

GAS CARS AT THE 1/8 SCALE NATIONALS

DECEMBER 1989

Vol. 5, No. 47

**RADIO
CONTROL**

Model Cars



U.S.A. \$2.95
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**TAMIYA'S
MUD BLASTER
TAKES OFF!**



BACK TO THE THUNDERDROME
Wild times on the largest oval anywhere!



MAGNUM FORCE.



Tony Neisinger wins the 1989 Futaba Grand Prix with Magnum.

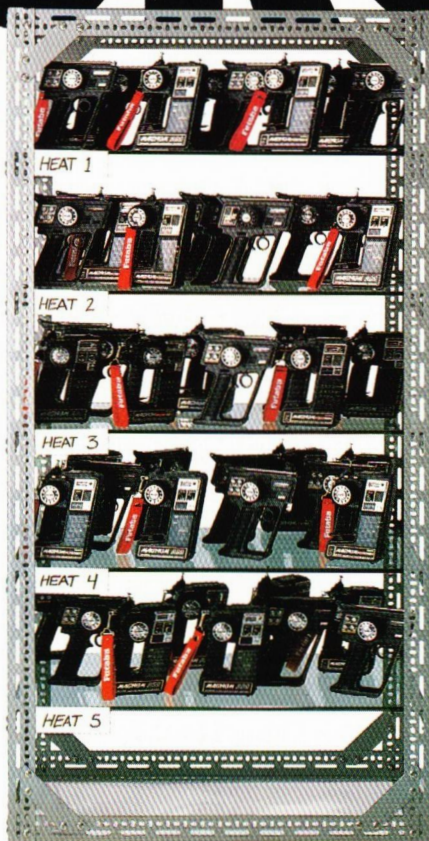
Every race day, more and more Magnums are showing up at the track. That's because Futaba makes a complete selection of Magnum pistol-grip systems to suit every kind of radio

controlled car. Each Magnum system is loaded with competition features to give you an edge, whether it's your first race or the World Championships.

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

MOVE INTO THE WINNERS CIRCLE

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



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

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

THE ALL NEW MAGNUM AM

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

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



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

THE ULTIMATE MAGNUM

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

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



2PB/Sport

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



2PBKA/Junior



2PD/AM

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



3PB/PCM1024

MAGNUM
Futaba

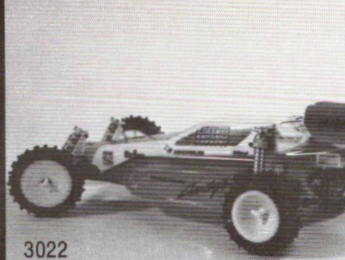
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3025
ELAN "OFF ROAD" - MID OPTIMA



3240
1/10th SCALE "OFF ROAD" WING



3022
HEATHEN "OFF ROAD"



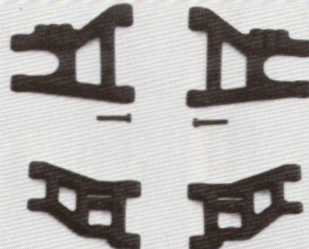
3145
NISSAN GTP



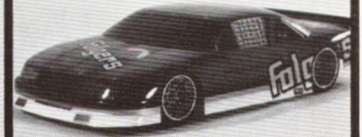
3418
RC-10 REAR BODY MOUNT



3141 - 4141*
89' JAGUAR GTP



ANDY'S FRONT & REAR ARMS



3162 - 4162*
89' CHEVY LUMINA - NASCAR



3134
1988 VETTE OUTLAW WEDGE

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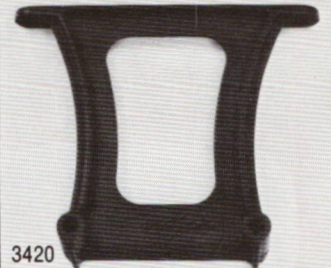
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* 1/12 Scale Bodies

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3420
MONSTER TRUCK FRONT BODY MT.



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



3030
JEEP COMANCHE TRUCK BODY



3026
APACHE WARRIOR - YOKOMO



3140
PORSCHE 962 GTP



3023
HALF-BREED "OFF ROAD"



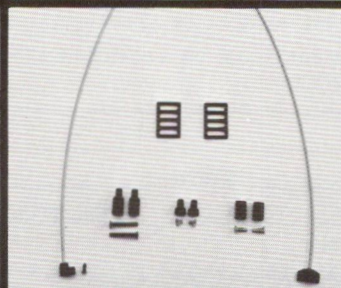
3414 - 3416
RC-10 "OFF ROAD" FRONT BUMPERS



3020 - 3021 - 3024
RENEGADE "OFF ROAD" SERIES



3160 - 4160*
89' PONTIAC GRAND PRIX - NASCAR



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FEATURES

TURBOCHARGER 34

By Derek Arita
Here's a device that will treat your batteries right.

MUD BLASTER 40

By Steve Saik
The latest monster from MRC/Tamiya can really sling the dirt.

1/8 GAS NATIONALS 46

By Gene Husting
St. Louis hosts the 1989 Gas Nationals, and it's a real gas!

BACK TO THE THUNDERDROME 50

By Bill Strauss
The Second Annual R/C Thunderdrome is once again a high-speed spectacle.

A SCALE BUGATTI TYPE 35 56

By Frank Gudaitis
An exquisite piece of workmanship with a proud history.

SUMMER SIZZLER 60

By Mike Liem
The Northwest's premier offroad event is a talent showcase.

DEPARTMENTS

AT THE WHEEL / Richard Dowdy 8

PITSTOP 10

READERS' PHOTOS 12

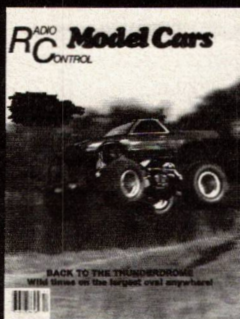
ANSWERMEN 24

R/C SPORTSMAN / Woody Trimble 26

TRACKSIDE / Mike Liem 32

RACING AROUND / Stan Smith 36

TRACK OF THE MONTH 78



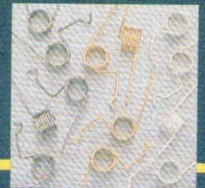
COVER: MRC/Tamiya's wild one, the Mud Blaster, gets down and dirty for this in-depth review.



...On The Cutting Edge
Of Speed And Horsepower.

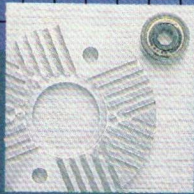


- #0001 The Buggy Master, 20 Turns, 30,000 RPM
- #0002 427 4WD, 16 Turns, 36,000 RPM
- #0003 350 2WD, 18 Turns, 34,000 RPM
- #0004 Dirt Oval Stock, 2WD or 4WD
- #0005 Super Speedway Stock, On-Road
- #0012 The Road Beast, 20 Turns, 30,000 RPM



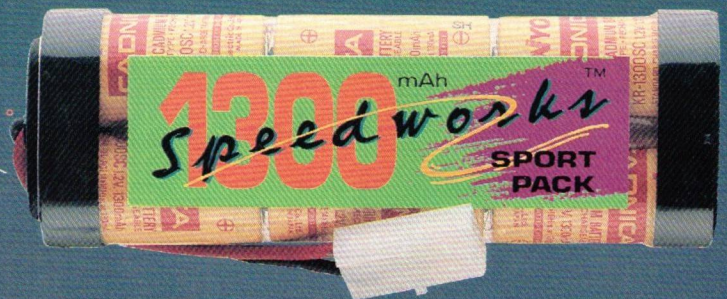
#4028, #4032 Lite
and #4033 Heavy
Replacement Springs.

Tomorrows Technology

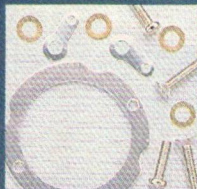


#4043 Motor Spacer,
#4031 Motor Bearing.

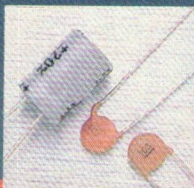
#0011 Sport Pack,
6 Cell Sanyo KR-1300SC



#4044 Motor Rebuild Kit.



#4011 Capacitor Kit.



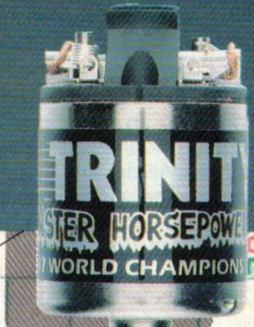
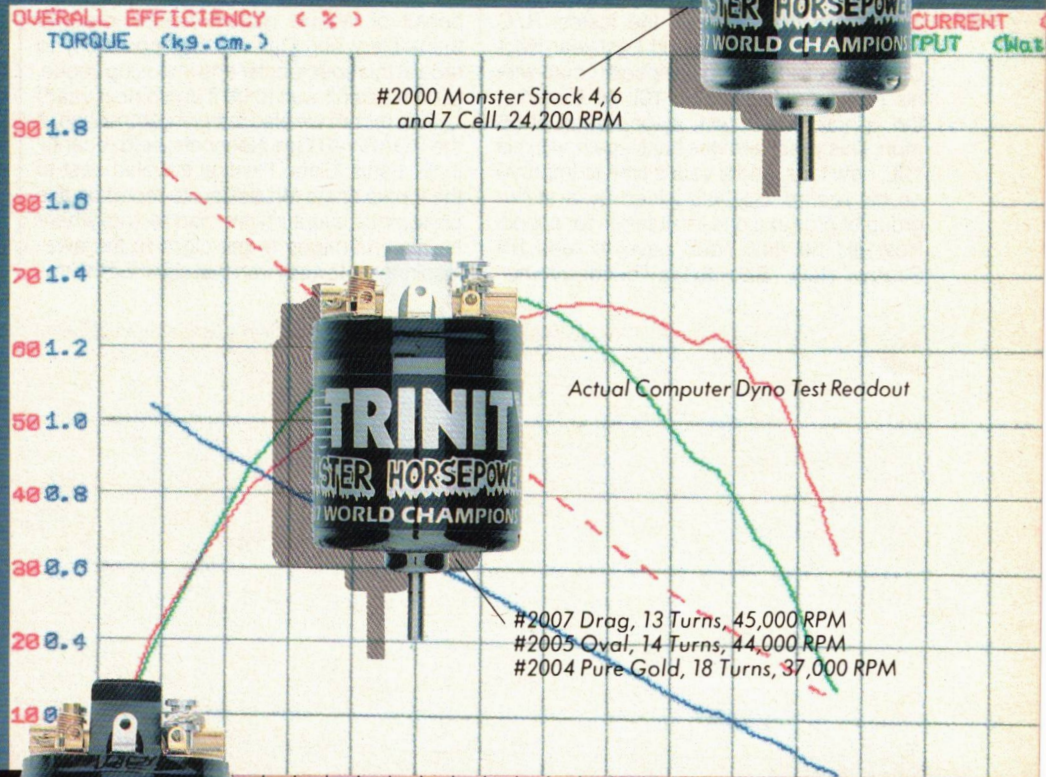
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#5043 Matched SCE 4 Cell Set
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TODAY

- #1012 Big Daddy, 10 Turns, 49,500 RPM
- #2014 Top Fuel; 11 Turns, 47,000 RPM
- #2015 Godzilla, 12 Turns, 46,200 RPM
- #1004 4 Cell Double, 16 Turns, 39,200 RPM
- #2011 Joel Johnson, 17 Turns, 39,000 RPM
- #1005 4 Cell Triple, 17 Turns, 38,000 RPM
- #1006 4 Cell Quad, 18 Turns, 36,000 RPM
- #2003 Enduro, 19 Turns, 35,000 RPM
- #1011 6 Cell Single, 19 Turns, 32,000 RPM
- #1007 6 Cell Double, 20 Turns, 29,000 RPM
- #1008 6 Cell Triple, 21 Turns, 28,000 RPM
- #1009 6 Cell Quad, 22 Turns, 27,000 RPM



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THUNDERDROME AND MORE

Like Christmas and birthdays, racing at the Thunderdrome comes around only once a year. Maybe that's part of the reason it is such a special event. But then there's the actual physical racetrack to consider: an ultra-high banked concrete speedway designed as an Olympic bicycle velodrome. Through the tireless efforts of two individuals, Gary McAllister and Dan Moynihan, racers from Southern California and throughout the U.S. have had the opportunity to test themselves and their cars on the fastest R/C superspeedway in the world. Last year, Kent Clausen set a 1/10-scale speed record with his prototype Associated 10L by blistering the concrete oval with a top speed of 56 mph. This year Kent was back again, with his 10L, new tires, and a year's time to improve on his record. He was joined by a stellar group of pros in a one-minute run for speed. How did he do? You'll have to read Bill Strauss' story, "Back to the Thunderdrome"

to find out, beginning on page 50.

Not only was there a hot group of pro racers at the 'Drome, but a huge field of amateurs, including a devoted bunch of Tamiya Road Wizard racers, and I count myself in those numbers. The only open-wheel class competing at the T-Drome this year, the stalwart band of Road Wizard warriors put on a spectacular show of their own, easily surpassing the speeds they reached last year at the first Thunderdrome race. On behalf of Wizard racers everywhere, we thank Gary and Dan for the opportunity to race at this spectacular and imposing venue. (And we can't wait to do it again next year!)

This month we also feature competition at the ROAR 1/8 Gas Nationals, held recently in St. Louis; Gene Husting traveled east to the banks of the Mississippi to report on this prestigious event in gas road racing, where he also managed to get close to the awe-inspiring Gateway Arch that signified the trail

west as taken by the early pioneers. Gene's story on the gas championships begins on page 46.

Meanwhile, up in the Northwest, they managed to get in another edition of the Summer Sizzler for 1/10-scale offroad cars. Our northern correspondent, Mike Liem, was there to cover the action for us. Team Losi's JR-X2, as well as the Optima Mid performed well enough to come out on top in 2WD and 4WD respectively. See Mike's article, beginning on page 60.

MRC/Tamiya continues to come out with fun vehicles, and their latest, the Mud Blaster, is no exception. Steve Saik put one of these monster trucks together in no time, then took it out where it belonged, in the dirt, for an on-track evaluation.

We've just begun to hit on some of the highlights waiting for you in this issue. There's plenty more to be found inside, so sit back and start enjoying!



Kent Clausen's 10L at speed, Thunderdrome, 1989.

JR-X2 TECHNOLOGY IS HERE!

WHY JR-X2?

The JR-X2 is the product of my many years of R/C car racing experience. It incorporates the many little things that helped me win 4 World Championships and numerous major titles around the world. The highly tested and developed design will help you be successful against the toughest competition.

GIL LOSI JR.



BODY AND WING

Super tough and stylish Lexan® body shell form fits to chassis and covers the rear shocks for added protection from dirt.



LOSI SHOCK ABSORBERS

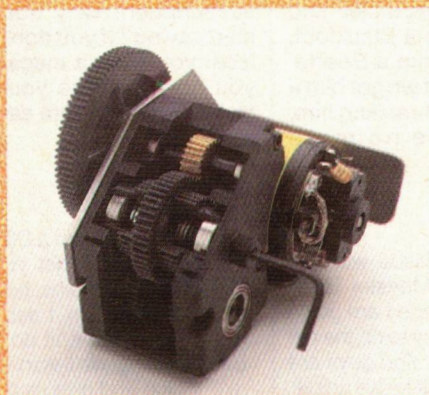
Internally pressurized with hardened and microground shafts. Easy to replace pre-assembled cartridge and ultra smooth stainless steel springs.

LOSI 5 LINK SUSPENSION

The new LOSI 5-Link® rear suspension handles all types of track conditions ... features unique universal/slider drive shafts.

THE WINNING EDGE . . . !

A group of dedicated, performance minded, professionals working to develop quality products at a reasonable price. Team Losi supports their products with continuing testing, racing, and customer assistance. When you choose Team Losi you get years of World Championship experience and expertise. The JR-X2 is the new generation in 2 wheel drive performance. Team Losi has given you a kit that out of the box will give you the edge against other cars.



"ALL-NEW" JR-X2 TRANSMISSION

The JR-X2 is a dramatic winning edge. The L.R.M. (low rotating mass) gears are 48 pitch and molded from self lubricating materials specially formulated for low friction and durability. The 2.18 to 1 final drive ratio is lower than most others and allows selecting the correct gear ratios for the new breed of hot modified motors along with the proper ratios for stockers.



Patents Pending

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BORED NO MORE

Dear RCMC,

I am 12 years old, and I have been racing offroad for nearly 2-1/2 years. After a while, you get bored with it (it's too slow for me). But when I saw that IFMAR 1/12 World Championships article in the January, 1989 issue, it was enough for me. I am ready to sell my car and buy an RC12! P.S. I was wondering if you sponsor people.

Billy McArdle
Winter Springs, Florida

Billy: No, unfortunately, we do not sponsor individual racers. Try your local hobby shop; often they will help a hot racer in their neighborhood with equipment and expenses.—Ed.

DEL DID IT

Dear RCMC,

Today I just picked up my new issue for September and found some mistakes on the Readers' Pages. First, on page 12 you mixed up the Clodbuster and the Monster Beetle. Second, on page 14 the Lunchbox pulling the sled has the caption for the Blackfoot on page 16, and vice-versa. I have a Blackfoot with a Speedworks 427 motor and a fully stock Super Sabre. I think R/C is the greatest sport in the world,

Matthew Perchick
Boca Raton, Florida

Matthew: You can put the blame on Readers' Page editor Del Bagshaw for the slip up. He lost his spectacles and couldn't tell a Bigfoot from a Blackfoot, let alone a Clodbuster from a Beetle. You'll be happy to know that we got him a new pair and after soundly thrashing him, Del promised to make no more mistakes.—Ed.

CONVERTED

Dear RCMC,

I just saw your October issue with the story on the Pro-Line RC10/Monster Truck conversion. I have an RC10 and I am going to get me one soon! I can't wait to rip the dirt with my monster conversion. You guys are too much. Thanks to Steve Saik for his article. It convinced me to get one.

Chris Pierson
Pacific Palisades, California

IT'S A GAS

Dear RCMC,

Having just read Gene Husting's article on the IFMAR Gas Championships I had to write to tell you that I thought it was great. The photos were terrific, but Gene's writing put me right there in the crowd and behind the scenes. I'd like to get into 1/10-scale gas racing, but there are few cars and fewer guys with them. The 1/8-scale cars are too expensive for me, but I sure would like to go to a race and see these big time drivers go at it. You can be congratulated on a job well done, as usual.

Al Eastman
Fresno, California

Dear RCMC,

Your coverage of the Gas World Championships in Holland deserve special praise. I felt as though I were on the team myself! I have been a longtime 1/8-scale racer (nowhere near the ability of such as Ralph Burch, but I still have a blast) and I was so excited after reading the article I went down to my workroom and started cleaning up my car, even though it is raining outside. You guys have done it again!

Brian Ashton
Seattle, Washington

WHAT TO DO

Dear RCMC,

My car used to gothisfast when I first got it, but now it goes-real-slow! I want to get a new car, but my mom says I have to earn the money to pay for it. I want a subscription to your magazine, and if I subscribe, it says I have a chance to win a new R/C car. Subscribing would be cheaper, and I could win the car. Do you think I should subscribe, or save my money for a car?

Nick Souleles
Pacific Beach, California

Nick: This is a tough one! My instinct tells me to say subscribe, but there is value in saving up for a car too. If you did save up, then you would get the car you want. If you subscribe, you have a chance of winning, but then again, you have a chance of not winning. But you would have a subscription! Why not subscribe, then start saving? If you don't win a free car, at least you have a magazine that can tell you how to make your present car go faster, while you are saving to get a new one.—Ed.

CLIFF LETT

Dear RCMC,

I am going to start a Cliff Lett fan club! I had thought about it last year after he won a dozen or so A-mains, but after reading your interview with him, I decided it was time to get off the dime and do it! Here's what I've been thinking: we'll start by having Cliff come to our club and give us tips on how to win at R/C racing, and sign pictures for the members. We'll have T-shirts with a list of his wins, and signature battery packs. We can have a raffle, among members, and the winner gets an expenses paid trip to California to spend a weekend racing with Cliff. Second place gets two weekends with Cliff—ha! Seriously, Cliff Lett is the greatest, and I want to be the first to start a real fan club. What do you think?

Marc Borger
Winston-Salem, North Carolina

Marc: You'll have to ask Cliff about that; he's pretty busy, with racing and work, and we won't presume to speak for him.—Ed.

Dear RCMC,

Well, you've done it again! I was telling my friend Billy Watson that I would like to see an

interview with Cliff Lett, and then I got my November issue, and there it is, no lie! After reading his interview, I am more impressed by this gentleman than before! He's definitely a one of a kind. I was really turned on by the picture of him in his motorcycle uniform. I had no idea that he was a cycle mechanic and racer before getting into R/C. My compliments to you all.

Ray Miller
Bloomington, Indiana

Dear RCMC,

I was looking at my dad's copy of your magazine and turned to the story about Cliff Lett. He's a dream! Do you have any autographed photos of him? I would really like to get one. I have driven my dad's big truck in the yard, and that's as close as I've come to being interested in radio control until I saw Cliff Lett. He's number one!

Stephanie Donovan
La Mesa, California

DEL SIGHTINGS

Dear RCMC,

We've found your missing editor, Del Bagshaw. He's hiding in the crowd on page 37 of the August issue. I also think he was the guy pulling his head out of the dirt at the Pike's Peak or Bust Rodeo.

Earl Barnes
Pueblo, Colorado

Dear RCMC,

Stop everything! You really thought you could fool me didn't you. Nice try. Your missing friend Delbert Bagshaw isn't in the woods anywhere. He is on page 37 of your July issue. He is in about the middle of the photo, seventh row up. I am a loyal reader of RCMC and I love the Readers' Pages. You guys should make a sticker set. I would love to slap some on my Blackfoot.

Your stompin' friend,
Ken King
Calgary, Alberta

Ken: You'll be happy to learn that Del is lost no more. See the September issue! Also, we'll be coming out with some nifty stickers for your car soon, in response to popular demand. Watch for them!—Ed.

GETTING THE PICTURE

Dear RCMC,

It took a while, but at last someone has done me a favor! I have been struggling with taking a good photo of my R/C car (an Optima) and now your magazine has done it with your article on How to Take Pictures of your R/C Car, in the November issue. My pictures were always blurry or made the car look like a beetle. I just finished shooting some (with my brother driving) and I hope I got the action like you said I should. I'll send you the best of what I get. Thanks again for being the best R/C magazine anywhere!

Eddie Strand
Atherton, California

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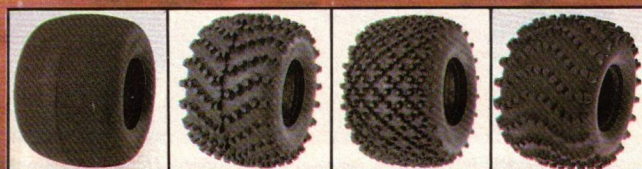


Your monster truck gets down and dirty with turf-hungry DuraTrax Monster Truck Tires and aluminum Monster Rims on all four wheels. Specially designed to take the turf head-on, DuraTrax monster tires are made of 100% rubber, with strict quality controls and exacting tread and wall tolerances to provide even wear — and a tight grip on any surface. A wide selection of tread patterns lets you choose the look and tread design you want for your truck. Dirt-biting spikes, high-traction slicks, and sand-blasting paddles let the good times roll without letting the price tag fly.

New DuraTrax monster truck rims are available for all Kyosho car crushers, plus the Blackfoot, Monster Beetle, and Clod Buster. These brilliant anodized aluminum rims have been spot-drilled to give the appearance of having six lug nuts. Outfitted with DuraTrax monster tires, they'll shine with realism and power.

When you feel like dressing up in some new treads, get the best, most economical high-grade tires and rims available. Get DuraTrax!

For a complete description of DuraTrax's full line of high-quality performance-boosting tires, just send to Hobbico for your FREE full-color brochure. DuraTrax — the best tires and rims...by design.



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BIG BEAR
DIAGONAL SPIKE

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CLOBBUSTER
V-SPIKE

READERS' PAGES

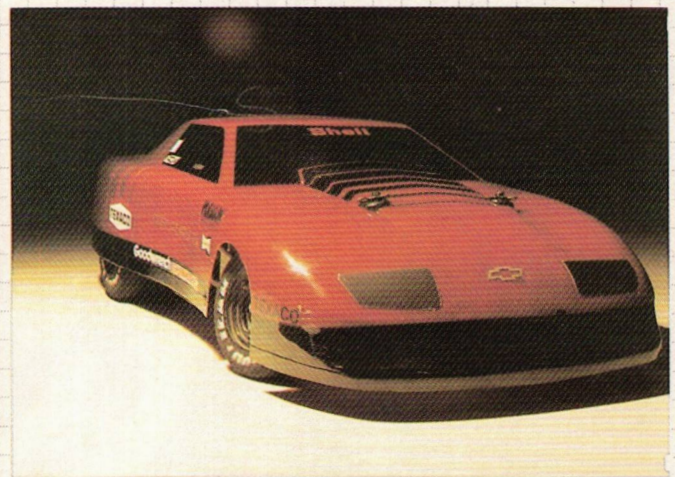
The Readers' Pages are for you; if you would like to see your photo here, all you need to do is send your photograph, along with some information about your car to our Readers' Pages editor, Del Bagshaw. Mail to: Readers' Pages, 898 W. 16th St., Newport Beach, California 92663. None of the photos can be returned, and they will be published on a first-come, first-served basis. And by the way, our judges will pick winners each month who will receive a free, one-year subscription to *R/C Model Cars!* Send your pictures today.



Eight-year-old Shawn Lindberg, from Hanson, Massachusetts helped his dad build this MRC Blackfoot that has ball bearings, headlight covers, smoked-glass moonroof and vent windows. Shawn has a 'Vette body for competition, along with Monster Beetle tires.



"Meet the Bustage, a mammoth crusher that eats everything in its way," says D.J. O'Hara, of Northborough, Massachusetts. "It is equipped with two LeMans motors and special thanks to chief mechanic Mike Stubbs for the paint job and mechanical assistance."



Brad Crust is a winner with his RC10 set up for carpet racing with a Protofab Camaro body, full bearings, a Novak speed control, and a Twister motor. Brad built a fiberglass front end, and with a drill press and grinder, took a pound off the car's total weight. Congratulations, Brad!



Here's a completely stock (except for a LeMans 480 motor) Blackfoot-eating Kyosho Big Brute from Matt Wagner, of Mulvane, Kansas. The body is metallic burgundy with yellow pinstriping and window tint.



This Turbo Optima with a belt drive, low profile tires, aluminum rims, Novak speed control, Turbo racing battery, SPA 240WS motor, and gold chassis is from Chris MacQuarrie of Coquille, Oregon.



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We Give You the Real Thing in 1/10-Scale Quality Radio-Control Replacement Parts. See These and Our Complete Line of 50 R/C Scale Tires at Better Hobby Shops Everywhere.

TRUCK-PULL TIRE



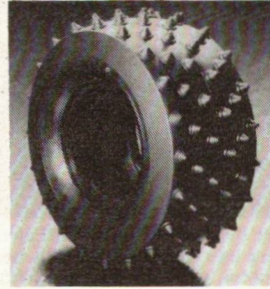
Item 7590
(Fits Lunch Box or Blackfoot)
Reg. size \$20.00 pr.
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MONSTER TRUCK TIRE



Item 7591 \$20.00 pr.
(Fits Blackfoot)

MONSTER SPIKE TIRE



Item 7629 \$18.00 pr.
(Fits Blackfoot)

MONSTER PADDLE TIRE

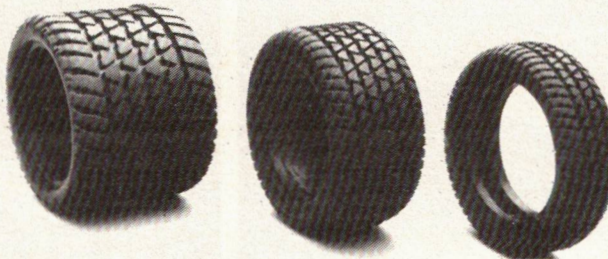


Item 7589 \$15.00 pr.
(Fits Blackfoot)



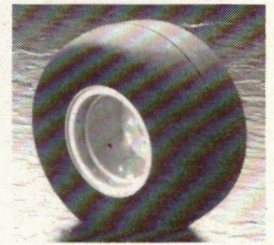
CAT PIN SPIKES

Front #7637 \$9.00 pr.
Rear #7636 \$10.00 pr.



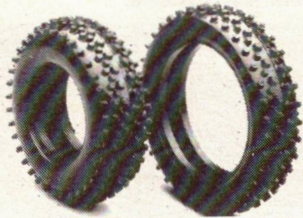
OLYMPIC TREAD

Fits Bru-Line rim system with adapters for RC10, Kyosho and Tamiya.
Front #7592 \$12.00 pr.
Rear #7593 \$12.00 pr.
Wide Rear #7594 \$15.00 pr.



SLICK TIRE

Fits Blackfoot or 2.2-inch rim.
Item 7628 \$15.00 pr.



FRONT SPIKES

1 1/2-inch Rim #7631 \$7.00 pr.
2-inch Rim #7630 \$7.00 pr.

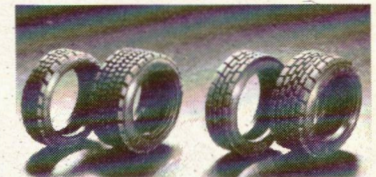
NEW



LOW PROFILE BLACKFOOT MONSTER SPIKES

3 Styles:
Mini Spike #7580 \$13.00
Cat Spike #7581 \$13.00
Q-T Spike #7582 \$13.00

(Available in soft, medium and hard compounds.)



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2.1-inch fronts and 2-inch-diameter rears. Real rubber. \$12.00 a pair.

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Hot Blue Front \$7.98 pr.
Hot Blue Rear \$7.98 pr.
Hot Orange Front \$7.98 pr.
Hot Orange Rear \$7.98 pr.
Hot Yellow Front \$7.98 pr.
Hot Yellow Rear \$7.98 pr.

NEW

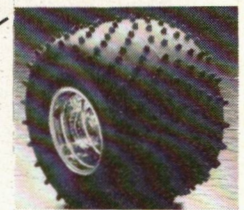
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The ultimate in big-wheel action.

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NEW



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(Widest spike available.)

\$28.00 a pair

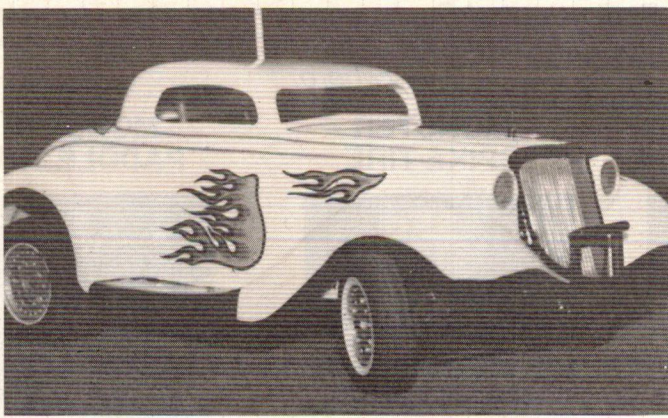
"KEEPING YOUR HOBBY AFFORDABLE"



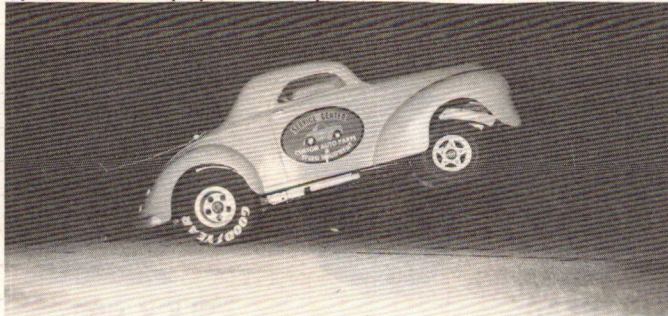
IMEX Model Co. Inc., 53 Trade Zone Court, Ronkonkoma, NY 11779
516-981-2804

IF ITEMS ARE UNAVAILABLE AT YOUR HOBBY SHOP, ADD \$2.50 POSTAGE.

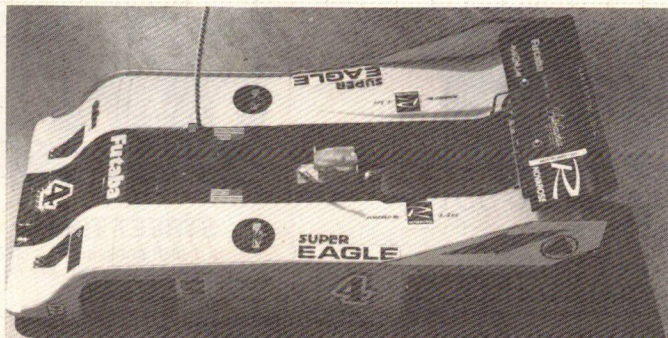
CATALOG \$2.50



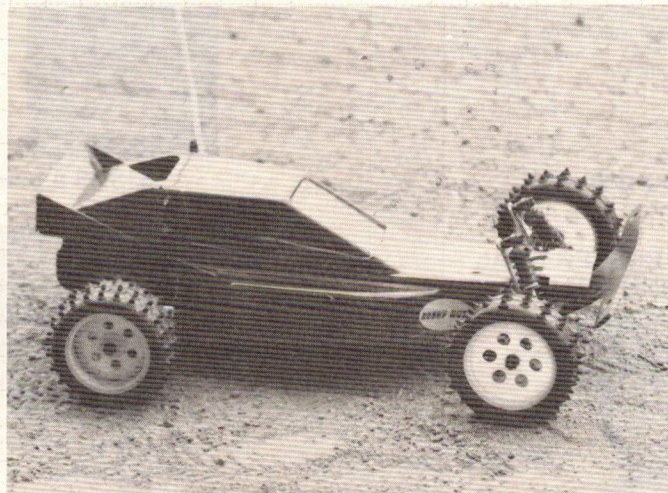
This was a stock Nikko Thunderbolt, but after Phil Tevesi, of Fairview, New Jersey got through, his car turned into this '33 Ford with bearings, a modified suspension, RS-540SD motor, a Parma body, and a homemade speed control. Top speed is 35 mph.



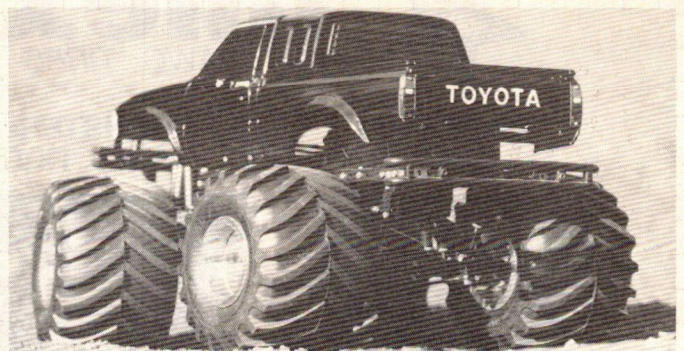
John Whitten, of Gardena, California, writes to tell us that his company's logo has a '41 Willys on it, so he took a Grasshopper and modified it to look like the company car. It has a Futaba radio and speed control, wheelie bars, Associated motor, body mounts and traction bars (handmade), and plans to install lights soon.



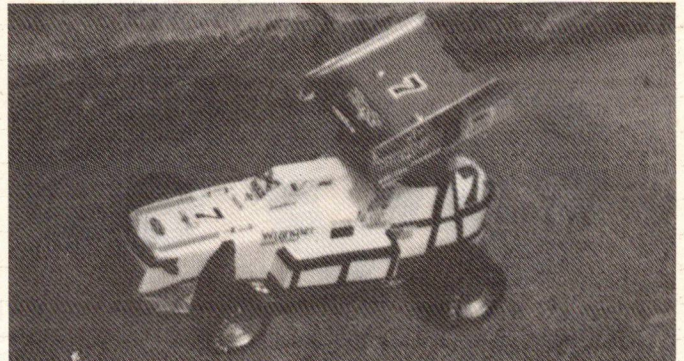
This Delta Super Eagle has a NovaRossi engine and a McCoy tuned pipe and header, a Futaba radio, a graphite chassis, covered by an Associated Elfyn body. It's the work of Bruce Brakefield, of Charleston, South Carolina.



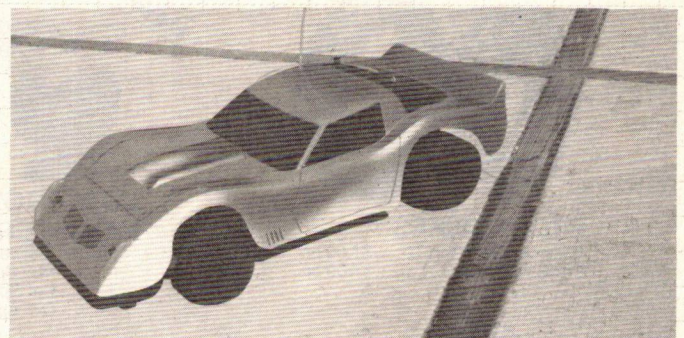
"My name is Warren Martin, I am 13, and I have a modified Ultima with a Hot Trick chassis and a Tekin speed control and a Parma Chenoweth body and a LeMans motor and it really moves!"



