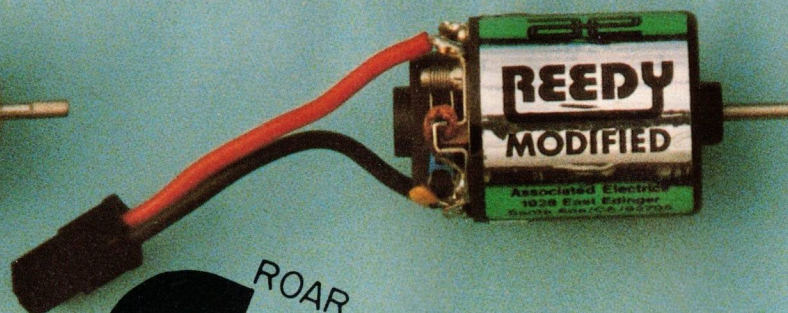
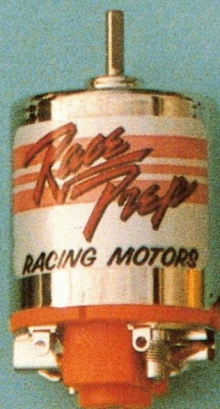


ROAR

rev-up

JULY, 1987

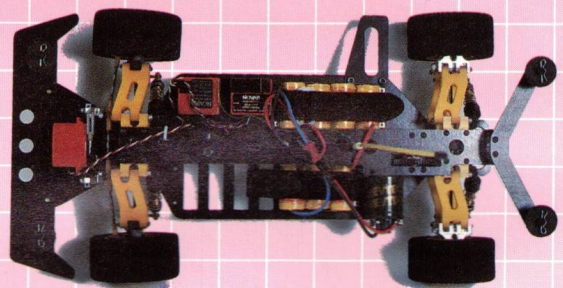
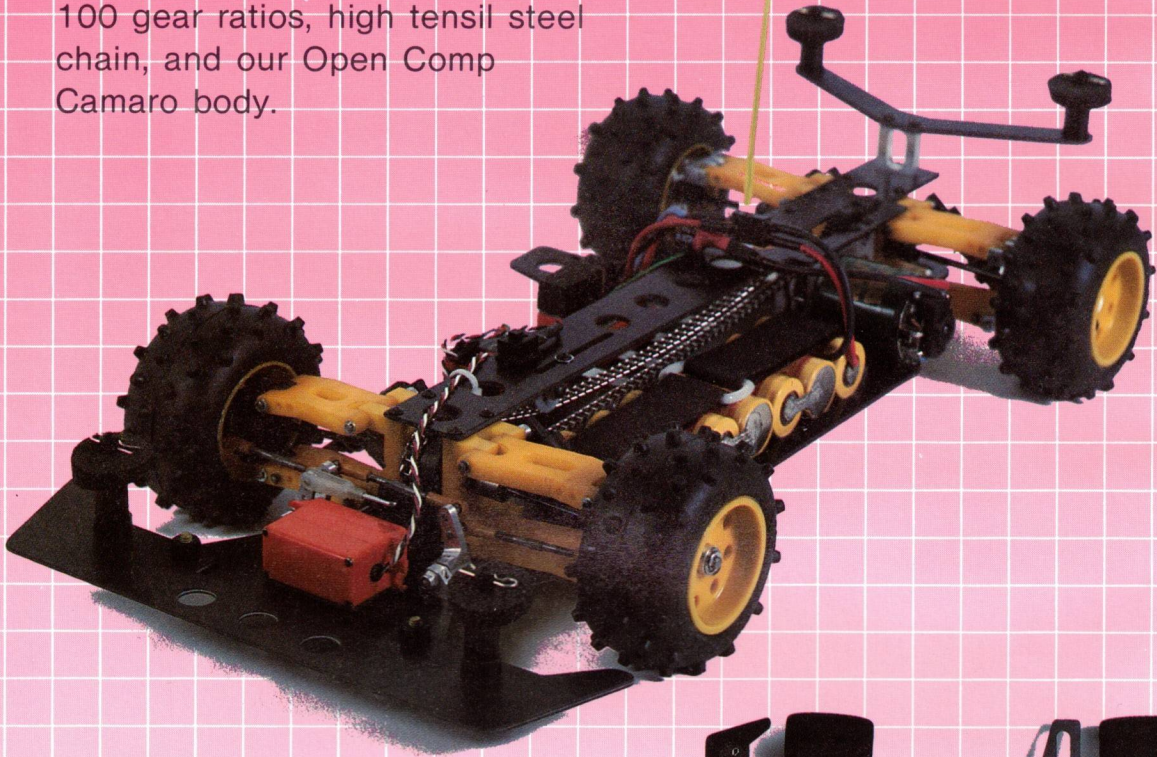
Official Magazine of Radio Operated Auto Racing Inc.



Dominator IV

Experience the new standard of excellence in 1/10 scale racing. After two years of extensive research and development by Jerry and Brian Landgraaf, the **DOMINATOR IV** has earned its name by becoming the ruling force in 4WD oval racing across the nation. This is the car that has broken the record at every track it has ever raced on by one full lap or more.

At Custom Works R/C Products, we engineer race-winning performance into all our products. The **DOMINATOR IV** kit features all carbon fiber chassis components, stainless steel ball bearings, hardened drive axles, Delta pressurized shocks, drag link steering, turnbuckle-ball cup tie rods, fully adjustable 4-wheel independent suspension, lowest power loss drive system possible, with over 100 gear ratios, high tensil steel chain, and our Open Comp Camaro body.

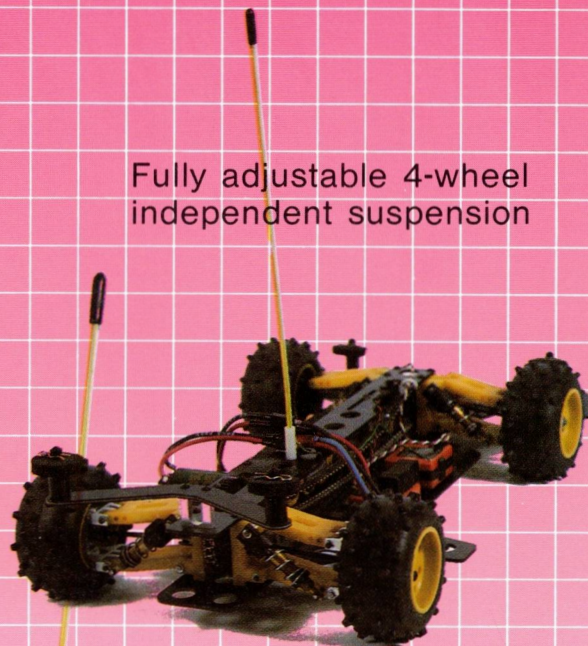


The **DOMINATOR IV** is equally impressive as a hard surface road course car. Installation of optional adjustable ball-type differential, balancing the chassis with battery placement, and installing foam tires make this car a superb road car.

Open Comp Camaro body



Fully adjustable 4-wheel independent suspension



We have proven the **DOMINATOR IV** a consistent winner over the world's finest. Popular demand encouraged us to produce this custom built race car in kit form. The "unfair advantage" is now available to the public ...



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THE TEAM DOES IT IN THE DIRT.

Race the car that beat the imports in the toughest kind of off-road competition.

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

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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.



Sealed gearbox
VariLok
differential

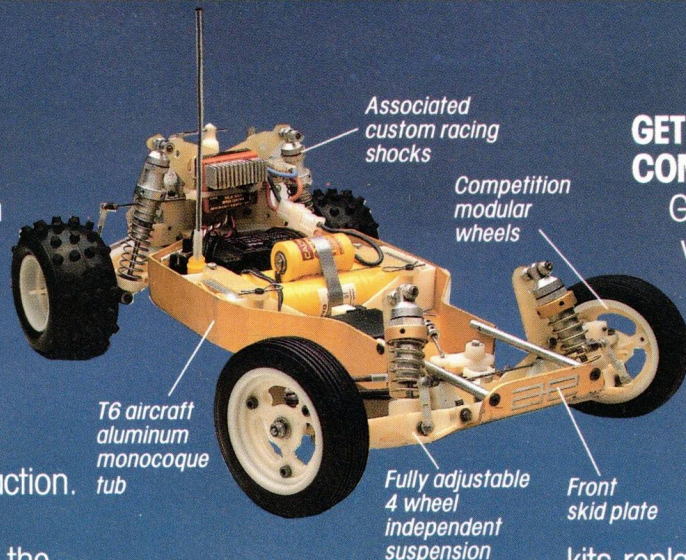
Smooth undercarriage for
maximum ground clearance

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.

For maximum traction the RC10 suspension is damped by long throw, oil-filled racing shocks. These custom shocks use machined alloy cylinders and drill blank shafts for silky smooth action.

Rugged, yet light, the suspension gives you all the adjustability of full size, full race buggies. The A-arm/Ball joint design allows precise camber, caster, ride height and spring rate tuning. Even anti-roll bars and a VariLok dif are included.



Exceptional ground clearance and low center of gravity also contribute to the superb balance and performance of the RC10 over all types of terrain.

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.

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IFMAR WORLD CHAMPION

PARMA'S GOT YOU

1/10 SCALE LEXAN BODIES



10202 CHENOWETH FOR FROG



10204 UNSER BUGGY



10207 ASA MUSTANG



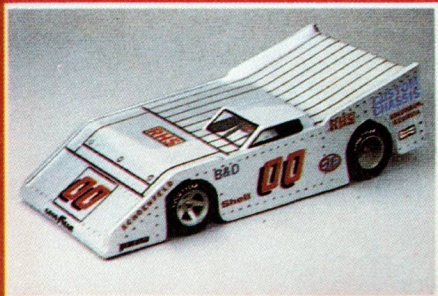
10211 ASA BUICK REGAL



10212 SUBARU BRAT



10213 GRASSHOPPER



10217 OUTLAW WEDGE



10218 '63 CORVETTE



10219 ASA DODGE DAYTONA



10224 CHENOWETH FOR MONOGRAM



10225 MUSTANG OFF ROADER



10226 944 IMSA TURBO PORSCHE



10230 THE SLY ONE FOR FOX



10231 '36 FORD



10232 '69 DODGE CHARGER

COVERED...

1/10 SCALE LEXAN BODIES



10208 '83 NASCAR MONTE CARLO



10209 SARGENT SPRINT CAR



10210 AMC SPIRIT MODIFIED



10214 STINGER



10215 CHENOWETH FOR RC10



10216 CHENOWETH FOR YOKOMO



10220 '67 PONTIAC GTO



10222 FROG JUMPER



10223 WELLS COYOTE



10227 '33 FORD 3 WINDOW COUPE



10228 BIG BEAR DATSUN



10229 VOLKSWAGEN BEETLE



10233 OSELLA PA9 CAN AM



10236 '86 NASCAR MONTE CARLO



10237 DESERT DOG FOR OPTIMA

Introducing...
A Brave New Breed
in R/C Tires.

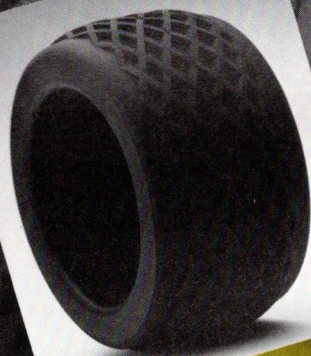
The Warriors

Finally a wide tire that
doesn't mean battery burn
out. Extra wide low profile
tires from Pro Line.

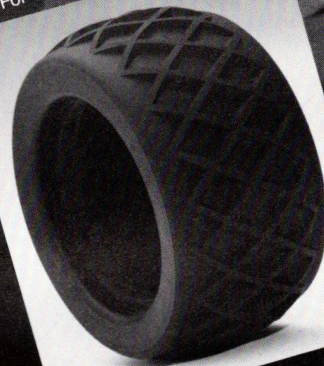
APACHE
#426 For Hard Surfaces



CHROKEE (WAFFLE)
#427 For Hard Surfaces



COMANCHE
#428 For Sand

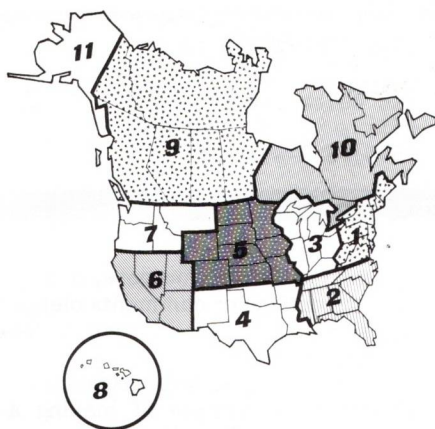


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1/6 Page	- 25.00	5 7/8 x 2 7/8

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

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Thanks to Radio Controlled
Hobbies, 2011-B Placentia in
Costa Mesa and Hot Trax R/C,
5201 Argosy in Huntington Beach
for letting me borrow the motors
for the cover. Thanks to Gene
Husting for taking the picture.

ROAR MEMBERSHIP FORM

PLEASE TYPE OR PRINT NEATLY

LAST NAME FIRST NAME M.I.

ADDRESS

CITY STATE ZIP CODE

ROAR # \$ AMOUNT ENCLOSED PHONE ()

1 8 SCALE ROAD 1 8 SCALE OFF ROAD 1 8 SCALE SPRINT CARS* DRAG CARS* 1 10 SCALE OFF ROAD 1 10 SCALE DIRT OVAL 1 12 SCALE ROAD

PLEASE CHECK APPROPRIATE BOXES
NEW MEMBER OPEN MEMBER BULK RATE POST
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*INDICATES CLASS OF CARS RULES CAN BE DEVELOPED FOR IF INTEREST WARRANTS

USE SECOND APPLICATION CARD IF MORE THAN 3 ADDITIONAL FAMILY MEMBERS.

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ROAR Information

President's Comments

Mike Reedy

By the time you are reading this the first ROAR Nationals for 1987 will be under way. We start out this year with the 1/12 scale Nationals. This is the first time a ROAR 6 cell Nationals will be held indoors on carpet. For those of you who have raced 6 cell carpet before, you know what you have to look forward to. Good traction, smooth (usually) surface, consistent surface, and a break from the Florida summer sun.

The 1/10 Nationals, being hosted in Atlanta, GA, is fast shaping up to be one of the largest yet. The South East is a very strong and competitive area for off road racing. Some participants will be missing this year with the World Championships being held two weeks after the Nationals. But with the interest and response from around the country, there will be plenty of participants and competition.

1/8 scale Nationals, which will be held in Florida, is being held in an

area that has always had a strong racing program for 1/8 scale. Florida has been the site of many major 1/8 races in the past. This will be the first time the ROAR Nationals has been held there and the organizers are putting a large effort into it.

I would like to stick a word of appreciation in here for Eric Gudger. Eric is the Region Two Director and member of the ROAR Executive Board. He volunteered to be the guiding hand behind the Nationals this year and has done a fantastic job coordinating all the questions and efforts that go into making a successful Nationals. Region II and ROAR is very lucky to have someone this enthusiastic and hard working to help organize the Nationals this year.

Another ROAR official who does not get a lot of mention but does a lot of our necessary paperwork, is Howard Finkleman. Howard serves on the Executive Committee and as a lawyer he proved invaluable in writing and establishing our by-laws last year. Howard, a club and family racer from the Philadelphia area, brings a good, strong club racing opinion to the Executive Committee. Our new by-laws have been in effect for a year now. This should give us all a chance to see how they are working and if any additions or alterations should be made. Howard is chairing a by-laws

committee for this purpose, if you have any suggestions or comments please send them in to ROAR, attention Howard Finkleman.

For the first time ROAR has been placed in a position of making a decision on a product that was approved, but for whatever reason, no longer meets the specifications. This concerns a stock motor that is now appearing here in a condition where some of the material no longer meets the ROAR specifications for stock motors. As ROAR maintains very concise and strong rules for legal stock motors the matter has been turned over to the Product Approval Committee. The committee is collecting all the available information and reviewing everything on which to base their decision. The decision of the Product Approval Committee appears elsewhere in this issue of Rev-Up.

Voting time coming up - so when you receive your ballot for officer election take the time and interest to vote. This is your organization, but without your votes ROAR has no way of knowing who or what you want.

I would like to close by answering a question put to me the other day. With the increased membership of ROAR what is done with the increased dues?

First, a certain part of each person's dues (over 50%) goes to cover the members insurance and the larger

☐ 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
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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.

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 ☐
Central America, Caribbean, South America, and Europe (Airmail First Class) ADD \$12.00 ☐
Asia, Africa, Far East, Australia, and New Zealand (Airmail First Class) ADD \$15.00 ☐
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.

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



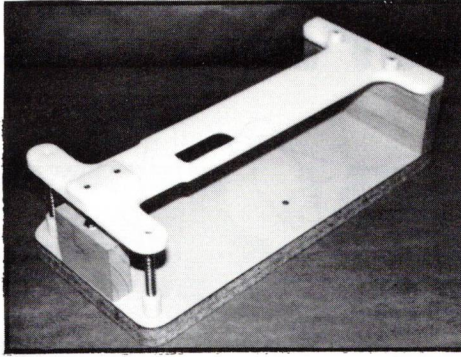
RECEIPT FOR R.O.A.R. MEMBERSHIP PAYMENT

\$ _____ received on (date) _____
from (applicant) _____
by (agent) _____
address _____
city, state, zip _____

NOTE: This receipt indicates that the agent named above has accepted responsibility for forwarding membership application fees to R.O.A.R. within seven days and that the applicant is considered a R.O.A.R. member for 45 days from above date, for purposes of entry in sanctioned meets and liability insurance. Personal checks take 3 weeks to process. If you have not received your card within 6-8 weeks, contact the Information Center at (404) 962-R.O.A.R.

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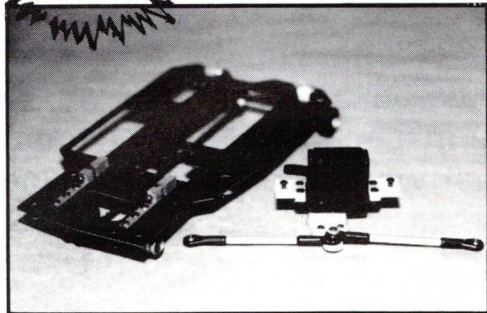


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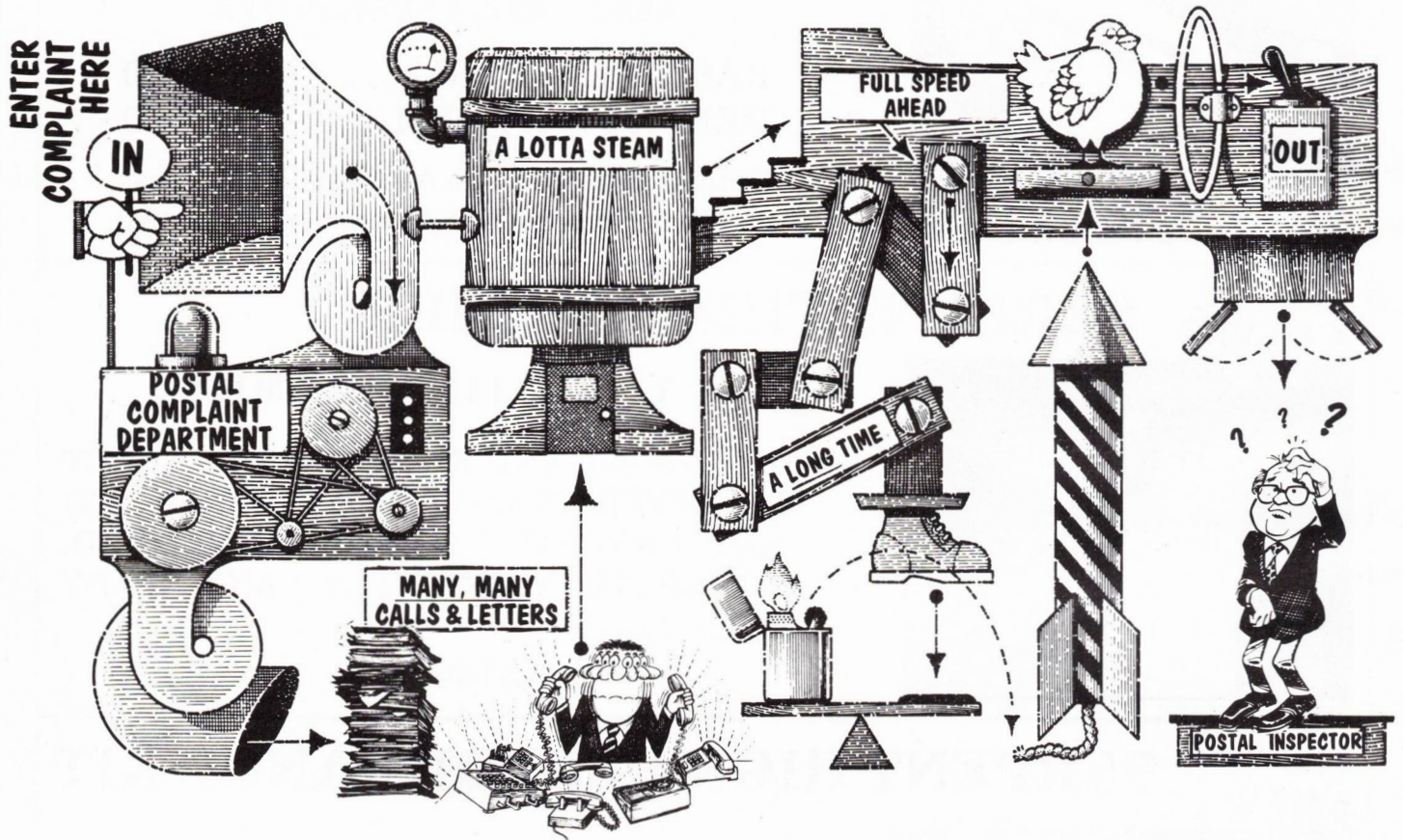
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FOR 1/8 R/C CARS

JOHN TITTLE
214-570-0422

IT TAKES A LOT OF EFFORT TO GET A POSTAL INSPECTION!



In October and November of last year, a large number of letters mailed to R.O.A.R. were *"misdirected"* and never reached our post office box. We have been filing formal complaints and trying to get an official postal inspection since December. Now we have been informed by the Postmaster that we *must* have the names and addresses of the actual people who sent the mail to us! **WE NEED YOUR HELP!** If you or your club mailed an application or correspondence to R.O.A.R. at any time from September, 1986 to April, 1987, and did not get a response, please complete the following form and mail it to the Information Center.

Yes, I mailed an envelope/card to R.O.A.R., P.O. Box 1536, Lawrenceville, GA 30246 during the month of _____ and, to my knowledge, it was never received.

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PHONE: _____

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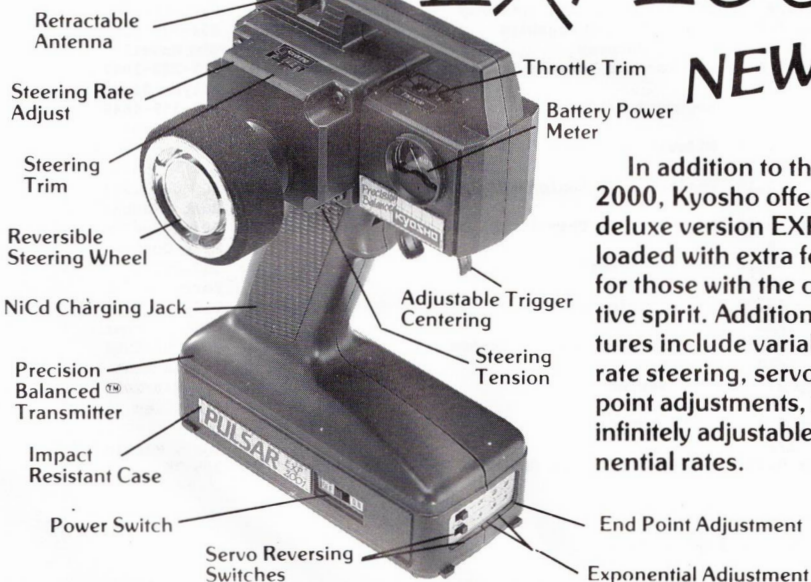
Kyosho's cars have been running and winning races around the world and now Kyosho Engineering has custom built a radio designed especially for R/C cars. The Kyosho Pulsar 2-Channel Precision Balanced radio system has been expertly designed to meet the needs of car drivers with great styling and many high-tech features. For controlling R/C cars, there's no better radio made than Pulsar!

The transmitter features servo reversing switches, quick-change right/left-hand conversion, adjustable trigger centering, adjustable tension "sure-grip" steering wheel with built-in over-torque protector, fully-collapsible antenna, power output meter, NiCd charging jack, fast frequency change plug-in crystals and more. Racers asked for it, and Pulsar has it!

The Pulsar has been Precision Balanced™, a unique design that places the center of gravity of the transmitter directly in the center of your hand.



PULSAR EXP 2001 NEW!



In addition to the Pro-2000, Kyosho offers the deluxe version EXP-2001; loaded with extra features for those with the competitive spirit. Additional features include variable dual-rate steering, servo end-point adjustments, and infinitely adjustable exponential rates.

Other transmitters are top-heavy which causes wrist fatigue, but Kyosho Engineering has designed this radio to be comfortable for racers all day long.

The Pulsar's compact KS-88 servos fit in virtually any R/C car, but still have a big 34 oz.-in. of torque – power enough for almost any model. Kyosho knows weight and space are important in car installations and that's why they made the KR-2M Mini Receiver – it's one of the smallest and lightest (only 1 ounce!) in the world.

Pulsar will give you years of smooth and reliable performance plus the realism, comfort, quality, and features that racer's demand at a super low price! Ask for your Pro-2000 or EXP-2001 at your local hobby retailer today.

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ROAR Info Cont.

portion of the cost of Rev-Up and mailing. The remainder is used for several programs such as rule books, promotions at hobby shows, National Championship ROAR awards (new), Regional Championship awards (new), technical inspection boxes for use at major races (measuring devices, scales, etc.), club help programs such as lap counting paper work, race numbers, sign-up cards. The club help program is new and is aimed at helping new clubs to organize races and to make specialized items readily available to all clubs to use.

ROAR is constantly looking for ways to help you the racer and club with new programs as funds become available.

Good racing!

PRODUCT APPROVAL

AIR SUPPLY #700 MOTOR

The new Air Supply #700 motor has been approved for use in 1/10 and 1/12th Modified class. The motor was submitted by HPI and will be available under various U.S. manufacturers labels. Distinguishing features: brush hardware gold in color, end bell is slotted in area of bearing.

AYK MOTOR

There has been a question raised concerning the size of the wire presently being used in the AYK/Race Prep stock motor. At this time the motor is on the ROAR approved list and is being tested by an independent testing lab. The results of these tests will be announced upon completion, and any decisions will be based on the test results.

1987 1/10 Scale World Champ Team

The 1987 IFMAR World Championships for 1/10th scale electric powered off road buggies will be staged at the Romsey Off Road club circuit in Romsey, Hampshire, England between August 2-9. Preparations are underway to ensure that this IFMAR sanctioned event will become one of the most memorable championships to date.

R.O.A.R. SANCTIONED EVENTS CALENDAR

Date Level	Scale	Race	Club	Location	Phone
June 18-21 1/12	1/12	SCALE NATIONALS		Orlando, FL	305-282-8540
June 20 1/10		Arizona 1/10 Championship Series		Chandler, AZ	Lance Reynolds 602-962-6296
June 26-28 1/10		East Coast 1/10 Oval Champs		Mechanicsville, VA	Dennis Aust 804-746-2758
June 26 1/12		Region 11 1/12 Regionals		Anchorage, AK	Skip Wilson 907-278-3695
June 28 1/8		Region 11 1/8 Regionals		Anchorage, AK	Bob Peters 907-278-3695
June 27,28 1/8		M.W. 1/8 Series		St Louis, MO	Bob Peters 513-425-6920
June 28 1/8		S. W. Series		Dallas, TX	Martin Runge 214-840-2054
July 3-5 1/10		Enchantment 100		Albuquerque, NM	Gene Goen 505-299-6546
July 3,4,5 2		1st Annual Firecracker Oval Race			817-295-2821
July 6-12 1/8		IFMAR 1/8 World Championships		Pomona, CA	K.C. Neubauer 714-623-1506
July 17,19 1/12		Ranch Pit Shop Region 1 1/12 Championship		Richmond, VA	Mario Losi 804-264-4778
July 18 1/10		Arizona 1/10 Championship Series		Chandler, AZ	Mike Coffey 602-962-6296
July 18,19 1/10		World Series of Oval #2		Gardena, CA	Dennis Aust 213-324-3105
July 18,19 1/8		Region 2 1/8 Championships		St Petersburg, FL	Warren Jamison 813-581-3607
July 18,19 1/8		Raspberry 100 GT/GTP 1/8		Hopkins, MN	612-933-4211
July 22-26 1/10		1/10 SCALE NATIONALS		Atlanta, GA	Bruce Downs 404-474-1123
July 25,26 1/8		P.D.Q. Raceway, Mableton Midwest Series		Toledo, OH	Jack Bailey 513-425-6920
July 26 1/8		S.W. Series		Dallas, TX	Martin Runge 214-840-2054
Aug 1,2 1/10		Region 7 1/10 Regionals		Mt.Vernon, WA	Gene Goen 206-856-6613
Aug 1,3 1/8		H of A 1/8 Series		Kansas City, MO	David Holm 217-732-4725
Aug 1 1/12		Region 9 - 6 Cell Champs		Edmonton, Alberta,Can	Larry Martin 403-483-1975
Aug 3 - 9 1/10		IFMAR 1/10 World Championships		Romsey,England	Hartley Brown 714-543-7465
Aug 8,9 1/10,1/12		Florida State Series		Melbourne, FL	Mike Reedy 305-631-8761
Aug 9 1/10,1/12		Region 7 Regionals, 1/8,1/10		Renton, WA	Steve Whitney 206-838-0404
Aug 15 1/10		Arizona Championship Series		Chandler, AZ	Dave Clark 602-962-6296
Aug 15,16 1/8		Midwest Series		Chicago, IL	DennisAust 513-425-6920
Aug 15,16 1/10, 1/12		Birmingham Summer Champs On Road		Birmingham, AL	Martin Runge 813-971-5273
Aug 21,23 1/10		Region 5 Off Road Regionals		Normandy, MO	David Swearingin 314-949-0443
Aug 21,23 1/10		Region 2 Oval Champs		Anderson, SC	803-224-8591
Aug 22,23 1/8		H of A 1/8 Series		Kansas City, MO	217-732-4725
Aug 23 1/8		S.W. Series		Dallas, TX	Larry Martin 214-840-2054
Aug 25-30 1/8		1/8 SCALE NATIONALS		Ft Lauderdale, FL	Gene Goen 305-748-5416
Sep 5,6 1/12		Ft Lauderdale R/C Speedway Region 2 Championships		Mabelton, GA	Mike Morse 404-934-9199
Sep 5,6,7 1/8		PDQ Raceway Mid America Formula I Champs		Kansas City, MO	Tim McNeil 816-228-1047
Sep 5,6 1/10		Region 4 1/10 Regionals		Kingswood, TX	Arlynn Simon 713-359-4649
Sep 12,13 1/8		Midwest Series		Detroit, MI	Steve Bost 513-425-6920
Sep 12,13 1/8		Region 4 1/8 Regionals		Houston, TX	Martin Runge 409-833-1940
Sep 18,20 1/8		Region 1 1/8 Championships		Richmond, VA	Rusty Husband 804-264-4778
Sep 18,20 1/8		H o A 1/8 Series		St Louis, MO	Mike Coffey 217-732-4725
Sep 19,20 1/10		World Series of Oval #3		Gardena, CA	Larry Martin 213-324-3105
Sep 19,20 1/10		Arizona Championship Series		Chandler, AZ	Cliff Fisher 602-962-6296
Sep 27 1/8		S.W. Series		Dallas, TX	Dennis Aust 214-840-2054
Oct 3,4 1/8		H O A 1/8 Series		Lincoln, NE	Gene Goen
Oct 9,11		Region 2 Off Road Champs		Altamonte Springs, FL	Larry Martin 305-78

Information Cont.

