

ROAR

January, 1987

rev-up

Official Newsletter of Radio Operated Auto Racing Inc.

HAPPY
NEW YEAR
FROM
ROAR

SYSTEM 1

MINI PRICE



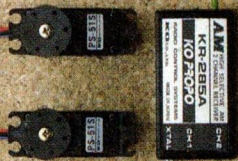
The perfect system for the beginner. Rugged PS-201S servos fit offroad and 1:12 scale cars; 2 channel KR-285A receiver; battery case and switch harness are included.

27MHz
(please specify).

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High performance for the 1:12 or offroad racer. Uses high speed, mini PS-51S servos and KR-285A mini receiver for fast response and minimum weight.

27MHz
(please specify).

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Match up our EX-5 with a PS-201S steering servo and brand new CX-IIR, MOS/FET electronic speed control (with reverse) and you've got the winning combination serious racers prefer. All for a price that's less than many speed controls. 27MHz (please specify).

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- Fine Adjustment Panel for custom steering and throttle travel and direction adjustment.

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- Championship-proven KO Propo electronics.
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Another tough combination to beat. All KO Propo EX-Systems are backed and serviced by Hobby Shack's expert staff of factory-trained technicians. That's your assurance of fast and convenient help for all your service and spares needs. Our RC car specialists are never more than a phone call away.



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KO THE COMPETITION

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Introducing the R/C Car Racing Finish™ that bonds like nothing else!

There's really no competition. When it comes to bonding to Lexan® (Polycarbonate) radio control model car bodies, new Pactra® R/C Car Racing Finish™ is the winner every time.

Not only does it stay on perfectly, race after race, but it's available in the colors you've been wanting. 18 in all—including pearls and metallics. Plus, you finally have a choice—brush/airbrush or aerosol.

Pactra® R/C Car Racing Finish™ won't crack or chip in the wildest crash, dries fast

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A **plasti-kote**® Company

IMPORT FIGHTER.

THE TEAM DOES IT IN THE DIRT.

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The All-American Associated RC10 took home the gold in both the ROAR and ORRCA National Championships.

Our RC10 turned back the foreign car invasion with the

same racecar technology that has kept Team Associated on top of the RC car racing world for over 15 years.

A RACE CAR, NOT A TOY.

Sure, you've heard that before.

But Team Associated designs and engineers only model RACE cars. The new RC10 features

fully adjustable, four wheel independent suspension, an aluminum alloy monocoque tub and race-proven hardware throughout.

And the RC10 doesn't need expensive accessories and modifications to handle the roughest tracks. The strength and durability is standard equipment.



Smooth undercarriage for maximum ground clearance

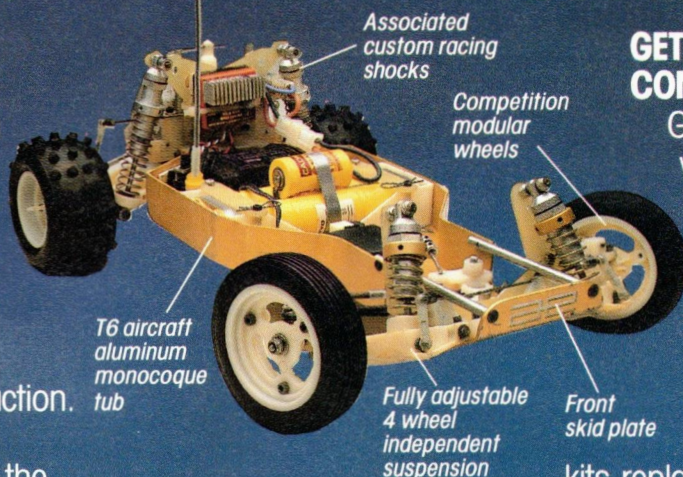
Sealed gearbox
VarILok
differential

Full race rear suspension includes bulletproof half shaft and u-joints with tapered and keyed modular wheels. Quick release knock off design for fast pit work and tuning.

RACE-WINNING ENGINEERING.

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GET THE JUMP ON THE COMPETITION.

Go RC off road racing with the leaders. The National Champion RC10 is available now and legal for ROAR and ORRCA nationally sanctioned competition.

Complete RC10 kits, replacement parts and spares are readily available through model car racing's most extensive dealer network. Take the challenge and build yourself a winner.

Team Associated's RC10.

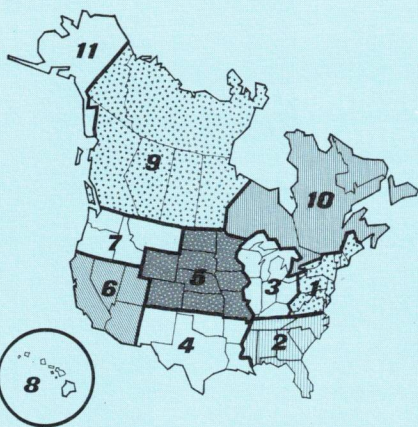


Associated Electrics
1928 East Edinger
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Model cars for Real racers.

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ROAR 1:10 NATIONAL CHAMPION / ORRCA NATIONAL CHAMPION
IFMAR WORLD CHAMPION



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Financial Statement Rev-Up

Balance as of 9-22-86 \$ 447.09

INCOME

ROAR Treasury \$25,000.00
Advertisers 4,245.00
Interest 52.30
Total \$29,297.30

Expenses

Return Postage \$ 183.78
Postage 1800.00
Envelopes 1371.07
Mailing Service 824.49
Rev-Up Printing 14,361.00
(Part of Sept all of Nov)
Misc. 85.35
Total \$18,625.69

Balance as of 11-22-86 \$11,118.70

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ROAR MEMBERSHIP FORM

☐ OPEN FULL MEMBER \$20.00
Includes all membership and competition privileges, liability and accident/medical insurance, subscription to Rev-up Magazine - Membership Package.

☐ SPECIAL FAMILY RATE
Full Membership \$20.00
Each Additional Member \$5.00
Includes all membership and competition privileges, liability and accident/medical insurance for all members of family dues are paid for. One copy of Rev-up will be mailed each issue. 1 Membership Package per family.



Radio Operated Auto Racing
P.O. Box 1536
Lawrenceville, GA 30246-1536

This provides bulk mail delivery to members who have an address in the U.S. The following is a list of postage surcharges. Please add the appropriate amount to your payment.

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U.S. addresses preferring FIRST CLASS instead of bulk mail delivery ADD \$8.00 ☐
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Address out of North America preferring surface mail may so specify. Delivery is not guaranteed ADD \$6.00 ☐

Membership applications and renewals which are not accompanied by the correct amount will be returned to the sender. Payment must be in the form of a personal (or business) check or money order drawn on a U.S. bank or travellers checks. Our bank is now charging about \$25.00 per transaction to handle U.S. fund checks drawn on non-U.S. banks. WE CANNOT TAKE CREDIT CARDS.

MOVING?

Please send change
of address to
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Rev-Up Ad Rates

1 Page, 4 color	- \$300.00	8 1/2 x 11
1 Page, Blk & Wht	- 100.00	8 1/2 x 11
2/3 Page	- 70.00	6 1/8 x 11 3/4
1/2 Page	- 50.00	9 3/8 x 5 7/8
1/3 Page	- 35.00	6 1/8 x 5 7/8
1/6 Page	- 15.00	5 7/8 x 2 7/8

Deadlines: January 10th, March 10th, May 10th,
July 10th, September 10th, November 10th.

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Williamstown, NJ 08094
(609) 629-4623

ROAR Information

President's Comments

Mike Reedy

1987 ROAR NATIONALS

Following tradition, the 1987 ROAR Nationals for all scales will be held in the Eastern part of the USA.

1/12 Scale - Florida Electric Auto Racers - Orlando, Florida
Mid to Late June

1/10 Scale Off Road - PDQ Racing
Atlanta, Georgia
During early July

1/8 scale - Fort Lauderdale, Florida
During August

Complete details, entry forms, and final dates will be in next issue of Rev-Up.

1/10 Off Road World Championships

The ROAR team for the 1987 1/10 World Champs is being finalized. Anyone wishing to apply for any alternate positions open please write to address below. Applications should contain: name, address, racing experience and accomplishments. The race will be held in Romsey, England during early August and there will be a 2WD Modified and 4WD Modified class. Entrants are automatically entered in both classes. The races will be five minutes in duration and 6 cell batteries.

For alternate application write to:

Mike Reedy
15701 Tustin Village Way, B5
Tustin, CA 92680
714-543-7465

Four years ago I thought I was writing my last President's Column for Rev-Up. But after a few years off here I find myself again hard at it. I would like to thank everyone who supported me and would like to start my term off by stressing that ROAR is an

organization for you, the racers/members. Myself and the other ROAR officials represent you and your ideas and needs. To do this properly we need input from you, so please let your Regional Directors and National officers know your ideas. If you think something should be done differently, a rule changed, or just a helpful idea, let us know. Nobody likes criticism but it is useful as long as it is presented in a helpful and constructive way. With your help we can make what I feel is a good organization and hobby into an even better one.

The Executive Committee had its first meeting in October and collectively putting their five heads together came up with some good ideas and some excellent ways that ROAR can and will provide services and help to the membership from the National level through the club level of R/C racing.

One of the programs to be started in 1987 will be ROAR awards presented and furnished by ROAR for National and Regional Champions. These awards will give meaning to the accomplishment of winning a ROAR Regional or National Championship title.

For the Affiliated Clubs we are looking into miscellaneous items that we can help the clubs with to make the paper work of running races easier. Gary Kyes, our new Vice President, will be taking on the task of making up official ROAR technical inspection equipment for each scale of racing. This equipment will consist of gauges for measurements, scales, and in the gas classes, tank capacity checking material. These will be used at all major races thus assuring consistent tech equipment from one race to another.

The priority item right now is to get our rule books up to date and reprinted and out to the membership. This is not a small task and the various rules committees are hard at it so that the membership will have new rule books for 1987.

During my first term I made a point of R/C car racing being a hobby that furnishes good competition and fun, at the same time, a true family hobby. I think these aspects are two of the main reasons that R/C car racing has grown so much in popularity. Race

competition is great and adds that spark that gets you pumped up and makes our hobby exciting and interesting. The chance for this competition, while spending time with fellow racers you enjoy, is what makes it fun. The combination of the two is what makes it great. Lately we have had some extreme cases of unsportsmanlike conduct. Whether such conduct is on a club, regional, or national level does not matter **There is no place for it** in our hobby. I may be climbing on my soap box a little here but I feel it is important. Do not let a few spoil or take the fun out of R/C car racing. Everyone wants to win, that's understandable, but I hope and I believe that winning by unsportsmanlike conduct doesn't give any satisfaction and isn't really winning even if you go home with the trophy. I've travelled a lot and reed in events in all scales from club races up to World Championships, the people I have met I have enjoyed and I value the friendships I have made. You can race hard and competitive but still do it clean and be friends. So let's all please remember the fun part of racing along with the competition. One of the best ways to stop unsportsmanlike conduct is not to let it get to that. If the race directors maintain control and if someone starts to get carried away a simple warning by the announcer is usually all that is required to halt any misconduct before it goes too far. Let's race and race to win but have fun also.

HELP!! The ROAR Product Approval Committee needs some members. We need two knowledgeable and responsible persons that are not manufacturers but are acquainted with technical aspects of items that require ROAR approval. If you would like to help please contact me. ROAR feels this committee is important and we would like to make sure it is composed of a good cross section and knowledgeable people.

I would like to thank everyone who took the time to read the By-Laws and offer their ideas and criticism. This was valuable input and all these comments were passed on to the By-Laws Committee for study and possible action.

Good racing and have fun.

TWOS FOR OFFROAD.

Magnum and Attack are two familiar names with fans of fine 2 Channel RC systems.

Now Attack and Magnum have the perfect systems for RC beginners, or the racer on a budget.

Introducing our new Attack Series, Magnum/2P Sport and some special Futaba features every serious enthusiast should think about.



Attack systems include two S128 servos, switch harness and new R102GF (BEC) receiver, all equipped with Futaba J-Type mini connectors.

BEC. TAKE A LOAD OFF YOUR WHEELS.

One thing always slowed down RC electric models. The receiver battery pack.

Attack systems use our new R102GF, 2 channel receiver with integrated BEC (Battery Eliminator Circuitry) to extract the highest level of performance from your model. Futaba BEC provides regulated power to the receiver and servos from your model's motor NiCd pack, reducing your car's weight for improved handling response and quicker acceleration.

Getting rid of the four ounce battery even helps you brake deeper entering corners.

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Wheel racers on a budget will want to get their hands on the new Magnum Sport/2P, a no-frills system than can still deliver Futaba quality and reliability.

And only the Magnum Sport has the better grip, feel and superb balance as our other Magnum models, even the steering wheel that is adjustable for spring tension and lock-to-lock throw.

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Attack-NBR and Magnum Sport have another handy feature, servo reverse switching. If your model and your radio installation have a disagreement over the direction of servo rotation, each channel can be easily reversed by switches recessed in the transmitter's base. You'll never need special, reverse-rotation servos.

Get your two channel RC model on the right track. Choose a new Attack or Magnum Sport system from Futaba, the world leader in radio control.

MAGNUM ATTACK



Magnum Sport/2P
(System includes:
R2GS receiver/2-S28
servos)

Futaba

Futaba Corporation of America
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APPROVED ELECTRIC MOTORS

by Mike Reedy

There seems to be a lot of confusion as to which motors are ROAR approved at this time. This is primarily due to two reasons: (1) The number of new motors being imported and showing up in the hobby shops. (2) Lack of a current updated list in a rule book.

Reason #1 is taken care of as the motors are submitted by the manufacturer, along with samples and documentation, for ROAR approval. The motor committee then inspects the motor to see if it merits the technical specs, availability, distribution, and cost requirements. Their findings are then passed on to the Product Approval Committee for approval or disapproval. Before this approval procedure can take place the manufacturer must take the first step by submitting the required material for review. Some manufacturers have not done this as of yet which leaves their motors not being placed on the ROAR approved list.

Reason #2 is being taken care of with this article which contains a complete approved list as of November 15, 1986. A new 1/10 and 1/12 scale rule book is being prepared. It will be in a loose-leaf binder format so as changes or additions are made they can be easily inserted giving you, the racer, a constantly current rule book.

New Approved Motors

AYK - 1/10 scale stock motor - Submitted by Race Prep, the importer. Last August this motor was approved after meeting all the specifications and rules. Motor is easily identified by the stamping of "Race Prep" in small letters on the bushing end of the can.

Kyosho-Trinity - Modified class motor for both 1/10 and 1/12 scale. This motor differs from other Kyosho motors by having a solid one piece can. Motor has been approved for use starting November 15, 1986.

APPROVED MOTOR LIST

1/10 Scale Stock - Yokomo, Igarashi, Mabuchi 540, Kyosho, Air Supply and AYK. Only versions with 27/28 turns, 22 gage wire, bushings and fixed endbell.

1/12 scale stock - Igarashi, white endbell 05 with 35 turn, 23 gage.

1/10 and 1/12 scale Modified -

Yokomo 05, Kyosho (Lemans type), Kyosho-Trinity, RPS Revolution, Air Supply (version submitted by MRP), Igarashi 05, Mabuchi 540, Parma Pulsar. There are different versions of some of these motors - only the versions that were submitted and meet the technical specifications (magnets, etc) are approved.

Kyosho Lemans, as submitted by Cox (incorrectly called Hobbico-Kyosho in last issue).

We received questions about two motors in particular. I would like to inform you on the status of these motors. First one is the Lemans 360. This motor has not been submitted or approved as it does not meet the dimensional specifications in the ROAR rules. This motor is identifiable as it is longer in size.

The second motor we are receiving questions about is the Checkpoint "Platinum". This motor has not been submitted by the manufacturer for approval at this time. It is identifiable by a natural colored aluminum endbell and can end. The other motors offered by Checkpoint (Air Supply, Yokomo, Igarashi, Mabuchi, etc) are approved, legal motors.

I hope this helps clear up the questions on the approved motor list.

BLOWIN' SMOKE

Merle Gardner

We've moved over to this column for awhile. There's a few things that need to be completed in 1/8 so we're gonna give it a shot! As you read this, the revised rules for 1/8 scale are nearly complete. They should be available in early 1987. As of this date (November) we see few major changes, mostly just clarifications of the current rules. You can look for a Sportsman class with some carburetor restrictions. Many parts of the country are already running some form of this class and have found it really is cheaper to keep a car competitive. In the Sportsman races I've followed (Mid-Atlantic Series), racing is far more competitive than any other class. It's not unusual to see all the qualifiers for the A Main with qualifying times only seconds apart. The Pan Class will probably be dropped because of the lack of available new cars. Pan cars may be given a weight advantage in

other classes.

Among other things on our list, we're reviewing the method of selection for the World's Championship team. We would like some guest articles from tech-type people (get ready, manufacturers), and we are planning a closer network between all the 1/8 scale assistants. If there are other pressing problems you see in your area, please let me know.

Make Noise & Blow Smoke!

BODY APPROVAL LIST

McAllister - 1/10 Scale
Outlaw T-Bird

J.G. Mfg. - 1/10 Scale
Outlaw T-Bird Wedge
Dart Body (Hotshot-Supershot)
Modified Pro-Tec

Pro Line - 1/10 Scale
Racing Buggy
Hardbody Truck
Baja Buggy

RPS - 1/10 Scale
RPS Yokomo SE

Parma - 1/8 Scale
Toyota GT
Lola
PB Lotus 80
Brabham BT 48

- 1/10 Scale
Desert Dog
The Sly One
'36 Ford
'69 Dodge Charger
Osella PA-9 Can Am
962 Porsche GTP
'86 NASCAR Monte Carlo
- 1/12 Scale
ASA Ford Mustang
'84 Corvette
M6A-1 McLaren
'86 NASCAR Monte Carlo

Bolink - 1/12 Scale
'34 Ford (Hot Rod)
- 1/10 Scale
'66 Mustang Fastback/
N.D.R.A. Firebird

MRP - 1/12 Scale
Lamborghini GTP

Desert Custom Works - 1/10
'87 ASA Camaro
'87 NDRA Camaro Wedge
'87 Monte Carlo Aero Fastback

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R.O.A.R. SANCTIONED EVENTS CALENDAR

Date	Level	Scale	Race	Club	Location	Phone
Feb 9-15	3	1/10	Florida Winter Races (name to follow)		Lutz, FL	
			RoadCourse, Trophies, Jackets to A & B Mains			Eric Gudger
Feb 15-22	3	1/8	Florida Winter Races (name to follow)		Ft Myers, FL	813-926-3983
			Road Course, Trophies			Gino Proia
June		1/12	Scale ROAR NATIONALS - Florida Electric Auto Racers - Mid to Late June		Orlando, FL	
July		1/10	Scale ROAR NATIONALS - PDQ Racing Atlanta, GA			
			During early July			
August		1/8	Scale ROAR NATIONALS -		Ft Lauderdale, FL	
			During August			

JA LEA CO.

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LETTER TO THE EDITOR

Dear Editor:

Having just completed a season of racing both 1/10 and 1/12 radio controlled cars, some observations on the expense of our sport seem to be in order. As I look at the price struc-

ture of fees connected with our sport, they seem, from personal experience, to be extremely high when compared to entry fees for model airplane and boat fees. I would think that the fees are related the fact that at the stock and production levels, the requirement that motors are distributed to all entrants. What if the only engines teched were those of the first three places in each Main. Those motors found to be legal after teching would be replaced at no cost and those found to be illegal

would not be replaced and the "cheater" disqualified. In my area a fee of \$25.00 to \$30.00 per class is not unusual. If nothing else, high and unnecessary fees will kill the sport. Fees of \$10.00 to \$15.00 would then be more in order and more reasonable.

Thank you,
Gaylor F. Saulsberry

(Editor's note: This is already done in some areas and club entry fees are usually around \$7 - \$8.)

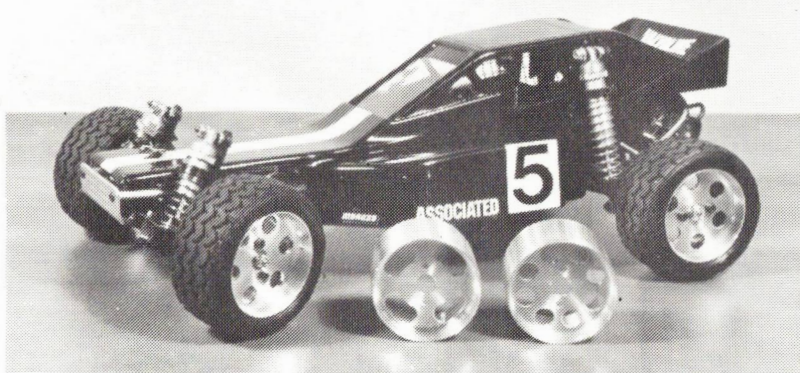
NEW — 1/10th Scale Universal Mini-Mags® & Hubs by ADVANCE
ALL of these wheels & tires will fit on ALL of your cars by using our NEW hubs!



Universal Mini-Mag Hubs are made for: Assoc., Bolink, Hirobo, Kyosho, Mugen, MRP, Tamiya & Yokomo cars. Full set \$9.95.



Universal Mini-Mags for Stock Tires are made in 2 styles & in 3 widths. All have 1 3/4 in. diam. rim X 3/4 in. wide \$27.95; 1 1/8 in. wide \$28.95; 1 1/2 in. wide \$29.95 per pair.



Universal Mini-Mags for Grand Prix Tires (fronts) are made in 2 styles - 2 1/8 diam. X 1 1/2 in. wide \$31.95 per pair.



Universal Mini-Mags for Hot Shot-type Tires are made in 2 styles and 2 widths. Fronts \$31.95; rears \$34.95 per pair.

GRAND PRIX TIRES FROM ADVANCE— ☐ **Grand Prix Tires** are 1/8th scale molded rubber tires with molded in fabric body available in Slick & 3 Street Treads.

■ Send \$1.00 for a complete Brochure ■ Dealer Inquiries Invited.

ADVANCE ENGINEERING & MFG. CO.