Dr. John Rathjen, of Honolulu, gets a free subscription for the intensive work done on his MRC Bruiser. He lifted the suspension one inch, made his own shock mounts to accommodate the triple shocks at each wheel (there are a total of 17 Kyosho shocks on this baby!) and all tranny and axle bushings were replaced with ball bearings. The motor is stock, powered by a custom-built 8-volt 5,000 mAH Gates battery pack and a Victor 4 speed control. There's more, but we don't have the room to tell you about it!



A modified Tamlya Hornet with a Diamond motor, ball bearings all the way around, a sprint car body from BoLink, and an Airtronics radio, all from Manny Rodrigues Jr., of Medford, Massachusetts.



Adam Saruwatari, 13, says his car has a custom body by Rosi Lusardi, full bearings, a Trinity motor, Novak speed control, Losi bearing steering, a drilled out chassis, and Parma heavy-duty tie rods.



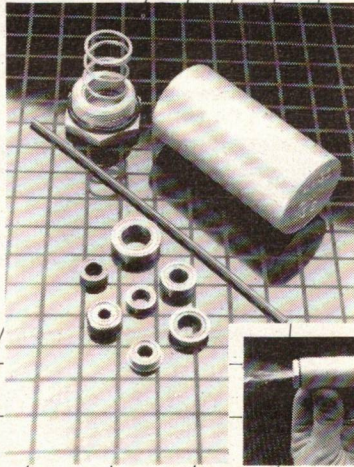
This very-modified Fox from Robert Segers, of Manhattan Beach has a VIC 2B speed control, Dymond 4 Red Label motor, Hot Trick outdrives, Associated dogbones, and a Mustang body from Parma. Robert's a winner of a free subscription for his efforts.

MCS

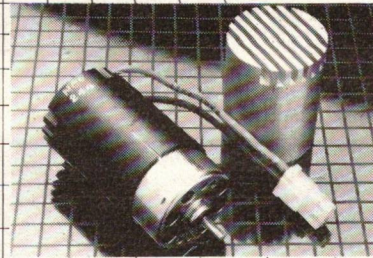
P R O D U C T S



Portable Parts Washer
#8000



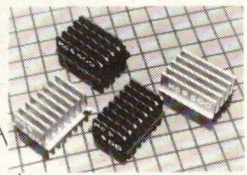
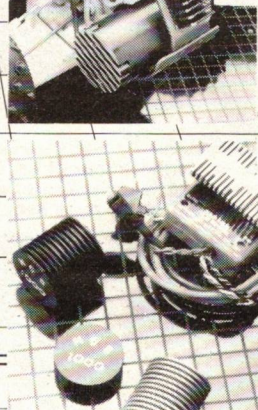
Bearing Cleaner
#6021



Motor Cover Heat Sink
#244



Speed Control Heat Sinks
#1000 B #1000 C
#2000 B #2000 C



Bond On Heat Sinks
#400 B #400 C
#500 B #500 C

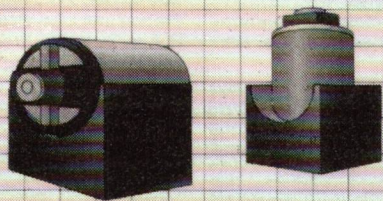


Ugly Stick
#1111

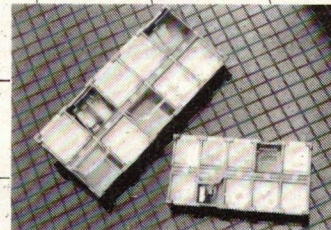
NEW PRODUCTS



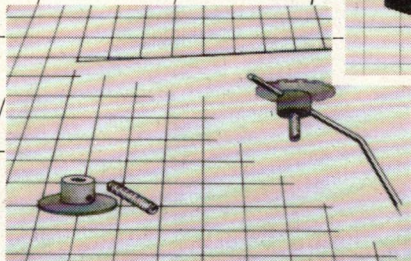
Dog Bone Straightener & Alignment Tool
#3000



Motor Block
#5000

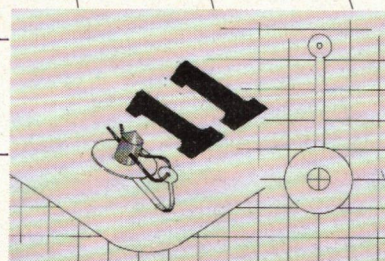


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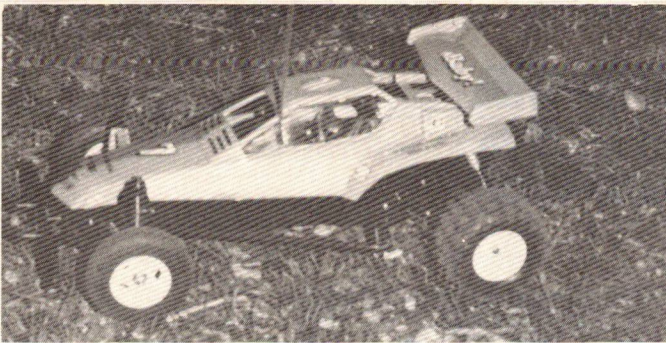
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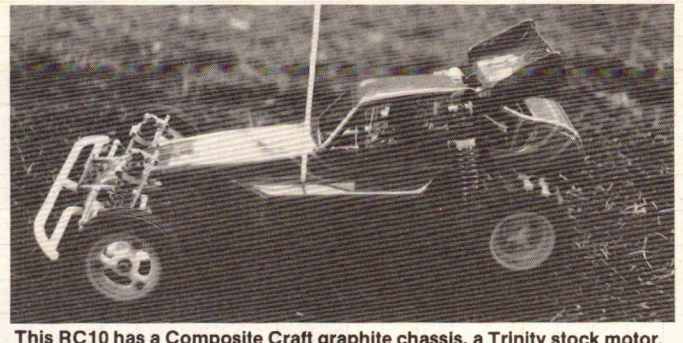
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"My name is Robin Haslett, I'm 9 years old. This is my Hornet. Pink with rainbow colors on the side. BEC and 380 motor. I won my first race with it. I beat two boys." Robin Haslett, Elkhart, Indiana.



This RC10 has a Composite Craft graphite chassis, a Trinity stock motor, Novak speed control, and a Futaba micro receiver. The paint job is dark blue metalflake with light blue metalflake highlighted by a charcoal center stripe. It's the work of Greg Parsons, of Seattle.



Steve Ramirez, of Louisville sends this photo of his Optima Mid with Kyosho gold shocks, a Trinity graphite plate, Team Losi Insane motor, Novak speed control, adjustable diff, and a 7-cell battery.



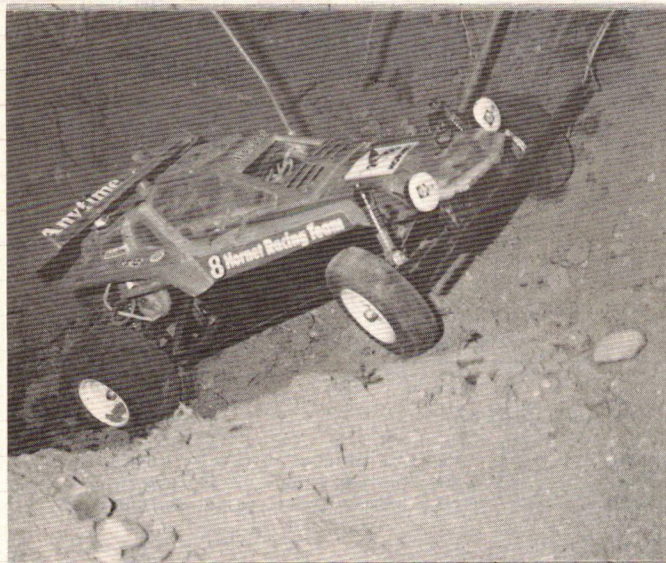
Darcy Boyce, of Lacombe, Alberta writes to say his Frog really hops now that he's added You-G front shocks and rear stabilizer, bearings and a Technigold motor. Good work, Darcy.



This Optima Mid 4x4 is from Richard Milesky, of Pittsburgh, who says it's his most successful car. Basically stock with a 240ST motor, a Magnum radio, and a 7-cell pack, Rich says he's beaten RC10s and Ultimas. His friend Dale did the acrylic paint job.



Joe Taylor, from Pomona, New Jersey, says he bought his father-in-law's Falcon and converted it to a Lunch Box called the Milwaukee Mudslinger. It has Twinn-K tires with Monster Beetle rims, a Trinity motor and a heavy-duty steering kit. A real wheelie beast!



Here's a Tamiya Hornet from Shane Heberling, of Boyne City, Michigan. Shane says his Hornet has a RS-540 motor and Pro-Line tires, and when he races his friends, he leaves them in the dust.



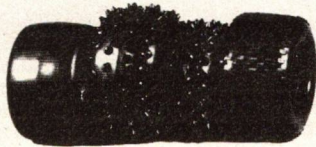
Greg Gale customized his Midnight Pumpkin with monster tires, a wheelie bar, tinted windows, working headlights, speed control, CVA long shocks, and a RS-540SD motor. The paint job took 3-1/2 days.

TMS products



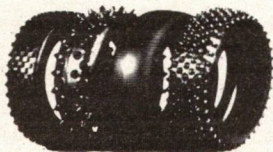
WHEN IT COMES BETWEEN YOU AND THE GROUND - TMS HAS IT!
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300 SERIES fits Frog, Hornet, etc..



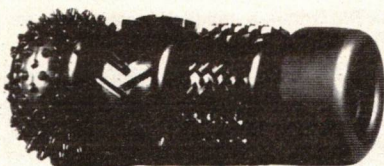
Over 10 styles to choose from: styles shown; 301 slick, 304 spike, 306 front spike, 310 matrix.....\$9.99

400 SERIES fits RC-10, JrX(front).



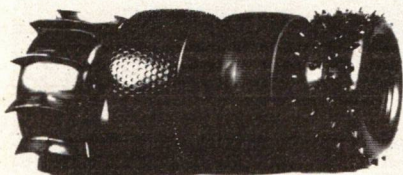
Seven styles to choose from; styles shown; 478 matrix, 486 tall spike, 490 slick, 492 short spike.....\$8.49

600 SERIES fits RC-10, C-4, etc..



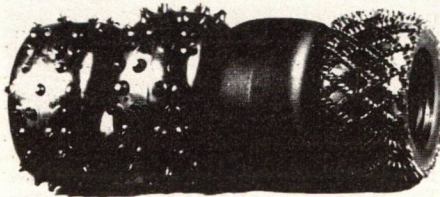
Over 15 styles to choose from; styles shown above; 602 spike, 606 split V paddle, 612 utility tread, 614s soft slick.....\$9.99

900 SERIES fits JrX, TQ-10, CAT, and most Tamiya & Kyosho 4WD.



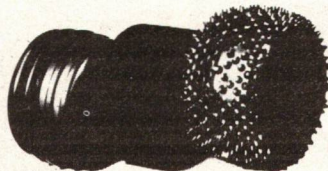
Twenty styles to choose from; styles shown; 916 mud/sand paddle, 969 treaded street slick, 980s soft slick, 989 pin spike.....\$9.99

2200 SERIES fits Blackfoot



Over 10 styles to choose from; styles shown; 2202 short soft spike, 2204 large spike, 2205s soft slick, 2207 pin spike diamond tread.....\$12.99

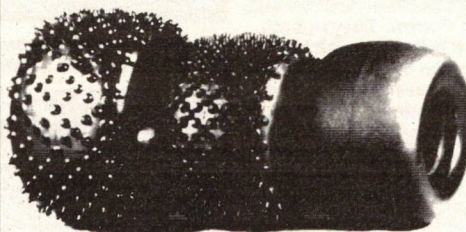
BLACKFOOT SERIESNEW****



2209 ribbed front.....\$12.99
 155 foam slicks.....\$15.99
 2221 ultra- wide spike.....\$12.99

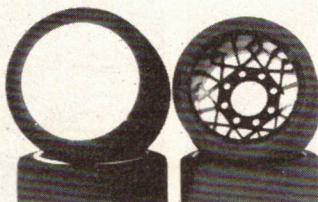
2300 SERIES fits Kyosho trucks

2700 SERIES fits Big Bear



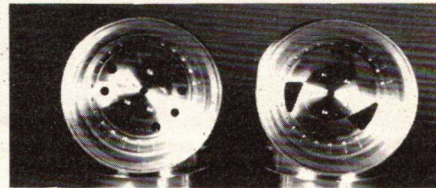
Shown above; 2300 spread spiked pattern, 2701 full spiked pattern, 2705 street slick.....\$14.99

1/10 on-road foam(Bolink hub)



133 glued and trued on white dish style wheel, #139 glued and trued on black BBS style wheel....both \$16.99. One piece foam rings and wheels are available separately.

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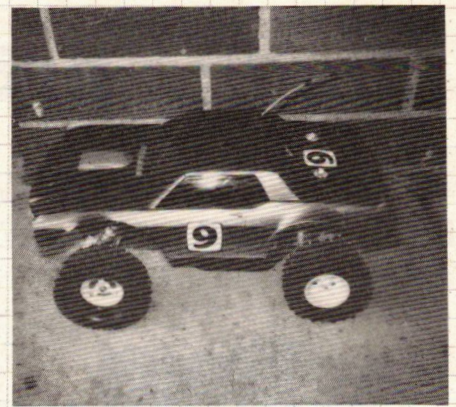
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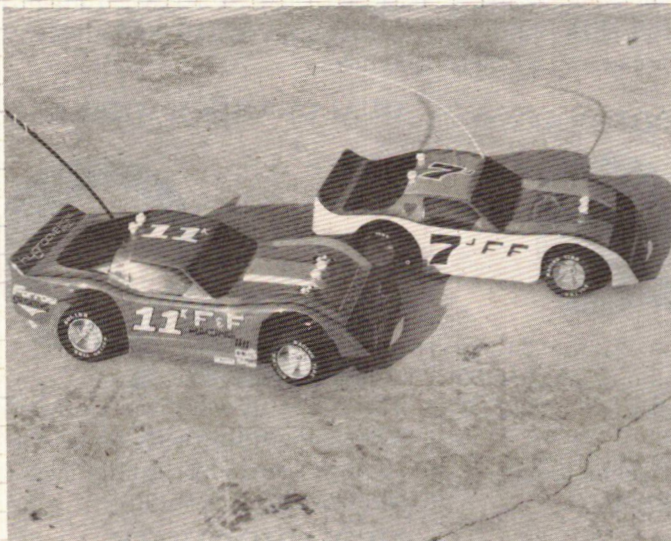
"My car goes so fast it's considered a nightmare to the other cars!" So says Jason Casatelli, a 12-year-old racer from Nutley, New Jersey. Jason's scary Rocky 4WD car has spike tires, a Novak speed control, LeMans SPA 240WS motor, an 8.4 battery pack, and a Futaba radio.



"I just got into R/C car racing and it's awesome!" So says Andrew Muscarella, of Marietta, New York, who adds that his dad helped him build this Optima with a You-G aluminum wing, Option House tires, and a Mabuchi 540S motor.



Kevin Berg of Richmond, California shot this photo of his RC-10 he modified to run in the monster truck class. It has a '65 Mustang body mounted, a Novak speed control and receiver, Losi steering, and a Hot Trick chassis. It's powered by a Twister. Kevin races at Antioch Raceway and has won many times, he says.



These two cars belong to Chris Failing and John Farrow. They're both RC10s that run on carpet or dirt. The car on the left is Chris', and it has a Trinity motor, 7-cell pack, and a Tekin speed control. On the right is John's car, with a Trinity oval motor, a 7-cell battery, and a Novak speed control. John & Chris race at Willow Mill and J&C Raceway. Painting was by John.



Stan Moxley writes to say that his Big Grizzly is completely stock, with an RS540 motor, and a Futaba radio.

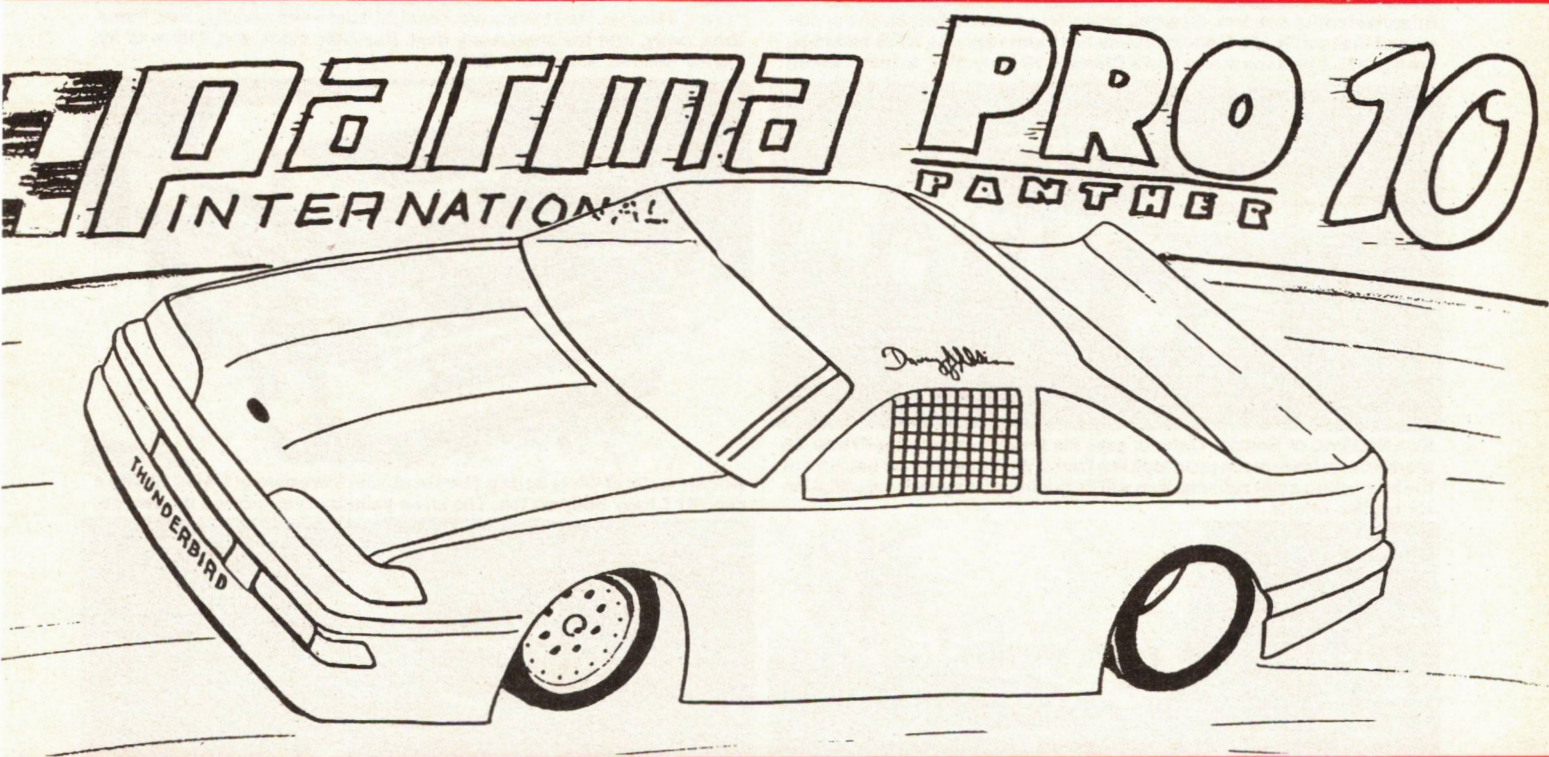


David Edwards, of Hudson, Florida says he runs his RC10 with a '32 Ford body in Late Model Modified class, with a Losi Insane motor, a Futaba speed control and radio, with high-speed servos.

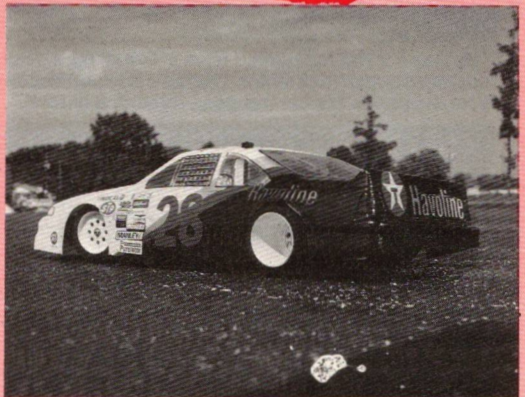


A Marul Big Bear with a LeMans motor and a Midnight Pumpkin body is from Greg Brachle, of Glenwood Springs, Colorado, who says he's not had a chance to race yet because there are no tracks in Glenwood Springs.

COLOR AND WIN!



If your coloring design for this Parma PRO-10 is chosen as the winner, you'll be given your very own PRO-10, painted in your design. The Parma PRO-10 is a championship-class 1/10-scale road racer, right out of the box!

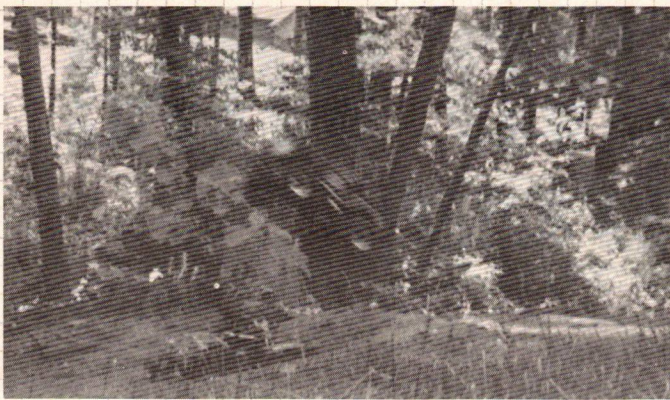


All you have to do is color the body on this illustration and send it along with your name and address to: R/C Model Cars PRO-10 Competition, 898 W. 16th St., Newport Beach, California 92663. Gentlemen (and Ladies!), Start Your Crayons!

Name _____

Address _____

City _____ State _____ Zip _____



Brian Wetzel, of Alworth, Georgia, gets a free subscription for the action shot of the month. His Monster Beetle has Parma shocks, NMB bearings, Frog gears, a LeMans motor and a Chevy S-10 body. Way to jump, Brian!



"Tamiya Hornet. I'm 11 years old. I bought it used and rebuilt it. New frame, tires, body, and the shocks are next. Basically stock and it likes to fly. Danny Sukosd, Massillion, Ohio."



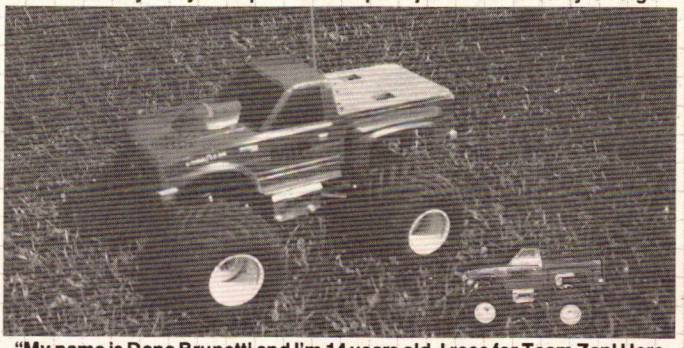
Ken Bedford, of Kanata, Ontario, says his Frog chassis got a Parma '86 Monte Carlo body made up to look like Darrel Waltrip's Tide car because of the interesting color scheme. Ken will be getting a free year's subscription for his fine efforts.



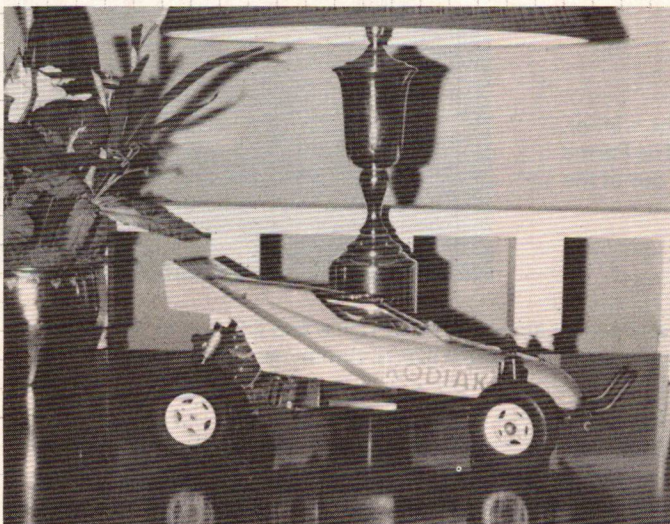
George Cole, of Silver Spring, Maryland, sent this photo of his RC10 with a cool '57 Chevy body on top. The clean paint job was created by George.



"My name is Pat Sabourin. I have a Grasshopper/Hornet. It has a Team Losi 6060 Superstock motor. The radio is an Airtronics 2R-2P series. I love your magazine. My car has gone through 6 chassis."



"My name is Dana Brunetti and I'm 14 years old. I race for Team Zap! Here is my Big Bear (I call it the Jolly Green Giant). It has bearings, oil-filled shocks, MIP diff, MIP gears, case saver, and a 480Z sprint motor. Give my thanks to MIP!"



Matt Smith, of Central City, Kentucky owns this Tamiya Hornet with V-spiked tires, a Parma body, stock shocks, Tekin speed control, and a Technipower motor.



A Monster Beetle with a Parma Ford Stepside body, and a Futaba Magnum Jr. radio comes from Mark Yates, of Goshen, Indiana, who credits his wife Janice for the fine paint job.

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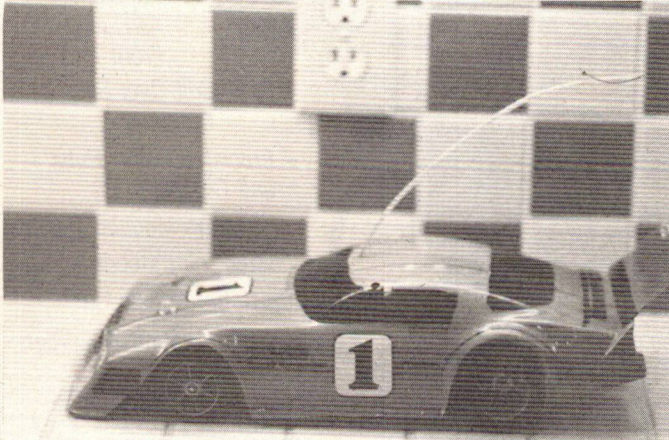
The Radiant is owned by Larry Harak, and the Ultima by Rob Michaud. Both are from Laramie, Wyoming. The cars have gold shocks, electronic speed controls, bearings, and a 480 Gold in the Ultima, and a Revolution Insane in the Radiant.



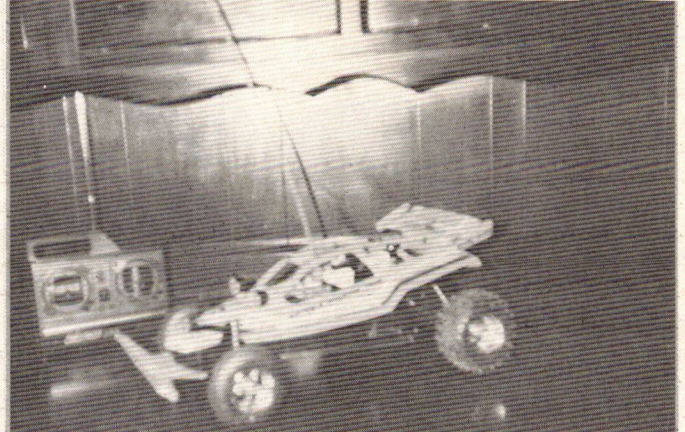
Robert Heins of Middle Village, New York, sends this shot of his Tamiya Frog with a '69 Malibu body he calls the Rebel. It has sponge tires, and runs with a Tamiya Black sprint motor. The body was designed and painted by Robert, who installed blinking lights too.



A Tamiya Hornet from Anthony Maldonado, of Bohemia, New York says his Hornet has an Attack radio and slicks in the rear, Pro-Lines in the front. When he puts it in the sand it really goes wild, says Tony.



The Associated 12L graphite with 64-pitch gears, a Litespeed neatsink, Twister motor, Novak radio equipment, and a hot-pink BoLink ASA Camaro body is the work of Peter McIntire, of Sarasota, Florida.

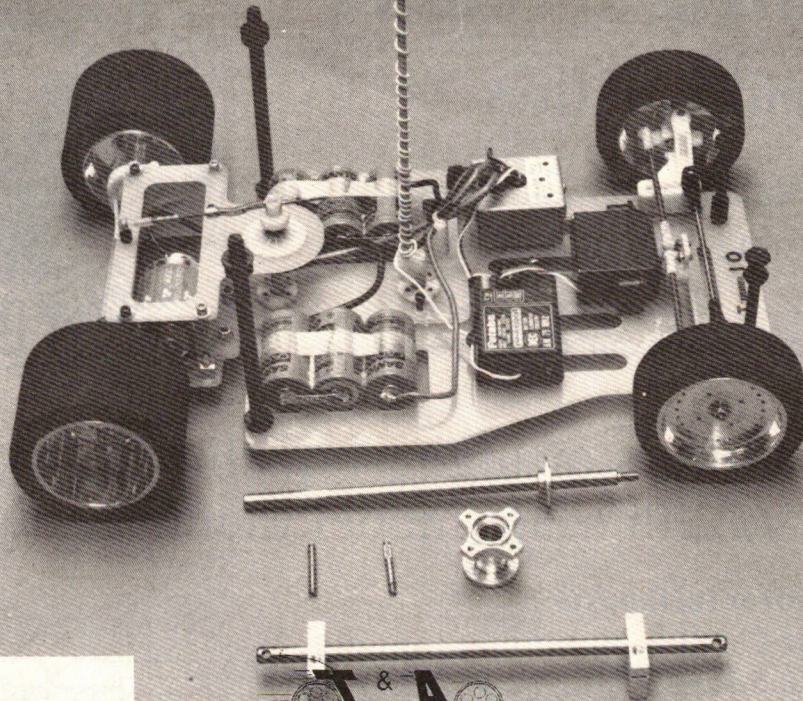


Lori Pastore (kinda musical sounding, no?) of West Haven, Connecticut, says this Rockbuster is her first car, built with her husband's help. It has bearings, a Race Prep 540 motor, and an Airtronics radio. It goes fast and looks great, and the paint job was by her husband.

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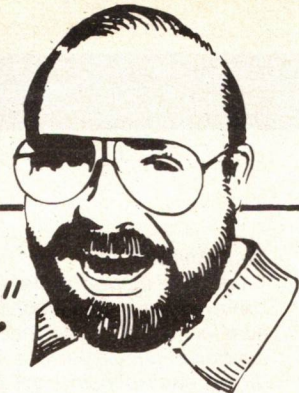


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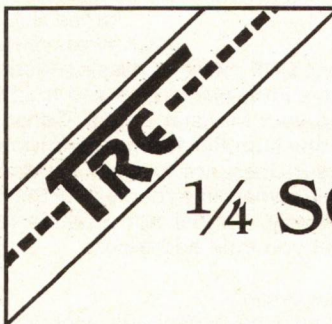
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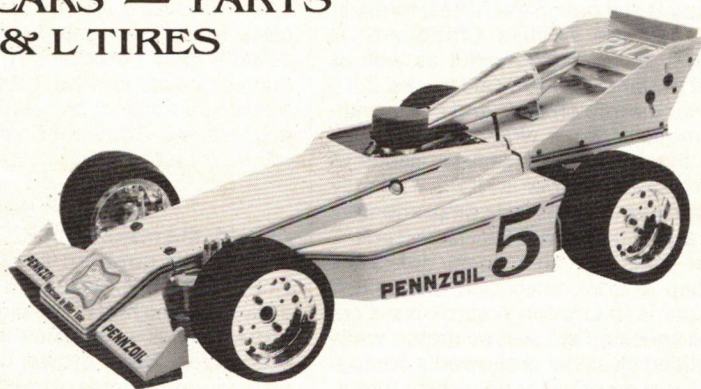


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Dear Answerman,

I get your magazine every time I can find it. I am getting a Blackfoot sometime in the near future and I was wondering what type of controller I should get for it. Also, what type of racing pack should I get for it. I live near South Bend, Indiana and I was wondering if there are any offroad tracks around here.

John Bailey
Culver, Indiana

A. John, there are many different makes and models of radios on the market, but I would highly recommend a wheel-type, pistol grip radio from a reputable manufacturer such as Futaba, Airtronics, etc. A 1200 mA battery pack, such as the Sanyo SC or SCR, will provide sufficient power for your 'Foot. For a complete listing of tracks, including those in your area, check a back issue of this magazine.

Dear Answerman,

I have two Nikko Framebuggies which are nice but I would like to move on. I have recently been talking with a friend about the world of R/C Monster Trucks, but he does not have all the answers I need. If you could answer these four questions I would greatly appreciate it. 1. Which monster truck is the largest, fastest, and most powerful. 2. Can you send information on as many monster trucks as possible. 3. Can you also send some addresses for some magazines on gas-powered R/Cs. 4. How do stock cars compare with modified ones in terms of overall speed and power. Thank you very much for this information.

David Doolittle
Sidney, New York

A. OK, David, here are your answers: 1. The jury is still out on the fastest monster truck, but the Tamiya Clodbuster is probably the most powerful as well as one of the largest 1/10-scale trucks. 2. To give you the info on each and every available monster truck would probably require the capacity of several issues of RCMC, so the answer is NO! 3. The only magazine you need for a comprehensive coverage of gas power R/C racing is *R/C Model Cars!* 4. The biggest difference between a stock class and a modified class car is the motor. A stock class car uses a specified stock-type motor, while a modified class car is allowed a competition-legal modified or open-type motor. In this respect, the modified class car is faster and more powerful than a stock class car.

Dear Answerman,

Where do you get a chassis for a MRC Tamiya Grasshopper? Also a guy at the hobby shop said that there is a 800 number to call for pieces for a Hobbico AC/DC charger. What is it?

Jeff Blue
Council Bluffs, Iowa

A. Jeff, your hobby shop operator should be able to order the part you need for your Grasshopper. The Hobbico product line is distributed by Tower Hobbies. Call them regarding the information you need for your charger. Their customer service number is (217) 398-1100.

Dear Answerman,

I am twelve years old. My car is a Nikko Turbo Aero, which is a 1/16-scale car. It is a nice entry-level car but I want to upgrade the performance. I called both Trinity and Paragon and both told me that they do not make motors to fit my car. How can I "hop up" my car? I also want to know how I can get a better receiving range. My car will only pick up the signal from my controller within a six-foot range. Would a longer antenna do the job? Please help me.

Daniel Grielchinsky
Maplewood, New Jersey

A. Daniel, most aftermarket manufacturers do not make hop-up parts for toy-grade R/C cars, such as your Nikko car, so I'm afraid it would be pointless to try and upgrade your car's performance. If it's feasible for you to do so, look into an entry-level 1/10 scale car; you'll have better luck finding hop-up parts for the car. Your reception range certainly sounds like a radio problem. However, I doubt seriously if extending the antenna will solve the problem, as each car's radio system is tuned at the factory for optimum reception. I suggest you let a factory-authorized service agent work on the car.

Dear Answerman,

I am very interested in 1/4-scale drag cars. However, I am not able to find any place where they race these cars. I have called a lot of hobby and R/C shops and nobody seems to know anything about it. Would you know of any place where they might race in Southern California or anywhere in California?

Alan Johnson
Manhattan Beach, California

A. Alan, the majority of R/C drag racing activities is concentrated on the East Coast, with the New York-New Jersey area being the hub of the big scale scene. The sport has yet to gain the acceptance of the West Coast crowd, who seems to prefer running times of much longer than two to three seconds!

Dear Answerman,

About four or five years ago I purchased an O.S. Max .25 engine and a two-channel radio. Well, I never used it and now I would like to! But what I can't seem to find is a car kit for gas engines or should I say one for this size engine. I have found a kit, the RC250, but this calls for a .19-.21 engine. Would my .25 engine work in this kit? If not, could you give me some suggestions? Any help would

be greatly appreciated.

Craig M. Winkler, SPC
APO, New York 09165

A. Craig, installing your O.S. .25 engine in an Associated RC250 would require some modification to the car's motor mount. However, even if you succeeded in installing the engine, you will run into overheating problems as the O.S. .25 was intended for model aircraft use and does not have sufficient heatsink cooling to be used as a car engine. Here's an idea: how 'bout trading that engine in for a race car engine? Any of you power fliers out there interested in a good .25 motor?

Dear Answerman,

I own a Monster Beetle with a Big Daddy motor; a belt-drive system, especially fitted to my car; Clodbuster battery packs; Futaba speed control; Futaba Magnum Sport controller; and brand new Pro-line tires which I just bought a few days ago. I also made a trailer with swivel tires out of a Sound Warehouse 45-record holding box. I need to know if there is any way to stop my chassis from breaking every time I roll over. I am thirteen years old and I'd like to know if it is possible to get the addresses of some children my age that also have Monster Beetles.

