

May, 1987



ROAR

rev-up

Official Magazine of Radio Operated Auto Racing Inc.



Turbocharge your driving style with the system built for radio controlled cars on the fast track.

The KO Turbo GP puts the racer's edge right at your fingertips with pro-style steering and trigger control.

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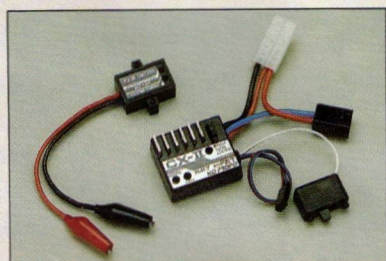
And expect superior reliability, race-tested and proven in inter national competition.

See your dealer for the TurboBoost every model race car can use. Turbo GP by KO.

Available on 27 MHz, the standard Turbo GP system includes KR-283A receiver, two PS-201S servos, switch harness and battery case.



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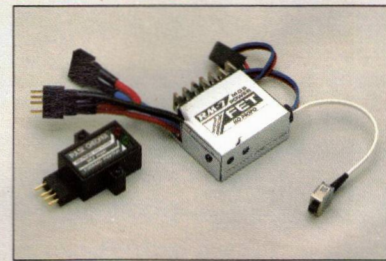
Our CX-II electronic speed control features MOS/FET design with a clip-on pulse checker.

KO PROPO
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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

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

A RACE CAR, NOT A TOY.

Sure, you've heard that before. But Team Associated designs and engineers only model RACE cars. The new RC10 features

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

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



Smooth undercarriage for maximum ground clearance

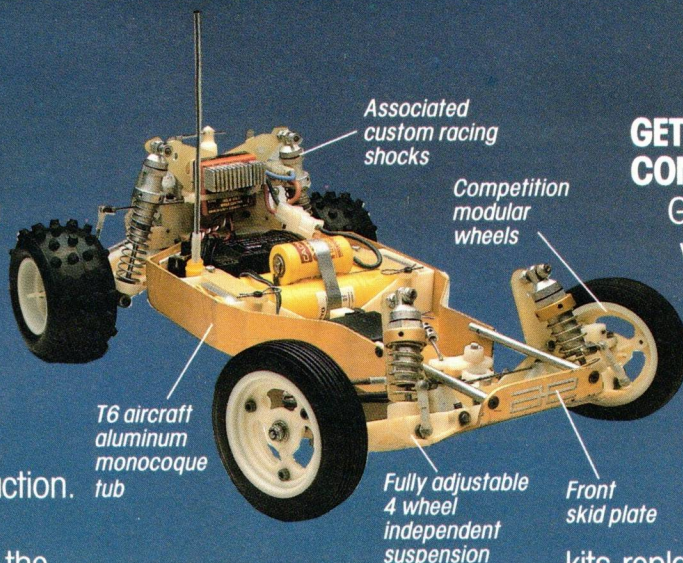
Sealed gearbox
VariLok
differential

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

RACE-WINNING ENGINEERING.

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.

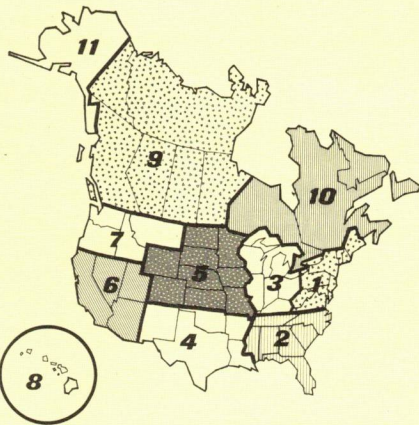
Team Associated's RC10.



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

TEAM ASSOCIATED RC10

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



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The cover has Duane Miller's
Concours winning car at the JG
Oval Race in Pomona; Calif.
Photo by Gene Husting.

Financial Statement Rev-Up

Balance as of 1/14/87 \$1793.83

INCOME

Advertisers 4275.00
Interest 39.00
ROAR Treasury 9000.00
Entry Fees for 1/10 W.C. 1610.00

Total \$14924.00

EXPENSES

Rtn Ck & Cgs 37.00
Mailing Fees (Jan) 969.47
Printing Nats
Entry Forms 320.55
Envelopes 29.68
Misc. 21.96
Postage (March) 1100.00
Printing Rev-Up 7554.00

Total \$10032.66

Balance as of
3/11/87 \$ 6685.17

ROAR MEMBERSHIP FORM

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

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



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

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

Canada and Mexico (First Class Airmail delivery) ADD \$8.00 ☐
U.S. addresses preferring FIRST CLASS instead of bulk mail delivery ADD \$8.00 ☐
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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.

MOVING?

Please send change
of address to
Information Center.

Rev-Up Ad Rates

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

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

1/10 Scale Director

JIM HALSEY
4821 W. 134 Place
Hawthorne, CA 90250

1/12 Scale Director

BUD BARTOS
114 Hidden Tree Lane
Amherst, OH 44001
(216) 988-4398

1/8 Scale Director

MERLE GARDNER
318 Balsam Court
Williamstown, NJ 08094
(609) 629-4623

ROAR Information

President's Comments

Mike Reedy

Nationals time coming up real quick. We start off this year with 1/12 scale during June 18-21. The race will be held in Orlando, Florida and will be indoor on carpet. The track will be located in the Race Headquarters Hotel and the carpet will be put down near the existing carpet in the main room of the hotel. This will be the first time the 6 cell Nationals has been held on carpet and anyone that has never had the opportunity to race 6 cell carpet should grab the chance. Traction is great, no worries about weather, and track conditions are very consistent. The club in Orlando is working hard to make this a well run event and has the good guidance of Eric Gudger overseeing and helping out.

1/10 scale will be hosted by the PDQ Raceway in Atlanta, Georgia. With the event being held July 22-26 a lot of racers will be attending this Nationals and leaving immediately after for the 1/10 IFMAR World Championships in England which starts August 3rd. The 1/10 Nationals always draws a large quantity of entries and with the number of off road enthusiasts in the Georgia/Florida area, it should be one of the largest yet.

The 1/8th scale cars will square off in Ft. Lauderdale, Florida during August 25-30. There is a lot of very active 1/8 scale racing in the Florida area and it has always been a favorite of the traveling racers also. This will be our first chance to participate in a 1/8 ROAR Nationals in this area and the hosts are hard at work in preparation.

At the Executive Board meeting it was discussed changing the format of the Nationals starting in 1988. The change would be in the alternating locations. In the past all scales, each year, have been held in a geographical region (west-midwest-east). What has been proposed is to have each region host one of the scales

each year with the scales alternating from area to area as before. This would allow each area of the USA to host a National event each year and perhaps more important, spread the events and work involved in hosting a successful Nationals around. In the past, with one area hosting all three Nationals in a three month period, it meant a lot of work for racers and organizers in that area. The proposal would have the 1/10th in the west, 1/8th in the midwest, and the 1/12 in the east for 1988. In 1989 all events would shift one area going in rotation east-midwest-west. East area would get to host each scale once every three years. As this concerns all of the racers, I would like to hear from you on this format change. Please write and give us your opinion.

Election time coming up! The offices up for election this year are: Vice-President and Regional Directors from Regions 1, 3, 5, 7, 9 & 11. It would be great to see good participation this year, so let's do some talking and thinking and the next issue of Rev-Up will have the nomination ballot. This year we will return to our old election schedule of ballots going out in August and the new officers being ready to take office in October.

At the Executive Board meeting in February, I had a chance to see the ROAR Regional Champion awards that will be presented to each Regional Champion this year by ROAR. I will not describe it (let's keep it under wraps) now but it is something I think everyone would be proud to have and display. This is a new program for 1987 and is another way that ROAR is trying to do something for the Regional racers. A similar program will be started at the Nationals this year. For 1987 the established classes of 1/12th Stock and Modified; 1/10 2wd Stock, 2wd Modified, 4wd Stock, 4wd Modified; 1/8 2wd and 4wd will be included. For 1988 plans are being made to include 1/10 oval, 1/10 on road, and 1/4 scale.

Yes, 1/4 scale. An organized group of 1/4 scale racers are putting together a proposed set of rules and our insurance agent has reviewed the safety aspects and we will soon see 1/4 scale racing as part of the ROAR program.

RULE BOOKS! Finally entering final stages the new rule books will be mailed out shortly. The rule books will be put into a new master book which will be easier to make additions or changes.

Effective March 15th Bud Bartos has been appointed 1/12 scale National Director and 1/12 Rules Chairman. Bud is a very experienced racer on all levels and as he travels a lot will be able to gather valuable input about the racers needs. I would like to thank Ernie Provetti who has been serving in this capacity up to now.

Good luck and good racing.

PRODUCT APPROVAL

Product Approval - HPI of Costa Mesa, California has submitted the new Air Supply #700 motor for approval for use in 1/12 and 1/10 Modified classes. The motor will be made available by several modified motor manufacturers. The motor is presently being reviewed by the motor committee with their recommendations going on to the Product Approval Committee for their decision. Notification of the outcome of this submittal will be in the next issue of Rev-Up.

BODIES

The following bodies have been placed on the ROAR Approved list.

PARMA

1/12 Lola T-900 Indy
1/10 P.B. Stiletto Buggy
1/10 Parma Eagle Buggy
1/10 '57 Chevy 2 Dr. HT

BOLINK

1/10 '67 Camaro
1/10 '57 T-Bird
1/10 Fiero
1/10 March 86-C Indy

MRP

1/10 Intrepid
1/10 Chevy Monte Carlo
1/10 Ferrari Testarossa
1/10 Pontiac 2+2 NASCAR

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

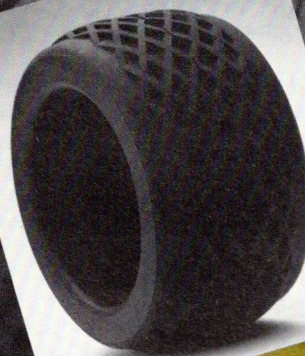
The Warriors

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

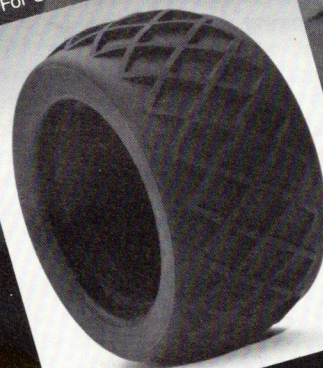
APACHE
#426 For Hard Surfaces



CHROKEE (WAFFLE)
#427 For Hard Surfaces



COMANCHE
#428 For Sand



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& Accessories

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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.

**"the
Big
boys"**



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



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Car Kit includes Engine and Servos.

PB MINI MUSTANG GOES TO THE RACES!

• **CORCAR FALL CLASSIC**
COLUMBUS, OHIO
OCTOBER 19, 1986

2 CARS "A" MAIN
4wd - OPEN

• **VANCOUVER HOBBY SHOW**
VANCOUVER, B.C.
DECEMBER 9, 1986

1st & T.Q. "A" MODIFIED
2nd "A" STOCK

• **SHOW-ME OFF ROAD CHALLENGE**
RIVERSIDE, MISSOURI
DECEMBER 12-14, 1986

2 CARS "A" MAIN
MODIFIED

• **R.C. SPEEDWEEK**
LAS VEGAS, NEVADA
DECEMBER 17-21, 1986

2 CARS "A" MAIN
MODIFIED & HEAVY METAL

THE CAR TO WATCH IN 1987!

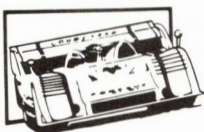
"I won the race and also tied the track record."

"The PB Mini Mustang may be the answer to my prayers."

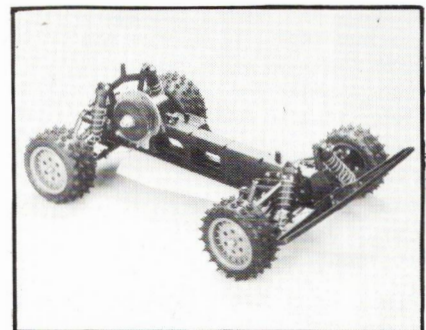
Mike Coffey, Partner, R/C 500 Racetrax, Richmond, Virginia

"With the PB Mini Mustang I hold the track record at Outlaw Raceway, Chandler, Arizona."

Mark Mac Vittie, Owner, MRT Raceway, Phoenix, Arizona



parma
INTERNATIONAL INC.
WORLD CHAMPIONS ESTABLISHED 1964



R.O.A.R. Financial Statement

Receipts and Disbursements

January 1, 1986 to December 31, 1986

Beginning Balance - 1/1/86 \$18,379.00

Receipts

Membership, Advertising,
Entry Fees \$155,125.00
Interest Income 1,794.00

Total Receipts \$156,919.00

Disbursements

Rev-Up \$39,000.00
Printing 14,246.00
Office Expense 16,212.00
Insurance 10,551.00
Contract Labor 17,927.00
Equipment 10,110.00
Travel 4,904.00
Miscellaneous 4,801.00

Total Expenses \$117,751.00

Addition to Cash 39,168.00
Ending Balance 12/31/86 \$ 57,547.00

Less Reserve for

Insurance 36,000.00
Advance to Rev-Up 10,000.00 46,000.00

Available Funds - 12/31/86 \$21,547.00

1987 1/8 GAS

WORLD CHAMPS UPDATE

by Gene Husting

The 1987 IFMAR 1/8 Gas World Championships will be held at the Ranch Pit Shop track in Pomona, California. Dates are: practice - July 6 & 7; qualifying - July 8, 9 & 10; Mains - July 11 and 12.

EVERY driver on the ROAR top 40 Qualified Driver's list **MUST BE PRE-ENTERED** before April 1, 1987. **NO EXCEPTIONS!** You must send a cashier's check or money order for \$100.00 for your entry fee, made payable to ROAR to:

ROAR President
Mike Reedy
1136C Buckingham Dr.
Costa Mesa, CA. 92626
714-754-6438

BEFORE April 1, 1987. Also send Mr. Reedy your full name, and address, as well as your ROAR number, all

carefully printed out. If Mr. Reedy does not receive this information and your check BEFORE April 1, 1987 he will figure you do not wish to participate.

Any top 40 drivers who do not wish to participate, will have their places assigned to drivers on the alternate drivers list.

Drivers on the alternate drivers list will be notified as soon as possible when they are eligible to participate. I need the drivers on the alternate drivers list, who would like to race in the World Championships, to send me, printed clearly, your name, address, ROAR number and phone number. DO NOT send any money yet. You'll be notified by mail when to send it in to ROAR. Send this information to:

Gene Husting
10726 El Tiburon Avenue
Fountain Valley, CA 92708

ROAR Qualified Drivers for 1987 WC

- 1 Butch Kroells - W.C.
- 2 Arturo Carbonell - W.C.
- 3 Gil Losi Jr. - Japan
- 4 Curtis Husting - Japan
- 5 Ralph Burch Jr. - Japan
- 6 Gary Kyes
- 7 Butch Kloeber
- 8 Dana Smeltzer
- 9 Re-Pete Fusco

10 Tony Neisinger	Alternates
11 Mark Miranda	41 Bob Dewald
12 Rich Lee	42 Gus Gustafson
13 Barry Grossenbacher	43 Bill Bowerman
14 Paul Nadeau	44 Jim Przybyla
15 Bill Jianas	45 Lester Prather
16 Ray Zabriskie	46 Bob Block
17 Kevin Mercadante	47 Danny Wenzel
18 Rick Davis	48 Joel Johnson
19 Randy Ramsey	49 Robert Cavazos
20 John Hodgson	50 Ken Francisco
21 Ruben Serrano	51 Tom Wong
22 John Kelly	52 Lee Hall
23 Tim Fleenor	53 Ron Paris
24 Gary Soltys	54 Gil Losi, Sr
25 Dan Oleski	55 Ron Williams
26 Larry Martin	56 Rick Hohwart
27 Francisco Saenz	57 David McCombes
28 Mike Saputo	58 Ron Rossetti
29 Jim Turner	59 Jim Turner
30 Region 7	60 Howard Roberson
31 Region 8	61 Chuck Wiggins
32 Region 9	62 Mike Jones
33 Region 10	63 Mike Fox
34 Ernie Nidiffer	64 Wayne Smith
35 Argentina	65 Dave Vandalsen
36 Argentina	66 Ralph Phillips
37 Brazil	67 Kim Davis
38 Brazil	68 Omar Formisano
39 Venezuela	69 Joe Alves
40 Venezuela	70 James Rice

1987 1/10 Scale World Champ Team

Mike Reedy

The 1987 ROAR 1/10th scale World Championship Team has been announced. This forty man team will be representing ROAR and the USA at the IFMAR World Championships to be held in Romsey, England during August. The World Championships are held every two years, with the last event held during 1985 at Pomona, California. At this event, Jay Halsey and Gil Losi Jr., representing the USA, won the World Championships. These two current World Champions will be spearheading the ROAR team this summer.

The forty man ROAR team is outstanding in its ability and also in the fact that this will be the first time a visiting organization, has sent a full allotment of forty drivers to a World Championship event.

