RACING
Covered off-road dirt track with racing for 1/10th electric cars. There is an on-site hobby shop, pit areas with electricity and snack foods are available. Track is at 2941 sleater Kinney Rd. N.E., Olympia, WA 98506. Phone (360) 491-2430.

TACOMA R/C RACEWAY AND HOBBIES
A 20,000 square foot indoor facility that features a dirt off-road track and slot car tracks. Inside, there are large pit areas with electricity and a snack bar. Scoring is done with an auto-count system. The track is at

RACIN' PLACES

Attention Race Facilities!

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

TRACK/CLUB NAME_____

ADDRESS_____

CITY_____

STATE_____ ZIP_____ PHONE ( )_____

(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	

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

6305 6th Ave., Tacoma, WA 98406. Phone them at (206) 565-1935.

RACEWAY HOBBIES

This indoor track races both 1/12 and 1/10 on road cars (sedan and F-1/Indy). The track is carpeted, and there is also a hobby shop, snack bar, A/C power and scoring is done with the use of an auto count system. The track is at 188 Sunset Ave. S., Edmonds, WA 98020. Phone them at (206) 774-3285.

WEST VIRGINIA

WEST VIRGINIA REMOTE CONTROL RACEWAY

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

R/C RACE PLACE

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

WEST VIRGINIA R/C CAR ASSOCIATION

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

LEFT TURN HOBBIES

Both off-road and on-road 1/10 electric racers can have a blast here. The tracks are indoors, on carpet and there is a hobby shop, snack bar, AC power and scoring is done via an auto count system. The track is at 100 Saco Lane, Glen White, WV 25849 - (304) 255-3930.

WISCONSIN

MADISON AREA R/C CAR ASSOCIATION, INC.

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

J. G. S.

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

S & N'S TRACKSIDE HOBBIES & RACEWAY

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

ABC R/C

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

ALL IN 1 RACEWAY

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

GARY'S HOBBY SHOP

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

BAYLAND HOBBIES

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

FOR THE

TRX Pro-15 Engine; Taking Nitro To The Next Level!

Traxxas is taking the nitro engine market to the next level with the introduction of the new TRX Pro-15. Designed specifically for 1/10th scale off-road cars and trucks, this engine is a drip-in upgrade for our TRX-12 and most other .12 size engines.

The TRX Pro-15 fits in the same space and uses the same engine mounts as a .12 but the comparison to a .12 ends there. We start with 20% larger displacement, add an oil groove to the piston, a high-compression combustion chamber, big-bore carburetor, and special high-performance porting to produce power never before experienced in the 1/10th scale off-road world. The TRX Pro-15 comes in four versions to fit almost any application.

Model 4004 - Short crank without pull start for racing use in RC10GT, GTX, and others

Model 4006 - Long crank without pull start for racing use in Nitro Hawk

Model 4007 - Short crank with pull start for use in RC10GT, GTX, Nitro Stampede

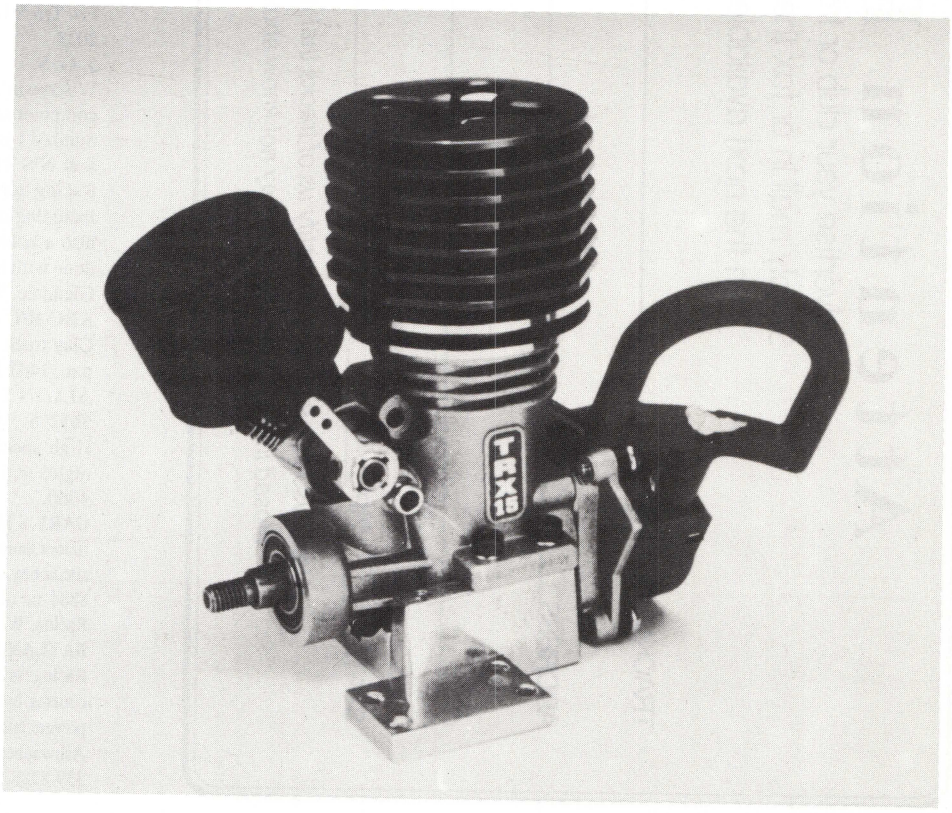
Model 4009 - Long crank with pull start for use in Nitro Hawk