Joshua Bumb
No Address Given

A. Joshua, CRP offers a chassis stiffener for Tamiya Frog-based cars and trucks, including your Monster Beetle. Consult your hobby supplier for more information. I'm sure there are many young Monster Beetle owners like yourself out there. Unfortunately, it's just not possible for me to get you their addresses.

Dear Answerman,

May I start by saying that your magazine is the best. I have started in R/C cars with your help. I read your article on the Ultima where you stocked it with aftermarket parts and I was impressed. I decided to get an Ultima and now I have won a lot of trophies. This shows I made the right decision. Thank you for your time and help introducing me to the Ultima.

An R/C enthusiast,
Marty Dempsey
Hampton, Virginia

P.S. Do you plan to do anything on the Ultima soon?

A. Thanks for the nice words, Marty. We're glad you find a helpful and informative magazine in RCMC. We are trying to get our hands on an Ultima Pro for a near-future review, and we hope to have one of our feature editors put the latest 2WD challenger from Kyosho through its paces real soon. Stay tuned!

Dear Answerman,

I was wondering if the Clodbuster-specialized motors by "Monster Horsepower" were the better buy for power and speed for

the Clodbuster, and if so, where could I get them?

Justin Wootton
Calgary, Alberta

A. Yes, the Trinity modified motors for the Clodbuster are considerably more powerful than the stock "Clod" motors. You should see an increase in speed and torque (pulling power) with these motors. Your hobby supplier should be able to get the motors for you.

Dear Answerman,

I have had a Frog and a Blackfoot for about three years now. The one thing that really disgusts me is the fact that they break so easily. I treat them very well, but the one thing I hate is that the gears and shafts wear out so easily. Do you know of any companies who make metal, or very high quality gears for these cars? If not, do you have any suggestion of how I can correct this problem? Thanks for your help. I have been trying to find answers for a long time, and then I picked up your magazine.

Doug Welzel
Cherry Hills New Jersey

A. Doug, the best cure for your vehicles' problem is a Thorp ball-type differential and counter gear, which replace the stock units. The Thorp diff and counter gears are considerably stronger than the original Tamiya gears. In addition, the adjustable ball diff is also more reliable than the stock gear-type differential. While you're at it, why not try a set of Thorp dogbones and axles, too? That will take care of the shaft wear problem.

Dear Answerman,

I have plans to build my own offroad car, but I have no way to build all of the suspension or tranny parts needed. Could you give me the addresses of companies that could help me?

Ben Shappiro
Apple Valley, California

A. Ben, designing and building your own race car can be a tedious and expensive project, especially if a lot of machining is required. However, if you're willing to pay the price, there is a company that specializes in prototype and custom manufacturing. Contact T & A Manufacturing at their address: 2286 Via Burton, Anaheim, California 92806.

Dear Answerman,

I'm going to buy a truck but I don't know what kind. I want a good truck that won't always be breaking on me, and I don't want to be paying a lot of money to fix it. Could you tell me what's the best truck on the market?

Matt Seavey
Auburn, New Hampshire

A. Matt, R/C monster truckin' has become so popular that no one truck will fit the bill anymore. For example, some trucks are more suited for pulling and car crushing, while others are better for racing. My advice is to buy a truck that your local hobby supplier supports with replacement and aftermarket parts. This way, if your truck breaks, you'll have the parts to fix it with. And if you decide to "hop-up" the truck, you'll have the necessary parts with which to do the job.

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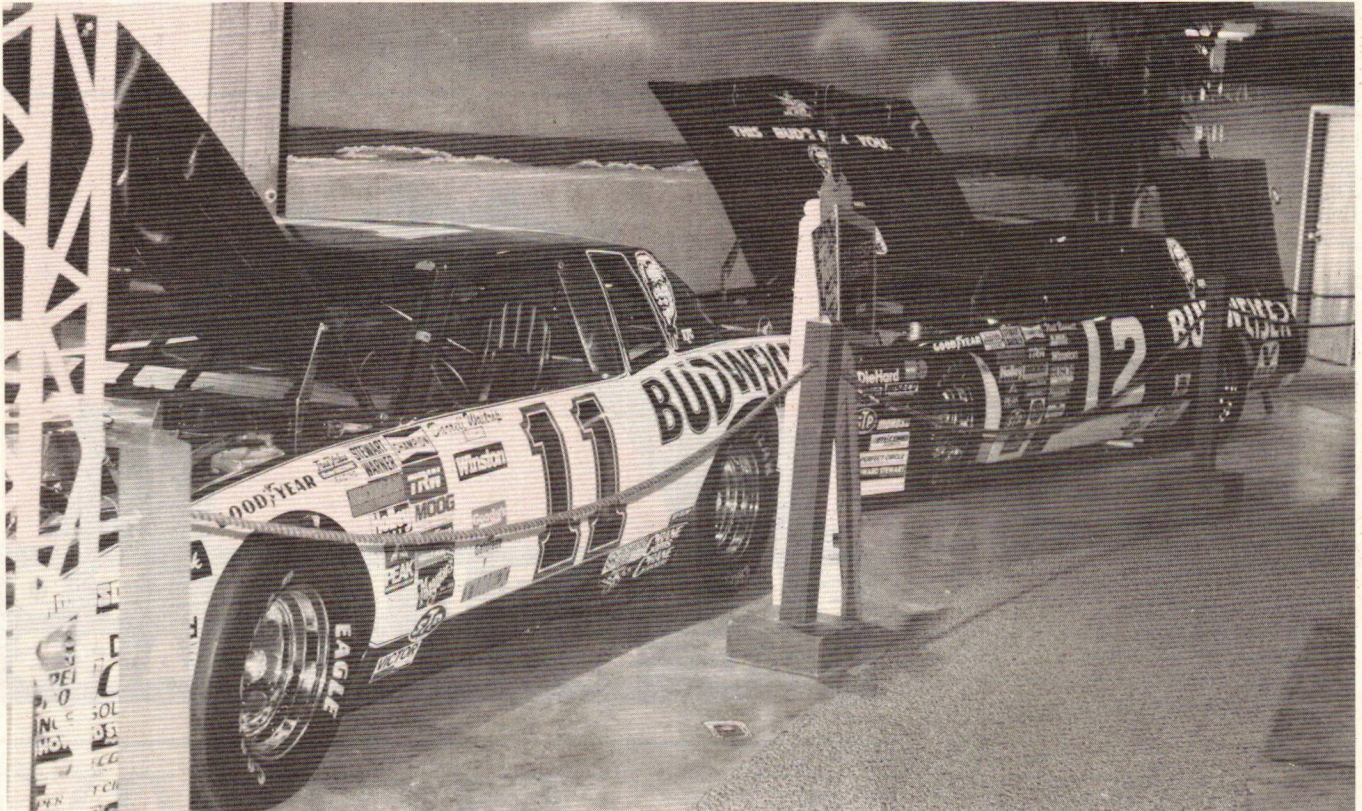
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VISITING RACING'S HALL OF FAME



With all the talk about high-banked, onroad, oval racing that is going around, I thought you might enjoy a look at the museum located close to the Talladega

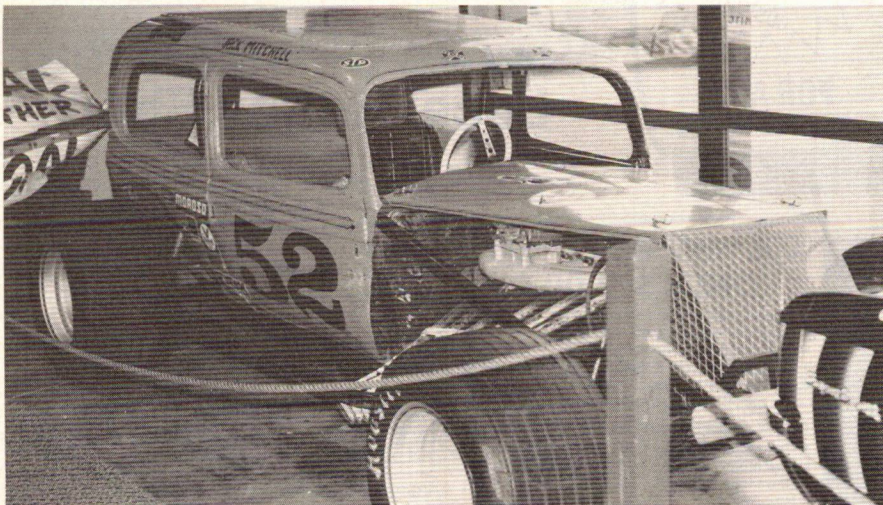
Superspeedway just north of Talladega, Alabama. The museum is called the International Motorsports Hall Of Fame since it has exhibits from NASCAR as well as other

motor sports. It is a good place to visit if you are travelling through Alabama.

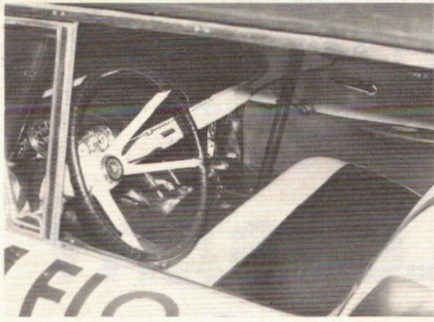
The Talladega Speedway, billed as the World's Fastest Speedway is located right out back. If there happens to be a team practicing on the track, you can hear them as you look through the museum. There is also a gift and souvenir shop located next to the museum.

The museum itself is basically two oval rooms full of cars and exhibits. In fact there are so many cars there that some of them are parked outside between the two oval rooms. The cost of the ticket is \$4.00 for adults, \$3.00 for those 7 to 17, and free if you are younger than that. I believe that the hours were from 9 to 5 except on race weekends.

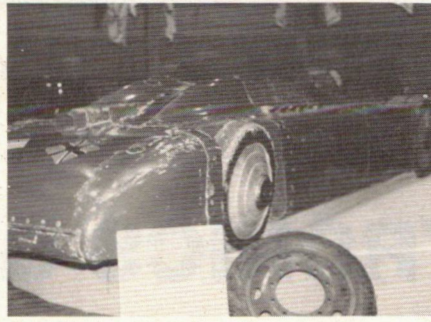
The first room that I went into was the Daytona room. It consists of approximately 28 cars and exhibits. Some of the cars are not owned by the museum but are on loan from either other museums or private owners. Also in this room was the ARCA hall of national champions. As you enter the Daytona room the first car that you see is the #9 Coors Thunderbird that Bill Elliot used to set the qualifying record of 212.808 mph. For



At top, the Double Thunder cars of Darrell Waltrip and Neil Bonnet. Above, Jack Mitchell's '34 Ford sedan harkens back to the early days of stock car racing. Seen at the Talladega, Alabama International Motorsports Hall of Fame.



A '57 Mercury still has the stock seat, window and door levers; heating and air conditioning optional!



Sir Malcolm Campbell's Bluebird, which set the land speed record in 1933 of 305 mph. The huge tires were changed after every pass by the timer.



Racing great Bobby Allison's AMC Matador, raced in '74, '75, and '77. There's plenty to see at the Motorsports Hall of Fame!

contrast, a 1957 Ford Mercury is right across from the #9 car. NASCAR race cars have come a long way! My pictures looking through the windows of the #9 car and the '57 Merc illustrate the difference. If it shows up in the reproduction, you can see that the '57 still has the stock seat, steering wheel, and left-side door handles! Right behind the #9 car is the Budweiser Double Thunder cars of Darrell Waltrip and Neil Bonnet.

In the center of the Daytona room is the Bluebird. This car hit 305 mph in 1933 for a world record speed. The sign next to the Bluebird said that the tires were changed after every pass. This car is huge. It is hard to believe that something this big could go that fast.

Also, in the Daytona Room is the Matador of Bobby Allison. This car was started as a one race deal with Roger Penske and the Bobby Allison team. These cars were raced

in 1974, 1975, and 1977.

This room also has a couple of the winged Plymouths and Dodges. Yes, NASCAR really did run wings on some of their cars for a while. Thus, for those of you who say it doesn't look right to have a wing on a NASCAR-style body, there is historical fact that they did at one time use the wings. In fact one of the displays stated that in 1970, Bobby Issac qualified at a speed of 199.658 to set a Talladega record that stood until 1983. Also, the next exhibit notes that Buddy Baker used a winged 1970 Dodge to hit 200.447 mph to become the first stock car driver to hit 200 mph.

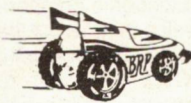
The second room is called the International Room. In this room are exhibits featuring 1/4 midgets, dragsters, antiques, NASCAR, special one of a kind cars, and motorcycles. In this room is the remains of Phil Parson's #55 car from the 1983 Winston

500 race. This car did a series of end-over-end flips after being hit by another car as they entered turn one. The top of the car is below the top of the steering wheel! However, the exhibit says that the driver only suffered a minor fracture to his left shoulder blade.

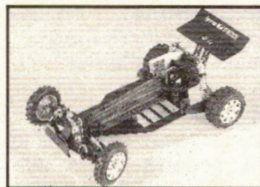
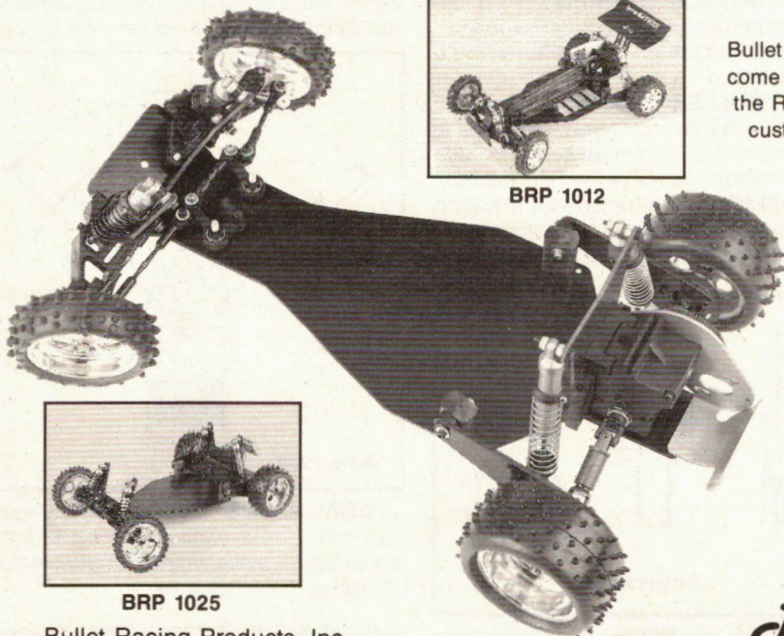
There are race cars for all at the museum; for me one of the best is the 1934 Ford sedan on display. Now this is a real race car! If you look close at the picture of the '34 Ford you can see a little of the Phil Parsons car in the background.

If you are a fan of the oval races, you should try to get to see the exhibits if you are in this part of the country. If you can't get there, I hope these pictures will give you an idea of what is on display. If nothing else, you can see how to place your decals on your NASCAR style body from those shown on the number 9, 11, and 12 cars. ●

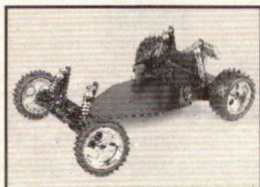
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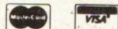
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AN ELECTRONICS GLOSSARY

This month we are going to present (possibly only start if space runs out), a glossary of the many terms you will encounter daily in your trip down R/C car lane. Some will be repeats to you, but as you proved the last time out at the track, everyone is not quite as expert as you are; we'll dedicate this compendium of R/C terminology to them!

ABC&W - In receivers, a distributor's advertising hoopla, never fully explained and having no basis in established receiver technology.

ADAPTERS - Generally refers to connection adapters, used to connect components equipped with different brands or types of plugs and sockets.

AGC - Automatic Gain Control. In receivers, circuitry designed to maintain the incoming signal at a given level regardless of distance to the transmitter.

AILERON EXTENSION - A two-connector wire harness used to add length to a servo lead. Generally referred to as Aileron Extensions as the most common use is in airplane models with remotely installed aileron servos.

AM - Amplitude Modulation. In transmitters, a method of adding information to the basic radio signal by varying its amplitude (strength). The companion receiver must also be designed for AM operation.

AMP - Abbreviation for Ampere, following.

AMPERE - The unit used to measure the flow of electricity in a circuit. Abbreviated Amp; often expressed as milliamperes (1/1000th Ampere) See Current.

ANTENNA - The external flexible wire on a receiver or the collapsible tubing whip on the transmitter used to receive or radiate the radio signal.

ATL - Adjustable Travel Limiter. In transmitters, a throttle trim that affects only the lower idle portion of the control travel. It allows precise setting of the engine's idle without affecting the high-throttle setting.

ATV - Automatic Travel Volume. In transmitters, an adjustment that sets servo travel for a given amount of control input.

AUTO DUAL RATE - Dual Rate function that is activated by the position of another main control. See Dual Rate.

BATTERY - An electrical device capable of producing electrical power. A battery is composed of two or more basic units called cells.

BATTERY CHARGER - Electrical unit used to revitalize rechargeable batteries.

BATTERY CAPACITY - The rated power within a given battery at full charge, stated in Milliampere Hours, indicating the current which can be drawn for one hour.

BEC - Battery Eliminator Circuit. In receivers, a voltage reducing and regulating

circuit that allows operation of the receiver and servos from the model's main battery.

BFS - Battery Fail Safe. A safety feature that moves the models throttle to a low position to warn the operator that the battery voltage has reached a critical low point.

CAPACITOR - An electronic component that has the ability to store electrical energy, block DC voltage, pass AC voltage, etc. It has many uses in electronic equipment, including RF noise suppression.

CELL - The basic electrical power producing device, sometimes erroneously referred to as a battery. See Battery.

CERAMIC CAPACITOR - A type of capacitor, usually of small value, using ceramic in its composition, often used for motor noise suppression. See Capacitor.

CHANNEL - (1) A numerical designation assigned to each R/C frequency for ease of identification, such as 75.430 MHz/Ch62, and (2) a control function in the R/C system, such as steering channel.

CHARGE CONNECTOR - The socket and plug used to connect the battery charger to the battery or equipment it is installed in. See Battery Charger.

CHARGER - See Battery Charger.

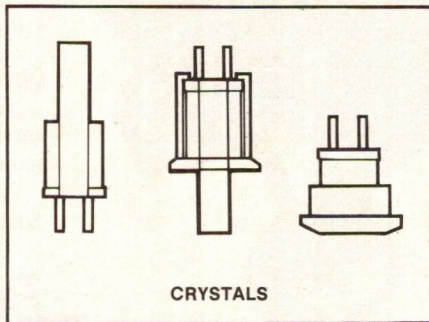
CIRCUIT - Electronic components connected in a specific manner for the purpose of accomplishing a certain electronic task.

CONNECTORS - Generally referring to the plug and socket used to connect two system components together.

CONTINUOUS CURRENT - An unvarying current flow in a circuit or through an electronic component. See Current and Peak Current.

CONTROLLER - The name by which younger or less experienced R/Cers refer to a transmitter. Not an acceptable term with the experienced or within the R/C industry.

COUPLING - In a transmitter, a feature that allows the operation of two output channels from one transmitter control.



CRYSTAL - A metal canned device containing a piece of quartz that establishes the operating frequency of a transmitter or receiver.

CURRENT - The flow of electrical energy in an electrical circuit. See Ampere.

CURRENT DRAIN - Reference to the amount of electrical current being consumed in a circuit.

Db - Abbreviation for Decibels, following.

DECIBEL - The standard unit for expressing gain and loss and relative power levels. In R/C, the unit is used to express RF and audio noise levels. Decibels are complicated to understand, as the scale is non-linear, two decibels not being twice one decibel.

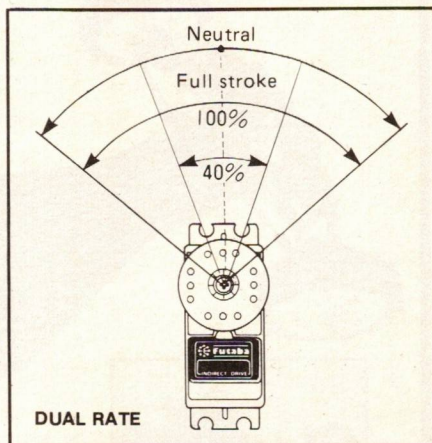
DIGITAL - A class of circuits in which the output varies in pulses or on-off operation. In R/C, the technique used to convert the operator's mechanical input to electronic information. See Encoder.

DIGITAL PROPORTIONAL - An out of date term, left over from the era in R/C when digital and proportional systems first appeared. See Digital and Proportional.

DIODE - An electrical component which allows the passage of current in one direction only. Since it creates a voltage drop in the circuit, it is sometimes used to reduce voltage.

DSC - Direct Servo Controller. A cable connection between the transmitter and receiver which permits total operation without the transmitter turned on and radiating a signal.

DUAL CONVERSION - In receivers, circuitry that converts the incoming signal twice before the control information is extracted; resulting in improved interference rejection.



DUAL RATES - In transmitters, a feature that switches a control function to lesser servo travel, giving greater control precision at higher model speeds.

DUAL SERVO EXTENSION - A harness used to connect two servos which will oper-

Continued on page 62

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Bill Jeric and Andy Dobson . . . two drivers who prefer **PARMA PARTS FOR THE WINNING CHOICE!**

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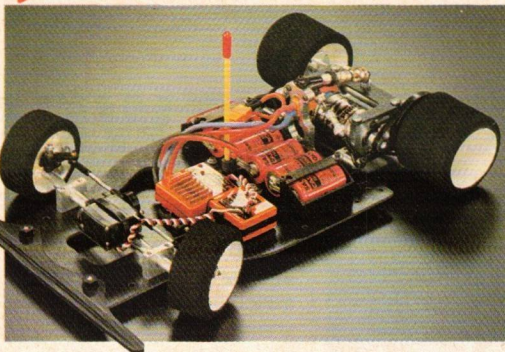


Hyperdrive

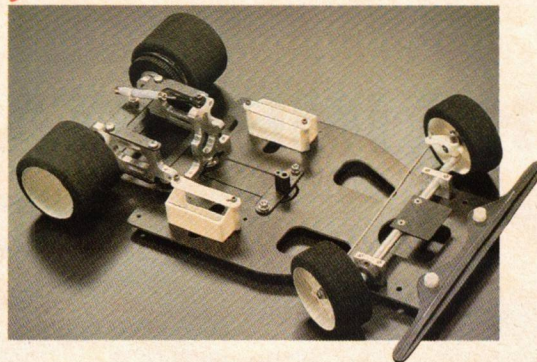
Belts break the vibration barrier! Hyperdrive delivers less friction, more horsepower with high speed belt technology. Motor pulleys are precision machined. Diff pulleys are Teflon impregnated. No diff lube is necessary. Kits are available for all applications and all parts are available individually,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

Hyper 10 Competition

Hyper 10 Sport



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

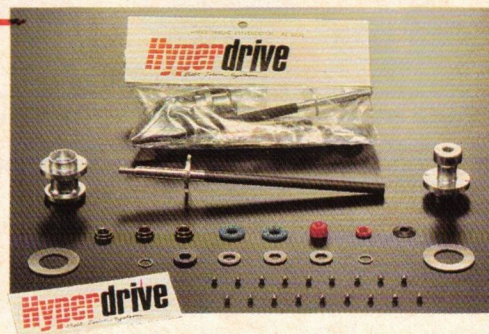


The Hyper 10 Sport is a semi-pro version of the Hyper 10 competition car. It can be upgraded to the competition model with three easy kits.

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

Hypertorque diff

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



Hyperdrive kits and accessories

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



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



RC-10 Kit HY 1006
Retail \$89.95



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EP 0104, 05 Retail \$3.00 (each)



Hyperbite Tires
Retail \$15.00-\$24.00



RC-10 Pro Kit HY 1008
Retail \$99.95



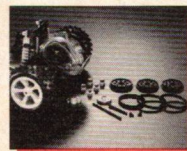
Light Weight Machined Delrin
Hubs AC 0202 Retail \$17.00



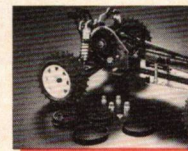
Hyperrings DR 1001
Retail \$3.95 (pair)



Hyperballs DB 0901
Retail \$3.95



JRX-2 Hyperdrive Kit HY 1010
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Kyosho Mid Optima Hyperdrive
Kit HY 1009 Retail \$59.95



Competition Bumper CH 0105
Retail \$6.00



Wing Buttons AC 0104
Retail \$4.00 (pair)

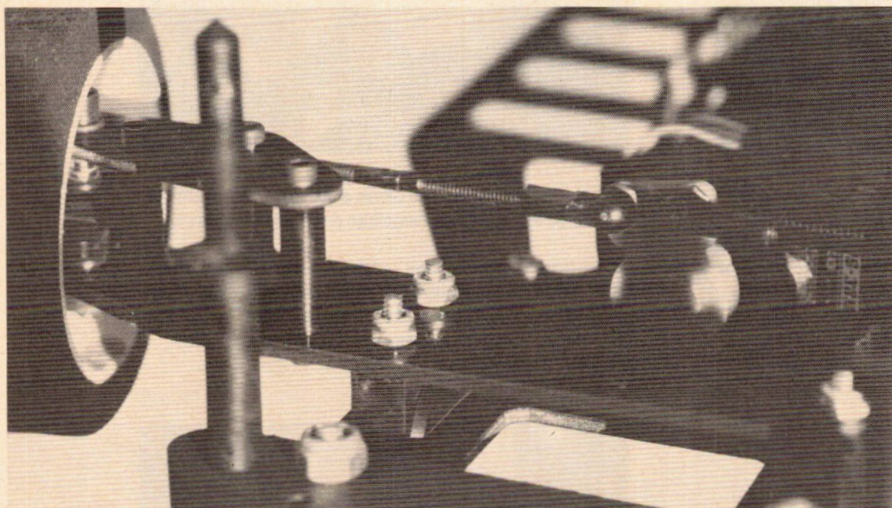
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Hyperdrive

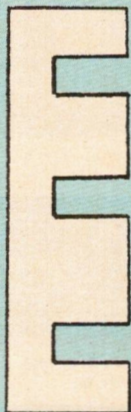
Racing Systems

THE IMPORTANCE OF TWEAK



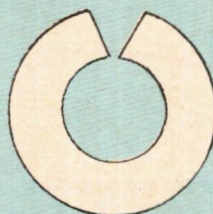
A badly tweaked chassis can cause your racer to hook in one direction, and oversteer in the other.

SHIM PATTERN FOR ASSOCIATED 3-POINT A-ARM



Loosen A-arm screws and insert one or more shims under A-arm.

STEERING BLOCK SHIM



Cut "V" groove in nylon washers and insert under steering block.

Few things in R/C car racing can be more frustrating than a tweaked race car. Normally a condition associated with cars that utilize a flat pan chassis, such as 1/10- and 1/12-scale onroad cars, the effects of tweak may vary from mild to wild, depending on the severity of the problem. A slight tweak may only result in a car that turns in a wider turning radius one way than the other. A badly tweaked car, however, may hook or spin when turned in one direction and plow straight on when turned the other way. Other than a steering imbalance, another manifestation of tweak is a car that veers to either the left or right when its front wheels are pointing straight ahead.

Tweak is caused by an uneven loading of a car's tires. When a neutral (untweaked) car is placed on the ground, the weight of the car and the force of gravity should exert equal loading on either side of the car. In a tweaked

car, one side of the car will be more heavily loaded than the other. This is not to suggest that the car's weight may be offset to one side; more often than not, tweak develops from a lateral, or lengthwise, twist in the chassis. Let's say that a car's chassis is twisted so that the left front wheel hangs lower than the right one. If the car is placed on the ground, the left front wheel will be more heavily loaded than the right front wheel. Thus, the car will tend to oversteer when turning left and understeer when turning right. Invariably, it will also veer to the left when traveling in a straight line.

Although the effects of tweak are most apparent on the track, it's always a good idea to static-check your car prior to running it. That is, of course, unless you like nasty surprises. There are basically two acceptable methods for checking tweak: the "lift" method and the tweak board. Of the two, the

latter is by far the more accurate method, as the tweak board analyzes the car in race-ready trim, i.e., with the chassis fully loaded, as if the car were sitting on the starting line. I endorse the "lift" method with a little bit of uncertainty, but the method is 90% reliable and will help you detect tweak that may become a problem on the track.

As the name implies, the "lift" method is accomplished by lifting the car, in this case the front end. Place the car with the front end near the edge of a flat surface, such as your work table. Using a small screwdriver or a hobby knife, lift the center of the front end slowly. Now, watch the front tires. If both front tires lift together at the same time, chances are that your car isn't tweaked. However, if one front tire lifts sooner than the other, then the car is probably tweaked.

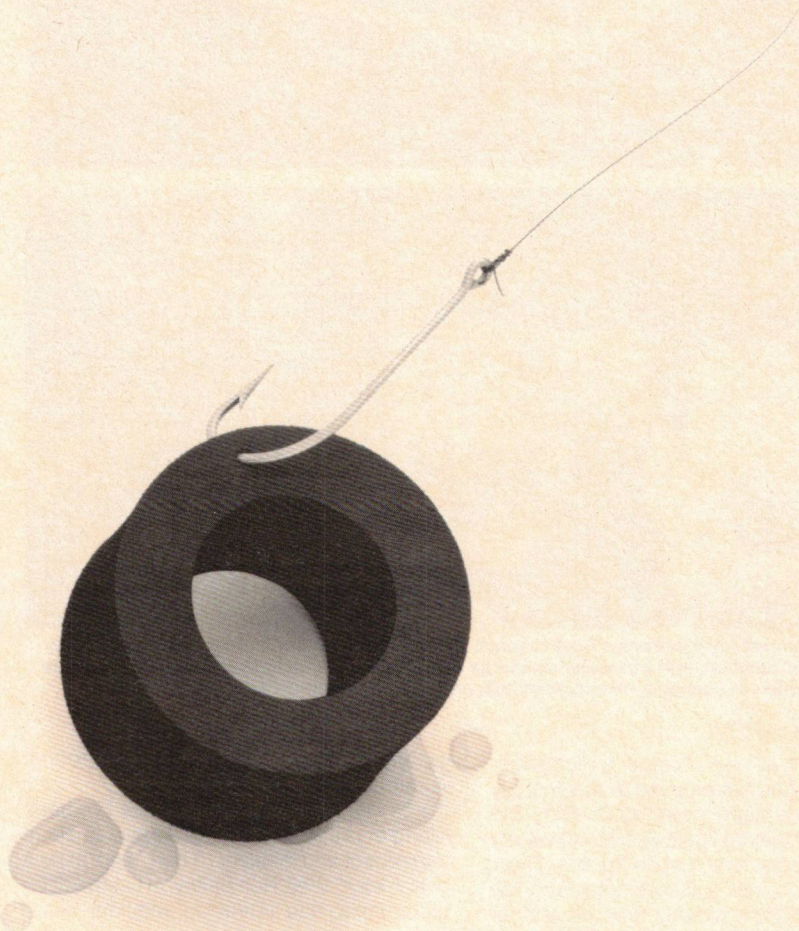
Let's suppose that your car's right front tire leaves the surface of the table before the left one does. This means that the left front tire is more heavily loaded than the right one. Since the ideal situation is to have both tires leave the surface of the table at the same time, the left tire must be raised so that it's even with the right one.

On most onroad cars, there are two ways to raise the front tires, both of which involve shimming. One way is to shim the suspension blocks. In the case of cars that use the Associated 12L/10L front suspension components, shims are placed under the front A-arms to raise the tire. Good shim materials include lexan and thin aluminum sheets. Cut the material as shown in the illustration and make enough shims to complete the job. To shim the A-arms, loosen the screws that hold the arms to the chassis and insert as many shims as needed. Re-tighten the screws and recheck the front end for tweak.

An easier way to accomplish the same result is to shim the steering block. This can be done using nylon washers. I use the washers from my old motors. These armature washers are much thinner than the ones you get in car kits and allow for more precise de-tweaking. Cut a "V" groove in each washer as shown and insert the washers by first lifting the steering block and then slipping the washer(s) under the block. Again, re-check the front end to make sure that both tires hang evenly from the chassis.

To ensure that your car is properly de-tweaked, always check the front end with the car in full race trim. That means with the motor and battery pack installed and with the tires you're going to run the car on. As it's nearly impossible to check for tweak with the car's body on, it's also a good idea to mount the body in such a way so that it merely "flops" on the car without tugging the body mounting posts. A tight-fitting body may pull an otherwise "straight" chassis and induce some tweak in the process. •

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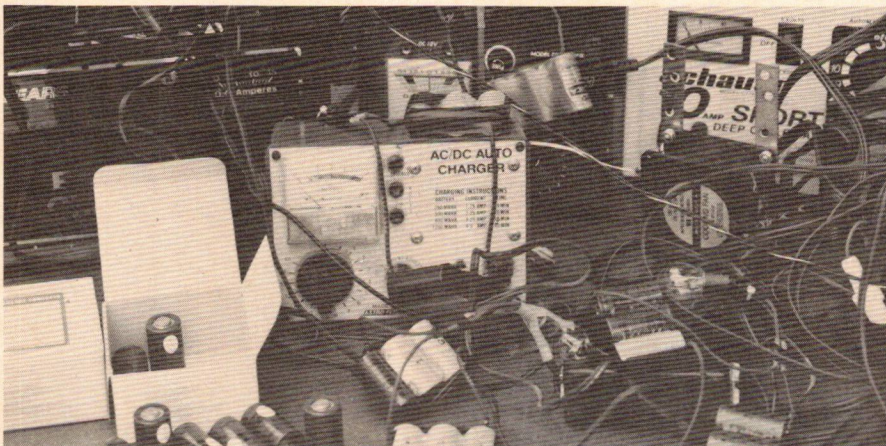
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TURBOCHARGER



At top, the Competition Electronics' Turbocharger displays time in seconds, battery voltage, supply amps, charger function, and a presettable charge rate. Above, the Turbocharger can replace this chaotic collection of chargers, meters, preamps, and miles of octopus-like electrical cord.

BY DEREK ARITA

I can see it all now. A racer's nightmare! My main has been called to the line. My batteries have been charging for thirty-five minutes and they're finally ready. I throw my pack into the car and rush to the line. Then, three minutes into a five-minute race my wonderful SCRs suddenly drop off and for the rest of the race, I feel like I'm driving with 10-year-old SCs. If you've ever had an experience like this, you may be interested in this racer's story.

ONCE UPON A TIME...

Being a consistent "B" main club driver and proud of it, I said to myself, "Self! Now is the time! The time to move into the 'A' main!" I think I heard about 20 other guys saying the same thing to themselves. Boy, that place sure got noisy! The week before we had all thought the very same thought and all ended up with the same super-competition, go-fast, 34-degree advanced motors with cut brushes and everything else the article said we should have. Have you ever seen an entire heat of cars dump with one minute to go? I did. suddenly it dawned on me—batteries! Batteries were the key to being King of the Hill, Cream of the Crop, Totally Awesome and Killer. (Not to mention finishing the race.)

The very next day I called *R/C Model Cars* magazine to make arrangements for

getting the new Competition Electronics Turbo Charger for review.

I can't tell you how many times I've been sitting at my workbench, looking at a pile of equipment and thinking, "There's got to be a better way!" Well, Ron Bailey, of Competition Electronics, has come up with the better way.

Ron started Competition Electronics as a manufacturer of high tech electronic devices for the target shooting industry. His equipment is used by police departments and the FBI, as well as the U.S. Army. With 25 years as an electronics engineer and two years experience in R/C car racing, Mr. Bailey developed a microcomputer based unit that does everything an R/C car racer could ask for, except clean bearings and turn-marshall. It's a compact, solidly built unit that delivers.

Whether you're a club racer or a factory supported driver, you're always looking for an edge that will make the difference. A well-matched, fully charged pack could be the edge you're looking for. Are peak chargers all the same? Not any more. Not since Competition Electronics' Turbocharger has come on the scene.

On the long drive home, my curiosity got the best of me. I opened the box, being careful not to tear the beautiful packaging. As I began reading the instructions, it be-

came clear to me that this was not just another charger. In fact, the Turbocharger could have been named the "Turbomatcher" or the "Turbodischarger" or the "Turbotimer" or even the "Turboycler" because this solidly built unit can do all of these things and more.

My car came to rest on my front lawn. I quickly gathered up the box and its contents and ran into the garage where I began setting up the Turbocharger as per the instructions. Good, simple instructions. Just the kind a guy like me needs.

TECHNOLOGY! AIN'T IT GREAT!

As I began the cell-matching program I thought, "Why am I doing this? These are matched SCRs and they're only a year old." Just then the alphanumeric display switched from "charging battery" to "discharge done." How do you like that? A *bad cell*. Well, the work went on for hours and it became abundantly clear that matched cells don't stay matched. The 10-amp discharge rates and average voltages I was reading didn't lie. But, what those numbers did do was allow me to take the batteries I had and rematch them. After all, a set of batteries is only as good as its worst cell, and most of my cells were "worst" cells. Using my acute abilities of logic and deduction, I deduced it was time for some new batteries. Energy Concepts had never let me down before, so why fix what ain't broke. Energy Concepts is what I got.