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(303) 687-2626

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AK, Anchorage Alaska R/C Off Road Racers Club Phone 205-322-8516	CA, Pomona Ranch Boys Racing Club Phone 714-623-1506	FL, Orlando Florida Electric Auto Racers Club Phone 305-273-4015	GA, Tucker Dixie Racers Club Phone 404-934-9199
AK, Anchorage A.R.O.A.R.A. Club Phone 907-345-3269	CA, Porterville Sierra Dirt Chargers Club Phone 209-784-0922	FL, Orlando Central Florida R.C. Auto Racers Club Phone 305-855-1146	GA Warner Robins 31088 I.C.A.R. (912) 929-2793
AL, Birmingham Magic City R/C Club Club Phone 205-987-8642	CA, San Jose California Auto Racers Club Phone 408-973-9622	FL, Orlando Lake Whipporwill Resort Speedway Club Phone 305-277-5075	HI, Honolulu R.C. Electric Car Club Club Phone 808-737-9582
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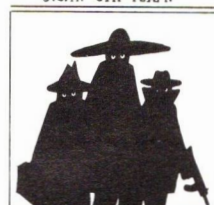
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By STEVE HUSTING



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Sat., Feb. 7: 9am - 10:00 pm - Practice
10am - 6:00 pm - 3 Qualifiers & Modified
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6pm - 6:30 pm - Concours
6:30pm - 9:30 pm - OPEN PRACTICE for Stock
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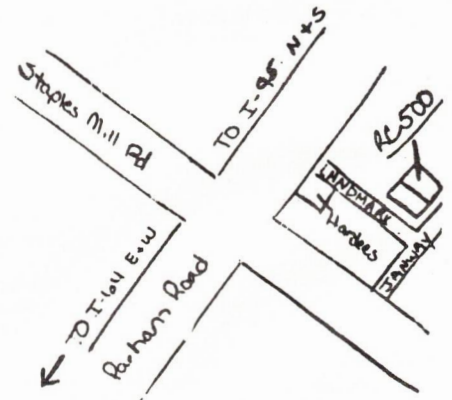
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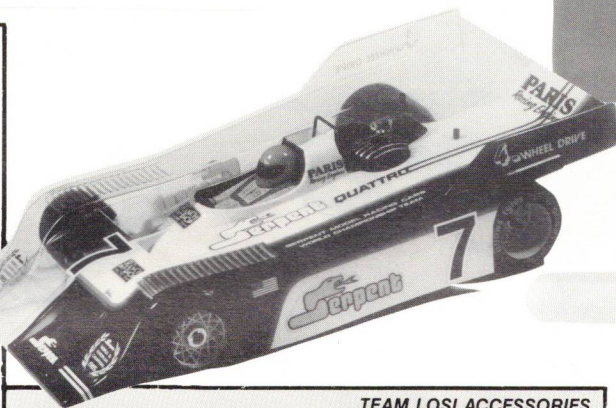




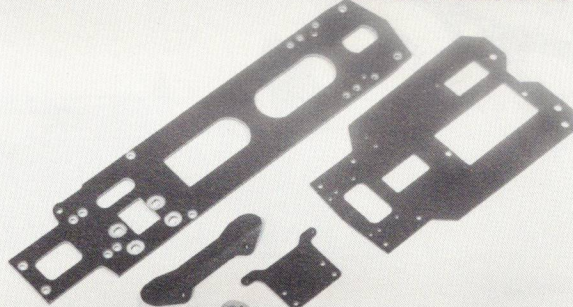
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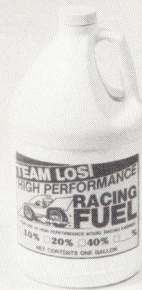


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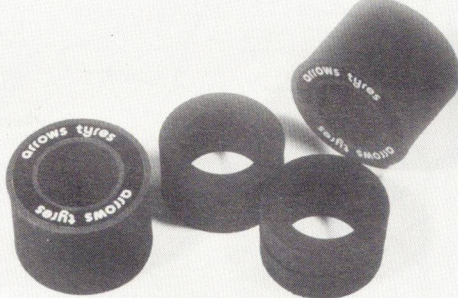
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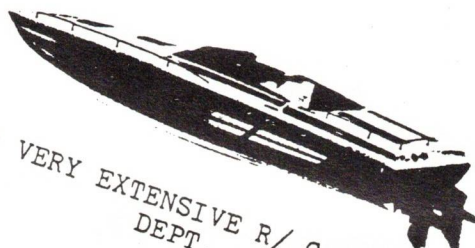
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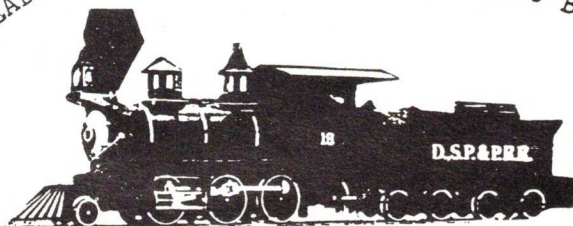
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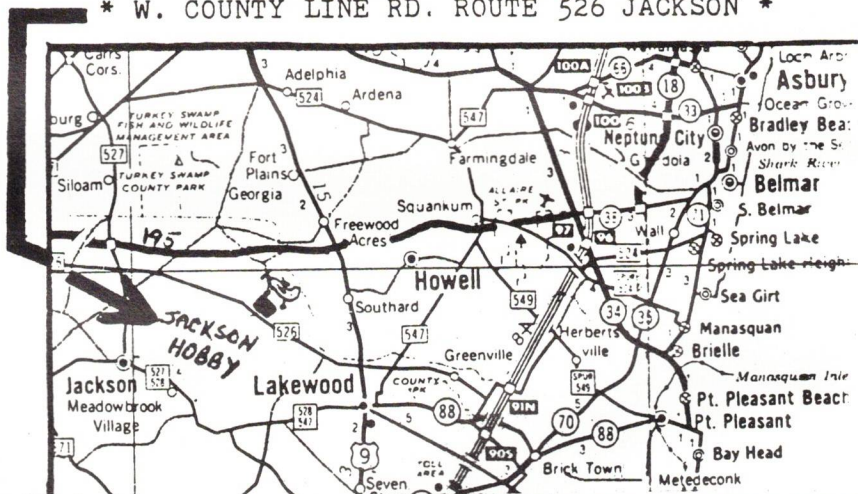
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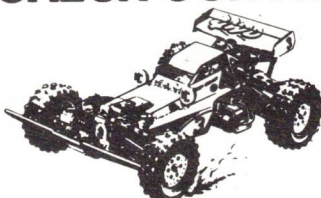
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Region 2

Activity in Region 2 continues as 1986 winds down and 1987 gears up. For February, the Winter Championships in 1/8th scale and 1/10th scale off road will get under way. Entry forms should be in this month's Rev-Up. Please contact the scale representative for further information. The First Coast Auto Racers of Jacksonville, FL will host the 1/10th scale Dirt Oval Region 2 Championship Race. An April date is planned. The flyer should be ready this month and will be in the March Rev-Up. In 1/12th scale, the Dixie Racers of Atlanta, GA will host the Region Championships over Labor Day weekend. More information will follow. There are plenty of race dates open for the aggressive clubs. The bids are needed now!

Enclosed in this issue is a list of the Region 2 Representatives. They will collect all race reports for publication in Rev-Up. Please, forward these reports to the appropriate representative. All sanctioned races should send a "short" report and race result information.

There are two representatives in the 1/10th scale. Jim Fuller will handle the on-road chores while Tom McFarland is responsible for the dirt activities. Denny Smith and Mike Morse will handle the respective 1/12th and 1/8th responsibilities. To help pull everything together, Jeff Davis will be the Representative-At-Large. Jeff is knowledgeable in all scales of racing. If you cannot get in touch with the appropriate representative, Jeff will be available to answer any questions. Jeff will also serve as the contact point in Region 2 for anyone wishing to use him as such. He and the other representatives are a big asset to our region. Use them as you see fit; but remember, they are volunteers and racers just like yourselves. Treat them like you would want to be treated.

On a more serious note, all ROAR clubs should strive to have their races sanctioned. This allows the out of town racer a better chance of finding the rules consistent between races. Without the sanction, differences in rule interpretation or changes from the flyer information can become a serious problem. The racers themselves must police and report to us immediately any problems they incur at these races.

To close out my report, I want to

welcome the following clubs to Region 2's growing list of Affiliated Clubs: the International City Auto Racers of Warner Robbins, GA; the Sarasota Race Car Club of Sarsota, FL; and the Brooksville RC Race Club of Brooksville, FL.

Happy New Year and good luck racing in 1987.

1/12 SCALE

by Denny Smith,
1/12 Scale Representative

For those of you who may not know me, my name is Denny Smith. I have raced 1/12th scale cars for three years while living in Florida and two years while living in the Atlanta area. Region 2 is one of the largest and most competitive region in the country. I intend to work with all the clubs, hobby shops, or other organizations who are interested in promoting R/C racing. If you have any questions or comments that I can help with, please do not hesitate to contact me. I will do my best to help in any way that I can.

I would like to hear from all club presidents as often as possible as to your schedule and who is winning at your local races. Any information I receive will be passed on to Rev-Up for publication.

While 1/12 scale is active all around Region 2, it seems to be most popular in Florida. I believe this is in part due to the success of the Florida 1/12 State Series. In an effort to build increased interest around the rest of the region, we are looking at promoting a similar series for those who find Florida too far to travel on a regular schedule. The series will hopefully consist of four to five races for both 1/12 and 1/10 scale asphalt road course cars. The bylaws and rules are being drawn up now and will be announced as soon as possible.

See you at the races.

Region 2 1/12 Championships

The Magic City R/C Car Club of Birmingham, AL, hosted the Region 2 1/12 Scale Championships. The track was opened for practice on Friday with three rounds of qualifying scheduled for Saturday. The remaining two rounds

of qualifying and the mains were to be held on Sunday.

On Friday afternoon, a surprising number of racers from every state in Region 2 plus even a few racers from New Orleans were on hand preparing their cars under darkening clouds. Despite the weather, all racers had a chance to dial their cars in with the promise of an exciting weekend of racing to follow.

Saturday morning dawned under cloudy skies. With the drivers' stand of the Magic City's permanent track located next to a bowling alley, it was sometimes hard to determine whether the rumbling in the background was thunder or simply someone rolling a strike. It proved to be strikes as the rains stayed away.

Perhaps the most surprising item of the weekend was the number of entrants in Sportsman. The Sportsman class had 43 racers while Modified fielded 20 entries.

While the number of racers in Modified may have been small, the qualifying was exciting. By Saturday evening, Ron Schuur of Atlanta, driving the new TRC PRO 12 car manufactured here in Region 2, showed everyone the fast line around the track with 37 laps. Jim Fuller of Orlando, FL, led the Sportsman with 34 laps.

Sunday morning the clouds were even thicker, but still no rain. Would the race be completed? The fourth round of qualifying started at 9:00 am. The Sportsman class was heating up with a new Top Qualifier every round. Jimbo Kinnett of Atlanta, the reigning Region 2 Sportsman Champion, moved ahead for TQ. Jim Fuller, Denny Smith, Rick Jordan, and Jerry Evans all chased Jimbo trying to dethrone him.

In Modified, Ron Schuur continued to dominate the field with Jimmy Simmons of Birmingham, Mike Burnette of Atlanta, Jeff Davis of Orlando, and Tate McDaniel of Charlotte, all battling for second.

Round 5 of qualifying started with everyone realizing this was to be their last chance to improve their positions. In Sportsman B qualifier, Jim Fuller tried to regain his TQ position but to no avail, as he had just a little too much traffic to contend with. Next up was the Sportsman A qualifier. Denny Smith, with the help of a front row grid start, took the early lead. Randy

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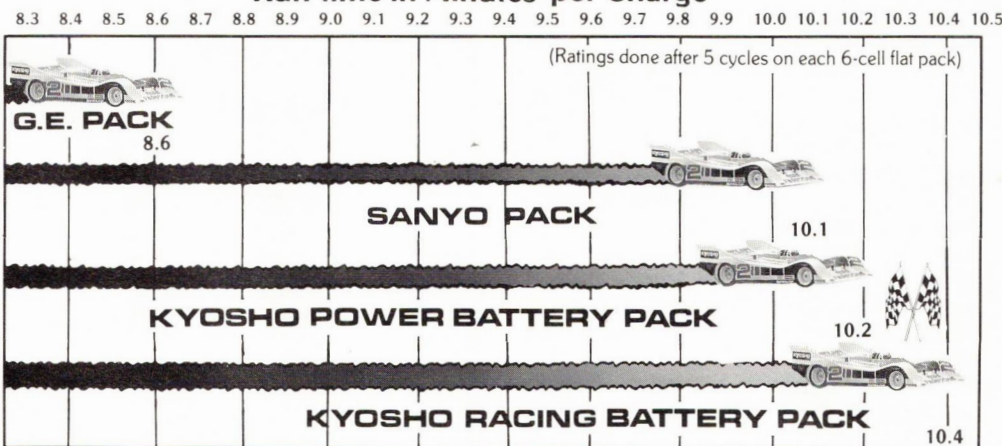
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Lab tests revealed that the new Kyosho Batteries have more actual capacity than all other non-Kyosho packs tested — even more than the standard Sanyo pack. Our tests were run using production-line packs after five

charge/discharge cycles (see chart for the actual results). The only pack that out-performed the new Kyosho Power Battery was the premier nicad, Kyosho's Racing Battery. It's clear, Kyosho is now the leader in electric model battery packs!

Region 2 cont.

Ashe, of Birmingham, proved he should be among the front runners as he stayed with the leader for many laps. Smith and Ashe, separated by no more than a few feet, pulled away from the field as everyone else ended up in the famous "First Turn Take Out". Jimbo Kinnett proceeded to make his move up through the field from his back row start. At the end of the race, on the last lap, Smith was leading but in trouble - he was out of tires and batteries. Kinnett, still running strong, was rapidly closing in for the kill. With three turns left, Jimbo was only 20 feet behind the leader. At the next to last turn, the separation was down to ten feet and closing. As the race ended, Smith barely rolled across the line with Kinnett less than three feet behind. This race proved to be critical as both drivers ran their best times of the race. TQ changed hands once again.

Up next was the final round of Modified. In A qualifier, Jimmy Simmons took an early lead followed by Mike Burnette. Ron Schuur, after a bad start, worked his way up through the field only to be hammered by another car. Schuur flipped over the wall, completely off the track. In the meantime, Simmons and Burnette battled for the lead with Davis in close pursuit. Burnette took the lead. Schuur, back on the track, moved up to third. Burnette scraped a corner allowing Simmons to move back into the lead and Schuur into second. Easily overpowering the field, Schuur quickly moved into the lead and left everyone else battling for second. With less than a minute left to race, a light drizzle started to fall. The race director correctly decided to try to finish the race. All drivers had to back out of the throttle slightly as the traction started to fade. At the finish, it was Schuur first over the finish line followed by Simmons, Burnette and Davis.

Soon the rains became steady. The race director decided to wait for an hour to see if the skies would clear. The light rain let up long enough for the host club to fire up their blowers in an effort to dry the track, then it would rain a little harder. It seemed that no matter how hard the Magic City club tried to dry the track, it was not to be. Finally, with the rains showing no signs of letting up, the race was called. The finish positions were posted by qualifying times.

Modified Class

A Main	Car/Motor
1 Ron Schuur	TRC/Trinity
2 Jimmy Simmons	TRC/Trinity
3 Mike Burnette	TRC/Trinity
4 Jeff Davis	TRC/Trinity
5 Tate McDaniel	TRC/TRC
6 Joe Manis	Parma/Parma
7 Johnny Bright	TRC/??????
8 Chuck Baader	TRC/Rev-Tech

B Main
1 Lee Muse
2 Rick Wynn
3 Sandy Strunk

Sportsman Class

A Main	Car
1 Denny Smith	TRC
2 Jimbo Kinnett	Delta
3 Jim Fuller	Delta
4 Randy Ashe	Delta
5 Rick Jordan	BoLINK
6 Jerry Evans	Delta
7 Tork MacCorkle	Delta
8 John Tupkelewise	Delta
9 Chet Ellis	TRC

B Main
1 Budde Wolfe
2 Paul Elliot
3 Ed Lackey

1st Place Best Paint - Ron
Benash of Winter Haven, FL
2nd Place Best Paint - Steve
Pitts of Atlanta, GA

1986 Birmingham Summer Championship Summer Series Race #6

On August 16th the Magic City R/C Car Club hosted the 3rd annual Birmingham Summer Championship. The race was held in the heart of downtown along

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Birmingham Green right in the city streets! This year two additional classes were added to the regular 1/12 scale class - 1/10th scale stock on-road, and 1/10th scale stock off-road, with the on-road class for cars without gear reduction and the off road class for cars with gear reduction.

There were 36 total entries among the 25 racers with many entering more than one class. The drivers came from 4 different states - Alabama, Georgia, Mississippi, and Tennessee. 14 came from Alabama with 5 each from Georgia and Mississippi, while 1 came from Tennessee.

After practice was over the concours competition was held for 1/10 and 1/12 scale. An interesting twist was used at this year's race as all judging was done by the crowd. After the 1/10th judging was completed it was determined that the red Porsche of David Wilson, from Jackson, MS, had won. Following the 1/12 judging Mike Clark, Hueytown, AL, was announced as the winner with his nicely detailed blue Mustang.

The most exciting race, so far, came in the 1st race of the 3rd round during the 1/10th off road run. Steve Bailey battled his way to the front but

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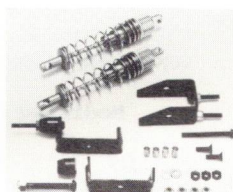
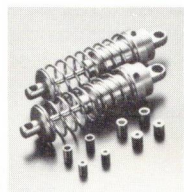
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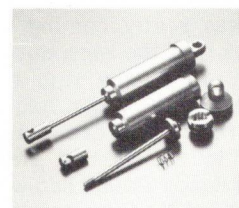
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- OP-32 Front/rear, fits UH-07 tires for Optima
- IP-10 Front-chromed, fits most Tamiya cars
- IP-20 Rear-chromed, fits most Tamiya cars
- IPG-10 Front-gold color plated, fits most Tamiya cars
- IPG-20 Rear-gold color plated, fits most Tamiya cars

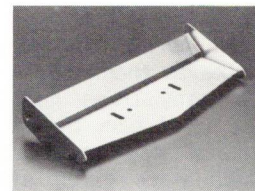
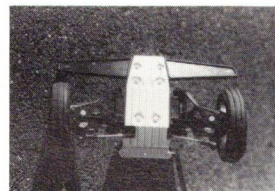
HD OIL DAMPERS: (outstanding performance)

- TH-8511 Front-fits Hornet, Grasshopper, Attack, Pajero
- TH-8513 Rear-fits Hornet
- TM-8411 Front-fits Frog, Lancia Rally, Subaru Brat
- TM-8414 Rear-fits Frog, Lancia Rally, Subaru Brat
- UH-05 Rear-fits HotShot
- UH-06 Front-fits HotShot
- UX-09 Rear-fits Fox
- UX-10 Front-fits Fox
- HR-01 Long-universal, fully adjustable (4" extended)
- HR-02 Short-universal, fully adjust. (2.75" extended)
- HR-03 Long-hard, springs set-fits HR-01
- HR-04 Long-soft, spring set-fits HR-01
- HR-05 Short-soft, spring set-fits HR-02
- HR-06 Damper mounts-aluminum for Optima
- HR-07 Competition, fully adjustable, damper set for Optima



BUMPERS, UNDER-GUARDS, WINGS: (improves protection & performance)

- UH-01 Front bumper for HotShot
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- OP-31 Adjustable wing set for Optima
- EX-05 Adjustable wing set for Fox
- EH-01 Front underguard for HotShot
- EX-01 Front underguard for Fox



NERF BARS: (anodized, lightweight aluminum)

- TM-8415 Fits Frog
- TH-8514 Fits Hornet

DAMPER OIL: (specially formulated)

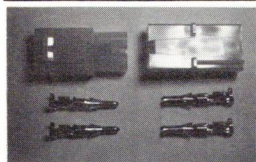
- TM-8401 SP30/SP50 one bottle each density

ANTI-ROLL BARS: (strong, lightweight)

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- UG-1000 Front-fits Progress, Gallop
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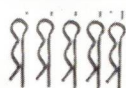
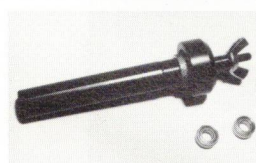


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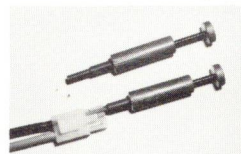
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same, single packed
single packed w/leads



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- 30540 CONVERSION CONNECTOR SET
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- 30030 BODY MOUNT COLLARS
- 30031 BALL LINK
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Region 2 cont.

could not shake his brother, Sonny. With 15 seconds to go Steve finally made a mistake allowing Sonny to move up to within a foot of his car. As the two RC10's went into the final turn, Sonny made a beautiful move to the inside and beat Steve to the line. Sonny turned in a nice 18/4.12.8 beating Steve by 1/10th of a second.

Before the next qualifier could be run, the clouds, which had threatened rain for the past hour, let loose a flood. Everyone scrambled for cover as the rain was really coming down! It was obvious that the race would have to be called off as the rain had really set in. Two full rounds had been run so the trophies were handed out according to the fastest time. This meant that Sandy Strunk had won his 2nd consecutive 1/12th Birmingham Summer Championship. Jerry Evans won the 10th on-road Championship and Steve Bailey won the 1/10th off-road Championship.

The Magic City racers and I would like to thank all of the out-of-town visitors plus all the local racers for participating. New friends were made, good times were had, and, except for the rain, it was a successful event. Next years race will be a two day affair at our permanent track. We would also like to thank our sponsor - the Birmingham Downtown Action Committee. And also thanks to the manufacturers who contributed the prizes which were given away and greatly appreciated by the racers: Twinn-K, CRP, MIP, and Autographics.

1/12 Modified

A Main	B Main
1 Sandy Strunk	1 John Corkern
2 Jimmy Simmons	2 Marcus Davis
3 Joe Manis	3 Richie Edwards

1/10 On-Road

A Main	B Main
1 Jerry Evans	1 Joe Manis
2 Jimmy Simmons	2 Chet Ellis
3 David Swearengen	3 Ann Ponder

1/10 Off Road

A Main
1 Steve Bailey
2 Sonny Bailey
3 David Wilson

Summer Series Final Results

Modified	Stock
1 Jimmy Simmons	1 Ann Ponder
2 Joe Manis	2 Mike Clark
3 David Swearengen	3 Gary Shaw
4 Bruce Ponder	4 Tim South
5 Randy Ash	5 Garry Waters

Florida State Series Race #4

Tampa, Florida

by Eric S. Gudger

The 1/12th scale racers in Florida were unusually keyed up for this race. Two months had passed since Miami, and the air was on fire with anticipation. There were no repeat winners in any of this year's races. All the top contenders were hoping that this would be their race.

The West Coast Radio Control Club prepared an excellent racing program. Club President Tom McFarland and Race Director Bernie Glassen Jr. put together a fast but challenging course. The speed and reaction time necessary to stay on the pace saw quite a few cars crashing the boards. Chassis and front-end components were at a premium. The need to go fast grew at an alarming rate.

Steve Whitney drove an excellent race for his first Sportsman win. With four races completed, there still remains no repeat winners in this class. In the points battle, things are beginning to heat up. Steve Krutsinger, Steve Whitney, and Eric Gudger all go to the final race in Orlando with a chance to finish second in the series. The battle for a champion in this class has already been

decided. Atlanta, Georgia's Denny Smith has emerged victorious. Denny has been consistently in the hunt at every race. His victory in the series is well deserved. Congratulations Denny Smith, the 1986 Florida State Series Sportsman Champion!!

Mike Burnette was the winner in the Modified class. He is now firmly in the driver's seat in the series point race. Jeff Davis is still in the points race, but he would need some help to beat Mike.

Thanks go to the WCRCC club for doing an excellent job in hosting their first Florida State Series race. Thanks also go to the Hillsborough Transit Authority for the use of their parking lot. And as always, special thanks goes to Autographics for their continued support of our series.

Modified Class

A Main	B Main
1 Mike Burnette	1 Duane Adams
2 Bob Wold	2 Art Scarvelli
3 Larry McLendon	3 Paul Knudsen

Sportsman Class

A Main	B Main
1 Steve Whitney	1 Randy Wells
2 Denny Smith	2 Chris Conner
3 Steve Krutsinger	3 Thom Corona

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LeMans model numbers are based on the motor's approximate run time (in seconds) using a fully charged 6-cell, 1200 mAh battery pack. The letter "S" stands for speed — these motors generate high rpm and are ideal for short-duration spring races. The letter "T" designates LeMans motors with high torque output — used on curvy tracks and off-road. Experience the racer's edge — install a LeMans Motor in your car!

LeMans Model 480G Gold Motor is the ultimate engine for 8-minute buggy races. It features an aluminum endbell for extra durability. (Rotor is wound with 4-strand wire.)

LeMans Model 480S is designed for 1/12 scale cars used on large oval tracks. It's slightly faster than model 480T.

LeMans Model 480T is a high-torque motor ideal for 1/12 scale cars which run on difficult tracks with lots of turns.

LeMans Model 240S has a short endurance (4-minutes) but very high rpm — for all-out sprinting.