Retail price: All engines $200.00 each

Features:

- Machined aluminum head
- Durable recoil starter (#4007, #4009)
- Machined back plate (#4004, #4006)
- Grooved oil ring piston
- High compression head
- High performance porting
- .12 size compatibility
- Long and short crankshafts
- ABC construction
- Ball bearing crankshaft
- Big-bore carburetor
- Special Point-of-purchase display box

Traxxas, 12150 Shiloh Road, Dallas, TX 75228, (214) 613-3300 Fax (214) 613-3599



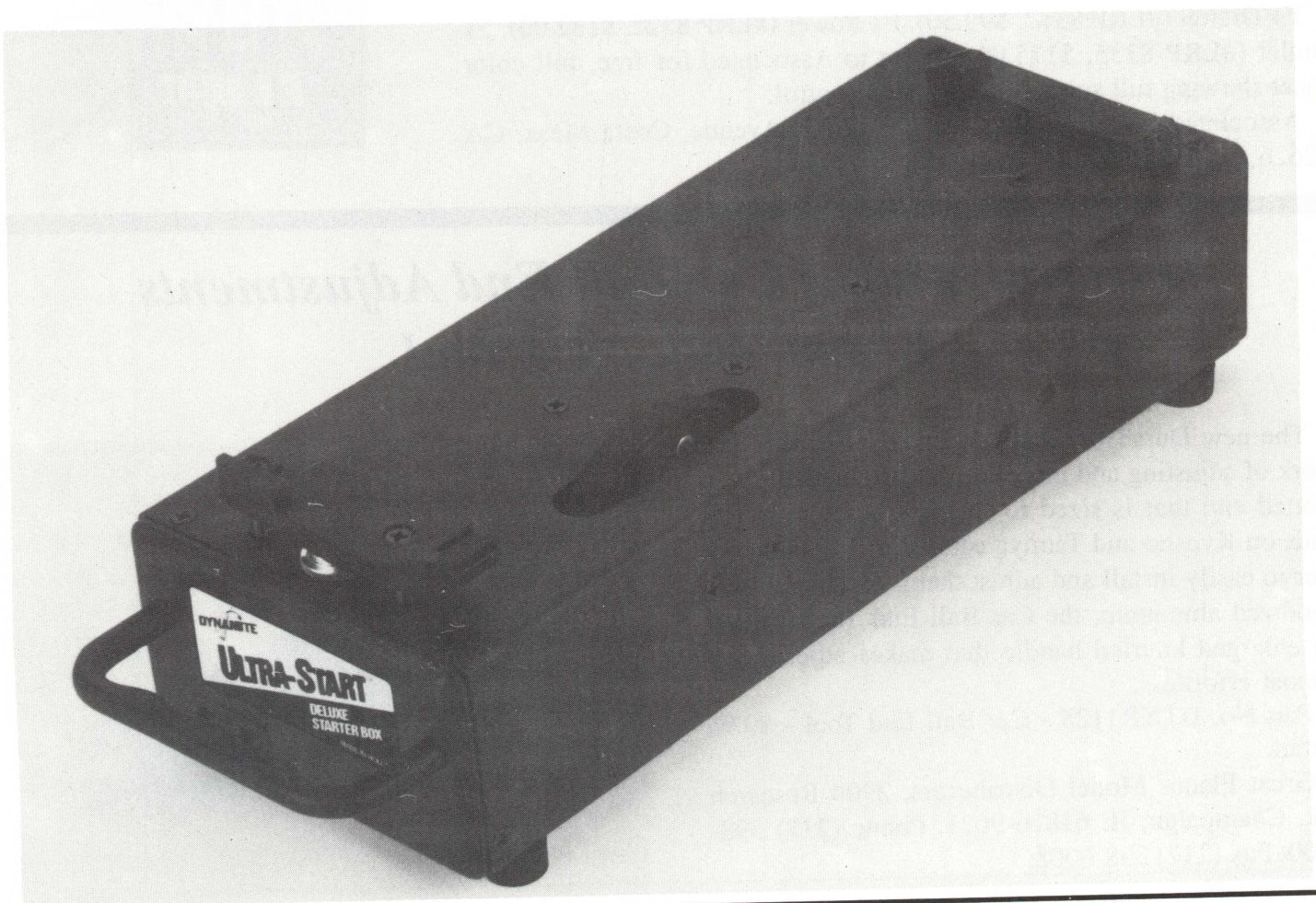
The Ultra-Start

It has a compact, powder-coated aluminum case that's only 12" long. Its twin Kevlar timing belts perform very smoothly, with low noise and virtually no chance of breakage. Smooth also describes the ball-raced 3-piece starter wheel, which is designed to make a firm, positive connection with your car or truck's flywheel.

Two 7.2V battery packs (not included) provide enough power to last all race-weekend long, so you can concentrate on your car or truck, not your starter box. All this power goes to the dual 540-size electric motors, giving you strong starts with plenty of torque for even the most finicky engines.

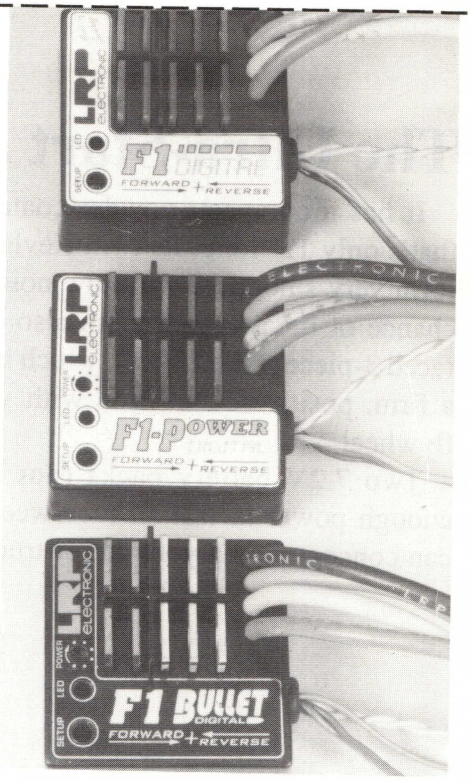
The Ultra-Start comes with adapters for both Associated and Losi gas trucks. A convenient carrying handle and non-slip rubber feet complete the unit. For serious racers who want to upgrade to a world-class start box, or for sport drivers who want to move up from pull-start systems, Dynamite's Ultra-Start is a great way to go! - $129.95 Retail.

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



FOR THE

LRP F1 Series Digital Speed Controls



LRP leads the world again with three new digital speed controls featuring forward and reverse. Speed controls with forward and reverse are not new. But the old style forward and reverse speed controls required that you slam it into reverse while you're still going forward in order to slow the car down, and then finally go into reverse. It would be impossible to think about racing effectively with this handicap.

LRP's new F1 series of speed controls allow you to have full proportional throttle and full proportional EMK brake control, just like on the LRP ICS model. In addition, when the car comes to a complete stop, you have full proportional reverse for 5 seconds. Features include digital micro-chip controlled, high frequency, single button set-up, bel integrated and fully protected, and temperature controlled protection. Another new high level of LRP speed controls.

F1 Digital (#LRP 8317, $99.50). F1 Power (#LRP 8322, $132.00). F1 Bullet (#LRP 8335, $175.00). Write to Associated for free, full color sheet showing full specs of each speed control.