For a guy who has little or no experience with matching cells, a few new packs of matched batteries gave me great insight as to what numbers I should be looking for.

Following the instructions, I cycled the sets of batteries several times using the cycle mode. I then went through each cell of the individual packs and guess what I found? That's right! Energy Concepts did it again. The discharge rates were actually within seconds of one another. Not to mention they were far greater than the rates of my old packs. I thought about how many times I had run the old packs without discharging them. I thought about how many times I had to run back to my pit space because I forgot I was charging batteries on a timer charger. (It's amazing how hot batteries can get without bursting into flames!) I also thought about how many times I had thrilled my pit partners with flying sparks by shorting out battery leads. My old, dead cells got buried with a 21-gun salute for excellent service under hostile conditions.

THE HOUR OF TRUTH

Well, race day finally came. I started packing up my three chargers, two power supplies, dischargers, fans, a stop watch, and a voltmeter. Then I remembered my Turbocharger. One compact unit that could charge an SCR pack at 9.99 amps in 10 minutes. Out came the three chargers, one power supply, two of the three fans, the watch, and voltmeter. Boy, what a load off my back!

As I set up my equipment at the race, I proudly displayed my new Turbocharger. A crowd of locals gathered around. "Cute little white box you got there," came out from the crowd. "Is that the all-in-one charger-discharger by Competition Electronics?" I confidently replied, "Sure is." "How long have you had it?" came from another mouth. "Oh,

this old thing?" I said. A friend made his way through the crowd, battery pack in hand. He connected his pack to the charger, pushed the "Function" button to "charge" mode, entered "6 cells," then said, confidently, "Watch this!" One quick touch of the "start" button and off it went. No false peaks, no holding down the button. Just a good clean start. The crowd slowly disbursed, but only to return nine minutes and thirty seconds later.

The countdown started as I watched the pack voltage climb higher and higher. Someone yelled, "It's done!" And sure enough the charger read "Trickle charging." The timer showed 600 seconds. The voltage was high. The pack was toasty. This was going to be a very good race day thanks to Competition Electronics and, oh yes, did I mention, the Turbocharger?

FEATURES:

- Full 32-character alphanumeric display (LCD)
- Peak voltage charging of 1 to 7 cells, with a digitally presettable charge rate of up to 10 amps, followed by a trickle charge. 60-second lockout on peak detecting.
- Discharges 1, 4, 6, and 7-cell packs and displays the 10 amp rate.
- Simultaneous display of seconds, battery volts, amps and messages.
- Automatic charge/discharge cycle mode for cell matching.

The Turbocharger can work from a variety of 12-volt sources, including:

- 12-volt automotive battery
 - 12-volt power supply
 - 12-volt automotive battery charger
- Compact size: 2-3/4" x 6-3/8" x 4-1/2"

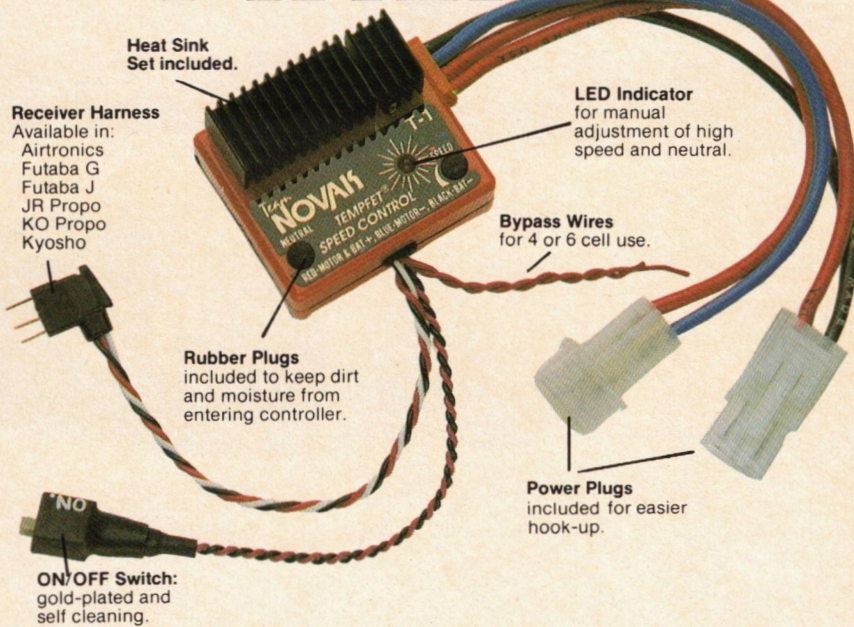
Update: The latest word down the manufacturer's grapevine has been that a "soft-peak" charger would be best for charging SCE type Ni-Cd batteries. A recent conversation with Mr. Competition Electronics himself, Ron Bailey, revealed some interesting facts. The Turbocharger was designed to have a limited peak or "spike" on every pulse. (Most peak detecting chargers on the market charge by pulses of current rather than by a constant, flat-line of output current.) Since it is a high spike on the pulse that may cause damage to the delicate SCE, the Turbocharger has been designed with a limit on the "spike." There has been no evidence, says Mr. Bailey, that his charger is doing any damage to any SCEs. However, for the purist, Competition Electronics will be introducing a "soft" pulse version to be available in about eight weeks. For those of us who already own a Turbocharger, Competition Electronics will wave its magic wand and convert your "limited" spike to a "soft" pulse. Bear in mind this conversion may cost around \$45, but for the die-hard racer who wants the very latest in technology at his fingertips, it will be a small price to pay.

Stay tuned for a close look at the soft pulse turbocharger in a future issue. And special thanks to Energy Concepts—a company you'll be hearing a lot of in the R/C world.

Remember—Speed kills (The competition that is!)

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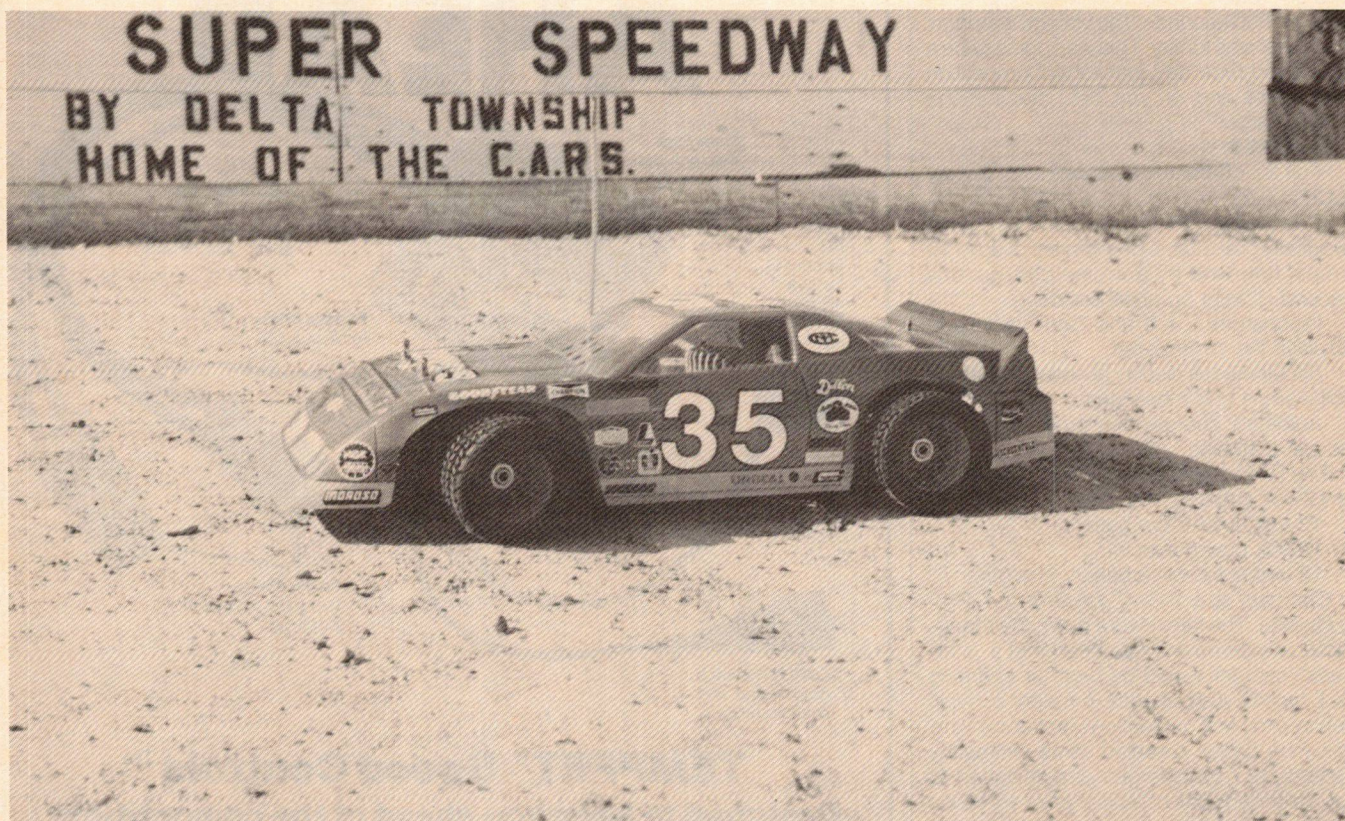
Specifications	T4	T1	T1X
Weight with Wires (oz.)	1.74	1.74	2.46
Voltage Drop (V/A)	0.0045	0.0030	0.0015
Continuous Current (A)	176	276	576
Voltage Input (cells)	4-10	4-10	4-10
Braking Power (A)	26	26	52
Response (msec)	15-20	15-20	15-20
Current Efficiency	99%+	99%+	99%+
Motor & Battery Plugs	yes	yes	no



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1/8-SCALE MIDWEST ACTION

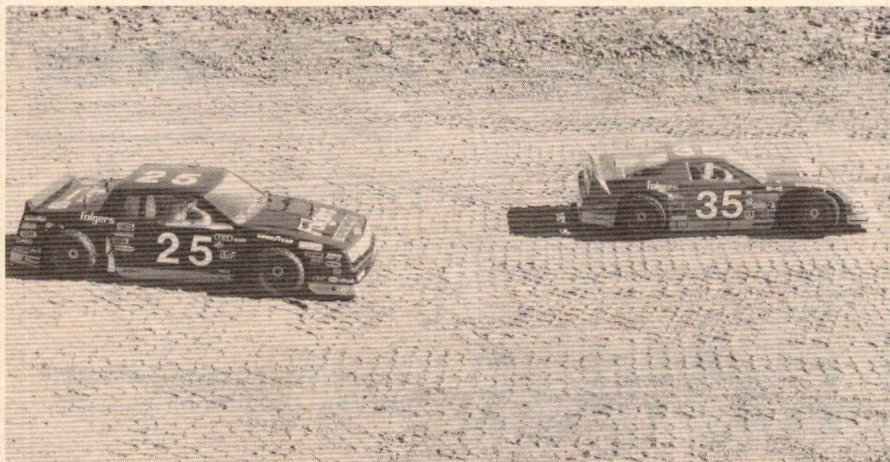


For the past couple of years, Toledo has been running four-wheel drive, 1/8-scale, dirt oval cars. These Midwest stock cars gather at Ampoint Speedway and conduct their races using a unique format. They use a one-minute "clock" time and then race for four minutes. The clock time is used to

start cars and get them lined up for a rolling start. The lap counter starts counting precisely at the end of the clock time. This is very similar to how IMPBA start their boat races. The four-minute races were a big success and made it easy to determine qualifying positions by keeping track of each

driver's lap total. After all the qualifying heats are run, drivers are then listed starting with the driver that has the most laps and ending with the driver having the fewest laps. But the one-minute clock time seemed to be too short so they decided a 1-1/2-minute clock time to get cars started and onto the track for the rolling start would be better. The actual racing on TARCAR's clay oval track is nothing short of fantastic! Lots of action with Serpent Cobras, Vannings, Tornados, and Burns cars all showing great success. These cars are powered by 3.5 cc buggy or road race engines putting out 1.5+ H.P. They run either spiked tires or MRC treaded road racing tires. The cars really tear up the dirt oval with all four tires throwing up big rooster tails of clay! You stand on the throttle and when you get in trouble, you stand on it even more rather than let off.

At the first race, Brent Gottfried (Tornado/Cippolla) was T.Q. and Dan Quisno (Tornado/O.S. Max) won the Main with Rick Grueshaber (Burns/O.S. Max) coming in third. By the way, no one came even close to running out of fuel with the four-minute race format using standard 125 cc tanks. The cars ran about 25 laps in the four-minute running time.



At top, a nasty-looking, four-wheel drive 1/8-scale gas car gets ready to tear up the dirt oval. These cars race in Lansing and Toledo regularly. Above, the number 25 Hobby Lobby Tornado, and the 35 Serpent Cobra, both 1/8 dirt oval racers.

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Parma dominates the ROAR Region 3 Off Road Championships. In the 4 Wheel Drive Modified class, drivers Andy Dobson, Jeff O'Malley and Daryl Bingner finished in first, second and seventh place respectively. All three drivers were using the new Parma "Cyclone II" Modified motors with Off Road winds, Parma Super Matched Sanyos, Parma Tires, and other Parma accessories. The Cyclone II Modified Motors are available in a wide range of winds, for all forms of racing. See these awesome new motors at your local hobby shop after November 15.

1ST PLACE

Andy Dobson



2ND PLACE

Jeff O'Malley



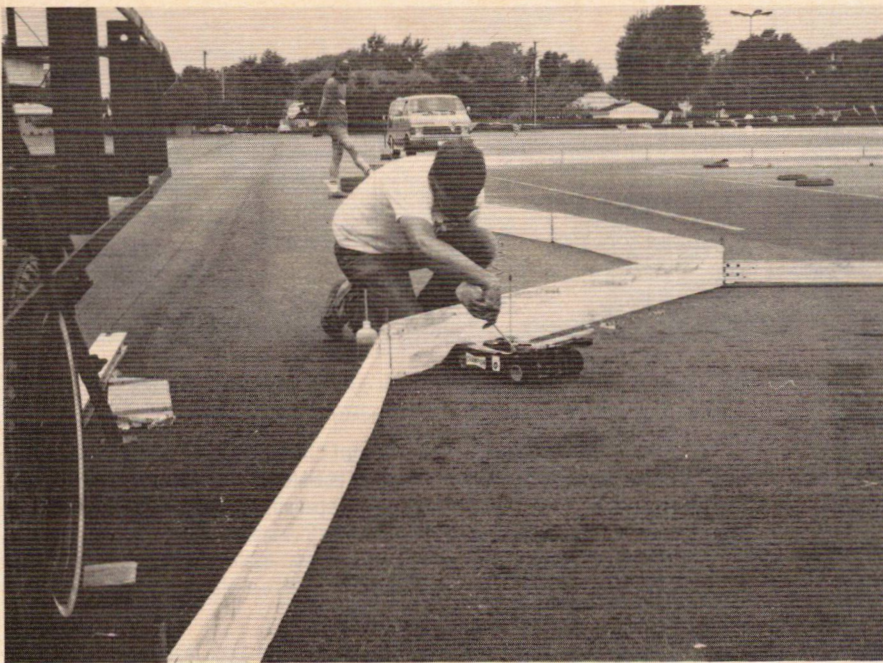
7TH PLACE

Daryl Bingner

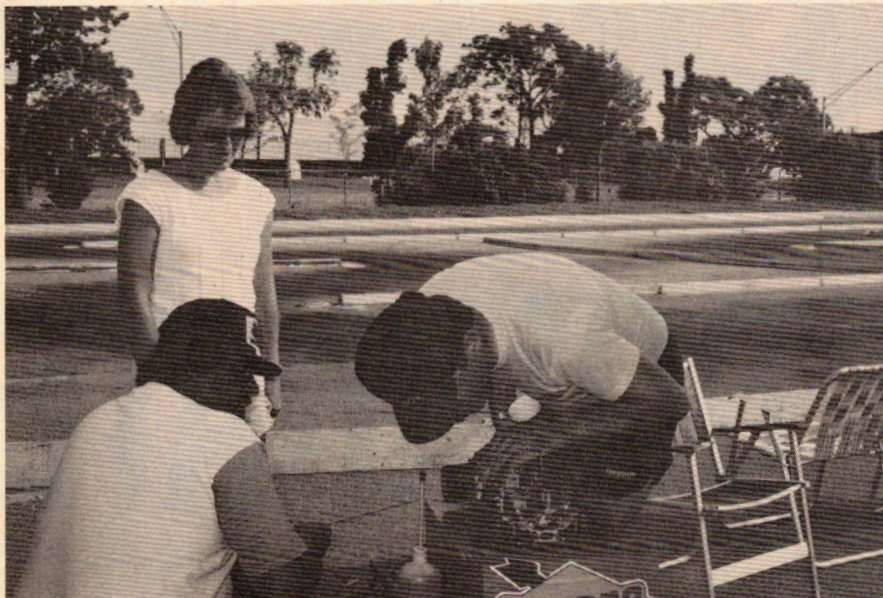


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Pit stop action at a 1/8-scale race in Toledo, Ohio.



Rich Grueshaber, Pauline Scanes, and Brent Gottfried work on a Cook gas car at Detroit's Midwest Series race.

Reliability has improved and everyone seemed to have a reasonably easy time getting cars started and keeping them running. Running four-wheel drive gas cars on a dirt oval does present some unique maintenance "opportunities." For instance, all cars except the Vannings are shaft driven, not belt or chain drives. Belts and chains don't get along with dirt nearly as well as shafts do. Bearings must also be carefully checked and cleaned often. Air cleaners are very important and everyone runs a foam pre-filter in addition to the normal road race-type filter.

Last year, Dan Quisno said the secret to his winning was to run a consistent pace and not try to beat every car to the next turn. I wonder if that strategy will work this year when all the cars are dialed in and everyone is familiar with the track? All the cars should be a lot more competitive this year.

If you've never raced at Toledo before, you're going to be pleasantly surprised when you get there and race on their revised track. No longer will you have to worry about excursions into the infield/offroad track! Now you'll have nothing but smooth sailing if (when) you get off into the infield. TARCAR has created a separate 1/10 offroad track just to the west of the oval. Both tracks are now first rate and a joy to race on. The oval infield is a little narrower than it was last year and this makes the racing surface wider so passing is easier(?). They race on the dirt oval every other Sunday. TARCAR decided to run both gas and 1/10 electric on the dirt oval on the same day so you can watch and/or race both types of cars at the event. You can contact Dave or Steve Scanes at (419) 536-1232 for schedule information.

RADIO TIPS

Some drivers with Futaba Magnum SRs

may not be getting all the bang for the buck that's available. If you'd like to smooth out your driving especially on dirt why not crank up the exponential on BOTH the steering and the throttle? I think you'll like the results. And while you're at it, if you're running on an oval, why not turn down the Right Steering end point adjustment so you can't make those wild mid-course corrections? Let me know if these ideas work for you.

INDOOR RACING/ COMMERCIAL TRACKS

Here in the Midwest, racing during the winter has been almost exclusively handled by the local clubs. Usually these clubs find a local school gym or community center and put on a race every week or perhaps only once a month. All this is changing rapidly with the spread of commercial tracks in almost every medium to large city. Even the small cities that have enough drivers are able to support full time rental tracks. For instance, my son and I raced all winter at Sideways City Racetrack, (616) 792-2230, in tiny Wayland, Michigan. This city, I'd guess, has a population of less than 2,500 but its location between Kalamazoo and Grand Rapids has assured it plenty of racers even for its ambitious schedule of races four or five nights/days a week and open practice the rest of the time. All of this racing is for 1/10 electric, so far. Roy Moody tells me there are now at least four Midwest indoor tracks that are running 1/8 gas cars all year long. Here are the names and addresses of a couple of them: Hobby Corner Raceway, 2195 E. Garfield, Decatur, Illinois (217) 429-4477. and R/C Raceways & Hobbies, 181 West Marquette Ave., Oak Creek, Wisconsin 53154, (414) 764-9701. These are either paved or dirt or both. I've watched 1/8-scale Sprint cars on both types of tracks outdoors and can promise you the action indoors must be incredible! The noise must be a problem but Roy has several types of mufflers designed for sprint cars to help solve this problem. While I'm on the subject of Roy Moody (Moody Automotive, Inc., 755 Ash St., Flossmoor, Illinois 60422) and new tracks, I just found out the Moodys have bought a piece of property south of Chicago in Monee, Illinois, and will offer outdoor dirt oval and a paved road course for 1/8-scale cars this year and next year Roy is planning on covering or perhaps enclosing the track area. I'll keep you posted on his plans.

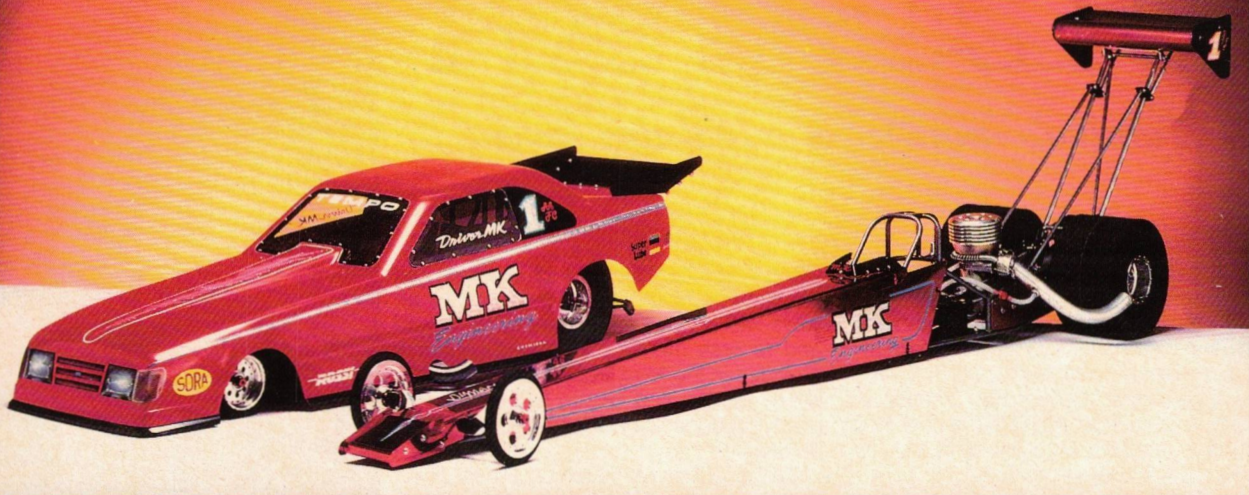
QUARTER SCALE FUEL

Have you ever wondered what grade of gasoline works best in these beasts? First, a leaded gas is always best. But even leaded regular gas is getting hard to find and the octane rating is pretty low. To get around this problem, some of the guys are mixing 50% premium no-lead with 50% regular leaded gas. An even better source of leaded gas could be your friendly neighborhood gas station that just happens to supply fuel to the driver of full-size race cars. This gas is a leaded, high octane fuel that sells for about \$2.50 per gallon and it really improves the engine's performance.

Well, I'm out of ideas and it's getting late so I guess I'll go into the workshop and make sure all the batteries are on their chargers so we'll be ready for this weekend's racing.

See you at the track. ●

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MRC/TAMIYA'S

Wild & Crazy MUD BLASTER

Tamiya's monster is a real dirt lover

BY STEVE SAIK

As the ever-increasing popularity of monster trucks rages on, MRC/Tamiya is right there with a new monster, the Mud Blaster. A combination of previous monster truck-Blackfoot technology with a sleek Subaru Brat body, Tamiya has created an awesome dirt burner. With special new tires and many features, Mud Blaster is sure to please avid monster truck fans.

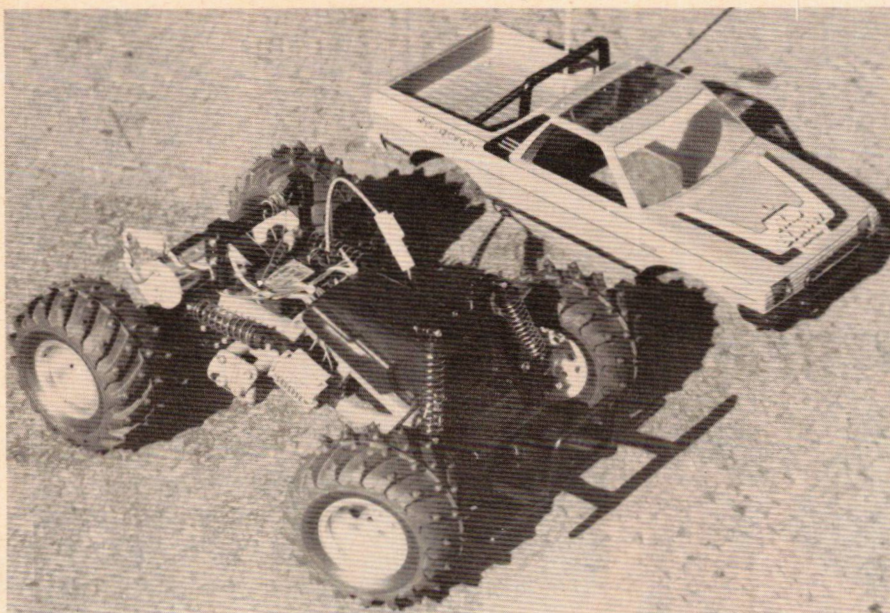
The Mud Blaster is an offroad pickup, and it has many impressive features to take it over the rough stuff with authority. Its front-suspension makeup features the double-wishbone on both sides, dampened by a coil-over-type shock absorber. If desired, it's easy to install an oil-filled shock absorber as an aftermarket item in its place. Heavy-duty steering linkage and thick tierods make a well-planned, durable system, capable of taking some heavy hits. The chassis of the Mud Blaster is composed of ABS resin, a very lightweight material, providing strength in the truck's constructional layout. An oversized black bumper is added to the chassis

in the front for protection from crashing and for competitor crunching as well. The always-well-made Tamiya three-step forward and reverse mechanical speed control is provided in the Mud Blaster kit. Making the speed control and servos bulletproof, is a black, hardened-housing that screws in for protection.

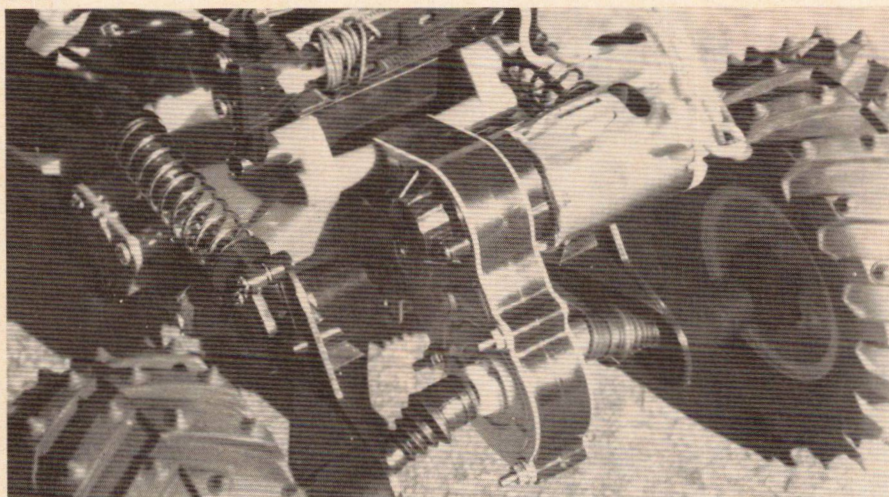
Taking a look at the rear of the truck, an important feature is the well-sealed gear box with differential unit. The gearing in the differential is utilized for excellent turning characteristics. The Mud Blaster's rear suspension utilizes trailing arms on both sides, each arm molded in nylon. Coil-over shocks, in a laid-down position, provide absorbing suspension and protection from brutal terrain you will encounter. Hexagonal universal joints (dogbones) inside a rubber sleeve serve as axles on each side. The rubber sleeves, a smart idea put into use here, reduce dirt deposits which can cause abnormal wearing on the hexagonal universal joints.







The Mud Blaster's chassis is strong ABS resin, a lightweight material that can take a lot of rocky-road abuse.



The Blaster's gearbox is sealed to prevent grit and dirt from destroying your gears. Rear suspension uses trailing arms and coil-over shocks that are laid down horizontally.

Other features adding to the overall worthiness of the Mud Blaster are the tires, made of semi-pneumatic rubber, with diameters of 130mm and 60mm in width. They have a deep thread pattern with spikes that grip offroad surfaces extremely well. The pinspikes in this tire setup grab so well that the truck corners sharply and easily. Yellow rims come stock with the Mud Blaster kit, but I painted the kit rims gold to coordinate better with the paint scheme. This can be accomplished fairly easily with a bottle of spray enamel—then you've got rims to match your truck body.

Adding to the realism of this R/C truck is a highly-detailed hardened plastic Subaru truck body. A sporty, authentic-looking roll bar, headlights and grill work really look hot. Important technical info for the Mud Blaster: 40mm; Width 290mm; Height 270mm; its ready-to-run weight is approximately 2,130 gms. Ground clearance is about 50mm.

ASSEMBLY

Tamiya instructions were easy to follow, and assembling the Mud Blaster was quickly history. During the assembly, I came across a few steps, however, where my suggestions

might prove to make building a little easier for you.

In Step 5, threading BD7 Ball end onto K5 proved to be quite a challenge until I took an X-acto knife and slightly rounded the holes on K5 first. After BD7 is threaded onto K5, if the ball end wiggles or is not sturdy, Zap it or glue it in for added stability.

Let's move on to Step 10, which explains exactly how to adjust the 3-step forward and reverse speed control for optimum benefit. You may run into the same problem I encountered in trying to get the servo to work properly. The rod from the servo to the upper wiper plate of the speed control was binding on the base plate of the speed control. To quickly alleviate this problem, mount the ball end and snap the ball cup in on the underside of the servo steering arm. Simply reverse it from the top to the bottom, which decreases the rod angle to the wiper plate, and the problem is fixed! (In the back of the directions, there is a parts layout which you might find helpful in this regard.)

HANDLING

Driving the Mud Blaster out on rough terrain was a kick; the truck did pretty well

considering the demands made on it. Jumping characteristics proved to be pretty good for just stock-out-of-the-box. The Mud Blaster handled small- and medium-sized jumps well. The larger jumps and continuous whoop-de-doo's were pretty much handled upside-down, but it proved itself in most other areas. You'll find the bumper helps a lot in preventing the Mud Blaster from turning over on landings. Turning and cornering were exceptionally quick and smooth; it simply made the turn without doing donuts. (The tires and differential unit are chiefly responsible for this mark of excellence.) The Mud Blaster monster truck took all of the offroad beating given to it and still proved durable—no breakage during the test run. Speed was not blinding, but adequate; and, of course, that can always be remedied with an open motor or more battery cells. It ran forever—jumping, turning, bouncing over rocks, and conquering other offroad hazards.

HOP-UP ITEMS

Since monster trucks are now the latest rage, building them up with after-market items to create an even better truck is easy and fun. Manufacturers have many products which you may want to consider for the Mud Blaster. Following are some ideas and suggested products that can help you create your King of the Hill. Duratrax shocks are an excellent buy to give the Mud Blaster the needed suspension to make landings from killer jumps. These shocks are tried and true; I have heard from numerous sources that the shocks will greatly enhance handling characteristics. As for tires, companies such as Pro-Line and JG make a wide variety of monster truck replacement tires, from street tires to multi-spiked, depending on the driving conditions you plan to conquer. Tamiya also sells various rims and tires separately as direct replacements. As I said before, if more speed is your ticket, you'll do well to invest in a competition stock or modified motor. A seven-cell battery will also boost speed.

Bearing sets are available to fit the Mud Blaster and will reduce friction, thus increasing speed. I've found it is usually a good decision to get a bearing set; it lets parts and pieces of the Mud Blaster work together much more smoothly. Then, of course, electronic speed controls eliminate a lot of wire, provide an increase in speed, and deliver instant power and braking on demand. You may want to look at bumpers, which vary in size from monstrous to racing style; again JG and Pro-Line will more than likely have what fills your fantasy. If a different body style is what you want, maybe a Lexan body will suit you—check into it; there are many from which to choose. If you do decide to change to a Lexan body-style truck, you'll need to purchase a mounting kit, as well. Check down at your local hobby store to see what other new hop-up parts can help you be creative—new add-on items are coming out every day.

Looking back, the Mud Blaster is a fun R/C truck to build and drive. It goes together easily and has many features, sure to thrill an avid hobbyist. There are lots of aftermarket items to choose from if you want to customize your truck and create a mean dirt burner. Mud Blaster is the latest on the monster truck scene, and it's hot!

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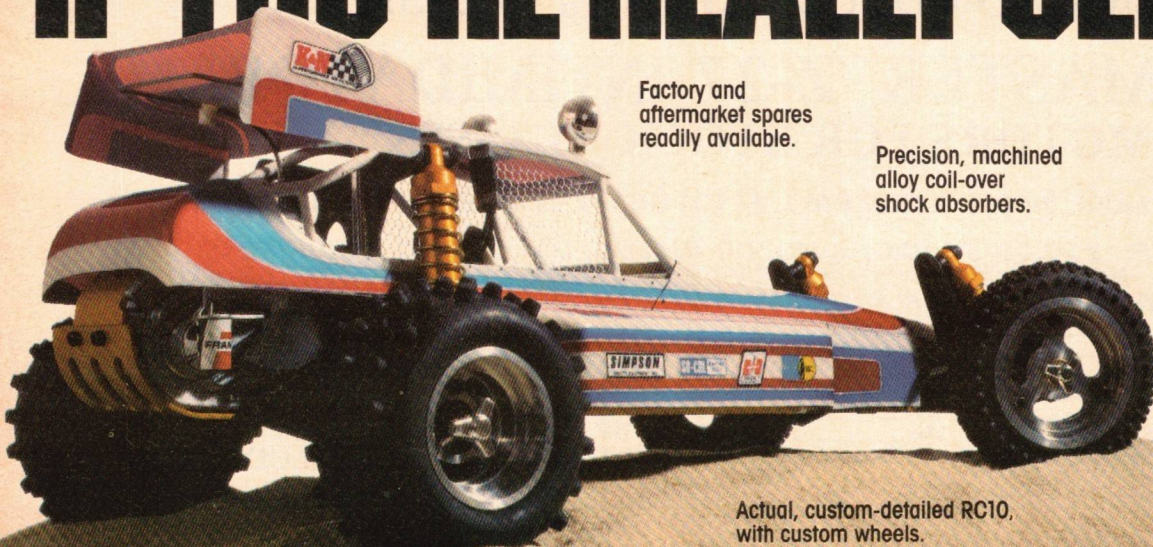
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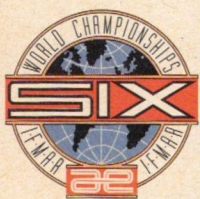


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Associated cars win more than just the biggest races, too. Readers of *Radio Control Car Action* magazine voted the RC10 the 1988 R/C Car of the Year, and by a resounding margin of six to one over the second place car! Thank you very much, readers. *Radio Control Car Action* also held a shoot-out between the RC10 and the next most popular car, and the RC10 came out a winner again!

And at the Reedy Race of Champions (called a re-run of the World Championships because all the drivers from *Europe*, *Japan*, and the *USA* who made the A Main at the

World Championships were present), the RC10 finished first and second.

Racers, readers and dealers all agree. Performance, reliability and readily available spares make the RC10 a big Number One.

Whoops, gotta go now. I want to watch *World Champion Jammin' Jay Halsey* take a victory lap with his RC10.



Associated Electric
3585 Cadillac Avenue/Costa Mesa, CA 92626

1989 ROAR GAS NATIONALS

*St. Louis' Levitz Raceway Park was the site of the Nats,
hosted by the St. Louis R/C Car Club*



The St. Louis R/C Club has the kind permission of Levitz Furniture to run on a permanent track laid out in the company's parking lot. The large track was well-marked, and the wide lanes offered lots of passing room.





COMPETITION

BY GENE HUSTING

The St. Louis R/C car club has been running R/C car races for 20 years, but this was their first Nationals and they did a super job. Their track is located on a Levitz Furniture parking lot in the suburbs of St. Louis. Levitz has been kind enough to allow the St. Louis club to paint their track down on the lot permanently. The club races every couple weeks and this increased activity in the parking lot pulls more customers into the Levitz store. It works!

With 110 entries, this was one of the biggest gas Nationals in a couple years and this is one of the biggest tracks I've seen in this country. I think the layout they've chosen is really super. It's a challenging, yet fun track to drive. The outside, as well as the inside of the track is lined with boards, so there's no chance of corner cutting.

It takes a lot of people to put an event on like this and the St. Louis club, along with their spark plug, Mike Saputo, deserve a great deal of thanks. I think Larry Martin is a typical example of the dedication of their club members. Larry is the top driver in their club, but he gave up the chance to run in a ROAR Nationals on his own club's track, just to help run the Nationals for everyone else. I wonder how many other people would make that sacrifice?