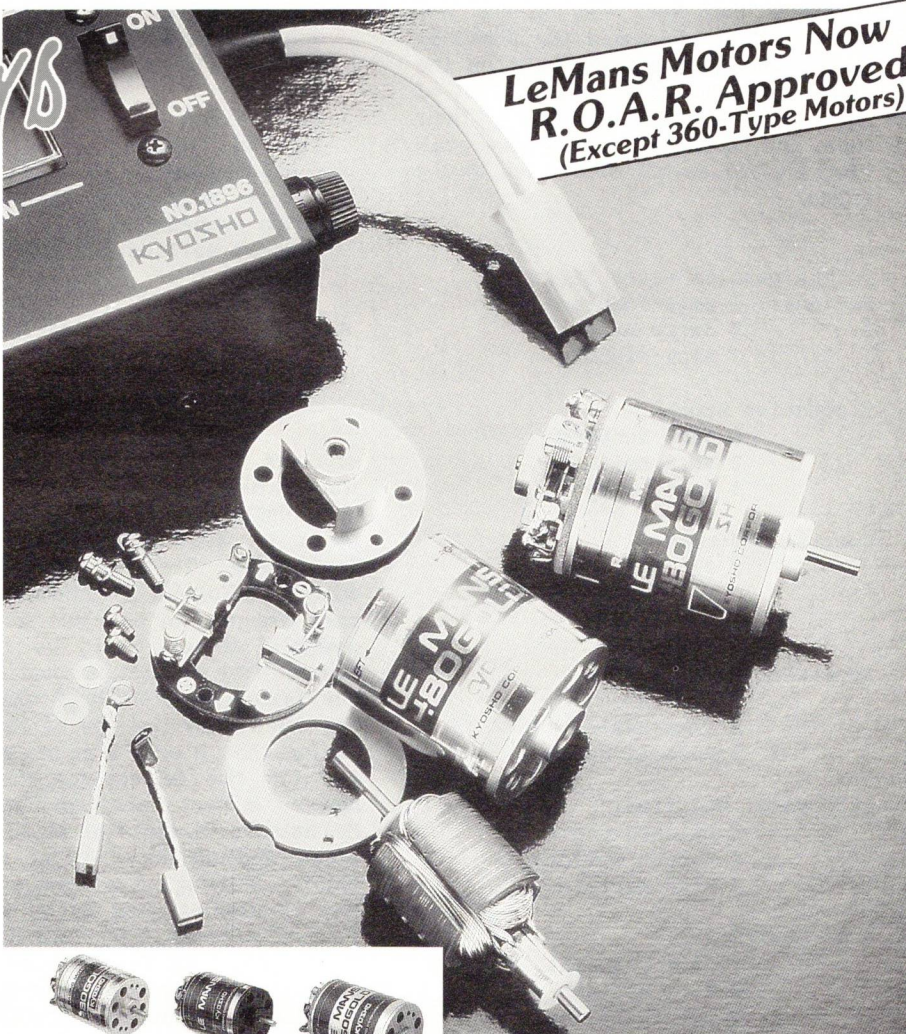
LeMans Model 240SB is designed for short-duration (4-minute) high-speed on-road racing. It generates lots of torque and cranks out unbelievable high rpm.

LeMans Model 600E is perfect for any electric off-road vehicle. It's highly efficient, has a long endurance time and more torque than a standard RS-540 motor.

LeMans Model 360G offers high rpm for tremendous speed on the straightaways and plenty of torque for great acceleration. The ultimate motor for off-road racing!

LeMans Model 360PT is extremely heavy-duty and built for strenuous off-road racing. Try one in your 1/10 scale car for tremendous performance.

LeMans Model 360ST is designed for 1/10 scale off-road buggies. Note: the 360ST does not feature ball bearings. Timing is not adjustable, but fixed at 15 degrees — the ideal setting for this motor.



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Region 2 Cont.

1/10 Dirt Racing

I would like to take this time to introduce myself. My name is Tom McFarland. My son, David, and I have been racing for just a short time. When Eric asked me to take this job, I was flattered but I told him I didn't think I was qualified, but he wanted someone who he felt was dedicated. So here I am. If you have any questions please call me after 7:00 PM and I will try my best to serve you.

Now for the reports: Anderson Competition Series Race - Anderson, SC. BoLink Raceway Park results; 6 race Series, best of 4 races count.

Brooksville Raceway, Brooksville, FL. This is a new track, and a new club. It is located on US 41 about 50 miles N of Tampa. It started as a "what if". A few racers were attending a race at another local track. Those were Jerry and Rita Burt, Lenord and Debbie Cooke and Vern and Joan Smith. It seems that Vern was on the fair board and all discussed the possibilities of having the track built on the fair's property. The rest is a lot of hard work and I attended one of their races and they have a very nice oval. Plans are for an off road track in the infield.

The results were: 25 racers

Beginner: 1 Bill Johnson
2 Jerry Radekin
3 Rick Nichols

Production Stock:

1 Zack Hubbard
2 Vern Smith Sr
3 Robby Clay

Sportsman Stock:

1 Jerome Talbert
2 Vern Smith Jr
3 Bob Talbert

Sportsman Modified:

1 Bill Mack
2 FrankPellegrino
3 Russell Kersey

Late Model Modified:

1 Leonard Cooke
2 Robert Holcomb
3 Mike Martain

4 WD Modified:

1 Rick Castline
2 Rick Martain
3 Robert Holcom

Big Bear: 1 Kevin Murdock
2 James Buck
3 Art Adkins

West Coast R/C Inc will be hosting the ROAR 1/10 Off Road Winterchamps. Make plans to attend this one.

That's all for this issue. Good luck in your racing and send me your club news and race reports or feel free to call them in to me.

BoLink Raceway Park

Dirt Oval Racing

End of Summer Series 1986

Open or Outlaw Class

1 Romie Lucas
2 Joel Mullins
3 Tyrone Austin

Production

1 Ray Johnson
2 Steve Pulliam
3 Hugh Jeffris
4 Donald Cork
5 Buck Johnson

6 Cell Modified

1 Rick Jordan
2 Mike Dooley
3 David Franklin
4 Bob Williams

Super Stock

1 David Roderick
2 Steve Rule
3 Roger Hollingsworth
4 Ken Ashbaugh
5 Nancy Mullins

Anderson Competition Series Race

Anderson, South Carolina

by Nancy Sanford

As the drivers arrived at the track Saturday, Sept 27th they knew the upcoming races marked the half-way point of the Anderson Competition Series race. The series race (sponsored by BNS Hobbies of Anderson, SC) had been designed to be close so that the overall winner could be from the slowest 2wd Production class driver to the fastest 4wd Modified driver. No one knew. By the end of that nights racing though only 8 points separated the top two drivers for the overall honors. In first place was James Pace, Sr entered in the 4wd Modified Oval class driving an Optima with 852 points. Putting on a strong challenge was 12 year old Rod Burton driving a Fox and entered in the 2wd Production Oval class. As that evening finished all of the 55 drivers entered knew that anything could happen and the outcome was far from being determined.

Anderson may be a small town by number but it is big on enthusiasm and competition. The series is open to

anyone, but 3 major local clubs are strongly represented with each hoping to claim the most winners. Clubs represented are from Anderson, Greenville and Greer, SC. The track, owned by BNS Hobbies, is located on South State Road 187 a short distance from beautiful Lake Hartwell. One of the most enjoyable things about this track is that it is on 4 acres of land covered with towering pecan and oak trees. An added feature at the track is a wheelchair ramp on the drivers stand so that all drivers can participate.

As the race nears completion the drivers will be jockeying for position in hopes of receiving one of the prizes to be awarded for first thru third place in each class as well as the overall which is the one person earning the most points in a single class.

If you would like more information about racing in the upstate South Carolina area contact Nancy or Bob at 803-224-8591. As always, good luck, good racing and God bless.

Hello Region #2:

My name is Jeff Davis. Somehow in a weak moment I was appointed your new Representative-At-Large.

I have been involved in 1/12 and 1/10 scale racing for a little over two years. The first year I was employed at one of the local hobby shops here in Orlando, Florida. The second year, and to date, I am employed at Compositecraft (D & D Graphite) where I make graphite model car parts and spend a lot of time doing R & D work on new products. I am an active member and President of the Florida Electric Auto Racers, the local 1/12 scale club.

Prior to racing cars, I flew and raced R/C airplanes for approximately 10 years. So my experience in the hobby industry goes back a few years.

I hope to serve Region 2 to the best of my abilities in 1987. Please feel free to write or call with any problems or questions you may have, I'll be happy to help.

DEALERS

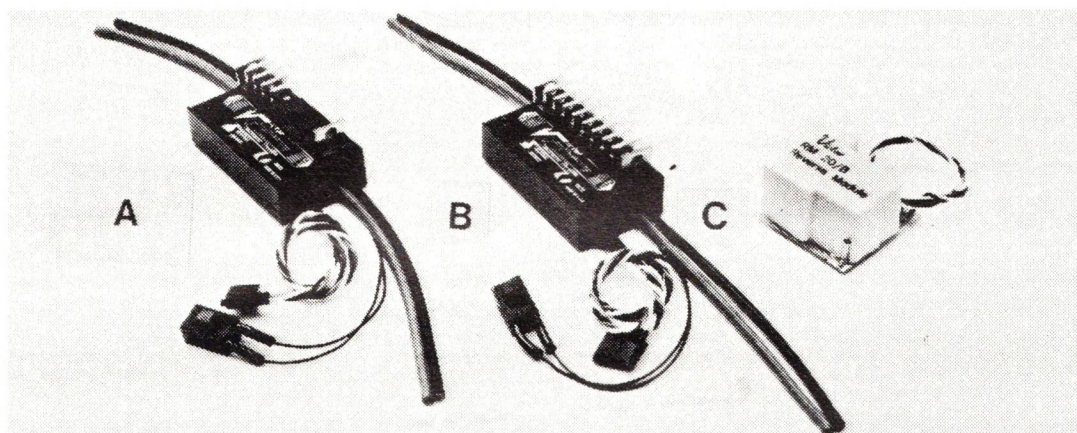
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VIC-2	B	Super Efficient	typ. 0.006 V/A	4 to 10	160 Amp	1.3 oz.	1 x 1.9 x .5	\$119.95
VIC-3	A	Extremely Efficient	typ. 0.004 V/A	4 to 10	160 Amp	1.0 oz.	1 x 1.9 x .5	\$139.95
VIC-4	B	Ultra Efficient	typ. 0.002 V/A	4 to 10	300 Amp	1.3 oz.	1 x 1.9 x .5	\$179.95
RM-20/B	C	Optional Reverse Module	0	4 to 10	80 Amp	0.9 oz.	1 x 1 x 1	\$ 29.95

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Region 3

As you can see by the masthead there are two new scale representatives. Welcome aboard Steve and Dennis. If you have questions about the scale you race, try contacting me or one of the above people who should be able to help you through your problem.

As you will see most outdoor seasons have come to an end and indoor racing will be in full swing by the time you read this.

I have had requests to hold the 1/12 indoor Region 3 race and the 1/10 off road race. If any other clubs want to host a region race in the 1987 season please contact me as soon as possible so we can advertise the race well in advance.

1/8 Scale Racing

I received the following 1986 season points standing of a best 7 out of 10 race series from the 1/8th racers of Toledo, Ohio.

1 Ned	Serp 4WD	700 pts
2 Joe	MRP Pan	681
3 Marvin	Serp 4WD	676
4 John	Serp 4WD	676
5 Tweet	Serp 4WD	632
6 Rip	Assoc Sus	622
7 Herb	Assoc Sus	618
8 Rick	SG 4WD	616
9 Cliff	PB Sus	600
10 Chet	Assoc 4WD	600

The Midwest Race #6 was run in Detroit and was also run as the Region 3 Championship. I am sorry I couldn't make the race, but had other commitments. I hate to think 1/8th racing is fading, but when I see only 28 racers at a Region race I get worried. Hopefully next year will show an upturn as I have seen some new people. Speaking of new people, we will have a new Series Director for 1987; Marty Runge, 5108 Victoria Ave., Middletown, Ohio 45044, 513-5425-6920.

The final results of the Midwest Series and the Region race are listed below.

Pan Class

Jeff Leckron	394 pts
Bob Paradis	376
Tony Gagliardo	375
Al Rovel	373
Barb Pipchok	362

Mike Ross	327
Roy Moody	187
Mark Parus	186
Diane Moody	159
Wayne Hoover	96

4 Wheel Drive Class

Rich Potempa	392
Larry Martin	378
Dale Smith	376
Lou Przybyla	366
Bob Leckron	361
Steve Lazarus	317
Jim Blaha	301
Mike Saputo	268
John Druskinis	185
Brad Hoehn	173

2 Wheel Drive Class

Jim Przybyla	387
Jim Boehmer	379
Marty Runge	377
Mike Melendy	372
Murray Pipchok	351
Mike Mantia	346
Jerry Argalas	334
Stuart Kay	329
Vic Valderrama	290
Kevin VanPelt	259

Region 3 1/8 Championships

Pan Class	
Jeff Leckron	75 22:37.5 *
Al Rovel	75 23:00.6
Bob Appelle	75 24:27.6
Mark Parus	73 24:42.0
Greg Birch	71 24:52.7
Mike Ross	58 24:58.2
Bob Paradis	13 3:56.1
"Pan Pando"	DNS

2WD A Main	
Jim Przybyla	75 20:23.1 *
Kevin VanPelt	75 21:51.1
Stuart Kay	75 22:19.9
Ken Francisco	75 23:01.1
Brad Makaric	19 5:21.7
Marty Runge	11 4:06.0

2WD B Main	
Barry Markaric	75 23:56.6
Greg Mason	75 24:32.5
Vic Valderrama	72
Mike Mantia	68
Jerry Holloway	66
Dennis Harris	DNS

4WD Main	
Larry Martin	75 19:41.6 *
Bob Leckron	75 19:42.3
Dale Smith	75 19:59.0
Rich Potempa	75 20:01.0
Dennis Harris	75 20:40.9
Mike Saputo	65 20:19.7
Lou Przybyla	22 8:55.2
Steve Lazarus	DNS

ROAR Region II Champs for 1986 *

The Cleveland RCCC final point standings for their 1/8th sprint cars run at Sleepy Hollow are as follows.

1 Bob Baker	600
2 Marty Waldhelm	519
3 Bob Rexrode	494
4 Rick Fox	464
5 Gary Waldhelm	453
6 John Cary	194
7 Rick Bryant	183
8 Ken Russel	148
9 Tony Augusta	120
10 Jim Morrison	59
11 Don Smolik	52

The Chicago R C Club has also finished their gas series using Stock car bodies with the following results. Using Stocker bodies must be a kick for the spectators.

Suspension Class

1 G Zielinski	114
2 M Melendy	110
3 J Boehmer	108
4 G Argalas	72
5 M Pipchok	69
6 B Davis	66
7 J Mabus	62
8 S Lazarus	60
9 V Valderama	32
10 M Mantia	32
11 R Carter	12
12 G Anderson	20
13 R Stuchel	12
14 J futel	0

Pan Class

1 A Rovel	111
2 R Moody	82
3 D Moody	77
4 B Pipchok	77
5 T Gagliardo	55
6 M Dinelli	46
7 T Shafer	46
8 R Stuchel	46
9 D Kryszak	30
10 D Meade	18

Region 3 cont.

This last race report was sent in by Martin Runge and was put on by the Tri State RC Auto Racers.

The first major race held by Region Three's newest 1/8th scale gas club was a success, with an excellent turnout in spite of inclement weather. Saturday's activities were completely rained out and the races Sunday were shortened to 100 laps.

This first annual event was held as a stepping stone for the Midwest Series race to be hosted by the TSRCAR club in 1987.

Trophy winners in each class were:

4wd Open

- 1 Dale Smith - Indianapolis, IN
- 2 Marty Runge - Middletown, OH
- 3 Steve Lazarus - Chicago, IL

2wd Open

- 1 Marty Runge - Middletown, OH
- 2 Mike Ross - Independence, KY
- 3 Rich Rosenburg - Cincinnati, OH

Superstock

- 1 Bart Dinardo - Middletown, OH
- 2 Rick Dearth - Carlisle, OH
- 3 Mike Ross - Independence, KY

Novice

- 1 Doug Koeller - Cincinnati, OH
- 2 Rich Rosenburg - Cincinnati, OH
- 3 Jerry Brugger - Erlanger, KY

Club members are looking forward to hosting this race again next year, in addition to a Midwest Series race. For more information about the club or our local 1/8th scale on and off road racing schedule contact: Martin Runge, 513-425-6920 or Mike Ross 606-283-2329.



Winners from the 1st major 1/8 race held by the Tri-State Auto Racers in Cincinnati, OH, October 25-26.

1/10 Scale Racing

We ran something new September 20th in Detroit. It was the first-ever Region 1/10th on road race. There were 13 drivers entered. The rules were simple, any .05 motor, 6 cells, and 5 minute races.

A Main	Chassis/Laps/Time
J C Rotruck	Bolink/17/5:07.7
John Huron	Bolink/16/5:08.9
Don Deutsch	Bolink/15/5:17.2
Paul Morack	Tamiya/15/5:20.8
A J Leonardo	Bolink/14/5:14.1
James Graham	Bolink/12/5:44.1

B Main	
Jerry Stocking	Bolink/13/5:00.4
Jack Judson	???? /13/5:13.0
Frank Adragwa	Assoc /12/4:59.6
Nate Weldon	Tamiya/10/5:05.5
Mark Anderson	Tamiya/10/5:38.9
James Farington	Bolink/3/1:50.1
Jim Hoffman	Bolink/---/DNS

The Cleveland RCCC ran 1/10th Oval races in conjunction with the 1/8th Sprint cars. Their final standings show 20 drivers had raced in one event or more. The top 10 drivers are as follows.

Tony Augusta	544
John VanHuss	524
John Bird	466
Dick Bird	456
Mike Kaska	345
Scott Jones	320
Tony Brickner	294
A. Augusta Jr	222
Ken Lette	197
Roger Zavoda	169

The CRCCC also ran 1/10th on road races on alternate weekends, but only had 11 different entries. The final standings:

Tony Brickner	871
Don Deutsch	774
Scott Jones	673
John Desborough	446
Chuck Tidd	371
Jeff Juckiewicz	274
Anthony Augusta Jr	156
Roger Zavoda	132
Jason Zavoda	118
Dick Bird	40
John Bird	40

A new club (to me) S E Michigan ROCC has sent me their newsletter and some race results. When their outdoor season is over they state they will race indoors on carpet. The top 10 drivers in the SEMROCC outdoor season are as follows.

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Region 3 Cont.

1 Glen Williams	320
2 Mike Eckstein	318
3 Jim Gibbs	282
4 Kevin Smith	265
5 John Thawley	246
6 Mike Schuster	240
7 Kerry Bishop	238
8 Karl Schuneman	226
9 Gary Bishop	206
10 Larry Behme	202

Don Meade sent me a lengthy article about the Region 3 off road Champs, which is way too long for space this issue. The race was hosted by JOROCC and sponsored by Al's Hobby Shop. There were 189 racers who entered before the close out, which is something we will have to think about for next years race. Don noted that Trinity motors TQ'd all four classes, and won all four classes. Autographics donated the numbers for all to use, thank you. Al's Hobby sponsored the trophies and there was a good supply of give-away items donated by various manufacturers, thanks again. A list of some of the main events is below.

2WD Stock A Main

1 Carl Christy	6 Jim Baugh
2 Walt Stemens	7 Bernie Hoogstra
3 Ken Pepe	8 Ray Weast
4 Ralph Duncan	9 Louis Quintaro
5 Mike Weast	10 Jim Hoffman

B Main C Main

1 Karl Staelin	1 Moose
2 Kevin Yott	2 Phil Sroka
3 Doug DuBois	3 Ron Ewald

4WD Stock

1 Lee Morrison	6 Ron Ewald
2 Bob Stewart	7 Robert Green
3 Mark Davis	8 Paul Fracias
4 Al DeYoung	9 Bob Thompson
5 John Kenny	10 Jeff Reuland

B Main	C Main
1 Milo Yglesias	1 Maurie Misner
2 Bob Oaks	2 Dom Gagliano
3 Cary Feldman	3 Gary Adams

2WD Modified A Main

1 James Dieter	6 Carl Christy
2 Don-Don Jones	7 Ray Weast
3 Walt Siemens	8 Jim Baugh
4 Dan Louis	9 Jim Hoffman
5 Ken Pepe	10 John Koonce

B Main	C Main
1 Don Meade	1 Mike Weast
2 Louis Quintaro	2 Lee Ashby
3 Greg Brown	3 Lance Majewski

4WD Modified A Main

1 James Dieter	6 Don Meade
2 Lee Morrison	7 Jeff Carter
3 Don-Don Jones	8 Bob Stewart
4 Dan Louis	9 John Koonce
5 Brian Fields	10 Louis Quintaro

1/12 Scale Racing

The Cleveland RCCC finished their outdoor series and has started their indoor series. The outdoor series had 17 active racers and the top ten finishers are as follows.

1 Marty Waldhelm	938
2 Bob Baker	912
3 Dan Baker	748
4 Scott Baker	705
5 Don Smolik	660
6 Gary Waldhelm	644
7 Mike Kaska	593
8 Jeff Lewis	553
9 Rich Swaney	430
10 Tony Augusta	335

Their indoor schedule is as follows: Jan 11-25, Feb 8-22, March 8-22, and April 5. If you would like location information contact Tony Augusta at Tony's Hobby Shop, 216-585-1349.

NORCAR has started their indoor season on October 12th. The Oct 26th race had about 90 entries which caused the race to end at 8:30 PM. Due to the late hour it was decided to eliminate the round of controlled practice for the next race. This race was on Nov. 2nd and there were approx 80 racers present. With the new format they were done by 6:30 PM, which was great when compared to 8:30 PM.

The following is the first contribution by Dennis Moscatelli your new 1/12th scale representative.

First I would like to thank Donald Deutsch for the chance to represent Region 3 as the 1/12 scale representative. It is a position that I thought I would never have the qualifications to fill this position, but I will work very hard for the sake of ROAR and its members.

Since my home is in a suburb northwest of Chicago, it is natural that much of the news I hear about is from this area. But not all that is happening in Region 3 is in and around Chicago and Cleveland.

For example, on October 3 and 4 there was a race in Quincy, IL at the R & R Raceway called the Trinity Fall Warm Up. It is a facility that is the best I have ever been to. A 1/12 track and an indoor 1/10 track with a 6 foot drivers stand in the middle. The parts department is well equipped and Roy

Weast is very accomodating. Jim Dieter ended up winning both Stock and Modified. Good luck Roy on your new shop.

Around the Chicago area all the indoor clubs are in full swing. The first of the Midwest Series Showdown II (an 8 race series between four clubs, NIROCC, Wings n' Things, CORRA and SSRCCC) will be at NIROCC in Carpentersville, IL. Over 100 drivers are expected at each race. Last years Midwest Series Showdown I winner was James Hoffman. But this year it looks like it will end up being a battle between Tyree Phillips and James Dieter.

It is a very exciting and competitive series, aimed at promoting healthy competition, family involvement and club racers participating and traveling to other club races. We want to make Region 3 strong and aggressive, and to serve notice to all the other regions that there is more than one region that can contend for a Championship.

I would also like to take this opportunity to extend the invitation to call me any time someone has a question. I will make myself available as much as humanly possible and if I don't have the answer to your questions, I will get it for you. Also call if you have information for other members or opinions. In order for ROAR to be in touch with its members, the members need a person to speak to, and that is what I am here for.

If any club is interested in hosting the indoor Region 3 race this year, please call Don Deutsch and have him mail you an application. Do this now as he needs time to decide on the hosting club soon.

The 1/12th Region race was held in Detroit at the same time as 1/10th race. This was a Modified only race and was run with 5 minute races. Since this is not in accordance to ROAR rules it will not be sanctioned again. There were 25 racers present. The main finishes are below, Dave Hechler is this years champ.

A Main	Chassis/Laps/Time
Dave Hechler	TRC 19 5:00.7
Chris Butcher	TRC 19 5:10.8
Bud Bartos	TRC 19 5:13.8
Brad Makaric	??? 18 5:04.2
John Huron	Bolink 17 5:14.2
Carl Christy	Bolink 17 5:02.6
Chris Doseck	Delta 17 5:12.0
Jim Hoffman	Bolink 17 5:16.4

B Main	
Dennis Harris	Assoc 16 5:04.3
Ken Francisco	Assoc 16 5:05.7
Joe Lawrence	Assoc 16 5:07.1

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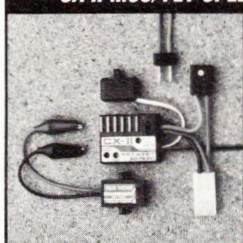
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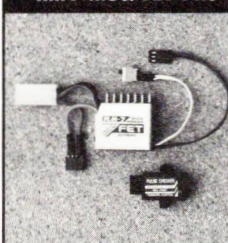


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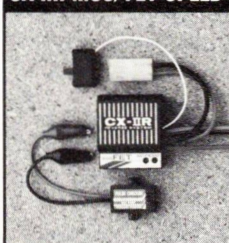


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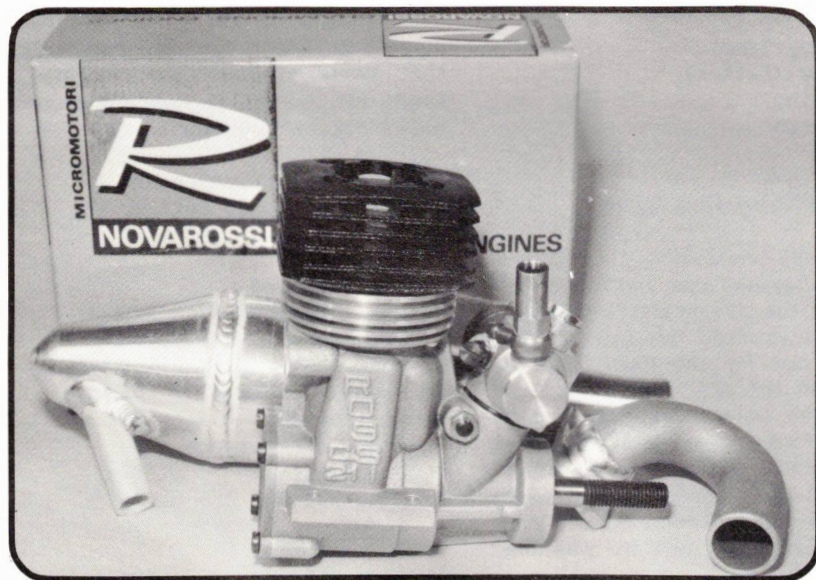
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Region 4

The best way to start off my first column in Rev-Up is for myself and the rest of Region 4 to give a big **thank You** to our outgoing director, Marlene Sanders. Marlene did a super job to make this the best Region in ROAR and with your help I hope to continue to do the same.