Associated Electrics, Inc., 3585 Cadillac Avenue, Costa Mesa, CA 92626, (714) 850-9342, Fax (714) 850-1744.

Duratrax Makes Car Ball End Adjustments Easier With New Tool

The new DuraTrax Car Ball End Tool makes fast work of adjusting and installing car ball ends. It has a slotted end that is sized to fit most open-style ball ends on Kyosho and Tamiya cars, allowing the modeler to easily install and adjust them. Machined from anodized aluminum, the Car Ball End Tool features an enlarged knurled handle that makes adjustments almost effortless.



Part No. DTXR1125 - Car Ball End Tool - $9.95 Retail.

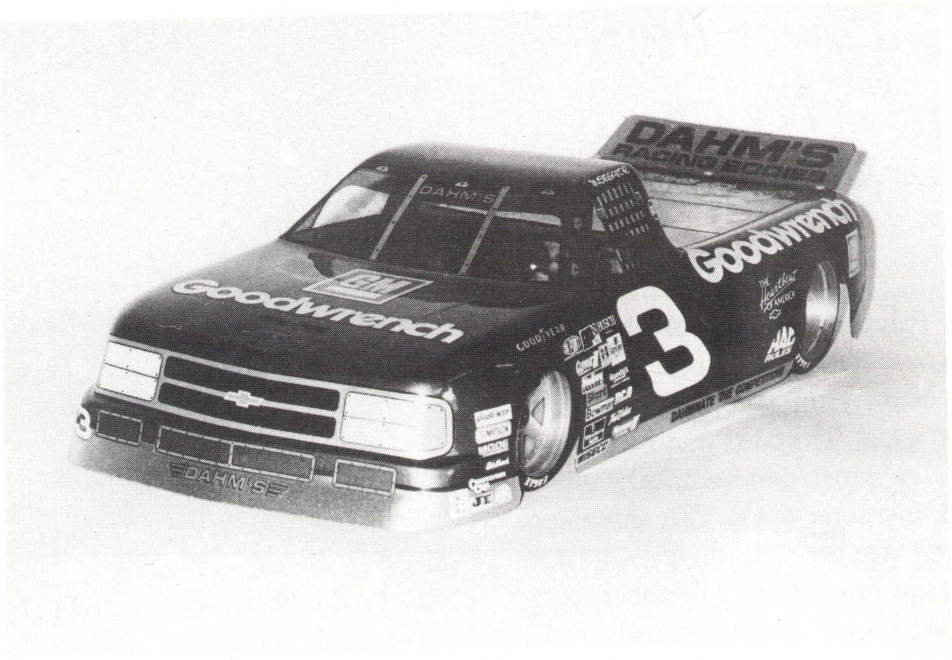
Great Planes Model Distributors, 2904 Research Rd., Champaign, IL 61826-9021, Phone (217) 398-6300, Fax (217) 398-0008.

RACER

Tornado SS By Dahm's

The advanced aerodynamic design of Dahm's new Tornado SS features 3-D side panels that can be shaped for superior handling and race-winning speed. This revolutionary new body replaces Dahm's extremely successful Tornado II and Tornado narrow Nastruck bodies.

The new Tornado SS fits narrow superspeedway pan cars like the Associated RC10LSS and Trinity's Evolution EV10SS. The Tornado SS also fits wide Tamiya, Kyosho and HPI 4WD Sedans. The Tornado SS body features increased overall body strength, reduced frontal area, additional detailing, a new racing spoiler, truck grill and headlights decal. Tornado SS is now available in .030 lightweight lexan and .040 strong lexan.