Entries are being received from all over the world to make this a true international event. Both ROAR and FEMCA have confirmed that they will be taking their full allocations for drivers to compliment the strong European presence.

Obviously organisation of this magnitude demands a high level of finance. Fortunately event organizer Bill Jones has been able to attract substantial sponsorship for these championships from Parma International of America.

Parma's president Ken MacDowell recently visited Romsey to confirm the deal and shook hands over the circuit with Bill Jones (see photo).

Also pictured is the track at Romsey. Lap length; 375 ft (125 yds) Width; straight - 12' 7", infield - 10' Minimum, Surface; Red Speedway Shale, Length of main straight; 70 ft.

Good luck to all entrants!!



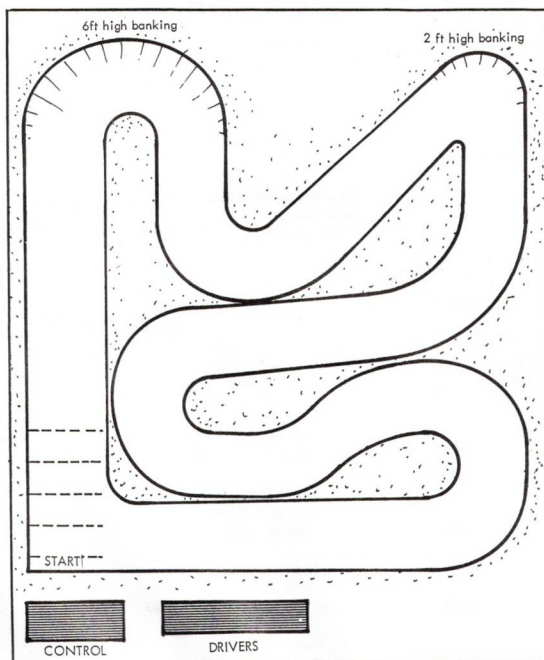
insurance updates from JOHN SULLIVAN

Once again I want to emphasize that ROAR's insurance policy provides coverage only for ROAR members. Also, it is important to note the policy covers only ROAR sponsored events and organized practices. I have received a lot of telephone calls from members throughout the country, asking me to define what is a ROAR sponsored event. I answer this question by advising, "A race, event and practice is a ROAR sponsored event when the competition is run under the safety guidelines, rules and technical specifications set forth by the ROAR national office." It is of utmost importance, and we firmly recommend, that the ROAR Marshall (at a race site) check the membership cards for all participants that they are valid and current members in the ROAR Association. A non-ROAR member, participating in an event that caused a liability claim to occur, would void coverage under the ROAR policy. Proof of membership, at a race site, is also required; since this is the only way ROAR can ensure everyone racing in the event has valid insurance coverage.

All of you must remember the ROAR insurance policy creates a large amount of exposure, since the policy covers race sites and events held throughout the entire United States.

Cont. on next page

Track Details



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AZ, Kingman
Kingman R/C Car Club
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AZ, Mesa
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Saguaro R/C Raceway
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AZ, Scottsdale
Scottsdale Scale Racing
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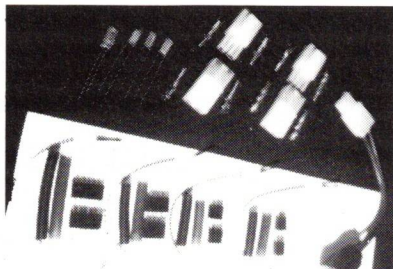


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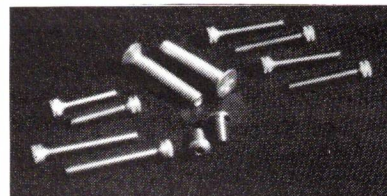


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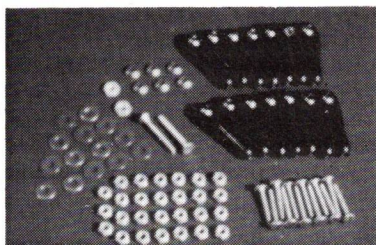
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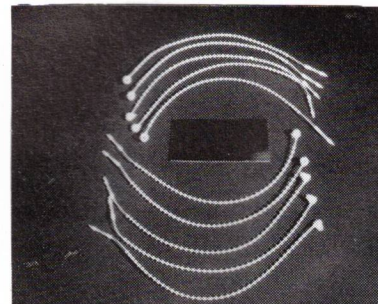
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Aluminum Vertical Clamping For RC-10 - \$4.00; Vertically clamps the rear "A" Arm pivots and virtually eliminates breakage and looseness.

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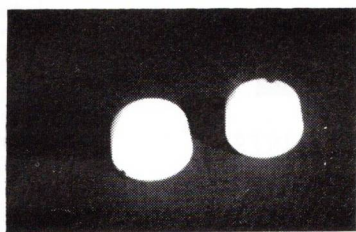


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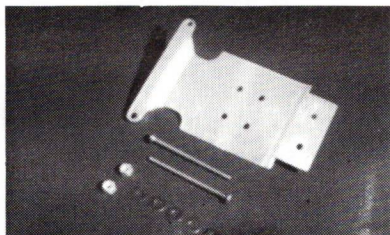


Precision Machined Fox/Falcon To RC-10 Wheel Adaptors - \$15.95.

9001:

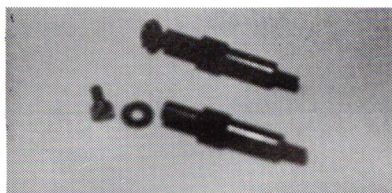
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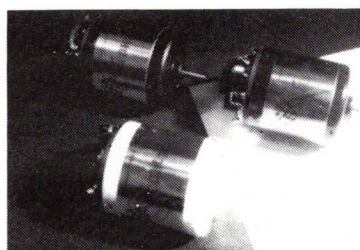
Falcon Front End Repair Kit - \$10.95; Kit Repairs the Tub, Bumper Mount, and Lower Front End Mounting to Tub, utilizing the damaged parts on your Falcon.

9003: RC-10 HARDENED FRONT AXLES



THAT BOLT ON

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9021: RED ROCKET 21

Red Rocket-21 single wind for 1/10 scale 6 & 7 cell, 2 W.D.

9022: BLACK WIDOWER 19

Black Widower-19 single wind for 1/10 scale 6 & 7 cell 2 W.D. & 4 W.D.



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In closing, we must all work together to allow only members to participate; thus keeping claims to a minimum, which will help keep the premiums that all of you pay for the insurance at what I think is a very competitive and reasonable level for the policy and certificates of insurance.

Please feel free to call me or write regarding any questions you might have about this article and, also, any suggestions you have on what you would like to see written in future columns.

Yours in safe racing,
John E. Sullivan, CIC
Manager, Insurance Designers
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Indianapolis, IN 46206
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REV-Up Financial Statement

Balance as of 3/11/87 \$ 6685.17

INCOME

Advertisers	6730.00
Interest	81.66
ROAR Treasury	9000.00
1/10 W.C. Entry Fees	1810.00
1/ 8 W.C. Entry Fees	3000.00

Total \$20,621.66

EXPENSES

Towne Mailing Service	595.75
Postage	1822.34
Rev-Up Printing (6500 copies)	10424.00
Printing, Nomination form, McCoy entry form	387.28
1/8 W.C. Entry Fees (to Ranch Pit Shop)	3000.00
Refund	25.00
Misc.	6.80

Total \$16,261.17

Balance as of 5/13/87 \$11,045.66

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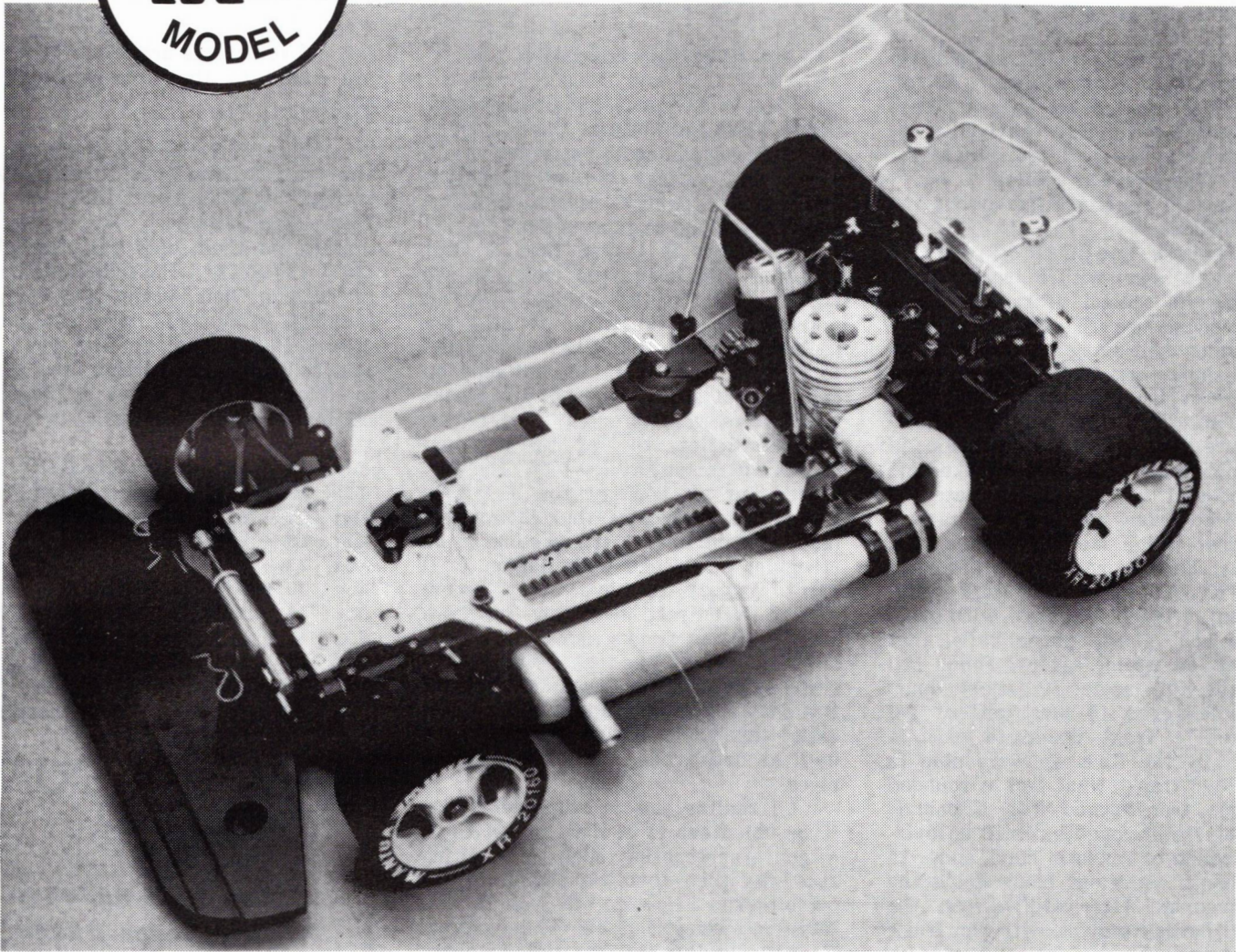
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Region 1

Received this report from William R. Rea of R.C. Buggy Boys. (Editor: if your Region Director does not send me anything and I have received a report in the mail I will print these reports. This one was mailed to be by Bill Rea. I received this about the 20th of March.)

Marylands first ROAR off road club (RC Buggy Boys) with a track site is beginning its second year. Club and ROAR memberships are growing regularly with racing continuing on through, the winter snow permitting. Early spring races are revving high with anticipation of defeating the club leaders. Show-downs are occurring and as the leader in the Modified class has been knocked off his pedestal of being undefeated, I have vowed revenge at the next race.

What was a mediocre track site, this past Sunday, received a dramatic face lift. With a canceled work party, and then at the last minute with some frantic last minute phone calls, that it's back on again, after I found out that six full scale 10 wheel dump trucks delivered 40 plus tons of fill dirt and a front dozer to push it around. By the time we were able to get to our track, what was a rounded rectangle transformed into a banked oval, somewhat rough but still an oval. With a bunch of rakes in hand, some 15 of us spent 2 glorious hours doing the finish grading. Afterward we spent the rest of the day playing with the fruits of our labors.

As club president, I claimed executive privilege and took the first lap. On a track that measures approximately 135 by 75, what took drivers in the stock class 19 seconds to complete a lap took only 17 seconds. Racing is going to be hot this summer.

A special thanks to Speedy Gardner for the fill dirt and equipment to move it. Also to Robert King for donating a jet pump to wet down the track.

R C Buggy Boys 1987 Schedule

July 11,25	Oct 11,25
Aug 8,22	Nov 8,22
Sept 5,13,27	Dec 6,20

For more info: 301-643-5733

We Need Representation

We, in Region 1, need representation to ROAR and Rev-Up. There is much too much happening to let it go unsaid in our only contact with other regions and clubs. Several issues, unfortunately, have had no reports from Region 1. Anything is better than a "Not Recd". This makes us look like we haven't heard of RC racing. We all know better than this. I also am enclosing reports that I have submitted to Rev-Up since last fall, not only on our club but about some class A tracks that we've visited. We need better representation to set up regional events and to support Rev-Up. The July issue had an apology for a missed issue, and a promise that it wouldn't happen again. Well, it's getting to be a regular occurrence with Region 1. I don't expect to have every report printed that I send in to Rev-Up, there are far better tracks and bigger clubs than ours that are not being represented for several issues now. With National Championships on the East Coast this year, Region 1 should have had at least one out of the three races.

I realize this is volunteer work, if we volunteer to commit ourselves to a goal representing such an exciting sport as this, then we should fulfill our promise. How do we look to new ROAR members explaining the benefits of ROAR and Rev-Up, and not have our region represented. There are enough outlaw tracks that we have to compete with.

If volunteers are needed then add my name to the list, and let's get racing.

Sent in by Patrick N Yarosh for the Glen Burnie Model Racing Association. This is their 1987 schedule, from June 28th on. For more information on their club call Patrick at (301) 768-6242. The 1/8 scale meets are held in Glen Burnie, Maryland, the location of the site is in the Harundale Shopping Mall parking lot. The Mall is located on Ritchie Hwy (Rt 2) in Glen Burnie. This is South of Baltimore about 15 miles.

June 28	- 1/8, Can Am bodies
July 19	- 1/8, Can Am bodies
Aug 2	- 1/8, Can Am bodies
Aug 16	- 1/8, Can Am bodies
Aug 23	- 1/10, Mod. Oval
Aug 30	- 1/8, NASCAR, Oval course
Oct 4	- 1/8, " " "
Oct 11	- 1/8, Can Am bodies
Oct 25	- 1/8 NASCAR, Oval course
Nov 1	- 1/8 " " "

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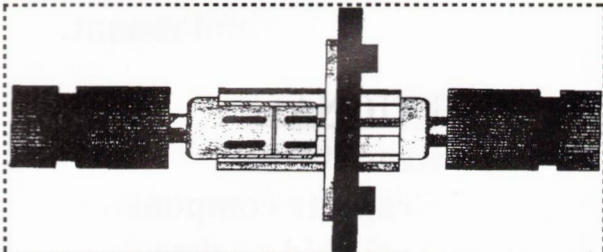
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SCHEDULE

Friday, Sept 18 - Practice from 5:30 until dark.

Sat, Sept 19 - 8 am - 10 am: Open & controlled practice
10:30 am - 5 pm: 3 qualifying rounds
5 pm til dark: Concours & open practice

Sun, Sept 20 - 8 am - 10 am: Open practice
10 am - 4 pm: 1 qualifier & MAIN EVENTS
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Class: 2WD 4WD Sportsman

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

2. BUDWEISER 10 HR. ENDURO

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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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Region 2

It is hard to believe that we are half way into 1987. The first six months have been exciting and a lot of fun for us in Region 2. The remainder of the year is packed with even more excitement.

We have now scheduled Regional Championship races for all current scales. Entry forms will appear in this issue or in the next issue. All the clubs involved are putting a lot of time and effort into these events. If you have the opportunity, try to attend one or more of these programs. The 12th scale race will determine our representative on the US Team attending the World Championships in 1988. Good luck racers!

Regional Championship Schedules

1/8 On Road July 18 & 19
St Petersburg, Florida
Warren Jamison (813) 581-3607

1/10 Dirt Oval August 22 & 23
Anderson, South Carolina
Robert Sanford (803) 224-8591

1/12 On Road September 5 & 6
Mabelton, Georgia
Tim McNeil (404) 934-9199

1/10 On Road September 26 & 27
Ft Lauderdale, Florida
Salem Cossaboon (305) 472-1032

1/10 Off Road October 10 & 11
Orlando, Florida
Keith Young (305) 788-2111

At these events we will begin accepting bids for 1988's Regional Championship races. Check with the appropriate scale representative if your club is interested in hosting one of these races.

Now for the racing reports and other late breaking news.

1/12 Scale Racing

by Denny Smith

1/12 scale racing for most clubs around Region 2 is in the process of moving from indoor carpet tracks to outdoor asphalt tracks. Unfortunately, only a small handful of clubs have reported in for this issue. If your club is not listed here, contact your

club President, as I have not received any word from him.

South Florida Electric Auto Racers reported by Jeanne Knudsen: The SFEAR club started off the new year with a four race series alternating between Ft Lauderdale and Miami running GT style bodies. This club has always produced a large number of entries with their first race of the year producing some 90 drivers! To top that off, their second race of the season, held in Miami, fielded 127 drivers!!! How about that! Can anyone in Region 2, or ROAR for that matter, top 127 drivers in a weekly club race? If you can, please let me know. It is very easy to see why SFEAR ordered an AMB AutoCount computer to keep track of things. (That race was counted by hand as their new computer had not arrived yet.) The club, due to the large number of drivers, have been forced to use a pre-entry system for their club races. After 4 races, with no repeat winners, the final standings were: (top 10)

1	Paul Knudsen	445.53 pts
2	Robert Carlton	438.93
3	Frank Duranza	438.77
4	Greg Barker	438.59
5	Tom Licata	432.21
6	Norman Rodriguez	416.61
7	Joaquin Desoto	413.82
8	Mike Luck	405.59
9	Dan Salvatore	405.07
10	Brian Claggett	404.99

SFEAR would like to thank all of the area hobbyshops that sponsored their first series of 1987. And a special thanks to John Hall for rewriting the computer program to accept over 100 drivers and keeping track of them.

No report from the Magic City Auto Racers this month due to the fact that club President David Swearingin is serving Uncle Sam, helping to protect us all. David has agreed to spearhead the birth of the Southeastern Series, a series of races between the clubs of the central area of Region 2.

Atlanta R/C Auto Racers put together a 4 race Indy style series in May, results next issue.

Florida State Series, Sebring, FL. The first race of the six race series, 1/12 scale, was held on March 7 & 8

under not the best of conditions. The owners of the computer that was to be rented for the series decided to lease the computer to someone else. It seemed there was no computer to be found for that weekend. It is surprising how many racers there are that cannot count laps! For those of us who did not get a complete lap count, remember that it was us, the racers, who counted each other! To add more problems, Mother Nature decided to get into the act with intermitting showers limiting the qualifiers to three rounds instead of the scheduled five rounds. Despite all the problems, the racing was close, as the results indicate. The Modified class A main was led by three drivers with Mike Burnette of Atlanta, GA pulling out the win. The Sportsman A main also had three leaders with Denny Smith, also of Atlanta, sneaking by with the win. The 1/10 scale class, a new class added this year, was won by Jim Fuller of Orlando, FL.

Modified	Sportsman
A Main	A Main
1 Mike Burnette	1 Denny Smith
2 Duane Adams	2 Jim Fuller
3 Ross Lang	3 Dave Willets

B Main	B Main
1 Leonard Wood	1 Nathan Ebner
2 Ed Hermann	2 Ward Bower
3 Roy Bazin	3 Ron Benash

C Main	C Main
1 Brian Claggett	1 David Frazier
2 Lance Reynolds	2 Joe Mullins
3 Calvin Gatewood	3 Geoff Fox

1/10 Scale
1 Jim Fuller
2 Jeff Davis
3 Ron Benash

Special thanks go out to Ed Miller and all of the Sebring Electric Auto Racers for hosting this race. Ed and his crew went above and beyond the normal effort to host a state race. For all of us who attended, thank you, SEAR.

Florida State Series Race #2 was held in Ft Lauderdale hosted by SFEAR. Results are as follows:

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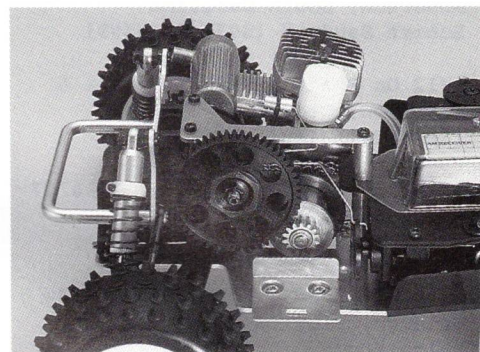
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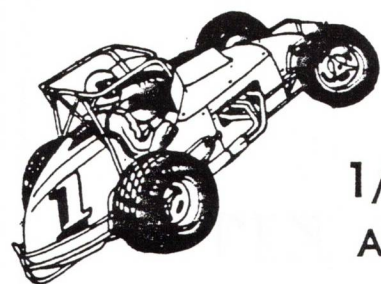


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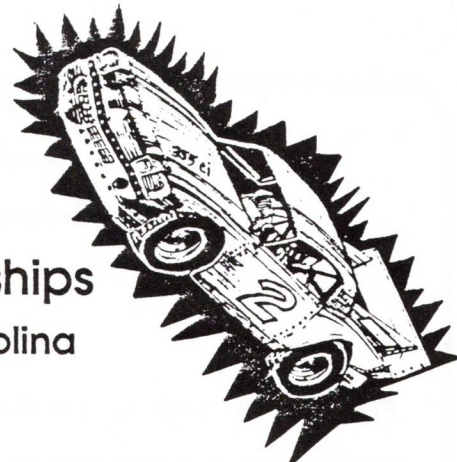


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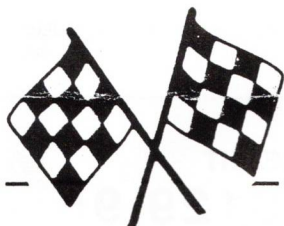


ENTRY FEE: \$25.00 per class

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Contact Nancy Sanford for additional information (803) 224-8591

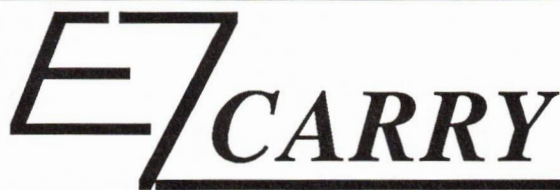
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_____ 2 wheel mod. 1st _____ 2nd _____ 3rd _____
_____ 4 wheel mod. 1st _____ 2nd _____ 3rd _____
Total amount enclosed _____ (entry void without payment)

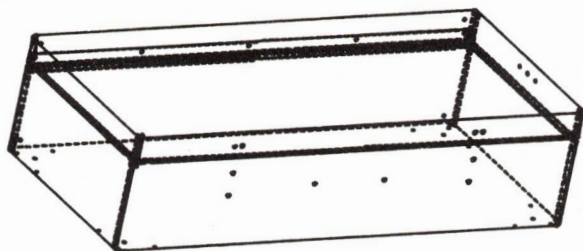
(complete track rules and additional information sent upon receipt of entry)



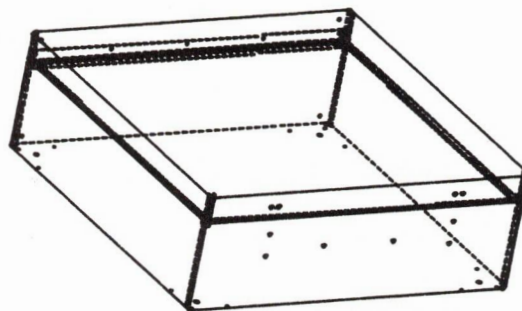
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A Main	A Main
1 Mike Burnette TQ	1 Denny Smith
2 Jeff Davis	2 Jim Fuller TQ
3 Duane Adams	3 Ron Byrd
B Main	B Main
1 Ross Lang	1 Steve Pitts
2 Robert Carlton	
3 Ed Herman	3 Charlie
1/10 Scale	
A Main	B Main
1 Jim Fuller	1 Dwane Johnsen
2 Jeff Davis	2 Mike Bush
3 Kim Davis TQ	3 Pat Bulter

1/8 Gas Racing

by Mike Morse

The first Southern Gas Championships are in the books. For those of you who missed it, I'm sorry, cause you certainly missed a good one. The Ft Myers R/C Car Club did an excellent job of hosting and running the event. The three rounds of qualifying were done both days by 3:00 and the mains were over by 4:00 on Saturday. There wasn't one glitch in the whole event worth mentioning.

The banquet and trophy presentation that was held on Saturday night was a fine idea. The food was good, the price was fair and from the looks of things, a good time was had by all. There was even a stand up comic, sort of a Richard Pryor carbon copy (pun intended) who was funny although hampered somewhat by the kids in the audience.

There was one person unable to attend because of a job transfer. Florida's loss is certainly going to be Texas' gain. We miss you Bob Wold, hope you can make it home for the Nats.

I'm not going to go into the race itself. Jim Rice of Ft Myers gave up trying to race in exchange for three days locked up with the lap computer. He had the birds eye view of the whole event so he's going to report on it.

In other Region 2 news, Salem and Dottie Cossaboon, the owners of Ft Lauderdale R/C Speedway are busy creating a showplace for FARCAR to hold the 1/8 scale Nationals. Negotiations with a large national company are nearly complete. You racers out there most definitely won't want to miss this one. Florida in August? Hot, you say? No problem. There will be a circus tent large enough for all. Watch Rev-Up and the other major hobby related magazines for more information as it becomes available.

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Prizes to be given away at the Nationals are already coming in. So far we have merchandise from MRP, Futaba, Associated, Pactra Coatings and Omar Formisano at Vic-For is contributing a new Mantua 4wd kit. Hopefully by August the list will be too long to print.

We have also been able to get an awards banquet together with a real unique menu. I guess we'll find out just how everyone's spirit of adventure is.

I would like to emphasize to all of you out there that are planning to attend that it is extremely important to make all reservations early. If you don't believe this, call Cecile Erlston at 1-(800) 327-8867. Ask her the difference in cost.

In closing for this issue, I'd like to give the final standings for the 1986-87 Florida State Gas Series. The only trouble is, I don't have them yet. However, I do know that in 4wd Chuck Moon won his first Championship in six years of trying. In 2wd I think that maybe I won. Congratulations to both of us, I hope. Anyway I'll have

the official results for the next issue.

Excerpts from an open letter to 1/8 scale drivers - from Bob Urban.

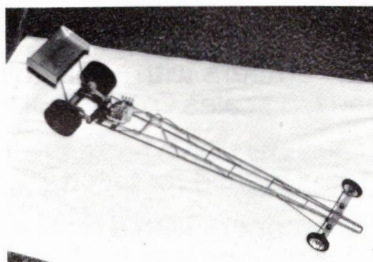
Recently, I was appointed by the club officials to head up a re-organization of the 1/8 scale gas car division of FARCAR, my goal is to unify all 1/8 scale gas car owners as a club with meaningful participation and support in a seemingly stagnant area of R/C racing.

As in any business, relationship or any activity there are a few main ingredients for success, such as:

Communication - Newsletters and meetings informing members of what is happening with their money, events and club series, points standings, etc.

Support - Showing up for the club races and activities. Helping current members and recruiting new members.