Before we get to the reports I would like to thank you for voting for me as your director and tell you a little about myself.

I have been a member of ROAR since 1981 and I actively race 1/12 scale in the Beaumont and Houston area. I am one of the organizers and President of the Golden Triangle R/C Roadracers and you may have read some of my race reports in this column before.

Now we get to the fun! What you read in this column will be written by you! I know that we have almost the largest number of members in any region of ROAR and racing from any corner of our region you can name so let's tell the world about how much fun we're having. My address and phone numbers are above so let's hear from you!

As of this Rev-Up I am accepting written requests for 1/12, 1/10 and 1/8 Regional Championship race bids for 1987. I have confirmed the appointments of the Region 4 Reps, 1/18 scale, Lee Chapin; North 1/10 scale, Micheal Kingery and 1/12 scale, Mike Hamilton. I am looking for a Southern 1/10 scale rep. so all interested racers send me a resume. By now you should have renewed your membership for 1987. All clubs and tracks should be affiliated with ROAR and working hard on your racing schedule. Don't forget to apply for your ROAR sanctions.

I have learned of a new hobby shop with a 1/12 scale indoor carpet track in the Fort Worth-Dallas area. The Eagle Hobby Center, located at 3601 Shephard, Balch Springs, TX, phone 214-557-5290. Would like to hear from the racers in that area and I hear talk of a big indoor carpet race soon, more on that later, I hope.

I made it over to Houston for the Region 4 1/8 Championship race for Sunday only September 28th. They had a good day of qualifying on Saturday but mother nature, read as rain, took out the mains on Sunday. Best I can recall Francisco Saenz was 4wd Champion and Scott Ferguson was 2wd Champion, based

on qualifying times.

I got a little info on the Gas Blast held in October by the NMRCRC. Jim Turner, driving a Delta, took 1st place in the A Main 4wd 6 laps up on 2nd place Heinz Meyer (Serpent) with Barry Grossenbacher 1 lap back of Heinz for 3rd. I think Barry was TQ for the event. A Main 2wd was won by Jerry Weaver with Lee Chapin taking 2nd and Bob Mechlenburg 3rd. I think Lee will have a full report later.

Up in Dallas the RCRC of Dallas finished their 1/8 gas series with Joe Sullivan being 1st, Heinz Meyer 2nd and Francisco Saenz 3rd.

We have reports from Lee, Michael, Joe Sullivan and me, so for now... "There's more fun in store if you race in Region Four!"

Dallas Twelfth Scalers

1/12 Season Points Standings

1/12 Stock	1/12 Super Stock
1 Tom Pajot	1 Lee Thomas
2 Marvin Fletcher	2 Marvin Fletcher
3 Kyle Beasley	3 Joe Sullivan
4 Clayton Sanches	4 Bob Finley
5 Mike Finley	5 Ron Moore

1/10 Scale

1 Mike Finley (son)
2 Bob Finley (father)
3 Jeff Whiting
4 Joe Sullivan

Tyler/Grapevine Series

The last race for the Tyler/Grapevine Series was held in mid September at the Grapevine race track. Nice weather greeted the few drivers that turned out for the final race of the series, on the off road track.

With the points race for series trophy positions close qualifying was very tough and exciting. In Modified Todd Fox was the clearcut fastest with a run of 11.5 laps. Second fastest was Bill Fagan with 10.4, and third was Joe Hitzfeld with his 10.2.

In Stock class it was again Todd Fox (that name gets very familiar) with a run of 11.5, identical to his Modified qualifying. Second in Stock was Mike Kingery with a run of 10.7, and Blake Kretz was third with a 10.3.

In the Modified Main Todd Fox and Bill Fagan battled for the lead

throughout the first half of the race until Todd took over for the victory. Bill finished second, with Greg Tanner coming home in third.

In the Stock B Main Joe Hitzfeld took the victory over Dustin Williams and Russ Richie. In the A Main Todd Fox took the early lead and ran away with the win. The others had problems with traffic and could not catch Todd. Finishing second was Blake Kretz with Mike Kingery coming home third.

The plaque for series champion in the Modified class went to Mike Kingery. Greg Tanner ran well in Modified to finish second in points.

In Stock class there were plaques for first through fourth, and it came down to 1 point for the last plaque. Mike Kingery also took first overall in Stock class with one victory, two seconds, and one third, all in A Mains. Second place overall went to Lynn Cromer who had a third, two fourths, and a seventh in A Mains. Third place was Blake Kretz who had A Main runs of second, fifth, fifth, and a B Main victory. And squeaking out fourth was Virgil Gonzales who had two 6th place A Main runs, and a first and second in B Mains.

Thanks to everyone that participated in the races, especially those that ventured from the confines of their own tracks to race on someone else's "home" turf (or dirt).

1986 Tyler/Grapevine Championship Series (Top 15)

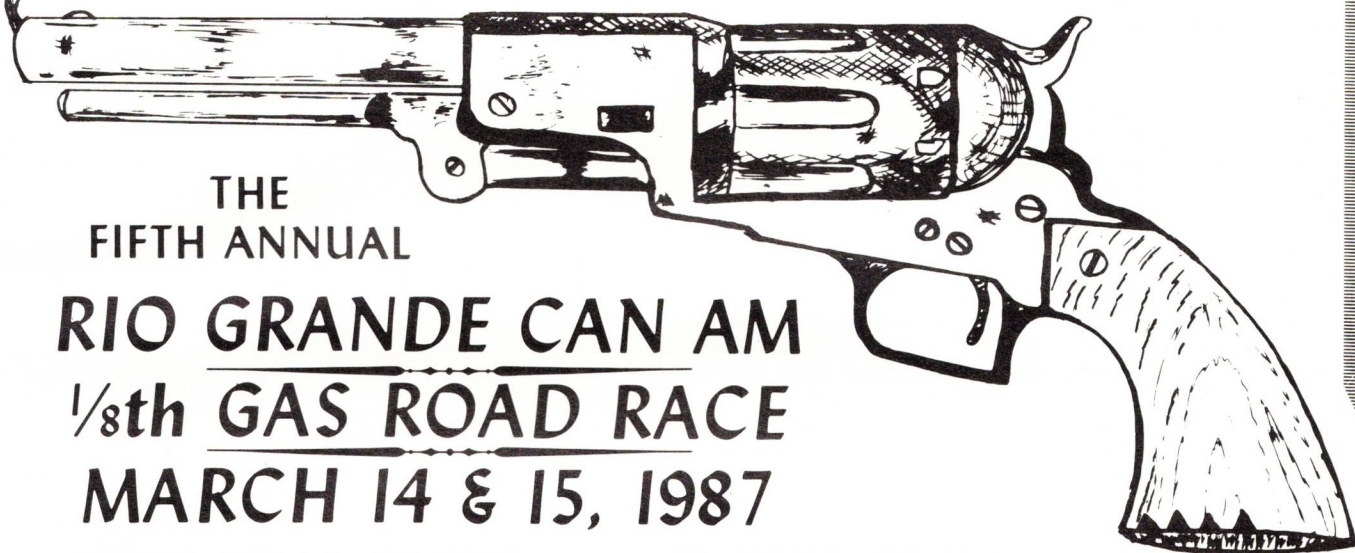
Modified

1 Mike Kingery	300
2 Greg Tanner	296
3 Todd Fox	100
4 Fred Wasinger	99
Bill Fagan	99
6 Richard Lawrence	98
7 Joe Hitzfeld	97
8 Mike Reeves	96

Stock

1 Mike Kingery	396
2 Lynn Cromer	386
3 Blake Kretz	383
4 Virgil Gonzales	376
5 Martin Mattox	375
6 Joe Hitzfeld	284
7 Chris Tanner	275
8 Carl Hockett	272
9 Eddie Daniels	199

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Circle each class entered: 4WD 2WD Pan

Region 4 cont.

10 John Lawrence	192
11 Tim Barnaby	188
12 Todd Kyser	178
Kenneth Cromer	178
14 Todd Fox	100
15 Bill Fagan	96

Report from El Paso

by Lee Chapin

First things, first. Welcome to Don Lyons - the new Region Four Director. And thanks to Marty Sanders for the tons of time and effort she put in to do a good job. Region four is growing by leaps and bounds - even in gas. Houston and Dallas are making their presence felt - Dallas sent a good contingent to Albuquerque's "Gas Blast" (I don't have all the results yet, but it was an excellent race. Well worth waiting to hear about). And the NMRCRCC has been very strong this past year. El Paso is recovering from more than half its members moving away or going midget racing in 1985. About 10 we can count on for each race.

Where else is gas running? Let me know - we'll get the word around. Send your reports to Don or myself. Don't let the comments in the November issue of Rev-Up stop your reporting. Don or I will condense them somehow and get you some mention. Let us know what you are doing and allow plenty of lead time.

As I mentioned, I'm still waiting for final results from The Gas Blast in Albuquerque, but I can say that the Blast was a Bang-up! event. Racers from Dallas, Missouri, Colorado (Yes, they race gas in Colorado - at Hot Lap Hobbies in Denver), Phoenix, El Paso, and, of course, Albuquerque. Very good racing with the trophies (Fine silk screened jackets) spread about equally between all the cities. Look for a better report later.

All I've heard about the Region 4 Championships is rain. Don says he was there and perhaps he'll have more. El Paso can sympathize with that after two unsuccessful attempts to put on a big race in January.

This brings me to some unfinished business that has never fitted into previous reports. The Rio Grande Racers completed their Winter/Spring Rio Grande Series the Series Champion was Bob Blum with his Cook Eagle. Bob is doing a good job as the President of the Rio Grande Racers. Number two spot was Jerry Roberts driving an RC 500. Third place was captured by Rob Blum (Bob's son) by winning the last race of the Series. Good work by all of them.

The Sixth Annual El Paso Can Am

This race is traditionally on the Labor Day weekend and this year that was the date chosen for the Nationals. Not much we could do but try a week earlier. Still had a decent race, but we know of many who couldn't make both. Thanks to Chuck Wiggins who DID stop by on his way to California.

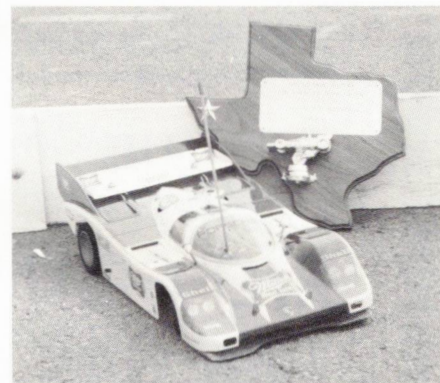
Frank Barron opened the proceedings by winning the Concours d'Elegance. A good way for him to end his "retirement". Top Qualifier in the 4wd class was Lil Phil Shew with his Serpent. 2nd Top Qualifier was Jerry Roberts driving an RC 500. Lot's of time for qualifying and practice for everyone.

To allow some time between races, the first one off was the 4wd A Main - just six cars - two Serpents, two RC 500's and two Cook Cobras. Chuck Wiggins gave Lil Phil a battle for awhile, but then dropped out. Lil Phil went on to win with Jerry Roberts second and Danny Alvarado, Jr., third.

The 2wd B Main had some very close times and it turned out they were probably right - very close racing with Les Pardue taking the win. Chad Weaver, then Rich Cunningham followed. The 2wd A Main had equally close times and for awhile it was a horse race.

Rob Blum was the first leader until his muffler fell off. Then Jerry Roberts and Brad Toffelmire traded places for much of the rest of the race. But both started to lose ground near the end and Lee Chapin took the flag. (In the pits.) Next across was Jerry, then Brad.

The typical fine Rio Grande Racer trophies were passed out plus a special presentation to Bill Everett for his many years of outstanding service to the club and R/C racing in general. Thanks, Bill.



Frank Barron's winning Porsche in the Concours d'Elegance.

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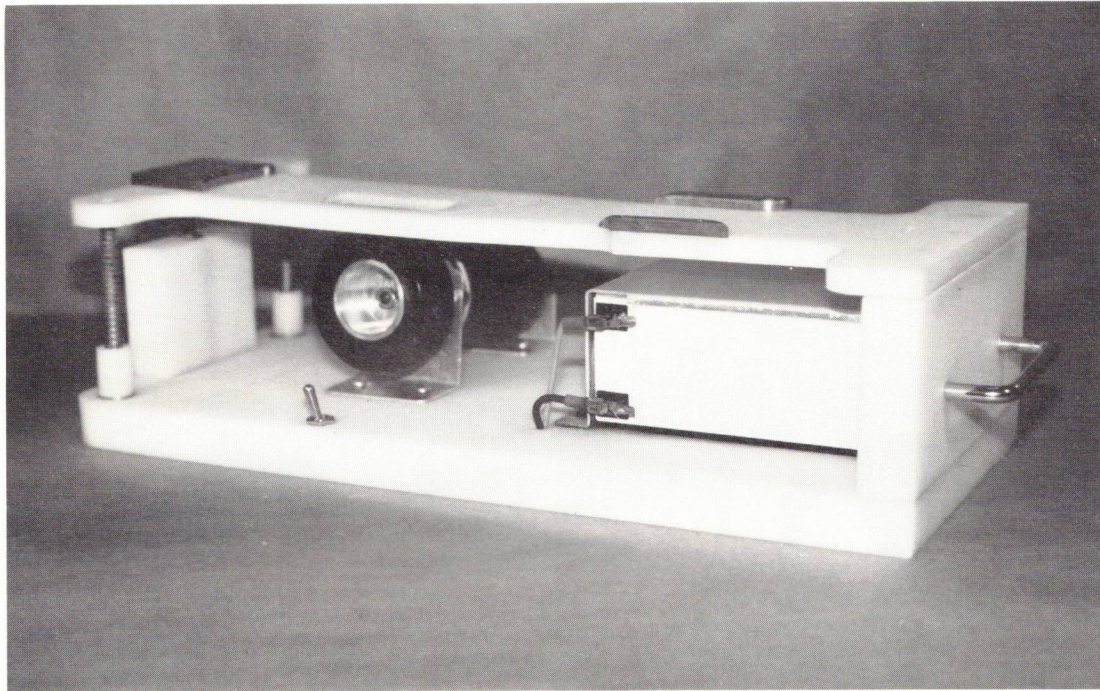
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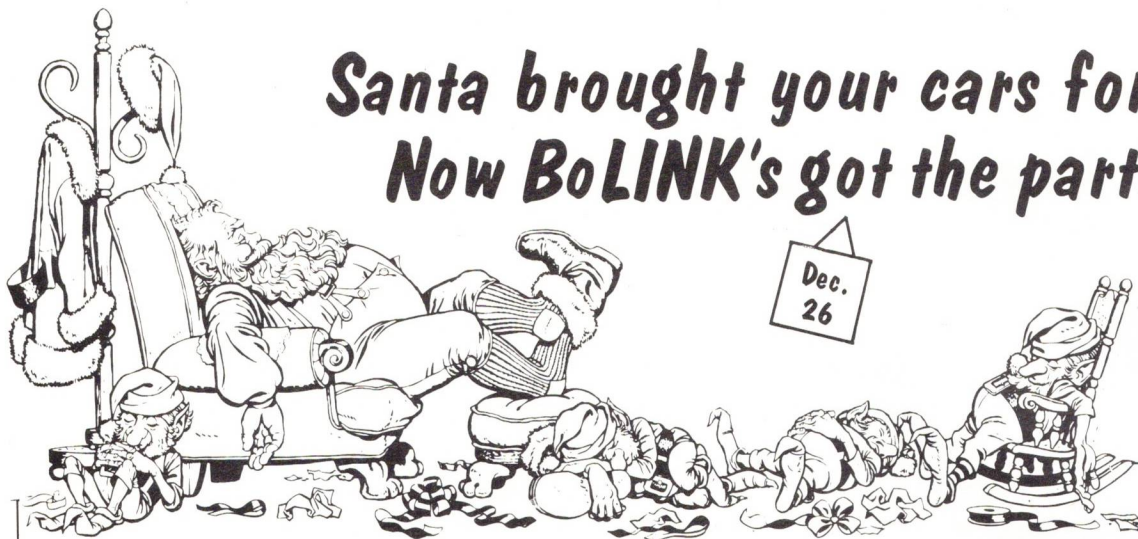
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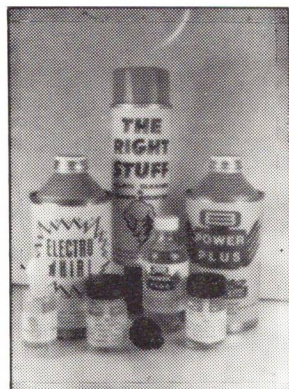
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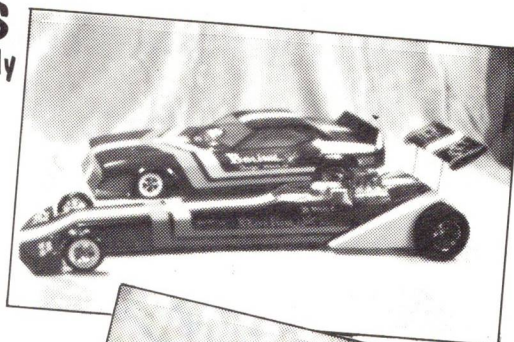
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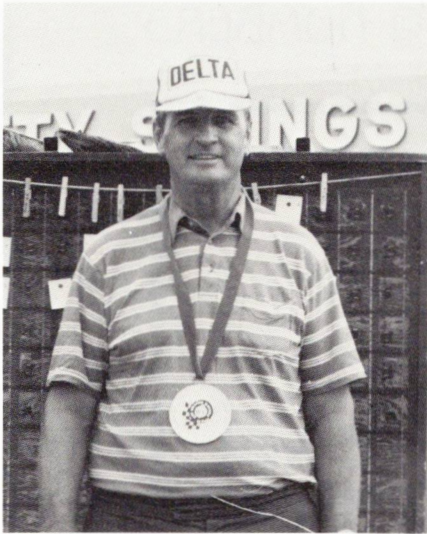
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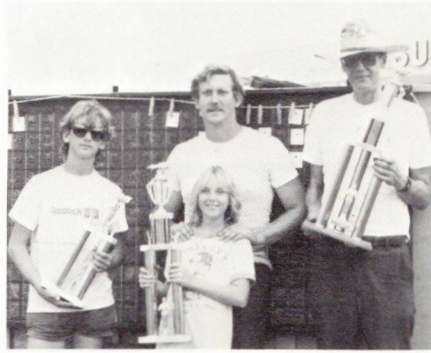
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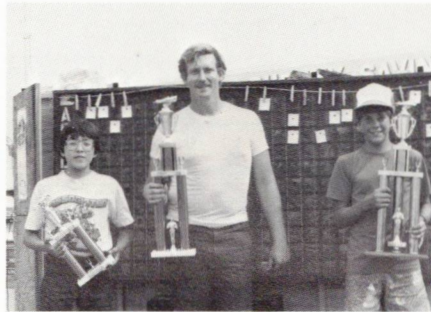
Region 4 Cont.



Bill Everett and his 4 inch diameter racing medallion. Yes, it's solid magnesium! Seriously, Bill has done so much for the Rio Grande Racers that it's long past time to show the club's appreciation. (All Region 4 pictures sent in by Lee Chapin.)



2WD A Main: Brad Toffelmire, third; Jerry Roberts (and Brandi), second; Lee Chapin, first.



4WD A Main: Danny Alvarado, Jr, third; Jerry Roberts, second; Lil Phil Shew, first.

RACE/POS.	NAME
*****	*****
4WD A MAIN	
1	LIL PHIL SHEW
2	JERRY ROBERTS
3	DANNY ALVARADO, JR.
4	LEE CHAPIN
5	CHUCK WIGGINS
6	PAUL FRANCHINI

2WD A MAIN	
1	LEE CHAPIN
2	JERRY ROBERTS
3	BRAD TOFFELMIRE
4	ROB BLUM
5	DANNY ALVARADO, SR.
6	FRANK BARRON
7	PAT HERRERA
	BOB BLUM

2WD B MAIN	
1	LES PARDUE
2	CHAD WEAVER
3	RICH CUNNINGHAM
4	ED BAYNES
5	JERRY WEAVER
6	JIM ROBERTS
7	GARY SMITH

Look for the next big event in El Paso - the **Showdown** on the Rio Grande - the 5th Annual Rio Grande Can Am. It will be on March 14 - 15, 1987. Put it on your schedule and we'll show you how R/C racing should be. Look for an ad in this issue (if I get time to get it in) or contact me for more details.

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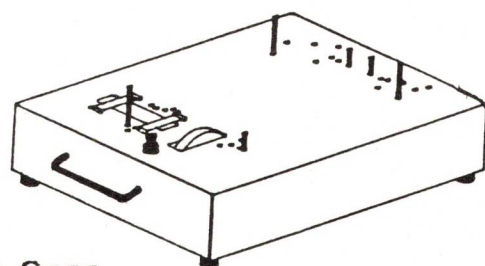


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Region 4 Cont.

Golden Triangle R/C Roadracers 1/12 Scale On Road

The Golden Triangle R/C Roadracers raced Sept. 14, 1986 at Central Mall using modified motors and Wayne Boswell TQ'd with 37.3 laps. We had a visitor come to race with us who turned 36.2 laps (not bad for once every two years, Mike) to be 2nd TQ. Here's how we did!

A Main	
Wayne Boswell	37.6
Ed Billheimer	36.0
Mike Hess	35.3

B Main	
Way Moncla	33.5
Don Lyons	28.0
Randi Harris	19.8

All joking aside, we hope you do come back to race with us again, Mike.

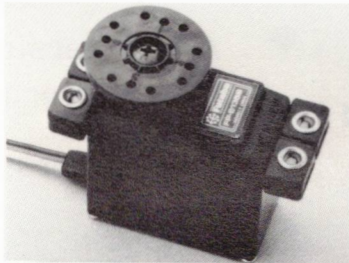
The rains came and stopped our Oct 12 race so we rescheduled and raced on Oct 26 with stock motors. Ed Billheimer turned 29.3 laps and Wayne was one corner more with 29.4. That's close! Was the race that close?

A Main	
Wayne Boswell	31.9
Ed Billheimer	30.4
Charles LeBlanc	30.2
Carey Fracht	28.3

B Main	
Don Lyons	28.2
Jason Courville	23.6
Randi Harris	23.5
Wayne Moncla	22.9

Yes, our club is growing. We welcome the Courville's, Jason, the driver and Adam, his pit man. Adam said he may get his own car soon so you may lose your pit man Jason.

For more information call: Don Lyons, 409-833-1940.



Region 3 Cont.