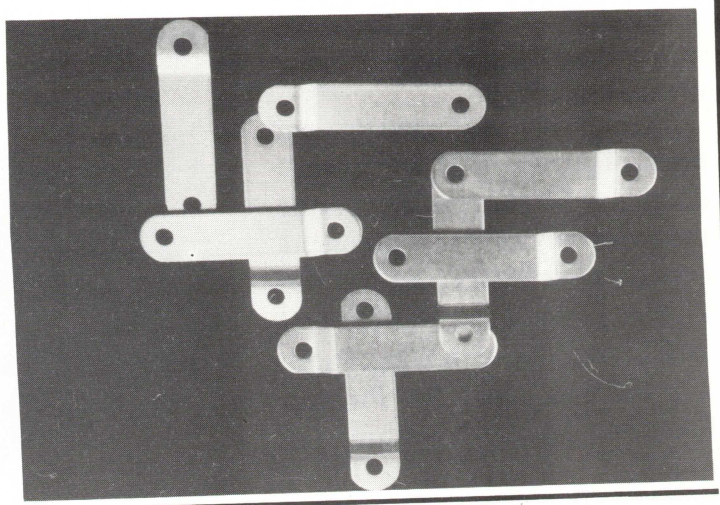


No. D228 (.030 Lexan) Retail $19.98; No. D229 (.040 Lexan) Retail $20.98. Dahm's Racing Bodies, Dept. PR, P. O. Box 360, Cotati, CA 94931 USA. (707) 792-1316, Fax (707) 792-0137.

New Reedy Battery Bars

These battery connector bars are made from a grade of copper that offers low electrical resistance for more power, while having high strength to reinforce the construction of your packs. Each bar is formed with an offset to make soldering easier, without damaging the battery heat shrink.

After forming, each bar is silver treated to reduce oxidizing and help performance. This is not an electroplating that will peel or lift off; it is an actual treatment of the copper surface itself. This silver treatment also provides a better surface for soldering and solder adhesion. Part No. 651, 6 package - $4.00. Associated Electrics, 3585 Cadillac Ave., Costa Mesa, CA 92626. (714) 850-9342.



FOR THE RACER

Power Start Nylon Sideplates/ Adapters



Racers can customize their power start starting box with these white nylon sideplates and car adapters. The parts may be colored using most commercially available plastic dyes. The sideplates and adapters have pre-drilled screw holes and are direct replacement to the standard purple parts.

White nylon produces the best results when dyed.

Part Number 1411W - Power Start Nylon Sideplates, White (2)

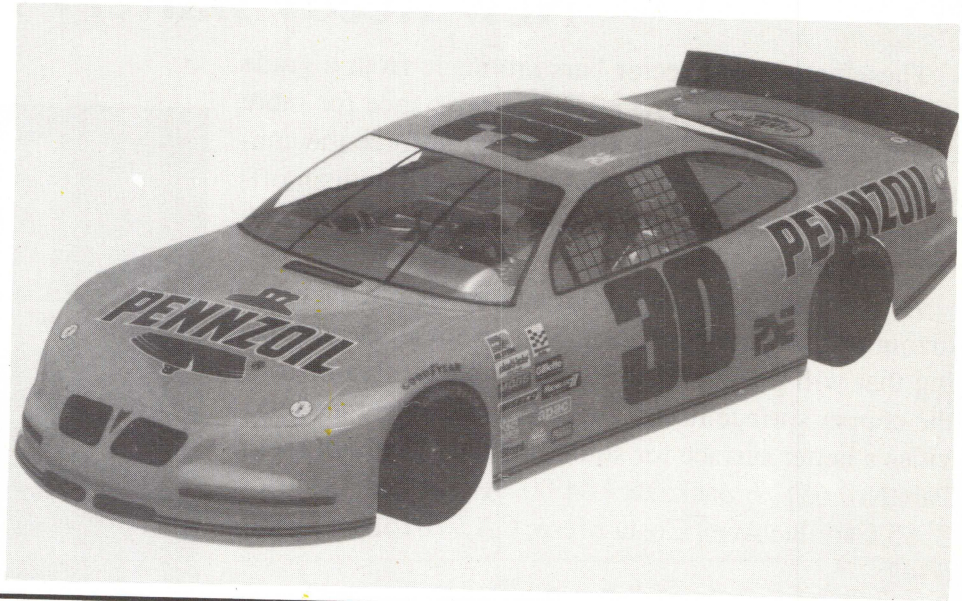
Part Number 1412W - Chassis Bracket - Excel, White

Part Number 1413W - Chassis Bracket - Impact 1, White

Part Number 1414W - Chassis Bracket - Impact 2, White

For more information: Serpent USA Inc., 2832 NW 79th Avenue, Miami, FL 33122, (305) 639-9665.

'97 Pontiac Grand Prix by Parma



The new Pontiac Grand Prix will fit on all popular 1/10 narrow chassis and will surpass the performance of any of its predecessors. Part Number 99029 - $19.95. '97 Pontiac Grand Prix, Narrow 1/10 .030 Clear Body with Wing. Parma International, Inc., 13927 Progress Parkway, North Royalton, OH 44133.