Recognition - Being recognized for your achievements via an ongoing points standings and a mid and year ending awards ceremony.



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August 27th-28th	Qualifying (3 @ day)
August 29th	Concourse - Mains
August 30th	Rain Date

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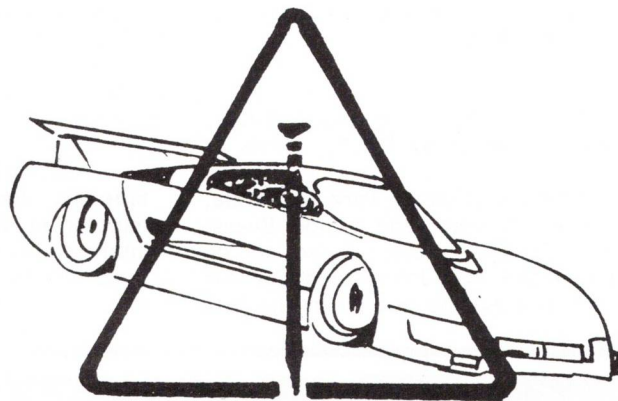
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PHONE () _____
R.O.A.R. # _____ CLUB _____
FREQUENCY: 1st _____ 2nd _____ 3rd _____
CLASS: 2WD () 4WD ()
CAR _____ RADIO _____
MOTOR _____



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An Awards Banquet will be held Saturday
evening at the Top Of The Surf on Ft.
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uniquely all Florida, consisting of native
fruit, conch salad, gator tail and key lime
pie. An alternate menu of native fish or
beef will be available. Please signify on
the entry form your reservations needs.
20.00 Dollars each at the door.

Region 2 Cont.

Leadership - Having a set schedule and type of events and dates voted by the entire membership.

I don't know about you, but I get tired of hearing how dominant and great the clubs from California are. Here in South Florida I believe we have just as good a quality of talent in car building, driving and engine building as anywhere in the U.S. The guys out there have become great because of practice, helping each other and the desire to be good.

From now on, every newsletter will have a section on 1/8 engine, chassis, tires etc. Let me know what you want to hear about and I will get you an answer so everybody can benefit from it. The only way you can learn is to ask. The only dumb question is the one that goes unasked.

Excerpts from the Dixie Racers Newsletter sent in by E. T. Davis

Congratulations to Tork McCorkle, winner of 12 scale and Jimbo Evans, winner of 10th scale. Also to be congratulated are John Reed for his tremendous surge he put on in the last

few weeks to move from down in the pack to 2nd place and Carey Christian whose consistency earned him a solid 3rd place. The trophies will be presented at the May 17th race. I want to personally thank each and every one of the fine competitors we had for this series. I really enjoyed racing with all of y'all this winter and I look forward to another season of racing with you this summer.

Top ten in the Dixie Racers Points Series for 10th scale and 12th scale are as follows:

1/10th Scale	1/12th Scale
1 Jim Evans	1 Tork MacCorkle
2 Carey Christian	2 John Reed
3 John Tarwater	3 Carey Christian
4 Barrett Shumate	4 Tim McNeill
5 Fred Davis	5 E T Davis
6 Travis Garner	6 Paul Elliott
7 Greg Evans	7 Jimbo Evans
8 Kenny Hendrix	8 John Buxton
9 Mark Johnson	9 Steve Pitts
10 Jason Gunn	10 Lee Muse

Recently I had the pleasure of meeting Joe Washington, the sports reporter at WXIA TV, and he is really interested in doing an RC race coverage sometime this summer. It turns out, he was at one time a very avid slot car

racer, and through that had heard about RC racing. When he can get things scheduled with the production department he will come out and do a little special event at one of our races. Hopefully, I will get enough advance information so I can let everybody know so we can have a BIG turnout and will paint up some bodies and everything. Joe is still very interested in HO scale slot cars, and has quite a collection. He asked me if I could find people in our group who has HO scale stuff, so if any of y'all can help me with that, it may help us all. Let me know.

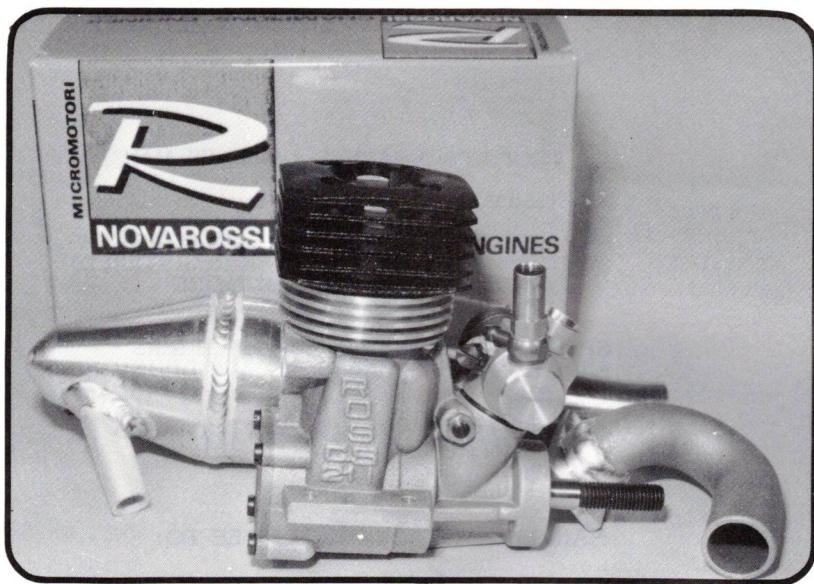
On the 2nd and 4th Sunday of each month, Lee Muse, the Dixie Racers 8th scale President is conducting 8th scale races at the Indian Trail parking lot. For those of you who are interested in totally Awesome RC racing, come out and watch.

1987 Florida State Series

Race #1, 1/10th On Road
Sebring, FL, March 7-8

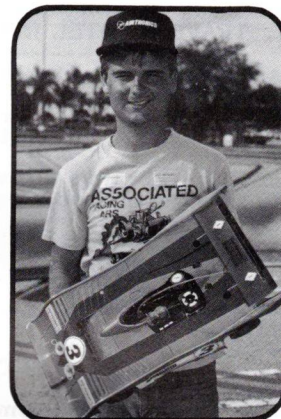
by Jim Fuller

Cont. on page 44



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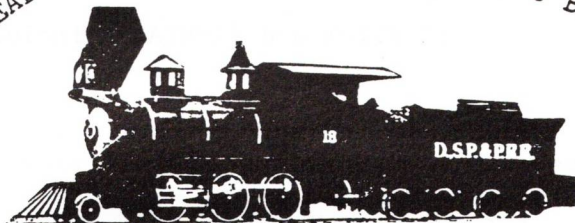
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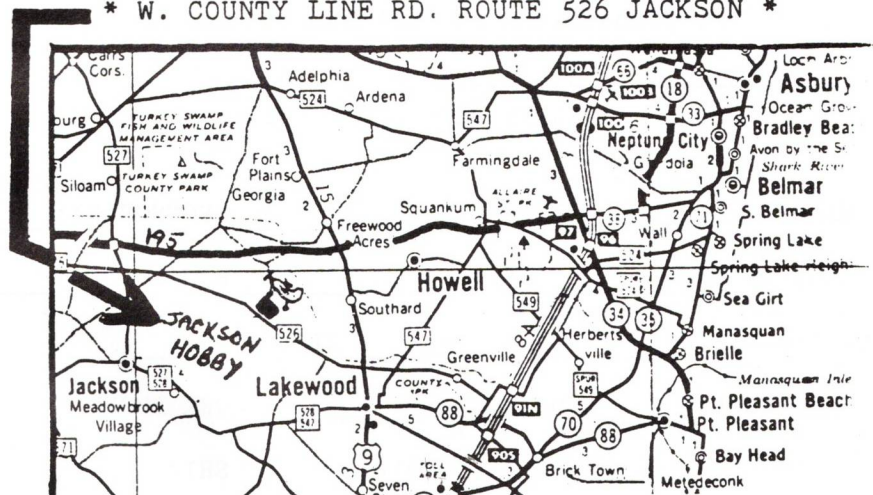
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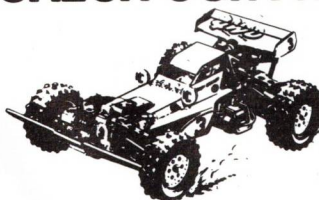
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Sept 5th & 6th, 1987 in Atlanta, Georgia

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BODIES: Can-Am or GTP only

ENTRY FEES:
Modified: \$20.00
Sportsman: \$30.00 (Includes 1 motor)
Additional sportsman motors: \$20.00 each
Pre-Entry Deadline: Aug 15, 1987 (Postmark)
Late Entry Charge: \$10

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TROPHIES FOR 1ST THRU 3RD IN ALL MAINS...
TROPHIES TO ALL "A" MAIN DRIVERS
TROPHY FOR TOP QUALIFIER, BOTH CLASSES
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Pre-entries will receive an information packet including information on local area attractions and track layout.

For further information call:

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E. T. Davis 404 971-2859

ENTRY FORM: 1/12 Scale Region II Championships

NAME: _____ SPONSOR(S): _____

ADDRESS: _____ R.O.A.R. # _____

CITY: _____ STATE: _____ ZIP: _____

AREA CODE: _____ HOME PHONE: _____ WORK PHONE: _____ OTHER: _____

CLASS(ES):SPORTSMAN: _____ MODIFIED: _____ SHIRT SIZE: SM _____ MED _____ LG _____ XLG _____

Frequency Choice: 1 _____ 2 _____ 3 _____ 4 _____

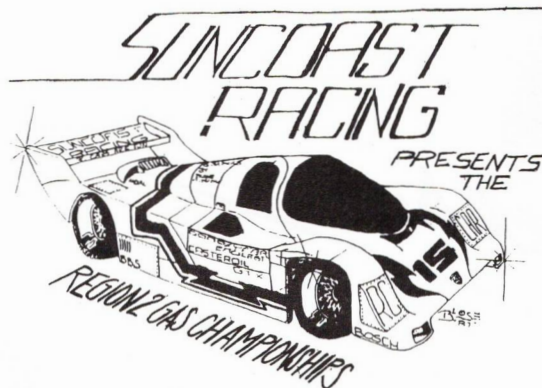
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JULY 18th & 19th, 1987

RACE SITE: Honeywell Corporation, Gateway Complex
Corner of I-275 & Roosevelt Boulevard

ENTRY FEE: \$20.00 - MUST be ROAR Member

RACE SCHEDULE:

Saturday, July 18th

8:00 - 10:00 - Open Practice
10:00 - 12:00 - Controlled Practice
12:00 - 12:45 - Lunch
1:00 - ? - 3 rounds qualify

Sunday, July 19th

8:00 - 10:00 - Open Practice
10:00 - 12:00 - 2 rounds qualify
12:00 - 12:30 - Lunch
12:30 - 1:00 - Concourse judging
1:00 - ? - 30 minute Mains

CLASSES RUN: ROAR 2wd Class
ROAR 4wd Class

TROPHIES: 1st through 3rd in each Main, plus Top Qualifiers and Concourse

SUGGESTED LODGING: Comfort Inn 3580 Ulmerton Rd. 577-1171
Days Inn 9359 US 19 N, Pinellas Park 577-3838
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For more information, call Warren after 7:00, 581-3607

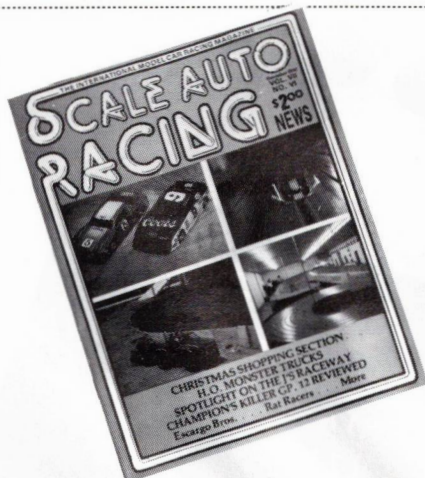
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Red Lobster Classic

Race #4 of the 1987 Florida State Series
1/10th and 1/12th scale Electric Auto Racing
August 8th and 9th at the Melbourne Square Mall

Host: the Brevard Electric Auto Racers
Rules: R.O.A.R. rules apply as well as Florida State Series Rules
Motors: Modified Class - R.O.A.R. approved 1/12th scale modified
motors only.

1/10 & 1/12 Sportsman Class - numbered Associated
offroad stock yokomos, to be purchased
at the track.
1st motor - \$15, 2nd - \$20, 3rd - \$25.

Body Style: Modified - GTP
Sportsman - Can Am

Schedule: Sat. Aug. 8th 8:00 open practice
11:30 drivers meeting
12:00 2 qualifiers
Sun. Aug. 9th 8:00 2 qualifiers
1:00 mains

Trophies: Top Qualifier each class
1st - 3rd all mains
1st & 2nd Autographics concourse 1/12th & 1/10th

Entry Info: Pre-entry fee (postmarked by Aug. 1st) \$15
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Information: Contact - Gary Wells (305) 723-2694
Steve Whitney (305) 631-8761

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Frequencies 1st _____ 2nd _____ 3rd _____

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1/8 scale Assistant
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Region 3

At the time this column is being written the only regional race to be sanctioned is the Off Road Champs, August 7 - 9th, hosted by the Michigan Club; SEMROCC near East Detroit. I'm hopeful that the 1/8 gas and 1/12 races will be granted to some well deserving club. What I don't understand is why we have been having trouble these past few years in finding clubs to host the regional races.

There are new clubs popping up everywhere in the region except Kentucky. Is there anybody racing in Kentucky? I would like to hear from racers in Kentucky so we can get some activity in that state.

1/8 Scale Racing

I know the Mini Indy was a success but I haven't received anything to put here as to who, what, or by how much. The Mid-West will have its first race on May 16 & 17 in Cincinnati, Ohio; see schedual in the May issue. The racing calendar of the Chicago R/C Club is quite varied as they race Sprint cars, Stock cars, and popular road races. Their schedual can be obtained from Gerald Argalas, 3823 Highland, Bewayne, IL 60402.

1/10 Scale Racing

The Chicagoland Off Road Racers Assn (CORRA) has scheduled their first race on May 3rd. A complete schedual can be obtained by writting CORRA at 218 N. Dunton, Arlington Hgts., IL 60004, 312-255-7383.

John Thawley, from SEMROCC reports on the Mains from their 1987 Michigan 1/10 Indoor Championships.

First up was the Modified class. The room was packed wall to wall for the start of the Modified A Main. After an introduction of the drivers the race was underway. Doug DuBois, from Jackson, Michigan, jumped out front getting a clean shot through the first turn tangle. Kevin Smith was about 1 second behind Doug and TQ driver Joe Lawrence was in 3rd 1 second behind Kevin. DuBois continued to pull away as Lawrence and Smith tangled with each other continuously for a whole lap and ultimately dropped to 4th and 5th by the end of the 3rd lap. This allowed Paul Morack to pull within 3 seconds of DuBois.

The chase was now between Morack and DuBois with Doug leading for the next 5 laps. Lawrence and Smith held 4th and 5th respectively with John St Amant holding down 3rd place. DuBois asked that I not mention that he choked on the 8th lap... so I won't, never the less with Morack 5/10 of a second behind him, DuBois was in 3rd by the end of lap 9. St Amant was now in second. Lap 10 brought more grief for DuBois as Lawrence and Smith went battling by to take over 3rd and 4th. Morack continued to run out front with a 5 second lead over St Amant for the next several laps. St Amant pulled within 3 seconds of Morack on lap 14 only to stuff the car into the boards allowing Joe Lawrence to slip into 2nd place. St Amant slipped again on lap 16 and this time took himself out breaking the car. Lawrence tried in vain to catch Morack but fell 3.3 seconds short as Morack finished first with 21 laps in 243.2 seconds.

The Stock class Mains were up next. The M thru B Mains were run and once again the crowd filled the room for the A Main.

Everyone was well aware that a continuation of the battle between Paul Morack and Joe Lawrence was certain to figure into the outcome of this race. Morack got the hole shot and came by the timers table in 1st place followed by Jim Gibbs and Joe Lawrence. By the end of lap 2 Lawrence had blown by Gibbs and had pulled within 5/10 of a second of Morack. Lawrence kept the pressure on for the next several laps waiting for Morack to falter. On lap 6 Joes patience paid off. Morack clipped a board, got a little loose and Joe went by. Over the next 9 laps Lawrence continued to build up his lead. Morack threatened momentarily on lap 15 but it was not to be. Lawrence went on to win with 22 laps in 250 seconds. Morack was second with 21 laps in 242.3 seconds.

Everyone concluded that a great day of racing was certainly reflected in the great racing witnessed in the mains. Congratulations are in order, notonly to all the winners, but also to all the participants who added to the program with their cooperation and good sportsmanship. Many thanks also go to Ar-Jay's Hobbies and all the other great sponsors and to SEMROCC and its members for hosting and organizing a

truly first class event. Looking forward to next year!!!

Results Indoor Championships

Modified Class

A Main	B Main
1 Paul Morack	1 Mike Blackstock
2 Joe Lawrence*	2 Dale Smith
3 Kevin Smith	3 Dave Webb
4 Gary Bartlett	4 Mike Eckstein
5 Doug DuBois	5 Bob Roberts
6 John St Amant	6 Rich Hollett

C Main

1 Mark Parus	1 Brian Webb
2 Kerry Bishop	2 Bill Holmes
3 Kurt Foglsong	3 John Thawley
4 Andy Power	4 Kris Lane
5 Mike Parker	5 Karl Schuneman
6 Troy L'Esperance	6 Jamie Roach

Stock Class

A Main	B Main
1 Joe Lawrence	1 John St Amant
2 Paul Morack *	2 Dave Webb
3 Jim Gibbs	3 Bob Roberts
4 David Learmonth	4 T L'Esperance
5 Mike Blackstock	5 Doug DuBois
6 Mike Eckstein	6 Gary Bartlett

C Main

1 Joe Tavi	1 Bob Wilkinson
2 Kevin Smith	2 Brian Webb
3 Chuck Summers	3 Kerry Bishop
4 Bill Holmes	4 Steve Mancinelli
5 Jeff Marshick	5 Brian Harris
6 Dale Smith	6 Scott Sulisz

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Road Racing (Asphalt) - 1st Sunday of the month, May thru Oct

Dirt Oval Racing - Tuesdays at 6PM June 9th thru August 28th

Off Road Racing - Sundays, Series 1 ends July 19th Series 2 begins July 26 to Sept. 27th, 12 Noon

NORCAR Spring 1/10th Series

July 12th is the last race for this Series. For info call: 826-3088 or 441-5043.

Cleveland R/C Car Club has finished their 1/10 On Road Indoor Series which is run in conjunction with their 1/12 Series. Here is their final point

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1987

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AUGUST 7th, 8th & 9th, 1987

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Confirmation, Event Schedule and Motel List will be mailed on receipt of entry.

ENTRY VOID WITHOUT PAYMENT

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ADDRESS _____ CITY _____ STATE _____
ZIP _____ ROAR NO. _____ PHONE _____
SKILL LEVEL: BEGINNER _____ INTERMEDIATE _____ EXPERT _____
FREQUENCY: 1 _____ 2 _____ 3 _____
TOTAL AMOUNT ENCLOSED \$ _____

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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.

Ultima's Suspension . . . Refinement of a Masterpiece

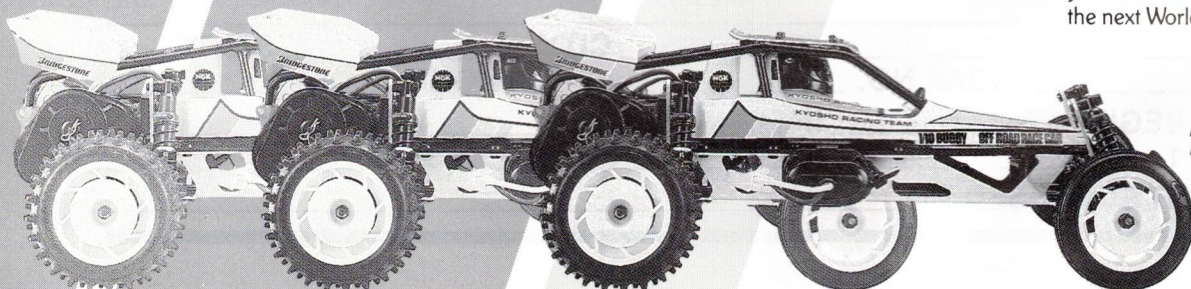
Ultima has the power and speed to get you around the track fast – and the suspension to keep you on course, regardless of the terrain! The EX-66 nylon, double-wishbone system that has made Kyosho's 4WD Optima such a consis-

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.

A Mabuchi RS-540S motor powers the Ultima, but Kyosho's LeMans "hop-up" motors can be installed to make this buggy even hotter. Ultima can go where no 2WD car has gone before.

Ultima's Ultimatum

This is the only 2WD off-road machine you need to own. Designed by racers for racers, the Ultima is the ultimate performer. Now is the time for you to attain the winning attitude and reach your ultimate goal – "blowing them away" with the next World Champion, *The Kyosho Ultima!*



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Region 3 cont.

standings for Challenge 11 Series, top ten in the Series.

1 Gary Waldhelm	653 Pts
2 John Bird	581
3 Ken Kuchenbacker	569
4 John Smith	547
5 Tony Brickner	518
6 Rich Swaney	485
7 Scott Baker	374
8 Rick Daring	334
9 Scott Jones	304
10 Anthony Abdullah	271

1/12 Scale Racing

The following race results is from CORRA's March 29th race.

A Main	Time	Laps
1 Wally Gorczowski	8:01.0	57
2 Greg Brown	8:03.2	56
3 Greg Majewski	8:07.0	55
4 Bob Czapla	8:08.8	54
5 Lance Majewski	8:27.5	54
6 Rick Jones	8:00.6	52

B Main	Time	Laps
1 Mike Hartwig	8:04.5	48
2 Milo Yglesias	7:35.0	46
3 Mark Bergeron	8:08.7	41
4 Roger Strew	6:37.6	40
5 Stan Naymola	4:06.8	15

C Main	Time	Laps
1 Bill Hartwig	7:55.6	52
2 Tim Fuchsen	8:05.3	47
3 Ron Niemann	8:08.7	47
4 Wayne McGraw	8:01.1	39
5 Roger Eder	7:09.1	36

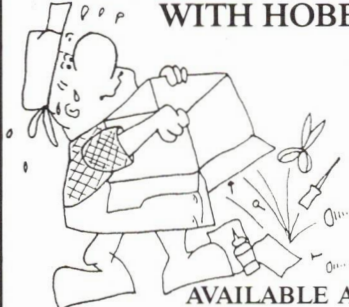
NORCAR Final Point Standings

(Top Ten)

Super Stock	Pts
1 Jim Kesperich	478 Pts
2 Paul Borowski	474
3 Ray Cifani	473
4 Dean Smith	437
5 Red Hallaman	421
6 Dennis Novotny	418
7 John Sabo	412
8 Jeff Veverka	409
9 Neal Everhart	405
10 Tony Veri	395

Modified	Pts
1 Chris Butcher	493 Pts
2 Howard Kemery	469
3 Steve Radecky	459
4 Don Smolik	455
5 Chuck Lee	452
6 Tony Carrubba	447
7 Chuck Mackin	433
8 Carri Gerber	420
9 Bill Jeric	384
10 Jr. Gerber	374

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Stock Standings

1 Matt Mackin	497 Pts
2 Ron Nelson	479
3 Anthony Veri	465
4 Rob Fisher	451
5 Derek Smith	424
6 Gary Levine	422
7 Tony Cipriani	411
7 Jeff Fisher	411
9 G. Koba-Nelson	404
10 Wm. Bett, Jr	399

Final Point Standings for Challenge II Series 1/12 Scale

1 Marty Waldhelm	967 Pts
2 Mike Kaska	734
3 Jeff Lewis	647
4 Pete Martone	638
5 Tony Augusta	600
6 Jerry Morrison, Jr	558
7 Alan Porro	485
8 Keith Koenig	446
9 Dick Bird	428
10 Gary Lavine	369

June. So this event will be just like the Worlds which was held indoor's on carpet. This will be super fast racing with great traction. I've been in contact with Lance Reynolds of the FEAR club and they plan on putting on a really great show. So be there, or be square.

The Midwest Showdown Series II is finished, and as expected Bob Schoenau ran away with first place. He was unbeatable for most of the season, so he stacked up uncatchable points. This certainly is Bob's year. Region 3 wishes continued success to Bob.

If you get any of the magazines, you know that the current hot issue is the Pro and Amateur class and also the issue of prize money. I separate the two because they are two separate issues. It is possible to have one without the other.

Following is a 1/12 scale report from Dennis Moscatelli.

Well, the beginning of the outdoor season is on our doorsteps and all the clubs are getting ready. NORCAR, CORRA, NIROCC, JOROC and SEMROCC have all sent me race scheduals, so I know these clubs are still alive.

Dave Heckler T.Q.ed and won the Canadian Nationals. His driving is flawless and no matter what equipment he uses, he makes it go fast.

I'm not sure what's happening with the Region 3 1/12 as no one has put in a bid as of April 20th. NIROCC is looking for a new asphalt site, but it's tough getting around the insurance liability problem. If anyone has any ideas I sure would appreciate any info you could throw my way.

The Outdoor Nationals will be held in Florida on June 18 - 21. But will be held indoors on the carpet due to the rains that frequent Florida during

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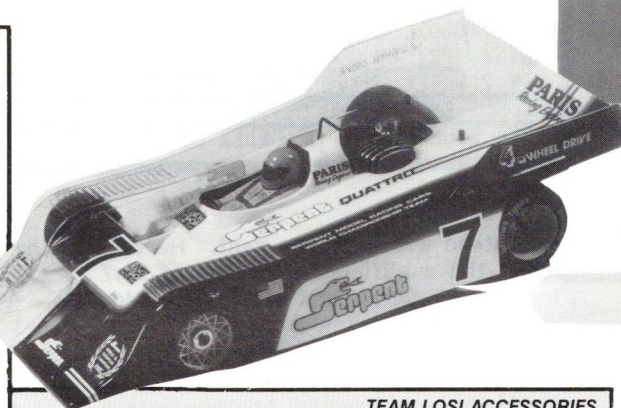
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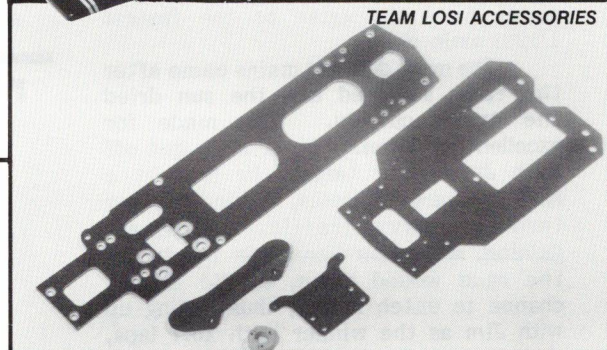
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Region 3 Cont.

I think the way that the Indoor Nationals in Cleveland is run, with theoretically, the Modified class for those who are sponsored and anyone else who wishes to run Modified and Sportsman class for those who are not sponsored, has turned out to be a good example of the possibilities of the Pro and Amateur class distinctions. At least no one that I knew of in Sportsman was an officially sponsored driver. We really need to make sure that the Amateur class gets the equal recognition as Pro would get. After all, most of the drivers who buy the magazines are Amateurs, and these people want to see how other drivers in their class are doing.

As for the cash prizes, as far as I am concerned, there is no room for it in our hobby/sport, and I want to keep it just that. Can you imagine the arguments and physical violence that would erupt from the want of greed due to a marshalling job, or heaven forbid if two cars ever touch each other. This would also lead people to cheat.

For example, an indoor track north of Chicago is giving out merchandise certificates. One guy didn't want to be out qualified and bumped down by another, so the first guy finds out what crystal the second guy is using and slips the same crystal in his backup transmitter, turns it on during the race and hides it in a box under his pit area. It cost the second guy a good qualifying time, but they caught the first guy red handed. It is devious acts as this that can not enter our sport/hobby. You, as ROAR members have the power to stop cash prizes. Call your Region 1/4, 1/8, 1/10 or 1/12 race director and voice your opinion. Don't let the greedy few, with a loud voice, overtake what is a good setup. Stop it now by speaking out.

Region 2 Cont.

Aside from the interruption by the on-off rain showers, and the lack of an autocount system, the 1/10th racing proved to be a successful debut in the State Series. Because of the lack of any official 1/10th on road rules, there were mixed emotions about the number of cells allowed, six or seven. Aside from these minor difficulties, most everyone enjoyed the introduction of the 1/10th scale class to the State Series.

Spectators were on edge watching the fast action of these cars. Jeff Davis proved to be the dominating force

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to contend with for the event. He won all of the qualifiers with a TQ of 20.7 laps. Not far behind was Jim Fuller with a 19.9, and Ron Benash with 17.7. These were five minute races with stock handout motors, seven cell. The lap times were the same as the fastest 1/12th scale cars.

The much delayed mains came after the rains subsided and the sun dried the track quickly. This made for excellent traction. The A Main got off with Jim Fuller taking the lead by a half lap margin. Davis, making his way through heavy traffic, was slowly gaining, with Ron Benash in third. As the race wound down, so did Davis's chance to catch Fuller, thus ending up with Jim as the winner with 20.7 laps, the same as Davis's TQ. The top four finishers were all driving the Predator by Composite Craft, which proved to be the dominating car for this class.

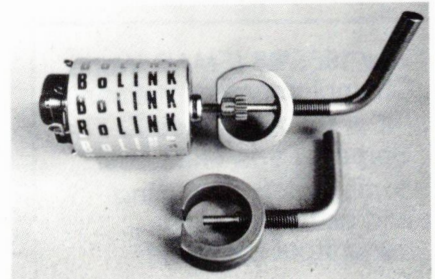
The overall 1/10 introduction to the series proved to be very inviting to many 1/12th drivers who indicated that they would be racing this class in

the next series race.