1987 ROAR 1/10 World Championship Team

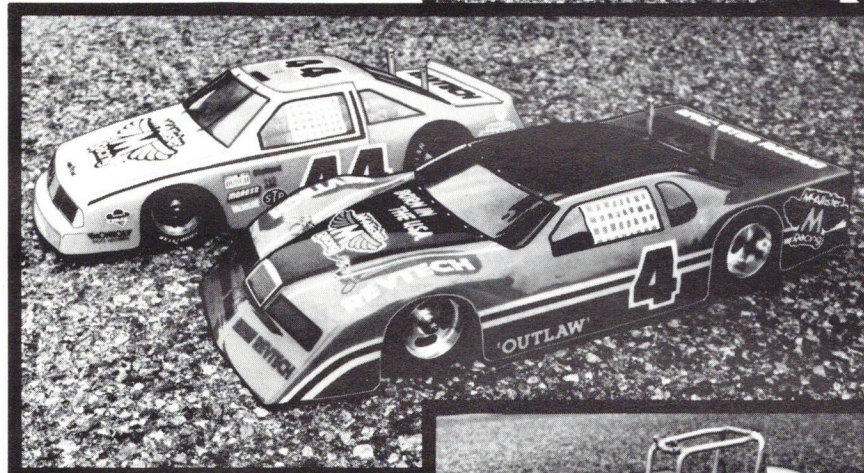
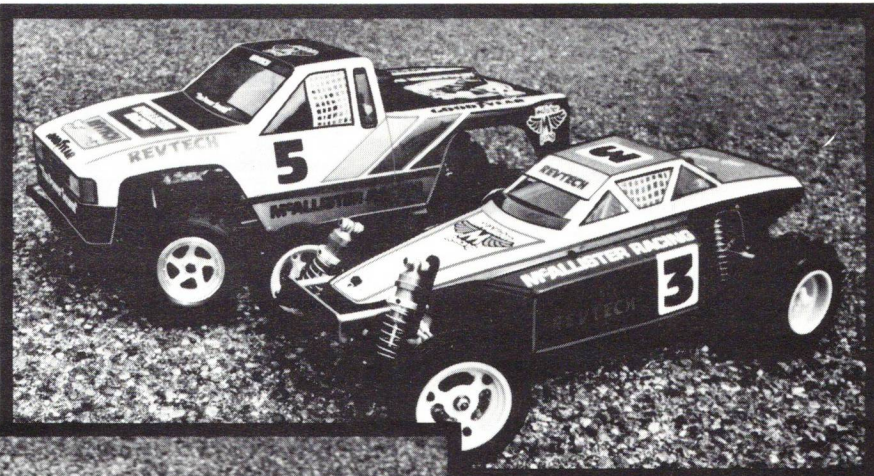
Jay Halsey - Current 1/10 World Champ
Gil Losi Jr - Current 1/10 World Champ
Tony Neisinger - Current 1/12 World Champ
Bud Bartos - Past 1/12 World Champ
Ron Rossetti - Current ROAR Nats Champ
Chris Allec - Current ROAR Nats Champ
John Petersen - Current ROAR Nats Champ

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MCALLISTER RACING
CONTINUES TO PUSH HARD
TO GIVE YOU THE BEST.
ASK YOUR PARTS DEALER,
AND DON'T SETTLE FOR LESS.

TOYOTA RACING PICK-UP
1/10 SCALE BODY

**WILDCAT II
SINGLE-SEATER**
1/10 SCALE BODY

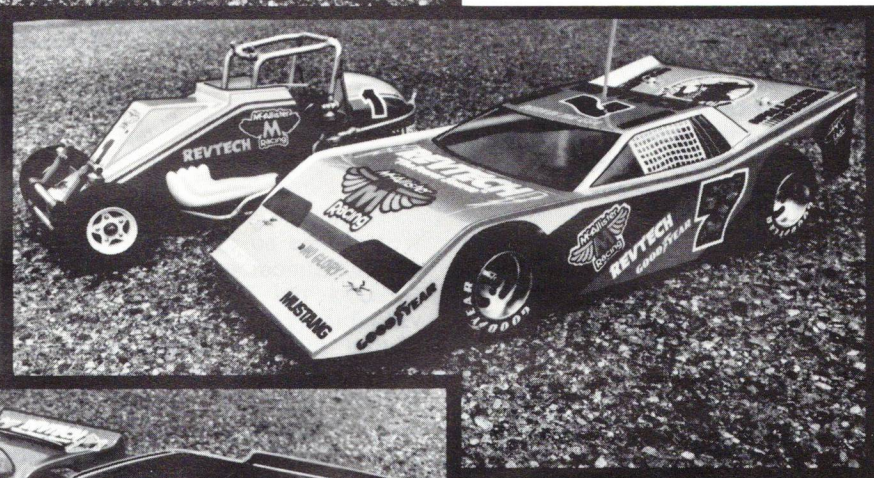


**OLDS FASTBACK
STOCK CAR**
1/12 SCALE BODY

**OUTLAW T-BIRD
ASA STYLE STOCKER**
1/12 SCALE BODY

**"THE GAMBLER"
OUTLAW SPRINT CAR**
1/10 SCALE BODY

**"WEDGE-MUSTANG"
OUTLAW STOCKER**
1/10 SCALE BODY



**OUTLAW T-BIRD
ASA-STYLE STOCKER**
1/10 SCALE BODY

**OLDS FASTBACK
STOCK CAR**
1/10 SCALE BODY

LOOK FOR MCALLISTER RACING DECALS, NUMBERS,
STRIPING TAPE, AND WINGS TO FINISH OFF A GREAT
LOOKING BODY. SEND S.A.S.E. FOR CATALOG

4545-5H INDUSTRIAL, DEPT. CA, SIMI VALLEY, CA 93063



Mike Dunn	Jeff Welch
Steve Dunn	David T Hood
Cliff Lett	Tim Raskin
Gary Kyes	Robert Smith
Eustace Moore	Bob Novak
Eric Soderquist	Jack Johnson
Mike Christensen	Eddie Knoles
Tony Rossetti	Peter Liu
Paul Dionne	Kyle Reed
Glenn Glass	Mark O'Campo
Kris Moore	Dan Lamey
Keith Young	Tim Kowal
Jerry Case	Butch Kloeber
Carlton Coleman	Leo Barana
Peter Nielson	Gil Losi Sr
Larry Grant	Paul Delaney
Mike Martin	

ROAR *Vice*

Gary Kyes

R.O.A.R. Vice trendy name don't you think? Well, OK, enough cuteness, now down to business. First of all let me take this opportunity to let you all know that this will not be a regular column! It will only appear when there is something important to report. So as they say... let's get down to business.

The ROAR tech kits are just about complete at this time. They are available on a priority basis to all Level 3 and then Level 2 events. The procedure for obtaining these is to post a \$100 deposit which is refundable upon safe return of the kit. The tech kits will only be sent to ROAR members listed as Race Directors in sanctioned events. The kits should be returned within one week of use.

A meeting was held in Ft. Meyers, Florida during the 1/8 Winter Championships to finalize the 1/8 scale rules. After some extremely long hours I feel confident in saying we have refined our outdated rules to fit the current racing environment. Please note that I did not use the word change. Special thanks to Merle Gardner who did the bulk of the actual writing, printing, etc. as well as Gene Husting for his input and help in tempering the varied opinions and suggestions that were submitted. The revised rules should close many "loop holes" of which I have long been fond of as well as making them easier to read, understand and enforce.

The last item in which to draw your attention to is the special discount program which National Car

Rental has so graciously extended to all ROAR members. I must thank Mario Losi at the Ranch Pit Shop for his valuable help in securing this money saving plan. I expect that you will all receive stickers in this issue of Rev-Up that can be affixed to your credit cards. These stickers allow you money saving discounts on all National car rentals regardless of intended use (racing or non-racing). Please use this great program as bigger and better things can come our way if National and its parent company see ROAR members as a sizeable market. These programs are monitored so please let's take advantage of this, and hopefully, other fine offers.

(Editor's Note: The Car Rental notices were included in the last issue (March) of Rev-Up. If you did not receive one of these and would like to have it, please contact Gary Kyes for your notice.)



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.

A. THEY ALL INSIST UPON RC PERFORMANCE SPECIALTIES PRODUCTS

- **THE MIRAGE SS 1/10TH OFF-ROAD BODY** — The winningest body on the circuit for the RC10 and Optima, R.O.A.R. approved.
- **MOTOR COVERS THAT BREATHE** — The porous construction sets this one apart from the rest. Impervious to sprays.
- **RC10 STAINLESS SERVO SAVER PIVOT SCREWS** — Removes freeplay in your steering and keeps it out.
- **RC10 RETAINING RINGS** — These don't pop off like the standard kit E-clips.
- **RETAINING RING PLIERS**
- **H/D BODY MOUNTING CLIPS**
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OVAL TRACK R/C RACING

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(Dealer inquiries welcome)

Letters

To The Editor

Dear Editor:

As the spring and summer racing season nears, I'd like to submit a problem that our club encountered while traveling out of state to a dirt oval championship.

Throughout the heats our vice president Jeff was running well and was assigned lap counter #4. For the finals Jeff was assigned #7 transponder. Each and every time his car went under the lap counter, a gliche forced his car into a hard left hand turn slamming it into the wall. No compensation of a right turn would counteract the problem. Once past the counter, it ran fine until crossing under again.

After the final we mentioned the situation to the officials, we were shrugged off with, yeah, we've seen that before but can't do anything about it.

As a club president I feel that there can and should be a solution as many of us do travel a considerable distance out of state to race. It's frustrating to be eliminated in a final because of the host clubs electronic equipment.

I suggest that in the event of an electronic interference beyond the drivers control as in this case that:

1. The final be run over after ample recharge time with a switch in transponders. OR
2. The car and driver be placed in the next level and be given a charged battery and allowed to race.

I want it clear that we have no grudge against the host club, they ran an excellent race. But even in todays marvels of electronic wizardry, we, as race directors, must make exceptions for exceptional problems that are unpredictable and somewhat uncontrollable and give the driver some benefit of the doubt considering the expense that some may occur in attending races.

William R. Rea
Pres. RC Buggy Boys

Dear Editor:

For the past two years, my son and I have been involved with R/C racing through the Valley Forge R/C Club. Through the dedication and effort of the club's president, Howard Finkelman, this organization has been successful.

Howard professionally organizes

R.O.A.R. SANCTIONED EVENTS CALENDAR

Date	Level	Scale	Race	Club	Location	Phone
Apr 10,11,12	1/12		Copperstate Championship		Tempe, AZ	602-966-4419
Apr 17, 18	1/12		Region 9 4 cell Regionals		Saskatoon, Sask	Dave Portz 306-244-5104
Apr 24,25,26	1/8		Western Spring Championships		Tempe, AZ	Kim Adam 602-821-1272
Apr 25,26	1/10,1/10/18		Mini Indy 500 1/12,1/10,1/8 Champs		Indpls, IN	Joe Skorch 317-849-4303
Apr 26	1/8		S. W. Series		Dallas, TX	Bob Leckron 214-840-2054
May 2	1/10		North/South Oval Challenge		Brentwood, CA	Gene Goen 415-754-6147
May 16,17	1/8		M.W. 1/8 Series		Cincinnati, OH	Manual Rodriguez 513-425-6920
May 16,17	1/12,1/10		Florida (Reg 2) On Road Series		Tampa, FL	Martin Runge 305-631-8761
May 16	1/10		Arizona 1/10 Championship Series		Chandler, AZ	Steve Whitney 602-962-6296
May 16,17	1/10		1/10 World Series - Oval #1		Gardena, CA	Dennis Aust 213-324-3105
May 23,24,25	1/8		Texas Biggie		Dallas, TX	Cluff Fisher 214-579-7950
June 12-14	1/8		McCoy Championship - Ranch Pit Shop		Pomona, CA	Bruce Kennedy 714-623-1506
June 18-21	1/12		SCALE NATIONALS		Orlando, FL	Mario Losi 305-282-8540
June 20	1/10		Arizona 1/10 Championship Series		Chandler, AZ	Lance Reynolds 602-962-6296
June 27,28	1/8		M.W. 1/8 Series		St Louis, MO	Dennis Aust 513-425-6920
June 28	1/8		S. W. Series		Dallas, TX	Martin Runge 214-840-2054
July 3,4,5	2 1/10		1st Annual Firecracker Oval Race			Gene Goen 817-295-2821
July 6-12	1/8		IFMAR 1/8 World Championships		Pomona, CA	K.C. Neubauer 714-623-1506
July 18	1/10		Arizona 1/10 Championship Series		Chandler, AZ	Mario Losi 602-962-6296
July 18,19	1/10		World Series of Oval #2		Gardena, CA	Dennis Aust 213-324-3105
July 22-26	1/10		1/10 SCALE NATIONALS		Atlanta, GA	Cliff Fisher 404-474-1123
July 25,26	1/8		Midwest Series		Toledo, OH	Jack Bailey 513-425-6920
July 16	1/8		S.W. Series		Dallas, TX	Martin Runge 214-840-2054
Aug 3 - 9	1/10		IFMAR 1/10 World Championships		Romsey, England	Gene Goen 714-543-7465
Aug 8,9	1/10,1/12		Florida State Series		Melbourne, FL	Mike Reedy 305-631-8761
Aug 15	1/10		Arizona Championship Series		Chandler, AZ	Steve Whitney 602-962-6296
Aug 15,16	1/8		Midwest Series		Chicago, IL	Dennis Aust 513-425-6920
Aug 23	1/8		S.W. Series		Dallas, TX	Martin Runge 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		Region 2 Championships		Mableton, GA	Mike Morse 404-934-9199
Sep 5,6,7	1/8		Mid America Formula I Champs		Kansas City, MO	Tim McNeil 816-228-1047
Sep 12,13	1/8		Midwest Series		Detroit, MI	Arlynn Simon 513-425-6920
Sep 19,20	1/10		World Series of Oval #3		Gardena, CA	Martin Runge 213-324-3105
Sep 19,20	1/10		Arizona Championship Series		Chandler, AZ	Cluff Fisher 602-962-6296
Sep 27	1/8		S.W. Series		Dallas, TX	Dennis Aust 214-840-2054
Oct 10,11	1/8		Midwest Series		Indianapolis, IN	Gene Goen 513-425-6920
Oct 17,18	1/10, 1/12		Florida State Series		Miami, FL	Martin Runge 305-631-8761
Oct 25	1/8		S. W. Series		Dallas, TX	Steve Whitney 214-840-2054
Nov 14,15	1/10, 1/12		Florida State Series		Orlando, FL	Gene Goen 305-631-8761
						Steve Whitney

Cont. on Page 26



FLORIDA ELECTRIC AUTO RACERS

PROUDLY HOSTS

THE 1987 1/12TH SCALE NATIONAL CHAMPIONSHIPS

JUNE 18-21, 1987 IN ORLANDO FLORIDA

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TROPHY FOR TOP QUALIFIER, BOTH CLASSES

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CONTROLLED PRACTICE: THURSDAY 6/18

STOCK QUALIFIERS: FRIDAY 6/19

STOCK MAINS: SATURDAY 6/20 A.M.

MODIFIED QUALIFIERS: 6/20 P.M. & 6/21 A.M.

MODIFIED MAINS: SUNDAY 6/21 P.M.

LOCATION

ORLANDO AIRPORT MARRIOTT

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ORLANDO, FLORIDA 32812

(305) 851-9000

(CONVENTION RATES WILL APPLY TO RACERS)

PRE-ENTRIES WILL RECEIVE AN INFORMATION PACKET INCLUDING INFORMATION AND
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BE INCLUDED ALSO. TRACK TO BE SET-UP IN MAIN BALLROOM OF THE MARRIOTT.