Paul Morack	Assoc	16	5:17.9
Tom Morpus	Assoc	16	5:19.1
John St Amant	Assoc	15	5:16.1
Glenn Libtow	????	12	5:08.8

C Main				
Greg Mason	Assoc	14	5:00.7	
Jerry Stocking	Assoc	14	5:30.3	
Jeff Lindemann	Assoc	13	5:17.5	
Jeff Beuthien	Assoc	12	5:10.2	
Mark Anderson	Assoc	12	5:13.1	
Ron Kovack	Bolink	10	5:02.1	
Reggis Harris	Assoc	10	5:20.9	
A J Leonardo	Bolink	3	1:12.2	
Jimmy Thayer	Assoc	-	DNS	
J C Rotruck	Bolink	-	DNS	

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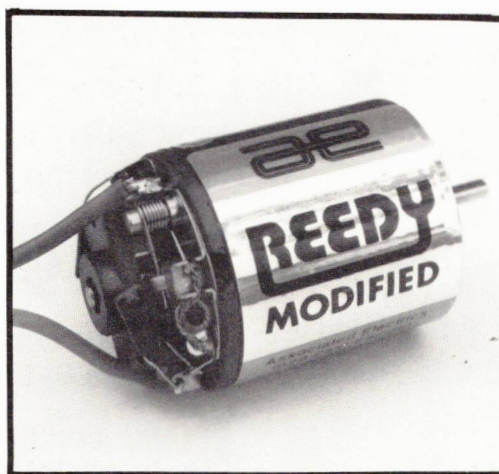
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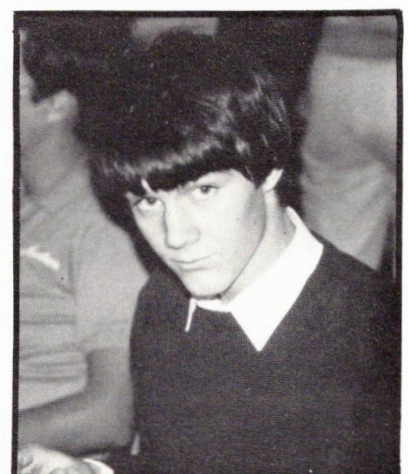
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Region 5

Well, here it is November in the midwest and that means cold, snow, and ice. So that also means that racing, at least outside, is now almost non-existent.

The Heart of America Series finished in October here in Kansas City. The turnout was down a little but still not too bad. Weather was the big factor as it called for rain and since we had been having rain for quite some time one of the main highways to Kansas City had been closed making about a seventy five mile detour a necessity. For one group from St Louis the normal trip, which normally takes between 4 and 5 hours, stretched into a 10 or 11 hour trip. What hardy fools we racers are. I'm sure that many wives would agree with that statement.

Anyway, the racing proceeded. The track was a little slick as we decided not to put traction down. Qualifying in Super Stock went to Lance Simon by 2 seconds over Daryl Klotz in a small field of only 4 cars. 2wd Open went to Aaron Wilson by about 1/2 second over Chuck Foley with Wayne Hoover less than 2 seconds in back of Chuck. In 4wd it was as expected with Art Carbonell being TQ over a surprising Bob Block running a 2wd car in 2nd place. Brad Hoehn and Jim Reilly were less than a second behind Bob.

Super Stock was a great race although it turned into a two car race very quickly. Larry Suppenback didn't start and Wayne Hoover dropped out after 14 laps, this left Lance and Daryl to race it out and race it out they did. Lance held the early lead with Daryl close behind. Daryl finally made his move and motored by but couldn't build to much of a lead. At the first pit stop Lance pulled back up and finally took over the lead. Daryl wouldn't give up and stayed within a few feet of Lance and every once in awhile sneaking by for the lead. Lance would bear down and take it back. It seemed like every time one would screw up the other one would too. At the second pit stop they were still virtually even. Lance was enjoying about a 20 foot lead when disaster struck Daryl as he clipped a board and bent his front bumper down. This put him in the boards where his body broke. He continued on but lost by about 5 laps. Lance continued on with no problems to take a well deserved win.

Next came the 2wd Open. With seven cars starting there was a little while before they got sorted out. Eventually Jim Hulse, Mark McCall, Aaron Wilson and Chuck Foley began to get clear and run for the lead. Jim, Mark and Aaron slowly began to pull away from Chuck. Aaron was the next one to start dropping back as Jim and Mark kept up the pressure. Jim and Mark continued to duke it out with first one leading and then the other. Mark finally took over the lead but couldn't pull away as Jim was right there waiting for him to make a mistake. With about two laps to go Mark got stuck in a board and by the time he got free Jim had passed for the lead. Jim maintained the lead to the end with Mark a close second.

In 4wd B Main it turned into a 2 car race between Rick Bloom and David Hasty as the other cars experienced troubles and dropped back. Rick and David had a good race throughout with Rick slowly gaining the advantage and pulling out a one lap lead. Rick elected to move up to the A Main.

Brad Hoehn and Jim Reilly elected not to run the A feature 4wd because of other commitments. This let the field open up as they were the third and fourth fastest qualifiers. Art got away quick as usual with everybody in close pursuit. Mike Saputo, Jim White, Rick Bloom and Arlynn Simon battled for second, third and fourth with Larry Martin having some trouble and Bob Block with his 2wd letting the rest of us unscramble ourselves. As has happened so many times this year the 4wd cars began having troubles. This allowed Bob and Larry to advance through the field. Art finally had trouble and Bob took over the lead but Art came storming back to take it away. With about three laps to go Art flamed out again and Bob again took over the lead. Time played against Art this time and he was unable to catch Bob as time ran out with Bob leading by a lap. Larry finished third two laps down. Once again steady driving and dependability of a 2wd car paid off as it beat the 4wd cars.

A 4WD Open			
1 Bob Block	Super Eagle	75	laps
2 Art Carbonell	Delta	74	
3 Larry Martin	Associated	73	

4 Mike Saputo	Cook	57
5 Jim White	Delta	51
6 Rick Bloom	Delta	41
7 Arlynn Simon	Delta	22
8 Brad Hoehn	Associated	DNS
9 Jim Reilly	Delta	DNS

B 4WD			
1 Rick Bloom	Delta	75	
2 David Hasty	Delta	74	
3 Harold Hoover	Delta	60	
4 Steve Willoughby	Serpent	55	
5 Paul Crawford	Serpent	38	

A 2WD Open			
1 Jim Hulse	Delta	75	
2 Mark McCall	Delta	75	
3 Aaron Wilson	Delta	65	
4 Chuck Foley	Delta	60	
5 Wayne Hoover	Delta	43	
6 Ken White	Delta	42	
7 Harold Hoover	Delta	38	

Super Stock			
1 Lance Simon	PB	75	
2 Daryl Klotz	Serpent	70	
3 Wayne Hoover	Super J	14	
4 Larry Suppenback	Super J	DNS	

Overall winners for the year were Larry Martin in 4WD, Jim Hulse in 2WD and I think Mark McCall in Super Stock. Larry Martin is the new HOA Director for 1987.

That's all for now so good racing and happy holidays.

1/10th Scale News

by Mike Bayless

The Topeka R/C Buggy Bouncers seem to be going well. In addition to their club races, they hosted the first annual "I can't drive 55" showdown, September 7th. The race was held at the Woodgate Speedway, located at 45th & Adams in Topeka, KS. Plaques were awarded to the top three drivers in all A Mains, with ribbons going to the top three drivers in the other Mains.

Bob Lemons said the track was laid out inside of a go cart track and has a 30' straight with several curves and four moderate jumps.

Don Grothendick is trying to get a 1/12 scale club going in Ft Collins, Colorado. Anyone in that area who is interested in joining that organization should get ahold of him. His address

Region 5 cont.

is P O Box 8601, Ft Collins, CO. 80524, Phone 303-221-3122.

Before I get into a report from the St Louis Dirt Busters, sent in by Glen Harbison, and the Region 5 Championships-Pepsi Challenge races, I would like to say a few things. First, to all of you who made the trip to the Regionals, thanks for coming. We (Springfield) were impressed by the talent you all had and especially enjoyed the performances put on by the 4wd cars. We hadn't seen very many good 4wd's run before and now the desire within our own club has risen to build some for next summer. I wish I could have found some time to visit with all of you during the races, but as you saw, I couldn't. Thanks for your patience and understanding when some of the problems arose. Hope you had a pleasant visit and a good time.

The St Louis Dirt Busters have announced that they plan to bid on next years Regionals. Any other club that would like to bid start getting it ready. I believe Arlynn will start accepting them in January and will make a decision next spring.

In the past, I've been asking for more information from Region 5 clubs and this time due to the super response, especially the Dirt Busters (Glenn Harbison is club reporter) I will have to save some results for the next issue. This is being done due to the length of this report and Midge's request in the November issue.

In a nutshell - Dirt Busters averaged 62 entries during their 14 week summer series. November 9th they moved indoors and will hold races in Nov, Dec, Jan 4, 18, Feb 1, 15 and March 1, 9, 15. Track is located at Hope Luthern School, off Ashby Road near St Charles Rock Road in St Ann, MO. For more info, call Jeff Gifford 314-394-0733.

SARCAR Off Road Racing Club in Springfield, MO has also moved indoors for the winter. Track is located in the University Plaza Trade Center (downtown) and races are held ALMOST every Sunday afternoon at 1 PM. For more info, let me know.

Region 5 Championships - Pepsi Challenge

1/10 Scale Off Road Race

Well, the dust has settle down and the Region 5 Champions have been crowned. Now it's time to sit down and reflect on Region 5's, FIRST EVER 10th scale Championship race.

The week preceeding this race and the Pepsi Challenge saw nothing but

rain, rain, and more rain. SARCAR Raceway was a lake for several days. Wednesday, the rain let up some, so we waded thru the mud and water cutting trenches in the track to drain water. That evening Dave Hood strung two siphoning hoses which brought the pool level down several more inches. Thursday, Gary Rummel brought out a generator and sump pump which we put to work. That afternoon only a few small pools were still around. Mike Thomas shoveled up those pools into a bucket so only mud remained. Friday, practice was supposed to start at 9 AM, but, the track looked like a muddy war zone due to the trenches and craters caused by footprints. Finally the sun broke thru, the track started drying and we got the rakes going. Practice got underway around 1 PM.

Saturday, joint qualifying for both races got underway. Art Carbonell used his Delta powered Yokomo to turn 13.8 laps for the TQ in 4wd Modified. Barry Bechtel also hit the 13 lap mark. 2wd Modified saw five drivers break the 12 lap barrier. Dave Hood with his Reedy powered RC10 TQ'd with 12.6 laps, Steve Stifel was just a hair behind with a 12.5. Jeff Gifford's run of 13.2 gave him TQ honors in 4wd Stock and Kevin Younger narrowly defeated Dave Hood for TQ in 2wd Stock. Kevin's RC10 turned a 12.6 plus and Dave had a 12.6 minus.

Sunday, all Mains for both races were run. First up was the Region 5 Championships. Polesitter in the 4wd Modified A Main, Art Carbonell, got a good start. By the time he completed the first lap, he had a huge lead. As the race unfolded, back row starter Joel Martin worked his way up through traffic then started pressing Art. At "all stop", Joel's run of 14.1 came up just a little bit short. Art turned a 14.2 and hung on for a narrow victory, thus becoming Region 5's first 4wd Champion.

The 2wd Modified A Main was a real shoot out. Six of the eight finalists broke the 12 lap mark with 2nd thru 6th place being decided by sections. Steve Stifel ran a 12.6 minus for 3rd, Mark Johnston turned a 12.6 plus for 2nd. Blazing Dave Hood won the Region 5 crown by turning 13.1 laps.

In the Stock classes, Art Carbonell (Yokomo) won the 4wd with 13.3 laps, 2wd Stock winner was Dave Hood (RC10) driving 12.7 laps. The 2wd Production winner was Jeff Shapiro driving his Hornet 11.3 laps.

The lineups were about the same for the Pepsi Challenge as the Regionals, but this time entries from Texas and Oklahoma were included. Due to the amount of 4wd Stock entries (compared to the Regionals) a B Main was added to

this race.

Once again, Team Delta's Art Carbonell from Lorimor, IA, was in top form. Art set a new track record by running a blistering 14.8 with his Delta powered Yokomo while winning the 4wd Modified A Main. Joel Martin, from St Louis, MO, again was runner up with 3rd place going to Dr. George Perlebach from Omaha, NE. Springfield, MO's Chuck Moist ran away with the 2wd Modified A by driving his Reedy powered RC10, 13.2 laps. Second went to Dan Perkins from Bedford, TX, with Mark Johnston from KC, MO, rounding out the top three. Bernie Feverstein set a new track record for 2wd cars while winning the Modified B feature. Bernie, who hails from St Charles, MO, set the new mark by running his Race Prep powered, RC10, 13.3 laps.

Stock winners were: Art Carbonell 4wd, George Perlebach 2wd and 7 year old Jarrod Plants from Springfield, MO winning the 2wd Production class.

Concours was won by Paul Appleby from Fulton, MO. Trophies were furnished by the Hobbydashery in Springfield, MO.

Last years race drew 56 entries, this years race, which featured two separate mains and two separate sets of trophies drew 92 entries. It is our sincere hope that all the participants and visitors had a good time and will come again.

In closing, the following people and companies must be thanked. Without their help this event could not have

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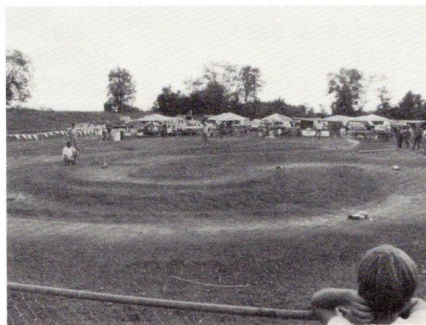
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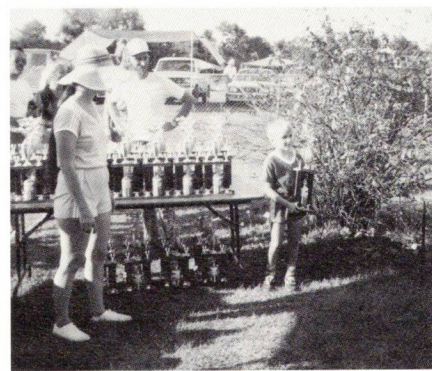
Region 5 cont.

succeeded. **THANK YOU:** Pepsi Cola, Hobby Dashery, Dr & Mrs. Richard Moist, Gary & Linda Rummel, Steve Squibb, Gary Wallace, Midge Husting (Rev-up), Associated Electrics, Bolink, Competition Plus, CRP, MRC-Tamiya, Parma, ProLine, and R/C News.

All drivers won prizes, but the biggest prize, which was a Fox donated by MRC-Tamiya, was won by Linda Young from Springfield, MO.



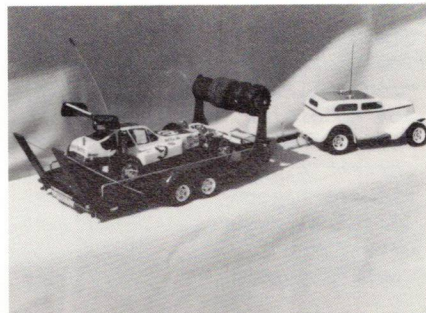
SARCAR Raceway, Springfield, MO.



Jarrod Plants getting his 1st place trophy for 2WD Production at the Pepsi Challenge.



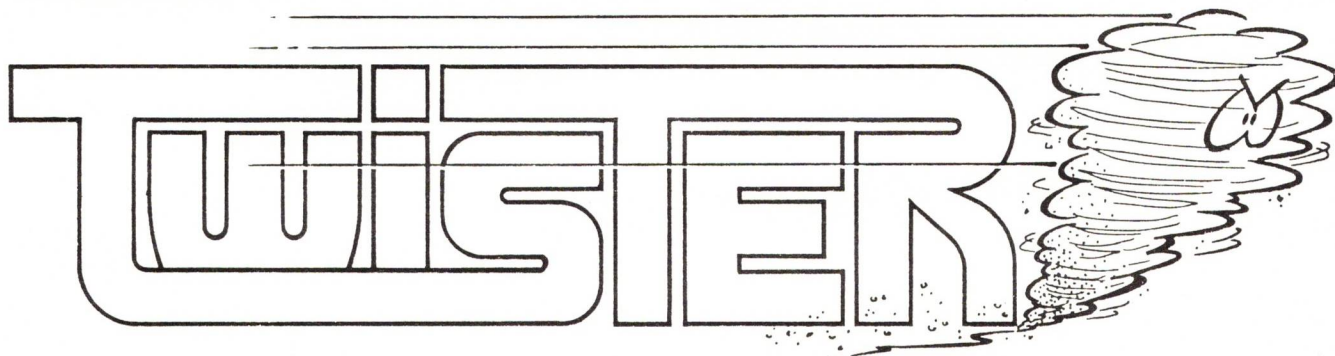
One of the Springfield, MO pits hard at work at the 1/12 scale Championships.



Concours winner Paul Appleby.



Kevin Younger, TQ for 2WD Stock at the Pepsi Challenge.



RACE RESULTS:

MIKE CHRISTIANSON MADE A CLEAN SWEEP OF THE "FIRECRACKER 400" IN SANTA MARIA, SETTING NEW TRACK RECORDS IN 2WD & 4WD OPEN, THEN GOING ON TO WIN BOTH "A" MAINS. MIKE USED A TWISTER 202 & 402 TO DOMINATE THE COMPETITION.

GARY MIYAKAWA WON THE OUTLAW CLASS AT THE BOLINK SUMMER OVAL SERIES IN GEORGIA, USING TWISTER 402 & 501 MOTORS.

LEE MORRISON CONTINUED HIS DOMINATION OF MIDWEST OFF ROAD RACING BY WINNING 4WD OPEN AT THE "GONZO DIRT BLAST." LEE USED A TWISTER 401 MOTOR.

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1/10th Scale
Al Hess
24201 Kirbey
Hemet, CA 92343
(714) 654-3440

No. California Area
Tom Gaines
8031 Arroyo Drive, Apt 3
Pleasanton, CA 94566
(415) 484-3475

Arizona Area
Dave Portz
1449 So. Beck Dr
Tempe, AZ 85281
(602) 966-4419

Region 6

Would like to wish all members **Happy Holidays**. 1986 has been a very successful year and hope that 1987 will be even better. We can do that with only your continued assistance and cooperation.

1987 should not be as hectic as 1986 was for us here in the Region. This past year we had all the Nationals and one World Championship right here in our Region. With that, plus the Regional Championships, it seemed like we were having a major race somewhere every weekend.

I tried to attend a portion of these races even if it was only on a weekend. The only one that I was unable to attend was the 1/8th scale Regionals over at SRS in Tempe. Maybe I can get back to racing myself this next year.

I would like to express my thanks to the members that have supported me over the past two years. During these two years have more than doubled in membership mainly due to the 1/10th scale. The next two years I still see a large growth not only in 1/10th, but also in the other scales. We also have other types of racing starting up, 1/10th on road, 1/18th off road and even 1/4 scale. So it should be very interesting in the future, especially now that we are getting a lot of coverage and advertising. If you have any suggestions on how we can improve the sport/hobby, please drop me a line.

I would also like to thank Merle Gardner and Bob Rule for their assistance and wish them the best. Congratulations to Mike Reedy and Gary Kyes.

Will try to keep this one short as we have the results of both the 1/10 and 12 scale Regionals to be printed.

Merry Christmas and Happy New Year...Good racing next year!!!

1/10th Scale ROAR Regionals RCRC, Gardena

Concours Winners: Stock, Joe McCormick; Modified, Bob Kaufman

Best Engineered: Stock, Bill Steele; Modified, Jim Busby, Jr.

2WD Stock A Main	Laps/Time
1 *Jerry Case	32/509.77
2 Darwin Gray	31/488.77
3 Mark Shimabukuro	30/483.93

4 Paul Pat	30/494.77
5 Dale Kurokawa	29/494.69
6 Tom Owens	28/486.92
7 Kyle Reed	27/486.62
8 Greg Walski	27/490.00
9 J R Sitman	16/265.46
10 Marcus Gray	15/243.15

4WD Stock	
1 Jim Mills	33/497.69
2 *Tom Owens	32/493.54
3 Treg Willis	31/482.31
4 Joe McCormick	31/488.70
5 Jeff Benmoin	31/501.23
6 Christi Winans	30/481.84
7 Richard Lawson	29/500.85
8 Julian Betancourt	21/349.46
9 Chad Klem	15/371.39
10 Chuck Crawford	14/250.23

2WD Open	Laps/Time
1 *Jay Halsey	35/499.08
2 Steve Dunn	34/496.31
3 Kris Moore	34/497.00
4 Cliff Lett	33/493.46
5 Mark O'Campo	32/494.00
6 Charles Suit	31/486.16
7 Erik Solderquist	31/496.69
8 Dan Binter	31/508.62
9 Eustace Moore	30/504.23
10 Ron Rossetti	9/139.08

4WD Open	
1 Jim Busby Jr	37/507.85
2 *Cliff Lett	36/491.46
3 Tony Rossetti	36/502.70
4 Kris Moore	35/495.84
5 Ron Rossetti	35/499.92
6 Larry Grant	34/505.78
7 Rick Hohwart	27/447.69
8 Curtis Strawn	24/343.85
9 Dan Lamey	21/341.69
10 Jerry Case	17/259.61

* denotes Top Qualifier

1/12 Scale ROAR Regionals San Jose

Stock Class - TQ, Tony Neisinger

A Main	B Main
1 Tony Neisinger	1 Steve Ashby
2 Rick Hohwart	2 Bill Martin
3 Jim Aguirre	3 Boyd Gaebel
4 Frank Killam	4 Wm Brown
5 Jerry Case	5 Fernando Belair
6 Larry Stevens	6 Miles Cook
7 Mike Toland	7 Ken Jones



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8 Randy Hunter	8 Steve Hickman
9 Scott Phillips	9 Mike Yoes
10 Chuck Gill	10 Mel Edralin

C Main

1 Shawn Ireland
2 Mace Horowitz
3 Jeff Abrams
4 Randy West
5 Joshua Hill
6 Butch Feco
7 Jack Woodside
8 Tim Fleenor
9 Don Bossett
10 Tim Copp

Modified Class - TQ, Tony Neisinger

A Main	B Main
1 Rick Hohwart	1 Chuck Gill
2 Tony Neisinger	2 Steve Ashby
3 Randy Hunter	3 Fernando Belair
4 Frank Killam	4 Jim Aguirre
5 Mike Toland	5 Miles Cook
6 Mike Yoes	6 Ken Jones
7 Steve Hickman	7 Boyd Gaebel
8 Scott Phillips	8 Jeff Abrams
9 Jerry Case	9 Bill Johnsen
10 Shawn Ireland	10 Tim Copp

C Main

1 Larry Stevens
2 Mel Edralin
3 Randy West
4 Jim Mendoza
5 Bill Martin
6 William Brown
7 Butch Feld
8 Doug Palmer
9 Russ Aguirre
10 Bill Bowerman

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The Kyosho Ultima is a completely new design for 1987 that will revolutionize 2WD R/C buggy racing. Throughout the Ultima's super-light, super-durable construction you will find only the finest space-age materials used, decreas-

ing weight and increasing durability. Time is a critical element at the track. A few extra seconds in the pits can cost you a trophy. Kyosho has developed a smart layout for the Ultima and given it a wide-open architecture that leaves working parts easily accessible for quick adjustments. Even the suspension can be worked on with the Lexan body still intact. The Ultima is easy to assemble, easy to operate and easy to maintain.

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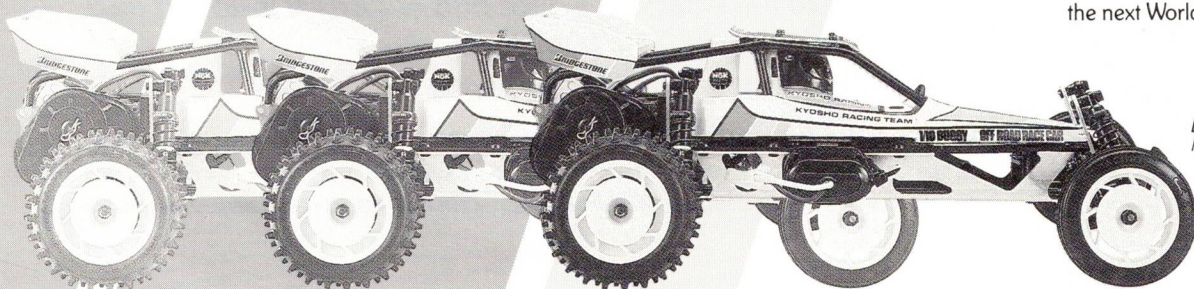
Ultima has the power and speed to get you around the track fast – and the suspension to keep you on course, regardless of the terrain! The EX-66 nylon, double-wishbone system that has made Kyosho's 4WD Optima such a consis-

tent winner has been adapted and upgraded for the Ultima. Add in standard features such as four oil-filled Kyosho shocks to smooth out off-road obstacles and low-profile, pin spike tires for fantastic traction and you have a buggy geared for superior handling and performance.