A Main

- 1 Jim Fuller - Orlando
- 2 Jeff Davis - Orlando
- 3 Ron Benash - Winter Haven
- 4 Bill Frayden - Jacksonville

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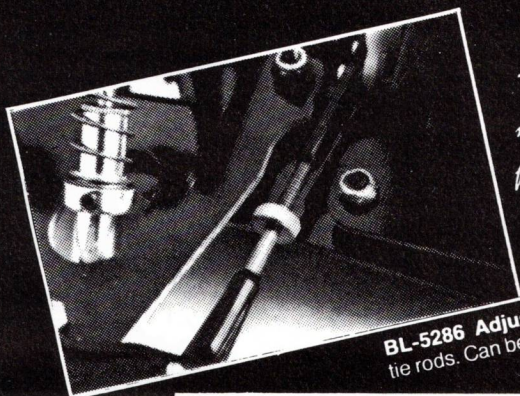
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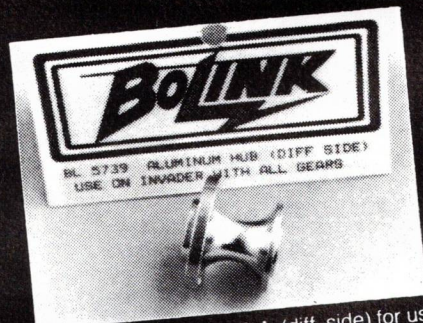
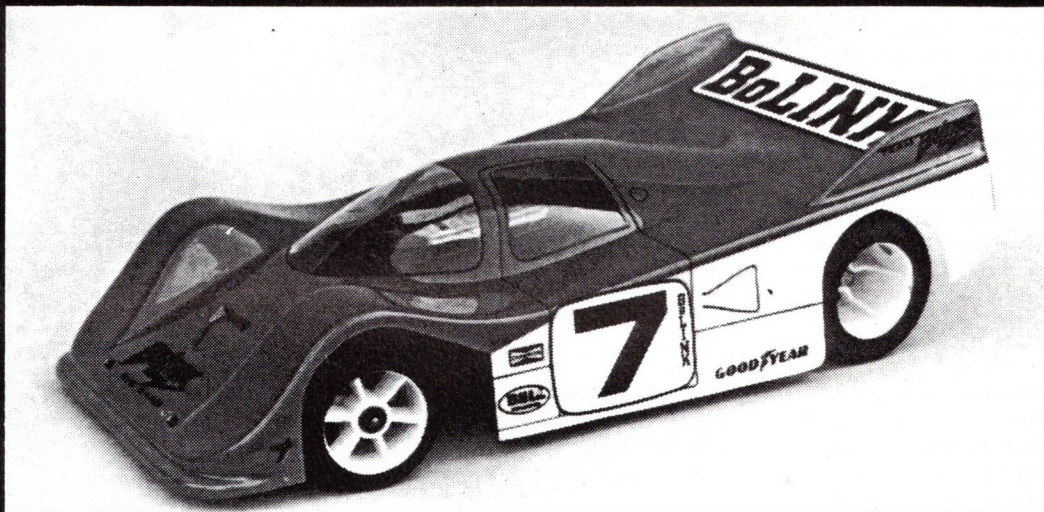
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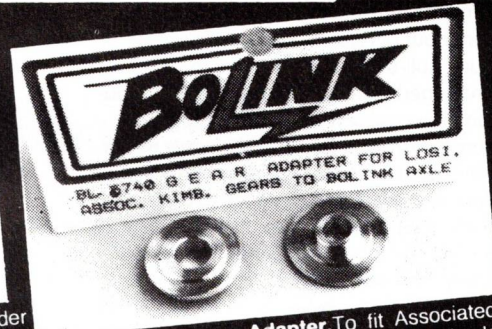
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The Turbo Optima comes standard with sixteen precision stainless ball-bearings to extend running time and increase speed by creating an almost friction-free glide. Kyosho Option House™ Low Profile tires mounted on oversized rims provide unusually good road-hugging traction. Four of Kyosho's gold, adjustable-pressure, coil-over oil shocks give the Turbo Optima superb handling during tough maneuvers and impossible terrains. The high RPM, genuine Kyosho LeMans 240S electric motor (standard on the Turbo) is so powerful that a special mechanism was designed to protect the chain and gears from sudden, high-torque quick starts. The four-wheel independent suspension system is precision molded from a super-

polymer formula for extremely low weight and incredible strength. Kyosho's new 7-cell racing pack gives this racing machine the best performance—a full 8.4 volts of pure power. The Turbo Optima is a world class winner in every way.

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Then we souped it up!

OPTIMA



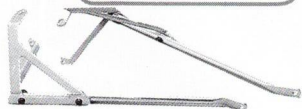
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1st, 2nd, 3rd, 4th, 7th, 8th, 9th, and 10th place winners were all Kyosho Optimas! Optimas also took 8 out of 10 places (including 1st place) at European Championship and 1st place in the S.C.O.R.E. Open Class.

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Length: 15.3"

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1873



1874



W-5032



W-5031



5021

1871
1872



Rubber Tires — Two types of rubber tires that will fit any 40mm-44mm. One is treaded for soft dirt tracks. The other is a spiked buggy tire for those hard dirt tracks.

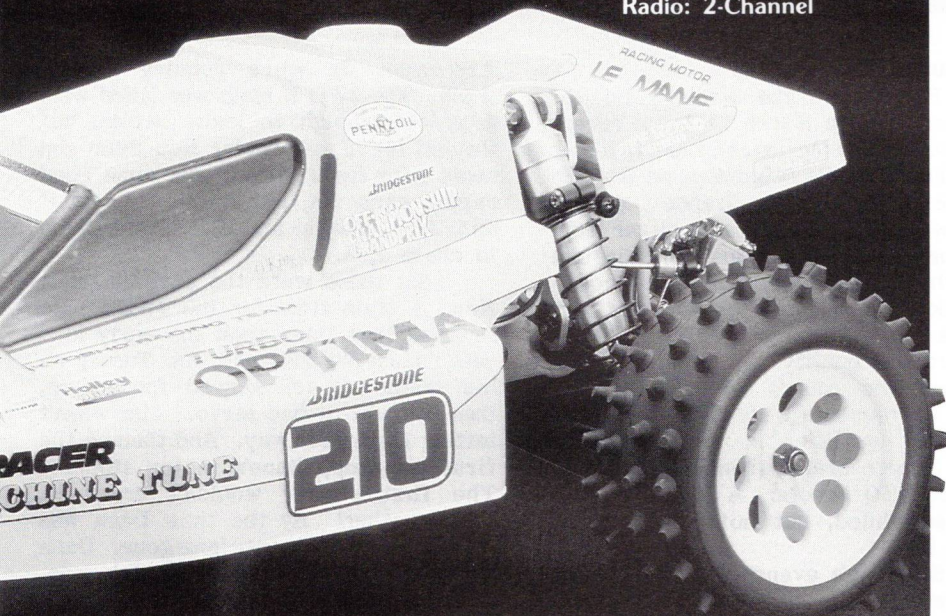
Low Profile Tires — Dirt track, Low Profile tires (5032) offer better handling and don't allow as much tire distortion. (Wheels not included with tires; requires W-5021). Asphalt Low Profile tires (5031) give better traction on-road.

Large Diameter Wheels — Specially sized wheels designed for the low-profile tires shown at left.

Sponge Tires — Sponge Tires are available in two hub diameters: 38mm-43mm and 44mm-50mm. Comes as 8 separate 1/4" thick segments. Custom fit them to any hub. (Wheels not included.)

Design of the OPTIMA

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Requires:
Battery: 7-Cell, 1200 mAh
Radio: 2-Channel



The result is: TURBO OPTIMA

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For more off-road thrills choose the Javelin. The same high-quality Optima chassis sporting a durable roll cage.



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Radio: 2-Channel

Javelin shown with
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W-5002



W-0101

Motor Guard – Aluminum gold-anodized motor guard looks great and protects motor from rough treatment.

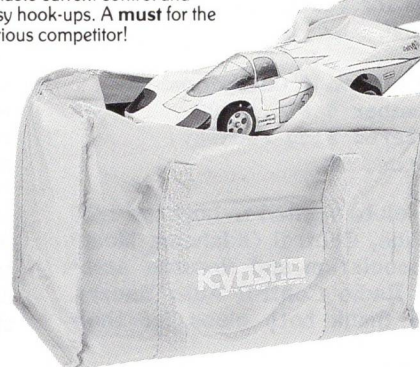


LeMans Plastic Motor Carrier – A plastic case for carrying motors and keeping them clean and protected while not in use.



Quick Charger – An inexpensive, dependable unit for rapid-charging any 5-cell or 6-cell pack featuring an automatic shut-off timer.

Auto-Charger – Fool-proof charging at the touch of a finger! This unit will quick charge any nickel-cadmium (including 7-cell packs) and automatically shuts off when battery reaches capacity with its peak-detecting sensor. Includes built-in ammeter, voltmeter, adjustable current control and easy hook-ups. A must for the serious competitor!



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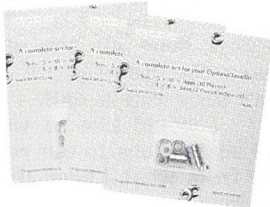


Polyca Paints – Acrylic paint for use on all plastic models, especially Lexan bodies. It comes in 12 brilliant colors and remains flexible when dry so there's no chipping or flaking.



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Region 4

Clubs and racing has exploded in Region 4. At last count I counted 39 or 40 ROAR Affiliated clubs and 15 or 16 sanctioned races. That's great!

Time is near for our Region 4 Championship races this year and we have dates for you to set aside to race and have fun.

1/10 Region 4 Championships

September 5 & 6, 1987

Checkered Flag Raceway,
Houston, TX.

Two clubs wanted to host the 1/10 off road race, Central Oklahoma Model Racing Association and Houston Association of Radio Control Auto Racers. I want to thank both clubs for their bids.

The 1/12 on road championships race was easier to decide. Only one bid was received and that one was from Radio Controlled Auto Racing of Tulsa.

1/12 Region 4 Championship

August 8 & 9, 1987

Radio Controlled Auto Racing of
Tulsa - Tulsa, Oklahoma

As I am writing this column I have received a call from RACE of Houston, who would like to hold the 1/8 scale championship race in Houston, so they will have the race there.

1/8 Region 4 Championship

September 12 & 13, 1987

R.A.C.E. - Houston, Texas

I hope all the entry forms will make the Rev-Up. If not give me or your scale rep a call.

I would like to welcome the new 1/4 scale clubs to our region and ROAR and from what I hear the cars are great to drive.

That's all I have for this month but we have reports from Dick, Lee, RACE of New Orleans, Trackmasters, NOSAR and Golden Triangle R/C Roadracers, so for now "There's more fun in store if you race in Region Four!"

1/8 GAS REPORT

by Lee Chapin

You can tell the weather's warming up. Race reports and schedules are starting to appear. It's going to be a

busy summer.

First, from the western side of the Region. On March 14 & 15, racers from Texas, New Mexico, and Arizona met in El Paso for the Shoot-Out on the Rio Grande - the Fifth Rio Grande Can Am. They were joined by Dana Smeltzer from California, Chuck Wiggins from Virginia and Phil Cotter from Colorado- enough to make it a coast-to-coast event. It was a two day show with plenty of chance to qualify on Saturday plus another two rounds Sunday morning. When the numbers were added up, Dana was Top Qualifier in the 4wd class while George Brazil, from Albuquerque, took 2wd TQ honors. A Pan class was also scheduled, but not one pan car signed in.

Saturday's events also included a banquet where good food, beverages, prizes, plaques for entrants in the previous El Paso race - the Sixth El Paso Can Am, and the Concours d'Elegance Trophy were passed out. John Adair won the Concours d'Elegance with a very fine Group 44 Jaguar. As the banquet was closing, an informal discussion was held concerning any problems that might be fixed regarding racing under ROAR. There seemed to be a general concurrence with the proposed new rules for racing. One area that drew a lot of discussion was the Concours judging. Some felt that the guidelines were not consistently followed. And some were emphatic that trailers, tow trucks and pits should not be judged. Another topic that had a lot of talk was the requirement for drivers in cars - especially the Elfin which comes without a driver. No one seemed to be against drivers, they just felt that stricter enforcement would be good.

Sunday morning - enough time for a warm-up round and two more qualifiers. Everyone seemed to adjust to the new track layout and some very good times came in. Time for lunch and a bit more open track while the races were set up. 2WD and 4WD would be alternated to give move-ups a chance to get ready.

2WD C Main was first off the blocks. John Adair, Brian Regan and Gary Smith were in the front at the finish. Next, the 2WD B Main. The top three finishers were really the only ones in contention, all the rest had dropped out by the 23rd lap. Phil Shew, then Bruce Kennedy and Danny

Alvarado, Jr were running at the finish. The 2WD B Main was filled with guys old enough to know better, but they all let high schooler Rob Blum run away with first. There was some good racing early on, but drop-outs left it up to Jerry Weaver and Rich Cunningham to chase Rob.

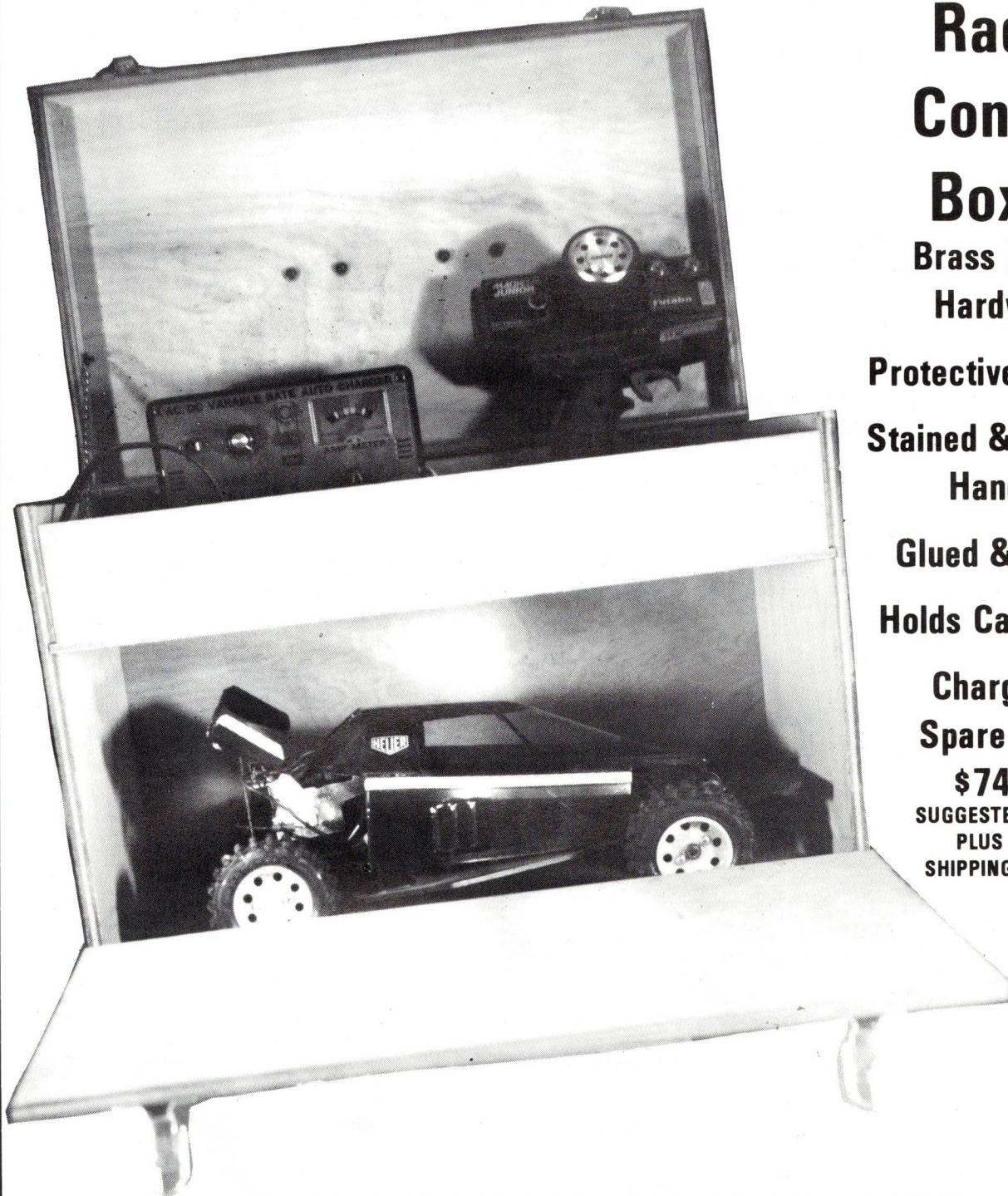
So, those were the preliminaries. Now, A Main time for the 4WD's. No surprise that Dana took the early lead with Chuck Wiggins and Jim Turner on his trail. Chuck slowed for tuning, then out with a bad servo. Jim wasn't letting Dana get away. And then on the first pit stop, Dana's motor stopped. The first starter wouldn't crank it. Find another! By the time Dana was running again, Jim was long gone. Dana had to push hard to regain this one. Looked like Jim's tires went away - maybe it was the pressure - and Dana just barely crossed the line first. Francisco Saenz was never really out of the running as he held onto third.



4WD A Main winners (L to R): Francisco Saenz 3rd, Jim Turner 2nd, Dana Smeltzer 1st. Pictures by Lee Chapin.

In the 2WD A Main, TQ, George Brazil looked like a run-away. Phil Cotter decided that he couldn't let that happen and pushed George every lap of the race. Perhaps they exchanged the lead on pit stops, but mostly it was George in front with Phil back there just around the bend. That was first and second on the same lap. The battle for third and fourth was just as close. Chuck Esterline had a similar shoot-out with Jerry Roberts. Jerry drew just a little faster on the last lap to take third. An exciting conclusion to the southwest's season opener.

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REGION 4



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AFTER - \$25.00

SCHEDULE: FRIDAY - PRACTICE, SATURDAY - STOCK, SUNDAY - MODIFIED
RACES WILL BEGIN EACH DAY AT 8:30 am

!!!PRE-REGISTRATION IS REQUIRED FOR STOCK CLASSES!!! ALL STOCK ENTRIES
MUST BE RECIEVED BY AUGUST 20, 1987

DETAILED MAP, EVENT SCHEDULE, COURSE AND GROUNDS REGULATIONS AND MOTEL
INFORMATION WILL BE MAILED TO EACH ENTRANT UPON RECIEPT OF REGISTRATION

!!!ROAR MEMBERSHIP IS REQUIRED!!! MEMBERSHIPS WILL BE AVAILABLE AT THE TRACK

!!! ROAR RULES WILL BE ENFORCED !!!

ENTRY FORM

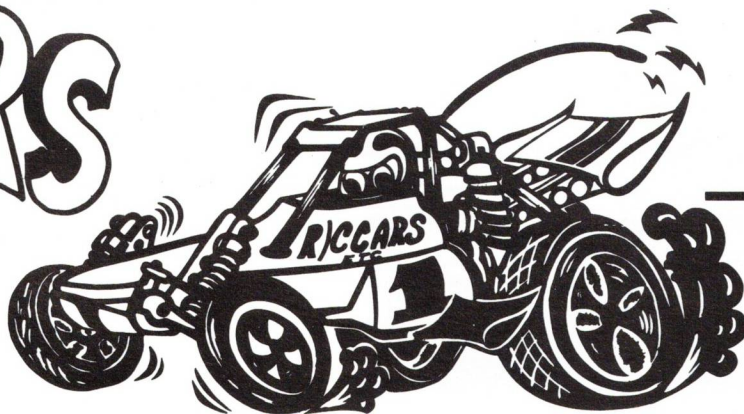
MAKE CHECKS PAYABLE TO CHECKERED FLAG RC RACEWAY/HARCAR AND MAIL TO
12202 SEA SHORE DRIVE, HOUSTON, TEXAS 77072

NAME: _____ TELEPHONE: () _____ - _____
ADDRESS: _____ STATE: _____ ZIP _____
ROAR NO. _____ FREQUENCY PREFERENCE: 1. _____ 2. _____ 3. _____

CLASSES: 2WD STOCK ☐, 4WD STOCK ☐, 2WD MOD ☐, 4WD MOD ☐

TOTAL ENTRY FEE ENCLOSED: \$ _____

R/C CARS etc.

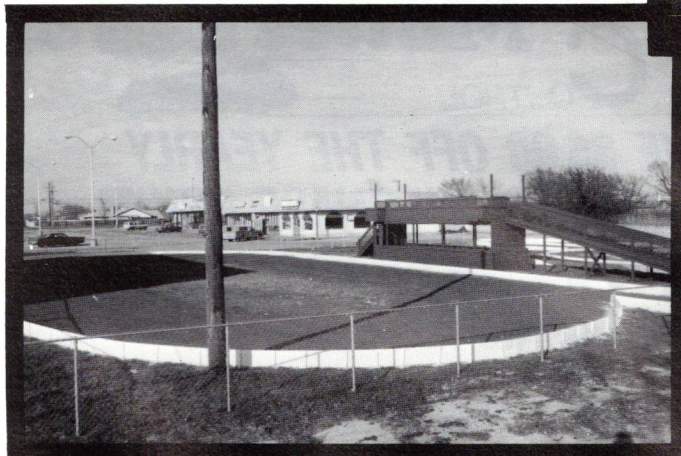


ANNOUNCES D/FW's LARGEST RACE FACILITY



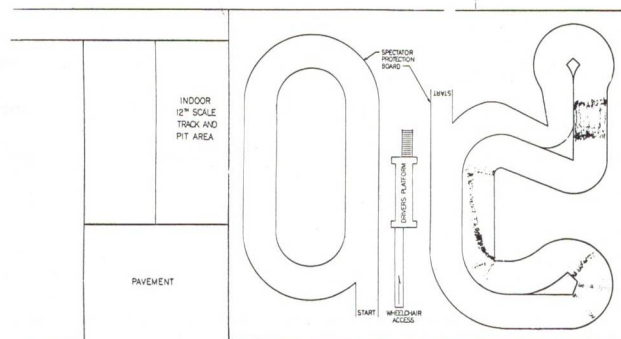
400+ FOOT OFF ROAD TRACK
Racing Every Saturday
Entries at 11:00 A.M.
Starting Time: 12:00 Noon

INDOOR 1/12 SCALE COURSE
Racing Every Saturday Night
Starting Time: 7:30 P.M.
Dallas' Only All Car Hobby Shop



1/10 SCALE OVAL TRACK
Racing Every Sunday
Entries at 12:00 Noon
Starting Time: 1:00 P.M.

R/C CARS SPEEDWAY



ROAR Rules
Current Card Req.

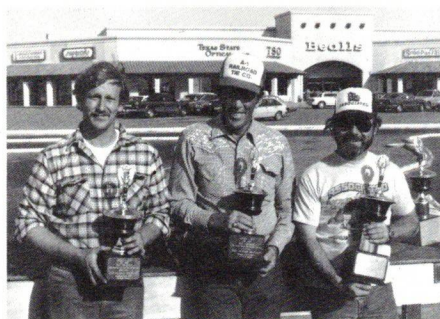
Night Schedule
Starts 6-1-87

AMB Computer
Lap Counting

R/C CARS ETC.

1434 CASTLE DRIVE
GARLAND, TEXAS 75040
(214) 276-8475

Region 4 Cont.



2WD A Main winners (L to R): Jerry Roberts 3rd, Phil Cotter 2nd, George Brazil 1st.



SHOOT-OUT ON THE RIO GRANDE

The Fifth Annual RIO GRANDE CAN AM

March 14 & 15, 1987

presented by The Rio Grande Racers of El Paso

RESULTS

TOP QUALIFIER - 4WD: DANA SMELTZER - - - - TOP QUALIFIER - 2WD: GEORGE BRAZIL
CONCOURS d'ELEGANCE: JOHN ADAIR

RACE	DRIVER	CAR	ENGINE	RADIO	BEST QUAL.	LAPS
4WD A-MAIN 30 Minutes						
1st	DANA SMELTZER, Upland, CA.	Assoc. RC 500	NOVA ROSSI	AIR.	13/4:09.4	89
2nd	JIM TURNER, Mesa, AZ	DELTA P-4	Paris OPS	KO	13/4:18.3	88
3rd	FRANCISCO SAENZ, Colony, TX	SERPENT	ROSSI		12/4:05.9	87
4th	LIL PHIL SHEW, Albuquerque, NM	SERPENT	ROSSI	FUTABA	12/4:15.3	83
5th	HEINZ MEYER, Irving, TX	SERPENT	K & B	KRAFT	12/4:10.5	80
6th	CHUCK WIGGINS, Reston, VA.	COOK COBRA III	ROSSI	KRAFT	13/4:17.9	73
	* Move up from B					
4WD B-MAIN 25 Minutes						
1st	LIL PHIL SHEW, Albuquerque, NM	SERPENT	ROSSI	FUTABA	12/4:15.3	69
2nd	BRUCE KENNEDY, Irving, TX	SERPENT	K & B	KRAFT	11/4:16.2	66
3rd	DANNY ALVARADO, JR., El Paso, TX	Assoc. RC 500	Nova ROSSI	AIR.	10/4:00.6	65
4th	FLOYD CLARK, Garland, TX	PB	OPS	KRAFT	5/2:10.0	23
5th	JERRY ROBERTS, El Paso, TX	Assoc. RC 500	O'Donnell	FUTABA	11/4:18.4	18
6th	RICH PRICE, Plano, TX	PB X5	Nova ROSSI	FUTABA	3/1:30.4	6
Did Not start:	Phil Cotter, Lee Chapin, Rich Cunningham					
2WD A-MAIN 30 Minutes						
1st	GEORGE BRAZIL, Albuquerque, NM	Assoc. RC 500	Brazil OPS	FUTABA	12/4:02.5	80
2nd	PHIL COTTER, Arvada, Colo.	COOK EAGLE	ROSSI	FUTABA	11/4:02.6	80
3rd	JERRY ROBERTS, El Paso, TX	Assoc. RC 500	O'Donnell	FUTABA	11/4:00.4	77
4th	CHUCK ESTERLINE, Glendale, AZ	Assoc. RC 500	PARIS	FUTABA	11/4:01.0	77
5th	WAYNE CLARK, Albuquerque, NM	Assoc. RC 500	PICCO	FUTABA	11/4:15.0	70
6th	DANNY ALVARADO, SR., El Paso, TX	Assoc. RC 500	OPS	AIR.	12/4:20.5	55
7th	BOB BLUM, El Paso, TX	COOK EAGLE	PICCO	FUTABA	11/4:10.2	24
2WD B-MAIN 25 Minutes						
1st	ROB BLUM, El Paso, TX	DELTA EAGLE	PICCO	AIR.	11/4:16.6	61
2nd	JERRY WEAVER, Albuquerque, NM	DELTA S. EAGLE	OPS	FUTABA	11/4:18.9	59
3rd	RICH CUNNINGHAM, Albuquerque, NM	SG Mk II	N.ROSSI (side)	FUTABA	11/4:30.5	58
4th	LES PARDEE, Albuquerque, NM	SG	NOVA ROSSI	FUTABA	10/4:06.8	53
5th	ED BAYNES, Tijeras, NM	SG	OPS	FUTABA	10/4:02.4	50
6th	RICH JERRET, KAFB, NM	SG	OPS	KRAFT	10/4:00.5	47
7th	LEE CHAPIN, EL PASO, TX	COOK EAGLE	NOVA ROSSI	FUTABA	11/4:17.4	32
2WD C-MAIN 15 Minutes						
1st	GARY SMITH, Los Lunas, NM	SG	OPS	FUTABA	10/4:13.7	34
2nd	BRIAN REGAN, Albuquerque, NM	DELTA COOK	OPS	FUTABA	10/4:17.3	33
3rd	JOHN ADAIR, Albuquerque, NM	DELTA	PICCO	FUTABA	9/4:01.9	32
4th	CHAD WEAVER, Albuquerque, NM	DELTA S. EAGLE	OPS	FUTABA	10/4:15.9	31
5th	BILL DUNLAP, Albuquerque, NM	COOK EAGLE	OPS	KRAFT	10/4:08.7	24
6th	GUS FLORES, El Paso, TX	Assoc. RC 500	OPS	AIR.	7/4:04.2	9
Did not start:	Ray Cannon.					

THANKS TO NMRCRC FOR THE COMPUTER SCORING, TO COOK RACING PRODUCTS, DUKE CITY HOBBIES, AND SCALE RACING SPORTS FOR PRIZES, AND TO R/C NEWS FOR MENTIONING THE SHOOT-OUT, AND SPECIAL APPRECIATION TO TEXSUN TROPHIES FOR THEIR HELP IN SELECTING FROM THEIR EXTENSIVE LINE. VISTA HILLS CENTER WAS AGAIN MOST CO-OPERATIVE - THANKS TO THEM FOR THE USE OF THEIR SIGN AND THEIR RACE TRACK.



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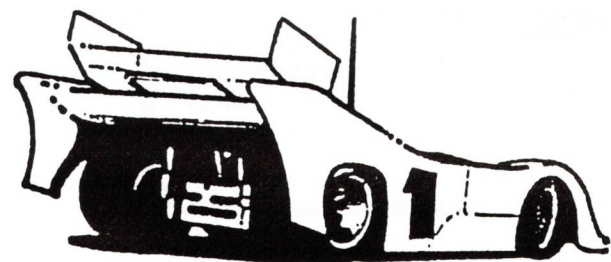
AN RCMB INC. PUBLICATION
RADIO CONTROL Model Cars

898 W. 16th St., Newport Beach, California 92663

RCAR OF TULSA

PRESENTS

1987 REGION 4 1/12 SCALE CHAMPIONSHIP



ROAR
MEMBERSHIP
REQUIRED
(available at race)

AUGUST 8&9

SCHEDULE

FRIDAY AUGUST 7

1-8PM OPEN PRACTICE

SATURDAY AUGUST 9 (STOCK)

8-9AM STOCK MOTOR ISSUED

9:30 CONTROLLED PRACTICE

FOLLOWED BY 3 HEATS AND
MAINS

SUNDAY AUGUST 9 (MODIFIED)

9AM CONTROLLED PRACTICE

FOLLOWED BY 3 HEATS AND
MAINS

TROPHYS FOR 1,2,3 IN ALL MAINS

1-10 IN A MAIN

CONCOURS BOTH DAYS BEFORE MAINS

OUTDOOR ASPHALT SURFACE

ENTRY FORM REGION 4 CHAMPIONSHIP

NAME _____ ROAR# _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE# _____

FREQ. #1 _____ #2 _____ #3 _____

CLASS STOCK _____ \$30

MODIFIED _____ \$20

BOTH _____ \$40

MAKE CHECKS PAYABLE TO R.C.A.R.