ENTRY FORM: 1/12TH SCALE NATIONALS

NAME: _____ SPONSOR(S): _____

ADDRESS: _____ CITY: _____

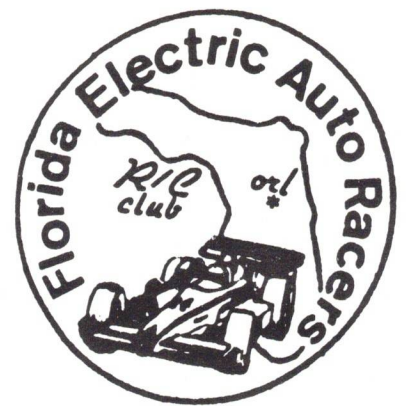
STATE: _____ ZIP: _____ PHONE#: () _____

CLASS: STOCK__ MODIFIED__ BOTH__ SHIRT SIZE: SM__ MED__ LG__ XLG__

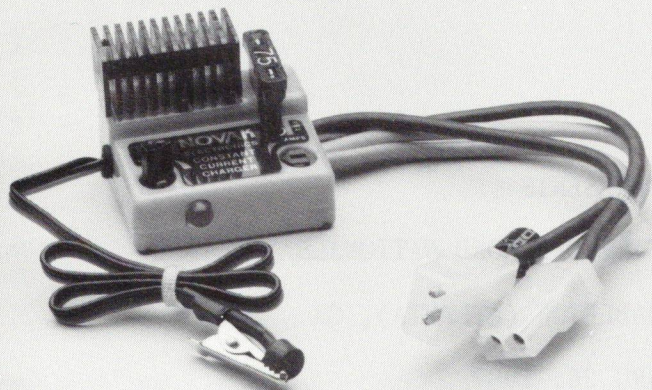
FREQUENCIES: 1st _____ 2nd _____ 3rd _____

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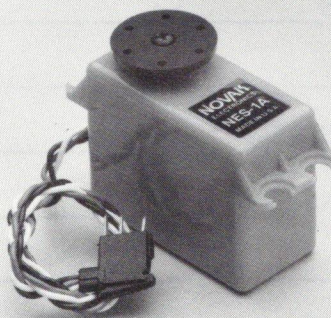
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LIMIT TWO CLASSES PER DRIVER

ENTRY FORM VOID WITHOUT PAYMENT

ENTRY MUST BE POSTMARKED BY JUNE 1, 1987. AFTER THAT DATE, ENTRIES WILL
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SCHEDULE:

WED JULY 22 - REGISTRATION & OPEN PRACTICE

THU JULY 23 - QUALIFYING, ALL CLASSES

FRI JULY 24 - QUALIFYING, ALL CLASSES

SAT JULY 25 - QUALIFYING, ALL CLASSES

SUN JULY 26 - MAINS AND CONOURS

MON JULY 27 - RAIN DATE

CLASSES:

2 WHEEL DRIVE STOCK

2 WHEEL DRIVE OPEN

4 WHEEL DRIVE OPEN

=====

NAME _____ ROAR NO. _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

FREQUENCIES: 1ST _____ 2ND _____ 3RD _____

PHONE NO. _____ CONOURS ENTRY (Y/N) _____

RADIO _____ CAR _____ MOTOR _____

SPONSORS _____

SEND ENTRIES AND MAKE CHECKS PAYABLE TO:

P.D.Q. NATIONALS

429 BANKHEAD HWY

MABLETON, GA 30059

11 999999 888888 777777 11 99 99 88 88 77 11 999999 888888 77 11 99 88 88 77 11 99 888888 77 GAS G G G G G A A S S S S S G G G G G A A A A A S S S S S G G G G G A A A A A S S S S S N N N N N A A A A A T T T T T I I I I I O O O O O N N N N N A A A A A L L L L L S S S S S N N N N N A A A A A T T T T T I I I I I O O O O O N N N N N A A A A A L L L L L S S S S S

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R.O.A.R. CAN-AM BODIES ** TROPHIES 1-3 EACH MAIN ** CONCOURS

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AUGUST 26TH	CONTROLLED PRACTICE
AUGUST 27TH-28TH	QUALIFYING (3 each day)
AUGUST 29TH	CONCOURS' - MAINS
AUGUST 30TH	RAIN DATE

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ENTRY FEE \$25.00 - NO REFUNDS- MAKE CHECKS PAYABLE TO: F.A.R.C.A.R.

NAME _____ PHONE() _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

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

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

CAR _____ RADIO _____ MOTOR _____

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AL, Birmingham Magic City R/C Club Club Phone 205-987-8642	CA, San Jose California Auto Racers Club Phone 408-973-9622	FL, Tampa West Coast R.C.C. Club Phone 813-837-8983	IN, Indianapolis Indy 500 RC Car Club Club Phone 317-849-4303
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NJ, Clementon
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Club Phone 609-232-1588

NJ, Oak Ridge
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Club Phone 201-697-1188

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NM, Albuquerque
N.M.R.C.O.R.
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NM, Los Alamos
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NY, Huntington Station
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Club Phone 516-271-1119

NY, Mineola
Nassau R/C Speedway
Club Phone 516-742-5599

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NY, Rome
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NY, Wynantskill
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Club Phone 518-283-6767

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C.O.R.C.A.R.
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OH, Chardon
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Club Phone 216-286-2612

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OH, New Albany
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OK, Oklahoma City
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Club Phone 405-942-7272

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Club Phone 717-767-5049

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Club Phone 717-473-3947

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Club Phone 215-563-4800

SC, Anderson
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Club Phone 803-224-8591

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Club Phone 803-754-4538

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Club Phone 409-265-1234

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WA, Spokane
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Club Phone 509-928-0503

WA, Walla Walla
W.R.E.C.K.
Club Phone 509-525-9193

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Cheyenne R.C.C.
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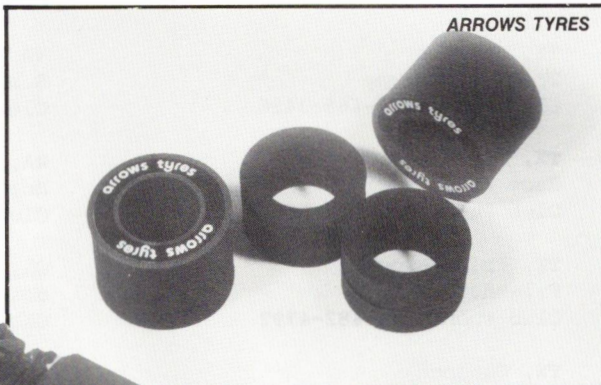


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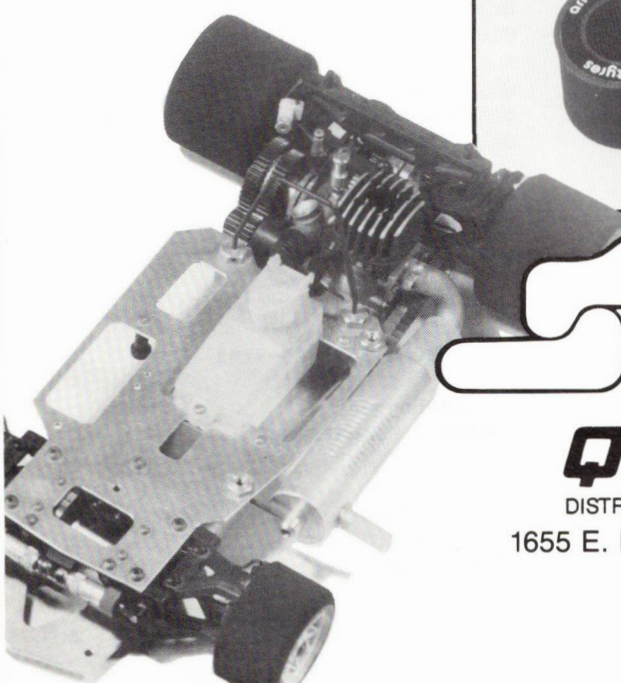
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Region 1

Well, hello again from the frozen Northeast. I would like to welcome into our organization one of our newest clubs, the R.O.A.D. or Radio Operated Auto's of Danville, quite a clever marquee guys; I like it. This club is based in Danville, VA and seems to be yet another up and coming Region I club. The secretary for the club is Bucky Merricks, 823 Springfield Rd. L-1, Danville, VA 24540, Phone number (804) 836-5736. The following report was sent in by Bucky, Thanks, Bucky.

Radio Operated Auto's of Danville held its final race of the 1986 season on Saturday, December 13, at the Danville Piedmont Mall while participating in the Jaycees Empty Stocking Fund Drive.

R.O.A.D. members purchased a complete R/C outfit and then sold chances on the car and radio to spectators at the races. The proceeds from the sale of chances and the race fees, over \$1000, was then donated to the Jaycees to be used to make Christmas a little brighter for needy children in the Danville area.

Out of the 26 racers who participated in the event Gary Warren came out as Top Qualifier for the day.

Winners were as follows:

E Main	D Main
1 Tim Worley	1 Danny Buckner
2 Jr. Ray	2 Calvin Warren
3 Mark Gignac	3 Ed Evans

C Main	B Main
1 Harvey Shumate	1 Tim Pruitt
2 Henry Reynolds	2 Ray Earp
3 Sherman England	3 Vic Euliss

A Main

1 John Estlow
2 Gary Warren
3 Tommy Mooneyhan

Mid-Atlantic Championship

Ralph Case, President of South Jersey R/C Racing Association, has filed this great report on his club series finals and awards banquet. Thanks Ralph, you cared enough to send the very best.

We have attempted to re-define Webster's view of the word LATE!

Earl Nester and Chuck Wiggins also tried their own version, this time by

not deciding who would be Open Class Champion until LATE in the day of the last race of the series. In fact, as I understand from reliable sources, it even took them two tries at running the LATEst A Main before they could get it right! As if that wasn't enough, after the last main was run and scores were being added up to see who was to be crowned Champion, the results showed a tie between Chuck and Earl! As we have done in previous years, they had to look at the last race that was dropped as a tie-breaker. Earl's best drop was a 98.5 and Chuck's was a 95.5 so Earl was declared Champion.

In the first try, Chuck had some motor problems and dropped out at about the 4 minute mark. Earl was leading and looked like a sure winner when the computer batteries died! It was decided to allow the drivers 5 minutes for repairs while the battery was replaced. When the race was restarted, Chuck and Earl were at it again until someone turned on a radio that interfered with Earls radio, causing right turns in one left turn section of the track. Chuck won the Main and created the tie for the title.

Results - October 19, 1986

A Main	Main
1 Chuck Wiggins	Chassis/Laps/Time
2 A B Markunas	Cook /53-15:12.6
3 Earl Nester	PBNova /51-15:08.6
4 Jon Laster	PBNova /50-15:02.5
5 Pat Yarosh	PBNova /47-15:03.7
6 Mike Coffey	Serpent/47-15:13.4
7 Tony Markunas	CookCob/37-15:00.0
8 Ralph Phillips	PBNova / :50.4
	CookCob/ 0

B Main

1 Donald Day	Assoc4wd/45-15:13.5
2 Jerry Borrasso	Delta P4/45-15:18.0
3 Ondrea Williams	Cook /41-15:20.1
4 James Dinges	PBNova /37-15:07.1
5 Shilo Goracoff	CookCobr/27015:12.7
6 Curtis Goode	CookCobr/21-10:28.7
7 Perry Botto	CookCobr/ 9- 4:13.5
8 Roxanne Cook	CookCobr/ 8- 4:29.1

2Wd

1 Tom Hayden	PBNova /45-14:50.6
2 Ken Harris	Delta /40-15:30.6
3 A Paltrineri	PBNova /37-15:12.6
4 Tom Adams	Delta /37-15:19.9
5 S Stinchcomb	PBNova /37-15:19.9
6 Dave Clark	PBAlpha / 4- 7:35.6

4W Buddy Taylor	PBNova	/39-15:04.7
7 Bob Dunlop	Assoc	/38-15:22.9
4W M Hornberger	PB	/22-15:08.3
8 Dale Dahlheimer	PBOmega	/21-15:33.0
9 Ed Amatucci	RC500	/0000

Stock A Main

1 Sal Caruso	PBOmega	/42-15:04.7
2 J Gottschalk	DeltaSJ	/42-15:16.1
3 Dick Eliezer	RC500	/41-15:08.6
4 Bunky Fischer	Delta SJ	/38-15:11.0
5 Don Young	SG	/28-12:18.7

B Main

1 Tim Nester	PBNova	/39-15:07.2
2 Walt Holloway	PB	/34-15:16.5
3 Pat Murphy	PBNova	/33-15:18.6
4 Bill Bender	PB	/25-10:10.4
5 Kelly Lafferty	PBAlpha	/13-15:01.8

Novice

1 Mark Botto	CookEagl	/19-10:01.3
2 Bruce Naugle	PB	/16-10:09.1
3 Sherri Lafferty	PBAlpha	/000000

1986 Mid Atlantic Championships Final Standings (Top 10)

Open Class

1 Earl Nester
2 Chuck Wiggins
3 Gary Soltys
4 Ralph Phillips
5 A B Markunas
6 Rodney Priddle
7 Pat Yarosh
8 Jon Laster
9 Jerry Borrasso
10 Tony Markunas III

2 WD Class

1 Paul Snyder
2 Tom Hayden
3 Ken Harris
4 Stan Stinchcomb
5 Dale Dahlheimer
6 Ed Amatucci
7 Dave Clark
8 Blaine Valentine
9 Don Pyle
10 Todd Hoover

Sportsman Class

1 Dick Eliezer
2 John Gottschalk
3 Sal Caruso
4 Matt Markunas
5 Arch Paltrineri
6 Walt Holloway
7 Don Young

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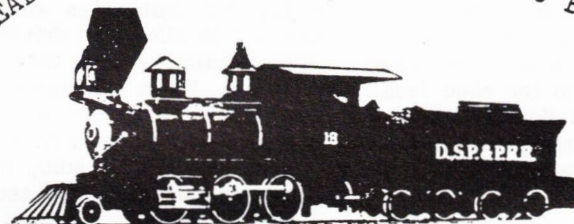
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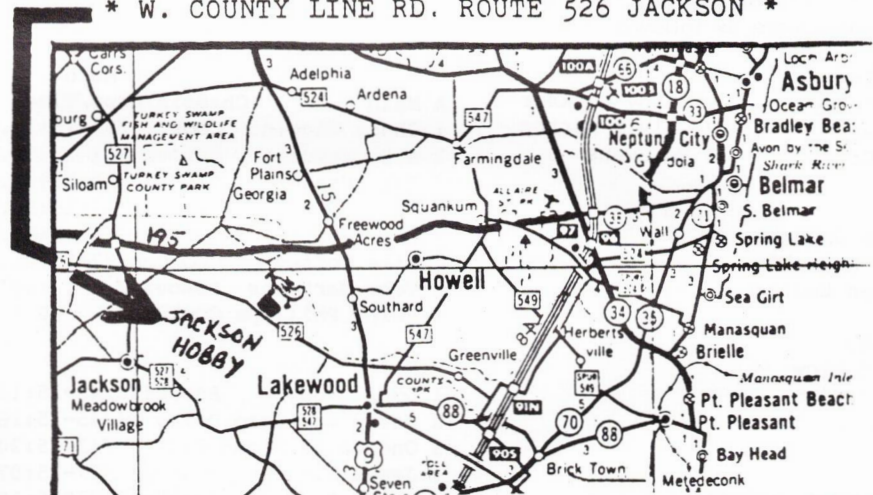
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Region 1 Cont.

- 8 Bunky Fishcher
- 9 Kelly Lafferty
- 10 Tim Nester

Novice Class

- 1 Sherri Lafferty
- 2 Don Day
- 3 Lucien Lewis
- 4 Bruce Naugle

Tentative Schedule for 1987

- May 17 - Selinsgrove, PA
- June 14 - Williamstown, NJ
- July 12 - Baltimore, MD
- Aug 9 - Richmond, VA
- Aug 23 - Washington, DC
- Sept 13 - Selinsgrove, PA
- Sept 27 - Williamstown, NJ
- Oct 11 - Glen Burnie, MD

S.J.R./C.R.A.

Well, here we go again. Many members have been asking me, what is your next topper race since the 1/12 indoor Boston, MA race of Autorama in 1985 where the whole SJR/CRA club rented a bus and rode 400 miles to put on a great show? Or when the club, in

1986, went to Valley Forge, PA in force and put on a show stopping race during a Motorsport race car show featuring 1/12 and 1/10 scale cars on an oval. So, as I said earlier, "Here we go again".

"Wildwood Getaway Weekend", May 16, Wildwood, NJ. This race will be sponsored by W W Jaycees and South Jersey Street Rods. 1/10 and 1/12 oval (Classic bodies ONLY). Please call at (609) 783-8510 days or (609) 232-1588 evenings.

Radio Control Buggy Boys February 15th Race Recollections. Sent in by William Rea. Brrrrr!!! Now that we are all thawed out in the comforts of a "WARM" home and I can pick up a pen, "Are We Crazy?" Twenty four (24) drivers and twice that many spectators braved temperatures not to exceed 27 deg F as confirmed by Mrs. Pat Saddler with an electronic thermometer that reads external temperature on her car. We did notice that Mrs. Saddler did stay inside her car with a balmy Florida-like atmosphere watching and cheering here son J.B. on to victory. **Way to hang in there, Mom!!!**

What was wet or muddy ground when

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we started was frozen by the finals. In a paper article (Bay Times and Star Democrat), it mentioned we "are a tough breed". Well, they only know the half of it. The cold did take its toll on some of the cars. For example, I snapped a driveshaft at the very beginning of the finals. So much for being un-defeated.

William Rea states that any club in Region One that would be interested in promoting RC scale racing at any of the "World of Wheels" Custom Auto Shows, send him your name, phone number and how many expected racers to attend. He'll forward this on to the East Coast promotor for World of Wheels



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Region 1 Cont.

who lives near him. They were pleased how they did last year in June in Annapolis, MD and would like to include RC scale racing in their shows up and down the East Coast. Send to: William R. Rea, Pres. RCBB, Quinn Bldg. #1, Stevensville, MD 21666.

There was no January Region I report to read as you know but, no clubs or anyone else sent me any information either so we are even.

I also would like to mention that no information was given by your 1/10, 1/12 or 1/8 representatives so give them a call or drop them a line and let them know you're alive. You must realize that I am one person in the middle of your region and I cannot create news or generate interest in your club unless you help me, so contact me or your reps.

The 1/12th 4-cell indoor Championship held in Virginia by Mike Coffey and Co. was a well attended and well run event, keep up the good work Mike. Details and winners will follow.

Keep it safe and have fun racing.