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Region 6 cont.

1/8 Scale Racing

with Ron Paris

Southern California Wrap Up

Another So Cal Series has come and gone. The general consensus was that this one was too long! Details and scheduals have not been worked out as of yet for 1987, but it looks like a 6 race series with one throw out. The tentative race sites are the Ranch Pit Shop, Pomona; Outlaw R/C Club, San Bernardino; and the newly formed San Diego club headed up by Mark Miranda to be held in the Jack Murphy Stadium parking lot. They have the now defunked Pro Car clubs's excellent driver stand, portable track and equipment. The 1st race will be held on the **4th Sunday** of January, 1987, at the San Bernardino track. Watch R/C News and your Rev-Up for details and complete schedule.

Now let's get down to racing. After 3 rounds of qualifying your TQ's in each class were:

4WD Expert: Ron Paris
RC500/Paris Mondial/Airtronics
4WD Sports: Roger Green
Serpent/Paris OPS/Airtronics
2WD Expert: Ruben Serrano
RC500/McCoy Rossi/Airtronics
2WD Sports: Kevin Mercadante
Serpent/Paris Mondial/Airtronics
2WD Beginner: Mike Jones
RC500/Paris Mondial/Airtronics

2WD Beginner class was a heart break for Mike Jones. He was out to a large lead with only 3 or 4 minutes to go and a computer problem forced a restart of the race, oh well, that's racing! On the restart Mike got beat up pretty bad but Troy Emerald got out clean and was gone. Troy is new to 1/8 scale coming in from the 1/12th ranks. Troy did a fantastic job, he drove very clean and stayed out of trouble, Troy will be tough in 1987. In the meantime Mike Jones worked his way up to 2nd spot for a super finish. Rounding out your top 3 was Ron Portz, one of the years most improved drivers. Good job Ron!

2WD Sportsman class say your TQ Kevin Mercadante put on another great wire to wire win. Kevin has dominated this class this year and will be moving up to 2WD Expert, 4WD Sportsman or both! 2nd spot was picked up by Ernie Nicholson, he ran very good all year and will be a factor in 1987. 3rd

place was Roy Petre. Roy had a good battle going with 4th place but held on for the upper hand.

4WD Sportsman saw an upset win. Rodger Green not only TQ'd but won the race going away. Rodger has only been racing a few months but has put a lot of time in practicing and it shows, congratulations Rodger. 2nd was Scott Quaranta, who also has been practicing a lot and has come a long way and will be a factor in '87. 3rd was Glenn Williams. Glenn used to race years ago, but dropped out. Well, he's back now with new equipment and doing great. Good to have you back, Glenn.

2WD Expert saw rocket Ruben Serrano TQ, pull off another flawless run. A wire to wire win for Ruben. Ruben and I talk regularly on the phone (bench racing), he told me he thought that he might move to 4WD for 1987. He will, in my opinion, be one of the top contenders. 2nd spot was Robert Cavazos. Robert only raced a few times this year but he told me he was going to race the full series in 1987. Another tough competitor. 3rd spot was Les Prather. Les has been running very consistent all year and this was no exception. Good job, Les.

4WD Expert saw Ron Paris TQ, get it together for a wire to wire win with Tony Neisinger hot on his heels just 3

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seconds behind him, till the 2nd pit stop when Tony pulled in the pits. He got hit by someone coming out and it knocked his quick change wheel off, his pit man quickly put it back on but not before it cost Tony a lap. Now Tom Wong (who has been running very good all year) moved up to 2nd spot with Tony in 3rd. Tony started putting pressure on Tom and got by for 2nd position again but was still a lap down. With approx 8 minutes to go, Tony was right behind me. Still 1 lap down I figured it would be smart to just let him go and follow him, but when I tried to let him go I hit a dot and put myself on my lid. My 1st mistake of the race and it might cost



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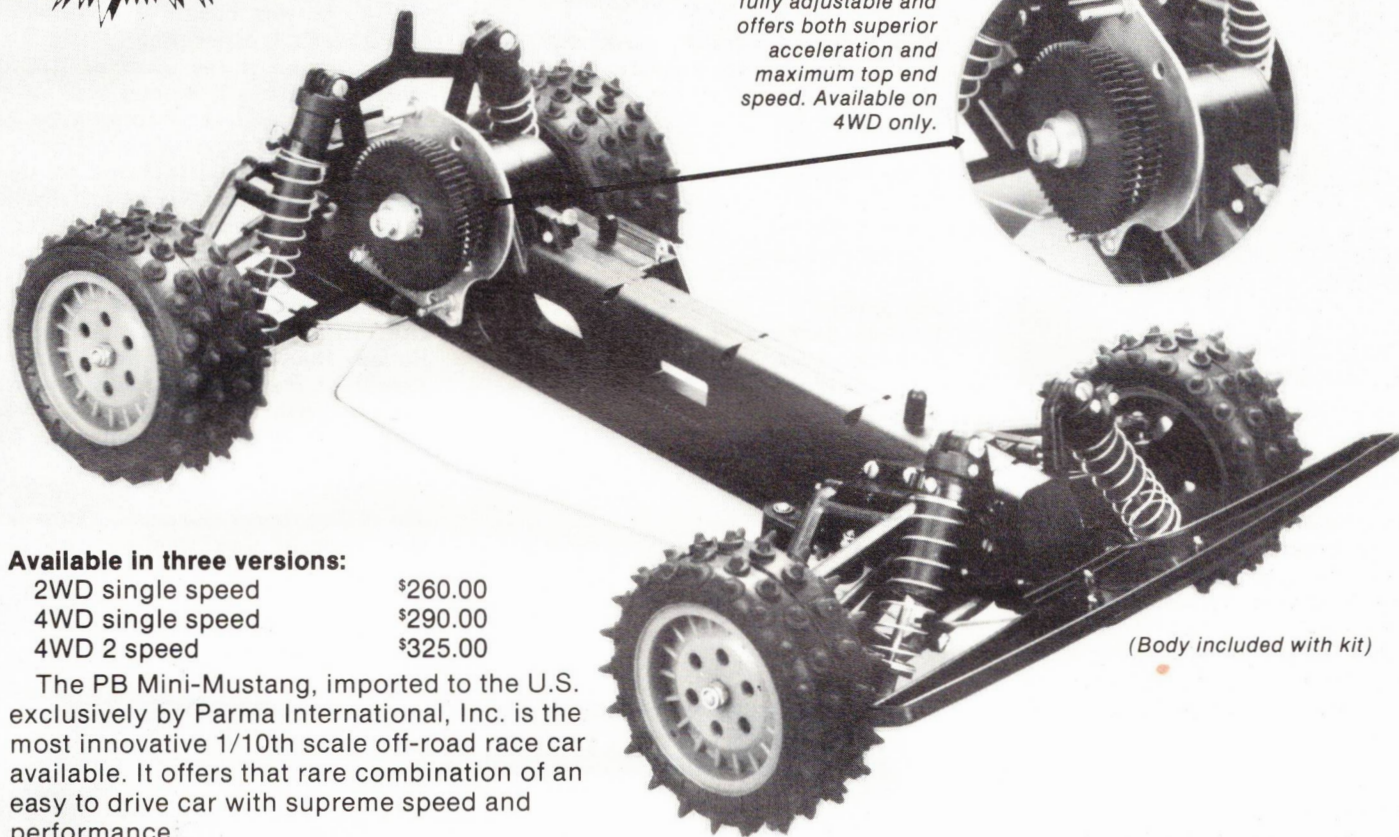
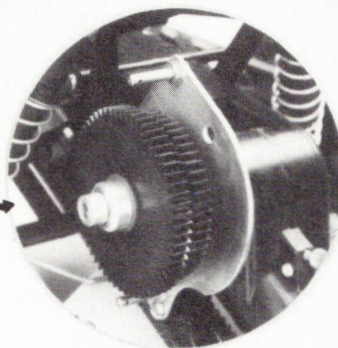
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Region 6 cont.

me the race, luckily it only cost about 3/4 of a lap. I was able to hold on for the win with Tony in 2nd and Tom Wong in 3rd.

That wraps up the 1986 So. Cal. Series.



Winners of the Southern California 1/8 Series.

4WD Sportsman A Main

- | | |
|------------------|-------------------|
| 1 Rodger Green * | Serpent/ParisOPS |
| 2 Scott Quaranta | Serpent/ParisOPS |
| 3 Glenn Williams | Serpent/?? |
| 4 Dave Shuck | Delta/Picco |
| 5 Al Vega | RC500/McCoy Rossi |
| 6 Rocky Green | Serpent/ParisOPS |
| 7 Dick Camp | Serpent/ParisOPS |

2WD Expert A Main

- | | |
|------------------|---------------------|
| 1 Ruben Serrano* | RC500/McCoyRossi |
| 2 Robert Cavazos | RC500/Paris Mondial |
| 3 Les Prather | RC500/Paris Rossi |
| 4 Gus Gustafson | Delta/ParisOPS |
| 5 Bill Heyworth | RC500/McCoy Rossi |
| 6 Mark Miranda | RC500/Paris Mondial |

2WD Sportsman A Main

- | |
|----------------------|
| 1 Kevin Mercadante * |
| 2 Ernie Nicholson |
| 3 Roy Petre |
| 4 Cecil Doyle |
| 5 George Boutros |
| 6 Dean Brown |

2WD Beginner A Main

- | | |
|-------------------|-----------------|
| 1 Troy Emerald | B Main |
| 2 Mike Jones * | 1 Mike Ewing |
| 3 Ron Ports | 2 Fred Pickens |
| 4 Bob Walker | 3 Bob Lorenzini |
| 5 Paul Williams | 4 Scott Bomar |
| 6 Steve Bartel | 5 Ray Gallovich |
| 7 Al Hess | |
| 8 Daniel Harms | |
| 9 Tom McGuire | |
| 10 Bill Goldsmith | |

4WD Expert A Main

- | | |
|------------------|----------------------|
| 1 Ron Paris * | RC500/ParisMondial |
| 2 Tony Neisinger | RC500/ParisMondial |
| 3 Tom Wong | Delta/Picco |
| 4 Ornan Valle | RC500/OPS |
| 5 Ron Rossetti | Serpent/ParisMondial |
| 6 Barry Newman | RC500/McCoy |
| 7 John Pagel | Delta/Picco |

1986 So Cal Series Final Standings (First Five Places)

- | | |
|----------------|--------------------|
| 4WD Expert | 4WD Sports |
| 1 Gary Kyes | 1 Ron Rossetti |
| 2 Tom Wong | 2 Al Vega |
| 3 Ron Paris | 3 Glenn Williams |
| 4 Barry Newman | 4 Gus Gustafson |
| 5 Ornan Valle | 5 Bruce Ellingwood |

- | | |
|-----------------|--------------------|
| 2WD Expert | 2WD Sports |
| 1 Ruben Serrano | 1 Kevin Mercadante |
| 2 Les Prather | 2 Ernie Nicholson |
| 3 Mark Miranda | 3 Dean Brown |
| 4 Bill Heyworth | 4 George Butros |
| 5 Butch Kloeber | 5 Cecil Doyle |

2WD Beginner

- | |
|----------------|
| 1 Steve Bartel |
| 2 Bob Walker |
| 3 Ron Portz |
| 4 Mike Jones |
| 5 Scott Bomar |

1st Annual Bill Campbell Memorial Race of Endurance

SRS Raceway - Tempe, Arizona
November 15, 1986

For those of you who were not fortunate enough to know Bill Campbell I will tell you just a little about him. He was one of the owners of (along with brother Ken) Delta Mfg., and a pioneer in the sport of R/C car racing. Bill was a special type of guy who always had time to talk or help out, even after he was stricken with cancer. He loved to race. I'll never forget his warm handshake and friendly smile. All proceeds from this race were donated to the American Cancer Society (that includes entry fees, snack bar and raffle prizes donated by the following mfgs: Airtronics, Hotlaps Hobbies, Paris Racing Engines/Ranch Pit Shop, Parma, SRS Raceway. Well, on with the racing...

There were 7 teams entered 6 4WD and 2WD team (Associated).

SRS Team of Barry Grossenbacher, Jim Silvay, Larry Stewart. Delta Long Shot Team of Ken, Georgia, David and Gary Campbell. Delta North Team of Bob Leckron, Tom Gaines, Jim Rose, Maggie Turner. Delta Factory Team of Art

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Region 6 Cont.

Carbonell, Carl Petri, Jim Turner, Tom Wong. Cook Racing Team of Chuck Wiggins, Phil Cotter, Jim Aguirre. Ranch Pit Shop of Pop's Losi, Gil Losi Jr., Gary Kyes. Associated Factory Team of Ralph Burch Jr., Butch Kloeber, Tony Neisinger, Ron Paris.

At the start of the race it looked like a 4 way battle for the lead between the SRS, Delta Factory, Ranch Boys and Associated Team, but in a 10 hour enduro the first laps don't mean much. But at approx. the 2 hour mark the Ranch Boys were leading with the Associated Team a few laps behind, and the Delta Factory Team in 3rd. Already some of the other teams were experiencing problems ranging from blown engines to melted bulkheads.

During the Ranch Boys 1st major pitstop (tire, batts, fuel) the Associated Team took over a very slim lead, but it was not long lived. Soon after, the Associated car went out of control slamming into a couple of boards with the engine going crazy, it turns out a receiver went bad and after a costly pit stop our car was back in the race in a strong 2nd place.

By now the Delta Factory Team had some minor problems and they were on and off the track letting the Ranch

Boys and the Associated Team stretch out their 1st and 2nd positions. For 9 hours it looked like a 30 minute trophy dash between the Ranch Boys awesome car and the Associated consistency. The major difference seemed to be that the Ranch Boys were slightly faster, but the Associated car's pit stops were faster (much credit must go to the incredible pitting of Ralph Burch Sr.). It should also be noted that front tires are much faster to change on a 2WD car than a 4WD car.

By the 9th hour the lead had changed 2 or 3 times with the Ranch Boys leading most of the way but only by a few laps! But then trouble started for the Ranch Boys. There was a bad crash on the back straightaway that broke a rear dogbone on their car. This gave the Associated car some breathing room for the 1st time. The Associated car pulled out to a small, but comfortable lead. The Delta Factory Team was still in strong 3rd place and was very fast but only a major problems with 1st or 2nd would move them up.

Now at approx 9 1/2 hours we had the Associated Team running very strong in 1st, with the Ranch Boys in 2nd and going for it. They had approx 30 minutes to make up some laps and by the lines they were driving it looked like

they had the potential to do it. After some quick arithmetic in my calculator I figured out that if all things stayed as is i.e. their lap times and pit stops vs our lap times and pit stops we would be on the same lap at the 2 minute mark. Wow, a 10 hour trophy dash!

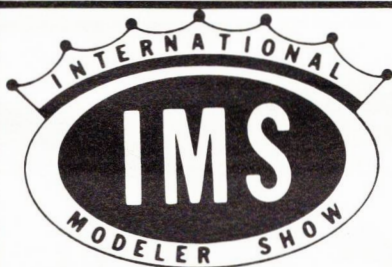
Just then disaster struck the Ranch Boys. They had a clutch shoe pivot pin break which let the clutch shoe keep locking up and stalling the engine when they let off the throttle. This let the Associated lefty team (all left hand drivers) stretch out a large lead and with 3 minutes to go the Ranch Boys clutch finally just gave up.

So in good spirits between good friends the pit men from both teams made up a two strap out of tie wraps so we could pull the Ranch Boys car around for the last lap of the 10 hour enduro. So an end to a very exciting enduro (sprint?). A special thanks to everyone who competed or bought tickets. See you next year.

Bill Campbell 10 Hr. Enduro

#1 Associated: Ralph Burch Jr, Sr
1874 laps Butch Kloeber
Tony Neisinger
Ron Paris

Assoc. 2WD, Paris/Mondial/Airtronics



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Region 6 Cont.

#2 Ranch Pit Shop: Gil Losi Sr
1789 laps Gil Losi Jr
Gary Kyes
RPS Serpent 4WD, Paris/Mondial/Airt

#3 Delta Factory: Art Carbonell
1700 laps Carl Petri
Jim Turner
Tom Wong
Delta P-4WD, Picco/K/O

#4 Cook Racing Team: Chuck Wiggins
1282 laps Phil Cotter
Jim Aguirre
Cook Cobra 4WD, Gillot N.Rossi/K/O

#5 Delta Long Shot: Ken, Georgia
1255 laps David, Gary
Campbell
Delta P-4WD, Picco/K/O

#6 Delta North: Bob Leckron
1008 laps Tom Gaines
Jim Rose
Maggie Turner
Delta P-4WD, Picco/Futaba

#7 SRS: Barry Grossenbacher
968 laps Jim Silvay
Larry Stewart
Associated 4WD, N. Rossi/Futaba

consistent and his car is awesome. He also is utilizing 4WD technology. I guess the point I'm trying to make is some people have expressed concern about development in 2WD cars. I think it is obvious that there is still top competitive racing in the 2WD class. When qualifying was over, Tony was TQ with a fantastic run of 15 laps/4:06.6 (note: that time would have been 2nd qualifier in 4WD)!!!

The main event was a great show. When the horn went off Tony shot out to the lead with plenty of competition hot on his heels. It looked like a 3 way battle for 2nd spot between Troy Emerald, Ray Zabriskie and Ruben Serrano with Bob DeWald and Les Prather right behind them! After only a few laps some of the top guns (Ruben and Ray) were off the track for some minor repairs (a tough break) for two of the country's top racers, it would be very hard to make those lost laps back. This let Troy settle into a very comfortable 2nd spot with Bob DeWald in 3rd, Les Prather in 4th. By now Tony had a commanding lead and was putting distance between himself and 2nd spot, driving like the true World Champ he is. Bob DeWald was running a very small carb and was going for milage to eliminate 1 pit stop. Most people were pitting at 5 minutes but Bob went 7

minutes. The first stop and his second stop was to be at 6:45, but at 6:30 he ran out of fuel! That took him out of 3rd right to last. Now Les Prather was holding down 3rd spot and doing great but it seems that position was to change again. Ray Zabriskie was making up his lost laps fast and was putting pressure on Les. Ray got by and ended up in 3rd spot putting in a great drive coming from way back. An end to a very exciting race.

2WD A Main	Laps/Time
1 Tony Neisinger	135/40:11.6
2 Troy Emerald	123/40:09.6
3 Ray Zabriskie	121/40:07.1
4 Les Prather	119/40:02.5
5 Bob DeWald	116/40:08.3
6 Ruben Serrano	111/38:40.8
7 Paul Nadeau	102/37:38.4
8 Phil Cotter	98/40:05.2
9 Tim Fleenor	71/27:36.3
10 Joe Skorch	69/38:18.5

2WD B Main	C Main
1 Gus Gustafson	1 Mike Lewis
2 Mark MacVittie	2 Bill Goldsmith
3 Mike Jones	3 Mike Blevings
4 Duane Hesketh, SR4	Brian Harnish
5 Dave Bressel	
6 David VanDalsen	
7 Dave McCombs	
8 Pat MacVittie	

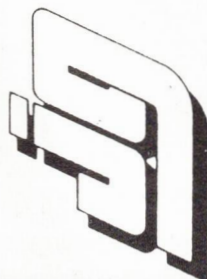
Region 6 1/8 Scale Championships

The 1986 Region 6 Championships were held at SRS Raceway in Tempe, Arizona. The weather was perfect in the low to mid 80's with Arizona's famous blue skies. Larry Stewart (the track owner) and his crew did a top notch job of prepping the track. It featured a new layout with a fast sweeper coming onto the straightaway. The end of the straightaway had a 180 degree turn back up into a carousel and also a tricky chicane. Everyone I talked with, loved the new layout as it is easier on cars but still a drivers track. It is also a very fast track and uses a lot of fuel.

Qualifying was held on Saturday with 4 rounds in each class. In 2WD Tony Neisinger seemed to be the man to beat, he was running my 2WD car that I assembled as an exercise to see what effect current 4WD suspension technology would have on a 2WD car. Tony said the car was great, it would go anywhere he wanted, very smoothly, also the car was very forgiving (of course much credit must go to Tony's driving, he IS one of the best drivers in the world)! 4WD technology has seemed to help others as well; ie, Ray Zabriskie, he has been a dominate force in 2WD. His driving is always super clean and

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- 3004 - Fox Dual Front Shock Mounts for Large Kyoshos 88, 89, 71
- 3005 - Fox Front Upper A-Arm Stabilizer
- 3006 - Fox Mono Nerf Wing, Red and Black
- 3007 - Fox Heavy Duty Steering Kit

New Kyosho Optima Parts Available Now!

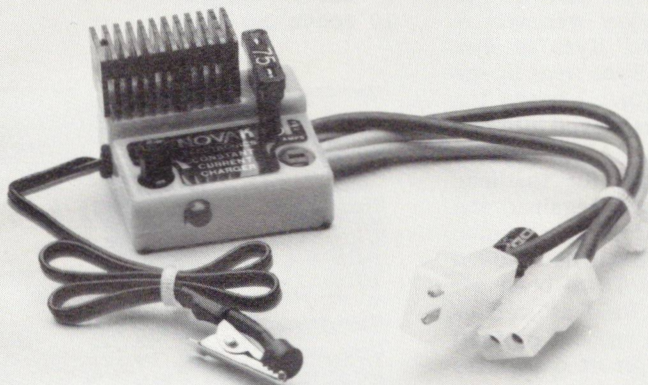
- KO-01 - Optima Large Front Skid Bumper, Red and Black
- KO-02 - Nerf Wings, Red and Black
- KO-03 - Skid Plate. Extends Entire Length of Chassis & Protects Motor
- KO-04 - Receiver Speed Control Plate
- KO-05 - Oval Front Bumper
- KO-06 - Dual Rear Shock Mount for Large Kyoshos 88, 89, 71
- KO-07 - Dual Front Shock Mount for Large Kyoshos 88, 89, 71
- KO-08 - Front Mono Shock Mount for Large Kyoshos 88, 89, 71

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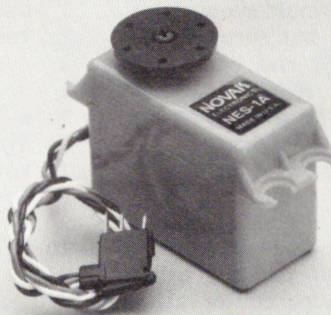
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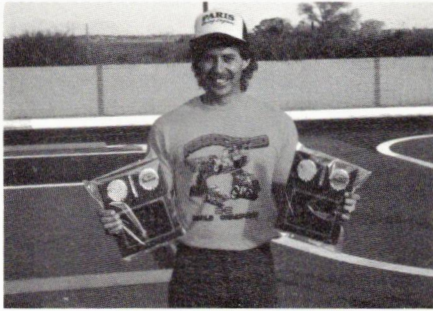
NES - 1A

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SAVE FOR MORE INFORMATION

Region 6 Cont.

- 9 Duane Hesketh, Jr
10 Steve Bartel



Tony Neisinger, winner of the 1986 Region 6 1/8 scale Regionals, 2WD and 4WD TQ and also track record holder.

4WD qualifying saw Tony Neisinger again setting the pace. Tony was driving my backup car and it seemed to agree with him. After the 3rd round of qualifying Tony was sitting in a strong 1st spot, but he told me he wanted to go 16 laps so for the 4th and final round he went for it. He was cutting the dots so close I think I held my breath the whole 4 minutes. The announcer said "10 seconds to go", and Tony was coming onto the back straight - then the announcer said "5 seconds to go," can he do it? Tony flies by the finish line and we heard "4 minutes", finish the lap you're on! He did it, a fantastic run of 16 laps in 4:15.7. Tony was definitely ON this weekend.

2nd qualifier was Butch Kloeber, 15 laps in 4:06.9. Butch was having some minor problems that seemed to keep him just off his normal pace. Another racer that was having some problems was our National Champion Gary Kyes. I'm not making excuses for Gary but if you were there and saw him you would have to admire his fortitude. He was so sick some of us were taking bets on what color he was going to turn next!

Qualifying was on Saturday and I had to wonder if Gary would show up on Sunday for the Mains, but sure enough Gary was there bright and early and looking much better. He said he was feeling good and that he worked on his car and thought it would be dynamite in the Main. There was a lot of talk in the pits about tire wear and fuel consumption, Gary set up his car fairly aggressive and was planning on 5 minute pit intervals. Tony, on the other hand, went a little more conservative with over size tires and planning on 4 minute pit intervals. Time would tell which strategy was right. I cannot give you as much detail of this race as being in it makes it very hard to pay

attention to what others are doing and drive!