MAIL TO: RCAR OF TULSA

206 E STADIUM

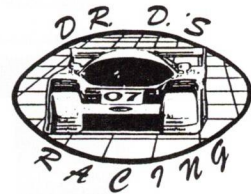
BIXBY, OKLA. 74008

ADDITIONAL INFO.: 918-366-3752

NO REFUNDS AFTER 7-15-87

The Doctor

HAS THE CURE!



TIRED MOTOR?

• Could be the buildup of dirt, carbon, and contaminated oil. **'BLAST IT!'** safely flushes away grime and restores performance of dirty motors. Great for cleaning precision ball bearings! 20 ounce spray at a price you can afford.

#1120 20 oz. \$6.50

• **BODY CLIPS** ... Jumbo pack of 24 heavy-duty silver anodized clips.

#5224 24 per pack \$2.50

PAINT PROBLEMS?

• **'POLYTHIN' SUPER SOLVENT** dissolves and removes dried paint from Lexan and other plastics, even oil base paints! Perfect for overspray or those mistakes. Thins acrylic and polycarbonate paints for brushing or airbrushing. Many other uses!

#2104 4 oz. \$3.50

• **R/C HARDWARE IS OUR SPECIALTY, NOT A SIDELINE. OUR POLICY IS TO PROVIDE THE BEST QUALITY ITEMS AT THE LOWEST POSSIBLE PRICES! TRY US!**

SLIDIN' AROUND?

• **'PEN-A-TRAC'** ... simply the best traction compound and tire conditioner for asphalt racing. Uses natural and synthetic adhesives in a super-penetrating conditioner. Provides excellent grip. Restores dried-out rubber.

#1104 4 oz. \$5.00

• **BODY WASHERS** ... Jumbo pack of 24 nylon washers with 1/4 inch hole.

#2524 24 per pack \$2.00

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Region 4 Cont.

Got a nice newsletter from RCRC of Dallas, They've started their South West Championship Series. After one race, Bruce Kennedy is leading 4WD, Marty Hall in 2WD with Jack Leonard ahead in Pan. The letter also discusses their "Texas Biggie". You might not get this Rev-Up in time, but if you do, here's a reminder to get to the Biggie. It'll be a winner this year.

The next Region 4 race to consider is The Enchantment 100 in Albuquerque. This year it's in conjunction with a car show at the State Fairgrounds and they're projecting 100,000 spectators. A good place to be.

A little commercial news.

Cook Racing Products has announced that they are returning to Texas. Jim is moving lock, stock and barrel to a secluded corner of the family estate near Waco. Should be there by the first week in May. So, the real big news is Jim's plans for a permanent gas track - 1000 feet of running surface with some banked turns. Knowing Jim, I'll bet someone races on it before the end of the season. Address will be: Cook Racing, 4 Wheel Drive, Groesbeck, Texas, 76642. Tel: 1-817-729-3200.

And now the continuing plea: Send in your gas news. Regionals coming up

September 12 & 13 - RACE club in Houston putting it on.

So, somewhere, sometime this summer, LET'S RACE!

R.A.C.E. President Danny Wenzel sent results from their March 22nd race.

1/8 Gas	1/12 Electric
A Main	A Main
1 Danny Wenzel	1 Danny Wenzel
2 Gerry Brown	2 Arnold BoDenheimer
3 AugustTreubig	3 Jim Maze
4 Geo Molinary	4 Gerry Brown
5 Jim Maze	5 Jimmy Dunn
6 John Dingman	
7 Arnold BoDenheimer	

B Main Electric
1 Eddie Dial
2 Bruce Deufresne
3 Errol Hesse
4 Jesse Lee

Next events: 7/19, 8/30, 9/20

Dick Imhoff is my name and R/C car racing is my game. As your new Region 4 Assistant I will try to keep you informed of what's going on in the southern part of the district. I've

been racing R/C cars for 5 years now and have done all scales of racing. Right now I throw dirt for the Trinity team, and drive a 1/4 scale sprint for a fellow racer from Houston. I really like the 1/4 scale sprinter, Robby Schmidt bought a late model and a sprinter from WCM and asked me to drive the sprinter.

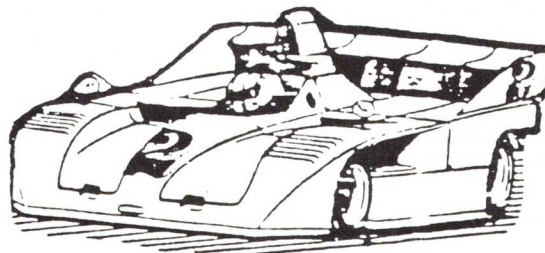
I hear that ROAR is working on rules for the 1/4 scale crowd, but racing for money is rubbing them the wrong way. Hope it can be worked out because its a growing part of R/C cars.

Speaking of 1/4 scale, we were in Lillian, Texas for the first race of the WCM Challenge Series and after the Saturday race we went up to Grapevine, Texas to race 1/10 dirt, (I got 4th in the Main). We had a long day in Grapevine, but the Houston bunch did well. Good track and nice people make for a good day, Dallas has both and we'll be back.

We went to Clute, TX awhile back and they also have a good track to race on and a nicer bunch of people are hard to find. The Houston folks sort of surprised them, because they weren't ready for a 61 entry race. This club shows what a few people can do to promote R/C cars. They started with a few and are now over 80 strong in two years of racing, and they're all ROAR

1/8 REGION IV ROAR CHAMPIONSHIPS

HOUSTON, TEXAS
September 12th & 13th, 1987



PAN

2WD

4WD

CONCOURSE 1st & 2nd

CAN-AM BODIES

ROAR RULES

Roar Membership Required

AVAILABLE AT TRACK

Phone: (409) 833-1940

Info Provided RSVP

Name _____

Address _____

City _____ State _____ Zip _____

Frequency: 1. _____ 2. _____ 3. _____

☐ PAN \$20 ☐ 2WD \$20 ☐ 4WD \$20

T-Shirt Size _____

Send Check to: R.A.C.E. of Houston, 5801 Chimney Rock, Houston, Tx. 77081

Radio-Controlled Racing Twice the size. . .

The Big Boys are here! - RACO's new JAC-RABBIT. Not 1/12 scale, not 1/10 or 1/8 - this JAC-RABBIT opens a whole new size of off-road excitement - 1/4 scale! It runs on gasoline - 1 full hour per tank full. **Impressive at rest. Thrilling in motion.** This is JAC-RABBIT, almost 3 feet long, more than 1½ feet wide, a full one foot high. Ground clearance is 3" - the highest in model racing. Operates on most standard two-channel radio systems. Available at your local hobby dealer or contact RACO Modelcraft Inc.



Ground Clearance is 3"
- the highest in model racing.

"the
Big
boys"



JAC-Rabbit
Radio Controlled Off-Road Racer

RACO MODEL CRAFT INC. 1400 C East Saint Andrews Place Santa Ana, California 92705 (714) 546-3045

Car Kit includes Engine and Servos.

Region 4 Cont.

members! Congrats! to the Track Masters of Clute, Texas. We won't bring so many of us next time, or maybe more? But we WILL come back for another good time.

The Region 4 Champs will be held at Checkered Flag Raceways in Houston, September 5 & 6th. The track is a good challenge for any driver, 13 laps have been done by only a few of us, but we expect many more at the Regional. The site for the Regional was a battle between two tracks, Checkered Flag and Texas Speedway. The location was decided by the Houston drivers, secret vote's taken at both tracks. Checkered Flag won out by a slim vote, so if you come down for the race stop by Texas Speedway for a look see, or race the Friday nite oval with us. Both tracks are good places for racing but only one could be used, maybe next time at Texas Speedway.

Well, time to hit the hay, see you at the races. If you want any info call, I love to B.S. about R/C cars. Till next time....

News report from Track Masters Race Club, sent in by Linda Townes.

The little club down in Clute, Texas is getting BIG! We now have grown to 81 members. Last year we ran 4 classes, this year we are holding 6 classes and sometimes 7. Lot's of good racing goin' on!

They held their biggest race ever April 26th on an off road course. Houston racers came down and helped us put on a super race day. There was a lot of racin' going on. Results were:

Big Bear A Main	4WD Stock A Main
1 Cody Townes*	1 Brian Roberts*
2 Leslie O'Bryan	2 Waylon Townes
3 Leslie Gourley	3 Tony Newhouse

Sportsman A Main
1 Jeramy Kopycinski*
2 Eric Simpson

Production A Main	B Main
1 Greg Powell*	1 Leslie O'Bryan
2 Shannon Day	2 Nick Snow
3 Buzzy Ford	3 Randy Goode

2WD Stock A Main	B Main
1 Mike Lambert	1 Randy Minchew
2 Wade Proetz	2 John Gebhart
3 Gary Day	3 Craig MacArthur

2WD Stock C Main
1 Al Brown
2 Karen Tousek
3 Joe Phillips

2WD Modified A Main	B Main
1 Ray Pulido	1 Randy Minchew
2 Dick Imhoff*	2 Wade Proetz
3 C. McWilliams	3 Roger Townes

2WD Modified C Main
1 Brian Roberts
2 Willie Belcher
3 Charlie Arnold

Track Masters hold races every weekend alternating off roads and ovals. If you are planning a trip to the gulf coast, look us up. Contact the club, care of R/C Speedway at (409) 265-4869. The track is located behind the hobby shop, 307 W Plantation, and that IS in Clute!

Team N.O.S.A.R. from New Orleans sent in 1/12 news on their race held April 12, 1987. For information call Kevin McIntyre 283-8118, Glenn Gaspard, 348-0923.

A Main Expert	B Expert
1 K McIntyre	1 A Bodenheimer
2 C LeBlanc	2 E Dial
3 J Maze	3 L Leblanc
4 G Gaspard	4 C Brown

A Main Novice	B Novice
1 J Dunn	1 B Barshorst
2 J Lee	2 P Costa

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FIBERGLASS REPLACEMENT CHASSIS for ASSOCIATED RC10	#RC10-02-----	\$30.95
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G-10 FIBERGLASS SHEETS 6"x12"		
1/8" THK.	#G10-8-----	\$12.95
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LEXAN SHEETS 6"x12"x.03 THK	#PC-30-----	\$2.95
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ALUMINUM SCREWS 6 per pack #6x1"	#FAS-632-----	\$1.95
#8x3/4"	#FAS-832-----	\$1.95
STEEL ALLEN SCREWS 6 per pack #4x3/4"	#SCS-440-----	\$1.95
UNIVERSAL TIE DOWNS 1" POLYPROPYLENE STRAP with QUICK RELEASE BUCKLE		
8" LONG	#UTD-08-----	\$4.95
12" LONG	#UTD-12-----	\$5.95

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Golden Triangle R/C Roadracers

by Don Lyons

The club raced on April 26th at Central Mall at an event that was a lot different from what we were used to. We all painted some real sharp NASCAR bodies and had a oval race. Lots of fun was had by all.

Jason Courville came out the winner in the concours event and then the fun started. We all thought it would be easy to turn left and go fast but after the first qualifying run the walls had really taken their toll on those NASCAR bodies. Charles LeBlanc came out TQ. Here's how the mains came out.

A Main	B Main
1 Ed Billheimer	56 1 Wayne Moncla
2 Charles LeBlanc	54 2 Randi Harris
3 Wayne Boswell	52 3 J Courville
4 Don Lyons	46

WANTED!

ALL 1/8th SCALE GAS CAR RACERS TO COMPETE IN THE 1987

GAS BLAST

OCTOBER 16-17-18

RACE SITE: N.M. STATE FAIR GROUNDS

LOCATION: CENTRAL AVENUE/SAN PEDRO
ALBUQUERQUE, NEW MEXICO

SPONSORED BY NMRCRCC

TROPHIES WILL BE THE FAMOUS GAS BLAST SATIN JACKETS!

TROPHIES FOR 1-3 IN EACH MAIN, T.Q. ALL CLASSES,
AND CONCOURSE

1986 WINNERS:
JIM TURNER 4WD
JERRY WEAVER 2WD
ELMER SCHILLI PAN

BANQUET SAT. NIGHT
PRIZE DRAWING

PLEASE PRE-ENTER

1987 GAS BLAST

ADDITIONAL INFO: MAPS, MOTELS, ETC. CALL BRYAN GODFREY 505-293-4124

ENTRY FEE: \$20.00 - NO REFUNDS - MAKE CHECKS TO: N.M.R.C.R.C.C.

NAME: _____ PHONE: _____

ADDRESS: _____ CITY/ST: _____

R.O.A.R. # _____ CLUB AFFILIATION: _____

CLASS: PAN _____ 2WD _____ 4WD _____ FREQUENCY 1ST _____ 2ND _____ 3RD _____

CAR: _____ RADIO: _____ MOTOR: _____

MAIL ENTRY TO N.M.R.C.R.C.C. 10409 OSO COURT, NE, ALB., N.M. 87111

1987 GAS BLAST

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Arlynn Simon
1200 S. 16th
Blue Springs, MO 64015
(816) 228-1047

1/12 Assistant
Norm Mead
5032 Kent Ave.
Edina, MN 55436
612-926-5050

1/10 Assistant
William M. (Mike) Bayless
1933 S Plaza
Springfield, MO 65804
(417) 883-2373

Region 5

Racing season is finally here in the Midwest. Actually it's here all year long but nobody is sending any reports so I have very little to report. The Region 5 Off Road Champ race will be held by the Dirt Busters RC Club from the St Louis area. If their races are run as well as their resume was written they will have a fantastic race. That had to be the best put together request for a race that I have seen. Their ad should be elsewhere in this issue.

As you all should know it is time for ROAR elections. Let's change things from the past. It doesn't mean to just sit back and let the next guy vote. Spend that 22 cents and send in your vote. I am again running for Region 5 Director but whether you vote for me or an opponent is of little consequence as long as you vote. If you do not vote then you should not complain about ROAR. ROAR is working for you and striving to do the best it can but we need your support.

Once again the problem of finding a race site has happened in Region 5. As of this date Lincoln, Nebraska does not have a race site. Kansas City does not have a race site at this time but a couple of good possibilities are in the making. Plans are still being made for the Mid America Formula I race Labor Day weekend. Unfortunately since we have no race site at this time we do not feel that we can advertise the race the way we would like. All I can say is that the plans for the race are in the works and if you want to attend the race give me a call before you make the trip.

There are many rumors running around about new tracks but so far none have been reported to me.

Twin Cities RC club in Minnesota is planning their Raspberry 100 race again this year. The one big change seems to be that they are not going to have the 1/12 scale race. This group will run a good race so plan to attend if you can.

The only race report I have received is from Larry Martin on the first H.O.A. race. Once again I must remind you that because of the problems of finding track sites it would be a good idea to give me a call to see where the H.O.A. races will be held because the schedule may be changed.

Good racing, good luck and VOTE!!

Heart of America Series #1

When Will Spring Arrive?

by Larry Martin

This was the question asked by several 1/8 scale racers on April 11 and 12 at Levitz Furniture Raceway in St. Louis, MO where the first Heart of America Series race was held.

On Saturday there was no disagreement among the racers that Springtime had not arrived as the temperature was in the forties, no sun, and lots of wind. In other words, chilly and uncomfortable!

Two things seemed to make up for the inhospitable weather. First, the St Louis club had dramatically improved their already nice facility into a visually appealing and exciting race course. This was accomplished by painting all the infield areas green to simulate grassy areas, painting yellow lines along both sides of the racing surface, painting the Levitz Furniture logo in the center of the track, and enlarging the already sizeable drivers stand to also include the scoring tower. The drivers' stand and scoring tower combination provides excellent viewing as the floor is six feet off the ground. All of the above improvements were added to the new and smooth blacktop that was put down last year.

The second reason for ignoring the weather, was that this was the first opportunity for the racers to be outdoors after a long and seemingly neverending winter!

Sugar and water mixed together was applied to the track Saturday morning, but never became tacky because of the lack of sun and the cold weather. This condition kept lap times down, but the enthusiasm for being Top Qualifier was there just the same. An interesting aspect of this competition was the entry of Daryl Klotz from the Kansas City area of his non-suspension car in the 2nd class. At the end of the day, Daryl was Top Qualifier in that class. The reasons for this probably were that the smooth racing surface did away with some of the advantages of the suspension cars and that Daryl simply drove a very good qualifying race.

Sunday was an entirely different day as far as the weather was concerned. The temperature was 65

degrees, virtually no wind, and sunny! This "Spring-like" weather seemed to enhance the battle for Top Qualifying honors. Cheers from supporters of individual drivers could be heard as each new fast time was posted. Times were much faster as the Sunday application of sugar water "set up" in the sunny weather providing reasonable traction.

With qualifying over, the Concours event was held during the lunch break with Steve Lazarus, from the Chicago area, the winner.

It was now main event time, and as usual, many of the fifty lap main event races were very close all the way through the approximate thirty minutes it takes the various classes to complete fifty laps. I will not go into the "play by play" of the main events here, but will include the results at the end of the article.

By looking at the results, one interesting rule used by the Heart of America Series becomes apparent. This rule is that the "move-up" system is used in the main events which allows the winner of the main event to advance to the next higher main event. This system adds excitement to the main event racing since there is always that "last chance" to make the A Main and win it as Kevin Van Pelt did!

With the main events over at 4 O'clock, the first Heart of America Series race was over. All the racers would like to thank the St Louis club and Levitz Furniture for hosting this race and for providing such fine and enjoyable racing facilities.

If anyone is interested in information about the HOA Series or club races at the St Louis Levitz Raceway (1/8 and 1/12), please contact me at 217-732-4725.

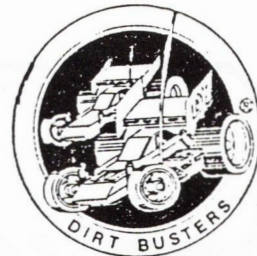
Super Stock A Main

1 Jeff Campbell	Thorp/Rossi/Futak
2 Elmer Schilli *	SuperJ/Rossi/Krafi
3 Bryan McFarland	SuperJ/K&B/Airtro

2WD A Main

1 Kevin Van Pelt	Delta/Picco/Kraft
2 L LeDoux *	Cook/Rossi/Airtro
3 Harold Hoover	Cook/Rossi/KO
4 Daryl Klotz	SuperJ/Supertigre
5 Ed Frizzell	Cook/OPS/Airtro
6 Tod Patterson	Delta/Picco/Airtro

Cont. on page 72



R.O.A.R.

Region 5 - $\frac{1}{10}$ Scale

1987 Off-Road Championships

AUGUST 21-22-23

LOCATION: ST. LOUIS, MO. NORMANDY PARK

CLASSES: 2WD Stock, 2WD Modified, 4WD Stock, 4WD Modified

AWARDS: 1st thru 3rd A,B,& C Mains
1st thru 3rd Concours

RACING PROGRAM: A-B-C System. Everyone runs a main event.
Current ROAR Rules in effect

SCHEDULE: FRI 9:00 A.M - Practice
SAT 9:00 A.M.- Qualifiers
SUN 9:00 A.M. -Concours Judging
10:00 A.M.- Mains

ENTRY: \$25.00 per class, payable to Dirt Busters. All entrys
void without payment. Send to JEFF GIFFORD, 2050 Golfway
St.Charles,Mo,63301. (314-949-0443)

DEADLINE: Mail in entries must be recieved no later than 10 August
200 Car limit - Track registration on an availability
basis only.

INFORMATION: Confirmation,maps,rules,and hotel information will
be mailed to each applicant.

ENTRY FORM

Driver _____ Street Address _____

City _____ State _____ Zip _____ Phone _____

Class:(Check) Club _____ Sponsor _____

() 2WD Stk Car: _____ Motor _____ Radio _____
6 Cell

Speed Controller: _____ Freq. Choice: 1st _____ 2nd _____ 3rd _____

() 2WD Mod. Car: _____ Motor _____ Radio _____
6 or 7 Cell

Speed Controller: _____ Freq. Choice: 1st _____ 2nd _____ 3rd _____

() 4WD Stk Car: _____ Motor _____ Radio _____
6 Cell

Speed Controller: _____ Freq. Choice: 1st _____ 2nd _____ 3rd _____

() 4WD Mod. Car: _____ Motor _____ Radio _____
6 or 7 Cell

Speed Controller: _____ Freq. Choice 1st _____ 2nd _____ 3rd _____

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Burbank, CA 91505
(818) 842-4265

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Ron Paris
2157 Hickory
Ontario, CA 91762

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

No. California Area
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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

One of the new facilities here in Southern California has been doing a lot of promoting and it has been paying off for them. They have spot commercials on a local radio station and ESPN on a cable channel. They also invited one of the local TV stations to their facility. The station had their weather report aired with the cars racing in the background. One of the major Los Angeles newspapers done a full page spread about the facility in the front section.

I know that radio and TV advertisements are not cheap and that most of the tracks cannot afford to put out the money, however there are other ways of promoting and accomplishing the same. For example if you have a major race in your area, try to invite a local TV news group out for coverage. You might be surprised. Use your initiative.

The San Diego Stadium R/C Car Racing Club is having their grand opening May 16th and 17th. Their track is located at the Jack Murphy Stadium in San Diego, California. Anyone needing information regarding this new facility can contact Jack Rowland at (619) 463-5239.

Another new indoor facility in the mill. This one will be located in Riverside and is expected to be open sometime around the end of May or the first part of June. The facility will be operated by Warren Reed. For further information contact Warren at (714) 686-4400.

Talking about indoor tracks, Fast Lanes, in Valencia, having been open for only one month, hosted a big oval race. They had over 200 entries and everything went very smoothly. Not bad for the first attempt. Maybe some of the other tracks could learn something.

There is a brand new racing facility scheduled to be built in Bakersfield in the near future. It is supposed to be completed by late summer or early fall. The plans are to have tracks for all scales. Will advise soon as more information becomes available.

For the 1/12th scale racers, don't forget the 4th of July race scheduled at the Peppermill Hotel and Casino in Reno. Contact Della Wilson (805) 366-2744 or Neal McCurdy (818) 998-5113.

Don't forget the 1/8th scale World

Championships to be held at the Ranch Pit Shop in Pomona the week of July 6th thru 12th.

Until the next time, good racing.

Series Race #2
San Bernardino

by Ron Paris

2WD Sportsman

This main seemed like a 2 way battle for the lead between Steve Bartel and Mike Jones. These two guys have both been running very strong and close together for the last year or so, but today, Mike Jones was to be the victor when Steve dropped out due to mechanical problems. This let Mike pull out to a comfortable lead over 2nd spot Dean Brown. Dean was running very smooth and consistent, and was able to nail down 2nd spot over Ken Davenport's respectable 3rd place.

2WD Expert

This class only had 3 entries! 2WD Expert seems to be a dieing class, most of the experts have moved into one of the 4WD classes. I have been following this class closely and it may be time to consider eliminating it or combining them with Sportsman. Of the three racers who entered, I know for a fact that Bob DeWald will only be racing 2WD one more time then go to 4WD class. Mark Miranda told me he is working on his 4WD car and plans to be racing it by the Charboneau race next month. Ruben and I have spoken many times about 4WD, I know he is considering it strongly, we will wait to see his decision!!! Anyway, the race was to be a 20 minute affair, but after the first 5 minutes Bob DeWald decided to drop out and take 3rd spot so he could help me get ready for the main. He said it just isn't the same running around with just 3 cars. Shortly after that Ruben (who was that in the lead) had something happen and his car stalled, he said he was out of fuel and decided not to restart. This left Mark to run by himself, so he also pulled off for the win!

4WD Sportsman

At the start of this race it looked like Butch Feco (TQ) was the man to beat, but soon into the race he started having handling problems, it seems his steering linkage broke. Now in the lead was Bill (the bag) Goldsmith. Now Bill normally is the first one to the end of the straightaway, but sometimes he does not make the next turn. I think he confuses drag with road racing! Just kidding, Bill and I are good friends and he wouldn't know how to act if I was nice to him. Seriously, Bill did a fantastic job with what I think is his 1st A Main win, I'm sure there will be more to follow. 2nd spot was George Burtros who did a super job also. 3rd place was veteran Al Vega, who is always a top runner.

4WD Expert

This race saw the incredible Butch Kloeber pull off another repeat performance of the last series race at San Bernardino. TQ plus a wire to wire win. 2nd spot was picked up by Ron Paris. Butch was driving one of my cars, and it was almost identical to mine but with his incredible concentration he was able to hold up a pace that was just out of my reach. I was never really a threat to him. 3rd spot was Tom Wong, so another good finish for Tom.

A side note: Tony Assenza of Car and Driver (the full scale) magazine, came out and did an article and photographs on 1/8 scale racing, so keep your eye out for it. It should be in the June issue.

4WD Expert A Main

1 Butch Kloeber*	Assoc/Paris/Airtro
2 Ron Paris	Assoc/Paris/Airtro
3 Tom Wong	Delta/Rossi/KO
4 John Pagel	Delta/Picco/Kraft
5 Barry Newman	Assoc/McCoy/??
6 Dana Smeltzer	Assoc/Paris/Rossi/A
7 Gus Gustafson	Delta/McCoy/Rossi/?
8 Tony Neisinger	Assoc/Paris/Airtro

2WD Expert A Main

1 Mark Miranda	Assoc/Paris/KO
2 Ruben Serrano*	Assoc/McCoy/Rossi/A
3 Bob DeWald	Assoc/Paris/Airtro

Cont. on page 72



1987 CAR-SCAR CHALLENGE CUP



California Auto Racers (San Jose)
and
Southern California Auto Racers (Costa Mesa)

have joined to promote a four race series for 1/12th scale R/C cars. Experts will run modified motors and novices will run their own unopened Igrashi white endbell stock motors in a separate championship. Amateur rated drivers are allowed to run either stock or modified motors.

May 30 & 31

Briggs Cunningham Grand Prix (Can-Am) — Costa Mesa

July 11 & 12

D & J Hobby Summer Classic — San Jose

August 21, 22 & 23

Silicon Valley Invitational — San Jose

September 18, 19 & 20

Futaba Grand Prix (GTP) — Costa Mesa
(A ROAR Sanctioned Series)

Stock Entry Fee: \$15 per race or \$40 per series

Modified Entry Fee: \$25 per race or \$80 per series

Entry fees are due one week in advance or on May 22, July 3, August 14 and Sept. 11

Late Entry Fee is \$5.00

Trophies for 1st thru 6th in each main at every race

Challenge Cup Series Trophies thru 10th in both classes

Running Concours at each race on Saturday morning

Only best three of four races count toward Challenge Cup Championship

Autocount system will be used at each Challenge Cup Race

ANY QUESTIONS? Please Call: Bill Martin 714/848-4676 or Ken Jones 415/327-8283

Name _____ ROAR No. _____

Address _____

City/State/Zip _____

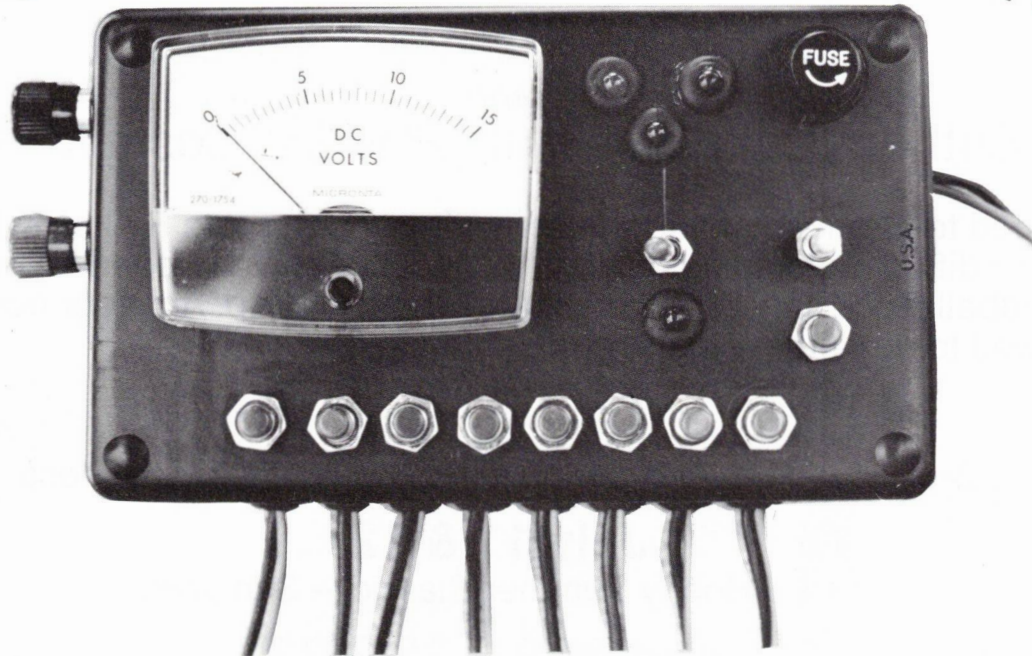
Frequency Choice: 1st _____ 2nd _____ 3rd _____

Rate your driving skill level: ☐ Novice ☐ Amateur ☐ Expert Class: ☐ Stock ☐ Modified

Amount Enclosed: \$ _____ Chassis _____ Motor _____

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Out of this world performance at a down to earth price.