Region 1 1/12th Indoor Championship 1987 RC500 Race Trax Richmond, Virginia

They came, they saw, went fast and enjoyed it. This was the consensus of the participants. The track opened Friday noon for practice and you could tell from the drivers attitudes then, this was going to be a great weekend. It was not so much serious as it was "let's have a good time, oh man what a track".

The track is huge by indoor standards. The pitting facilities and availability of most everything one needed put most at ease.

In the first qualifier, Mike Coffey, with a new concept car, the K.G. Mongoose, set the pace with 46 laps 8:08.2. It did not last long, as Tate McDaniel, from CAM motors, blistered the track with 48 laps/8:05.5. Unbelievable! Dominick Incantalupo, a Trinity transfer, followed with 47/8:01.3.

In the Mains, Mark Poore, in his Independent Racing Team car, took first in the "D" even though his batteries dumped 44 seconds from the end of the race. The "C" Main saw Travis Johnson prove why he is a local favorite by winning with 40/8:02.9. Christopher Morris, displaying tremendous skill, captured the "B" Main with 44/8:02.1.

The "A" Main was rather tense. Coffey, being used to the lights at the track, bolted from 8th to first by the

second turn. It also helped when most of the contenders had incidents. Coffey's glory did not last long though. By the time the back straight came along, it was bye-bye as he watched them sail by. Joe Scarbrough took the lead and drove error-free to victory, setting a new track record! Dominick Incantalupo came back from almost a lap down to finish second. That, in itself, was unbelievable with the competition he faced. Tom Adams, one of the best drivers in the region, proved why he should be respected by driving through and around countless accidents to finish third.

A Main Modified

1	J Scarbrough	48/8:05.3*
2	D Incantalupo	46/8:02.2
3	T Adams	46/8:05.9
4	T McDaniel	46/8:06.6
5	Tony P.	45/8:02.7
6	J Bright	45/8:03.9
7	T Blanton	44/8:22.8
8	M Coffey	43/8:02.6
9	B Dunlop	7/2:13.8
10	J Incantalupo	DNS

B Main

1	C Morris	44/8:02.1
2	J Griffith	44/8:09.6
3	T Lane	43/8:00.4
4	S Monger	43/8:04.5
5	W Darby	43/8:08.9
6	G Dement	42/8:04.6
7	R Franceschini	42/8:11.9
8	T Mooheyhan	40/8:00.2
9	G Kociuba	35/8:09.0
10	R Boorman, Jr	35/8:10.5

C Main

1	T Johnson	
2	V Euliss	
3	G Weber	
4	S Goracoff	
5	B Wilkerson	
6	J Horton	
7	K Harris	
8	G Warren	
9	J Lawrence	
10	G Kelly	

Stock Oval Championship

Qualifying got underway with Warren Darby setting the pace with 83/8:02.2 (close to a record but not quite). Joe Scarbrough, the pre-race favorite came home with 85/8:02.7 and a new track record. Then came Mike Coffey in the re-gear K G Mongoose with 81/8:00.6. Troy Blanton was not far behind with 81/8:00.7. In the "B" Main, Steve Monder was tops with 78/8:04.5 and in the "C" Main we had Vic Euliss with 73/8:16.7.

In the Mains, Vic Euliss broke through to win the "C" Main with

74/8:05.4 and Paul Delaney was second with 70/8:05.4.

C Main

1	V Euliss	
2	P Delaney	
3	C Warren	
4	J Williamson	
5	R McMurray	

The "B" Main was a waltz for Steve Monger who turned 78/8:00.4, second was Mike Foust with 76/8:04.7 and in third was John Estlow with 75/8:04.9.

B Main

1	S Monger	78/8:00.4
2	M Foust	76/8:04.7
3	J Estlow	75/8:04.9
4	B Rutherford	74/8:03.1
5	B McDonald	72/8:00.2
6	S Foust	70/8:01.4

In the "A" Main we all expected it to be another rout for Joe Scarbrough after his blowout on Saturday, but with the ever-smooth Warren Darby, the sometimes radical Mike Coffey and Mr. Horsepower himself, Troy Blanton, it was going to be tough. For about the first 8 laps it was Scarbrough, Blanton, Darby and Coffey. Then, in the blink of an eye, Blanton and Scarbrough tangled in turn #3. Scarbrough was off the track for at least 10 laps with body damage. Darby and Coffey went through unscarred. About 10 laps later, as Darby slowed for traffic, Coffey slipped underneath and took the lead for good. There was speculation that the new design on the K G Mongoose would rob horsepower. Apparently it does not because Coffey's car was as fast and quiet as anybody's. Darby made one final charge at the 7 minute mark but luckily Coffey was able to put two cars between him and Darby. That was too much of a barrier and too little time.

A Main Stock

1	M Coffey	84/8:04.1
2	W Darby	83/8:01.2
3	T Blanton	81/8:02.2
4	M Jackson	80/8:05.5
5	T Johnson	79/8:00.5
6	C Smith	78/8:06.1
7	G Warren	77/8:04.8
8	R Hawkes	76/8:04.9
9	J Scarbrough	72/8:00.1
10	J Horton	19/1:58.9

All in all, it was an exciting weekend. It was RC 500's first regional event at their newly opened facility. Special thanks must go to all those "behind the scenes" people who made the Region 1 1987 Indoor 12th Championship a success! We could not have done it without them!!! We hope to have everyone back soon as we enjoyed having you all.

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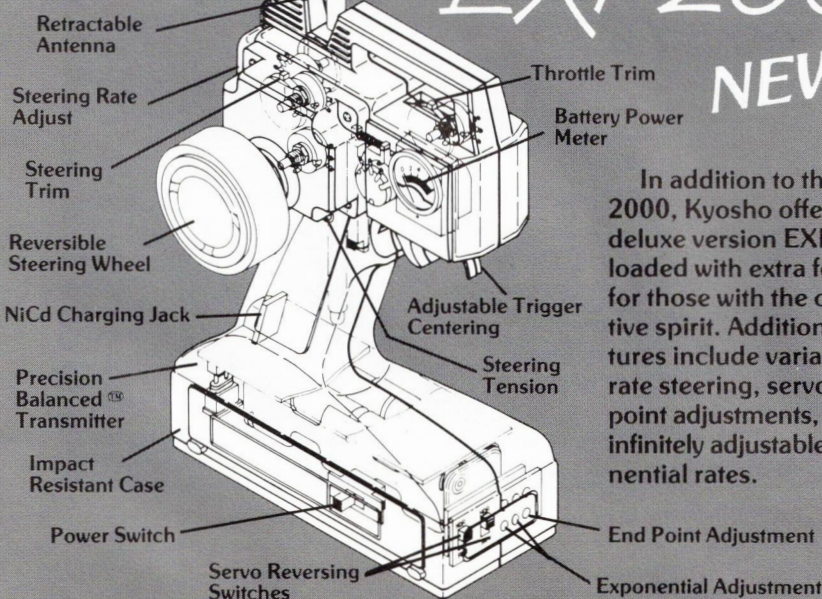
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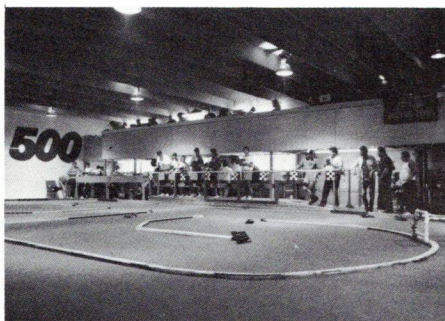
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Region 1 Cont.



Race Director Ken Harris with trophies for the Region 1 1/12th Indoor Champs.



RC 500 Track and pit area.



RC 500 Braintrust, from left Koob, Coffey, Womack, Pritchett.

Letters Cont.

the club's local races, while maintaining positions with ROAR as treasurer and chairman of the By-Laws Committee.

He should be recognized for his devotion and service to these organizations. They can be proud to have him as a member and officer.

Sincerely,
Al Spina

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Region 2

We are well into the 1987 racing season. Racing action is on the increase while racing reports continue to lag behind. Hopefully we will have complete coverage of our major races in the July Rev-Up, but for now we can give you the following information.

At the 1/10th scale Winter Championships held in Tampa, FL, Team Losi dominated the event. Gil Losi, Jr. was Top Qualifier and runaway winner in the 2wd Modified class with the Losi prototype. Ron Rossetti, current National 4wd Modified Champ, added another title to his belt as he won the 2wd Modified class with his Reedy powered RPS Yokomo. Region 2 had a representative in each of these A Mains. Mike Burnette and Larry McLendon are to be congratulated for their excellent performance against several of the world's best drivers.

Word from the 1/8th Spring Championships had RePete Fusco destroying the track and the competition at the Ft Myers, FL event. His Rich Lee prepared Associated RC500 4 wheel entry is said to have performed flawlessly all weekend. Again, Region 2 had an excellent representative in the A Main. Art Carbonell, who now calls Miami home, drove the newly imported Mantua to a fine finish in this prestigious event.

In 1/12th scale action, reigning state champions continue to win in the Florida State Series. At the opening race, Mike Burnette and Denny Smith drove their TRC Pro-12 cars to victory in the Modified and Sportsman classes respectfully. Again, we hope to have full coverage in the next issue of Rev-Up.

I want to welcome Keith Young as our region's 1/10th scale off road representative. He has extensive experience as a racer and as an organizer. Keith will be representing Region 2 at the upcoming World Championships in Romsey, England. He is also using the time to enjoy his honeymoon. Congratulations, Keith! Please contact Keith on any 1/10 dirt off road/oval questions.

We are still accepting bids for Regional Championships in the following classes; 1/10th dirt oval, 1/10th on road, and 1/8th gas. Let your representative know if you are interested in bidding on a race.

Now for the race reports.

From Denny Smith, the following:

By deadline time, only two clubs have reported in. Their reports are listed below. Whatever happened to all of the great 1/12 scale clubs in Florida and around the rest of the Region?

As I write this, I'm hours away from driving to Florida for the first of the 1987 Florida State Series in Sebring, FL. This series is always very competitive. It should prove so again this year, even if none of the clubs want their name in Rev-Up (no race reports). Well, if Florida presidents won't send in their race reports, I will go to Florida to find out who is winning. What a great excuse to go south!

Sunday, February 15th, was the World of Wheels race, sponsored by BoLink. The turnout was very good, with a large percentage of out of town racers coming in. Most obvious by their super performance, were the people from Birmingham. These people really know how to race, and have been supportive of races in Georgia. I hope we can get Dixie Racers members and other Georgia racers to travel to Birmingham to give them support. They are really a well organized, terrific group of people and I want to personally extend my thoughts in this newsletter.

Magic City R/C Car Club, Birmingham, AL reported by David Swearingin. President David sent over a very nice newsletter, perhaps the best club newsletter I have ever seen. It details not only the results of their recent races, but outlines up coming events both locally and with other clubs and hobby shops in neighboring areas.

On February 20-22, Bob Rule of BoLink, with the help of racers from the Magic City Club, the Dixie Racers, ARCAR, PDQ Raceway, and several others sponsored a R/C show/race at the World Congress Center in Atlanta, GA. The primary purpose was to show off our sport to the general public. I understand the three nights of racing drew large sized crowds (and hopefully new racers). This is the type of outing that all of us need to do more of. There seems to be many people out there who have never heard of R/C racing. Think about it.

First Coast Auto Racers Jacksonville, Florida

It's 1987 and off to the races. This year we plan to hold two races each month, with off road on one weekend and on road races on a different weekend.

New officers for 1987 are: Bob Thompson, President; Gary Dickinson, V.P.; Ray Vaslavsky, Treasurer; Tom Harkey, Secretary.

We thank all of our 1986 officers for their time and effort that they devoted to our club last year. Last year was our first year, a very important and successful year for the club. Thanks: Erick Gonzalez, Joe Hicks, Darin Benson, and Jim Lucas.

There have been others that have been working hard for the club, but most of it has been behind the scenes, like working with the City, Coca Cola, and other sponsors. Special thanks to Bill Fraden, Bob Thompson and Tom Marlow.

January Off Road

What a way to start the new year for the races!!! We couldn't have asked for a nicer day, the weather was perfect and the turnout was great. There were sixty racers and over a hundred spectators, when I looked around the fence it was wall to wall people. There were several people that just asked for information that already have cars and weren't racing.

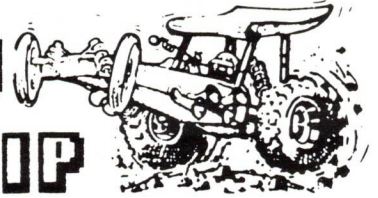
Back Street was out during the day filming the races for one of our sponsors, Art's Hobby Shop, this was shown on Channel 17 sometime in February.

Meridian Fast Trackers pulled off their Off Road and Dirt Oval Trophy Dash thanks to lots of help from Jimmy Simmons and John "Tup" from the Magic City R/C Car Club. The use of their AMB computer timing made the day go a lot easier. We had 26 entries in Dirt oval and 14 entries in off road. Of the 40 entries 13 were from other clubs. We had entries from Birmingham, AL, Northport, AL, Bessemer, AL, Columbus, MS, Steens, MS, and Jerome and Bob Talbert returned from Munor, Florida to race with us.

Stock Oval had the most entries, 21 in all. Two sets of A, B, and C heats were ran. After the first set of heats Bobby Craig was Top Qualifier

1/10 SCALE

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POWER BATTERIES

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- | | |
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| KYOC0630 | 6-Cell Flat Pack w/Tamiya Connector |
| KYOC0605 | 6-Cell Hump Pack w/Tamiya Connector |
| KYOC0602 | 7-Cell Flat Pack w/Kyosho Connector |
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| KYOP2005 | Single Sub-C Cell 1.2 Volt |

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The ultra-high performing Kyosho Racing Batteries are truly top-of-the-line and specially-designed for high-level racing competition. For maximum discharge, top speed, and fast acceleration — they're absolutely the best you can buy! Kyosho utilizes the latest in battery technology and uses only matched Sanyo cells for superior results. These Racing Packs are available in 6-cell and 7-cell (Turbo) versions. Both are 1200 mAh, and flat style. The 7.2 volt 6-cell racing pack (with standard Kyosho connectors) has become a favorite among competitors because of its proven perform-

ance. The 8.4 volt, 7-cell Turbo Racing Pack (with special 8.4 volt connectors) will produce awesome results and was designed especially for the Kyosho Turbo Optima. Of course, it's in huge demand for many modified buggies. Because of the incredible power and voltage produced, your car will go faster than ever, so we caution its use in some 6-cell cars. If you're a racer, or you just want the absolute highest performance from your electric model (car, plane, or boat) choose Kyosho **Racing Batteries!**

RACING BATTERIES

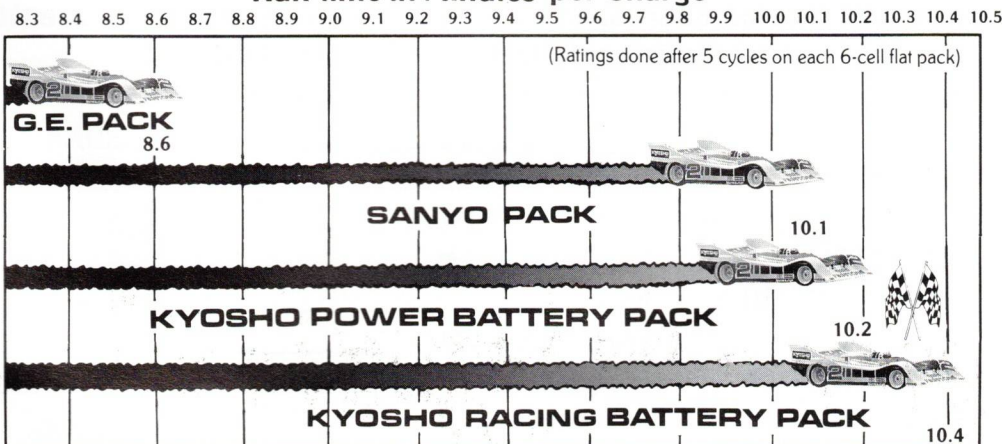


Two adapter cables are available: The #6195 allows you to charge Tamiya batteries with any of Kyosho's chargers and the #6196 works in reverse, allowing you to charge Kyosho batteries with a Tamiya Charger. Cars manufactured by MRC, Tamiya, Royal, Nikko, Monogram, Nichimo, and Marui require Tamiya-type connectors. Kyosho-type connectors are designed to be used by products manufactured by Kyosho, Cox, and Mugen.

- | | |
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| KYOC0740 | 6-Cell Racing Pack w/Kyosho Con |
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KYOC0740 #6195 Kyo Chrgr/Tam Batt Conn
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Run-time in Minutes per Charge



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

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

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Region 2 Cont.

with 26 laps. Bobby, Gary Webb, Jerome Talbert, John "Tup", Jeff Homan, John Budgins, Phillip Gates and Bob Talbert had qualified for the A Main. After the end of the second round of qualifying Jeff Homan took Top Qualifier spot with 27 laps 4:06.3 minutes. Bobby Craig moved to second qualifier. Mel Otte and Billy "ACE" Heard moved up to A Main and Phillip Gates and Bob Talbert moved down to B Main.