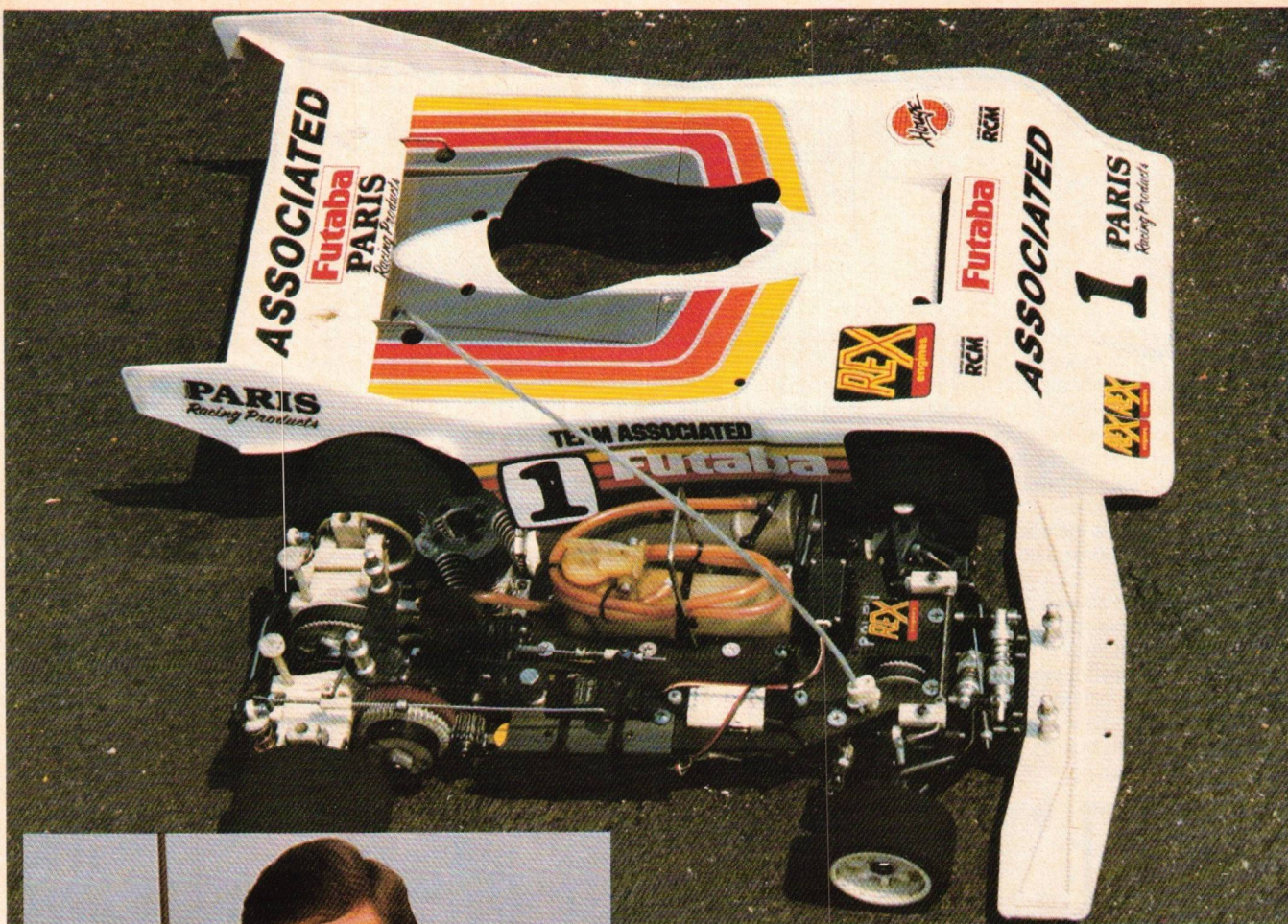
Ken Campbell, with his brother Bill (who has since died of cancer), made one of the first popular 1/8 gas R/C cars 20 years ago. Ever since then, their Delta cars have been in the winner's circle, first with the gas cars, then the 1/12 electric cars and lately, with the newer 1/10 onroad cars.

Arturo Carbonell joined Delta as a one-

man team, and as good as Art is, they didn't need anyone else. Art won numerous major races across the country, as well as the IFMAR 1/8 gas World Championships, and the IFMAR 1/12 electric World Championships with his Delta cars. A few years ago Art quit working for Delta and moved back to Miami to be with his mother. But for this race, Delta's 20th year Anniversary, Ken asked Art if he would come back and run a Delta car one more time. Art agreed and it brought back a lot of old memories for me. Mostly of the many, many times he beat Team Associated! But Art is a super person and I, for one, was delighted to see him in the old familiar surroundings. As, I imagine, all Delta fans did likewise.

This huge track, where the faster cars are hitting 65 mph at the end of the straightaway,





Ralph Burch Jr.'s RC500 4WD car featured the new Rex motor and Futaba radio system. The car and motor were built by Ron Paris. Ralph broke the track record in taking the TQ honors, and won yet another ROAR Nationals.

has one peculiar characteristic. It doesn't wear tires! The asphalt track has been resealed, so it is relatively smooth with no rocks sticking up to wear the tires. To gain traction the club uses a liberal amount of VHT and presto—instant traction! Everybody enjoys driving on a track like this. And would you believe, in the middle of August, the weather

was only in the high 80s? It was a perfect week.

Most of the drivers were here in time to take advantage of the open practice days. By the time qualifying came, it was no contest. Ron Paris had Ralph Burch's car working to perfection. Ralph started clicking off 14-lap qualifying runs, like it was easy. You

want to know something scary? Ralph told me, the week before, he had his eyes checked and he needs glasses! What's he going to be like when he can see his car?

Ralph started with 14 laps in 5 minutes and 14.8 seconds or 14-5.14.8. Then followed with 14-5.05.8, 14-5.06.3, 14-5.10.4 and finally the TQ run of 14-5.04.3. He not only had the TQ time, but he also had second, third, fourth, and fifth fastest times. And he needs glasses? Watch out world!

The best race was for second qualifying position between Arturo Carbonell and 14-year-old Mike Swauger. Mike started turning quick 13 lap times, 13-5.00.4 and 13-5.00.8, just missing 14 laps. But Art got to 14 laps first with a 14-5.20.4. But then Mike came back with a 14-5.19 just beating out Art for second spot. Ralph Phillips led 2WD qualifying but Mike Finley beat him out on the last round to take the TQ spot. Edward Watson claimed TQ honors in the Sportsman class.

Sunday, Main event day. A perfect day weatherwise brought out a large crowd of people around the track. All the lower mains were run right on schedule, and ROAR Administrator, John Thawley was doing a super job announcing the races.

SPORTSMAN "A" MAIN

This class is required to run a .156 restrictor in the carb, but pan, 2WD and 4WD suspension cars all run together. Personally, with equal drivers, a pan car cannot run with suspension cars, so I believe pan cars should have their own class. Patrick Yarosh drove a clean race to the checkered flag.

2WD "B" MAIN

Paul Mircik II kind of ran away with this race, while Gay Sullivan was holding onto second spot with Greg Birch following in third.

2WD "A" MAIN

Mike Finley jumped into the lead, closely followed by Ralph Phillips and Tony Rice. After a few laps Phillips collected a dot and dropped to fourth place. A few laps later Phillips collected his second dot and dropped to sixth place.

Meanwhile, Finley was flying! His car was working great, his motor was fast and he was driving super. There was simply no one who could run with him. At the 12-minute mark he had lapped the whole field, and was still pulling away. Kevin Van Pelt was running in second with Ed Frizzell in third.

As Finley was passing another car, an over-enthusiastic driver ran into the side of Finley's car and broke one of the exhaust manifold screws. The exhaust got louder and louder and he had to pit to get the manifold repositioned. His one lap lead was gone when he pulled out of the pits, but he soon was pulling away from the field again. Then his manifold moved again, requiring another pit stop.

Tony Rice then took over the lead and Ralph Phillips had moved all the way back up to second, with Phil Cotter third. Phillips got by Rice to take over the lead. Despite having to pit two more times to fix his manifold, Finley was still fast enough to move back into second spot. So Ralph Phillips went on to win another Nationals with Mike Finley second and Tony Rice following in third.

4WD "B" MAIN

Mike Queller, Brad Hoehn and Rich Potempa all had a great race going together, but Mike got to the checkered flag first.

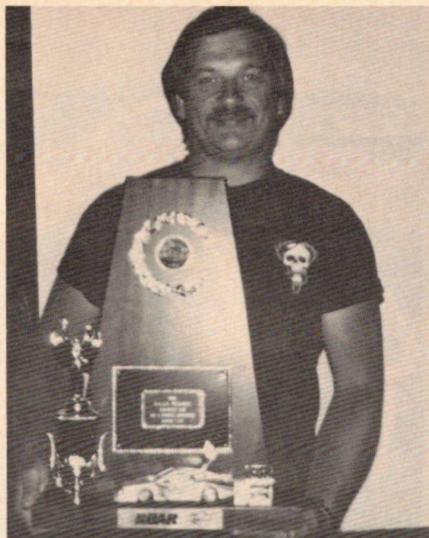
4WD "A" MAIN

The drivers got a five minute practice session in preparation for this 40 minute main. Then the motors were shut down and the drivers were all introduced to the crowd. The motors were fired up again, another three minute practice session, the cars were lined up in a Le Mans style start, the flag raised and the race was underway.

Ralph Burch jumped in the lead, of course, followed by 14-year-old Mike Swauger and Mark Blacketter. Two cars were still in the pits: Arturo Carbonell's and Rusty Husband's. Art had installed a new motor and they were trying to get it set, while Rusty had his clutch lock up.

Burch started to pull away from Swauger, while Swauger started cutting the corners tighter trying to stay up with Burch. But that didn't work out. Swauger drilled the boards starting on the sweeper, but luckily nothing happened to the car. He then started giving the corners more room, knowing that second place is a lot better than last place.

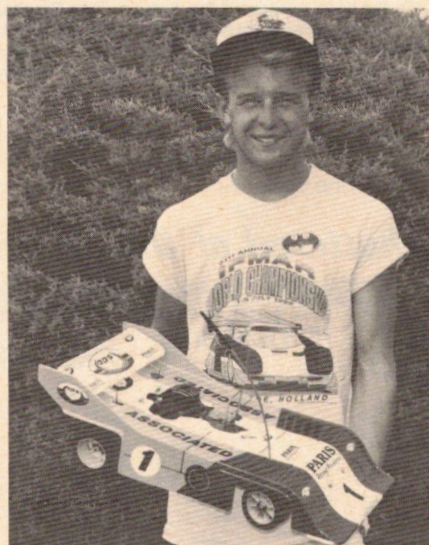
Burch was in his own race. Nobody was close to him. Swauger was being pressured by Mark Blacketter, but when Mark ran out of fuel, Swauger was all by himself in second and pulling away from the rest of the field. The first and second place cars weren't racing anyone, so all the racing was going on for third place.



Patrick Yarosh took First in the Sportsman Class with his RC500 powered by a Paris-OPS engine.



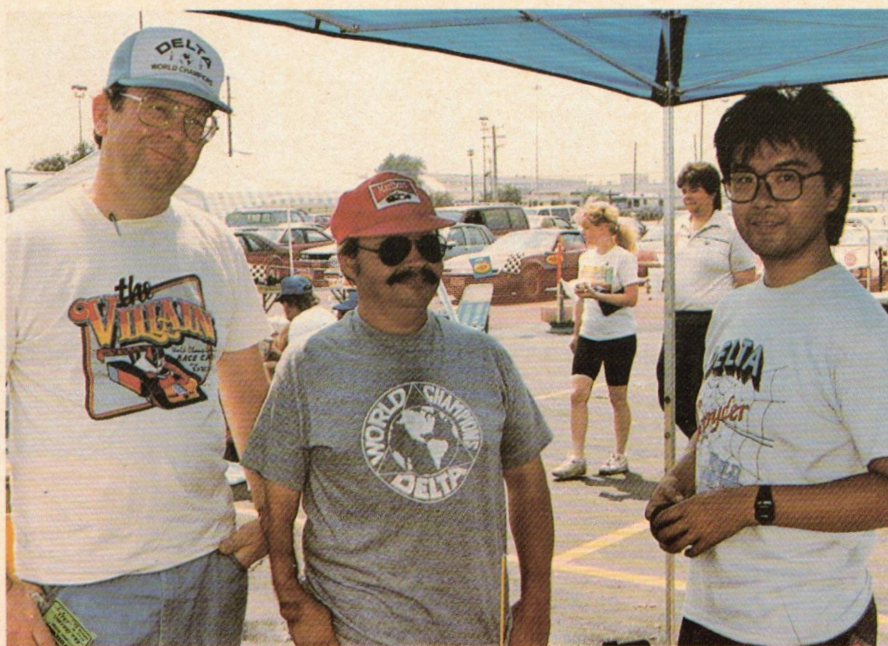
Ralph Phillips continues to rack 'em up in 2WD by winning at the Nationals again. His car, an RC500, is powered by a Paris-NovaRossi engine.



Mike Finley was TQ in the 2WD class with his RC500, powered by Paris-OPS.



Fourteen-year-old Mike Swauger took second with his Paris-Rex-powered RC500.



On Delta's 20th Anniversary, Arturo Carbonell (center) came back for one more race with Ken Campbell (left), owner of Delta, as Delta Team racer Akihisa Hashimoto looks on.

Continued on page 68

It's the biggest, fastest, baddest R/C speedway in the country. It's also the only big 1/10-scale Road Wizard event anywhere; and that's why we came back again this year. But there's more to the Thunderdrome than racing Wizards! Oh, yes. There's the thrill of zooming through L.A.'s guts, hell-bent for tomorrow, seeking to avoid freeway shooters, drive-by shooters, surly convenience store managers, and all other forms alien to our rural way of life. That's what lay between us and the 'Drome; more than a hundred miles of wild and crazy freeway just itching to add our names to its list of hapless victims.

We were going up at the kind request of Dan Moynihan (Dan's R/C Stuff), and Gary McAllister (McAllister Racing), who for the second year in a row have succumbed to the urge of putting on the wildest weekend of high-speed R/C racing imaginable. This year's race resembled last year's inaugural event with a notable exception: last year open-wheel cars were permitted to race; this year, contestants were restricted to running stock car or ASA bodies, leaving the open-wheel competition to the Tamiya Road Wizards. (There was some sort of a Pro challenge involving big-name drivers who would compete at the Thunderdrome, and then in a month or so the same guys would show up in Florida at the Lake Whipoorwill



Shawn Ireland, center, averaged 54.40 mph to win the hotly contested Pro A-main. Tom Bowlin, right, was second, three seconds behind Ireland, while Bud Bartos, left, finished in third. Below: Kent Clausen's car (at left) tangles with Ralph Burch's during the Pro Main.

track to go at it again, but we were most interested in the Road Wizard race, and of course, the Insane Speed Run, in which any

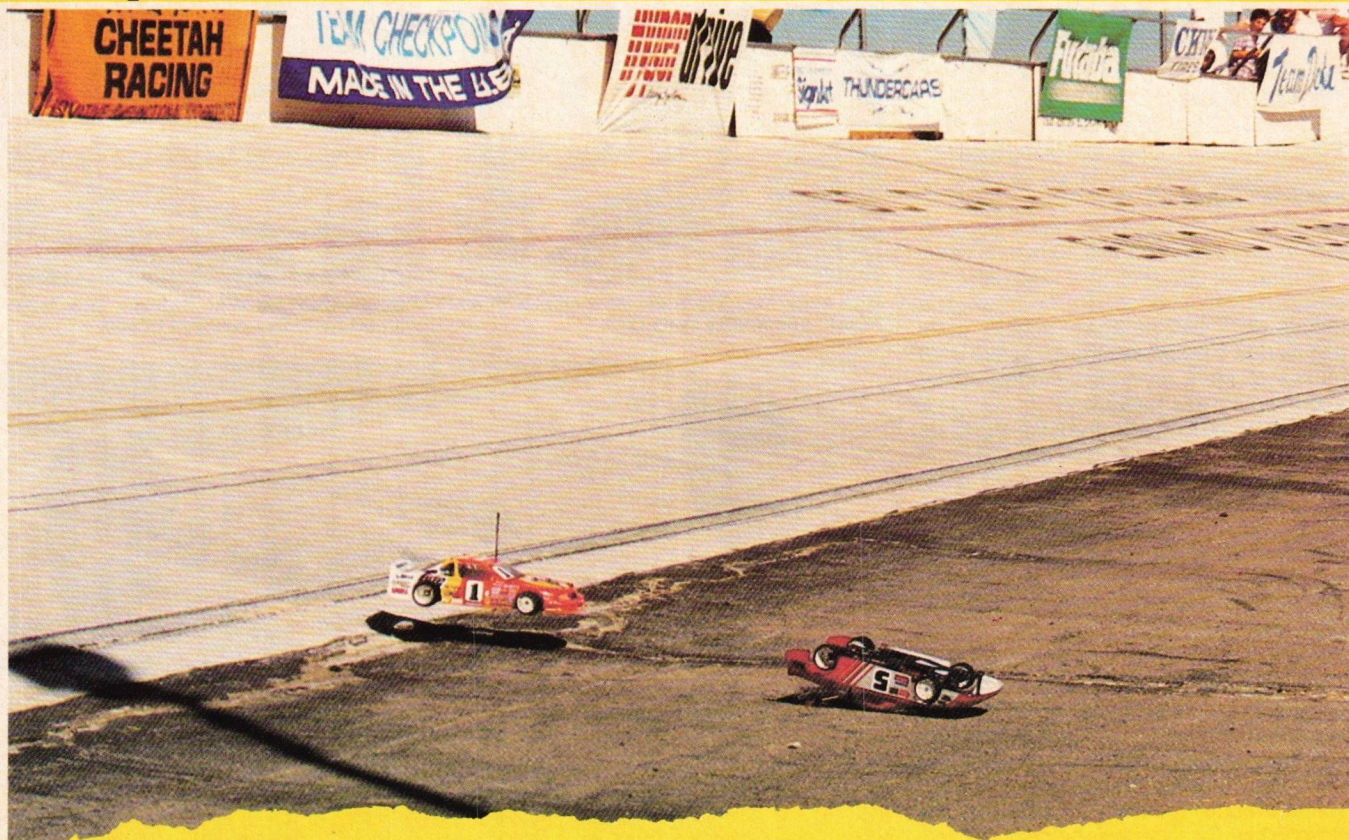
pro who wished was given a one-minute session on the track Saturday with a totally unlimited car in an attempt to set a 1/10-scale speed record; but I'm getting ahead of myself.)

ABOUT LAST YEAR

Last year, jacked up to the max with the thought of running our beloved Wizards at such an imposing venue, we threw caution to the wind and put together a formidable team of crazies with the intention of sweeping the entire field. Although I took TQ honors (ahem) and finished third overall, a few bizarre events managed to put a tilt into the weekend that was hard to shake. (For a detailed account of the first Thunderdrome, see *Radio Control Model Cars*' January, 1989 issue for "Wizards Over The Thunderdrome," by Reed Deanfield.) In the ten months since that unforgettable episode, we've had time to analyze our errors and omissions, put them into perspective, and approach this year's race well-armed with an arsenal of new cars, more experience, and a list of good restaurants in the immediate area.

One of our more serious errors last year concerned the Magnolia team missing the all-important drivers' meeting. This year we were determined not to miss the meeting. So determined that we took off from work to be up at the 'Drome a day early. What we didn't

Speed records are shattered at the ultimate superspeedway



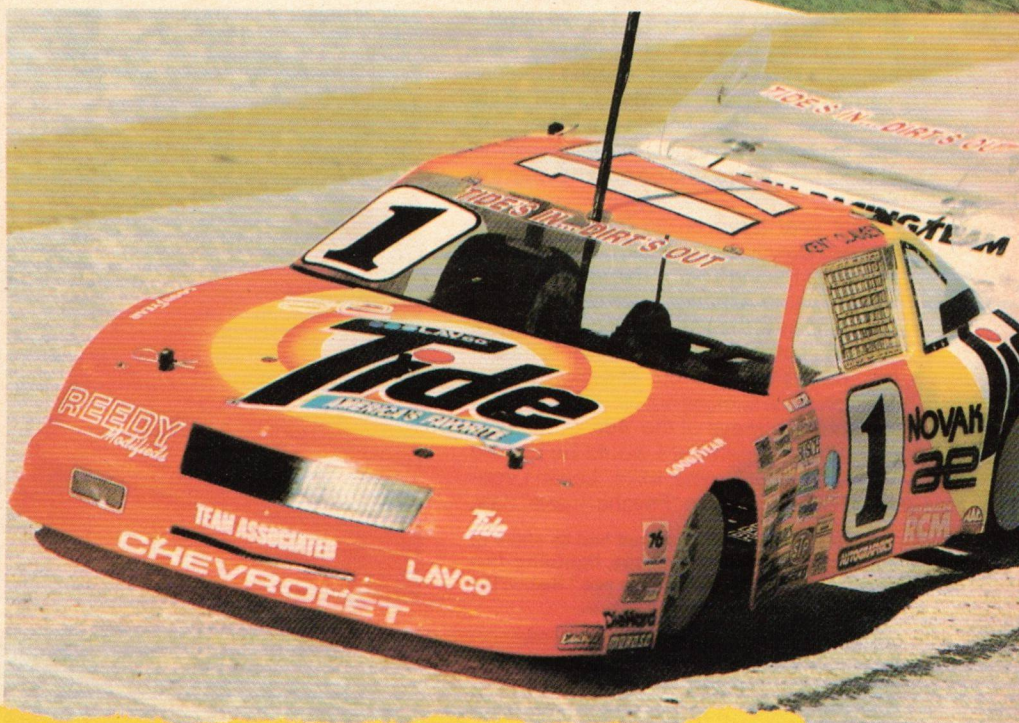
R/C MODEL CARS
GOES...

BACK TO THE

70 MPH!



Above: a proud Kent Clausen receives his trophy for setting a new 1/10-scale speed record. At top, Kent's 10L blisters the track during his 70.1 mph run. At right, a close-up look at Clausen's Associated 10L.



THUNDERDROME



The impressive Parade of Cars Sunday morning brought most of the competitors to the line for concours judging.

OFF TO SEE THE WIZARDS

It was very early in the morning when Richard showed up at my house, loaded down with more stuff than I thought necessary for a weekend's racing. After I added my racing equipment to his, the pile was nearly overwhelming. We began discarding the unnecessary: first the portable TV, then the hammock, the extra bedding, the hibachi, surfboards, and mascot (Richard's 75-pound Akita attack dog); but still the truck was loaded so heavily that the tires were squat and bulging. "The L.A. Raider," I thought, "if we make it up there and back, I'll be real surprised." But I kept my thoughts to myself as I dug deep into the camper shell, removing the armchairs, VCR, and 16 tapes of European Formula One racing from '88 and '89. With serious racing ahead, not to mention a potentially life-threatening ride straight up through wildest Los Angeles, the lighter the load, the better.

The sun was just coming over the hills as we pulled the truck onto the freeway and pointed it north. It was an hour before we hit rush-hour traffic and that gave us time to get into some serious early-morning snacking. By the time we were backed up on the San Diego Freeway, we had consumed a major portion of our cooler's contents. Richard kept scanning the territory from the shotgun position, looking for a market where we could replenish our stock of munchies, but he usually called out a spot too late to get to an offramp. "You can't get there from here," the saying goes. I'm sure it was first said by a frustrated driver on an L.A. freeway. So we stuck to the road, "staying the course," as it were.

realize was that most of the other racers went up two or even *three* days earlier than we did! Live and learn.

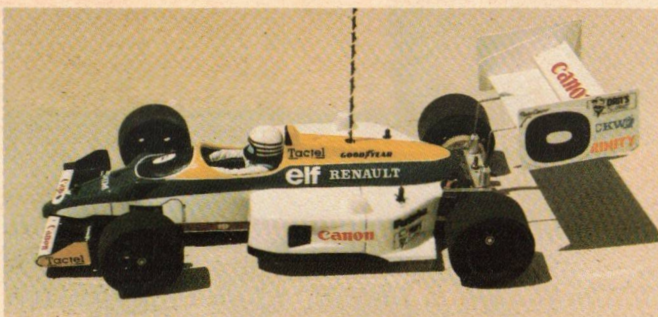
The race schedule showed two heat races for the Wizards on Friday, two on Saturday, and the Main on Sunday. We calculated that if we left home early Friday morning, we should be able to make the Thunderdrome parking lot by 8:00 a.m. easy. No way were they going to get a drivers' meeting in before we got there! Then, allowing for the heats preceding ours, we should have plenty of time to peak our batteries, make last-minute checks of the cars, and go out and whip the field.

Last year three of us, Reed Deanfield, Richard Dowdy, and myself, constituted the Magnolia Racing Team. This year the team was the same, although Reed said he would be joining us at the track, having gone off in a '78 AMC Matador in search of higher meaning along Route 66 out of Roswell, New Mexico, while seeking out old dirt tracks and midget speedways of the '40s. In addition, some quasi-members would be driving Wizards at the 'Drome: Mike "Lexan Leonardo" Ogle, and Steve "Psycho Snake" Saik,

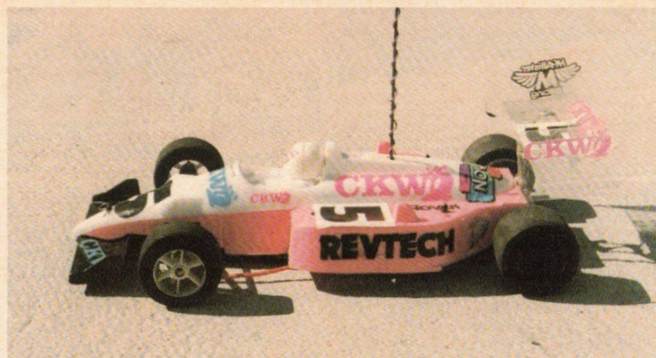
"Almost any race you watched had its share of some of the most horrendous, lightning-fast crashes you could ever want to see." Below: the mean and nasty Thunderdrome.

both RCMC contributing editors. Although neither would be racing as Magnolia team members, both were good friends and couldn't be considered competitors so much as they were just companions out for a good time the same as us.





The Williams-Renault driven by Richard Dowdy finished fifth in the A-main, second in concours. Power was a Trinity Monster Horsepower, with Futaba radio, Dan's Rear Pod, CKW caps, Sanyo batteries, Paragon Slip Stream, and a Bud's BI-level wing.



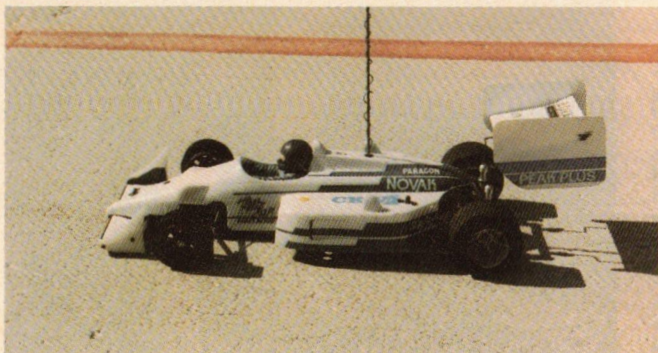
Kevin Winans (CKW Tires) ran his Wizard for fun, with a Revtech modified motor, Novak speed control, and Dan's Pod. Tires were CKWs (natch!).



Bill Strauss' Lotus Honda with custom paint by M.R. Ogle. With a Trinity modified motor, Dan's Pod, Sanyo batteries, and CKW tires, Bill won two qualifying races with his Wizard, finishing in ninth.



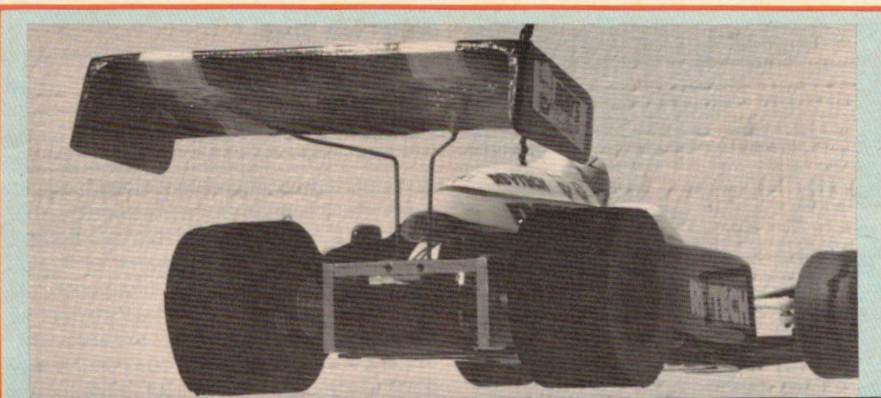
Steve Salk's Lotus Honda ran with a Dan's aluminum pod, CKW tires, and an Associated 12i diff. Steve finished in eighth place in the Main.



Painting whiz Mike Ogle ran a customized-chassis Wizard with Dan's Pod, 12i differential, Airtronics radio, and CKW tires. His wing was a Race Bros.



Steve Schooler (One Stop Hobbies) ran this original-body Road Wizard with 1/10-scale wheels and tires. Steve had hot times all three days, finishing in seventh in the A-main with an average speed of 49.06 mph.



DAN'S REAR POD

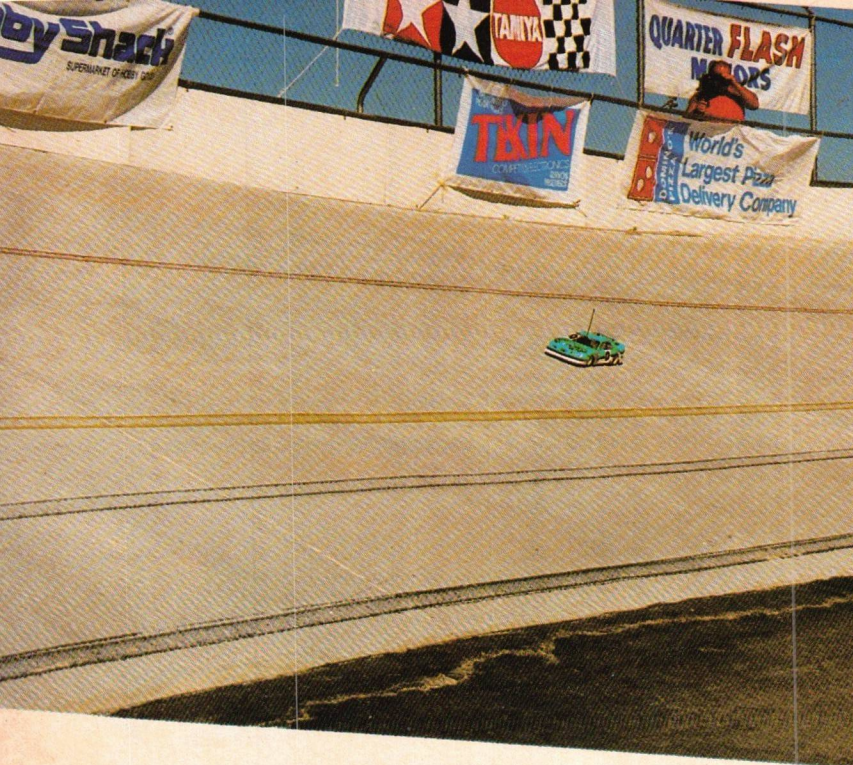
Along with the innovative capped tires used on the Wizards, the most popular change to the stock car had to be Dan's Rear Pod. This new aluminum pod replaces the plastic motor and wing mount, long a vulnerable part of this fast and fun car. Dan's machined, three-piece kit can be used as is, with the stock Tamiya gear

set that comes in the kit, or with the use of Dan's Diff Adapter, Associated's 12L ball differential and axle can be used for even more versatility and improved performance. This setup also allows the use of the fantastic Hyperdrive system, such as the one Hobie Kaptan used to win two Thunderdrome Wizard titles.

Scarcely three hours later we found ourselves in Encino, near the entrance to the Thunderdrome, and a feeling of deja vu came over us. The parking lot was filled! Even our Magnolia pits, way out past the baseball diamond, where we had to make do on bleachers last year, even that place was taken! We parked in the dirt and walked around a minute trying to figure what to do. There was a huge circus tent erected for the racers, with tables and electricity, but with all of our race stuff, it would be too much to try to carry it from the lot all the way to the tent, so we headed back to the truck to figure an alternate pit location.

Walking back, we noticed a line of big shade trees, about 150 yards away from the track, directly across from another baseball diamond. Fortunately we had brought sufficient electrical cord, so we put the truck under the trees, and began unreeling about a football-field's length of wire, and tapped into the power at the hot dog stand.

Now you're talking! This was in the Magnolia style, to be sure! Before long we had the worktable set up, and the radio going,



along with fans, chargers, and soldering iron.

As we began to tinker with our racers, several friends dropped by, including painting whiz Mike Ogle, who brought us news that a guy with a tire company called CKW was giving free sets of capped tires to any Wizard driver who wanted them. Both Richard and I bolted from the pits and headed for the CKW motorhome to find Kevin Winans, the tire guy, to see if the story was true.

It was, Kevin, it turned out, was planning on racing his Wizard and had made up a bunch of tires that he was actually giving to the Wizard drivers, free of charge. These tires were stock Tamiya foam with a motorcycle innertube laminated over them, making a real rubber tire that some who had tried them said were allowing much higher top speeds at the Thunderdrome than were attainable a year before. We happily accepted a set of tires for each of us, and went back to mount them for the qualifying heats.

Shawn Ireland's Associated 10L is way out in front, powered by Reedy. Shawn finished first in the Pro A-main, third in the Insane Speed Run with a speed of 64.10. Below, Wizard A-main winner Hobie Kaptan is joined on the stand by second-place Bob Sarnelle, and Louis Maldonado, who finished third. Note that the top three Wizard finishers all used the original Road Wizard-John Player Lotus body.



MEETING TIME

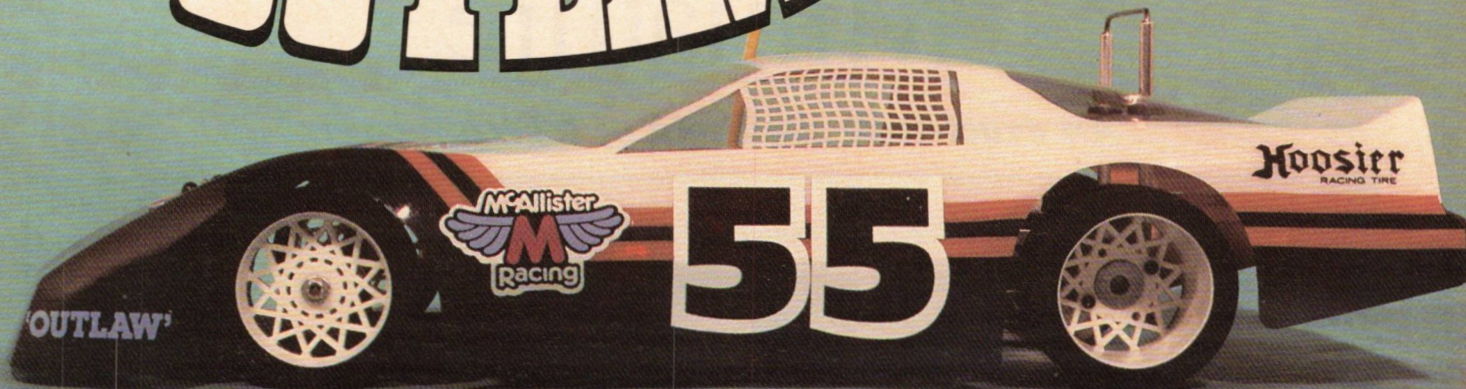
Just before the heats began they called a drivers' meeting, so Richard and I rushed over to get in on it. Actually, not much went on; sportsmanship was discussed, along with the plan to impound the radios as was done last year to eliminate the chance of an inadvertent signal from the pits causing a car to rocket to oblivion beyond the velodrome's plywood walls. Last year it seemed as though we had missed a lot of vital information, but this year I guess we knew what to expect, so the meeting wasn't anything extraordinary.

We downed a couple of dogs on the way back to the pits, and then got ready for our race to be called. There were two heats of Wizards, and I was lucky enough to avoid having Hobie Kaptan (last year's Wizard winner) in my heat. But, he was in Richard's, who now knew who he had to beat. I had fellow editors Mike Ogle and Steve (Psycho Snake) Saik in mine. Steve was having all sorts of problems getting his brand new Lotus-Honda hooked up, and Mike's new

Continued on page 69

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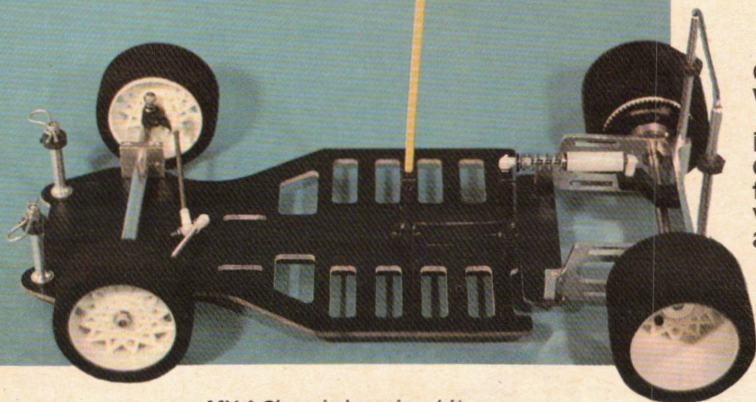


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MX-1 Chassis bearing kit pictured above.