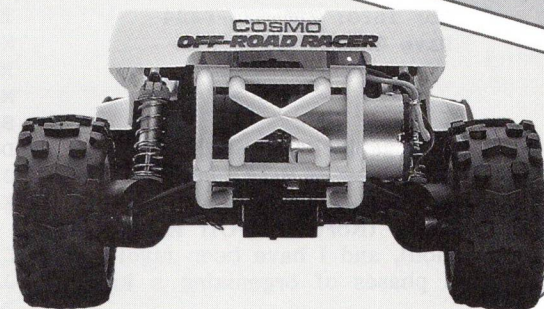
Kyosho has become famous world-wide for developing nothing but the highest quality R/C off-road racers. Their superior engineering and continuous experimentation has resulted in yet another breakthrough, the **Kyosho Cosmo!**

Computer Design Means Easy to Assemble, Easy to Maintain

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.

From Any Angle . . . Uncompromising Performance.

The Cosmo is built to take a lot of punishment. Its newly-designed front suspension and super-durable construction make the Cosmo an uncompromising off-road performer. It comes with a crash-resistant, oversized front bumper, a sturdy rear motor cage and a fully-enclosed gearbox that keeps out dirt and other foreign matter. Kyosho's heavy-duty aluminum, oil-filled shocks along with low-profile, block spike rear tires and 4-wheel independent suspension ensure awesome handling on the roughest terrain. Cosmo also features Kyosho's special Torque Limiter Clutch that gives the initials "T.L.C." a whole new meaning. This racing clutch allows the motor to indirectly couple to the gears, increasing running time and minimizing motor lockup. It protects the speed control and helps prevent



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

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Equally at home at the track or in the backyard, Cosmo lets the beginner experience the thrills of R/C off-roading. Its reliable, proven RS-540S motor provides enough power to kick up plenty of dirt. Intermediate racers ready for more intense competition can easily "hop-up" the Cosmo by adding ball bearings and a high performance motor, such as Kyosho's LeMans 360ST. Out of this world performance at a down to earth price make the Cosmo a great choice. Anyway you look at it, Cosmo can . . . do it all!

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1/10 Assistant
Dave Holm
2272 Hoehn Rd.
Sedro Wooley, WA 98284

Region 7

Since Dave Clark resigned as Region 7 Director Bob Welch has agreed to take over until the elections are held. If you have any information you want to put in the next issue please contact Bob at the following address.

Bob Welch
% MRP, Inc.
18676 142nd Avenue N.E.
Woodinville, WA 98072

Region 7 1/10 Regionals

August 1 - 2, 1987
Mt Vernon, WA

For info: 206-856-6613
Dave Holm

Region 7 1/8, 1/12 Regionals

August 9, 1987
Renton, WA

For info: 206-838-0404
Dave Clark

My name is Dave Holm. This is only my second year as ROAR member and third year as a racer. I am President of N.O.R.A. (Northwest Off Road RC Association), and I have been involved with all phases of organizing a local club.

NORA has grown in two years from six members to a high of seventy plus. The race track is located in Mount Vernon, Washington and is open to all ROAR members. Come see us!

I accepted the duties of assistant to Dave Clark for 1/10 scale off road. I am looking forward to hearing from all clubs in our region about racing schedules, special events, and whatever you are doing. Any questions or problems that you have, I will be happy to help you get answers. Call me evenings at (206) 856-2302, or write at address below.

In October 1986, W.R.E.C.K. hosted a regional race in Walla Walla. After two days of racing, the results are attached.

By the time you are reading this article, all plans for a Regional Championship race, sponsored by NORA, should be in its final stage. **Keep and eye and ear open** at your local

hobby shop and watch the mail for more details.

Good racing.

W.R.E.C.K. Race Results

October, 1986
1/10 Off Road

2WD Stock

A Main		
Tom Jones	14.8	RC10
Pete Nielson	14.6	RC10
Roger Moore	14.1	MRP110
Mike Stanton	13.7	RC10
Brian Bodine	13.4	MRP110
Scott Cedergreen	12.9	RC10
R C Fritzler	12.9	RC10
Jim Welch	7.0	MRP110
Guy Davie	5.0	MRP110

B Main

Dan Reisch	12.9
Jon Goranson	12.7
Tim Oberst	12.4
Matt Oberst	12.2
Rob Goranson	12.2
Milt Lathan	11.7
Shon Olson	11.6
Don Rudy	11.2
John Hill, Jr	10.4
Karl Lang	8.2

C Main

Jim Patmore	13.1
Dan Deeringhoff	12.8
Ron Mitchell, Jr	12.8
Chris Lamb	12.1
John Niord	11.6
Richard Keiser	11.1
Earl McGuire	DNF
Steve Epler	DNF

4WD Stock

A Main	
Pat Guidera	14.2 Yokomo
Brian Hough	14.0 Yokomo
Scot Cedergreen	13.7 Optima
Don Landaker	13.6 ?
Andy Graham	13.5 Mugen
Ken Barkus	13.4 Yokomo
Mike Hubler	12.8 Hot Shot
Dusty Eckhart	12.5 Optima
Lynn Versteeg	11.9 Javlin

B Main

Gordon Toll	13.1
Dan Deeringhoff	12.7
Lee Fergestrom	12.5
Steve Ramsey	12.4

Ron Steen	12.1
Earl Canavan	12.1
Dean Earls	12.0
Todd Edwards	11.9
Don Rudy	11.7
David Holm	8.7

2WD Modified

A Main	
Pete Nielson	14.4 RC10
Mike Hendrickson	14.2 ?
Jim Welch	14.1 MRP110
Mike Stanton	14.1 RC10
Dave Steen	13.3 RC10
Tom Jones	12.8 RC10
Barry Torseth	12.2 RC10
Roger Moore	12.0 MRP110
Guy Davie	DNF MRP110

B Main

Drew Eckhart	13.2
John Hill, Sr	13.1
Ron Pielli	12.9
Sheldon Hafdahl	12.2
Ken George, Jr	11.7
Gerret Polehonka	11.7
Dan Reisch	11.2
John Hill, Jr	DNF
Brian Bodine	DNS

C Main

Mike McDougall	12.6
Dan Smith	11.9
Chris Epler	11.7 B/U from D
Gary Sylte	11.5
Chris Lamb	11.1
Steve Isaacs	10.6
Jason Lybeand	10.0
Steve Warner	9.6
Karl Lang	DNF
Ronald McDonald	DNF

4WD Modified

A Main	
Todd Sykes	15.0 Yokomo
Dusty Eckhart	13.2 Mugen
Mike Hatley	13.2 Optima
Ken George, Jr	13.1 ?
Pat Guidera	13.1 Yokomo
Ken Barkus	13.0 Yokomo
Roger Moore	12.9 MRP
Dan Smith	12.0 B/U from B
Gerret Polehonka	7.8 Yokomo
Barry Torseth	6.0 Yokomo

B Main

Dave Steen	12.5 B/U from C
Andrew Graham	12.1
Mike McDougall	11.7
Scott Cedergreen	11.3



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Region 7 Cont.

R C Fritzler	9.2
Dave Parker	7.0
Ronald McDonald	6.0
Cliff Epler	6.0
Mike Hubler	4.6

C Main	
Gordon Toll	11.6
Ron Mitchell	10.0
Nick Strub	5.6
Gary Peek	DNS

Hank Perry 240 Race Spokane, Washington April 25 - 26, 1987

by Stephen Warner

Racers from all parts of Region 7 converged on the newest and best track in the inland empire this weekend for the inaugural **Hank Perry 240** race and fun fest. Teams from Tearor, Fraser Valley Dirt Burners, Spin Outs, RC Car Club of Spokane and lots and lots of independants showed up to do battle under the very sunny skies of Eastern Washington.

The first heat races started promptly at 10:45 after the ribbing cutting and concours judging. Racing

was top notch and fast right from the first. The drivers were hooking up and the dirt was flying.

The three qualifying heats were done by the afternoon and everyone went to dial their cars in for the next days mains. The racers from Seattle and British Columbia and the Portland area were pleasantly pleased to find a track and a club that could have a really great time and have really great action. We hope anyone in the Spokane area or anyone traveling through will stop in and join us.

Sunday the sun was out bright and warm and the racers were really ready to go. Starting with the D Main 2wd Stock and all the way to 4wd Modified the action was great!!

All the racers agreed we should make the "Hank Perry 240" an annual event and we agree.

Paced by Top Qualifier Pete Nielson the racing was the best in recent memory. Everyone who witnessed it said the 2wd Modified was one of the best ever seen. Our hats go off to Scott Bouck 1st, Barry Torseth 2nd, and Steve Isaacs 3rd. Great racing folks.



The "Hank Perry 240" race at the R/C Car Club of Spokane's dirt track.



R/C Car Club of Spokane drivers stand.

ATTENTION REGION 7 MEMBERS, RACERS AND ANYONE INTERESTED IN THE ACTIVITIES OF REGION 7!!!

ARE YOU AS TIRED OF NOT SEEING ANYTHING
IN REV-UP ABOUT THE REGION AS WE ARE??

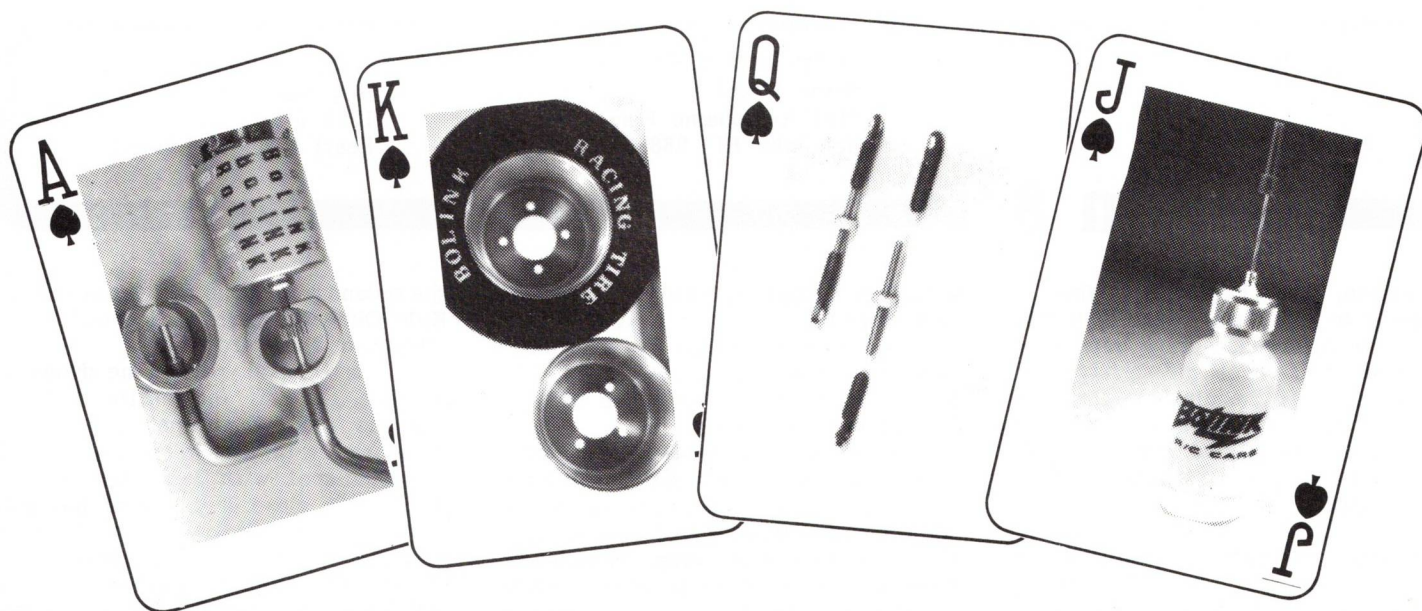
WELL, THE REGIONAL DIRECTORSHIP IS UP FOR ELECTION AND WE IN SPOKANE, EASTERN
WASHINGTON AND NORTHERN IDAHO ARE BACKING

STEPHEN S. WARNER

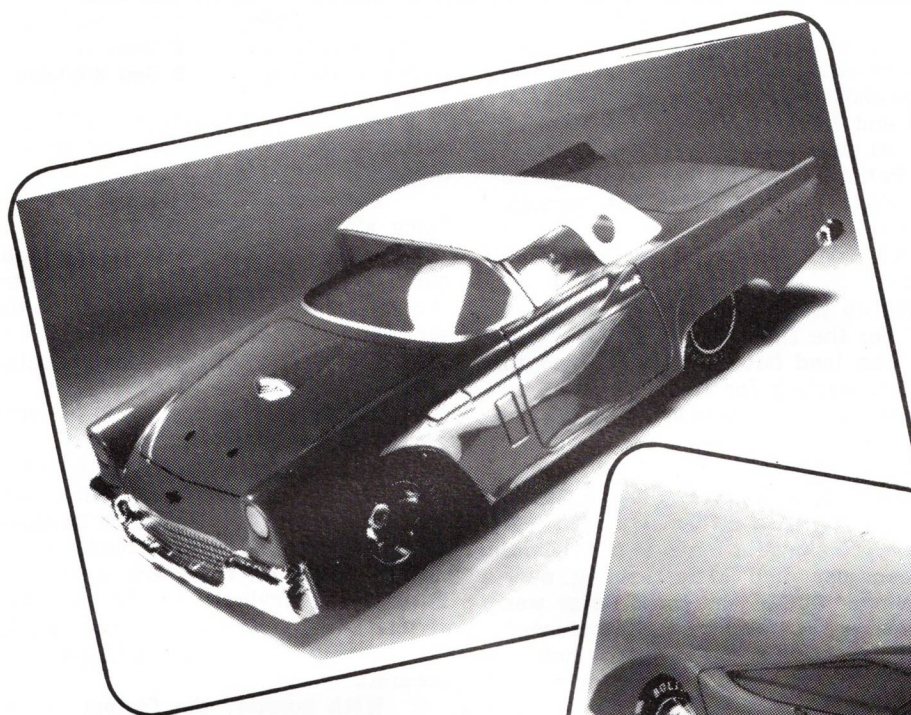
FOR THE POSITION OF REGION 7 DIRECTOR. HE WANTS THE JOB AND HE WILL DO A WHOLE
LOT BETTER JOB THAN IS CURRENTLY BEING DONE. HE IS INTERESTED IN RACING AND IN

THE ACTIVITES OF REGION 7. HELP US PUT SOMEONE IN THAT REALLY CARES.
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(Shown Above:)

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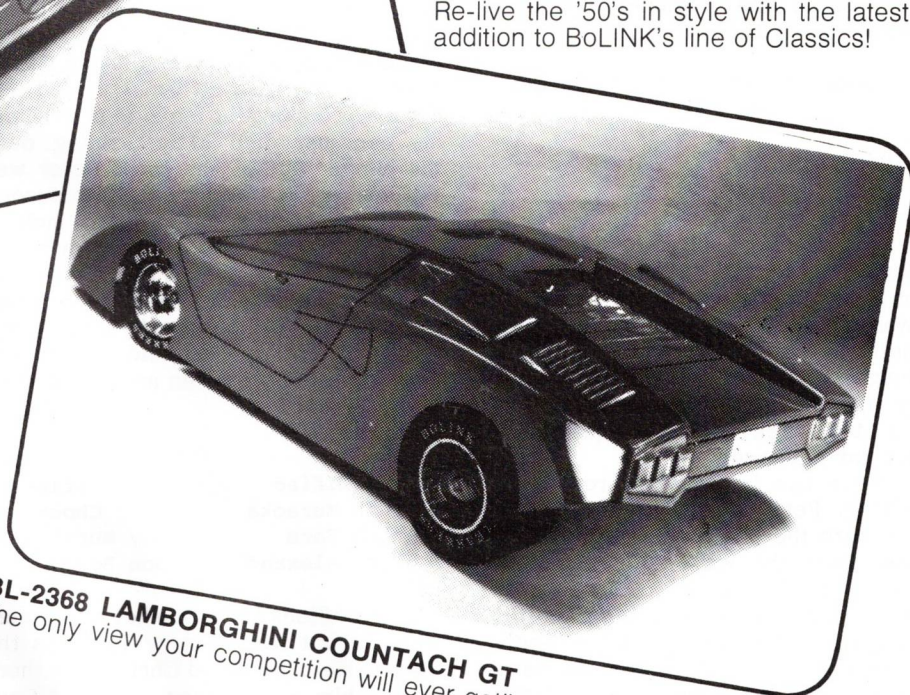
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808-988-2537

1/12th Assistant
Peter Okano
7431 Kamehame Place
Honolulu, HI 96825

1/10th Assistant
Roy Murakami
1258 Kaweloka St
Pearl City, HI 96782

Region 8

Aloha, from Region 8. What is happening to the electric car club this year? The off roaders have been getting in all their races and so have the gas car club but the electric car club has been having its problems, so many races have been rained out. I think March was the only race completed so far this year.

The RC12L has now been released by Associated. And now there is all kinds of new competition. The TRC Pro12, the Delta P12 and now the Associated RC12L. Which car will dominate our electric series or at least try to dominate? We'll see!

The R/CECC off road club is really working hard as always, getting ready for the 6th Annual Hawaiian Open Championship, being held on August 29th and 30th. I made the announcement of this race in my article which came out in the May issue of the Rev-Up. There was a typographical error which I must have overlooked though. The awards banquet, which is to be held the night of the Main events, will be on August 30th not August 20th as printed.

I understand that the printer that Midge uses to print the Rev-Up, will be away on vacation just when the July issue is due, I guess I'll keep this one short and leave the rest of this article up to the Regional Assistant Directors to do their thing.

Hawaii R/CECC 1/10 Off Road March, 1987

by Peter and Roy

Once again the track was in excellent shape thanks to the hard working "dirt crew". This month the racers had a guest from Tammy's Hobbies in Washington in the person of Barry Torseth. With many new racers, a thorough drivers meeting was held to fully inform all the participants. After the meeting, the qualifying rounds got underway.

After two hot, intense rounds of qualifying, Peter Okano sat in the TQ seat in both the Modified and the Open classes from the way he was driving (instead of his usual "Fast Blast" style). Jimmy Torres and Kimo Smith, though, were close behind in the Modified class so it was not going to be a freebie. In the Open class, Kathy Okano and Jimmy Torres were also just a

second or so behind, letting Peter know that he had to work for a win.

Avery Tsui was the TQ in Production, with Wes Chong and Chris Takai hot on his trail to give him a run for the money in the main.

The lunchbreak was a real eye-opener as the racers saw a 1/4 scale sprint car being demonstrated in the parking lot. Powered by regular gas, these babies are huge, completely dwarfing the 1/10 scale cars. While some watched the show, others were busy prepping for the mains to come.

"A" Modified had TQ Peter in the front row, with Kimo Smith and Jimmy Torres along side to complete the grid. In the second line was Brian Young, Reynold Kam and Barry Torseth from Tammy's Hobbies. Wayne Onoyama, Keewan Inouye and Kent Uyeunten comprised the third and final line.

At the start Kimo got the holeshot with Peter just inches behind. Reynold and Wayne were also in hot pursuit. Meanwhile the usual first turn crash had put Kent, Jimmy, Brian, Barry and Keewan in the difficult position of making up lost ground.

For the first three minutes Kimo held the lead but Peter was glued to his rear, waiting for the right time to make his move. Reynold and Wayne were also still close behind. Now Kent, Jimmy and Barry had moved up through the pack to be behind Reynold and Wayne down the straight. When it looked like Peter was making his move to pass Kimo, his car just died after landing over the jump. Out of the race, Peter was sidelined as Reynold moved into second with Wayne third. Kimo still held a half track lead as he crossed over for the win with Reynold 2nd and Wayne 3rd. Kent did some great driving and finished in the 4th spot with Jimmy 5th and Barry 6th. Brian held a solid 7th with 8th held by Keewan and Peter DNF 9th.

B Modified	C Modified
1 Glenn Muraoka	1 Cory Chock
2 Butch Farm	2 Roy Murakami
3 Clyde Alexander	3 Don Bolos

"A" Stock had three hot new racers on the front row. Avery Tsui was the TQ with Wes Chong and Chris Takai there to give him a good race. Garrett Gou-ver, Bert Uejo and Don Bolos were in

the second row lineup with Masa Taketa, Kyle Okuhara, Barron Rico and Jamie Nakaya in the third row.

Chris Takai, with some dynamite driving, lapped the entire field to take the first place trophy home. Masa came from way back in the pack to nail the 2nd spot with Bert just seconds behind in a close 3rd. Avery was only a half second behind Bert in 4th while Wes just a second behind Avery. Talk about close racing! Sixth was Barron with Kyle 7th, Don 8th and Jamie 9th. Garrett unfortunately broke down and was DNF.

B Stock	C Stock
1 Chris Sheeder	1 Rod Suzuki
2 Bill Waldron	2 Owen Lee
3 Craig Katada	3 Geo Suetsugu

Now, the ultimate class - Open class. A "run what you bring" division...

Peter Okano was in the top qualifying slot with his wife Kathy just a few seconds behind. Also in the front row was Jimmy Torres. Bill Spencer, Reynold Kam and Kimo Smith made up the second line with Roy Murakami, Keoni Bloede, Barry Torseth and Kent Uyeunten in the third line.

At the start, Kathy and Peter were somehow knocked off the track as Jimmy flew into the lead with Bill, Reynold, Roy and Kimo in hot pursuit. Kimo soon managed to take the lead with Reynold, Roy, Jimmy and Keoni battling for second. Back on the track Kathy and Peter were trying to make up lost grounds. Disaster struck Kent as he made only two laps till he was sidelined.

With possibly the fastest car on the track, Peter was making up ground at an incredible rate down the straightaway. He soon moved up behind Reynold and Roy, who were dueling for the second spot.

Kimo, still in the lead, lost his wing and had to drive conservatively over the killer jumps. Down the straight Reynold and Roy were neck and neck then disaster! They collided and allowed Peter to fly by. Reynold was the first to get free as Roy went up into the retaining fence.

Kimo, forced to slow his pace somewhat was soon caught by Peter. Lap after lap they went around, with Peter waiting for Kimo to make the slightest

Region 8 Cont.

mistake, allowing Peter to slip by. It was a show to watch as both drivers knew that if they tied up, Reynold was close enough to go by and take the win. On the last lap, the tension was tremendous as first Kimo, then Peter made small mistakes, allowing Reynold to get even closer.

Then over the last jump, Kimo knew it was all or nothing, he had to chance a full throttle jump or else Peter would go by. He hit the jump... disaster struck as he flipped. Peter, wing still intact, landed and flew by. Kimo, righted by fantastic turn marshalling, crossed over for second just inches ahead of Reynold. Roy was a mere second behind Reynold for 4th with Keoni 5th, Bill 6th, Barry 7th and Kathy 8th. First thru sixth were all on the same lap with Barry and Kathy missing the extra lap by only one second. Talk about close racing! Jim came in 9th and Kent was DNF.

Well, till next month keep the dirt flying!

B Open	C Open
1 Wayne Onoyama	1 Bob Franken
2 George Suetsugu	2 Jeff Takano
3 Clyde Alexander	3 Keevan Inouye

Hawaii R/C/CECC 1/12 Electrics March, 1987

by Peter and Roy

The 1/12th scene in Hawaii is growing steadily each month as several new racers are showing up after leaving the dirt and frustration of off road. Welcome to the new racers!

In the points race, this year is a real tough one as last year's number one man Peter Okano is dueling it out with Glenn Kawamae and Reynold Kam. Oddly enough, all three drivers run different cars! Peter drives the new Delta P12, Reynold runs the new TRC PRO12 and Glenn is staying with his tried and true Associated 12i.

With only two races down in the series it's too close to tell who had the edge on the new track, though the Associated cars seem to handle a little bit better. Glenn set the TQ last month and this month also. But in the main this race, Peter turned in the quickest time so far to hold the track record, with a 33 8:01.9.

On to racing...

The early rounds of qualifying saw Glenn and Peter battling it out for the TQ spot. Glenn was super smooth and

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the only one who had the right set up, as he wasn't being plagued by traction problems. Peter and Reynold's new cars were having some traction ailments and though they were super fast, they couldn't hook up their power.

With five rounds of qualifying done, Glenn sat in the TQ spot despite all of Peter's attempts. In fact, he was a lap up on Peter's fastest time. The mains were set up and all the last minute checks and adjustments were being done in the pits, especially by Peter and Reynold, who, incidentally, are good friends yet fierce competitors on the track.

Glenn led the front row with his



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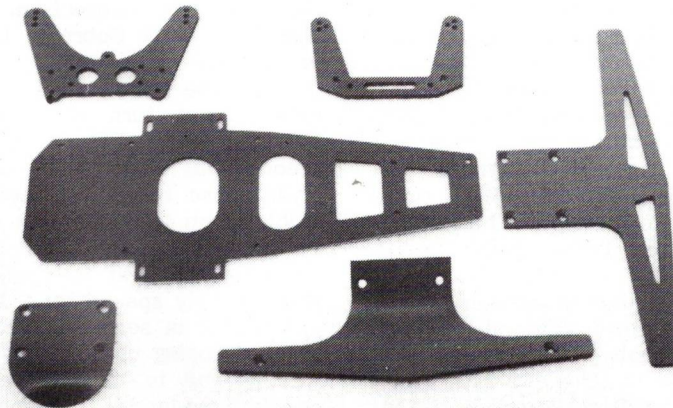
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Region 8 Cont.

awesome 33 8:04.1 run. Peter was a lap back in the second spot, and the surprise driver who completed the front grid was "Mr. Serious" Kent Uyeunten. Kent, who has been racing for about two years, has the "eye of the tiger" and will be one of the hot drivers in the near future.

The second row had Reynold Kam, Brian Young "The Brain" and also the "Dark Horse" like Kent, none other than Cory Chock. Kathy Okano, Juan Sat and Roy Murakami comprised the third and final row.

At the horn, Peter and Reynold just plain flew to the front as if they had rocket boosters. I mean these guys were fast! Apparently they did what needed to be done to their cars as they flew around the sweeper, leading the field by at least twenty feet. Peter was in the lead, with Reynold no more than a foot or two behind. Since these two practice together and pit together each knew what the other would do.

Inside of five laps they lapped just about the entire field with some fantastic driving. Peter went a little too wide at a corner and Reynold took over the lead in a blink. Glenn, who looked like the pre-race favorite had a bad start and was busy working his way up through the field.

Pushing each other, the two were turning some incredibly quick lap times. Then the traction problems which had plagued Reynold in qualifying reared its head, as when he and Peter bumped a bit at the corner he apparently ran into some dust. Still in second though, Reynold could keep up the pace with Peter and was forced to watch the throttle. Meanwhile, Glenn had gotten straightened out and was moving up the pack to hold fifth, then fourth.

At the seven minute mark he got by Cory to hold the third spot, with Reynold a few turns away. Now, Peter was losing traction and was forced to take the turns wider. Glenn, with no traction problems caught Reynold and waited for the right moment. Unable to hold his usual tight line Reynold was forced to let Glenn by. With only fifteen seconds to go though, he had no chance to catch Peter unless Peter broke.

The horn sounded with Peter taking the win with Glenn in 2nd and Reynold holding the 3rd spot. Cory Chock drove a fantastic race to take 4th with Kent Uyeunten in 5th. Brian Young held 6th with Roy Murakami taking the 7th spot. Kathy Okano took the 8th spot despite her 'blown' motor while Juan had a grip on 9th.

"B" Main saw 'good guy' Norman Uyeno get his well deserved win over Butch Farm. These two had a close race all the way with Norman dumping heavily at the end. Butch had a "blown" motor like Kathy and was relying on some fantastic driving to make up for his slug speed. Jon Yamashita nailed down the 3rd spot, edging out Lenny Ridella who took 4th. Floyd Miyasaki drove well to take 5th while Joe Souza took 6th. Brien Ing battled with keevan for 7th but both racers broke, though Brien won the 7th spot. Ken Alagan had a real bad day and only ran two minutes to hold 9th.

Hawaii R/C Auto Racing

1/8 Scale Gas Cars

March, 1987

by Peter and Roy

The March series 1/8th race saw the weather bright and sunny for a day of close racing. The current separation of the classes seems to be working out very well, as the spread is more equitable and the racers are happier.

The February race saw Warren Milho defend his title as the top gun by a narrow victory over Peter Okano, his rival from last season. Reynold Kam came in a close third.

The rounds of qualifying were close as Warren Milho, Peter Okano, Ryan Honbo and Butch Farm were all trying to nail down the TQ slot. Butch turned the quickest time, just seconds ahead of Warren to nail down the pole position.

In the 2nd class, Juan Sat took control in qualifying and was on a hot streak throughout all the qualifying rounds. Brian Young was trying but didn't quite have enough zip to catch Juan.

The 4WD "A" Main had three RC500's driven by Butch, Peter and Reynold. The Delta P4 car was driven by Warren, Glenn Chock and Andrew Lum. Ryan Honbo placed his Cook Cobra in the 4th spot to make the main tough.

At the start, Warren escaped the classic first turn crunch and pulled into the lead. Peter followed in the second spot with Glenn, Reynold and Ryan close behind. Butch had some problems on the start line and entered the track a lap down.

For the first five minutes things were evenly spaced with Warren first and Peter in second. Then problems began cropping up! Warren got hit and was forced to make repairs. Peter assumed the lead with Reynold in second till Reynold lost his front tire! He had the rim still on his car but not the rubber. In the meantime Butch, with the fastest car on the track, had

moved up from last to third. With Warren back out but Reynold off the track the positions were unstable.

Twenty minutes into the race, Peter still held the lead with Butch now in the second spot. Warren had moved up to fourth but had lost much time fixing his body and belt in the pits. Glenn Chock held the third spot driving some clean lines. Andrew, in the meantime, was forced to retire after losing first his dogbones and then part of his antenna.

With only a few minutes to go, unless Peter broke, it was academic. Butch seemed content in second and had a big enough lead over Glenn in third.