Top three in A, B, C Mains:

A Main

John "Tup" BoLink/Novak/Trinity
Jerome Talbert RC10/Futaba/Trinity
Jeff Homan RC10/Novak /RacePrepA

B Main

Clint Craig RC10
Keith Pearson Frog
David Gulliver RC10

C Main

Wendell Peninger
John Kesner
Chris Stockman

Modified Oval had 5 entries.

Jackie Crane RC10/Novak/PremierDes
Jimmy Simmons ? /Tekin/PeakPerforma
Darrel May RC10/Resistor/Trinity

Off Road Stock

A Main

Bobby Craig RC10/Resistor/Trinity
Jerome Talbert RC10/Futaba /Trinity
Jeff Homan RC10/Novak /Trinity

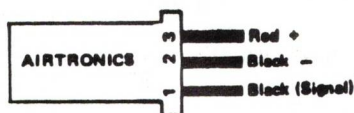
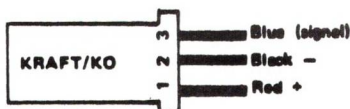
B Main

David Hilley
Noniel Campbell
Wendell Peninger

Modified A Main

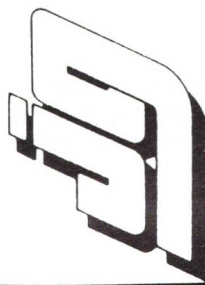
Jackie Crane RC10/Novak/PremierDes
Keith Pearson Optima/World Engines
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Jimmy Simmions TRC/Tekin/PeakPerform

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- 3003 - Fox Dual Rear Shock Mount for Large Kyoshos 88, 89, 71
- 3004 - Fox Dual Front Shock Mounts for Large Kyoshos 88, 89, 71
- 3005 - Fox Front Upper A-Arm Stabilizer
- 3006 - Fox Mono Nerf Wing, Red and Black
- 3007 - Fox Heavy Duty Steering Kit

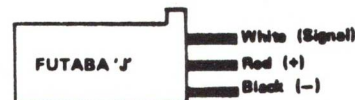
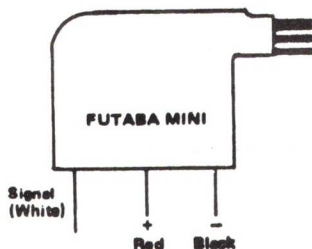
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- KO-02 - Nerf Wings, Red and Black
- KO-03 - Skid Plate. Extends Entire Length of Chassis & Protects Motor
- KO-04 - Receiver Speed Control Plate
- KO-05 - Oval Front Bumper
- KO-06 - Dual Rear Shock Mount for Large Kyoshos 88, 89, 71
- KO-07 - Dual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

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Tip Of The Month

from Fran Pebler

This months tip is the wiring diagram of different servo pins. You can use any make of servo with any make of receiver by rewiring the correct plug for the receiver by using the above diagram.

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Region 3

By the time you read this column I hope to have let the Region III Championships for the outdoor season. with what appeared to be a successful indoor race in Quincey we have started our regional races on a good footing and I hope we will stay on the right path.

1/8 Scale News

by Steve Lazarus

Don Deutsch has offered and I have accepted the activity of 1/8 scale assistant for Region III. I am VERY interested in your opinion of our national organization and what you feel it should be doing for YOU the racer. I'll be honest, I have felt at times that our organization was little more than a giant insurance agency and repository of rules and regulations. The latest changes with Exec. committees and so on, has only served to complicate that understanding even more. But I'm not an organizational expert and I hope that these changes will improve ROAR as promised. Time will tell.

What does interest me (and I suspect you also) is racing. I hope to make our racing better in Region III because of ROAR. To do that I'm committed to visiting all the 1/8th scale clubs in our region during 1987. I also promise to learn what ROAR is really about and do my best to influence it for you THE RACER. To do that I need input. What's good about ROAR and what could be done better? What are we not doing that we should be? What about Pro racing? Let's hear from YOU.

I also hope to promote more 1/8th scale activity in our region. We basically have only five clubs in our area and one of those, Cincinnati, is new this year. I'd like to host a Region III race somewhere in 1987 as a separate activity from our other major event the Midwest Series. The ROAR Nats is scheduled for the Midwest in 1988, how about some thought and planning NOW for that event. Detroit did it last time - how about Chicago or Toledo? We have established some presence with the Midwest Series nationwide and we can build on that with a Region III in '87 and Nats in '88. Ideally if several clubs worked TOGETHER it would make the hosting of

an event like the Nats a lot easier. We have a lot of experience in our region and utilizing it in a group effort would surely make the effort even more successful.

Input on 1/8 scale Sprints is also of importance right now. The dirt action seems to have taken off well. Any interest on asphalt? Also, although 1/8th scale is prime, what about 1/4 scale gas in our region? ROAR is in the process of formulating rules for these classes right now. Give us some direction.

Perhaps I'm dreaming, but it seems our sport used to be more fun than it is now. I'd like to see the enjoyment return and hopefully with it more racers! That's our biggest challenge in Region III right now. After seeing what the efforts of two people (Marty Runge and Mike Ross) could do in Cincinnati, there's reason for optimism. Toledo turned it around and we're seeing some new folks in Chicago as well. Most of us have been in this sport for a while and may have forgotten how intimidating it was; to first find a club and then start to race. Think back ... now go and try to encourage some new racers or bring your neighbors/friends/co-workers, along to that first race in April!

If you don't think 1/8th scale or ROAR have worth ignore this letter. If you share any of my feelings; let me know if you agree or straighten me out if you don't. ROAR seems to be trying to improve. There's still a lot of work to be done. Give me some guidance on what to work on first and I'll do my best.

Thanks for your cooperation.

How have all you gas car racer's been spending your winter? I know many participate in 1/12th electric on carpet or 1/10th scale indoors on DIRT. Several indoor tracks have opened in the Chicago area and I also hear of some in Indianapolis and Detroit. Yours truly keeps up the reflexes at the slot car track. The resurgence of this sport is amazing and the competition seems tougher now than 20 years ago.

Speaking of resurgence, 1/8th scale has certainly done that in Region III in 1986. Detroit, Chicago and Toledo have all added new members after down turns in 1985. Toledo, in parti-

cular, has almost doubled their membership. With the start of a new club in Cincinnati the race future for '87 is bright. Now if we can get a few more participants in Indianapolis we may get back to where we WERE in 1983. The next challenge is to grow from there!

1987 looks to be an exciting year for 1/8th scale. The resurgence in club membership should mean better racing at the club level and the growth that comes with bigger races. A number of special races are in the planning for our region in '87. The first is the traditional mini-Indy 500 in Indianapolis on 25 and 26 April. Race Director Bob Leckron tells me that this race will be approximately 200 laps of a large oval and Formula/Indy style bodies. He also indicates possible participation by the 1/8 sprint cars on a smaller oval. Roy Moody has shown his design cars run equally well on both dirt and asphalt and they are as exciting to watch as to drive. More on 1/8th scale sprints later. Bob Leckron also plans to have a 1/10th oval race with sprint car bodies and a 1/12th oval with Indy style bodies that same weekend. Sound's busy!

The Midwest series schedule has been firmed up and new race director Marty Runge has made several proposals for a change to the traditional format. A possible single car qualifying scheme has been offered in addition to the ABC qualifying/mains in use in the past. The format and body styles are still up in the air but the schedule is as follows:

May 16-17 - Cincinnati, OH
Jun 27-28 - St Louis, MO
Jul 25-26 - Toledo, OH
Aug 15-16 - Chicago, IL
Sep 12-13 - Detroit, MI
Oct 10-11 - Indianapolis, IN

Pan Class, 2wd susp. and 4wd susp. will again be run.

The Cincinnati track is a new venue for the series. The club there sponsored a season ending 200 lap dash in October and a good time was had by all. The track location is quite spacious and the new club is prepared to host their M/W Series race and the special Tri-State 200 on 26 and 27 Sep. Kudos to Marty Runge and Mike Ross for

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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

Eight Out Of The Ten "A" Main Racers Used **PARIS POWER!**

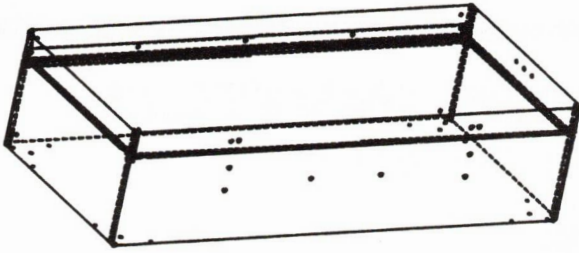
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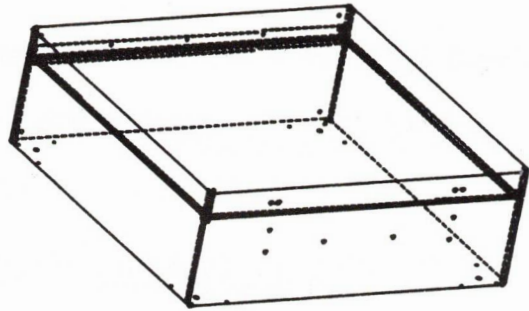


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Region 3 Cont.

their efforts to establish a club, run a new race and club races and run the M/W Series. Wow, they'll be busy.

Busy is what you will be in '87 if you own a 1/8 scale on road car and a 1/8 sprinter. By my count you can run virtually every weekend from late April thru October if you're so inclined.

Addition of 1/8 sprinters to ROAR would certainly seem warranted. 1/4 scale is also growing. I hope to be able to see rules for these classes finalized in 1987.

Several racer's from Region III also run the Heart of America series in Region V. In fact Larry Martin, from Lincoln, IL, won it and finished second in the Midwest Series last year. Larry will be Race Director for the Heart of America in 1987 and that schedule is elsewhere in Rev-Up. With two H.O.A.'s and one M/W Series race the St. Louis club will also be busy. These guys can do it though, as they put on a good-fun show.

Last but not least, we need a site for the Region III race. Detroit had it last year, how about Toledo? Sep 5 and 6 has been the traditional weekend, but I'll entertain others. Most important is the need to make this a separate race for '87 not combined with other activities. Collaboration by more than one club would be nice and perhaps pave the way for a Nationals race in 1988. Let's hear from you guys with a proposal. I'll help run the race if desired!

Well, Don Deutsch says that's enough for now. Your 1/8 assistant is here to serve YOU the rAcer. That's what I like to do best so tell me how ROAR can help you do it better in '87.

1/12 SCALE NEWS

NORCAR seems to be doing different things all the time as on the weekend of February 20,21,22 they were the main attraction at the auto show in Cleveland at a place called the I-X Center. This is exactly the type of advertisement that is needed. You won't believe it but many people don't even know our hobby/sport exists, and furthermore many who know it exists don't know we do this on a competitive level.

On February 6, 7 and 8, the Region 3 1/12 Indoor Championships took place at R & R Raceway in Quincy, IL. The weekend was perfect and the racing phenomenal. A complete detailed report in a few paragraphs will follow, written by Larry Wright.

The Midwest Showdown Series II races between four Chicagoland clubs (SSRCCC, NIROCC, CORRA and Wings N'

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Things) are 3 races from the end and my earlier prediction 2 issues ago turned out to be wrong. Bob Schoenau has the Series just about locked up driving his TRC/Trinity car to 5 first places and 1 second place. This is certainly Bob's year and I hope it continues for him and his sponsors through the off road season as well.

I did hear from a Robert Wilkinson regarding info about races, because his local clubs do not have any. Those clubs in the Lansing, MI. area can call me anytime at all, and that goes for everyone, about any information, even about tips about the cars.

Region 3 1/12 Outdoor's

Bids to host the outdoor Region 3 1/12 should be going in to Don Deutsch now. NIROCC is the only club in Chicagoland that races asphalt, but I'm sure that there are many other clubs that do also, and we need to come together in the summertime and do it like the Californians do, 6 cell and lots of speed.

I am anxious to hear from anyone in Region 3, but only a few takers so far. I get kind of lonely, so give a call sometime.

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That's enough of me, now read what a real writer can do for the Region 3 1/12 Indoor Championships.

(Editor's note: I'm sorry I had to leave out the 1/12 race but it was much too long and I didn't know how to edit it. Please, please edit these long race reports. 8 pages of race coverage is just too much! The race results are as follows.)

Region 3, 1/12 Scale 4 cell Championships

R & R Hobby - Raceway
(Photos by Larry Wright)

STOCK CLASS

A MAIN

1 Dave Heckler	TRC Pro 12
2 * Chris Doseck	TRC Pro 12
3 Bob Schoenau	TRC Pro 12
4 Dan Lewis	Delta P12
5 Ken Pohlman	Delta P12
6 Ken Pepe	Associated 12L
7 James Dieter	TRC Pro 12
8 Bob Block	BoLink
9 Rick Hunsaker	Parma
10 David Pulfer	Delta P12

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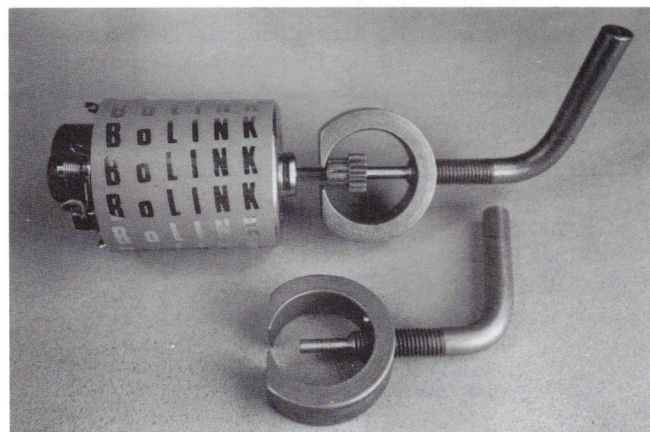
BL-6086-X R/C CAR CARRY BAG

Large enough for car, radio charger, batteries and parts (Vinyl, Black/Silver, Outside Pocket)

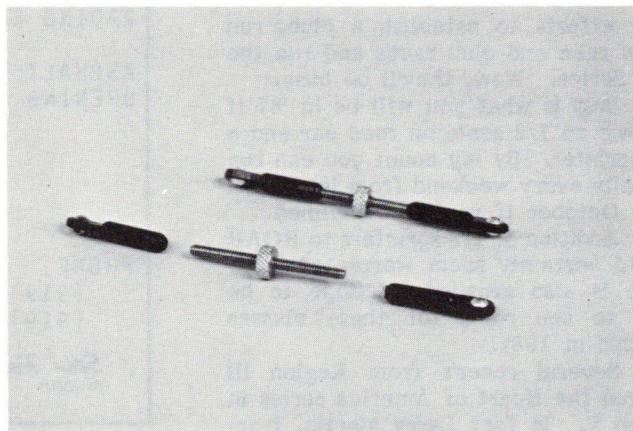


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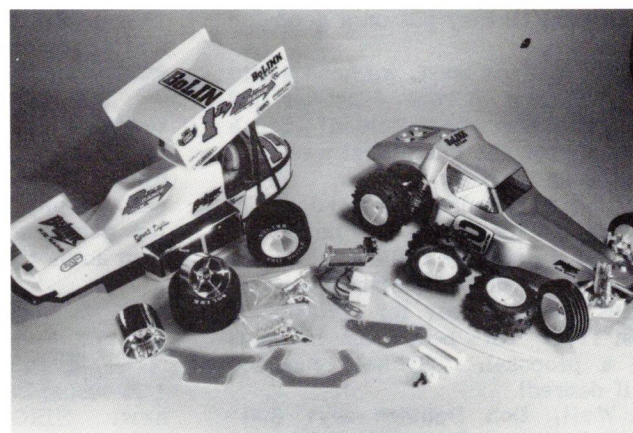


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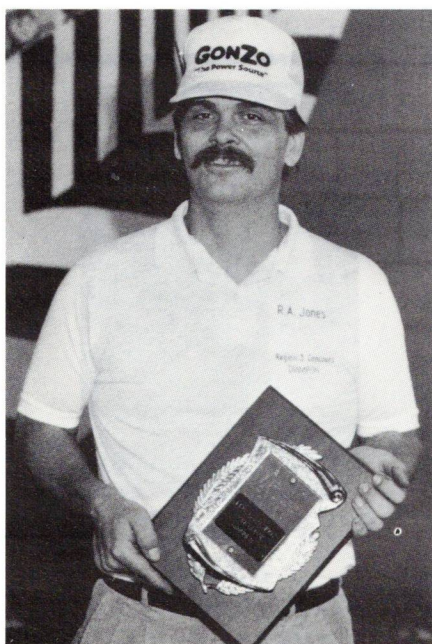
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Region 3 Cont.



Stock A Main drivers and cars in the order they qualified starting from the left. Chris Doseck, Dave Heckler, Dan Lewis, Bob Schoenau, Jim Dieter, Dave Pulfer, Bob Block (behind Dave), Ken Pohlman, Rick Hunsaker, and Ken Pepe.