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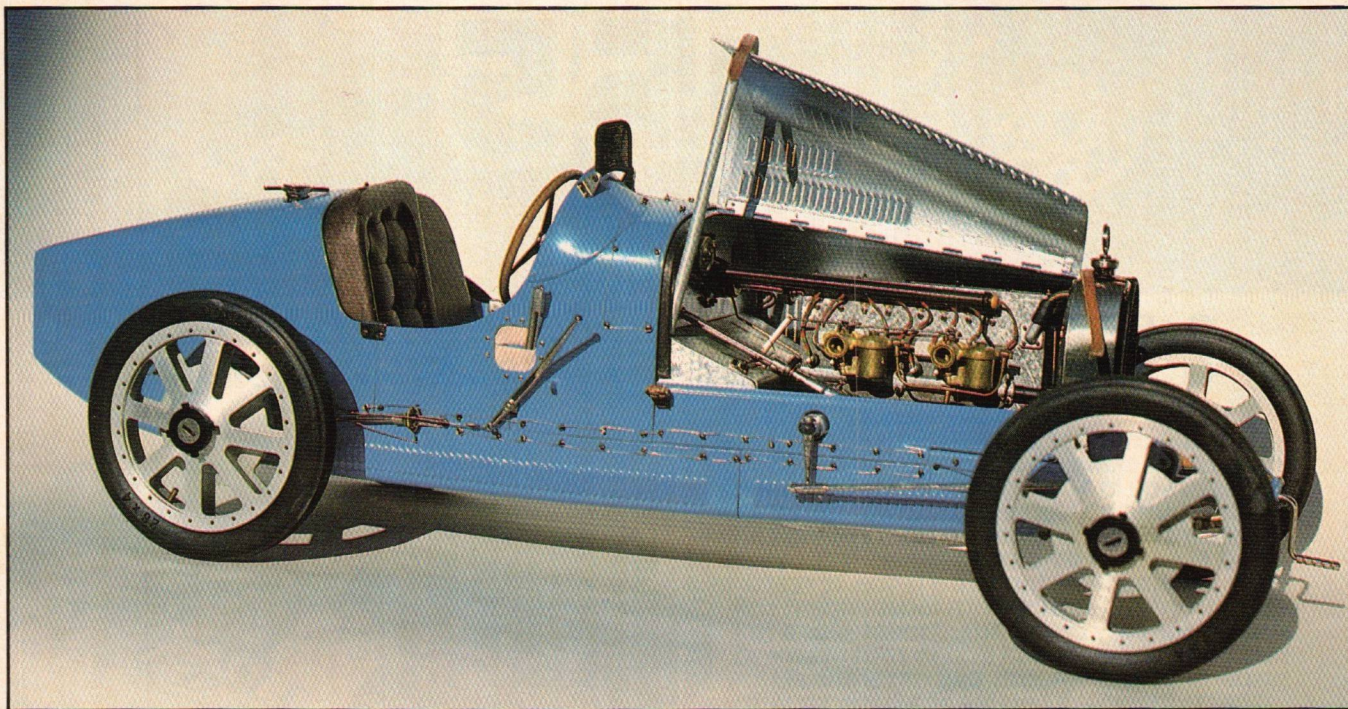
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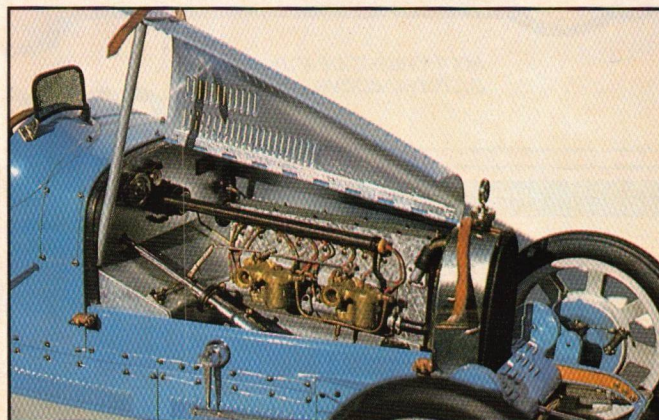
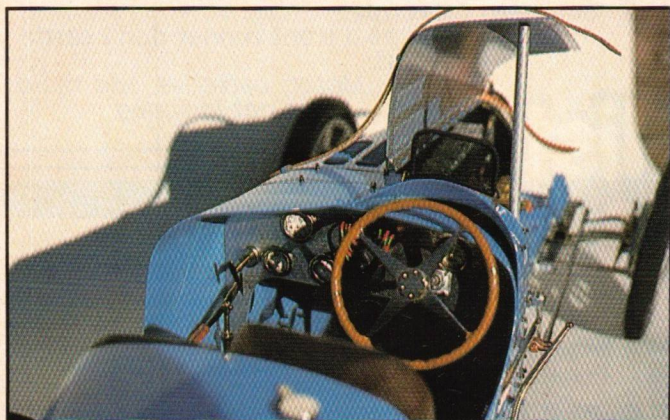
BY FRANK GUDAITIS

This incredibly detailed nineteen-inch scale model is an exact copy of one of the world's truly great race cars. A total of 126 numbered examples were made by the firm of Auto Art Collection of Paris, France around 1974. This model was sold with an elaborate portfolio documenting the serial number, and the history of the full-sized car. It is considered to be the finest quantity-produced model ever made. After 126 units were manufactured, the company ceased production.

In common with the entire model, all external engine components are in perfect scale and exactly duplicate the materials that were used in building the full-sized car. In the bottom of the crankcase pan, there are eleven open-ended tubes running lengthwise through the bottom of the engine. This was a simple and original Bugatti method for cooling engine oil. Although it is not visible, the brass gas tank in the rear has exactly the correct number of rivets as the original.

The steering wheel actuates the front

wheels with the same number of turns as the full-sized car. The wire cable-operated mechanical brakes work with the foot pedal operating the front end, and the lever on the outside of the right body working the rear wheels. The wheels are cast aluminum, another Bugatti innovation for lightness. Throttle linkages and magneto advance rods also work. The aluminum engine-turned instrument panel contains exactly the same instruments as the real Type 35. A tachometer is positioned in front of the driver. An 8-day



Collector Kirk White's Bugatti Type 35, valued at \$6,000, is one of many outstanding models in his collection. The full-size car was first built in 1924, and dominated European race courses for six years.



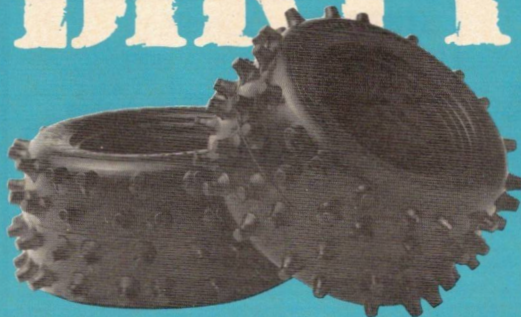
Jaeger clock is located on the left with a fuel gauge and an oil pressure indicator located just below it. In typical Bugatti fashion, the rear end of the cam shaft-driven magneto protrudes through the center of the instrument panel. There is also an ignition kill switch, and a pump handle for oil pressure. To the left of the riding mechanic's seat, there is a hand-operated pump for moving the fuel up to the engine from the tank in the rear.

This superb miniature Bugatti Type 35 model weighs six pounds and is currently valued at six thousand dollars.

The full-sized car was designed and built by Bugatti in 1924. For the next six years, these Type 35 cars dominated the largely European racing scene with many hundreds of first-place wins. Three decades were to pass until other production race cars such as Porsche and Ferrari were able to surpass this record.

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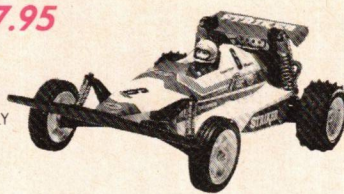


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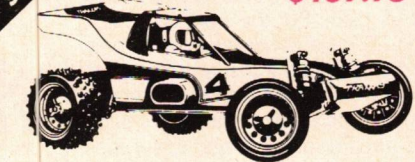


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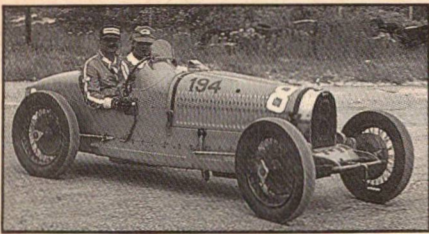


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The full-size Bugatti Type 35 was Ettore Bugatti's most successful race car.

The type 35 was a product of a man who was certainly one of the world's greatest automotive designers and original thinkers. He was Ettore Bugatti, an Italian by birth who lived and worked most of his adult life in France, and raced his cars under the light blue French national racing colors.

His incredible achievements were all the more noteworthy in view of the fact that he had no formal engineering training other than an apprenticeship in a machine shop. Bugatti was also something of an autocrat who enjoyed being called "le Patron." He had little patience with any opinion other than his own. Perhaps this is an inherent characteristic of any real genius who consistently proves that he is right.

In the 66 years of his lifetime, he created more than seventy individual designs of cars and engines. His original inventions were registered in 350 patents. The total number of cars which emerged from his small factory in Molsheim on the Alsatian plain was only around 9500 vehicles. By comparison with Detroit, during one 24-hour period on June 26, 1929, the Ford Motor Company produced 9100 cars and trucks!

Yet, of the few thousand Bugattis which survive today, if one can be found for sale, the price is many hundreds of times its original cost. One large Bugatti "Royale" passenger car recently was sold for eight million dollars.

The Type 35 was his most successful racing machine. It was powered by an aluminum single overhead cam straight-eight engine of 120 cubic inch piston displacement. It produced 130 horsepower at a maximum of 5,000 rpm. Later models were equipped with a Roots-type supercharger also made by Bugatti. Almost all rotating parts were mounted in ball and roller bearings. The crankshaft was rigidly mounted in massive double-row ball bearings. There were three valves per cylinder, two intake and one exhaust. The piston diameter was only a little under two and a half inches. The stroke was four inches. One of Bugatti's original and very simple ideas was to install eleven open-ended copper tubes lengthwise through the bottom of the crankcase. Thus, as the car moved forward, the air flowing through these tubes would effectively cool the engine oil.

Another one of his many departures from orthodoxy was to mechanically advance or retard the spark by varying the position of the rotation of the magneto drive shaft. This resulted in producing an optimum spark at a point in the magneto where the electromotive force was the greatest. The ignition points were fixed in one position.

The four-speed gear box was coupled to the engine through an ingenious multiplate wet disc clutch. It was constructed with a number of levers operating on a governor

principle. The faster the engine turned, the greater the holding power of the clutch.

The chassis and leaf spring suspension system was also unique and was so perfectly configured that like all Bugattis, it stayed on the road at high speed as if it were on rails.

The sound of a Bugatti racing engine running is not easy to describe. There is a sharp crack coming out of the exhaust pipe. It is a loud ripping sound coupled with a rattling growl of the ball and roller bearings. A properly running Bugatti racing engine always sounds like it is about to tear itself apart. Those Bugatti engines which were equipped with the Roots-type supercharger had yet another sound, a high-pitch whine that rose and fell attenuated by the engine revs.

Few persons who ever drove or rode in a Bugatti race car at high speed were ever

likely to forget the experience. It made converts of many of them and perhaps explains why the value of a Bugatti is so high today.

The English automobile authority, Dennis May, once wrote that "a Bugatti will forgive its driver many mistakes. A Bug seems always to be on your side." The late and most knowledgeable automotive writer, Ken Purdy, also wrote that "There is about a Bugatti a sensitivity to control, a liveliness, a willingness to work that seems to endow the car with life, a being of its own. The Type 35 had these virtues in the highest degree."

Consequently, it is not difficult to understand why the Bugatti is held in such high esteem a half-century later.

The elegant miniature Type 35 shown here is part of eastern collector Kirk White's group of outstanding race car models. •

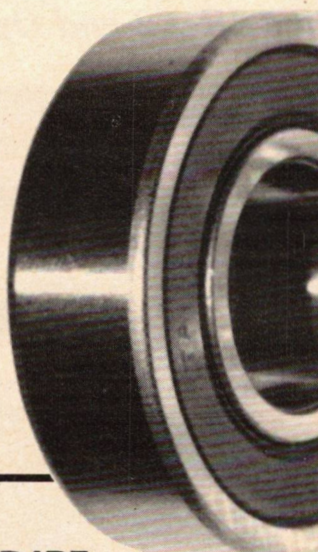
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SUMMER SIZZLER!

BY MIKE LIEM

The Northwest's biggest and best offroad event, with the JR-X2 and Optima Mid topping their classes



This marks the fourth time in as many years that I've witnessed the Summer Sizzler. I know you've heard it before, but this race gets better every year. I don't know how they'll top this year's running of the Northwest's premier offroad event, but then again, I remember thinking the same thing after last year's Summer Sizzler.

The organizing duty for the 1989 Summer Sizzler was handled by Dave Kleinman and several key members of the Tacoma Electric Auto Racers/Offroad. Those of you who have organized races know what a chore the job can be. To say that Dave and Co. did a great job is an understatement. This year's Sizzler was easily one of the best-organized R/C races I've ever attended.

Hats are also off to the event's sponsors. Last year, the sponsors donated about \$5000.00 in prizes and certificates. This year's booty was valued at over \$8000.00! That makes the Sizzler the richest non-purse R/C car race in the country! I'm always amazed at the generosity of the manufacturers who willingly donate tons and tons of good stuff. I'm talking about expensive items

like car kits, radios, and electronic speed controllers. Needless to say, nearly everyone walked away with something to match the big grin on his/her face.

Despite the absence of a computer (TEAROR's first attempt at computerized scoring using a locally produced program failed to give them the results they'd hoped for), the race was managed smoothly from start to finish by the TEAROR scoring team. Those mechanical lap counters may not be terribly sophisticated, but they did pull through with nary a protest.

Competition among the 235 entries was extremely close, and more than a few drivers found themselves much lower in the mains than they'd expected. Even the local hot dogs found the going a bit tough. Barry Torseth, one of the more consistent 2WD racers, admitted that he was lucky just to be in the A-mains of 2WD Stock and Modified. "There are a lot of fast new guys out there," he commented. Not so lucky was the incomparable Tom Jones who had a dreadful day of qualifying and wound up in the D-main. Hoping to mount one of his patented "bump



Scott Brown was the big winner in 2WD, taking the wins in Stock and Open classes, and a TQ as well.

up" charges, Tom stormed all the way up to the B-main before his luck expired.

In 4WD, the contest was equally fierce. I think a lot of people were surprised to see the normally speedy Cy Williams languishing in the D-main of 4WD Open. I asked him how the new Yokomo YZ10 was running. "Oh, the Yoke's great," he answered, "It's my luck that's not so great." Doing considerably better was "Phlyin' Phil" Gordley, who was the fastest qualifier in 4WD Stock. He wanted to know if his car looked familiar to me, and then he told me that it was a Schumacher XL that I used to own. Well! No wonder he did so good!

Racers in the 2WD and 4WD classes were seeing double. Double winners, that is. In 2WD, you had to have a Losi JR-X2 to make the A-main but you had to be Scott Brown to win it all. This kid was simply awesome. In 2WD Stock, he had to fight his way to the front of the pack. But in 2WD Open, no one could touch him. He just flat outdrove the competition. I'm sure his folks, who run the Four Seasons Raceway in nearby Olympia, are justifiably proud of him. Scott told me that he was leaving for the nationals the day after the Sizzler. What better way to fuel your enthusiasm! Good luck, Scott. I know you'll do well.

A lot of people expected the Yokomo YZ10 to take the gold in 4WD, and, indeed, a number of them turned up in the A-mains. But I don't think anyone expected the total domination of Dave Cotter and his Kyosho Optima Mid. Except maybe Dave himself. When I asked him if he was worried about the other cars in 4WD, including the YZ10 (formerly called the "Dogfighter"), he replied, "Cats, dogs, whatever, my Mid'll eat 'em up!" And it did! Dave raised a few eyebrows last year by making the A-main in his first-ever Sizzler. This year, he made believers out of the doubting Thomases by taking a TQ award and wins in both the 4WD Stock and Open classes.

Noteworthy performances were also evident in the Novice Class. I was especially impressed with the quality of driving that many of the drivers displayed. I happened to be away from the track at the start of the Novice A-main and came back when the race was underway. I kid you not, folks, I thought I was watching one of the Stock

mains! I think even the corner marshals who were expecting a little workout were surprised. It's great to see the beginners racing with each other instead of just trying to make it around the track. Excellent job, guys.

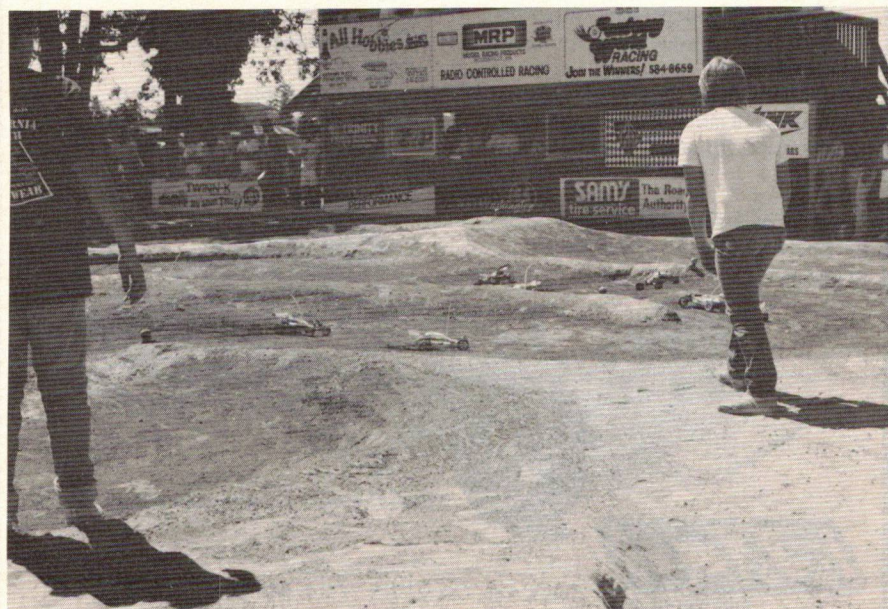
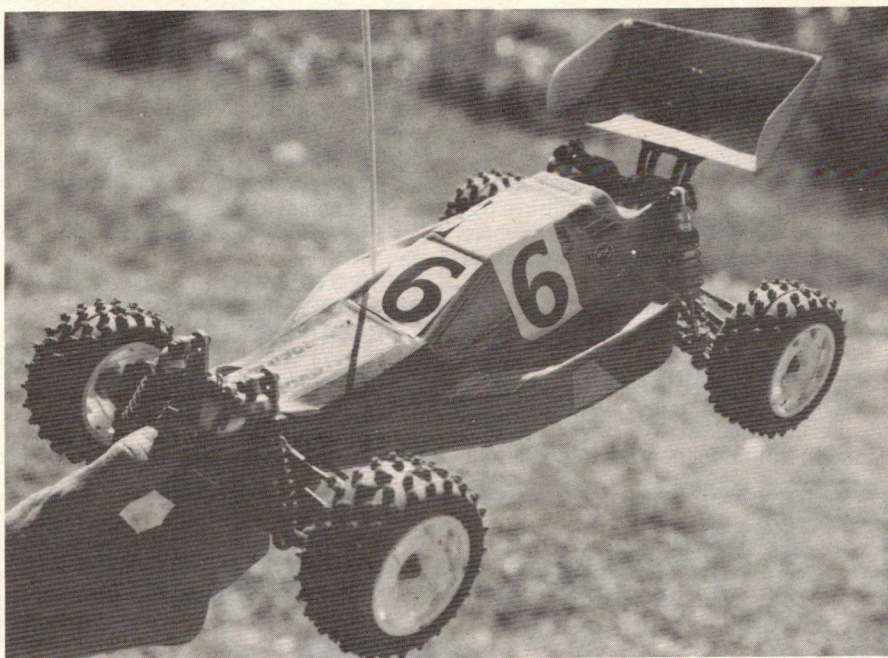
A new addition to the Sizzler this year was the Monster Truck class, which will henceforth be a permanent fixture of future Sizzler events. Undoubtedly the most popular class with the spectators, the trucks were a lot of fun to watch. They seem to handle great, too. At least the RC10-converted trucks that made up the field. Dave Kleinman told me that he sells a lot of Tamiya and Kyosho trucks at his store, and he was hoping to see more than a few of them entered in the Monster Truck class. It was a shame that none were entered, but I guess the RC10-conversions were just too intimidating.

Unlike the previous Sizzlers, this year's format was changed to facilitate the schedule of events. Saturday was set aside for qualifying, with Sunday being reserved for the mains and trophy presentations. The trophy ceremony, which took place at the conclusion of the mains, was a very classy affair. The top three finishers in each main received trophies, while the finalists in each A-main were also awarded plaques. Trophies were presented to the top qualifiers and the winners in the Concours and Best Engineered categories. Everyone was duly recognized for their efforts. It was definitely a big plus as far as the racers and spectators were concerned. Much better than trophies hastily handed out in the dark with only the crickets cheering!

Although the Seventh Summer Sizzler is now but a memory, plans are already being made for next year. I can almost guarantee that the next Sizzler will be even better than this year's, and if you plan to vacation in the Pacific Northwest next summer, I encourage you to attend this event. You won't be disappointed, I promise!

TEAROR would like to thank the following sponsors for their assistance in making the 7th Summer Sizzler a truly successful race: Airtronics, Inc.; Associated Electrics; Astro Flight, Inc.; Blue Ribbon Products; BoLink; Composite Craft; Custom Racing Products; Dahm's; Danse Trophies & Custom Tee Shirts; Futaba Corp.; Global Hobby Dist.; Great Planes; Horizon Hobby Dist.; Kimbrough Products; LazerLite; Litespeed; Model Racing Products, Inc.; The Pack Shoppe; McAllister Racing; Parma Internationale Inc.; Pro Track Corp.; Product Design, Inc.; Progressive Technologies, Inc.; Trinity Products, Inc.; Twinn-K; Victor Engineering; and Walker Mfg.

APOLOGY: After waiting two weeks for results of the race, TEAROR was still unable to provide me with a complete list. However, with a fast approaching deadline, it was imperative that the race report be mailed without further delay. My apologies to the participants of the Summer Sizzler. ●



Top: Dave Cotter won 4WD Stock and Open, driving this well-prepared Kyosho Optima Mid. Center: Nearly everyone was a winner at this year's Summer Sizzler! Bottom: The TEAROR club track in Tacoma, Washington was the site of the '89 Sizzler.

ate simultaneously, to the same receiver channel. Generally used to simplify complex mechanical linkages or to obtain servo power greater than can be obtained from one servo.

ESC - Electronic Speed Control. In electric-powered models, the ESC substitutes for a servo-operated device to control the model's speed. ESCs are electronically more efficient and result in faster and longer operation.

ENCODER - In the transmitter, the circuitry that converts the user's control inputs into electronic signals.

END POINT ADJUSTMENT - See ATV.

EXPONENTIAL - In the transmitter, a feature that modifies the servo to control reaction from nonlinear to an adjustable

curve.

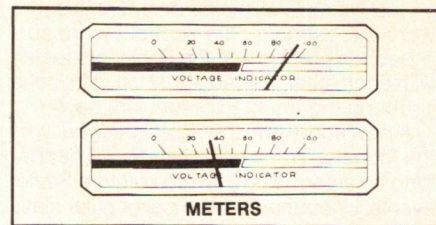
FAIL SAFE - A system feature that operates under conditions of interference or signal loss to position the servos to preset positions. In some versions, a choice can be made between the servos moving to predetermined positions or merely remaining at the last command received.

FET - Acronym for Field Effect Transistor, see MOSFET.

FIXED RESISTOR - A resistor of a fixed value. See Resistor.

FREQUENCY - The measure of the exact point of system operation within the radio spectrum; measure in megahertz (MHz).

FREQUENCY MODULATION - A method of adding information to the basic



radio frequency by varying its frequency. The companion receiver must also be designed for FM operation.

FREQUENCY MODULE - In transmitters, a plug-in module that allows the operating frequency and band to be changed.

FUSE - A safety device, rated to carry a certain amount of current and which will open, removing power, when that rating is exceeded. Found in some transmitters and some electronic speed controls.

"G" CONNECTORS - Small three-pin plug system as used on older Futaba equipment. Servo plug pins are external.

HOLD - One of the Fail Safe functions which operates under conditions of interference or signal loss to maintain the servos at their last commanded position.

I.F. - See Intermediate Frequency.

INHIBIT - Generally on the transmitter, used to disable a function not applicable to the model in use.

INTERFERENCE - An extraneous radio signal, usually of unknown origin, that interferes and effects the control of an R/C model.

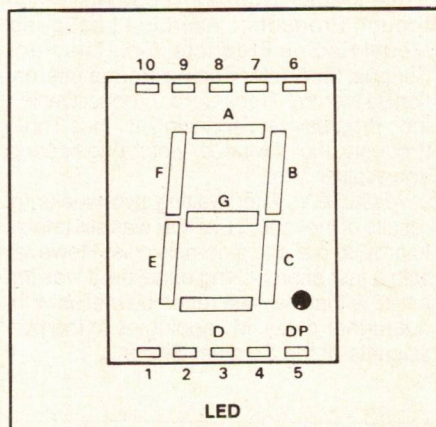
INTERMEDIATE FREQUENCY - In the receiver, a standard frequency to which all frequencies of operation are first changed before being detected. The use of a standard frequency results in constant and precise amplification and control.

"J" CONNECTORS - Small three-pin plug system used on all current Futaba equipment. Servo plug pins are internal.

KILOHERTZ - A unit used to measure the frequency of a radio signal, indicating 1000 Hertz.

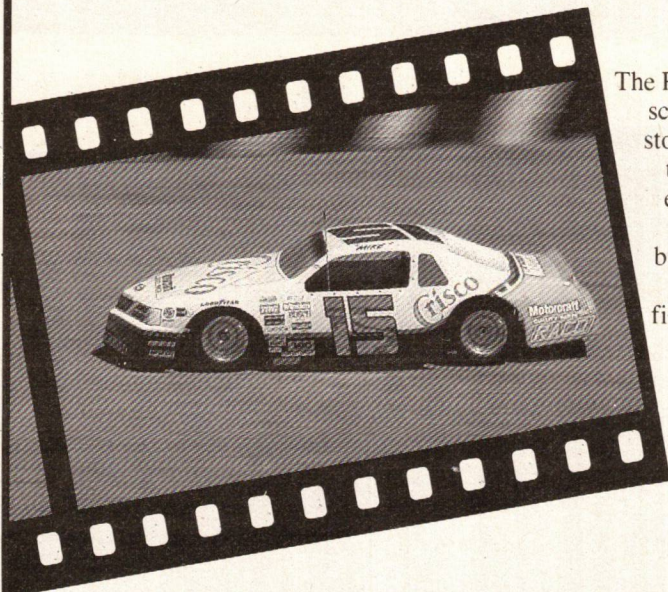
KHZ - Abbreviation for Kilohertz above.

LCD - Liquid Crystal Display, a solid-state device capable of displaying graphics other than letter or numbers in distinctive black on white or white on black. LCDs have extremely low power requirements.



LED - Abbreviation for Light-Emitting Diode, a solid state device that emits light when the proper voltage is applied. The most common color is red, though other colors are available. Available in single or seven

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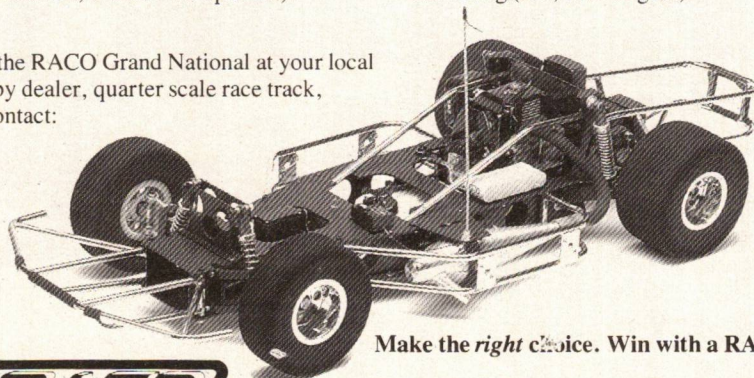


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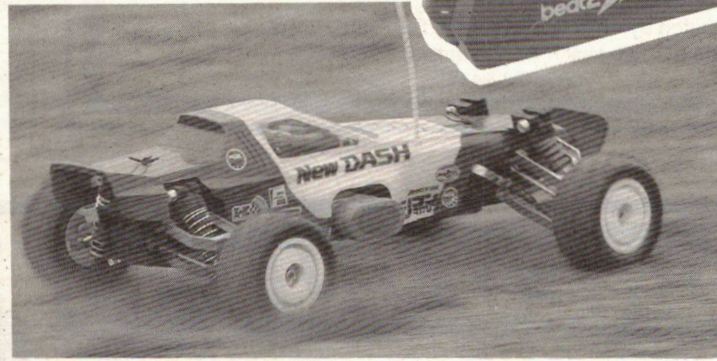
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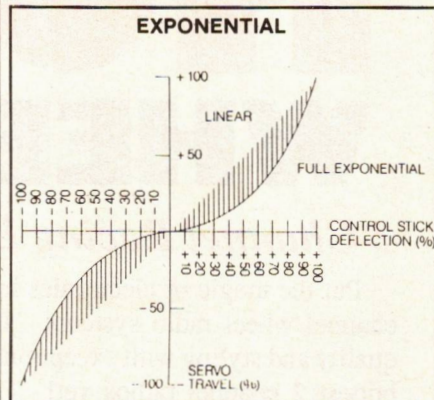
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MEGAHERTZ - In R/C, the unit most commonly used to measure the frequency of transmitting or receiving equipment, indicating one million Herz.

MFd - Abbreviation for Micro-Farad, see that entry.

MHz - Abbreviation for Megahertz. See that heading.

Well, "M" being halfway through the alphabet, this is a good place to stop. We'll see you here, same Bat-time, same Bat-channel, to complete our R/C dictionary.

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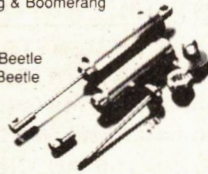
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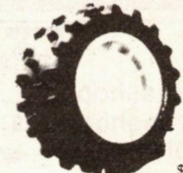
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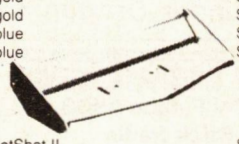
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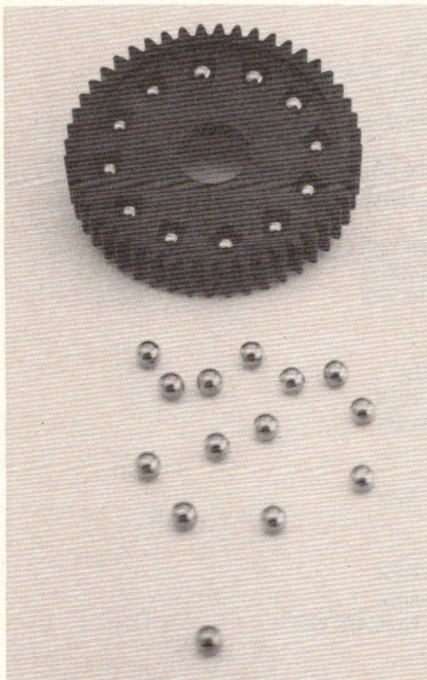
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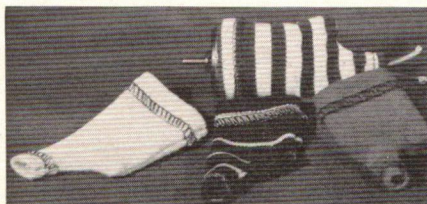
CYCLONE II MOTORS

New from Parma are these new Cyclone II motors available in an assortment of machine and hand-wound versions with bushings or bearings. The new, thicker motor can along with the strongest motor magnets available combine to give the driver power he only dreamed of having. See your local dealer for the new Parma Cyclone II motor line.



LOSI HARD BALLS

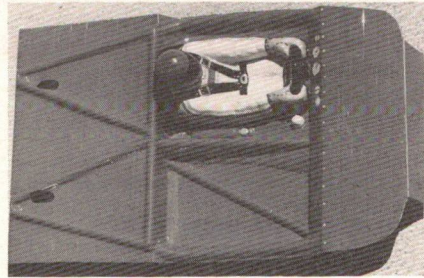
Your differential will last a lot longer and require less maintenance if you use the new Team Losi 3/32 Hard Balls for the JR-X2. These high-quality grade 25 balls fit the JR-X2, and the 1/8 hard balls will fit the RC10 and most 1/10- and 1/12-scale cars. See your Team Losi dealer.



CLOTH MOTOR COVERS

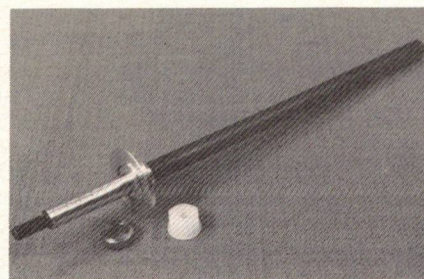
TMS Products has some nifty and colorful motor covers made from cotton. The cloth covers protect your motor from dirt and debris from driving, and are more durable

and last longer than foam covers. See them at your TMS dealer.



MOLDED INTERIOR

McAllister Racing has a new stock car body with a molded, one-piece interior. The details include a dash panel, fire extinguisher, crash bars, shift knob and driver figure with separate helmet. It can be trimmed to fit all popular bodies, and is available at your hobby dealer now.

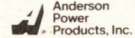
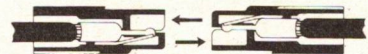


BOLINK GRAPHITE AXLE

BoLink's new brass-sleeved graphite axle has been added to the growing list of after-market parts becoming available for the Bo-Link Eliminator 10 road racer. The new axle has a machined brass sleeve for better performance, and comes with a ball bearing and diff nut. For more information including catalog, bumpersticker, and price list, send \$3.00 to BoLink R/C Cars, 420 Hosea Rd., Lawrenceville, Georgia 30245.

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Burch continued to pull away from the field, and after he had a full lap lead, his dad told him to take it easy. So Ralph relaxed a little bit and started turning faster laps than his qualifying times! It's hard for me to believe he needs glasses. He was cutting the cor-

ners so close and making unbelievable passes look so easy. The announcer, John Thawley, said it was worth coming to the race just to see Burch drive. And I'll second that. It's a thing of beauty. Ralph has won more major national races than any other

driver I know.

Ralph was interviewed after the race and was asked what he thought of young Mike Swauger. He said, "He's going to be a good one, all he needs is a little more experience." I'll second that, too.