The horn sounded as Peter crossed over for the win with Butch in second, Glenn in third and Warren fourth. Despite some car problems, Ryan held fifth over Reynold while Andrew was DNF.

The "B" 4wd was a big win for Earl Honbo, as he led the main from start to finish, never really being challenged by anyone. Harvey Ho held onto the second spot with Henry Balmores third and Brian Ing fourth. Larry Gholson took the 5th spot while new racer Cory Yama unfortunately had the "new car" blues and was DNF.

The "A" Main 2wd saw Juan Sat, Brian Young, Robert Ongies and Ric Maryott all battling it out for the first place trophy. Roy Murakami was in the thick of it also, till a broken camber arm caused him to withdraw from the race.

Juan held the line and drove super to take the lead from Brian, who was in the second spot. Robert Ongies couldn't stay far enough ahead of Ric, as Ric passed him to hold onto the third spot. Norman "pan car" Uyeno was driving well, although he looked underpowered out there.

Juan took control in the latter part of the race and held on to win, with Brian in 2nd and Ric 3rd. Robert just missed the money in 4th. Norman drove his pan car into the 5th spot ahead of Bill Shigematsu. Roy was DNF but still held 7th as Mike Leyden and Kyle Igarashi were 8th and 9th respectively.

The "B" Main saw Kathy Okano run away from the field after having problems in qualifying. Joe Souza was in pursuit but couldn't make up any ground. Kathy led from start to finish to take the victory with Joe in a solid 2nd. Lenny Ridella took the 3rd spot over Richard Soares while Everett Balmores edged Robert Sodehani for the 5th spot. Walter Joyce nailed down the 7th spot with Milton Galase 8th and Larry Gholson 9th.

That's it in top fuel!

Gary Lanzer
214 Ave U No.
Saskatoon, Sask.
S7L 3C5 Canada

Region 9

With the 4 cell Regionals comes the end of another successful indoor season. The break inbetween gives us time to think back on what has happened, who we met and if those 20 plus hour road trips to race for 40 minutes were really worth it.

The year in total had its ups and downs, we lost some racers and gained some too, some racers lost families and some gained new members, on the whole I'd say the Prairie Dusters held up pretty well.

We were sorry to hear of Randy Johnson's father passing away but on a happier note Randy and Rhonda had a baby boy. Again Steve Betker's father also passed away but Steve and Janet also had a baby girl. I'm sure I speak for the whole club when I say sorry, but we are also happy for you and your new families.

In this report there is a new addition from the newest club in the region. I'd like to thank Rene Wall for getting this story to me.

I would also like to thank the Dusters for hosting another regional event. A note for all 1/12th scale drivers - be on the lookout for the 6 cell Regionals coming to Edmonton, August 1st.

Now, on with the stories.

From Randy Johnson... Well, it is the day after our Regionals and I am tired from 2 11 hour days of racing, but I thought if I don't write this down now, I'm sure to forget.

We had drivers here from Regina, SK, Edmonton, Calgary, Lloydminster and Lethbridge, AB, and we even had an ex Prairie Duster drive all the way from Kelowna, BC, as well as three drivers from Mohall, ND.

There were 36 drivers in total and R/C racing was at its finest. We ran stock motors with a choice of Can-Am or GTP bodies on Good Friday the 17th of April. The day went a lot better than our Snowblower Wedge race, there was almost no radio problems and no major breakdowns.

We ran the usual 3 qualifiers which went well with racing very close all day. The track was well challenging, with a main straightaway, then a maze of hairpin corners. Almost every make of car was represented here, and it was down to the final races to see how each was going to place.

Due to the fact we had racers from Region 5, we ran all the racers from Region 9 down the line then we ran a fun race which just happened to include two of the three racers from Region 5.

Day 2 was Saturday with the same bodies but modified motors. Racing was equally as close this day as it was the day before except we only had 34 racers because 2 had other commitments.

Andrew Comrie was Top Qualifier both days, followed close by Gary Lanzer. Andrew was first place in Region 9 for both days and Gary Lanzer was second also for both days.

Concours was held Friday before we started the Stock event. We had two judges so the score was out of a possible "160". First place went to Hartly Brown with 122 pts, second place was Lyle Drysdale with 119 pts and in third was Dave Newbigging at 115 pts.

There are a few people who deserve a big thank you. First of all, I would like to thank the race directors, Kim Adam and Lyle Drysdale and the guys at the tech table, Dean Haughn and Ron Haughey. They all did a wonderful job making sure everything ran smooth all day. Also I would like to thank all the out of town racers for coming and making this race possible, along with the following sponsors: MRP, BoLink, Air Age Publishing, Associated, R/C Model Car Magazine, Sidetrack Hobbies, Calgary, Wall to Wall Racing, Regina, Hartly Brown, Edmonton, and Kountry Kiln Racing, Mohall, ND, and last but not least all the people who assisted in putting on this race.

Region 9 Regionals Results

Stock Class

A Main	Car
1 Andrew Comrie	Assoc 12L
2 Gary Lanzer	Delta P12
3 Darryl Hayley	Delta SP
4 Renie Wall	TRC PRO12
5 Terry Yeo	Assoc 12L

B Main

1 Dean Haughn
2 Don Johnston
3 Greg Cherasim
4 Kim Richardson
5 Kim Adam

Modified

A Main	
1 Andrew Comrie	12L/Reedy

2 Gary Lanzer	P12/Checkpoint
3 Don Johnston	12L/Trinity
4 Darryl Hayley	SP/Checkpoint
5 Renie Wall	TRC/Trinity

B Main

1 Kim Richardson
2 Dean Haughn
3 Terry Yeo
4 Kim Adam
5 Randy Johnson

Fast Six Fun Race Results

Stock	Modified
1 Andrew Comrie	1 Mitch Witteman
2 Mitch Witteman	2 Andrew Comrie
3 Gary Lanzer	3 Gary Lanzer
4 Darryl Hayley	4 Jason McWethy
5 Jason McWethy	5 Don Johnston
6 Renie Wall	6 Darryl Hayley

Results from Saskatoon Prairie Dusters Can-Am/GTP Modified Series

1 Gary Lanzer	234 Pts
2 Randy Johnson	224
3 Kim Adam	222
4 Ron Haughey	214
5 Gary Nobel	210
6 Dean Haughn	202
7 Dave Newbigging	200
8 Lyle Drysdale	196
9 Jim Weeda	129
10 Brad Shimigelski	100
11 Kelly McMeekin	60
12 Don Giesbrecht	58
13 Mark Van Soul	42
14 Brian Blair	40

1st Annual Can Am Challenge

by Renie Wall

On March 14th the Regina Outlaw Racers held the first annual Can Am Challenge. This was a 4 cell Modified race using Can Am or GTP bodies.

This was a first for our club, hosting an invitational race, and we soon learned the amount of work such an undertaking takes. All ran smoothly and we would like to thank the racers from North Dakota, and Saskatoon that showed up to make it all worth while.

Mitch Witteman, from Mohall, TQed with a 58 lap, 8:09.61.

The A Main was set with Mitch, Jason McWethy, Mike Stewart, myself, and Gary Lanzer. The buzzer sounded

Region 9 Cont.

and the burst for corner one had its usual fatalities. Mitch, along with others took to the boards, only with Mitch losing an E clip and a front tire, which put him out of contention. Gary Lanzer opened a steady lead, never to look back the full 8 minutes, with Mike Stewart in second. I thought things were going well till the final dive for the line to get that extra lap in before the buzzer, only to go a little wide and have a photo finish, but unfortunately, we have no photo. The judges decision is final, Jason slipping to the inside was inches (I say maybe a couple of tenths) ahead, and is awarded 3rd place.

Great finish after a great day. Thanks again to everyone, and we'll do it again next year.

A Main Car/Motor/Lap

- 1 Gary Lanzer Delta/Trinity/56
- 2 Mike Stewart Lucas/RevTech/55
- 3 Jason McWethy Parma/Parma/54
- 4 Renie Wall TRC/Trinity/re
- 5 Mitch Witteman Assoc/Ckpt/16

B Main

- 1 Ron Haughey
- 2 Kim Adams
- 3 Dave Newbigging
- 4 Kim Richardson
- 5 Gary Nobel

Region 5 Cont.

2WD B Main

- 1 Kevin Van Pelt
- 2 Kevin Stuart Assoc/ParisOPS
- 3 Greg Zavertnik Delta/Picco/Kraft
- 4 Jon Crawford Serp/ParisRossi

4WD A Main

- 1 Mike Saputo * Cook/ParisOPS
- 2 Arlynn Simon Delta/Picco/Delta
- 3 Larry Martin Assoc/McCoyRossi
- 4 Wayne Hoover Delta/Rossi/Airtro
- 5 Jim White Delta/Rossi/Kraft
- 6 Randy Ramsey Cook/Rossi/KO

4WD B Main

- 1 Randy Ramsey Cook/Rossi/KO
- 2 Steve Lazarus Assoc/Rossi/Kraft
- 3 Phil Leonard Delta/Picco/Futal
- 4 Paul Crawford Serp/FoxOPS
- 5 David Hasty Delta/Picco/Futal

Region 6 Cont.

4WD Sportsman A Main

- 1 Bill Goldsmith* Serp/Paris/Airtro
- 2 George Boutros Not Available
- 3 Al Vega Assoc/McCoyRossi/
- 4 Rocky Green Serp/Paris/Airtro

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6 Frank Wong

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Assoc/OPS/KO

Serp/Paris/Kraft

Assoc/Paris/Kraft

2WD Sportsman A Main

1 Mike Jones

2 Dean Brown

3 Kenneth Davenport

4 Steve Bartel*

5 Bill Heyworth

6 Tom D McGuire

7 Scott Bomar

8 Kyle Reed

Assoc/Paris/Airtro

Cook/Rossi/Airtro

Serp/OPS/Kraft

Assoc/Paris/Airtro

Assoc/NovaRossi/

Assoc/K&B/Airtro

Assoc/Rossi/Futal

Assoc/Rossi/KO

Beginner A Main

1 Ma, Thi-Ah (Bill)

2 Daniel Harms

3 Rick Lehmann

4 Bob Lornezini

5 Mark Thiel

6 John zindler

7 Fred Pickens

8 Steve Ballen

* denotes Top Qualifier



Q. WHAT DO THESE WINNING DRIVERS ALL HAVE IN COMMON?

Jay Halsey, Tony Rosetti, Eric Soderquist, Mike Christensen, Mark O'Campo, Kyle Reed, Eustace Moore, Cliff Lett, Butch Kloeber, Mike and Steve Dunn.

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Region 10

A glass of Penfold's fine sherry. A snowy evening. Indecision. What reflections shall ROAR's least popular reporter (hardly anyone ever reports to him!) immortalize tonight? Last season's triumphs? Today's victories? Next season's glories?

Today's inspection of our 1:8 gas track showed it to be covered in waist deep snow. What is happening down there? Are natural forces working to wrinkle it in a way that will really show who makes the best suspension car this spring? Cross those fingers. Better to drop those black thoughts and draw up the lovely roof to the driver's stand that will go on before the first wheel is turned.

Better perhaps to contemplate the local electric season; maybe drag out a few of the better 'if only's' and polish them up a little. Such contemplation may produce that blinding flash of technical innovation or tactical alteration that will lead directly, DO NOT PASS GO, to that highest perch on the winner's rostrum where the grinning nymphette will garland the balding pate with that infrequent visitor, the gnarled wreath of poison ivy. Sort of makes second place sound like a nicer spot, doesn't it? The last refuge of the also-ran.

Locally, the man with the most obvious victory rash is perennial champ Jack Robaczewski, continuing his winning ways with Delta's new P-12 Spyder. J R set a new track record last week with 61 laps using this new, creamy-smooth chassis, with Trinity power modulated by his usual Futaba/Tekin assemblage. Jack's few losses this season have been mostly at the hands of Geoff Davis, whose Xerox sponsored P-12 sports the Futaba MC10 speed control. This device is claimed by the maker to be unsuitable for 4 cell cars, however if you wire up the power through the switch, bypassing the internal regulator a la Tekin, it works just fine.

Your correspondent lies third with a similar machine, and slightly less talent, or luck, depending on whether you live inside or outside of my head. Out of a possible points score of 322 so far this season, we three have 320, 272 and 255 respectively.

Glen Tate has come fourth into forth with a 175/254 score. Best rookie performance so far is by Django

Purdy whose Euro Panther has turned some fast laps, but whose driving style has identified the pilot as a former pinball player of some fair ability.

A new crop of yearlings has boosted the club roster to an all time high of 15 runners for the electric season and all indications are that the 1:8 gas prospects are similarly encouraging. Recent conversations with racers across the land seem to indicate that this growth is unique to the east coast.

In any event, club members are eagerly awaiting next weeks arrival of North America's first BARRACUDA lap timing computer. This clever device, ex Britannia, is about the size of a cigar box and possesses the appropriate buttons to signify the passage of any of ten cars over the start/finish line, together with a prodigious memory that allows it, on the conclusion of the contest and connection to the printer via an RC-232 port, to print out a timed lap chart of the event. Race order, etc, is displayed during the event on an LCD display, appropriately sited on the control panel. The 'cuda is also fully compatible with auto-count systems such as AMB.

An additional feature is the ability, thanks to a periphal device, to discharge a battery pack over eight minutes and then print out discharge curves (time vs voltage) of the individual cells therein. Makes it very easy to rematch packs. Watch for a full report soon.

Those readers who have never had the pleasure of guiding the SG Columbia MK4 in combat will probably be less than enthralled to learn that that Italian company are poised to introduce a new car into the market, this time with belt drive. Some private testing has been carried out recently and we'll be able to try them soon. Delta and Associated should be flattered. Despite its apparent lack of bicoastal acceptance, the old MK 4 is something of a dreamboat, and we are most anxious to test the new replacement. (This from a confirmed P-4 pilot!)

A quick scan of the European magazines over the past quarter reveals nothing of real import, save for the fact that those guys 'over there' seem to be awakening to the fact that the USA does produce A-1 cars. Your correspondent predicts that Associated

and Delta are on the verge of a European breakthrough. The east is silent!

Canadian Gas Championships

Plans have been firmed up for the first ever Canadian 1:8 Gas Championships at Atlantic Motorsport Park, in Shubenacadie, N.S. on the August 14, 15, 16 weekend. Host club is the Radio Control Race Car Assn of N. S. Potential entrants should contact the writer. Features of the event will be TSN TV coverage (as a sporting event!), low entry fees, fuel available at track, ferry service to track, and \$15 per night accomodations!

Second Annual Canadian 1:12 Championship

Steel City Auto Racing Club, of Hamilton, Ontario, hosted Canada's second annual 4 cell championships meet over the April 10, 11, 12 1987 weekend. The venue was The Rockton World's Fair Ground, equidistant from Hamilton and a rapidly growing Cambridge.

Chief Magistrate Sam Burke acted as host and set the hounds loose on Friday night at 6 for an evening of open practice. It was needed! The track, laid out on a 24' x 72' slab of charcoal Ozite, was designed by motor-wizard Peter Klebert. If P K was a painter, he would be of the cubist school; as it's main feature were a series of 4"x4" wooden elbows, sorry, that should be corners, that meted out harsh punishment to all those who strayed too close. Of particular merit was the "sweeper" at the end of the straightaway, so'called because if you cut too close, your car was too often swept up by the marshal.



Region 10 Cont.

The large pit area was full of visitors from farther and wider than last year, evidence of the growing acceptance of the event. Even Western Canada was represented this year! A prowl around the pits showed that more racers are applying more science in an effort to get more performance. A number of devices were in use to help very serious contenders come closer to the perfect track/motor/gearing/battery match. Other competitors, in conversation, alluded to serious, computerized analysis of all devices in use prior to arriving at the event, testifying to a level of effort never imagined when the first electron from a GE nicad excited the windings of an Igarashi 05 in an R/C car some eleven years ago.

It was obvious that there were three classes of racer in attendance: pure amateurs, working from their own pockets; supported racers with great access to batteries and motors; and those who wanted to be. It was an eloquent argument for the Sportsman class. However, this situation did nothing to dull the competitive atmosphere.

Standing trackside with stopwatch in hand, the fastest runners were circulating in the 11 to 12 second

bracket, however long, clean runs were not the order of the night as traffic was somewhat dense at times with up to 25 people bruising each other's rib cages on the drivers' stand.

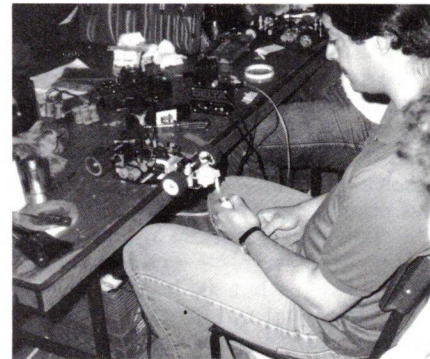


C.O. Sam Burke and Brenda Milne, winner of the Call-A-Thon.

Saturday's serious business started at about the time that Rockton's roosters were getting hoarse, when the 110 entrants were artfully arranged into octets and invited to strut their stuff.

During the first round of qualifying, TQ position was held by fifteen different racers. Going into the final heat of the first of four rounds, Bob Schoenau, of Frankfort, IL,

was on top with a 39.8 with his TRC. However a major improvement on that result was to come as that mark was topped by six of the eight runners in the fastest qualifying heat, and Bob was dropped to seventh.



Ottawa's Jacques Dorey has forsaken tire traction fluid in favor of a traditional warm-up method.

Round one leaders were headed by eventual TQ Dave Hechler, from Mason, OH. The soft-spoken Hechler, a production manager for a printing company who is a keen water-skier, turned in a 42.5 lap performance. This was only 0.1 lap off his best effort, to be set



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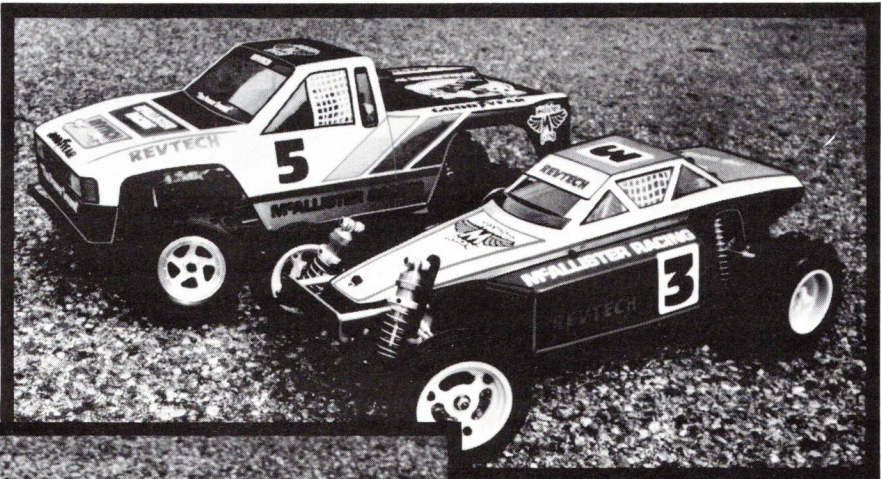
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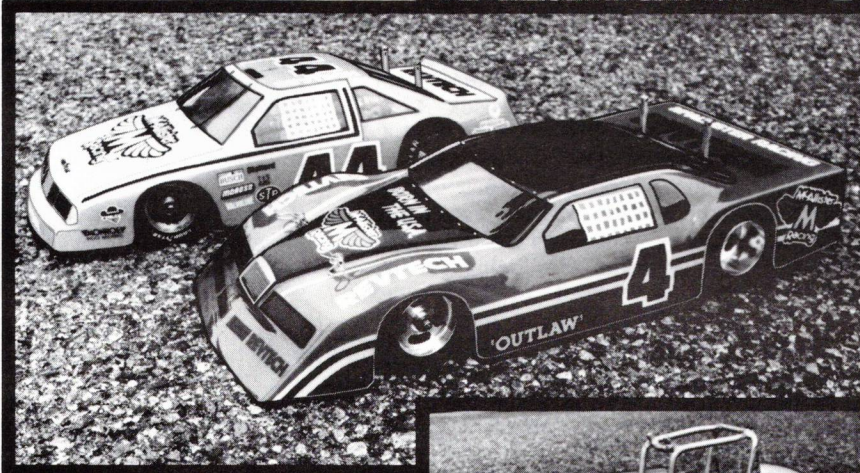
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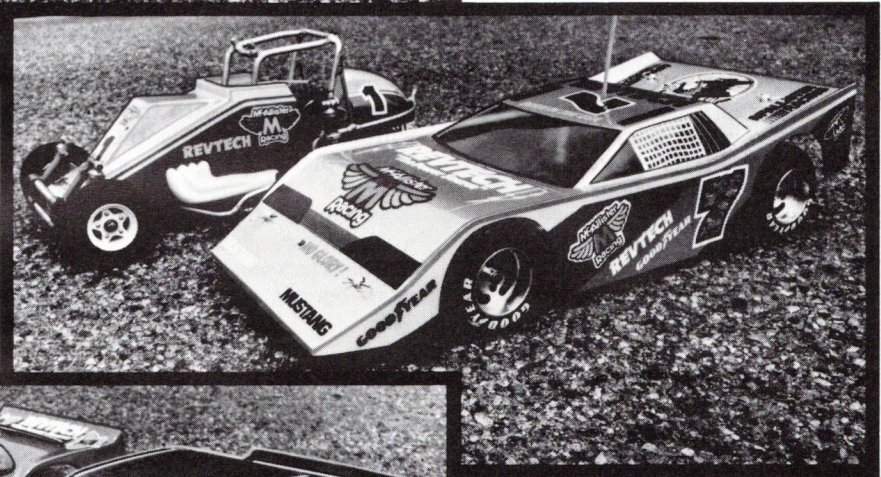
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**OUTLAW T-BIRD
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STOCK CAR**
1/10 SCALE BODY



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Region 10 Cont.

in the second round. Equipment in use for this stellar effort included TRC/Cam Pro/Kraft/Gonzo in all of the appropriate places.

Second place qualifier Chris Dosek, with a 41.9, looked very much a contender as well. A native of Troy, OH, Chris looked at 43 laps being the best possible performance by anyone on the track, and he wanted to be the one to do it. He used Associated/Trinity/Tekin/Kraft and was sponsored by Do-Rite Machinery Service.

Terry Rott, 20, of Grand Rapids, MI, was settled in third spot. Rott dusted off the cobwebs that accumulated during a year on the bench and completed 41.3 laps with his RC12L/ Reedy/Novak/KO set-up. His racing attire suggested that he might rather be fishing, but this was another example of the famous misleading appearances, as Terry admitted to a recent emphasis on two-wheeled speed on his new Yamaha RD350.

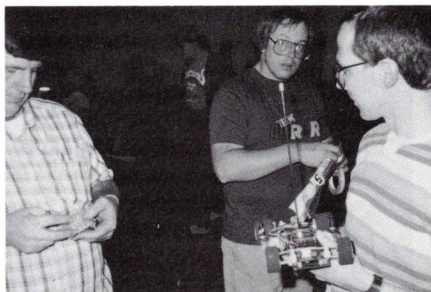
Thoughtful Tyree Philips, whose hat has been hanging in Skokie, IL, for the past fifteen years, after the great migration from NY, came next with a 41.1 effort using equipment similar to Terry's. A serious horn player who is working toward an electrical engineering degree, 30 year-old Tyree is an admirer of Art Carbonell. Philips, too, aspired to join the 43 lap club. (But it was not to be.)

Defending Champion, Buddy Bartos, lay fifth after round one. No longer affiliated with R/C power, Parma International, a major sponsor of the event, Buddy was out to prove that Bud's Racing Products were good enough to help him win again. He turned his best, a 40.7 in this round, using a TRC chassis, GONZO batteries, and a Cam Pro motor.

Bob Light journeyed from Oklahoma City to place his RC12L in sixth with a 40.4 effort. Reedy power and his relaxed, smooth manner earmarked him for an A Main position quite early in the proceedings.

Bob Schoenau, Kent Clausen, and Shawn Ireland were the only members of the 39 lap club at this point. Another eight entrants demonstrated their ability to go 38+ laps in eight minutes, and a few fast guys were struggling. Chief among them were Chris Butcher who managed only a 37.7 and Edmonton's Andrew Comrie who logged a 37.4.

Round two, as expected, produced a few improvements. Wayne Penfold, arguably Eastern Canada's best carpet racer crossed the 40 lap barrier with a 40.1, as did Bob Schoenau. Glenn Tonogai made 39.5, his best run, and looked set for the B Main.



Dave Pulfer (L) peering into box of tricks, while Hunsacker glares at photographer for taking his picture yet again while Robaczewski (R) considers asking Dave to lay his hands on car.

The close action was in the A heat, though, as five entrants enjoyed an incident free run and set their best times: Hechler 42.6, Dosek 42.1, Philips 41.7, Rott 41.5 and Light 41.4. Rick Hunsacker, sporting a new TQ Eagle, demonstrated a mastery of the tight infield portion of the track, and knocked on the door with a 40.3. The new TQ chassis was also being run by Dave Pulfer and Fred Wheeler, who collaborated in the design, along with fellow General Dynamics engineers Dave Biller and Jim McLain. It is an all-graphite "U" section chassis with T-bar, and is as light and rigid as you would expect it to be. The radio tray is quite QD, held in by two screws. D & D have helped with the material used which is a quasi-isothermic lay-up. This 5 plane lamination eliminates any memory that would be found in the material if a more simple method of manufacture was used. The car has screw-adjust castor and tweak. Expect it to be out now, at a retail price of \$225.



Bill MacTavish, whose appearance rounded out the field nicely, subjecting car (or is it self?) to hypnosis.

Back in the pack, many changes in position were evident as efforts were beginning to focus and bad luck and ignorance were dispelled.

Late Saturday afternoon, round three was run, and the deck was shuffled again. Of the front runners, only Hunsacker was able to improve, registering a 40.7, his best. Schoenau also got 0.3 laps more to sit at 40.4. Affable Dave Pulfer leaped into contention with the same result in the TQ Eagle. Don Jones, Steve Koepp and Chuck Lonergan all set their best times in heat three with 38.8, 37.9 and 38 respectively.



Brian Fairey (R centre) about to ask Sam if he can leave the room.

The C Main was quite closely contested and Rob Meiloo had to better his qualifying performance by 0.1 laps to edge out Don Jones at the wire with 38.4 laps. Mike Baker was third, 0.2 laps back. The next three finishers, all at 37.5, had an obviously close race. Judd Nichols, Peter Klebert and Pete Cioruch finished in that order. Texan Rusty Husband 37.2, beat out Sam Burke 36.1, into seventh.

The B Main was the day's crowd pleaser. Bob Schoenau (TRC) led off the line. Shawn Ireland (Associated), Dave Pulfer (TQ Eagle), Glenn Tonogai (Associated), and Wayne Penfold (Delta) were close behind. Kent Clausen (Associated) was moving up fast. Tom Adams (PK Corally) and Dennis Moscatelli (Associated) rounded out the field. Nearing the one minute mark, Penfold had moved to second, and over the next minute he built the lead to 4 seconds over Dave Pulfer and Kent Clausen, who had moved up to third. At two and a half minutes Clausen slipped by Pulfer. Two breaths later, Penfold was delayed by a slight bump, but recovered to keep his lead until the 4 minute point when Ireland went by. Shortly thereafter Clausen mounted his challenge and the leading two diced furiously in front of Bob Schoenau. Three corners from the end of the race, leader Ireland caused the crowd to groan as he T-boned the

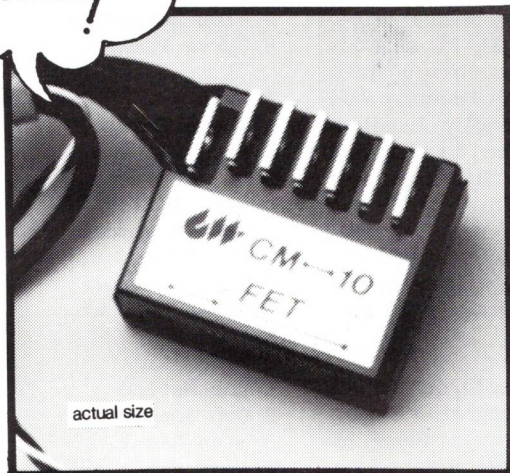


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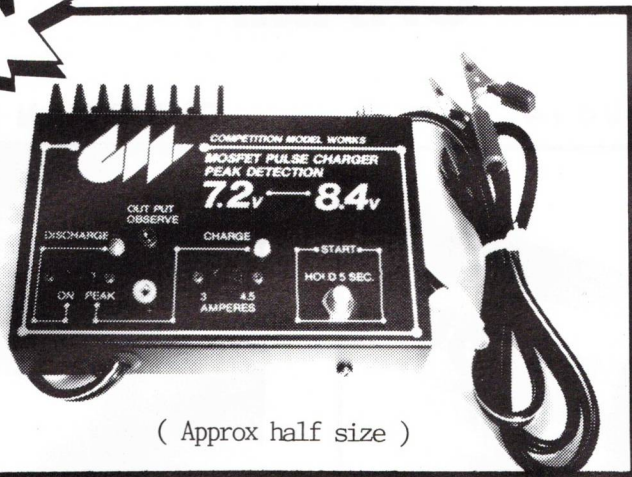
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Region 10 Cont.

boards and he lost his premier position to Clausen. It was with disbelief that the assembled throng then watched Calusen pay the ultimate compliment to Ireland, as he imitated him on the second last bend, allowing Ireland to regain what was, in his mind, his rightful place. Members of the crowd were heard to roar!

At 4 PM it was time for the A-team! With a 2 lap qualifying spread, it did not look like an eight way fight for the front, however, all contestants were proven performers, and you never know who has been able to rewrite Ohm's Law. Grid line-up was 2 x 2 and this allowed Chris Dosek to jump to an early lead over Hechler, Rott, Light, and Hunsacker, in that order. It took Hechler only two laps to correct what was not going according to his race plan, while a little further back, Hunsacker pulled up a bit on the leading group.