B Main	C Main
1 Carl Christy	1 Chuck Hanna
2 Jim Hoffman	2 Wayne Gerber, Jr
3 Don Jones	3 Peter Fitch
4 Bob Stewart	4 Jeff Waterman
5 Dennis Moscatelli	5 Norm Mead
6 Bill Schoenau	6 Mike Pulfer
7 Brett Lund	7 Rick Myos
8 David Croy	8 Walt Siemans



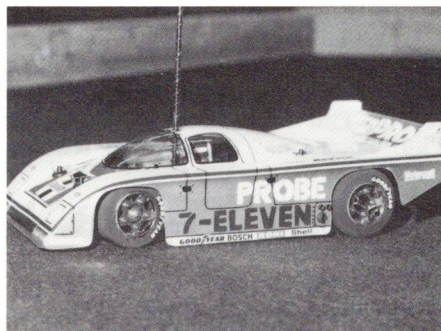
R. A. Jones, Concoors winner.

MODIFIED CLASS

A MAIN	
1 *Dave Heckler	TRC/Trinity
2 Bob Schoenau	TRC/Trinity
3 David Pulfer	Delta/Trinity
4 Jim Dieter	TRC/??????
5 Jim Hoffman	BoLink/RevTech
6 Don Jones	TRC/Trinity
7 Carl Christy	BoLink/RevTech
8 Chris Doseck	TRC/Trinity

9 David Diehl	Delta/Trinity
10 Bob Block	BoLink/RevTech

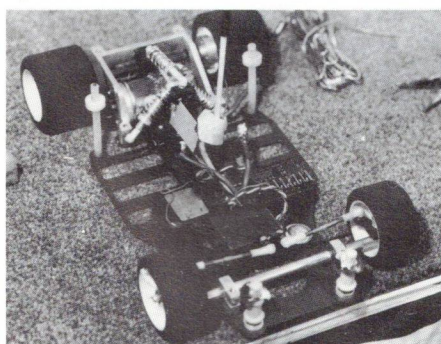
B Main	C Main
1 Skip Starky	1 Bill Schoenau
2 Ken Pepe	2 David Croy
3 Wayne Gerber Jr	3 Jeff Pohlman
4 D Moscatelli	4 Mike Pulfer
5 Dan Lewis	5 Jeff Waterman
6 Bob Stewart	6 Walt Siemans
7 Rick Hunsaker	7 Ken VanBrocklin



The beautiful Ford Probe built and painted by Chicagoland driver R A Jones. Jones was the winner of the Concoors competition.



New prototype BoLink car driven by Carl Christy Sunday. Also note the new KO Propo EX-9 radio. Christy and teammate Hoffman just picked up the radio sponsorship and the radio performed wonderful over the weekend.



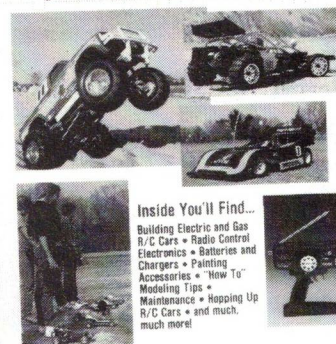
A good look at the Delta PI2 car, note the shock system.

Cont. on Page 50

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Region 3 cont.

NORCAR Final Standings - Fall Series

MODIFIED CLASS

Bud Bartos	600 Pts
Greg Fox	586
Gil Pataky	568
Chris Butcher	566
Howard Kemery	556
Wayne Gerber, Jr	536
Don Smolik	529
Chuck Mackin	521
Tony Carrubba	512
Carri Gerber	491

SUPER STOCK

Bruce Shaffstall	606
Steve Radecky	581
Ray Cifani	578
Rob Rall	576
Ron Ritz	556
Dale Freeman Jr	545
Steve DeFrance	529
Keith Stumpf	524
Jim Keserich	518
Sam Williams	500

STOCK CLASS

Dean Smith	596
Red Hallaman	588
John Sabo	575
Bill Bulgrin	552

Jeff Veverka	552
Rob Fisher	548
Ron Nelson	544
Anthony Veri	529
Tom Kiplinger	525
Brian Hartman	514

1/10th Scale News

The following is from the Chicago-land Off Road Racers Association (CORRA) newsletters.

Volunteers for a committee to set up a schedule for the off road season are: Bob Czaplak as chairman, Ken Kubie, Phil Burks, Stan Naymola, and Paul Robinson. Here is the tentative schedule:

MAY - all Off Road
10 - JOROCC & NIRROC
17 - CORRA, On Road at NIRROC
24 - NIRROC
31 - Same as the 17th

JUNE
7 - JOROCC & NIRROC
14 - CORRA, On Road at NIRROC
21 - JOROCC & NIRROC
28 - CORRA

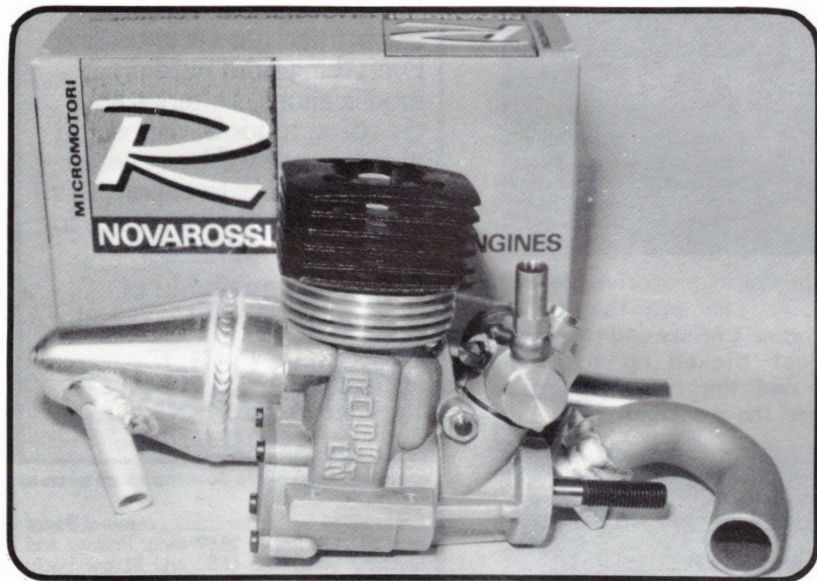
JULY
5 - JOROCC, On Road at NIRROC
12 - CORRA & NIRROC
19 - ON ROAD AT NIRROC
Heavy Metal at JOROCC
26 - CORRA & NIRROC

AUGUST
2 - JOROCC, On Road at NIRROC
9 - CORRA
16 - JOROCC & NIRROC
23 - CORRA, On Road at NIRROC
30 - JOROCC & NIRROC

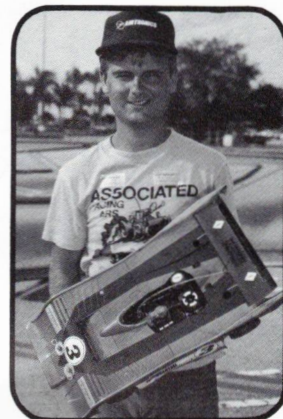
I'm sorry I had to edit out most of the CORRA news but will give them more coverage next time, as their newsletters are interesting and well put together including a classified section.

South East Michigan R/C Car Club December 1986 Points

Joe Lawrance	247 Points
Mike Eckstein	242
Kevin Smith	237
Scott Sulitz	211
Dave Webb	210
Mike Blackstock	210
John Thawley	200



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**1/10 No. Rep
Mike Reeves**
422 So. Main
Grapevine, TX 76051
817-481-5345

**1/10 So. Rep
Dick Imhoff**
9450 Woodfair Apt 215
Houston, TX 77036
713-995-8085

**1/8 Assistant
Lee Chapin**
705 Winter Drive
El Paso, TX 79902

Region 4

Now, this is going to be a much better column for Region 4 than last time. Let me know if you don't agree! Almost all of my assistants came thru this time and it sure helps.

I have appointed two new 1/10 assistants. Up North Mike Reeves in the Dallas area will be able to assist you and down South Dick Imhoff will help. These guys have volunteered their services so if you need help in that scale see their address and phone number above.

The club affiliations have been renewed nicely and a lot of ROAR race sanctions have been approved but there are still some clubs I haven't heard from. Also I need to hear from some more clubs who would like to host the Region 4 Championship races this year. I have one bid for 1/10 off road race, that's all. I would like to make a decision in the next two months so let me hear from you.

Well, that's all I have. We have reports from Mike Hamilton, Kevin McIntyre, Lee Chapin and Mike Reeves, so for now "There's more fun in store if you race in Region Four!"

1/10th Scale North Report

by Mike Reeves

Hello, I'd like to introduce myself. My name is Mike Reeves. My background in R/C cars is as follows: I have been Race Director for 1/10 scale off road and oval racing from 1981 to present. 1983, 1984 1/8 scale Race Director for the Texas Biggie in Dallas, Texas. 1985 Asst Race Director for 1/10 scale National off road Championships in Grapevine, Texas. 1986 Race Director for 1/10 scale Region 4 Regional Championship in Grapevine, Texas. I have been a ROAR member since 1983.

If I can be of any assistance in interpreting the ROAR rules please call me. What I need from you the racers, members and sanctioned ROAR clubs is sanctioned race results. Please write me and include your race results with some commentary and we will publish it. If you have any pictures please send black & white copies with some written verbage and we will print it.

Region 4 is a large area and Don Lyons has asked me to be responsible for Oklahoma, New Mexico, Arkansas and

North Texas. The balance goes to our Southern 1/10 scale Asst. Director Dick Imhoff. Maybe I'll see ya at the tracks, if so say Hi and where you're from - I'd like to talk to all of you.

1/12 Scale Report

by Mike Hamilton

I'll open this month by welcoming into the fold the newest ROAR affiliate in the Dallas area. They are the Garland Sandblasters, operating out of R/C Cars, etc. in Garland, Texas. They have been racing on the rug at R/C Cars since October and as soon as the weather cooperates they will begin the weekly 1/10th scale dirt schedule on two brand new tracks located next to the hobby shop. The off road track has both tight hairpins and long sweeping turns with plenty of jumps in between and the oval is one of the nicest that I have ever seen. The drivers stand is located between the two tracks and it is a monster. The stand, by the way, is fully wheelchair friendly.

For those of you who might be looking for something a little different, Eagle Hobbies has added 1/18th scale to the 1/12th and 1/10th scale carpet racing every Friday night.

If you plan to be in the Dallas area for a weekend by all means bring your toy car and make one of these sites. The scheduling, as I understand it, is as follows:

Friday night: Eagle Hobbies
1/18th, 1/12th and 1/10th
racing on carpet. For info call
(214) 557-5290

Saturday afternoon: R/C Cars, Etc.
1/10th off road

Saturday night: R/C Cars, Etc
1/12th carpet racing

Sunday afternoon: R/C Cars, Etc.
1/10 dirt oval For info call
(214) 276-8475

The Dallas Twelfth Scalers race every other Sunday alternating between the two tracks. No decision yet on the club's summer schedule.

The club recently did a three day demonstration race on carpet at the Dallas Autorama/World of Wheels show.

The crowd reaction was amazing and we soon learned what they most wanted to see. Lots of dicing with more than an occasional gut-wrenching crash, which some say is my specialty. I don't know why!

The promoters were well pleased and we hope to host a real event next year. I just hope that they see fit to put us somewhere other than in front of the bandstand as sitting through the same raunch rock set for three days is more than a fellow ought to have to endure in the name of toy cars.

Good Racing!!

Team NOSAR Winter Series

The NOSAR winter schedule has been jam packed with racing fun. We started off with a demonstration race for the WD-40 convention at the Clarion Hotel in downtown New Orleans. The WD-40 crew also got into the racing with a 100 lap Indy style race by their sales personnel. A great time was had by all. Thanks, WD-40.

Next was the winter GTP series. The 1/12 drivers had Expert and Novice classes, and the 1/10 was Stock and Modified. Mother nature tried her best to knock us out but with only one rain out the series came off on schedule.

1/12 Expert - The Expert class was a showcase for new 1/12 technology. Five of our top drivers had new cars to start the series. The new TRC and Delta P-12 cars helped two of our drivers break the 40 lap track record. Once again Kevin McIntyre came away with the top Expert honors. One of the best gas racers in Region 4, Danny Wenzel gave 1/12 a try and finished second by one point. It was a great battle. A much improved Arnold Bodenheimer used consistency to finish third and edge out Cris Brown by two points.

1/12 Novice - It was a battle down to the wire. Steve Pierce and Marc Ohler fought it out all series and when the dust cleared one point and one battery dump was all that separated them. Steve grabbed the first place trophy and the early leader Marc Ohler took home second. The ever helpful and new club V P Jimmy Dunn had three great races to finish third overall.

1/10 Stock - One of our youngest and most improved drivers Ken Ordes, won three of the four races for a strong first place finish. Jimmy Dunn

NO

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CAR: _____ RADIO: _____ MOTOR: _____

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Region 4 Cont.

kept Ken on his toes and finished a close second. Mike Duhon Jr was also right in the hunt to the end. Mike finished in the top three for all four races to take third overall.

From all of us at Team NOSAR thanks to all who came to race and help out. You guys are great.

One more note, all Louisiana 1/12 racers that are interested in having a ROAR sanctioned State Championship race toward the end of the year, please contact NOSAR President Kevin McIntyre at (504) 283-8118.

5 T Tedesco
6 B Barhorst
7 V Haver
8 C Hartwell

1/10 Modified
1 S Pierce
2 R Duhon
3 M Duhon Sr
4 V Haver

5 B Fowler
6 J Cromwell
7 E Ryder
8 C Conolly
9 R Savoie

1/8th Gas Report

by Lee Chapin

Even though most clubs in Region 4 seem to race around the year, the winter months always seem a little slower. But it's a good time to get ready for the coming year and the news is starting to come in for series races - The Gulf South Series and the Southwest Championship Series - among others; and for the larger events - the Texas Biggie on May 23, 24 & 25, and the Enchantment 100 around July 3, 4 & 5. And, of course, by the time you read this, the Shoot-Out on the Rio Grande will have been raced.

The Texas Biggie is a traditional

race in the Southwest and well worth attending. It's on my try-to-make list this year. Already, NMRCRCC is planning the Enchantment 100. Rich Cunningham of Duke City Hobbies recently was excited that it would be at the New Mexico State Fairgrounds in conjunction with the Motorsports Jamboree - 100,000 expected to attend. Lot's of backing and good exposure for R/C racing. Rich also wanted me to mention that this event is helping the Endowment for Excellence in Education. Another must race.

Send in your club news, results, whatever. They will be in Rev-Up in a timely manner as space allows. I'm supposed to relieve Don of some of the paper work, but send to him or me or call. I'm usually able to answer the phone after 9 PM ('till 1 or 2) on weekdays and on most Saturdays - let it ring - I might be out back in the shop.

The third most frequently asked question by visitors to our races (The first is "How much do they cost?", and the second is "How fast do they go?") is "Where can you buy one?". I don't know ROAR policy on this, but it would be interesting to know what shops in various areas were knowledgeable and helpful to R/C racing. Let me know.

So, maybe we'll meet somewhere this year. If so, LET'S RACE!

1/12 Expert
1 K McIntyre
2 D Wenzel
3 A Bodenheimer
4 C Brown
5 G Gaspard
6 J Maze
7 C Lebeouf
8 T Tedesco

1/12 Novice
1 S Pierce
2 M Ohler
3 J Dunn
4 T Dabdoub
5 B Dufresne
6 M Roper
7 K Knobloch
8 C Tonry
9 E Hess
10 T Tedesco

1/10 Stock
1 K Ordes
2 J Dunn
3 M Duhon Jr
4 B J Yetter



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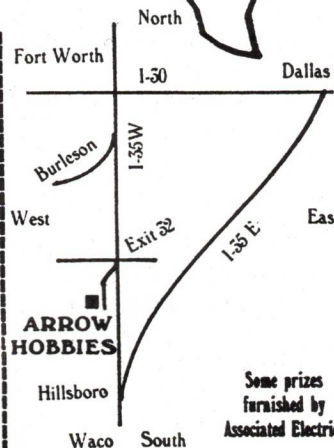
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Freq. Choice 1 _____ 2 _____ 3 _____

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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

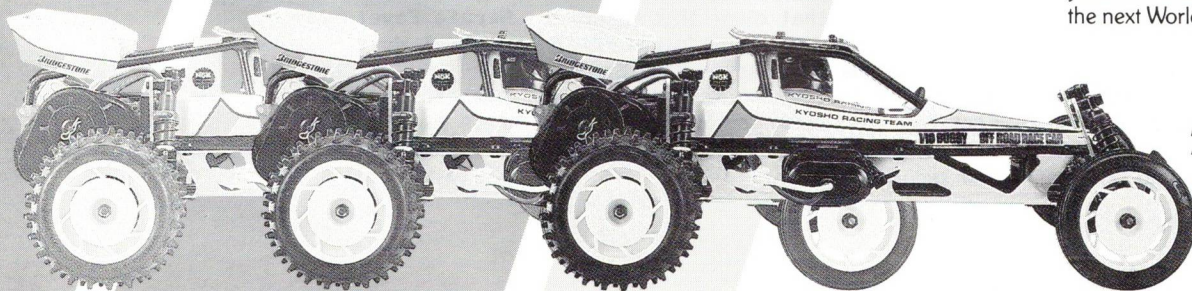
Ultima has the power and speed to get you around the track fast – and the suspension to keep you on course, regardless of the terrain! The EX-66 nylon, double-wishbone system that has made Kyosho's 4WD Optima such a consis-

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.