At the start of the race there was a bad crash in turn 1, and Tony got by clean in 1st, I don't know who was in 2nd, I was in 3rd and Kyes in 4th. After a couple of laps, Kyes went by me like I was standing still. I heard the announcer say that Kyes moved into 2nd spot behind Neisinger. After the 1st pit stop Gary past Tony for the lead till he pitted, then Tony regained the lead. Soon after that Kyes regained the lead and John Hodgson had moved into 3rd spot. By now I had been off the track (ran out of fuel) as well as Butch Kloeber, he also ran out of fuel! We were all trying to pit at 5 minutes but did not quite make it.

At the 35 minute mark I heard Pop's Losi (Kyes pit man) telling Gary to squeeze the throttle easy and save fuel. As it turns out Kyes pulls off another big win. Gary, in my opinion is one of the smartest drivers around, everyone was worried about tire wear but Gary had it figured out. He started with just enough tire so he could run 40 minutes hard but still small enough for the best handling. As far as fuel milage, all I can say is he is one of the smoothest drivers I've ever seen and with an awesome car that is a tough combination to beat! Congratulations, Gary. Much credit must also be given to Tony Neisinger, he drove a fantastic race, although he may have had his car set up a little too conservative. He may have also thought Gary would be off his edge because of how sick he was on Saturday! (But that is just speculation on my part.) 3rd spot was John Hodgson. John has been getting faster with every race and I'm sure it won't be long before he has a major win under his belt. John is one of the most liked racers on the circuit and a good friend. Congratulations on a super job.

4WD A Main

1	Gary Kyes	139/40:19.5
2	Tony Neisinger	138/40:04.2
3	John Hodgson	134/40:13.3
4	Craig Fox	131/40:00.2
5	B Grossenbacher	130/40:11.7
6	Jim Turner	129/40:09.0
7	Butch Kloeber	126/40:08.2
8	Ron Paris	120/40:43.3
9	Kevin Mercadante	103/32:13.2
10	Bill Bowerman	92/29:12.5

4WD B Main

1	Rick Hohwart
2	Ron Williams
3	Gil Losi, Sr
4	Phil Cotter
5	Lee Hall

- 6 Allen Dove
7 Jim Silvay
8 Al Vega
9 Larry Stewart
10 Scott Quaranta



Gary Kyes was the winner of the 4WD Region 6 1/8 scale Regionals.

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2WD — 1st, GARY KYES; 2nd, MIKE COMINSKI; 3rd RANDY RAMSEY

2. BUDWEISER 10 HR. ENDURO

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3. CHARBONNEAU CHARITY RACE

4WD — WINNER & "TQ" GIL LOSI, JR.
2WD — WINNER & "TQ" RANDY TENTSCHERT

4. McCOY RACE

4WD — TQ & 1st, GIL LOSI, JR.; 2nd, GARY KYES
The Top Four Qualifiers Used **PARIS POWER**: 1st, GIL LOSI, JR.; 2nd, BUTCH KLOEBER; 3rd, RODY ROEM; 4th, GARY KYES
2WD — 1st, MARK MIRANDA; 2nd, PAUL NADEAU; 3rd, RAY ZABRISKIE
TQ — KEVIN MERCADANTE

Seven Out Of Ten "A" Main Drivers Relied On **PARIS POWER!**

5. ROAR 1/8 NATIONALS

4WD — 1st, GARY KYES; 3rd GIL LOSI, JR.

The Top Three Qualifiers Used **PARIS POWER**
TQ & New Track Record, RALPH BURCH, JR.; 2nd, JOEL JOHNSON; 3rd, GARY KYES
2WD — 1st, RAY ZABRISKIE; 2nd, TIM FLEENOR; 3rd, GUS GUSTAFSON
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Roy Murakami
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Region 8

Mele Kalikimaka and a haole makahiki hou (Merry Christmas and a Happy New Year) to all of you, the members of ROAR. This month again I am not as prepared as I should be to send in this article. November brings with it the championships for both 1/12th scale electric road racing and the 1/8th scale gas car road racing. Much preparation by many racers can be seen at all of the hobby shops here in Hawaii.

Congratulations to Frank Killam and his new wife!! All the best to the two of you. Sorry I was not able to attend your wedding, Frank.

R/CECC will be hosting their 1/12th scale Championships on November 16, 1986 at the stadium mall parking lot. This race will determine the regional champion as well as count as a points race. Because of the recent rain-outs many new cars are being prepared but as of yet none of us have seen the new Associated 12L cars and the new car of TRC. Whether or not one will make it here for the championships is still unknown. There will be a brand new track design for the championship and no one will know prior to the race what the exact layout will be which makes everything fair for everyone. Motors will be handed out the morning of the race and there will be trophy's for the top three places in each main event.

The gas car championship will be held the following weekend on November 23rd, at the Leeward Community College parking lot. This will be the HCAR's annual championship race. This race will also be the first to have two classes or three classes, of racing. The big debate right now is whether or not to segregate pan cars, suspension cars and 4 wheel drives into their own classes or to intermix some of the classes. This will be a big decision on the part of the race director, Joey Milho, but it is an important decision and it must be made. There are so many inequities among the classes that something must be done. On the other side of the coin, there are so few racers in the gas car club that to run separate classes means that there may be classes where there are only maybe 7 or 8 people running. And what do you do when there are only 3 people running stock pan cars? Run them with the rest of the suspension cars? Isn't there an

inequity here also? Maybe these racers don't mind racing with the more technologically advanced cars. Do they pose a hindrance to the more advanced cars? Does anyone out there have all the answers? Well, let's make the decision and try to work with it until we have solved all the problems. The 1/8 scale club is in very capable hands and I am sure the championships will be run as successfully as in the past. Who can argue with success!!!

Now if my assistant directors could get their articles in to me before the deadline then I can get this all into Midge.

1/10th Off Road Hawaii R/CECC, October, 1986

by Roy Murakami

Under the usual hot Hawaiian skies, the 1/10th racers showed up to battle for the trophies. After the Hawaiian Open, in which the Hawaii racers were treated to some intense competition, everyone was anxious to test out their newly acquired "Hot Tricks".

Thanks once again to the dedicated few, the track was in excellent condition, just as it was in the championships. Thank you.

"A" Modified had the man in green, Kent Uyeunten sneak into first place for the win, after letting Francis Aki and Kevin Uehara battle for first throughout most of the race. Francis and Kevin pulled into an early lead with Kevin holding the edge. All around them everyone was scrambling for position. Kimo Smith, Wayne Onoyama, Butch Farm and Glenn Muraoka were all hot to catch Kevin and Francis. Meanwhile, Kent was picking his way thru the crowd, avoiding the crashes.

Kent soon found himself right behind the leaders. Francis and Kevin tangled at the corner, allowing Kent to slip by. Clear of the traffic, Kent steadily pulled ahead while Kevin and Francis were still engaged in their duel, only now it was for second. With Kent ahead and clear the real race was for second. All the spectators were focused on the intense, close racing between Francis and Kevin.

Exchanging position several times, each held the lead with Kent just staying cool and keeping his distance.

Kent crossed over for the win, with a photo finish for 2nd between Francis and Kevin. Kevin edged Francis by 2/10th of a second to hold second. Francis took a well deserved 3rd. Kimo, having traffic problems, still managed to come in 4th with Wayne Onoyama 5th. Butch edged out the "Bug" bodied RC10 of Glenn to take 6th. Clyde Alexander, driving his super lite RC10 had some problems and came in 8th. Bill Spencer, driving his home brew car took home 9th with Keoni Bloede 10th.

"B" Modified saw Kathy Okano come from dead last to take the win by 2 seconds over the hard charge by Roy Murakami. Reynold Kam pulled a rabbit out of the hat to take 3rd after being hammered at the start. Kurt drove a steady, clean race and took the 4th spot just 2 seconds behind Reynold. Steven Wong-Leong, Daniel Strasser and Peter Okano were battling for position throughout the race with Steve coming out with the 5th spot. Peter followed Steve 2 seconds behind with Daniel also 2 seconds behind Peter. Cory Chock, though he had some problems, still held 8th despite a last minute attempt by Ryan Sakai who had to settle for 9th. Pole sitter Chris Sheeder had to withdraw early in the race and was the anchor man in the 10th spot.

"C" Modified: 1st Richard Arguello, 2nd Bob Chaimberlain and 3rd Garton Bailey.

"D" Modified: 1st Keevan Inouye, 2nd Darren Asato and 3rd Bo Oguma.

"E" Modified: 1st Blaine Oguma, 2nd Ian Hunt and 3rd Marshall Lum.

"A" Production had "Mr Excited" Lenny Lai put his truck bodied Optima in the winners circle. He ran away from the field to win by a lap as the pack tried in vain to catch the flying Lenny. Gail Isono put her RC10 in the #2 spot just seconds ahead of Bert Uejo. Lance Harrano drove well but couldn't make up enough ground and had to settle for 4th. Darren Asato almost caught Lance at the end, but not quite, as he took the 5th spot. Garton Bailey garnered 6th over Gerge Suetsugu while Chris Sheeder and Bill Spencer were DNF.

"B" Production, another tough class, had Masa win yet another trophy with his first class drive. Kyle O. tried valiantly but couldn't keep up with Masa and finished in the 2nd spot. Ray Tom, a new racer, took the 3rd spot

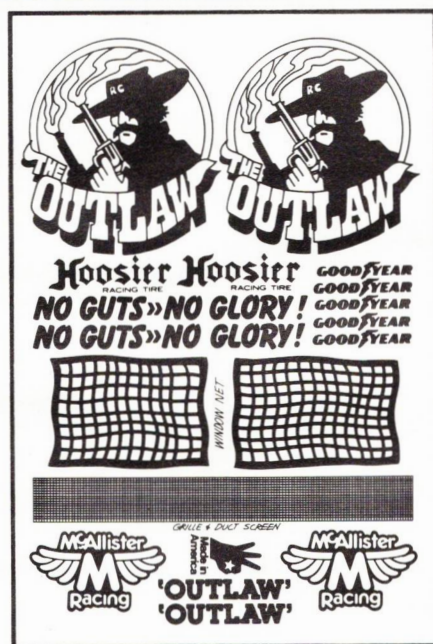


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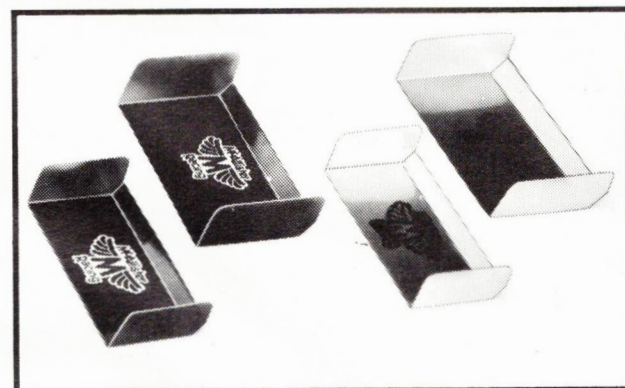
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Region 8 cont.

with a fine drive edging out Jamie Nakaya. Danny Blay squeezed past Mike Fucelli for 5th just before both of their cars broke.

"C" Production: 1st Les Harunaga, 2nd Colin Wong and 3rd Richard Arguello.

And now the Open class - the high dollar, high speed and high pressure class...

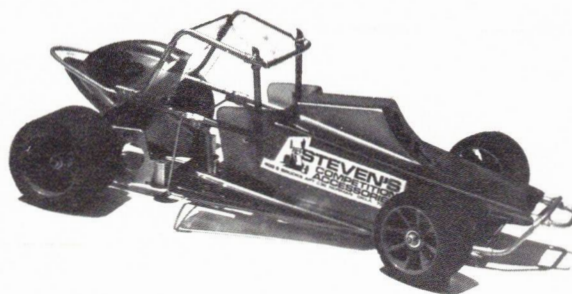
In a rare occasion, 2 wd cars were in the TQ spots. Kimo Smith and Francis Aki both turned some awesome lap times with their RC10 2wd cars. Right behind them were Roy Murakami, Peter Okano and Kathy Onano with the venerable Yokomo cars. Bill Spencer and Roy Umeno qualified their Optimas with Kent Uyeunten, Keoni Bloede and Clyde Alexander rounding out the field with their 2wd RC10's.

At the start, a massive tie up let Roy get a huge lead with only Bill Spencer able to be in contention. As the turn marshalls frantically undid the conglomeration of cars piled in the first turn, Roy headed down the straight. By the time the last car was freed, Roy had almost come up to lap him. The last car was Peter's.

Bill, on the hunt, closed ground with his faster Optima with Roy holding onto his lead. Damaged, Clyde was first to pull off the track with Roy Umeno and Francis Aki following soon after.

Bill, able to close ground, was pushing too hard and would lose it just when he was about to press Roy. At the 2 minute mark it looked like a run away for Roy. But wait, Peter thought otherwise as his hot pink Yokomo closed the gap with incredible speed. In no time at all he was pressing Roy just inches from Roy's rear. With definitely the fastest car on the track, Peter was waiting for the opening. Seeing his chance he passed and drove over Roy's car, taking the lead. But wait, Peter slows like he's dumping, but he's not. In a rare show of sportsmanship Peter waits for Roy to get straightened out.

Peter's speed proves too much as he quickly pulls ahead, soon holding a half lap on Roy. It looks like another win for Peter but... he dumps! With another 20 feet to go. Peter's car goes into crawl speed with Roy closing the gap quickly. Going into the last turn Peter hugs the inside line hoping to get to the finish line first. Roy, hot on Peter's tail, dives the corner using Peter for a board and skates by for the win. Peter, ricocheted off Roy's car, spins across for 2nd. Kimo, driving his 2wd with finesse comes in a solid 3rd with Kent 4th. Kathy, just a



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second behind Kent takes 5th with Bill a close 6th. Keoni pulled in for the 7th spot as the last car running.

"B" Open had Butch Farm come from behind to put his Optima in the winners' circle. Andrew Lum edged his pit mate Brian Young for 2nd with a fine drive. Brian held the lead early on, but was forced to make repairs. Bob Chaimberlain and Wayne Onoyama battled for position with Bob coming out ahead to take the 4th spot. Daniel Strasser pulled in for the 6th spot in this accident prone race. Reynold Kam, Corey Yama and George Suetsugu all had car problems early in the race and were forced to pull off the track.

"C" Open: 1st Cory Chock, 2nd Blaine Oguma and 3rd Steven Wong-Leong.

"D" Open: 1st Mike Villaneva, 2nd Peter Martinez and 3rd Robert Ongies. That's it for off road.

Legal Frequencies

by Robert Novak

AMA Frequency Committee Member

I have recently been selected to be a member of the AMA Radio Frequency Committee with my main responsibility being to interface between the AMA and the RC car industry. I will also be reporting on any new developments to ROAR so that you members will know what is going on. Here is my first report:

During the past two years, RC cars have come to the forefront of the radio control industry due to its tremendous growth. Because of this fact, more and more of our racing activities are being written about in national magazines, both car and airplane publications.

One of the facts that most RC car modelers are not aware of is that the AMA (Academy of Model Aeronautics) was responsible for acquiring the new 75 mhz frequencies for surface use only. If it were not for the availability of these new frequencies, I doubt that the car industry would have grown as rapidly as it has. Along with these privileges, however, come a lot of responsibilities. It is an FCC rule that no RC model (surface or non-surface) will use any other frequency than the ones allocated by the FCC for this use. Use of an illegal frequency is a federal crime, carrying a stiff fine of \$5,000 and up to 6 months in prison. This fine can be given not only to the user, but also to the person who sold him the radio, the owner of the track that it is being used at, and any sanctioning body that might be running the race. Now, this brings me to the purpose of this article. ROAR, as the sanctioning body of RC car racing, is going to enforce one of its original rules of only allowing legal frequencies to be run at any of its sanctioned races. Many people are going to complain about this regulation, but rules are rules and they must be followed.

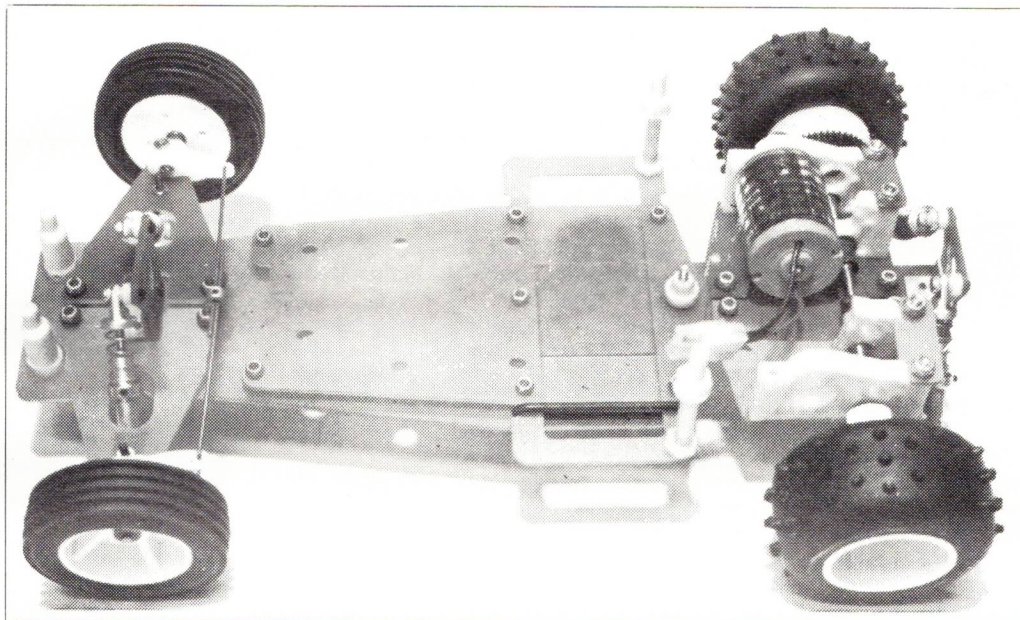
The FCC is under tremendous pressure by the huge communications industry for new frequencies. It is a tribute to the AMA that they were able to obtain these new frequencies from the FCC despite these pressures. We, as ROAR members, have a responsibility not to abuse these privileges by using illegal frequencies.



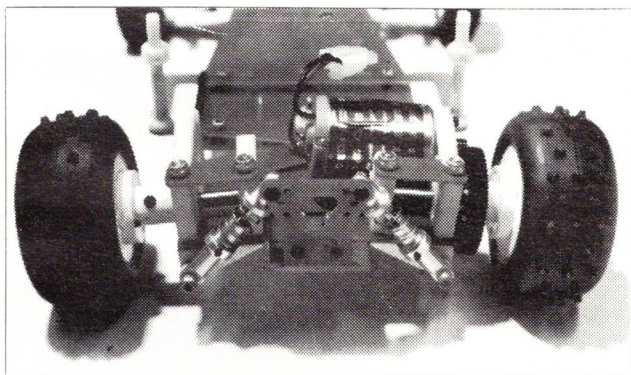
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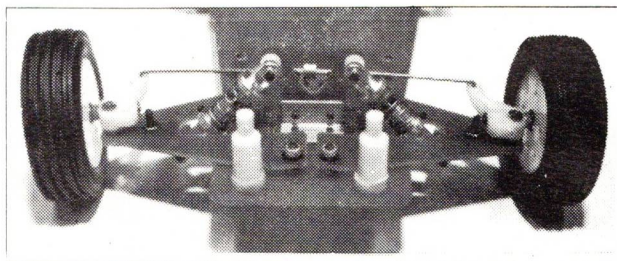


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Region 9

Region 9, 6-cell Modified Asphalt Race

by Randy Johnson

It would seem as though every time the due date for Rev-Up arrives I have two options, first to send an empty envelope which is what my club news file usually looks like during the summer or B S till the first sign of cold weather. With this cold weather arrival also comes the influx of club news. I like to think of it as a sort of reverse hibernation period for the R/C enthusiasts. The last issue was no different except that it was more my fault than anyone else's. I guess deadlines don't get summer holidays if ya get my drift.

Now for the news. I still haven't received any applications for assistants in 1/10 or 1/8 scale, could it be that none of you racers out there care? The S'toon Dusters, were the only club to apply for the six cell Regionals in a last minute effort to salvage the summer season. The race, although short notice, went off without a hitch. Did I say without a hitch? During the last rap session, before the race, the executive realized that the application form had not been sent in yet. After several phone calls all was straightened out. I would like to thank all the people that participated and to the Dusters for putting it on.

Saskatoon will once again host the 4 cell Regionals on April 11, 1987. With the success of the last few races hosted by this club I trust that this race will be equally successful.

Another date to remember is February 7, 1987 which will be the 1st annual **SNOWBLOWER**, a race for modified powered wedges on a flat carpet oval. (4-cell) This race was created to break up the very long and boring winter, for more info call Randy Johnson or myself.

On a special note, I would like to thank several people that made our holidays at the Worlds in Las Vegas quite memorable.: Ernie Provetti, Tony P., Mark Blacketter, Andrew Comrie, Ken Campbell and the Delta crew, Tim Morton, Ken Pohlman, Warren Opheim and a very special thanks to Mrs. Toland, who assisted my wife and son to the hospital when Kyle took sick. (He's A-1 now.)

Till next time, GOOD RACING.

Hello, once again from Saskatoon. July 19th was the date that our club hosted the Region 9, 6 cell Modified Asphalt race. We were a little late getting started, and as a result we had only 14 racers.

Thank you to all the out of town racers who were able to make it to Saskatoon.

We were setting up the track at 7:30 am Saturday morning, the sky was blue as blue can be. By 9:00 am the racers were all there, we had some controlled practice and then came Concours.

1st place went to Andrew Comrie of Edmonton, Alta; 2nd place went to Doug Delasal, also of Edmonton, and 3rd went to Kelly McKeekin of Saskatoon.

As the racing started the sky was starting to cloud over, but of course that did not slow us up a bit. Qualifying went well with a couple of exceptions (dumping & rain). Almost everyone dumped at one time or another. Racing was close and running four qualifiers gave everyone plenty of time to work the bugs out of their cars for the mains.

We ran three qualifiers for each and started the 4th when the rain came down. It was only a 15 minute rain but it came down hard. We were lucky because it seemed to be avoiding us all day, and this was when we found all the dips and pot holes. We pulled the plug on the 4th qualifier which we re-ran after several racers swept the track dry. It was an 1 1/2 hour delay. We re-sprayed the track with traction compound and resumed racing. The last round of qualifying was where everyone put out all they had and made that final jump for positions for the mains.

The "A" Main had its problems. Jamie Horcluk of Edmonton, Alta lasted only 9 laps when his front end broke. My car lasted only 17 laps when it dumped. The real race was for second and third between Gary Lanzer (Trinity/Delta) of Saskatoon, and Kelly McMeekin (Bolink) also of Saskatoon. They fought back and forth for the full 8 minutes, and on the last corner Kelly jumped ahead of Gary. As you will see there are only .2 seconds separating

Kelly and Gary.

First place went to Andrew Comrie (Associated) of Edmonton, Alta. He ran very well all day, except for the qualifier when his front end flew apart after bumping with another car. Andrew was also top qualifier with 35 laps and 1st place in Concours.



A Main winners, left to right: 5th Jamie Horcluk; 4th Randy Johnson; 2nd Kelly McMeekin; 3rd Gary Lanzer; 1st Andrew Comrie. Andrew was also TQ.

The "B" event was won by a Regina, Sask driver, Renie Wall, followed close behind by Dave Newbigging of Saskatoon, who was running on borrowed radio equipment. Third place went to Doug Delasal of Edmonton, Alta and fourth place was taken by Gary Noebel of Saskatoon. He had problems most of the day because of mechanical difficulties.



B Main winners, left to right: 4th Gary Nobel; 3rd Doug Delasal; 2nd Dave Newbigging; 1st Rene Wall.

The "C" Main was taken by Scott Drake of Saskatoon who seemed to run well all day. Second went to Wayne Jedleka who had battery problems throughout the day. Third went to

Region 9 Cont.

Scott Drake's father. Len had a small problem in practice, he melted an endbell off his motor. Finishing in the fourth spot was Lyle Drisdale of Saskatoon, he just could not get his car to run at its best.



C Main winners, left to right: 4th Lyle Drysdale; 3rd Len Drake; 2nd Wayne Jedlicka; 1st Scott Drake.