1989 ROAR 1/8-SCALE GAS NATIONALS

St. Louis, Missouri

SPORTSMAN "A" MAIN

1. PATRICK YAROSH
2. GLEN SHREVE
3. SAL CARUSO
4. PAULINE GOTTFRIED
5. DAVE BROADWAY
6. MIKE ALEXANDER
7. MICHAEL RANDALL
8. SCOTT SIMON
9. EDWARD WATSON
10. LARRY GHOLSON

2WD "B" MAIN

1. PAUL MIRCIK II
2. GAY SULLIVAN
3. GREG BIRCH
4. GREG PERRIN
5. SKIP STARKEY
6. P.J. RAMSEY
7. LAWRENCE NG LYETOK
8. JAY ENDICOTT
9. DAVID DE COSTER
10. DAVID COGAN

4WD "B" MAIN

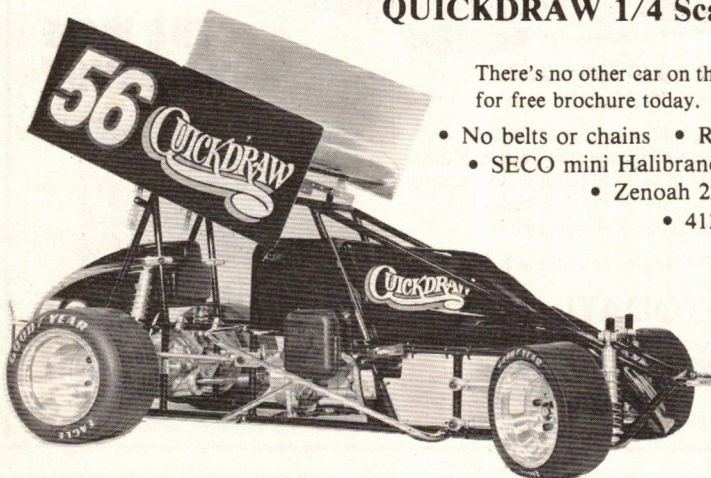
1. MIKE QUELLER
2. BRAD HOEHN
3. RICH POTEMPA
4. CRAIG JESMER
5. BOB WOLD
6. MICHAEL COFFEY
7. GARY PROIA
8. AKIHISA HASHIMOTO
9. ROBERT HORAN
10. MIKE COMINSKI

PLACE	DRIVER	CAR	MOTOR
1.	RALPH PHILLIPS	ASSOCIATED	PARIS-NOVAROSSO
2.	MIKE FINLEY	ASSOCIATED	PARIS-OPS
3.	TONY RICE	SERPENT	NOVAROSSO
4.	KEVIN VAN PELT	COOK	
5.	LANCE SIMON	DELTA	NOVAROSSO
6.	HARRY HOOVER	COOK	PARIS-NOVAROSSO
7.	JEFF LECKRON	DELTA	PICCO
8.	PHIL COTTER	COOK	NOVAROSSO
9.	ED FRIZZELL	COOK	NOVAROSSO
10.	BOB LECKRON	DELTA	NOVAROSSO

PLACE	DRIVER	CAR	MOTOR
1.	RALPH BURCH JR.	ASSOCIATED	PARIS-REX
2.	MIKE SWAUGER	ASSOCIATED	PARIS-REX
3.	DAVID DIEHL	SERPENT	OPS
4.	KEN SCHUELER	SERPENT	REX
5.	SEAN LUE	MANTUA	PARIS-REX
6.	HEINZ MEYER	SERPENT	OPS
7.	MARK BLACKKETTER	ASSOCIATED	
8.	SAL DIFAZIO	ASSOCIATED	PARIS-REX
9.	ART CARBONELL	DELTA	PARIS-REX
10.	RUSTY HUSBAND	ASSOCIATED	PARIS-NOVAROSSO

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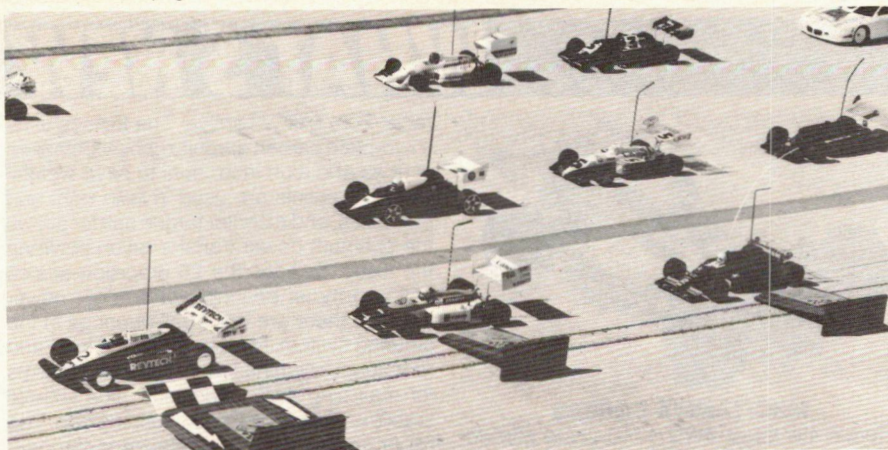
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The Wizard concurs winners with their trophies. First, Hobie Kaptan, second, Richard Dowdy, and third, Bob Sarnelle.

Wizard was seeing its first laps at the Super-speedway. Mike had taken a Dremel tool and hacked off the Wizard's rear end and installed a RC12L pod in its place, using 64-pitch gears in place of the stock Wizard differential. Actually, as we noted later, most everyone running Wizards had modified the gears on the Tamiya cars. Many had opted for one of Dan's R/C Stuff's aluminum Wizard pods (see sidebar), which allowed the use of the 12-scale diff. or, as in Hobie's and Dan's cars, the smooth Hyperdrive belt drive system.

After the first two heat races on Friday, I had won one, while Richard had fried a speed control in the first heat (it caught fire in the infield after his heat race as he worked as a turn marshal), and lost his motor due to some internal problems in the second, so he had work to do. The new CKW tires, when they warmed up, were sensational; our cars were much faster than last year, with no sauce of any kind necessary to keep them gripping the concrete oval.

A MESSAGE FROM REED

Now that the Wizard races were through for the day, we remembered that Reed Deanfield, the third member of this imposing racing team, hadn't shown up. The last I'd heard from Reed was a phone call a few days before; it came late at night, real late, way past David Letterman, out of the blue. I sprang from bed as the phone went off, startled into wide-eyed wakefulness by the shrill ring that nearly stopped my heart.

"Mmrrrrph . . ." I mumbled into the phone. "Hooozit?"

"Bill, it's Reed! Can you hear me?"

"Yezzzzzmufl. Hoodyawant?"

"Magnolia brother, it's Reed!"

"Ohyeahzzmupp. Smatternow?"

"I wanted to tell you. I'm in Eloy, Arizona. I found a great irrigation canal out here under construction. They just sprayed it with concrete. I'm waiting for it to dry so I can take my Wizard out on it for a T-Drome tuneup! I figure that it will be just crusty enough on the surface at about 4:30 this morning. There's a great bowl and smooth bottom, and plenty of straightaway! All I gotta do is get there before those crazy skateboarders get wind of it."

My mind was clearing the sleep-fog out of my ears and I found myself asking Reed what the skateboarders (*what skateboarders?!*) had to do with it.

"There's a whole band of 'em . . . they're

like gypsies for crissake! I made friends with one of the foremen on the irrigation canal down at a local cafe. He was telling me about how the company has guards patrolling the canal while they're building it. You see, it's so hot out here in the desert that they have to spray cement in the night, when it's as cool as it is going to get. The sun nearly dries it before it comes out of the gun, for crissake. These skaters are always prowling around looking for a place to ride, and they stumbled onto this canal project and they've been giving the company trouble ever since. I told the foreman I was working for *Radio Control Model Cement Truck* magazine, so he spilled the beans. He told me where and when they'd be cementing tonight; smooth, fresh concrete, just the kind of tuneup track I need to put this Wizard through its paces. I won't even have to qualify; I can breeze in Sunday morning, whip the concourse competition, then smoke the track and leave that Hobie guy and the rest of you guys in the dust, collect my trophy, and hit the road. It's a lead pipe cinch."

I was leaning against the wall, holding the phone to my ear, but not hearing much of what he was talking about. Later on, I remember trying to tell Richard about this strange call, but it came out a *leette* different, involving paranormal skateboarding construction workers who would cement victims in their tracks and then use them as landfill at the site of a huge skate pool that strangely resembled the Thunderdrome.

I mumbled a goodbye to Reed and hung up. That was the last time I had spoken to him, and here it was the end of qualifying on Friday, and he hadn't turned up. For all we knew, he could be part of the east-west Arizona canal by now.

PRO STYLE

But I digress. We had finished our racing for the day, which gave us the opportunity to go sit in the stands and watch some racing. At the high speeds the cars were running, almost any race you watched had its share of some of the most horrendous, lightning-fast crashes you could ever want to see. Besides the flying cars, another attraction was the big-name drivers on hand. You usually see these guys in the magazine clutching a trophy and their car; they are as familiar to you as your best friend. And here they

Continued on page 72

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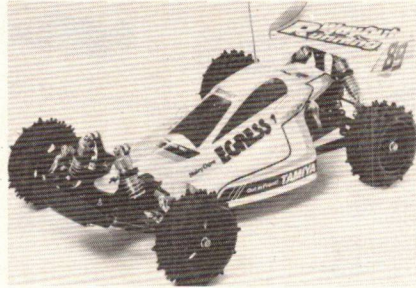
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CHEVY LUMINA BODY

The latest from Parma is this 1/10-scale '89 Chevy Lumina NASCAR body, molded in clear lexan. Look for it at your nearest hobby shop.



MRC/TAMIYA EGRESS

Here's the latest 4WD 1/10-scale offroad

racer from MRC/Tamiya. The Egress uses a two-plate carbon graphite chassis, titanium screws and aluminum nuts to save weight. Ball differentials are used in both front and rear axles, and a center torque splitter allows the optimum power transfer ratio between the axles. Besides the 26 precision-sealed ball and thrust bearings for smooth power transfer, there are eight ball bearings in the steering system. Double wishbone front and rear suspension has adjustable upper arms for matching track conditions, plus anti-roll stabilizers keep the Egress running true. The racer comes with four high-capacity coil-over shocks mounted on carbon graphite shock towers. The kit comes with a polycarbonate wing and body. Take a look at the Egress at your nearest MRC/Tamiya hobby dealer.

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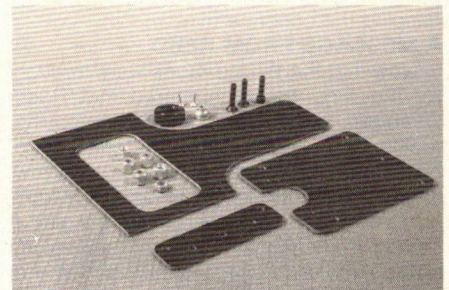
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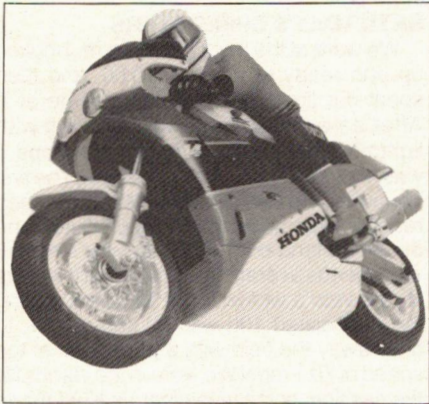
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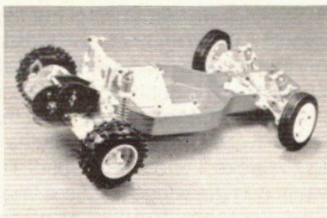
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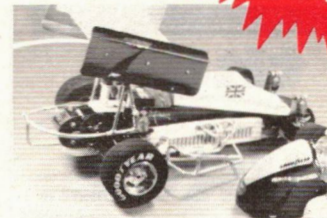
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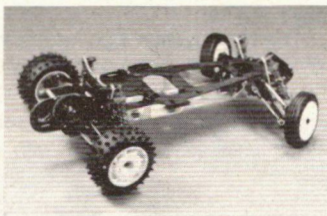


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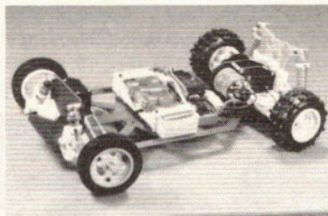
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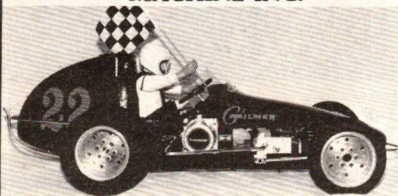
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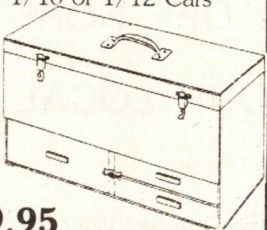
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Continued from page 69

were: Shawn Ireland, 1/12-scale Indoor Champ; Kent Clausen, holder of the top-speed record for a 1/10-scale car; Snuffy Smith, of Hyperdrive fame; Bud Bartos (Bud's R/C Wings); Tony Neisinger; the versatile Ralph Burch Jr.; Brian Blazer; Rick Jordan; and Tom Bowlin, to name a few. There would have been more of these "big names" we're all familiar with, but the IFMAR World Offroad Championships were being held concurrently in Australia, drawing a pack of well-knowns downunder.

Watching the pros drive the Thunderdrome was a lesson in precision. They all hugged the track deep inside next to the rough blacktop that ringed the center, seldom wavering from a straight and true path unless passing other cars. Of course, the closer you are to the inner circle, the faster you're going to go, and the shorter the distance too. These guys really knew how to drive, and that showed us that hot motors and hefty battery packs are not all you need; to drive consistently fast and smooth for the duration of a race, avoiding mishaps and other cars is what makes these guys different; it's not their equipment alone!

After the qualifying heats were done, the Superspeedway contestants came out and put on a display of quick pitstops (1.5 to 3 seconds!) that made this type of racing look pretty interesting. Ralph Burch's Hyperdrive team was pretty efficient; his boss, Snuffy Smith's Hyperdrive car looked swift as well. One thing about these Hyperdrive systems, they are so quiet that all you hear is the wind when the car zips past the stands.

By the time we got everything back in the truck, it was nearly 8:30 p.m. We were worn out and ready for a hot shower at Richard's cousin's. We were staying at his house again this year, and I was glad to hear from Richard that his cousin had gotten rid of that dangerous white bird (he sold it). We pulled out of the Thunderdrome parking lot and headed north to his cousin's and some food.

Richard's cousin was waiting for us, and after washing up, we headed out to Van Nuys for Dr. Hogly Wogly's Tyler, Texas BBQ, a place Richard assured us was worth the trip alone. After downing the monster plate special, we had to agree; it was great BBQ! By the time we were finishing off our pecan pie, it was 11:00 at night, so we really weren't in the mood for his cousin's guided

tour of the Valley's landmarks. When we got back home we were in bed and sawing logs in no time.

SATURDAY'S SPEEDSTERS

We were at the track by 8:00 a.m., hooked up and ready to race by 10:00, and then spent our time watching the pros go at it. After an exhibition of enduro racing with lightning-fast battery-changing pitstops, it was time for the Insane Speed Run. The first car out on the track made it clear that speed records were going to fall: Ralph Burch and Shawn Ireland both beat last year's record with speeds averaging 64 mph. But it was up to last year's winner Kent Clausen, driving the Associated 10L with 10 sub-c cells, to blow away the field with a phenomenal top speed of 70.1 mph! We were in the stands for the session, and it was clear as Kent made his first lap that he was flying. He kept his 10L right on the black line all the way around, hardly wavering as his speed began to drop with each lap. He finished with an overall average of 65.67 mph, a record that will stand, at least until next year. The second-fastest time was recorded by Ralph Burch with the Hyperdrive car, averaging 64.35 mph. Third was Shawn Ireland of Carlsbad (my hometown), then Darryl Reich, with Tom Bowlin rounding out the top five.

We were pretty exhilarated by this high-speed action, and were itching to get on the track. We dropped by the hot dog stand, knocked off a couple of pieces of Domino's Pizza (one of the sponsors), and wound up at our pits under the shade of some cool, leafy trees to wait for our turn.

The next two heats for the Wizards were fast, much faster than last year, due primarily to the tires we were using, but relatively uneventful. I won another, but hadn't finished in my first heat so I had no chance at repeating as Mr. TQ. The good side of the coin was that I hadn't damaged my car, and that my batteries were lasting four minutes with fresh SCR packs. I had a new set of Trinity SCS waiting in the wings for the A-main on Sunday, so I was feeling confident as we watched pro qualifying and superspeedway practice, wishing they would give the amateurs some more practice time before Sunday's mains.

The big question was, where was Reed? When he didn't show up on Friday we thought he was probably just sandbagging it down at



The Parade of Cars begins with the pros, then tails past the bleachers, under the timing bridge, and halfway into turn four.

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CM1008	Esprit Sport 12 Motor	28.00	19.99
CM1009	Esprit Sport 4 Motor	28.00	19.99
CM1010	Esprit Sport 2 Motor	28.00	19.99
CM1011	Esprit Ultimate 2 Motor	45.00	34.99
CM1012	Esprit Ultimate 4 Motor	45.00	34.99
COMPETITION ELECTRONICS			
CM1013	Turbocharger	299.95	199.99
COMPOSITE CRAFT			
CM1014	1/10 Predator Lynx 2	299.95	179.99
DURA TRAX			
CM1015	Bearings-Blackfit/Beetle(10)	29.95	19.99
CM1016	Bearing Set-Clod Buster (20)	74.95	49.99
CM1017	6-Cell 1400mAh Flat Pack-Tam	24.95	17.99
CM1018	6-Cell 1400mAh Flat Pack-Kyo	24.95	17.99
CM1019	7-Cell 1400mAh Flat Pack-Kyo	29.95	21.99
CM1020	Blast-Off Motor Cleaner	5.49	3.99
CM1021	Fr.Competition Shocks-3"(2)	24.95	17.99
CM1022	Re.Competition Shocks-4"(2)	24.95	17.99
FUTABA			
CM1023	FX-10 1/10 Offroad Buggy	129.95	59.99
CM1024	*2PBKA 2Ch,2 S148 Servos,Pistol	159.95	89.99
CM1025	*2PBKA 2Ch,S132H Servos,MC112B	214.95	119.99
CM1026	*2PBKA 2 Ch,1 S148 Servo,MC112B	199.95	114.99
CM1027	*2PBKA 2Ch,1 9601 Servo,MC112B	244.95	149.99
CM1028	*2PB 2Ch,1 S148 Servo,MC112	169.95	79.99
CM1029	*2NBR 2Ch,2 S148 Servos,2 Stick	114.95	57.99
CM1030	*2NBL 2Ch,2 S148 Servos,2 Stick	104.95	53.99
CM1031	*2NCS/148GR 2 S148	99.95	42.99
CM1032	MC112B Spd Contr/Rv-7.2-8.4VJ	79.95	59.99
CM1033	900 AC/DC Auto-Charger	39.95	24.99
CM1034	905 AC/DC Multi-Chgr 6-7Cell	57.95	37.99
CM1035	910 Vari-Rate AC/DC Multi-Chgr	64.95	45.99
HYPERDRIVE			
CM1036	Hyper 10 On-Road Kit Graphite	449.95	299.99
CM1037	Hyper 10 Sport On-Road Kit	239.95	149.99
CM1038	1/10 Oval Stock Belt Kit	49.95	39.99
CM1039	1/10 Oval Modified Belt Kit	49.95	39.99
CM1040	RC10 Pro Hyperdrive Kit	99.95	79.99
CM1041	RC10 Hyperdrive Belt Kit	89.95	69.99
KYOSHO			
CM1042	Sling Shot 4WD Dirt Oval 1/10	339.95	249.99
CM1043	Shadow 4WD Electric 1/10	194.95	119.99
CM1044	Optima Mid 4WD Electric 1/10	289.95	179.99
CM1045	Turbo Optima Mid SE-4WD 1/10	379.95	239.99
CM1046	Sideways 2WD Sprint 1/10	219.95	159.99
CM1047	Ultima Electric Buggy 2WD 1/10	199.95	109.99
CM1048	Turbo Ultima 2WD Electric 1/10	249.95	189.99
CM1049	Ultima Pro 2WD/Graphite 1/10	259.95	189.99
CM1050	Raider 2WD Electric 1/10	119.95	89.99
CM1051	Raider ARR Electric 1/10	149.95	99.99
CM1052	Turbo Raider 2WD Electric 1/10	149.95	109.99
CM1053	Maxum Front Wd 1/10	249.95	89.99
CM1054	Big Brute 2WD 1/10	169.95	109.99

Stock Number	KYOSHO (Cont'd)	Retail Price	Now Only
CM1055	Big Boss 2WD Electric 1/10	\$179.95	\$119.99
CM1056	Hi-Rider Vette 2WD 1/10	179.95	99.99
CM1057	Double Dare 4WD/4WS 1/10	234.95	169.99
CM1058	Buick Stocker ARR 1/12	119.95	69.99
CM1059	Honda CR-X 2WD 1/12	179.95	89.99
CM1060	Plazma MK III 2WD 1/12	169.95	79.99
CM1061	Blizzard Snow Cat 1/12	249.95	189.99
CM1062	Honda NSR500 Motorcycle 1/8	114.95	49.99
CM1063	Yamaha YZR500 Motorcycle 1/8	114.95	79.99
CM1064	Rocky 4WD Electric 1/10	199.95	129.99
CM1065	Nitro Brute w/12 CZII 1/10	329.95	199.99
CM1066	Stinger MKII 4WD Gas 1/10	299.95	219.99
CM1067	Assault w/OS CZ1 2WD 1/10	319.95	244.99
CM1068	Peugeot 405 w/OS .12 1/10	399.95	289.99
CM1069	ZR1 Corvette w/12 CZR 1/10	359.95	269.99
CM1070	Rampage 2WD w/12 CZR 1/10	359.95	269.99
CM1071	Burns .20 Gas 4WD 1/8	569.95	434.99
CM1072	BMT .21 On Road 4WD 1/8	669.95	499.99
CM1073	6 Cell 1200mAh Power Pk/Kyosho	28.95	16.99
CM1074	7 Cell 1200mAh Power Pk/Kyosho	35.95	23.99
CM1075	6 Cell 1200mAh Power Pk/Tamjya	28.95	18.99
CM1076	6 Cell Sprint SCR Flat/Kyosho	44.95	33.99
CM1077	6 Cell 1700 Speed SCE-Kyosho	44.95	33.99
CM1078	6 Cell 1700mAh Speed SCE-Tam	44.95	33.99
CM1079	Bearing Set-Ultima-T.Ult (14)	44.95	31.99
CM1080	Bearing Set-Double Dare (20)	59.95	39.99
CM1081	Belt Drive-Optima Series	39.95	24.99
CM1082	Graphite Conversion-Optima Mid	99.95	69.99
CM1083	Car Aids Screw & Nut Set	15.70	11.99
CM1084	Platinum Shocks-Short 3"(2)	39.95	29.99
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CM1086	Rotary Spd Cntl Trucks/J Stream	19.95	14.49
CM1087	Rotary Spd Cntl ULT/OPT Series	19.95	14.49
CM1088	Swing Shaft-Universal-Op,Ul(2)	29.90	23.99
CM1089	360PT LeMans Electric Motor	64.95	39.99
CM1090	360ST LeMans Electric Motor	29.95	14.99
CM1091	240ST LeMans Electric Motor	27.95	14.99
CM1092	Super Stock 34 Degree Motor	27.95	17.99
CM1093	Mega 12X2 Paved Oval Motor	39.95	24.99
CM1094	Mega 14X2 Dirt Oval Motor	39.95	24.99
CM1095	Mega 16X2 4WD Off-Road Motor	39.95	24.99
CM1096	Mega 18X2 2WD Off-Road Motor	39.95	24.99
CM1097	Mega 20X2 On Road Motor	39.95	24.99
CM1098	Mega 22X1 Outlaw Stock Motor	24.95	14.99
CM1099	Mega 360 Monster Truck Motor	24.95	14.99
CM1100	LeMans 4WD Precision Motor	79.95	49.99
CM1101	LeMans 2WD Precision Motor	79.95	49.99
CM1102	LeMans On-Road Precision Mtr	79.95	49.99
CM1103	*Pulsar Pro 2000 2 Channel	99.95	59.99
CM1104	*Pulsar EXP 2001 2 Channel	119.95	84.99
CM1105	*Impulse II 2 Channel/2 Stick	82.95	59.99
CM1106	*Impulse II w/Cycle RS Set	109.95	79.99
CM1107	SC-500 Speed Control-Kyosho	89.95	64.99
CM1108	DC Multi-Charger II	39.95	27.99
CM1109	6 Cell DC Power Quick Charger	24.95	18.99
CM1110	Standard Field Bag	19.95	14.89
LEISURE ELECTRONICS			
CM1111	201 Dual Rate Peak Charger DC	85.00	59.99
TEAM LOSI			
CM1112	JR-XT Monster Truck Kit	339.95	199.99
LIGHTNING PRODUCTS			
CM1113	Steady Lift Jr. Car Pedestal	44.95	34.99

Stock Number	MARUI	Retail Price	Now Only
CM1114	Big Bear Datsun	\$117.95	\$79.99
MRC			
CM1115	1/10 Electric Black Foot 2WD	144.95	93.99
CM1116	1/10 Electric 4WD/4WS Clodstr	354.95	219.99
CM1117	1/10 Electric Vanquish 4WD	354.95	229.99
CM1118	1/10 Electric Mud Blaster	184.95	119.99
CM1119	1/10 Super G	114.95	74.99
CM1120	1/12 Electric Midnight Pumpkin	163.95	103.99
NOVAK			
CM1121	NESCT1X Elim SC/LED-Fut J	220.00	139.99
CM1122	NESCT1X Elim SC/LED-Kyosho	220.00	139.99
CM1123	NESCT1 Dlx SC w/LED-Fut J	180.00	118.99
CM1124	NESCT1 Dlx SC w/LED-Kyosho	180.00	118.99
CM1125	NESCT4 Econ Spd Cntl-FutJ	115.00	74.99
CM1126	NESCT4 Econ Spd Cntl-Kyo	115.00	74.99
O.S. ENGINES			
CM1127	.12 CZ-2 ABC RC Buggy Engine	124.95	78.99
CM1128	.12 CZ-R ABC RC Buggy Engine	129.95	83.99
PARMA			
CM1129	1/10 Car Trailer w/Wheels	59.95	44.99
THE PRO SHOP			
CM1130	Pro Auto Battery Converter	34.95	26.99
CM1131	NiCd Battery Enhancer	45.50	32.99
CM1132	Accu Spec-Discharger	15.00	12.99
PRO TECH			
CM1133	700 AC/DC Digital Charger	109.50	69.99
CM1134	702 AC/DC 6-7 Cell Charger	58.50	39.99
CM1135	707 AC/DC Peak Charger	89.50	63.99
TEKIN			
CM1136	TERX27A Mini RX-27MHz-Airtron	80.00	54.99
CM1137	TERX75A Mini RX-75MHz-Airtron	80.00	54.99
CM1138	BC210 Peak & 'Burp' Charger	210.00	149.99
THORP			
CM1139	Blackfoot Diff. Kit-Complete	93.00	59.99
TRINITY			
CM1140	Nuclear Assault Drag Motor	80.00	49.99
CM1141	Godzilla-2 Dirt Motor	80.00	49.99
CM1142	King Kong Modified Motor	80.00	49.99
CM1143	Gargantua All Purpose Motor	80.00	49.99
CM1144	Heavy Metal Thunder Motor	80.00	49.99
CM1145	Tyrannosaurus Rex Motor	80.00	49.99
CM1146	Killer Force Motor	80.00	49.99
CM1147	Speedworks 427 4WD Motor	39.99	24.99
CM1148	Speedworks Monster Mash 2	39.99	24.99
CM1149	6 Cell Pushed SCR Pack	59.99	42.99
CM1150	7 Cell Pushed SCR Pack	69.99	49.99
TRACK MASTER			
CM1151	Turbo Glide Belt Trns-RC10	119.95	79.99
CM1152	Belt Trns-Ultima-Graphite	139.95	99.99
CM1153	Belt Trns-Blackfoot/BB/Stock	109.95	74.99
CM1154	Belt Trns-Bikfl/BB/Outdrive	114.95	79.99
CM1155	Direct Drive Trns-RC10 Alum	94.95	69.99
CM1156	Direct Drive Trns-RC10 Graph	109.95	79.99
CM1157	Direct Drive Trns-Ultima-Alum	94.95	69.99
CM1158	Direct Drive Trns-Ultima-Grap	109.95	79.99
TWISTER MOTORS			
CM1159	Hurricane Wet Mag Motor	80.00	49.99
CM1160	Carolina Mountain Motor	80.00	49.99
CM1161	'Flash' Modified Motor	80.00	49.99
VERONA RACING PRODUCTS			
CM1162	Lubribearing	4.50	3.99
CM1163	Lubridiff	3.95	3.49
CM1164	Lubritooth	3.95	3.49
CM1165	Lubrispray	8.95	7.99

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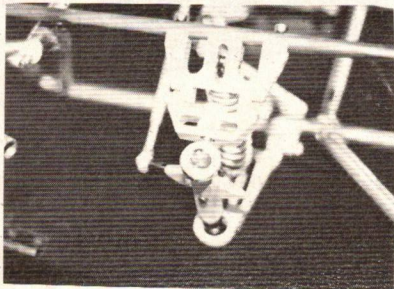


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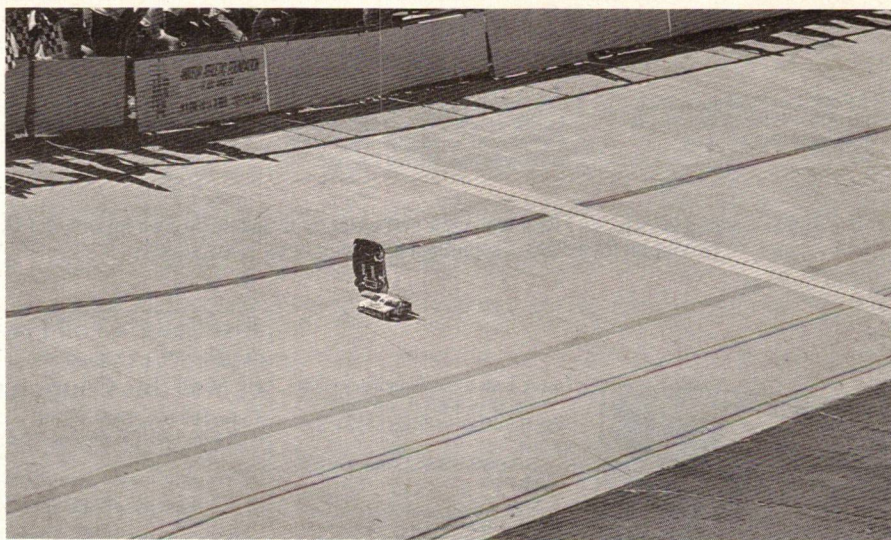
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Pro Class C-main action sees Roger Vorba's car catch air as Mike Chavez gets by inside. Wheelie bars were a definite plus at the 'Drome!

the beach, calculating that he could breeze in Saturday at noon, drop his car on the track, and wind up qualified in a decent position and ready to race. That was Reed's style—last-minute hit-and-run tactics that allowed him to max out the time spent in doing whatever it was he did, with the result that he was usually doing two or three things at once, but if you looked at him, he seemed to be so laid-back he was nearly prone. A strange individual at times, but well-known as someone who'd always wind up in the right place at the right time, and then blow the opportunity. So, here it was Saturday evening, and he hadn't shown up. He'd invested in the entry fee, so we knew he would never pass up the race, but still, where was he?

Richard said he was too hungry to worry about Reed, and I had to agree. After a day of dogs & Domino's, I was ready to pack it in.

That night, we hit a local Thai place Richard's cousin recommended. It was hot and spicy, and delicious. No matter how we came out in the race Sunday, the dinners made the trip worth it. Richard's cousin and his fiance promised to come over to the track and watch us race, so with that we headed for the bedrolls.

TOSSIN' & TURNIN'

Sleep was fitful that night, with crazy dreams running around my head about a *Mission: Impossible* attempt to blow up some Nazis at Hobie's apartment, thereby destroying his secret Wizard-weapon, rear pod and over-amped Revtech T-Drome Special motor, thereby saving the world and allowing one of the Magnolia Team to skate home the winner in the A-main.

We were at the track as the sun rose, ready to do it. First came the impressive Parade of Cars, stretching down the straightaway and back up into turn four. The concours judging followed, with Kent Clausen taking the Pro Class with his Tide car, followed by Snuffy Smith, and Rick Jordan. In the Wizards, the dreaded Hobie Kaptan repeated last year's win with another, his body being the original Road Wizard-John Player Special, complete with air tunnels and a ground-effects bottom; second was Richard's Williams-Renault (looking very realis-

tic), and Bob Sarnelle with a virtually stock John Player Lotus.

Now it was time to get serious. While they went through the opening ceremonies and called the first races, we went back to get our cars ready. Kevin had mounted another set of caps for us, so we had that situation well in hand. The batteries were peaked and ready, and so were we. But once again the thought came over us: where was Reed?

The first few mains went by so fast that we were surprised to hear that the Wizard A-main was only two races away. We buttoned up the cars and headed for tech inspection, then took seats in the bleachers near Richard's cousin and his girlfriend, and watched the Direct Drive Modified B-main getting ready. On Saturday, over the PA system we could hear Dan and Gary talking about a driver in this class, but we were so engrossed in our own preparations that we never came and took a look. Called the "Human Antenna," Hollywood resident Shepherd Ginzburg was something to see. Here he was on the drivers' stand with this huge car antenna stuck down the back of his, well, pants, and connected by some means to his transmitter. Although it looked bizarre, it was nothing if not effective, because ol' Shep went on to win the B-main, and never experienced a radio glitch, although when his car came around the main straight, you could hear radio station KROQ emanating from somewhere under the car's body . . . !

Next year we'll probably see all sorts of rabbit ears and signal enhancers sprouting up for those who were having radio glitches, like our pal Kevin Winans, not to mention Psycho Snake Saik, who had labored long into the night on Saturday, making test runs and modifying his Wizard in search of the elusive extra bit of speed, while continually being plagued by problems with his Airtronics radio.