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Region 5

Once again things are really quiet in Region 5. It must be, because I have received only one report and that is from Mike Bayless. Very little to report from the 1/8 scalers.

Plans are in the process for the Mid America Formula I Championship on Labor Day weekend again this year. More will be said next issue.

Once again the Kansas City club will be at a different site this year. We seem to always be looking for a new race site.

It looks as though there are some new clubs and new race tracks starting up in Region 5. If you've got a club in your area send me some info on it.

If anyone wants to host a Region 5 Championship race let me know as soon as possible. That's all for this issue so good racing.

1/10 Scale News

by Mike Bayless

Let me first apologize to all of you for not getting the report out in the last issue of Rev-Up. Due in part by the untimely death of Sam Massey, our friend and leader (in Springfield), I just couldn't motivate myself to finish the report on time. I also need to publicly apologize to Dale Cushing, Mark Johnston, George and Elaine Zubiena for not getting the problem with their missing ROAR memberships solved in a timely manner. There are several more of you out there who joined ROAR last summer at the Region 5 Championships (10th scale), who's membership cards and fee got lost by the Post Office. I tried, unsuccessfully, to get a list of the '86 ROAR memberships to compare with the Region 5 entries in order to track down those missing memberships. Needless to say, I keep a copy of everything sent in now. If you are one of those persons (or know of someone) who joined ROAR last Sept., but didn't get your card or Rev-Up, please let me know and we'll get you fixed up.

The start of a new year always brings a lot of changes. A lot of changes seem to be in the form of new leaders. You already know about the new ROAR officials. The Dirtbusters (St Louis) elected Ken Schuler, President; David Croy, V.P.; re-elected Bernie Feverstein, Treasurer and Glenn

Harbison, Sec/Club Reporter. SARCAR Off Road Racing Club (Spfld, MO) re-elected Mike Bayless, President; Donnie Cooper, V.P.; Kevin Young, Sec/Treas and Bill Morton, Public Affairs Director.

I've been getting a few phone calls concerning ROAR legal motors. Apparently, there have been some ads run or flyers sent out for motors that were confusing, as to whether or not they were ROAR legal. May I remind everyone that a motor is not legal until it is **published**, as legal, in **Rev-Up**. I agree with a lot of you that what we read as a generic description of a motor in Rev-Up is confusing. I would like to see the description read: Brand XYZ, Model No. 123-4 is legal or Brand ABC, Model No. 987-6 was disapproved. As I understand it, any motor with a can longer than a known legal motor - is illegal. The Kyosho Lemans 600E (adjustable timing stock motor) is legal in the **Modified Class Only**. This opinion is based on phone conversations with Mike Reedy and Ernie Provetti last September.

The only ROAR sanctioned, indoor racing going on that was reported, has been in Springfield and St. Louis, MO. The Dirtbusters are running six different classes; 2wd & 4wd Novice, 2wd & SuperStock, Big Bear, and 4wd Stock. Presumably, they run an off road course on carpet. SARCAR off road split their season in half. The first half was made up of nine oval races. The last five of those were for points. The same format held true for the second half, which were road courses.

Anyone in the Algona, Iowa area wanting to race should get ahold of Richard Klein. (420 S Wooster, zip 50511.) He has started the club sanctioning process for them. Richard, let us know more once you get going.

Bits n Pieces - Dirtbusters sent in a bid for Region 5 Champs. A re-organizing club in Hayes, Kansas was asking questions about the Region 5 Champs and may also bid. Santa Claus delivered several 4wd cars in Spfld, MO this past Christmas. Hot competition is expected in that class this summer. My wife gave birth to TWO future ROAR members this February. The Bayless family is up to 7 members and stopping - not holding. Now you know why I've been a little slow in responding to your requests lately.

Invitations for the World Championships in Romsey, England went out in January to Dave Hood, Region 5 2wd Champ from Springfield and Joel Martin, from St Louis 2wd runner up. (Art Carbonell, 4wd Champ, wasn't able to go). Dave and Joel should represent us well as they are both excellent drivers. Guys, we (Region 5) wish you well. Good luck!!

Enclosed: SARCAR Off Road and Dirtbusters 1986 outdoor season point winners.

SARCAR Off Road Racing Club 1986 Season Points

2WD Modified

- 1 Chuck Moist
- 2 Dave Hood
- 3 Mike Bayless
- 4 Ed Moist
- 5 Tim Conns

2WD Stock

- | | |
|-------------------|--------------------|
| 1 Donnie Cooper | 11 Ken Comer |
| 2 Dave Hood | 12 Kevin Young |
| 3 Bob Saddler | 13 John Dilamanta |
| 4 John Plants | 14 Gary Rummel |
| 5 Rusty Skinner | 15 Matthew Bayless |
| 6 Sam Hitchcock | 16 Jarrod Plants |
| 7 Chris Hitchcock | 17 Michael Bayless |
| 8 Bill Lackey | 18 Bill Morton |
| 9 Dave Shreve | 19 Steve Squibb |
| 10 Cory Plants | 20 John Gately |

Dirt Busters Season Point Winners 1986 Outdoor

- | | |
|-------------------|-------------------|
| 4WD Modified | 2WD Modified |
| Bernie Feverstein | David Croy |
| Ken Schuler | Bernie Feverstein |
| Barry Bechtel | Ken Schuler |

- | | |
|----------------|----------------|
| 2WD Stock | Expo Class |
| David Harbison | Elaine Zubiena |
| Glenn Harbison | Sean Lyon |
| Sean Lyon | Allen Sandifer |

- 2WD Stock RC10/Pro 100
David Croy
Bernie Feverstein
Michael West

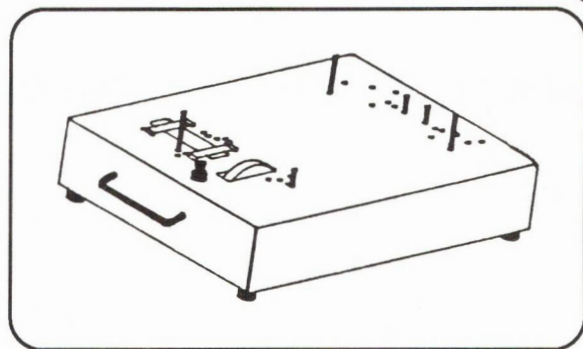
- 2WD Pro Stock
Jeff Gifford
Barry Bechtel
Randy Martin

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☐ **SG** 2wd, & 4wd

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* (Optional #4) Sullivan Alum. Hub Only (5.95)

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

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

Region 6

I have received several inquiries regarding a situation which occurred at a recent event where the A, B, and C Mains were the only main events scheduled to compete. The inquiries asked as to why ROAR was promoting only these mains. They also indicated that an official of ROAR recommended that the promoter of this event have only the A, B, & C. This did not come from ROAR nor did it come from me. Personally I feel that anyone that paid their entry fees should be able to compete in a main event even if it is only a "Z" Main. I sure wouldn't want to drive 200 miles and not be able to run a Main.

You 1/12th scale racers have a major event coming up on July 3rd thru 5th. Sierra Classic IV will be held at the Peppermill Hotel & Casino in Reno, Nevada. The sponsor will be The Silent Power Contest Club. Contact either Neal McCurdy at Rev Tech or Della Wilson at Autographics. Always look forward to the Peppermill because they have one of the best restaurants around.

Oval, anyone? The World Series of Oval is scheduled at RCRC at Ascot in Gardena, Calif. for May 16 & 17, July 18 & 19 and September 19 & 20. Sponsors of this event are Twister/Revtech/Reedy.

1/10th scale. Arizona State Championship Series scheduled at Outlaw Raceway Park and Saquaro Raceway for May 16, June 20, July 18, August 15, and the finals September 19 & 20. The first race is set at the Outlaw Raceway and alternating every other race with Saguaro with the finals at Outlaw. Race will be sponsored by the Chandler, Arizona Jaycees and MRT Hobbies. Contact Dennis Aust (602) 962-6296.

Anyone interested in 1/10th scale pavement? Brian Rush is scheduling a 1/10th scale oval on pavement for Sprint and Closed Bodies in Fresno, Calif for May 30 & 31. Anyone interested can contact Brian Rush of the Rush Express (The one and only take out artist) at (209) 292-2099.

Seems like everyone is going indoors lately. Numerous new indoor tracks springing up everywhere. One new track to be located in Pittsburg, California at 5051 Loveridge Road. This track will be operated by Bill Miller and Ron Parsley and is scheduled to be opened sometime in April.

Another new facility is located in Valencia, Calif near Magic Mountain. Fast Lane R/C Raceway is operated by Randy and Ann Moller. If you are headed North on 5, get off on Magic Mtn. Parkway, turn left under the freeway to Old Road. Turn right and go to Rye Cyn and make a right. Go to Scott Ave. make a right and go to Anza. Make a left to 24900. Really nice facility.

And yet another! This facility will be located at 1440 Anaheim Blvd in Anaheim and is scheduled to be opened around the middle of April. Hobby Trax will be operated by Pat Goff. Keep your eyes open for this one. Understand that they want to make this facility the premier indoor track in the country.

If anyone knows of any others, please let me know.

Until the next time, good racing.

SRS Indian Summer Can-Am Race 1/12th scale, Nov. 8 - 9, 1986

Scale Racing Sports Raceway
Tempe, Arizona

The track record fell. Of course we knew it would be with only two races being run prior to this annual event, on the new 1/12th scale track. The racers all liked the new challenge that the track offers, a high speed road course with a couple of slow, twisty areas thrown in to separate the Experts from the Amateurs, and excellent traction. Of course all the rubber laid down by the 1/8th scale cars at the ROAR Region 6 Championship race two weeks earlier didn't hurt.

With one day of qualifying behind us, Sunday morning brought out the Concours entries. Judge, Bob Rowlands had about 15 beautiful cars to look over and after about 20 minutes of examination, awarded first place to Jeff Jones' Lowenbrau Porsche, second place to Bob Kaminskis' GTP Corvette, and third place to Lucas Ganeau's 956 Porsche.

Next up was the last two rounds of qualifying which would help Saturday's unlucky drivers get another shot at the Mains. The A Main drivers times from the first day held as tenth qualifier, Joe Schmitz held his starting position. After totally destroying the track

record on Saturday, Tony Neisinger's car seemed to have developed a strange tweak problem that made it look like a totally different car than the one he ran on the previous day. Would Tony have the car back in peak condition when he sets in on the TQ position in the A Main grid? The big story of the weekend was about a driver from Laveen, Arizona. Butch Kloeber's first big 1/12th scale race ever and he's starting on the front row in the A Main. This is the same guy who finished second at the 1/8th scale Nationals and has devoted himself to that scale while racing 1/10th scale off road just for the fun of it, yet hasn't even driven a 1/12th scale for probably three years. I would watch for his name at the upcoming big races.

The C Main had the closest racing of the day as Mark Shaw jumped out to an early lead only to launch off a dot and allow half the field to go around him. Dave McCombs soon worked his way from ninth all the way up toward the front to battle with Mike Lewis for second place edging out Mike by 2 1/2 seconds at the end. The big story had to be Richard Lake in this Main. the first time on asphalt, he consistently improved all weekend and when it came time to really show his stuff he moved to the front pack and stayed there for the victory.

Coming up with awesome horsepower for the B Main, Mark McVitty got a tremendous hole shot and the rest of the field could not catch his fire-breather. Lonny Johnson and Larry Stewart battled for second place for a long time, but running fender to fender they hampered each others effort to catch the leader. At the end, Lonny's batteries went south on him allowing Larry to take second with Donald Bossett also taking advantage of Lonny's creeping car to take third.

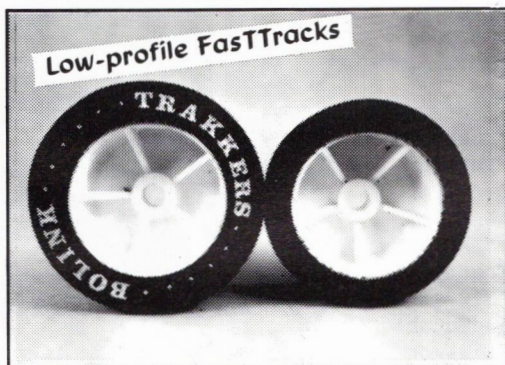
Many people will remember this A Main for a long time. Each driver in this race clearly demonstrated in qualifying that they were the men to get the job done in the Main. A few questions came to the minds of the spectators. Did Tony Neisinger find the little demon in his car? The exorcist was working feverishly over the prototype Associated 12L car. Would Butch Kloeber be able to handle the pressure of the A Main in his first big 1/12th scale Race? Would Jeff

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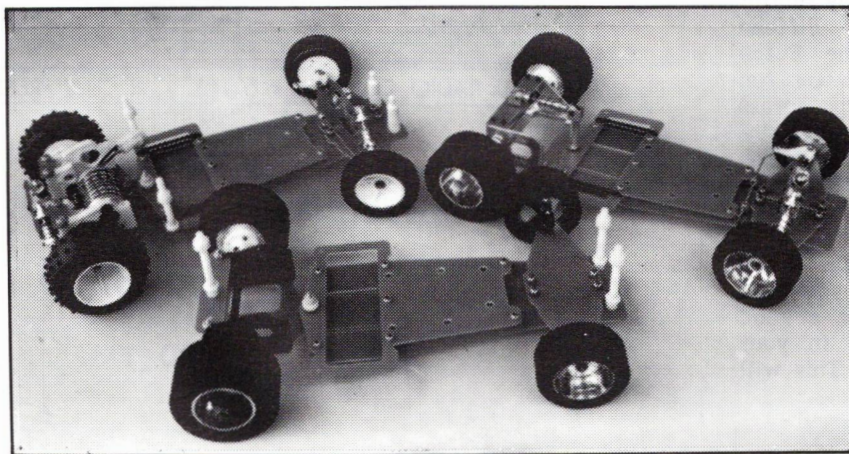


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Region 6 Cont.

Abrams be able to run a full 8 minutes without dumping on the last lap as he did so many times in qualifying? Has Joe Schmitz, primarily an off road racer, adjust to the lack of dirt on the track and has he had enough time to adjust to his brand new TRC Pro 12? Did Tim Neja have enough horsepower to run at the front of the field? These questions were about to be answered.

The horn blows and they're off. Tony has a great start from his #1 qualifying position. Both he and the car are now showing their championship form. With that big mystery solved it is now evident that the rest of the field is racing for second place. Kloeber's nervousness is apparent as he's hitting dots and boards. Fifth qualifier, Jim Silvay is out of the race right away. It seems he soldered his motor in backwards and, you guessed it, his car took off in the wrong direction at the start. What a way to have to lose a race! Randy Hunter is now looking very strong in the second position as Kloeber has now worked his way back to fifth position with Tim Neja and David Portz battling for third. The race, now at the 6 minute mark, there is no chance of catching Tony as he has lapped the entire field. But wait, Kloeber has settled down and is now trying to get around Tim Neja and take over third place. He does it but it looks as if there won't be enough time to catch Hunter. The Gods then smiled upon Butch as Randy Hunter starts to slow drastically! Fifteen feet before the finish line Butch passes Randy to take second. About ten seconds later, Tim Neja creeps across the line for fourth place.

The racing and weather were great, but attendance was off a little. Speculation is that the Futaba Grand Prix scheduled a week later in the same region kept many of the California drivers at home. Hopefully you race director's out there will take a good look at the racing schedule in your region before setting dates. This will help attendance at all the races.

Race Results

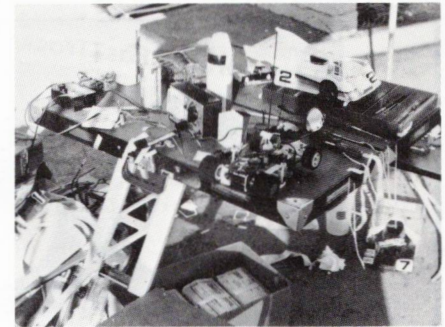
A Main	Car/Motor/Radio
1 Tony Neisinger	Assoc/Reedy/Futaba
2 Butch Kloeber	Assoc/Reedy/Airtron
3 Randy Hunter	RPS/Trinity/Kraft
4 Tim Neja	Assoc/Reedy/Futaba
5 Dave Ports	Lucas/Revtech/KO
6 Joe Schmitz	TRC/Revtech/Kraft
7 Lucas Garneau	Lucas/Peak Perf/Futa
8 Jeff Abrams	Parma/Trinity/Futaba
9 B Grossenbacher	PB Demon/Revtech/KO
10 Jim Silvay	Lucas/Revtech/Futaba



A Main drivers in order of qualifying L to R: Tony Neisinger, Butch Kloeber, Randy Hunter, Tim Neja, Jim Silvay, Dave Portz, Barry Grossenbacher, Lucas Garneau, Jeff Abrams, Joe Schmitz.