A Main	Lap/Time/Car
1 Andrew Comrie	35/482.6/Assoc
2 Kelly McMeekin	33/481.7/Bolink
3 Gary Lanzer	33/481.9/Trin/Del
4 Randy Johnson	17/281.3/Delta
5 Jamie Horcluk	9/134.9/Delta

B Main	C Main
1 Rene Wall	1 Scott Drake
2 Dave Newbigging	2 Wayne Jedlicka
3 Doug Delasal	3 Len Drake
4 Gary Nobel	4 Lyle Drysdale

Saskatoon Dusters at Saskatoon World of Wheels

On the 19th - 21st of September our club set up our track at the World of Wheels car show held in Saskatoon, for a two day Enduro, Stock 1/12 scale race. There were 14 racers all from Saskatoon who took part. Friday was a time for practice so everyone could become familiar with the track and find the proper tire compound and gearing.

Saturday was where it all began. Everyone was ready to race and the building started to fill with people. The World of Wheels car show brought people from all walks of life, some people thought they knew everything about cars, until they saw our set-up. They were amazed at the speeds and cornering ability of our cars, most had never seen anything like it before.

We raced steady throughout the day putting on a good show for the growing crowd watching. I walked around the crowd listening to some of the com-

ments. They felt the sport of R/C racing would be a good hobby to get into and they also thought our club had the best display at the show.

We each ran 10 races that Saturday, running 2 heats of 5 and one of 4. After 11 hours of racing, most of us were exhausted, especially one racer who was also working the nightshift. But that was only a start, we still had to race from 12 noon till 8:00 pm Sunday before the final results would be added up.

Sunday came and the crowds were still there. We had from 50 to 200 spectators watching us at any given time. We even had people complaining that we needed more space because at times it was hard for people to see over each other.

We got a great response from the local media who said they felt out of all the displays that weekend that our club was by far the best. Too bad the people who organized the car show didn't give us the same credit. We felt we put on a good show and think we will have some new racers out in the future.

We ran 8 races on Sunday to make the total races 18. Below are the results from the weekend.

1 Gary Lanzer	8 Scott Matwishin
2 Randy Johnson	9 Kevin Leek
3 Don Giesbricht	10 Kim Adam
4 Dave Newbigging	11 Kelly McMeekin
5 Dean Hughn	12 Ron Haughey
6 Lyle Drysdale	13 Steve Betker
7 Gary Nobel	14 Mike Kalylnka

A short note from Eric Himel of Lethbridge, Alberta.

To: R/C Car drivers, Saskatoon, Edmonton, Calgary, Revelstoke, Lethbridge. The Chinook R/C Car Club would like to thank all the drivers and club workers who attended our World of Wheels Endurance race this weekend. A special thanks to Gary Lanzer and the S P Dusters for making this event possible. We raised enough money to pay off our loan for the carpet with a couple of \$ over. We expect to have materials for track units shortly. We feel that this event has put us on solid ground and we look forward to running with you in the future.

Saskatoon Prairie Dusters Winter Race Season

2nd Series: Dec 14 to 28
NASCAR, Mod mtrs Best 2 out of 3

3rd Series: Jan 4 to March 15
Wedge bodies supplied by club
for \$???. Mod mtrs, best 9 out of 11

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Region 9 Cont.

4th Series: March 22 to April 5th
April 19 & 26th
Vintage bodies, Stk mtrs, best
3 out of 5

Important Dates

February 7, 1987 - 1st Annual Snow
Blower Open, Oval, Modified
motors and wedge bodies.
April 11, 1987 - 4 cell Regionals
1 day, Modified motors, Can Am
bodies, Level 4 race
April 12, 1987 - Run What Ya Brung

IROC Visits Edmonton

When setting the schedule for its summer racing series the members of NASCAR (located in Edmonton) decided to copy the format and the excitement of the International Race of Champions series. To do so involved introducing

a new set of rules for the proposed six race series. The most significant change was that all four heats in each race night would be used to determine the points for that night's racing and all six weeks would be used to determine the series winner.

At the first race twelve well prepared IROC Camaros were placed on the line for the Concours event. The cars were judged on both the skill of the preparation and the similarity to the real IROC cars. The winner, with a truly well prepared car, was club President Lorne Rochon.

Then we raced! And what a series it was. In six nights of racing there were three different winners and during the six race series the series leader changed three times as well. The race format called for two weeks on ovals, two weeks on road courses and the final two weeks on a tri-oval. Modified motors were permitted but only won

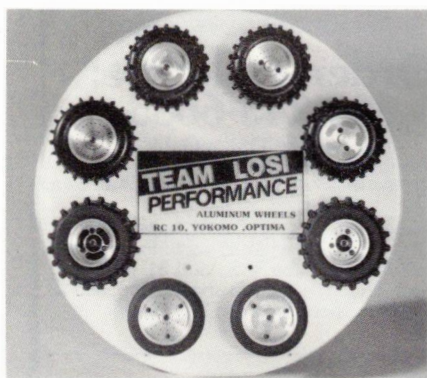
three of the six nights. The skill necessary to "keep it between the walls" being paramount. In all six weeks the racing was close and the competition tight as to win you had to finish **every heat**. When racing began on week six there were four drivers who could have won the overall crown. When the tire dust and flying Camaros settled that evening the series results were (top 12 only):

1 Lorne Rochon	7 Doug Delasalle
2 Ken Newman	8 Judy Bukach
3 Jamie Horkulak	9 Al Runnels
4 Don Smith	10 Tory Bliss
5 Corwin Semchuk	11 Chris Miles
6 Hartley Brown	12 Andrew Comrie

Would we try it again, probably for the simple rule changes put the emphasis on consistency and preparation and isn't the trademark of Penske Racing and Team McLaren.



6-CELL REEDY/ASSOCIATED "RACER PACK". The top pick from the matching process. Limited quantities, unassembled. #3739 - \$45.00.

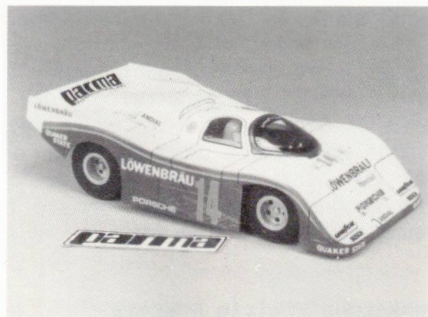


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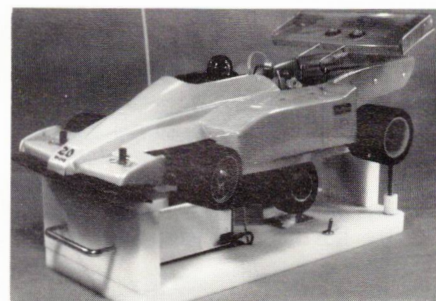
NEW PRODUCTS



BoLINK now offers 3 bodies designed for 1/12 drag scale racing. Dodge Challenger Funny Car, #BL-2053, Straight Style Dragster, #BL-2052, (not shown) Streamline Dragster, #BL-2051.



PARMA's latest entry into the 1/10th scale on-road market is the 962 Porsche GTP. Available in clear lexan it has all the latest factory aerodynamic improvements. Also, with the use of a Parma body mount kit it will fit any 1/10th scale car. #10235 - \$19.00



STARTER PLATFORM for 1/8 scale RC cars available from Tittle Racing Accessories. See their ad.



It's big, bad and beautiful! It's the MRC-TAMIYA BLACKFOOT! R/C car crushers, take note! The Blackfoot is here to make short work of both rough terrain and cheap imitations. See your hobby shop for this car or MRC.

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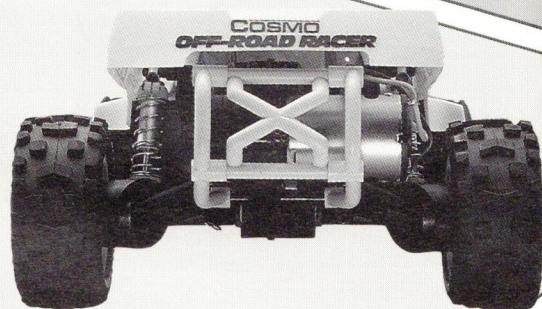
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Computer-aided design has made the Cosmo a fantastic choice for the R/C beginner. Its low parts count means easy assembly — even if you have no previous model building experience. Plus, the Cosmo's simple, straightforward design with easy access for battery and other components allows for smooth operation and quick pit stops.



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motor damage by allowing just the right amount of slippage when necessary.

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Region 10

ACCAR 'MDA 100' 17/08/86

ACCAR's mid-August effort was a charity race for Muscular Dystrophy. Over 100 laps of tri-oval with stock motors and stock car bodies. A battery change was required to go the distance.

Top qualifier was the '86 Olds 88 of Jacques Courchesne. Club President Daniel Drapeau ('85 Buick Regal) qualified second, and led initially until radio irregularities altered his course and allowed Pat Courchesne and Jacques Dagesse to slip ahead into positions that they held for the remainder of the race.



12 year old Pat Courchesne, MDA 100 winner with his Cobra Racing Enterprises built Pontiac Grand Prix.

ACCAR would like to thank Parma International, Bolink, Associated, and Tower Hobbies for their assistance in making this event a success.

Top three placers in ACCAR's 1986 point standings are:

1. Daniel Drapeau	702 pts
2. Pat Courchesne	672
3. Jacques Dagesse	590

ACCAR plans an 8 race series (1:12 oval - stock car bodies) and any racers wishing to compete should contact Daniel Drapeau (526 r 133 Pike River, P.Q., JOJ 1PO) for venue details.

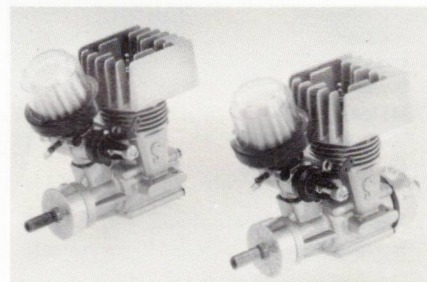
Region 10's only purpose-made gas track continues to improve, as the above photo shows. The 1,050 ft. track, located at Shubenacadie, N.S. (near Halifax) shows the results of work carried out by (RC) 2ANS members who have created the lawns in run-off areas and installed concrete speed bumps in the corners.

The photo was taken from the left end of the new drivers' stand (the shadow of which can be seen in the right foreground) which affords an excellent view of the proceedings. First improvement slated for the spring of 1987 is a roof for the stand to facilitate all-weather racing.

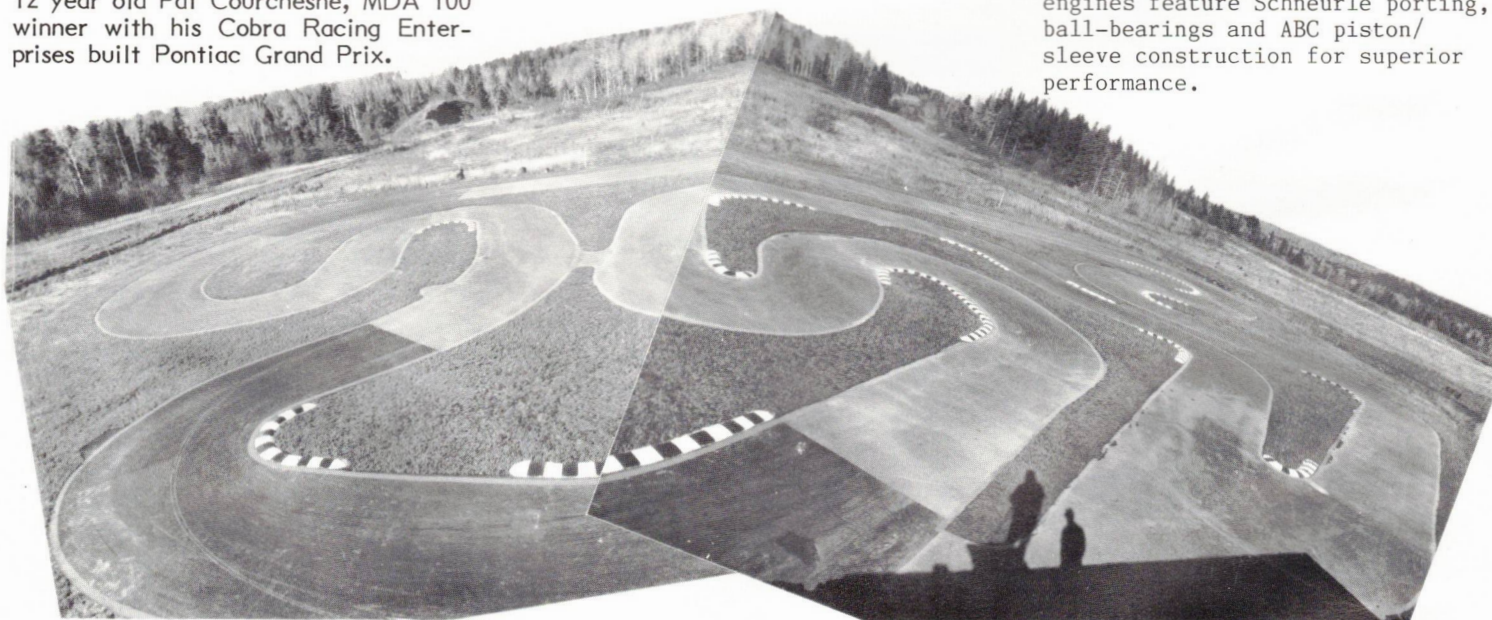
Members were delighted to see that the striped corner bumps work very well, forcing the corner cutters to slow down without throwing them off line too much. With no barriers for cars to hit, bodies seem to last so long that racers tire of their paint schemes before they are too broken up to use.

Plans are proceeding to host the first-ever Canadian Championships there next summer. Major sponsorship and national prime time TV coverage (TSN) have been arranged.

New Product



The SUPER TIGRE S-21 & S-25 BUGGY ENGINES from Great Planes Model Distributors. With a built-on rear start cone (RS) that simplifies starts, or w/out cone, these engines feature Schenrle porting, ball-bearings and ABC piston/sleeve construction for superior performance.



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Region 11

As of this issue, the new officers of ROAR will be firmly in place and started on their new duties. Since they are active in the hobby and retailing/manufacturing ends of the sport, they must have a real lack of free time. All our members should thank them for giving of their time, as our past officers have. We must wish them well.

Racing in Region 11 has been quiet since the last report, mainly due to the change in seasons and switch to indoor racing. The off road clubs have yet to get going and 1/12 is starting up November 7. A new 1/8 off road club is expected to get started later in the month, and will be a ROAR affiliate.

AROARA had their annual meeting on November 1, and elected Vickie Peters as Treasurer, Joe Mikus as Secretary, Ernie Nidiffer to be Vice President and Bob Peters as President. Some new things were voted on and new rules adopted. Classes for 1/12 will be Stock for beginners, Super Stock for the more experienced and Open for those wishing to run six cell open motors. Summer 1/12 racing will be every other Friday night, leaving Sundays for 1/8 road cars. Can Am bodies will be banned as of July, 1987 except for summer Regionals for both 1/12 and 1/8.

Joe Mikus and Kim Fleetwood will be co-race directors for the Third annual Alaska Open Championship (indoor Regionals) to be held February 27, 28 and March 1, 1987, in Anchorage at the Egan Convention Center. This is the most popular event of the year and new events and classes are planned. The promotions and race committees have been formed and the search for a major sponsor is in progress.

No new clubs outside of Anchorage have been formed as of late. I understand that hobby shops in Fairbanks have lists of interested persons but no one willing to take charge and form a club.

Joe Mikus will be reporting on the final summer series for 1/10 and 1/12, and I will give a brief report on the end of the 1/8 road series with final standings.

AROARA 1/8 Summer Series

The first part of the series was reported on last time. The second half was mostly disappointing as rain

plagued the remainder of the season. Rain delays caused the end of the series to extend into September, but the last weekend was quite nice and a free race was a good way to finish up. Ernie Nidiffer (Mr. Regionals) didn't show for the season ender, but he had figured that he had mathematically locked up the championship anyway. After changing his RC500 to four wheel drive at mid-season, he consistently finished first or second. Randy Albright had only two wins and two seconds, but five TQ's put him in second overall, only one point behind ET. His SG MK4 finished the season as one of the strongest cars on the track. Tony "Mr Consistent" Glenn took time out from winning the cart clubs Rookie of the Year honors, to take second on the last week and finish third overall, just one point ahead of Jim Raffuse who DNF'd the finale. A total of 19 drivers competed in Open class a club record.

In pan class, Dean Nix dominated winning five of nine races and taking 8 TQ's. On a couple occasions, Dean's hybrid pan car had better qualifying times than Open class and tied in Main event lap counts. Gary Wozniak missed a number of races near the end and finished a distant second, even though he won four events. Young Sean Raffuse tied with Bob Peters but took third overall based on two wins to Bob's one. Pan class had 10 different drivers on the season, probably also a club record. With 1/12 scale changing to weeknights next year, it's anticipated that we'll have new 1/8 drivers, and some drivers showing up more frequently.

Of note is the fact that Yesterday's Restaurant has invited our club back to use their lot again next year. This gives us two regular race sites, quite a luxury. Their lot is quite large and we'll need additional track equipment to make good use of it.

Now to Joe.....

1/8 Open Summer Series Standings (Top Ten)

Ernie Nidiffer	66 pts
Randy Albright	65
Tony Glenn	62
Jim Raffuse	61
Kim Fleetwood	53

Joe Mikus	50
Terry Nidiffer	46
J C Smith	25
Aarin Cornils	20
Chuck Morris	19

1/8 Pan Standings

Dean Nix	73
Gary Wozniak	65
Sean Raffuse	60
Bob Peters	60
Al Watson	58
Jackie Stuhler	23
Dave Mead	16
J C Smith	9
Gary Peterson	7
Al Bagley	6

1/12 Exp Standings

Tony Glenn	69
Joe Mikus	61
Rienhard Howard	58
Bob Peters	32
Gary Wozniak	15
Randy Albright	8

1/12 Novice Standings

Al Watson	69
Jeff Adzima	61
S Campbell	58
Jim Barlow	55
Vickie Peters	49
Tim Donovan	16
Robert Laws	12
Tim Higdon	11
Tim Brass	11
Al Swackhammer	9
Leroy Hayden	8
Jason Hite	8

1/10 Off Road

by Joe Mikus

The October weather in Alaska has finally put an end to the outdoor racing season. Even with no snow yet, the temperatures on race nights have been dropping close to freezing and the daylight seems to get about thirty minutes shorter each week. With the increase of darkness we have switched to running ovals only because the infield road course is still too dark even with our new quartz lights.

The AROARA summer oval series was

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Ricky Phillips

Region 11 Cont.

run with only an Open class, combining two and four wheel drive cars running both stock and modified motors. Even with this wide range of cars, the racing was still very close as the slower stock cars were easier to handle on our rough and slippery track. Bob Peters did seem to have an advantage with his 4WD MIP/RC10; he won all but one of the series races. Tim Brass finished second in the series followed by Joe Mikus and Tim Gebhardt, all running modified RC 10's. The next 4WD car was the fifth place Optima of Don Dockum. Next in sixth place was the highest placed stock car driven by Vickie Peters.

AROARA OVAL SERIES

Bob Peters	MIP/RC10
Tim Brass	RC 10
Joe Mikus	RC 10
Tim Gebhardt	RC 10
Don Dockum	Optima
Vickie Peters	RC 10
Ty Goodrich	RC 10

10. Open was another class dominated by one driver, Don Dockum driving his Optima to five straight wins and TQ's. Modified had some very close racing with all drivers having good finishes throughout the series. Jim Raffuse and Tim Hidgon tied in points for the series, with the win going to Jim with one more win in the series.

ACORR FALL SERIES

Big Bear Oval
Bob Peters
Jeff Adzima
Vickie Peters
Joe Mikus

1/10 Modified Oval
Jim Raffuse
Tim Hidgon
Jeff Adzima
John Benthien
Joe Mikus
Randy Grane
Les Elliot
Mike Piotrowski

ARCORR's final series got underway in a light rain with a very wet and soggy oval course. This kind of weather continued for the entire series causing very poor track conditions, sometimes soggy enough to stop a car in its tracks. All this mud racing was even more difficult leaving the cars almost invisible after a few laps of mud slinging action. The cars that best handled the mud were the Big Bears. This was the first series with these cars, and proved to be very exciting as all the cars were evenly matched. The series was also very close with only one TQ point separating first and second places.

Stock class was dominated by Derek Campbell with his RC 10 winning all but two races. James Brown had the other two wins of the series also with an RC



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To obtain your special discount fare, which will be in effect from January 5 through January 16, 1987, call **American Airlines** on its toll-free meeting service number, **1-800-433-1790**, between the hours of **7 a.m. and 12 midnight, Central Time**, and be sure to specify the IMS meeting code, **STAR No. 12242**. The toll-free phone number and STAR number are in effect for the continental USA, Alaska, Hawaii, Puerto Rico, Virgin Islands, and Canada. Fares in the 48 domestic states will be 35% off the regular rates, and if some other special promotional discount is being offered by American between the Los Angeles area and your location, an **additional 5%** will be deducted for show attendees. Call American on the special number as **soon as possible** to obtain the best discount available, and don't forget to specify **STAR No. 12242!**

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NEW

Leisure 106

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Charge Rate:
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7 cell - 20 min.

Leisure 107

Input: 12 vDC/117 vAC
Charge Rate:
6 cell - 15 min.
7 cell - 20 min.

Leisure 105

Input: 12 vDC
Charge Rate:
6/7 cell - 15 min.

Leisure 104

Input: 12 vDC
Charge Rate:
6 cell - 15 min.

The common sense approach towards NiCad charging by Leisure.

Safe, simple, NiCad charging alternatives.

No matter what your application each Leisure auto charger offers safe, trouble free NiCad charging. Developed and refined from over 16 years of experience in R/C NiCad technology, Leisure chargers take the guess work out of NiCad care and maintenance. Just plug in your batteries, set the timer and relax. And, every Leisure charger has a discharge test feature which allows you to determine the health of your battery pack, and takes a lot of the guess work out of troubleshooting a sick car.

Leisure chargers also have trickle charge circuits which operate when the timer is off. Trickle charging allows you to top-off your battery pack overnight insuring maximum performance.

On all Leisure chargers you will find other thoughtful design fea-

tures to protect you and your equipment. For example, all our chargers include an inexpensive, easy-to-replace fuse. Should a short occur in your model or should you incorrectly wire your model or batteries, you simply replace the fuse rather than having us replace an expensive charger component.



Leisure offers high quality Sanyo NiCad cells and fully assembled battery packs. A complete selection of switches and connectors are also available.

Another thoughtful design feature of our chargers is our input connectors. Unlike some of our competitor's chargers, Leisure doesn't include cigarette lighter type connectors on its' D/C chargers. We've seen expensive front

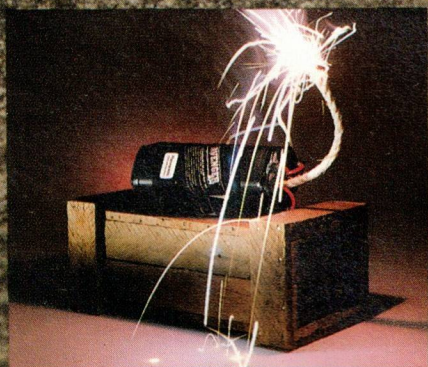
seats and floor mats in cars destroyed by hot battery packs and runaway cars. Our chargers are designed for use outside the automobile where it's both convenient and safe.

Leisure is a pioneer in the use of electric power for radio controlled models. Being modelers ourselves we've designed our chargers to save you effort and expense and to get the most enjoyment from your R/C hobby. See Leisure's complete line of equipment and accessories; including electric flight motors, battery packs, and connectors, at your R/C hobby dealer. Or, send a stamped, self-addressed, business size envelope for complete details.

Leisure

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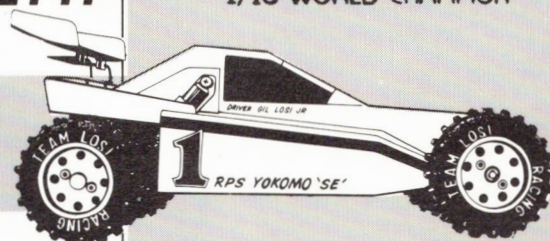
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