Steve assured us that after Saturday night's session, he was turning 11-second laps and that his problems were cured. Normally an offroad racer, this was the Snake's first try at superspeedway oval racing, but he was adapting to the changes with a lot of enthusiasm. His midnight blue and

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PART NUMBER	DESCRIPTION	LIST	NATL	PART NUMBER	DESCRIPTION	LIST	NATL	PART NUMBER	DESCRIPTION	LIST	NATL
ARISTOCRAFT											
136	America's Cup Racer w/radio	109.95	88.00	1017	Velcro Battery Straps	3.99	2.99	1005	NESC.-T1X Airtronics Speed Control	220.00	149.00
1999	Draggin Wagon Truck Pull 1	109.95	81.00	1028	Hot Shot Battery Tray	3.50	2.75	1015	Nesc.-T1X Futaba G Speed Control	220.00	149.00
250	2 Ch. Stick Radio 75 MGH	64.95	56.00	1541	Tamiya Rear Axle	11.95	8.99	1025	NESC.-T1X Futaba J Speed Control	220.00	149.00
260	Basic Pistol Grip 75 MGH	69.95	57.00	1547	Hornet Rear Axle Springs	1.50	.99	1035	NESC.-T1X Ko Propo Speed Control	220.00	149.00
SP610	6-10 Speed Control w/rev.	24.95	19.95	1550	Yokomo H.D. Steering	6.95	5.25	1045	NESC.-T1X Kyosho Speed Control	220.00	149.00
SP900	Speed Control 90 Amps	49.95	39.99	1552	RC 10 Front Stud Axles	8.99	6.99	1100	NESC.-1 Airtronics Plug Sp. Con.	180.00	119.00
SP1500	150 Amp Speed Control	59.95	49.99	1554	Big Bear Steering Improv. Kit	2.99	1.99	1105	NESC.-T1 Airtronics Speed Control	180.00	119.00
1555	Baja Growler	149.95	109.95	1550	RC 10 Coil-Over Clamps (4)	5.99	3.99	1110	NESC.-1 Futaba G Plug Sp. Con.	180.00	119.00
1903	Dolphin 4 Wheel Drive w/radio	159.95	89.95	1556	Front Shock Kit Hornet, Grasshopper	19.99	14.99	1115	NESC.-T1 Futaba G Speed Control	180.00	119.00
1904	Wilbebeast r/c 4 Wheel Drive Car	199.95	149.95	1558	Front Shocks for FX-10	16.99	13.99	1125	NESC.-T1 Futaba J Speed Control	180.00	119.00
1910	Mammoth Big Wheel Car w/radio	209.95	179.95	1604	Grasshopper/Hornet H.D. Steering	4.99	3.99	1135	NESC.-T1 Ko Propo Speed Control	180.00	119.00
01555	Baja Growler 4wd Racer	149.95	119.95	1613	H.D. Steering Kit For Lunch Box	4.99	3.99	1145	NESC.-T1 Kyosho Speed Control	180.00	119.00
01904	Wilbebeast 4wd Big Wheel Car	199.95	169.99	1617	Blackfoot/Monster Steering Kit	12.99	10.75	1400	NESC.-4 Airtronics Plug Sp. Con.	99.00	79.00
01906	Turbo Dolphin 4wd Car	199.95	169.99	1618	Blackfoot/Monster Spindles (Pair)	5.99	4.99	1405	NESC.-T4 Airtronics Speed Control	115.00	83.99
802	AC/DC Fast Charger	37.95	25.99	1620	Chassis Support/Frt. Bumper Falcon	6.99	5.99	1415	NESC.-T4 Futaba G Speed Control	115.00	83.99
803	Multi Charger AC-DC w/meter	59.95	49.95	1717	Ultima Conversion Kit To Monster	26.99	19.99	1425	NESC.-T4 Futaba J Speed Control	115.00	83.99
TEAM ASSOCIATED											
YZ10	Yokomo YZ-10 4WD KIT	399.00	259.99	2118	Complete Ultima Conversion Kit	82.99	69.99	1435	NESC.-T4 Ko Propo Speed Control	115.00	83.99
6010	RC 10 Without Battery	225.00	128.99	2119	Motor Cleaner 17oz.	7.99	5.99	1445	NESC.-T4 Kyosho Speed Control	115.00	83.99
6016	RC 10 With Ball Bearings	290.00	159.95	2152	Bearing Cleaner 8oz.	6.99	4.75	5700	Speed Control Accessory Kit	3.00	1.99
6020	RC 10 W/Battery	265.00	149.99	4113	Battery Discharge Resister	3.99	2.99	4200	NEC.-2 Peak Detector Charger	89.98	63.99
6160	Protech Sgle Seat Buggy n/paint	14.00	10.99	9115	One Piece RC 10 Rear Wheel (1)	6.99	5.25	4300	w/Tricel		
6711	Resister, Throttle Control, Yokomo	8.00	6.99	8000	Antenna Caps (10 per Bag)	1.00	.75	5843	NEC.-3 Peak Plus Charger w/meter	180.00	119.00
6785	Assoc./Sanyo SCE 1700 MAH Battery	7.50	6.99	8001	Basic Upgrade Kit, Frog, Brat	29.99	22.75	5845	TAMIYA		
6802	TQ Rims For 2" Rear Tires	5.50	3.99	8002	Basic Upgrade Kit, Hornet, Grass	12.99	9.75	5845	Grasshopper Car 1/10 sc.	95.50	79.99
6803	TQ Rims Chrome For 2" Rear Tires	7.50	6.49	8003	Basic Upgrade Kit, Hot & Super Shot	10.50	7.99	5851	Hornet Car 1/10 sc.	125.50	93.99
6852	TQ Rims 2 1/2" For Front Tires	4.00	2.99	5000	Basic Upgrade Kit, Wild One	13.99	9.45	5851	Fox Car 1/10 sc.	209.99	158.99
6853	TQ Rims Chrome 2 1/2" Front Tires	6.00	3.99	5002	Quick Charger II	35.99	26.89	5855	Boomerang Car 1/10 sc.	209.99	158.99
6551	Reedy-In-A-Can, Cleaner 16 oz.	7.00	5.95	5003	AC/DC Quick Charger	56.99	41.75	5856	Falcon Car Kit 1/10	149.95	119.00
6550	Reedy-In-A-Can, Cleaner 6 oz	4.50	3.99	5004	Auto Quick Charger w/Motor Tester	81.99	59.95	5858	Blackfoot kit 1/10 sc.	133.50	97.00
ASTRO FLIGHT											
7515	Turbo 05 Racing Motor	80.00	52.95	5006	Challenger Pro-X Peak	119.00	99.00	5863	Lunch Box (Dodge Van) 1/12	124.99	99.99
103	Auto Charger	36.95	29.99	1000	Detector Charger			5865	Clod Buster 1/10 sc.	325.75	239.99
104	Timer AC/DC Charger 6-7 Cells	52.50	39.95	1027	CRP Cell Lab	250.00	199.95	5866	Super Sabre 1/10 sc.	201.50	159.95
111	AC/DC Peak Detector Charger	119.95	89.99	4119	FUTABA			5867	Thundershot car 1/10 sc.	188.90	139.99
115	AC/DC Variable Rate Charger	74.95	69.99	1000	FX-10 Off Road Kit	129.95	39.95	5872	Avanti w/o Motor car kit 1/10 sc.	402.25	225.00
BADGER											
135	Paint Booth	199.95	139.97	082SD	MC112B Elect. Speed Con. w/J Plug	79.95	65.09	5874	Grasshopper II car 1/10 sc.	109.95	82.99
1005	XF Large Gravity Feed Air-Brush	85.00	69.97	082UL	HOT TRICK			2000	Monster Stock Motor 1/10sc	28.00	19.99
2501	Basic Spray Gun Kit	15.00	11.99	083SD	Yokomo Hi-Tech Racing Kit	129.95	87.97	2002	Custom Sprint Motor 1/10 sc.	80.00	49.99
2504	Mini-Spray Kit	19.00	13.99	083JUL	Yokomo Hi-Tech Racing Kit	125.95	85.57	2003	Moalilar Enduro Motor 1/10 sc.	80.00	49.99
1504	Air Brush Professional Kit	110.00	89.95	084SD	RC 10 Hi-Tech Racing Kit	132.95	89.77	2004	Pure Gold 1/10 sc Motor	80.00	49.99
801	Whirlwind Compressor	110.00	89.99	084JUL	Red Fox Hi-Tech Racing Kit	124.95	84.97	2005	Oval-Modified	80.00	49.99
125	Air Brush Holder	24.95	19.99	085SD	Red Fox Hi-Tech Racing Kit	121.95	83.17	2006	Turbo-Blast	57.95	39.99
BOLINK											
1030	Rd. Tracker II(Ass.)w/bat.,radio	189.95	129.99	086SD	Red Hot Shot Hi-Tech Racing Kit	139.95	93.99	2007	Drag Race Motor	80.00	49.99
1031	Rd. Tracker II Dirt w/bat.,radio	189.95	129.99	086JUL	Optima Ram Hi-Tech Racing Kit	114.95	78.97	2008	Pavement Oval Motor	80.00	49.99
1315	Invader Off Road	175.00	119.29	1434	Optima Ram Hi-Tech Racing Kit	109.95	75.97	2015	Godzilla Dirt Motor	80.00	49.99
1330	Asphalt Round Tracker II Kit	155.00	109.99	1552	MINICRAFT			4004	Replacement Springs (Med.)	1.72	1.49
1331	Dirt Round Tracker II Kit	155.00	109.99	1434	Viking R/C Boat Kit	130.00	92.00	4006	Cut Brushes For Mod Motors	4.79	3.99
1333	Sprint Car Kit	165.00	119.97	1552	RoadRunner II 1/10 Scale	120.00	75.80	4025	Micro Oiler For Ball Bearings	2.49	1.99
1360	Invader Kit	159.95	111.97	700	MODEL CRAFT MFG. (PRO-TECH)			4033	Heavy Springs (6 Pair) Per Bag	12.00	7.99
1362	Invader Kit less Electric	130.00	99.27	701	AC/DC Digital Charger	109.50	85.99	4035	Off-Road Brush	4.79	3.99
1370	Eliminator 10 Complete Less Batt.	199.95	139.75	702	AC/DC Inp. Current Adj.	68.50	56.00	4036	Foam Motor Cover	2.49	1.99
1371	Eliminator 10 Less Electrics	149.95	99.79	703	AC/DC Inp. 6 or 7 Cl. Sup Char	58.50	45.29	4045	"Hole Shot" Power Boost Spray	6.99	4.55
1372	Eliminator 10 Graphite Less Body	275.00	179.00	707	DC 12 Volt Inp. 6 or 7 Cl. Sup Char	38.50	35.80	1815	PARMA		
1374	Eliminator Enduro 10 Less Electric	199.95	139.75	1301	AC/DC Peak Detection Charger	89.50	69.95	1855	Deluxe Euro Panther Kit	199.00	139.40
1375	Eliminator 10 Conversion Kit	99.95	79.27	2011	MRP			10200	Pro Panther 12 Graphite Basic Kit with Bearings	165.00	119.00
330Y	Round Tracker Less Batt./Charger	125.00	89.19	0001	Budweiser Stock Car Less Electric	169.95	125.99	10235	Chevy Blazer 1/10 Clear Body	19.00	13.99
3314	RC 10 Rear Groov. & Crosscut Tire	16.00	11.99	0002	Budweiser Indy Car Less Electrics	169.95	125.99	14022	962 Porsche GTP Clear Body	19.00	13.99
5282	Ultima Sprint Car Kit Chassis	38.95	29.99	0003	Miss Budweiser Unlimited Basic	129.95	97.99	11001	Yokomo Stock Motor	28.00	21.80
5283	Ultima Stock Car Kit Chassis	38.95	29.99	0004	Miss Budweiser Unlimited Deluxe	239.95	163.99	12039	Turbo Inter Cooler Alum. End Bell	20.00	15.00
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112	Bruline Antenna Mount Bracket	1.49	.99	0008	Buggy Master Off Road Motor	29.99	24.49	12847	Yokomo Replace Rear Tire(Hard)	10.00	7.99
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					350 2WD Racing Motor	39.99	31.99		Blackfoot Dual Wheel Adaptor	10.00	7.99
					Dirt Oval Stock Motor	25.00	19.99				
					Super Speedway Stock Motor	25.00	19.99				
					Monster Mash Mod. Motor	39.99	31.99				
								1201	TRAXXAS		
								1202	(Kit) Cat	75.00	64.99
								1210	Cat with Radio	143.95	119.99
									Cat Assembled w/Pistol Radio	159.95	124.99

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Looking across at turns three and four; the deeply bowled west end was shrouded in shade as the superspeedway enduro got underway. The ultra-high-banked course took its toll on machines.

black Lotus-Honda was modified up front a /a Hobie with small wings, and one of Dan's R/C Stuff's aluminum pods.

THE MAIN THING

Now it was time to do it. Our cars were ready, we were as ready as we were going to be, and the Main ahead of us was just concluding.

On the grid sat the 10 cars that had made it to the finals. Dan Moynihan was running his car just for fun, but a frequency conflict

caused him to withdraw in favor of a competitor; always the sportsman! Kevin Winans was running his Wizard just for the fun of it also, as a manufacturer, and not for trophy competition. The rest of the field included last year's DNS Bob Sarnelle, who had electrified the crowd both Friday and Saturday by virtually destroying two Wizards against the unforgiving T-Drome walls. Bob was back with a new car he had put together just the night before. One Stop Hobbies' Steve

Schooler had a hot Wizard with 1/10-scale wheels front and rear; he was fast, and had won a heat race. Smart money was on Hobie to repeat, and although no one would admit it, we all were expecting to fight for second or below, nearly conceding first place to Hobie's very custom Wizard racer.

At the start, nearly everyone forgot they were on new rubber that needed to be warmed up, so there was lots of 360s off the line. Steve Schooler took the lead and blistered the track with a 12.6 lap time. Hobie was creeping up from the back, and I had gone from fifth to fourth to second by the fifth lap. Kevin Winans was having all sorts of trouble at the start, as was Mike Ogle, who's car was veering right toward the wall each time he passed under the timing bridge.

Schooler gave up the lead to Louis Maldonado, who managed to hold on for four laps before being passed by Schooler, who was maintaining 12-second lap times. Steve Saik was holding his own back in the pack, just ahead of Richard who was driving a consistent race.

At the ten-lap mark, it was Schooler first, Maldonado second, Hobie third, Bob Sarnelle fourth, James Kimura in fifth, Kevin in sixth, and me in seventh. That's when my car slid sideways on the backstretch and quit running; no reason, it just quit. So my day was over and I sat down to watch the rest of the race. Later I found the on-off switch had switched off; how I don't know. Maybe a rock, who knows?

At lap 11, as Steve Schooler came out of turn four and headed toward the timing bridge, he plowed into the back of Richard's car, sending both sliding crazily down the straight in front of the crowd. Schooler's car veered into the infield where it struck a board and quit. Richard stopped his broadside slide, straightened out, and continued with no apparent damage. The lead was handed over to Louis Maldonado again, with Hobie close behind. Hobie's lap times were a second or two faster than Louis', so it was only a matter of time before the inevitable happened.

It happened on lap fourteen, as Hobie screamed past a dumping Maldonado and took the lead for the first time. Hobie was slowing up too, but he had enough juice left to hang on for his second Wizard victory in

Continued on page 10

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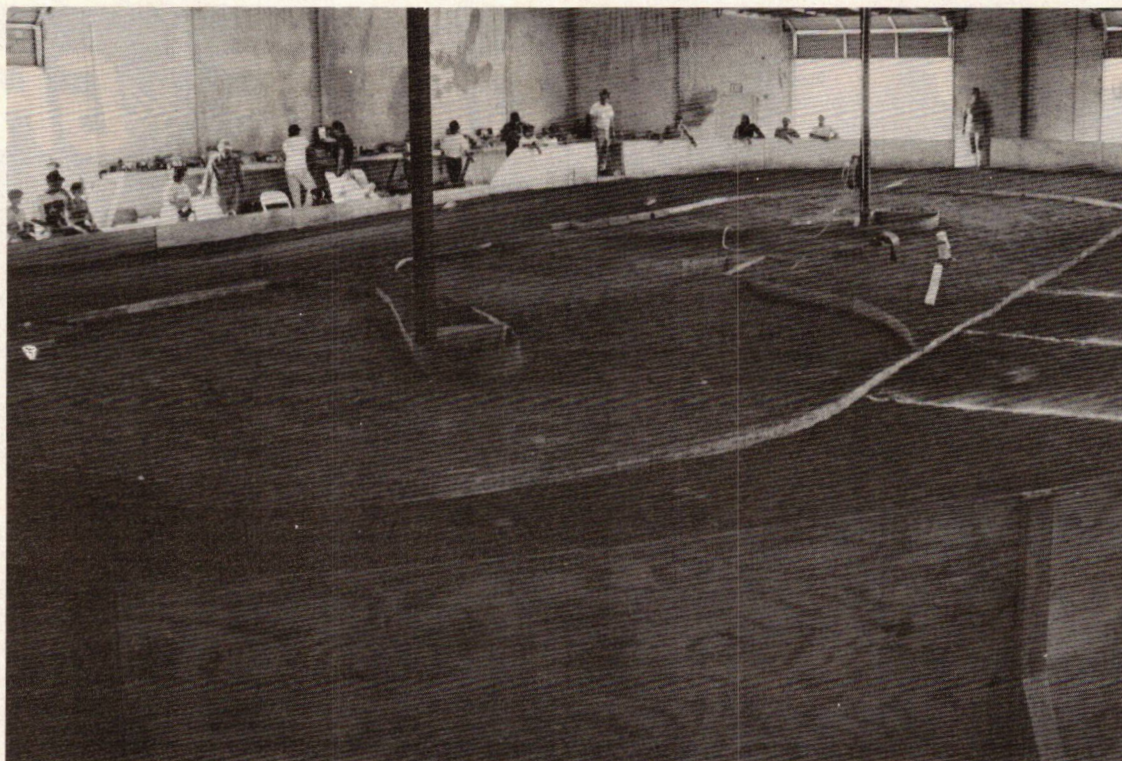
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Pitstop Hobbies

Round Rock, Texas

R/C Car racing is alive and well in central Texas! With well over 200 racers and four tracks within a 15-mile radius of Austin, there is a lot happening. The action three nights a week is at the indoor Pit Stop Hobby Shop and Raceway 2013 Lamar Dr., Round Rock, Texas 78664. Round Rock is located 15 miles north of Austin in the center of the state. Owned and operated by John and Judy Castle, the track draws racers from the Austin area as well as other areas of the state. The Raceway is convenient to Interstate 35 making it easy for racers from San Antonio, Corpus Christi, Dallas, and other Texas cities to visit the track.

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

Turn marshals have cut outs in the curves to put them right where they need to be to do their job. The 32-foot driver's stand is 8 feet high and 4 feet wide with an excellent command of the track. The pit area has benches and AC power outlets for 200 drivers and

their pit crews.

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

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

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

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

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

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

Another class that is a lot of fun for drivers and spectators alike is the Heavy Metal truck class. It includes Clodbusters, Double Dares, Blackfoots, etc., with 5-inch tires and some

with two motors. Many are driven by women who compete very well with the men.

Each night of racing, the program includes three qualifying heat races and a main in each class. Classes include; 2- and 4-wheel modified, monster trucks, heavy metal trucks, novice, sprint cars, and super stock, as well as several stock classes. Trophies are awarded for first, second and third place in each class each night of racing.

The current schedule is oval racing Wednesday and Saturday with offroad on Friday. Free practice is available on the track whenever the hobby shop is open. Hobby shop hours are; Monday through Saturday 9:00 a.m. to 6:00 p.m. as well as during the races. The shop and raceway are closed on Sunday.

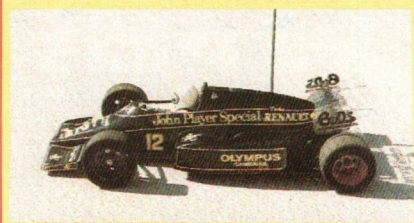
R/C Car racing is a real family hobby in central Texas with husbands, wives and children all participating together. Racers at Pit Stop Raceway range in age from 6 to more than 65 years young!

Some of the families and friends have grouped themselves into teams with T-shirts, caps, and signs above their pits to denote their team. Names like Coyote Racing team, Barbarians, Killer Bees, Mitch-a-movers and the Four Horsemen are popular. It makes racing more fun, and that's what it's all about at the Pit Stop Raceway and Hobby Shop in Round Rock, Texas!



HOBIE KAPTAN'S WIZARD

Hobie Kaptan's winning Wizard was extensively modified, with a plastic bottom pan for aerodynamics, the original JPS Road Wizard body that allowed air ducts and tunnels inside the body to direct the airflow more efficiently, Dan's rear pod, and a custom front wing cut down about 1-1/2 inches. Hobie's motor was a Revtech 12-wind quad, using Revtech Comm Drops (he swears by them), and Revtech silicone silver wire. His diff was an Associated with a graphite axle, Hyper Balls, and the Hyperdrive belt drive system. Hobie's radio was a Futaba Magnum, with Tekin speed control and receiver. The rear wing was a BoLink 1/12 wing, with wide front winglets for more downforce on the front end. Hobie says the ground effects did improve his handling and stability, but it takes some experimenting to find out what works best. His tires were CKW caps.



BOB SARNELLE'S WIZARD

Second-place finisher and destructo-derby king, Bob Sarnelle, took the original Road Wizard kit on Saturday night and assembled this runner-up. His motor was a B&R modified 13-wind quad, fueled by Associated Sanyo SCEs. His radio was a Futaba PCM, and a Tekin speed control. Bob had Dan's R/C Stuff Wizard rear pod, with an Associated 1/12-scale diff. He balanced his CKW tires using small pieces of straight pin driven into them, while balancing them on a prop balancer usually used for airplane propellers. Bob said it really smoothed out the ride.



LOUIS MALDONADO'S WIZARD

Louis' car was powered by a Revtech 13 wind modified motor, with a Novak speed control and receiver, and a Futaba Magnum Junior radio. Louis used Robinson gears, Team Smooth's SCE batteries, and CKW capped tires. "It was basically a stock car," said Louis, happy to be in the top three.

two years, with dark horse Bob Sarnelle finally hooked up and keeping clear of the walls for a second place. Third was Louis, followed by James Kimura, Richard Dowdy, Mike Ogle, Steve Schooler, Steve Saik, and me, bringing up the rear. What a race!

I only wish I had been around at the end, but I guess that's racing. Richard's batteries had dumped on the 17th lap, Mike Ogle's car suffered radio problems, Steve Saik had his

antenna wire come loose and wrap around his rear wheel, certainly a way to stop the car quickly, if nothing else, and Hobie had repeated. Racing is always full of surprises, and that's why so much time is spent preparing the car; to try to keep those little surprises from taking you out. What we all agreed was that Hobie's win was not so surprising. But wait till next year—we'll be back!

ROAD WIZARD - A MAIN

	Laps	Time	Name	Avg.mph
1.	17	4:05.66	Hobie Kaptan	46.47
2.	17	4:08.22	Bob Sarnelle	43.99
3.	17	4:14.79	Louis Maldonado	44.80
4.	15	4:10.48	James H. Kimura	40.21
5.	13	3:45.45	Richard Dowdy	38.72
6.	11	4:12.98	Michael Ogle	29.20
7.	10	2:16.87	Steve Schooler	49.06
8.	9	2:36.70	Steve Saik	38.57
9.	8	2:10.28	Bill Strauss	41.23
—	— DNS —	—	Gary Hedrick	

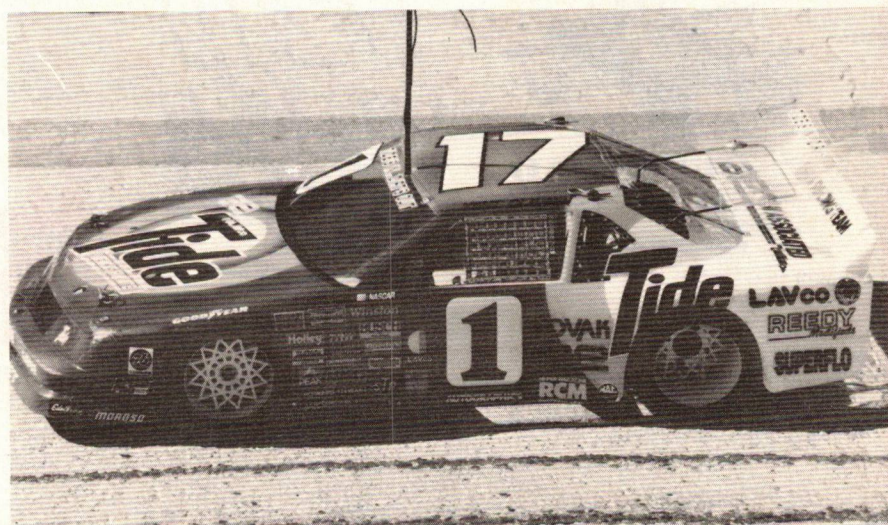
THE PRO MAIN

After the adrenalin had been lowered a bit, we took our place as turn marshals for the Pro A-main. Ringside seats for the big race! As the race began, Shawn Ireland took the lead and fought off challenges by Bud Bartos, Tony Neisinger, and Ralph Burch to win the A-main. It was a fast race, with Shawn's average mph of 54.40 keeping him ahead of second-place finisher Tom Bowlin. Bud Bartos was third, Neisinger fourth, and Ken Buzzard fifth. Sixth was Insane Speed Run winner Kent Clausen.

Back in the pits, we started packing up the loose ends before the start of the super-speedway enduro. Now that the pressure of competition was off our shoulders, we went over and relaxed in the grandstand as the pros took to the field. This was our first experience watching an enduro, and it was great. Not only the quick-change pitstops, but the driving strategy and style was markedly different from normal sprint racing where you get out in front and hang on, come hell or high water. Here the strategy was to maintain your position, get the most

PRO CLASS - A MAIN

	Laps	Time	Name	Avg.mph
1.	20	4:06.87	Shawn Ireland	54.40
2.	20	4:09.73	Tom Bowlin	53.78
3.	20	4:11.70	Bud Bartos	53.36
4.	20	4:12.62	Tony Neisinger	53.16
5.	19	4:00.40	Ken Buzzard	53.07
6.	19	4:05.04	Kent Clausen	52.07
7.	19	4:08.04	Tem Raskin	51.44
8.	19	4:09.04	Ralph Burch Jr.	51.23
9.	1	0:19.26	Snuffy Smith	34.86
—	— DNS —		Bob Sumner	



Kent Clausen's record-setting Associated 10L not only won the Speed Run, but took the first-place trophy in concours as well.

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out of your batteries, and make pitstops as fast and clean as you can.

After it was all over, the winner was Ralph Burch, driving a Hyper 10 with a Cam motor, and McAllister body. Second was his boss, Snuffy Smith, with a Hyper 10. Third was Rick Pruit, with a McAllister car. Bud Bartos was fourth, driving a BoLink Eliminator. Fifth went to Rick Jordan, with a BoLink Eliminator.

All that remained was to pick up our trophies (all top-ten finishers in the A-mains were given trophies), say goodbye to friends, and hit the highway south. I pumped up the right front tire on the truck (slow leak), checked our area for trash, and then said goodbye to the big and nasty Thunderdrome

until next year, when we'll be back with new cars, ready to take on Hobie and anyone else who wants to go for it.

Oh, yes: we did finally hear from Reed. When Richard got home there was a frantic message on his phone recorder from Reed, who related a wild tale of having made a couple of tries at running the canal, only to get caught up to his ankles in fresh cement while trying to retrieve his Wizard. Two sheriff deputies out hunting for skateboard rats had found him, and while investigating, found several battery packs that caused them to hyperventilate, thinking they were bombs and that Reed was just another of those skateNazis who had devised a plan of send-

ing a radio-controlled, bomb-laden vehicle off on a suicide mission to blow up the canal . . . ! At last report, following corroborative testimony from Richard via the Fax machine, Reed was let go. He's now heading toward Meteor Crater, Arizona, where he's heard tales that there's a big bowl that would make a great superspeedway . . . we'll see.

In closing, the Magnolia team would like to thank Dan and Gary for making the whole extravaganza happen, including the Road Wizard class; to Kevin for the tires; Richard's cousin for the hospitality and a place to sleep; and to the competitors who made the racing so exciting the whole weekend, and to Ernie Provetti, for the support; let's do it again!

RESULTS

1989 R/C THUNDERDROME—September 1-3, 1989

Encino, California

DIRECT DRIVE STOCK - A MAIN

Laps	Time	Name	Avg.mph	
1.	17	4:03.79	John Jenkins	46.82
2.	17	4:13.83	Joe Ryan	44.80
3.	16	4:02.27	Mike Ost	44.35
4.	16	4:03.04	Jay Mendoza	44.21
5.	16	4:08.90	Dave Werner	43.17
6.	16	4:14.26	Ricky Jordan	42.26
7.	16	4:14.35	David A. Wert	42.24
8.	16	4:16.19	Emil "Slayer" Ramo	41.94
9.	14	4:09.92	Randall Rausch	37.62
10.	1	0:18.82	Todd Wheaton	35.67

DIR. DRIVE MODIFIED - A MAIN

Laps	Time	Name	Avg.mph	
1.	20	4:10.63	Cliff Rose	53.59
2.	19	4:11.11	Tom Owens	50.81
3.	18	4:02.94	Ernie Prince	49.73
4.	18	4:07.23	Bill Morton	48.89
5.	14	4:11.85	Steven Redd	37.33
6.	12	3:27.67	Ken Moon	38.80
7.	12	4:08.92	Hoyte Stacey	32.37
8.	4	1:00.60	Luis Mejia	44.32
9.	3	0:46.65	Neil Van Order	43.18
10.	2	1:40.67	Jerry Meisenzahl	13.34

GEAR-CASE MODIFIED - A MAIN

Laps	Time	Name	Avg.mph	
1.	18	4:05.33	Roger Pane	49.27
2.	17	4:12.31	Ted McDonald	45.24
3.	16	4:04.45	Steve McAfee	43.95
4.	16	4:09.38	Jim Benincasa	43.08
5.	16	4:11.77	David Mayhew	42.67
6.	16	4:15.77	Larry Pipp	42.01
7.	13	3:35.85	Ken Campbell	40.44
8.	13	4:13.02	E.C. Jones	34.50
9.	1	0:17.20	Juan A. Diaz	39.03
10.	1	0:19.75	Jeff Wright	33.99

INSANE SPEED RUN

Name	Average mph	TOP SPEED
1. Kent Clausen	65.67	70.1
2. Ralph Burch Jr.	64.35	
3. Shawn Ireland	64.10	
4. Darryl Reich	61.57	
5. Tom Bowlin	60.61	
6. Bob Sumner	59.88	
7. Tom Clark	59.73	
8. Ken Buzzard	59.23	
9. Roger Vorba	51.45	
10. Tony Neisinger	50.17	

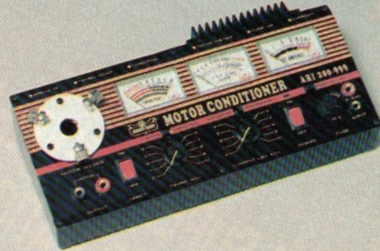
FINAL POINT STANDINGS & FINISH ORDER FOR SS MAIN

1989 R/C THUNDERDROME - SEPTEMBER 3, 1989

Qual.	Name	Total Points	Lap/time..Avg.mph	Car	Motor	Body	Batteries
1.	Ralph Burch Jr.	102	108/23:02.70	Hyperdrive	CAM	McAllister	Sanyo
2.	Snuffy Smith	103	107/23:13.33	Hyperdrive	CAM	McAllister	Sanyo
3.	Rick Pruit	100	102/23:11.26	McAllister	Revtch	McAllister	Revtch
4.	Bud Bartos	99	102/23:02.81	BoLink	CAM	BoLink	Power Push
5.	Rick Jordan	98	96/23:01.77	BoLink	BoLink	BoLink	BoLink
6.	Randy Moller	97	96/23:10.73	C&M	Twister	NA	Twister
7.	Tem Raskin	96	92/23:11.94	Vic For	Race Prep	McAllister	Race Prep
8.	Eric Steenhoven	94	91/23:13.33	Associated	NA	MRP	Associated
9.	Dave Campbell	93	88/22:46.10	Delta	Paragon	McAllister	Delta
10.	Carlos Turano	92	88/23:11.82	NA	Revtch	NA	Revtch
11.	Steve Pritchett	91	81/23:11.68	Revtch	Revtch	McAllister	Revtch
12.	Steve Stifel	91	74/23:11.64	Probe Delta	Paragon	McAllister	Peak
13.	Jason Altsman	90	68/16:26.03	BoLink	Checkpoint	BoLink	Checkpoint
14.	Bryan Blazer	89	58/14:03.26	McAllister	Revtch	Andys	Revtch
15.	Bobby Sumner	87	55/20:54.77	TRC	B&R	McAllister	Progressive
16.	Bill Horne	87	7/1:42.07	TRC	CAM	BoLink	Pro Proven
17.	Tony Neisinger	86	5/1:13.31	TRC	Trinity	NA	Trinity
18.	Larry Stevens	85	4/4:55.51	McAllister	Checkpoint	McAllister	Checkpoint

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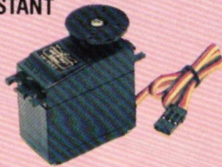
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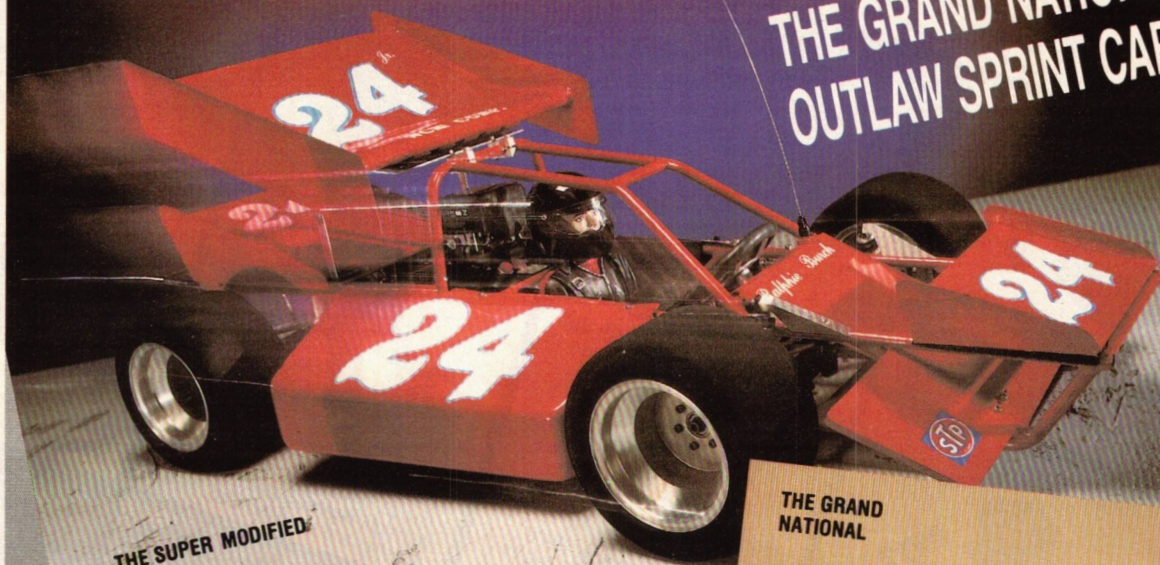
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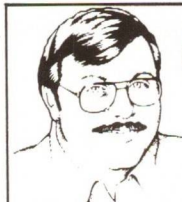
AD INDEX

Advanced Racing Technologies	21
Alves Manufacturing	79
ANDES Hobbies	66
Andys R/C Products	3
Associated Electrics	44-45
Autographics	70
B & L Racing Products	86
B.P. Industries	72
Badger Air Brush Co.	37
Boca Bearing	59
Bolink R/C Cars, Inc.	71
Bullet Racing Products	27
Cox Hobbies, Inc.	Cover 3
Dan's R/C Stuff	23
Decal Factory	76
Delta Manufacturing, Inc.	21
Duratrax	11
First Quarter Hobby & Racing	74
Futaba Corp. of America	Cover 2
Gilmer Hobby & Machine, Inc.	72
Hobby Dynamics Dist.	63-69
Houston Autorama	43
Hyperdrive Racing Systems, Inc.	30-31
Imex Model Co.	13
IMS Show	57
Ja Lea Company	72
Kyosho	81
Live Performance	77
MCS Products	15
MK Engineering	39
MK Model Products	58
McAllister Racing	55
Model Rectifier Corp. (MRC)	Cover 4
Moody Automotive, Inc.	70
National Hobbies	75
New Era Models	76
Novak Electronics	35
Oval Track R/C Racing	72
Paragon Racing Products	33
Parma International Inc.	25,29,37,82
Pioneer Productions	74
Polk's Model Craft Hobbies	83
Pro-Line USA	25,57
Quickdraw 1/4 Scale R/C Cars	68
R B S Fab, Inc.	86
R/C International	65
R/C Model Car Subscriptions	84
Race Modelcraft, Inc.	62
Radio Controlled Models (RAM)	79
Riedel Graphics	79
Royal Products	85
Sermos Snap Connectors	67
Snowtime Accessories LTD.	70
Space Age Technologies	64
T & A Machining	22
Team Losi Performance	9
TMS Products	17
Tower Hobbies	73
Trackmaster	71
Trackside Racing Enterprise	23
Trinity Products, Inc.	6,7
WCM, Inc.	84
Wagonhill Hobbies	64
Walt's Hobby and Craft	86

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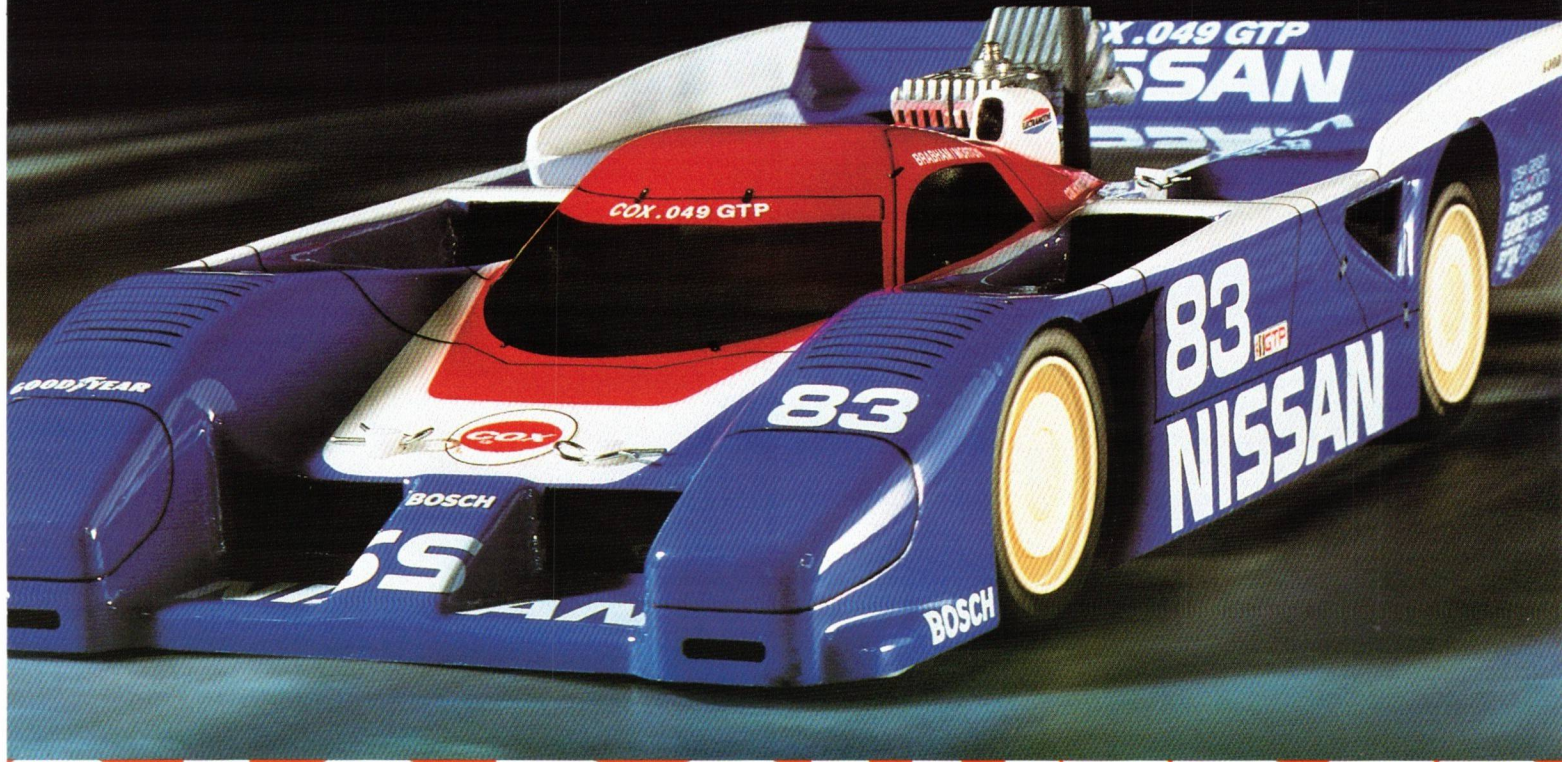
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