On lap six, Hechler performed a rear end inspection on tail-ender Bartos' car and, apparently satisfied

with what he found there, allowed Buddy to do the same to his machine. Smooth running paid off and at the three minute mark he held a 5 second advantage over Dosek. It took him 2 minutes to stretch that to 6 seconds. At five and a half minutes Light's efforts were rewarded with a temporary second place, but Dosek reversed that 15 seconds later. The order did not change much in the last two minutes. Hechler had two small incidents, coolly handled, position protected. The five second margin over Dosek held. Bob Light was a further 8 seconds back, almost a lap ahead of Terry Rott, in fourth. Former team mates Fox and Bartos stayed close and finished that way, a lap up on Hunsacker. Tyree Philips was DNF at 6 minutes.

Hechler drove a smooth, controlled race, and was warmly congratulated by the field after the event. Prior to the prize-giving, a draw was held and a vast amount of sponsor-donated merchandise was awarded to all entrants by main man Sam Burke, who smoothly co-ordinated the whole affair.

Canadian Championships Results

A Main	Main laps
1 Dave Hechler	41.9
2 Chris Dosek	41.6
3 Bob Light	40.8
4 Terry Rott	39.9
5 Greg Fox	39.3
6 Bud Bartos	39.1
7 Rick Hunsacker	38.1
8 Tyree Philips	28.7

B Main	Main laps
1 Shawn Ireland	40.9
2 Kent Clausen	40.9
3 Bob Schoenau	40.7
4 Dave Pulfer	39.7
5 Dennis Moscatelli	39.6
6 Tom Adams	39.5
7 Wayne Penfold	39.4
8 Glenn Tonogai	39.2

C Main	Main laps
1 Rob Meiloo	38.4
2 Don Jones	38.3
3 Mike Baker	38.1
4 Judd Nichols	37.5
5 Peter Klebert	37.5
6 Pete Cioruch	37.5
7 Rusty Husband	37.2
8 Sam Burke	36.1

REEDY

Modifieds

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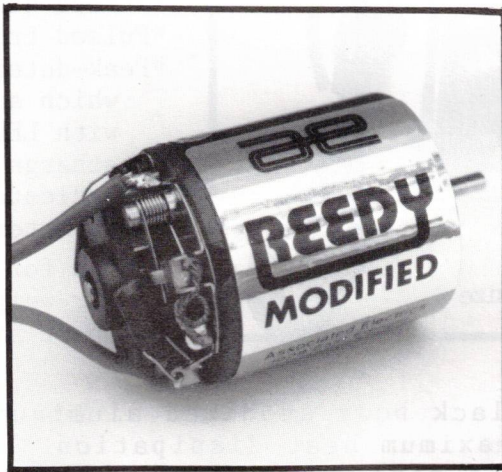
TONY NEISINGER

#3514

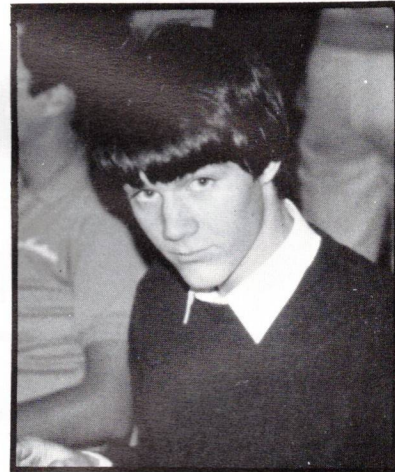
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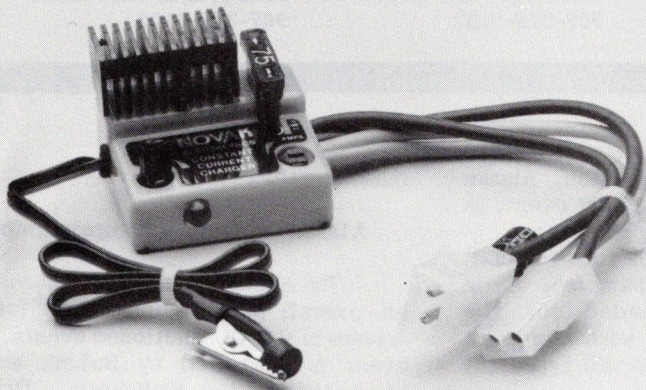
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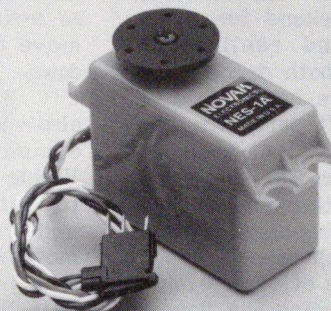
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Region 11

Regionals - Regionals

Before we get into anything else, the Regionals for all scales have been scheduled. The sanctioning forms have been sent off and things are well underway. The events and dates are as follows:

1/8 On Road Regionals

June 28, 1987
Alaska R/C Auto Racing Assn.
Alaska USA Parking Lot, Anchorage
Track set up begins at 9:30 AM
For further info contact:
Bob Peters (907) 345-3269

1/12 On Road Regionals

June 26, 1987
Alaska R/C Auto Racing Assn
Alaska Fish and Farm Parking Lot
4970 Fairbanks St., Anchorage
Track set up begins at 6:15 PM
For further info contact: Vern
Monette or Jeff Adzima
(907) 563-3024

1/10 Off Road Regionals

June 27, 1987
Alaska R/C Off Road Racers
ARCORR Track
4970 Fairbanks St., Anchorage
For further info contact:
Joe Mikus (907) 338-2103

You'll note that the dates are consecutive, establishing what we hope will be called Regionals Weekend. Due to the long daylight hours at that time of the year, starting and completing a Regional in one evening should be no problem. Also, June is the driest month in Anchorage. It will, for sure, be quite a hectic weekend for those racing all scales and really will emphasize those with both driving and maintenance skills. We hope, also, to sandwich in a send off party for Joe Mikus, our 1/10 Assistant, who is leaving for the southern US. So, those are the dates, and further information is available from the sponsoring clubs and is available at club races.

There are a series of other events already scheduled including the Fourth Annual 1/8 6 Hour Enduro on June 7 and the 1/12 2 Hour Enduro on August 21. The Off Road Enduro is yet to be scheduled, as is the Sears Mall Grand Prix.

The PARRC racers tell me a special event is planned for Houston, Alaska for May 30. It is not a ROAR event, as far as I know, and will be indoors.

About the time this goes to print, our 1/8 Regional Champion, Ernie Nidiffer, will be headed for the World's in Pomona. We wish him a lot of luck and know that he will represent our region well.

1/12 SCALE

To lead off the news for 1/12, I understand the PARRC club in Palmer is trying to get a 1/12 club going to complement their 1/10 schedule. We hope they're successful!

In Anchorage, AROARA just completed their winter series of indoor carpet racing at Steller School. The use of a carpeted gymnasium this year made for a much larger track, with a lot of traction. Repeating as indoor champion, and going along with his Regional titles, Ernie Nidiffer swept to a clear series victory with eight wins out of 11 runs and taking seven TQ's. Dean Nix kept the pressure on Ernie most of the season by putting away three wins and three seconds to go with 4 TQ points. Considerable behind these two finished Jim Raffuse and Joe Mikus. Jim and Joe were consistent throughout the season, but couldn't catch the front runners.

In Superstock Class, Al Watson edged Jeff Adzima by two points by having five TQ's to Jeff's three. jTey battled hard throughout the series, with Al Swackhammer persevering for a third place finish. Although there were fewer drivers in this class, it was very competitive and will be more so next series as many stock drivers move up and some open drivers move down.

Stock, the most popular class, also showed some of the most spirited competition. Early in the series, Vickie Peters led the way but slipped to let Somphol take charge. At mid-series, Vickie made another strong move with a pair of victories to move back on top. But, during the last half, Somphol took three of the last four and snatched 5 TQ's to hang on to first place. Mike Piotrowski finished third, but took four second places to close the series and pushed by Steve Campbell who won the series finale to

finish fourth.

Alaska Drivers Championship

The Alaska Drivers Championship is an overall points competition for all drivers in ROAR sanctioned events. The event is sponsored by BoLink and is promoted by the Slot Shop. Drivers earn a sliding scale of points based on their finishes in A Mains of Regionals and Special Events and on overall placement in Series. The champion will receive a loving cup trophy that will rotate from year to year to the new champion. Points are awarded in all scales and only eight events count towards the total points earned. Racing in three scales will definitely enhance one's chances of winning. Contact Bob Peters for more information.

Final Standings AROARA 1/12 Winter Series (Top 10 each class only)

OPEN CLASS

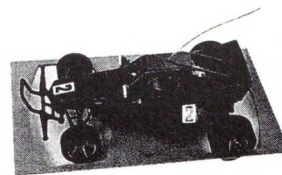
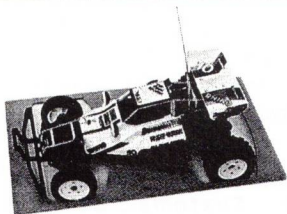
Place	Driver	Pts	Car
1	Ernie Nidiffer*	95	Lucas
2	Dean Nix*	85	Parma
3	Jim Raffuse*	72	12i
4	Joe Mikus*	66	TRC
5	Tony Glenn*	61	12i
6	Randy Albright	56	TRC
7	Bob Peters*	55	TRC
8	Kim Fleetwood	47	12e
9	Reinhart Howard	36	S.Phaser
10	Al Watson	15	12i

SUPERSTOCK CLASS

1	Al Watson*	87	12i
2	Jeff Adzima*	85	TRC
3	Al Swackhammer*	61	S.Phaser
4	Randy Crane	58	TRC
5	Todd Trigg	50	12i
6	Sean Raffuse	41	12e
7	Tim Brass	34	12e
8	Vern Monette	33	S.Phaser
9	Bob Peters	29	TRC
10	Richard Hartley	7	12i

STOCK CLASS

1	Somphol Tiatrakul*	91	TRC
2	Vickie Peters*	81	TRC
3	Mike Piotrowski*	75	12i
4	Steve Campbell*	72	Delta12P
5	Les Elliot*	70	S.Phaser



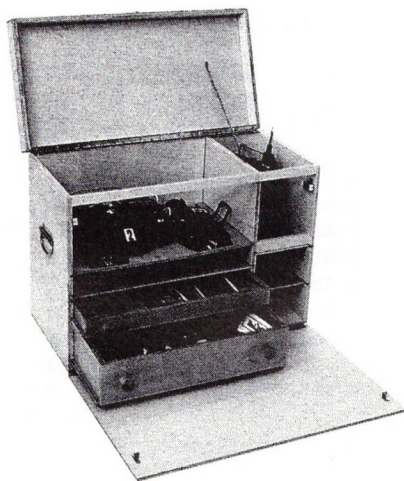
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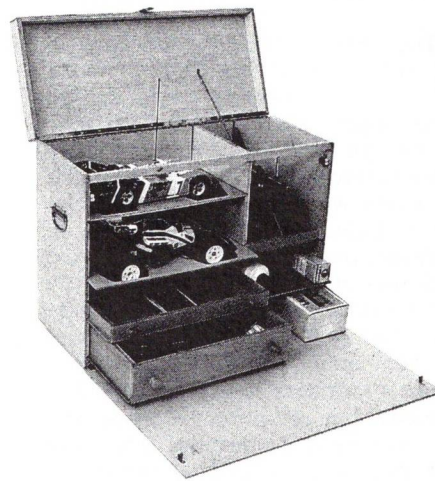
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BH 861



BH 863

Model BH 861 — This is the one-car assembled "CADDY." "CADDY" is 24" by 18" by 12" outside. Has a sliding removable saddle for one car. Slot for one controller. Slide-out shelf for 3 to 5 batteries. Shelf for battery charger. Small drawer is 1 1/4" deep by 17" wide by 10" depth with three movable dividers for tools, small parts, etc. Large drawer is 3 1/2" deep by 17" wide by 10" depth for spare tires, motors, parts, etc. Finish is lightly sanded and ready for paint or stain.

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Model BH 862 — Same as BH 861 except in kit form with easy-to-assemble instructions including pictures of most steps. Included are all wooden parts pre-cut, routed and/or dado'd, all brass-plated hardware, nails, brass screws and wood glue. All you need is a hammer and a screwdriver.

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1/10 Off Road

by Joe Mikus

The snow is finally gone here in Alaska which means it's time to move outdoors. This year we were forced into an early start of the outdoor series when we were faced with too many complaints from the principal of the school where we were racing. The two main complaints were the marks left on the carpet from not wiping the tire goop from the tires and some people just couldn't clean up after themselves. Both of these problems could have been easily corrected; however, continuous reminders every week failed to remedy the situation. I hope the off roaders learn something from this or they can find themselves without a race site next year for the long winter months. Enough with the bad news, let's get on to the race report from the spring series.

The only class that had a repeat winner for this second indoor series was 2wd Modified. Randy Crane continued to dominate this class with three wins in the best of five, seven week series. Randy was pushed hard by several racers with Jim Raffuse, Dean Nix, Tim Gebhardt, and Joe Mikus each sharing a series win. This was also the finishing order with third through fifth place separated by one point for a really close battle.

The 4wd Modified class had the only runaway victory of the series with Al Watson winning all first place and TQ points in the series. Mike Piotrowski gave a strong chase but just couldn't wrestle away the wins from Al.

Tom Brown, in only his second series racing, edged out Tim Gebhardt in the tie for the series win with one more first place finish in the series. This is at least the second time Tim has come out on the bottom of a tie-breaker for a class win, gaining a reputation as he was also tied for third in the 2wd Modified class. Finishing up third in the series was James Brown, coming on strong at the end.

4wd Stock also had a newcomer take the series win with Steve Tackett finishing first or second in all his races. Doug Rebischke pulled second

place from Pat Brown with a last week win, leaving Pat to finish third.

The largest upset of the series was in the Big Bear class with ten year old Damon Campbell blowing away the big boys for the series victory. Last series winner Jeff Adzima finished second with another newcomer Danny Stevens close behind for third place.

As mentioned before, we were forced to start our outdoor series earlier than normal; however, this posed no problems as the weather cooperated and the early switch to daylight savings time gave us daylight past 10 PM up here in Alaska. The off road track continues to improve each year as we added another four truck-loads of good dirt to the track which was donated by Mark Lohnes. A crew of about 15 drivers armed with a front end loader and lots of shovels and rakes (and some Pepsi donated by AK Fish & Farm) completed the new track in one afternoon. Improvements included moving the drivers stand to a better location, the addition of a large double jump, and several washboard sections. Only Randy Crane and James Brown have cleared the double to date during a race.

The first week of racing was a non points race used to check out the new track and dial the cars in for outdoors. Only three qualifiers were run with no mains, even though most everyone had their cars set up properly after the second race. Ten laps proved hard to beat with Randy Crane and Joe Mikus the only drivers to turn eleven laps, one tenth of a second apart. Eric Snyder turned the top time in stock with nine laps in 4:01.1. The Big Bears were a handful on the tight track with Joel Piccione turning the best time of seven laps in 4:13.8.

I'll save the report of the first series race to be included in the next issues report which should include the report of the complete series and the regionals. This will be my last report from Region 11, as by the time this issue hits the mailboxes I'll be on the road to Sumter, South Carolina. I'm sure whoever takes over as 1/10 Assistant will enjoy writing these reports as much as I have.

Final Standings for 1/10 (top ten each class)

Modified Class		
Name		Pts
1 Randy Crane		74
2 Jim Raffuse		69
3 Dean Nix		64
4 Tim Gebhardt		64
5 Joe Mikus		63
6 Al Watson		38
7 Mike Teague		32

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8 Jeff Adzima	31
9 John Benthien	29
10 Tim Brass	28

4WD Modified Class	
Name	Pts
1 Al Watson	82
2 Mike Piotrowski	68
3 Somphol Tiatrakul	41
4 Bob Peters	26
5 Pat Brown	14
6 Daryl Hoflich	12
7 Randy Crane	0

Big Bear Class	
Name	Pts
1 Damon Campbell	71
2 Jeff Adzima	66
3 Danny Stevens	64
4 Joel Piccione	64
5 Tom Reed	60
6 Somphol Tiatrakul	60
7 Ken Boseman	57
8 Donnie Albert	46
9 Ed Ackerman	37
10 Janet Kite	11
11 Bennie	10
12 Curtis Kite	6

Stock Class	
Name	Pts
1 Tom Brown	70
2 Tim Gebhardt	70
3 James Brown	59
4 Doug Rebischke	55
5 Eric Snyder	53
6 Richard French	52
7 Derek Campbell	48
8 Tony Cornelio	44
9 Duke Jarvis	47
10 Randy Crane	43

4WD Stock Class	
Name	Pts
1 Steve Tackett	73
2 Doug Rebischke	67
3 Pat Brown	65
4 Don Dockum	65
5 Travis Ball	46
6 J K Taylor	44
7 Bob Peters	28
8 Jerry Cameron	12
9 Jason Casey	10
10 Vince Johnson	10

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VIC-3A	Ultimate 1/12sc. S/C	0.004 V/A	4 to 10	200 A	120 A	1.0 oz.	1x1.9x.5
VIC-4A	Ultimate Competition S/C	0.002 V/A	4 to 10	320 A	180 A	1.3 oz.	1x1.9x.5
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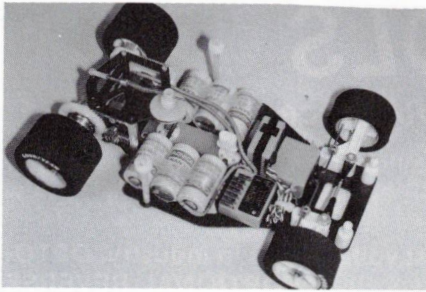


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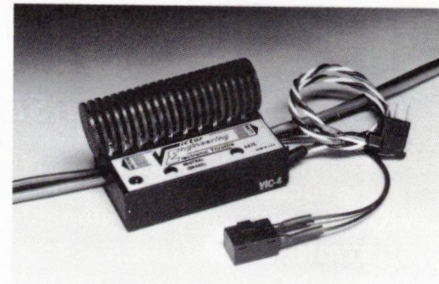
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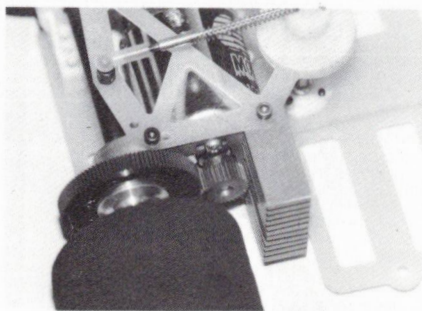
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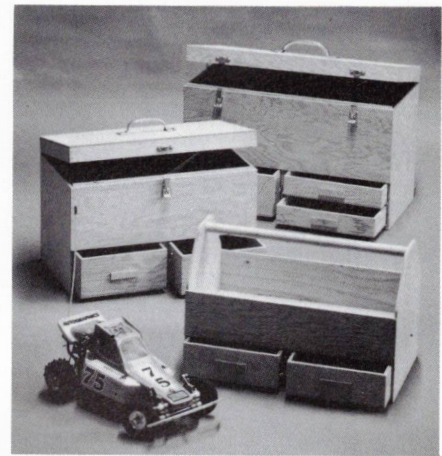
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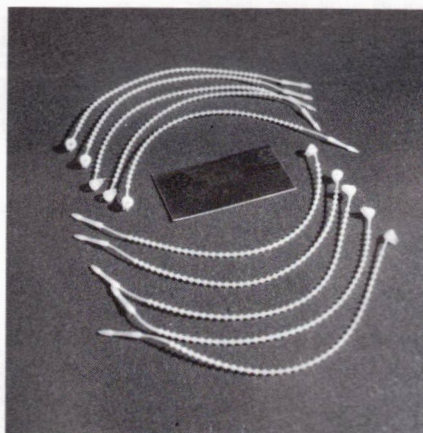
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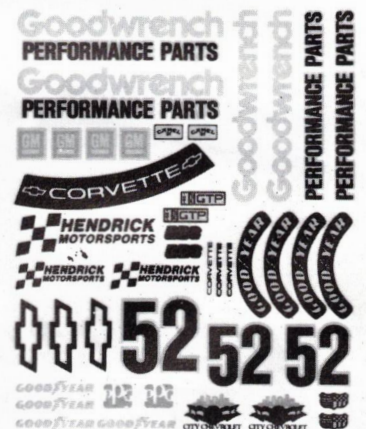
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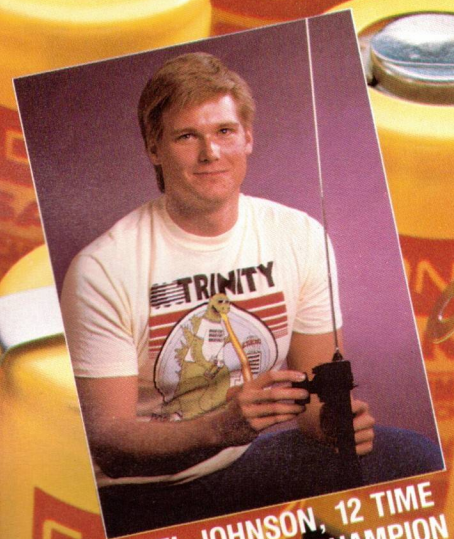
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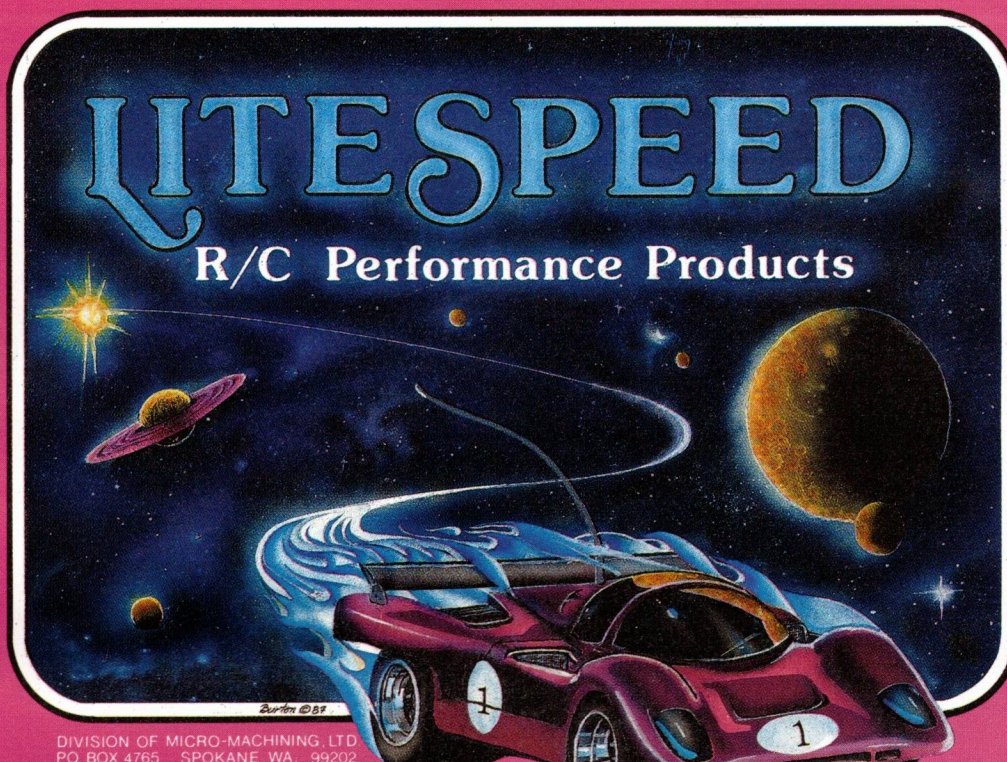


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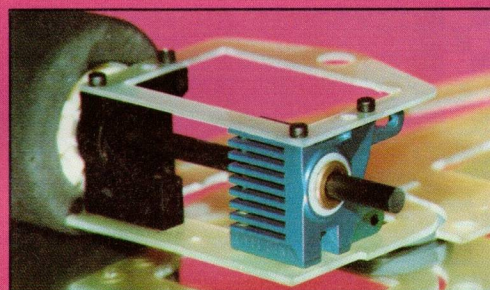
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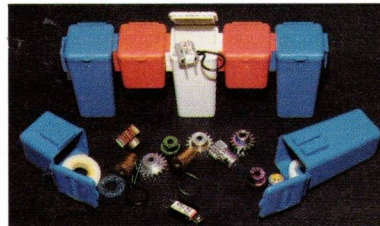
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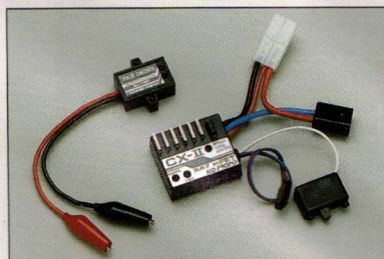
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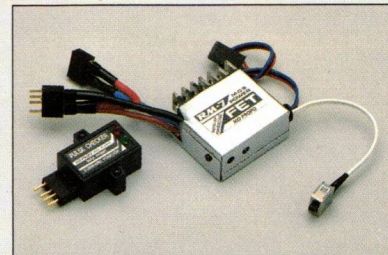
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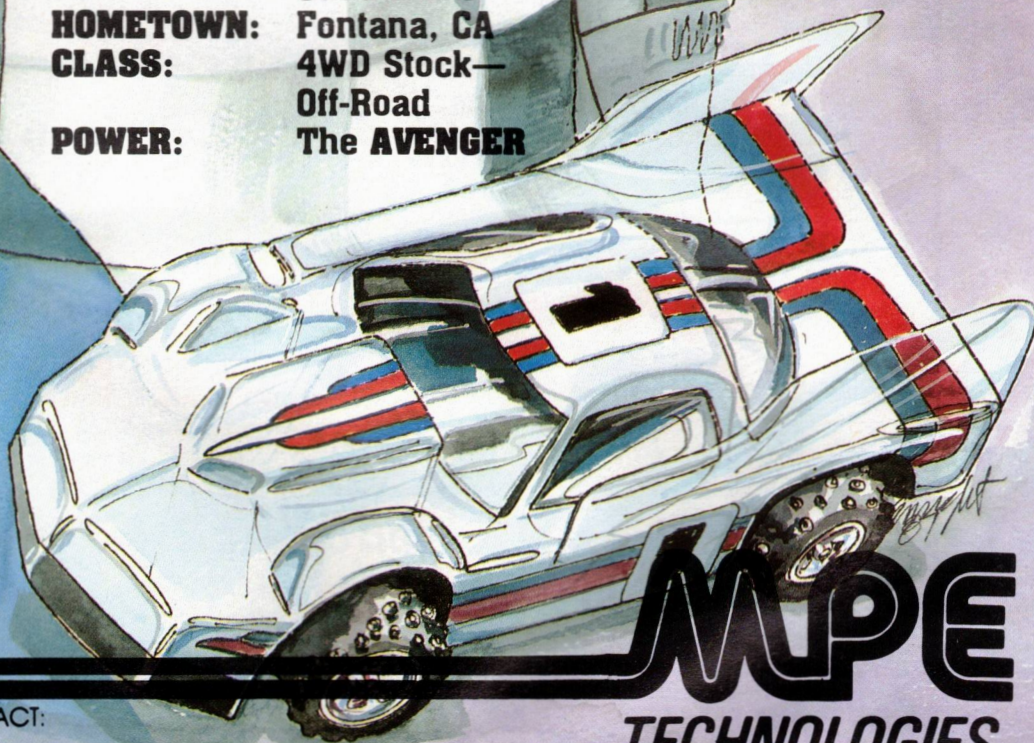
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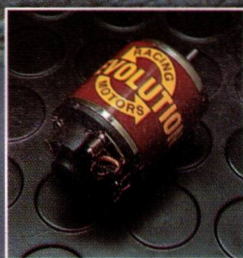
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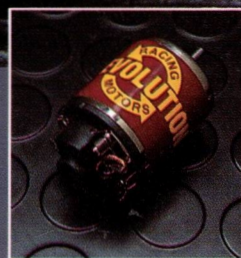
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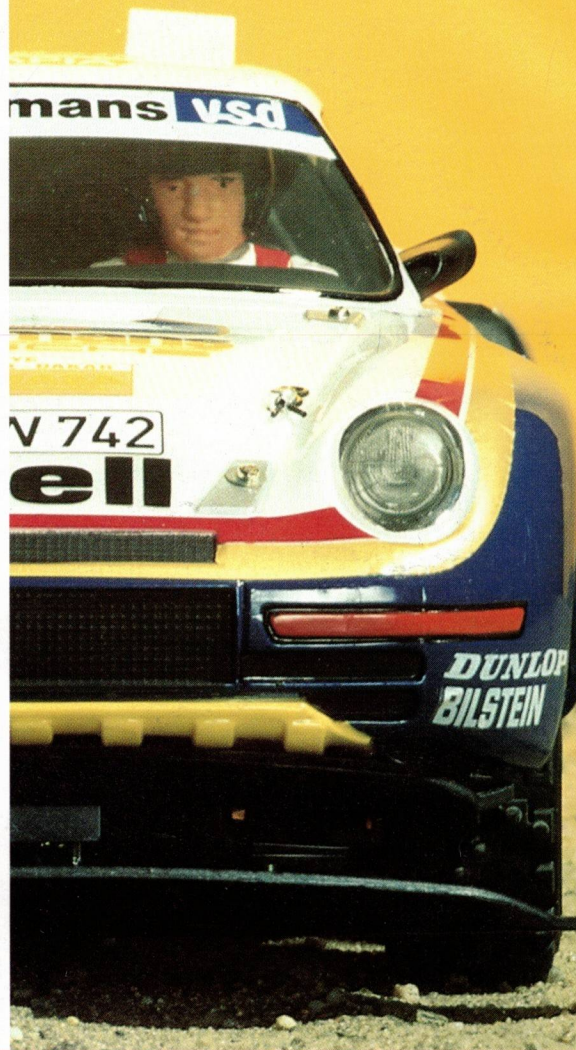


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