SPEED SECRETS 1995

1995 TEAM ASSOCIATED



ALLEN WRENCHES. Precision-ground replaceable tip with color-coded aluminum hex handle. .050" (#6964), 1/16" (#6965), 5/64" (#6966), 3/32" (#6967), 2.5mm (#6968), 1.5mm (#6969). Replaceable tips available now.







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

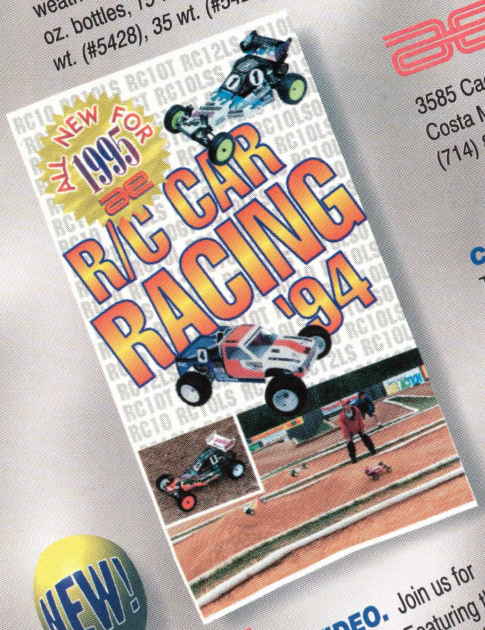
RC10GT GAS TRUCK. It's the most advanced 1:10 gas off road truck available anywhere. Racers can make adjustments for Ackerman steering, there is a totally new lay-down transmission with a drive ratio of 2.60:1 for gas engines, a new HTC (high torque capacity) differential, and the truck accomodates most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

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



TEAM ASSOCIATED

3585 Cadillac Ave.
Costa Mesa, CA 92626
(714) 850-9342 fax (714) 850-1744



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





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



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

For "IN-YOUR-FACE" Racing...



...it's the Nitro PRO 1/10 Scale ST™ Team Truck

a giant leap forward in nitro technology!

Want a nitro ride that's ready to win races...right out of the box? Then you want the Nitro Pro ST Team Truck, Kyosho's latest example of superior nitro engineering. This 2WD terror pushes the envelope in off-road performance to the max, and with good reason. Unlike some nitro stadium trucks that are no more than refurbished electrics, the Nitro Pro ST has been designed from the ground up to withstand the rigors of gas racing, and come back for more. Almost every standard part has been refined for competition, with input from world champion drivers. And the Nitro Pro ST comes already tricked-out with all the latest hop-ups, so you'll start at the head of the pack.



Power, speed and handling – the Nitro Pro ST is the complete package



With so many upgrades, this is one awesome off-roader — and it's easy to see why. The A-arms have been reinforced, adding "beef" to the suspension for handling more stress with less flex. The 3-gear, ball bearing-equipped tranny is strong, simple and sealed to stay dirt- and dust-free, and comes with Kyosho's proven slipper clutch for better traction and adjustability. A heavy-duty bellcrank steering system with ball bearings delivers smoother response and extra "throw" to optimize turning radius. A special rear brace on the chassis strengthens the back end so you can tackle high-flying jumps with confidence. Steel turnbuckles (not aluminum) resist bending for extra toughness, and adjust quickly with just a wrench. And these are just a few of the hop-ups you'll find!



Experience is key to winning the nitro wars

Meeting the needs and realities of nitro racing requires special knowledge (take, for example, the rousing success of the Inferno MP-5 at the World Championships). Kyosho has been at the forefront of off-road gas R/C technology for over 13 years — we practically invented the sport — so we know what it takes to conquer the competition. And the crowning achievement of our expertise is the Nitro Pro ST!

For the location of the dealer nearest you, please call 1-800-682-8948, and mention code #1011D.

Length: 14.8 in, **Width:** 12.4 in, **Height:** 7 in, **Weight:** 4 lb, **Wheelbase:** 11.1 in, **Front Track:** 10.5 in, **Rear Track:** 10.4 in, **Requires:** 2-channel radio (heavy-duty steering servo recommended); .10-.15 engine; glow fuel; glow starter

KYOSHO®

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

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