B Main

1 Mark McVitty	Parma/Parma/Futaba
2 Larry Stewart	Assoc/Reedy/Futaba
3 Donald Bossett	Assoc/Trinity/Airtron
4 Lonny Johnson	Delta/Revtech/Kraft
5 Steve Close	Assoc/Revtech/Airtron
6 Jack Steward	Assoc/Ckpt/Kraft
7 Bruce Enderle	Assoc/????/??????
8 Chris Koza	Assoc/Revtech/Futaba
9 Ryan Close	Assoc/Reedy/Airtron
10 Bob Rowlands	Assoc/Ckpt/Kraft



A well organized pit area. Mystery Associated 12L in foreground.

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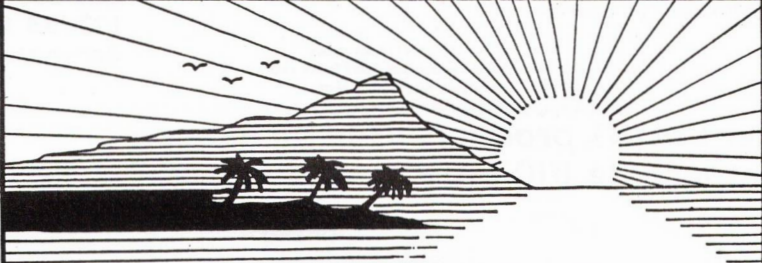
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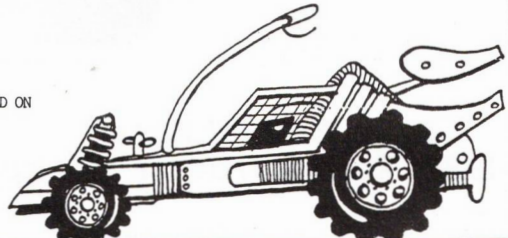
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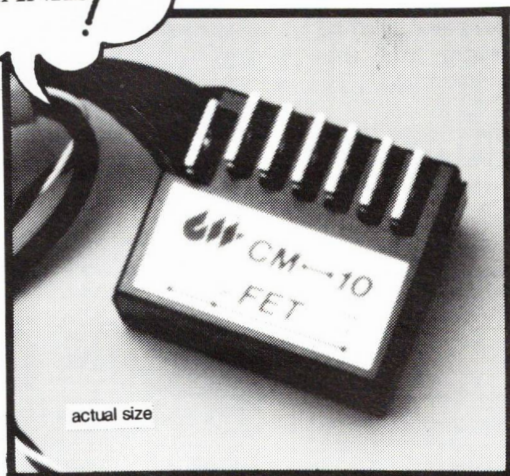




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*We commend Randy for his sportsmanship
John Kenny (IL) Setting 2WD track record at
Thunderdom Grand Opening Race (Joliet)
Rich Jones (IN) 1st North Side Racing
1st concours Reg.III Champ

* * * * *

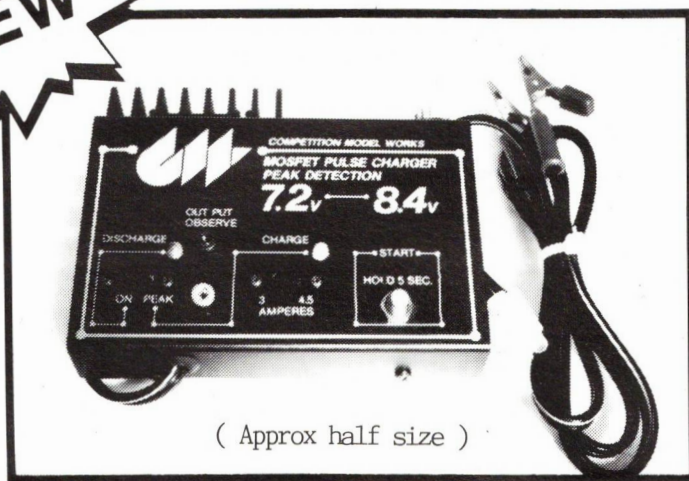
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Region 3 Cont.

Andy Power	188
Brian Webb	188
Gary Bartlett	172
Kerry Bishop	172

More 1/10th News

by Don Meade

It seems that the winter months in this region are no longer reserved for 1/12 racers only. I have received numerous calls from all over the state of Illinois from people racing 1/10th indoors. Most groups are running on carpet, some road course, some ovals. Parma's Bernie Hoogstra took it upon himself to rent a building and set up a 50' x 30' oval. On Friday night card he averaged 40 entries and on the Sunday races as many as 71! Bernie had the help to make his 1/10th oval program a pretty good success come from fellow JOROCC members Dave Adams and Bob Thompson. Anyone serious about 1/10th carpet racing, without jumps, should consider the D & D Graphite car, class of the field.

Indoors on dirt, I guess there are 4 or 5 in the Chicago area now. After racing at R & R in Quincy, you just can't wait to race outdoors again. Now in Joliet, James Dieter, Dan Louis and Ken Puhlman have opened up the "Thunder- dome". It is like a dream come true for R/C racers in this area. On one side of the 24' drivers stand, you have a beautiful 50' x 30' carpet track, primarily for 1/12th racers. On the other side of the drivers stand, an 80' x 40' dirt track. The first thing you notice on this track are the 45 deg banked turns at each end of the oval, awesome! The track is a dual purpose oval and road course. Sunday, March 1st drew 116 entries for the off road race, not bad for opening day! This site will also be used by JOROCC as an alternate to their Plainfield facility in case of rain. No more rain-outs! The "Dome" will schedule races on

alternate Sundays with JOROCC. Roy Moody and the 1/8 sprints have run at the "Dome" and you should see those jobs fly when they don't have to lift for the corners, yahoo!

New cars on the 1/10 scene that have been showing some impressive results:

Schumacher Cat = Rocket **AR-COX** = combo of Associated front end W/Cox rear. Fast and straight off the corners, no fish-tailing, even with 18 turn sprint motors!

M.L.P. DIFF in new case that bolts directly to RC10 chassis. Look at what the fast guys are running in the back of those RC10's?

Region 6 Cont.

C Main

1	Richard Lake	Delta/Revtech/Kra
2	Dave McCombs	Delta/Revtech/Kra
3	Mike Lewis	Delta/? /Fut
4	Mark Shaw	Assoc/Revtech/Kra
5	E J Inigo	Delta/Revtech/Air
6	Dave VanDalsen	PBDemon/Revtech/F
7	William Rice	Assoc/Revtech/Fut
8	Ben Tsai	Assoc/Revtech/Air
9	Tim Weinman	Assoc/Trinity/Air
10	Glenn Lane	Assoc/Reedy/Futab



Start of "A" Main. All photos taken by Rick Brown.



Trophy Winners. Front row L to R: Mike Lewis, Larry Stewart, Mark McVitty, Tony Neisinger, Richard Lake. Back row: Bob Kaminskis, Jeff Jones, Dave McCombs, Butch Kloeber, Donald Bossett, Randy Hunter.



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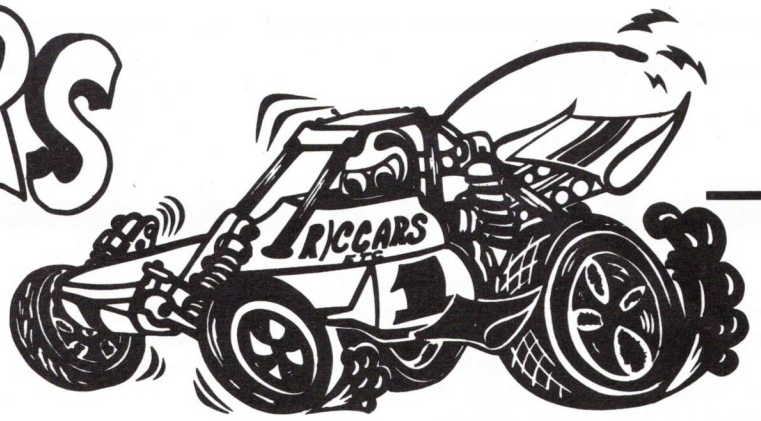
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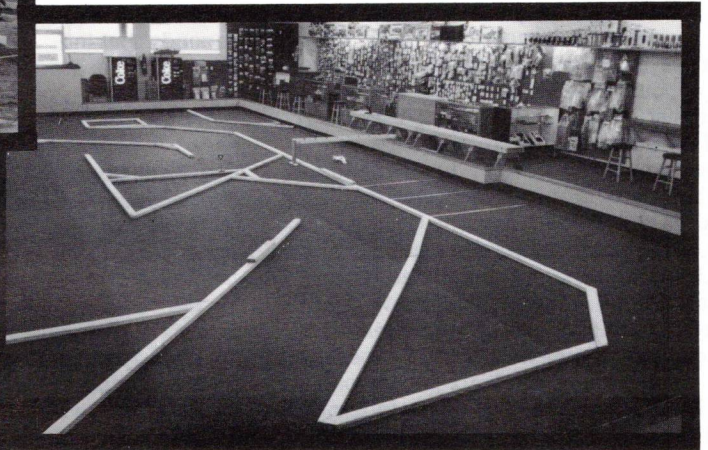


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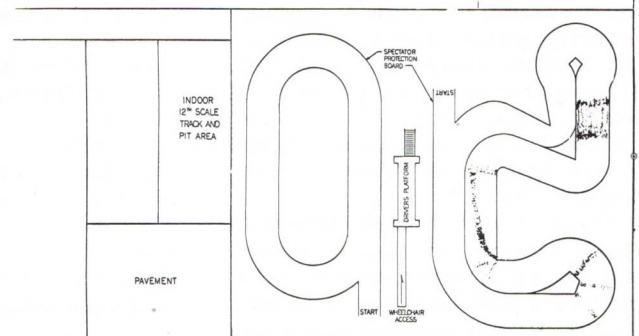


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Region 8

Never procrastinate! Something I always preach. Why don't I practice what I preach?

It is Rev-Up time again and I am late in getting this article to Midge Husting by the March deadline. But time is just flying by and with so much racing being run and being planned it is difficult to keep up with the race schedule and also try to keep up with all the new things happening in ROAR.

The latest revision of the 1/10th scale and 1/8th scale rules have been sent out to all the regions for approval. And by the time you read this article the rules will probably have been finalized and hopefully we will all be able to get a hold of a copy of some up to date rules. This is especially true of 1/8th scale gas, where I haven't been able to get a rule book for the last 2 years.

I recently received a call from the race director in charge of handling one of our level 1 sanctioned events. The question was put to me as what to do if someone comes to a ROAR sanctioned event and doesn't have a membership card or proof that he/she has joined ROAR. I had thought that it was very clear that **everyone** racing in a ROAR sanctioned event **must** have ROAR. If that person is unable to show proof of membership at the event then that person **must** join ROAR at or before the event in order to participate. This is a must if we are to provide any liability coverage for the site owner and to the organization hosting the event.

Now for the BIG NEWS 1/10th Scale Off Road 6th Annual Hawaiian Open Championships

The Hawaii Radio Control Electric Car club will again be hosting the 6th Annual Hawaiian Open Championships. Open practice on the Championship track will be held on August 27th and 28th. Qualifying rounds will be held on Saturday, August 29th with the Main events to be held on Sunday, August 30th. A banquet will follow on the night of the 20th.

There is an expected turnout of somewhere between 150 and 200 racers so be sure to make arrangements early. For further information please contact

the Hobbietat
1423 10th Ave
Honolulu, Hawaii 96816
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Hawaii R/CECC 1/10th Off Road, February, 1987

by Peter and Roy

Once again, thanks to the hard work of a dedicated few, the off road track was in excellent shape. Despite Saturday's heavy rains, the track was massaged and put into top condition for Sunday's race.

After the usual pre-race meeting, qualifying got underway with a bang. Kimo Smith was at the top of the Modified class with Francis Aki, Peter Okano and Wayne Onoyama just a few seconds behind. In fact, only three seconds separated the TQ time and the 4th fastest qualifying time. Talk about close racing. To watch some real close, exciting racing one has to view the 2wd Modified class because that's where the "finesse" comes out in off road as opposed to the power of the Open class.

Roy Murakami was the pole sitter in the Open class with Butch Farm, Francis Aki and Clyde Alexander close in time. Unusually, only two cars in the Open class were 4wd cars, the other eight being 2wd vehicles. Due to the unique 'moguls' all over the track surface, the low slung Yokomo cars were having a tough time of it.

Garrett Gouver was the TQ in the Production class with Masa Taketa, Bill Waldron and Bert Uejo hot on his heels. After a very brief break racing got underway.

The "A" Main Modified was off with a great accident at turn one, with only a few cars escaping the carnage. Francis Aki, Wayne Onoyama, Kimo Smith and Kent Uyeunten emerged clear and diced out the lead. Next to get free were Peter Okano, Clyde Alexander, Jimmy Torres, Butch Farm and Brian Young.

Kimo and Francis duelled for the lead for several laps with Wayne close behind. Disaster struck Kimo as he tied up in a corner, giving Francis a good lead. Wayne was caught by Kent, and these two exchanged the second spot as no one could catch Francis with less

than a minute to go. Meanwhile Kimo had to deal with Peter and Clyde along with Jimmy. Jimmy got by when Peter and Clyde bumped and pressed Kimo. Francis, making no errors, crossed over for the win with Kent out-muscling Wayne on the last lap for 2nd. Kimo out maneuvered Jimmy for 4th with Clyde holding 6th over Peter. Brian, a lap back, just barely beat a last minute charge by Butch with Lance Harano 10th.

B Modified	C Modified
1 Reynold Kam	1 Bill Spencer
2 Glenn Muraoka	2 Russ Char
3 Lenny Ridella	3 Chris Takai

"A" Stock had Bert Uejo pull off his long awaited victory to edge out Chris Takai by a small margin of one second. Avery Tsui was just not close enough to press the leaders and took the 3rd spot. Bill Waldron drove a fine race to take 4th while Wes Chong and Masa Taketa were dueling the whole race. Wes did some fantastic driving to edge Masa and took 5th. Garrett Gouver got by Gail Isono and held onto 7th.

B Stock	C Stock
1 Lance Payanal	1 George Suetsugu
2 Traci Wong-Leong	2 Danny Cruces
3 Dennis Ching	3 John Mitchell

"A" Open was a very unusual lineup as eight out of ten cars were 2wd vehicles. Apparently the rough surface on the track bothered the low slung 4wd monsters while favoring the lighter 2wd cars.

Roy Murakami was in the TQ slot with Butch Farm, Francis Aki, Clyde Alexander, Peter Okano, Kimo Smith and Kent Uyeunten close behind, all with two wheelers. Norman Uyeno qualified the other 4wd besides Roy. He was followed by Bob Chaimberlain and Wayne Onoyama.

At the start, which was a relatively clean one, the cars jetted down the straight. Butch and Peter, though, had some radio problems and never made the turn at the end, ending up in the ditch. Francis got away from the traffic and drove superb lines. Kent came from the middle of the pack to

Cont. on Page 56

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Region 9

They say no news is good news. Well then this must be an almost perfect newsletter because I have only two short reports. One from Saskatoon and one from Edmonton.

1st Annual Snowblower Wedge Oval

by Randy Johnson

On February 7th of this year we put on our first winter wedge body race, and properly named it the 1st Annual Snowblower Wedge Oval.

There were 29 of us on that day, and there were plenty of good looking paint jobs. 1st place in concours went to Dave Newbigging (Saskatoon), 2nd place went to Hartly Brown (Edmonton), and 3rd place went to myself (Saskatoon).

There were drivers from North Dakota, Alberta, and Saskatchewan. We would like to thank all the out of town racers for coming to race. Everything went well all day, except for the fact that we had radio problems throughout the day. We ran 3 qualifiers, and then a 4 minute practice before the mains. Just to work out any radio problems. We used a new system of lap counting, where after the drivers corner marshalled all five racers counted laps each with a hand held counter. We found this system to work very well.

I would like to thank Gary Lanzer and Gary Nobel for hooking the system into our computer. I would also like to thank both of them as well as Dave Newbigging for being race directors and working the tech table along with me.

Well, I guess that is all from Saskatoon. The race results follows:

A Main	Car/Lap/Time
1 Andrew Comrie	Assoc/84/485.4
2 Jason McWethy	Parma/75/482.4
3 Mitch Wittman	Lucas/75/486.6
4 Gary Lanzer	Delta/Trin/74/483.4
5 Rod Mull	Delta/ 3/DNF

B Main	C Main
Mike Stewart	Ronnie Wall
Gary Nobel	Steve Carleton
Dave Newbigging	Dean Haughn
Ron Haughey	Randy Johnson
Larry McKinney	Hartly Brown

Saskatoon Prairie Dusters

(Top Ten Standings)

1 Gary Lanzer	120 pts
2 Kelly McMeekin	118
3 Dave Newbigging	110
4 Dean Haughn	110
5 Don Giesbrecht	108
6 Gary Noble	102
7 Scott Matwishyn	100
8 Lyle Drysdale	100
9 Ron Haughey	96
10 Kim Adam	86

Another indoor season has started here in Edmonton with NASCAR. After taking the summer off for 1/10 off road racing, I dreaded to return to 1/12. I was a little reluctant in having the Vice President's and the Race Directors job passed on to me right away but with a little help from the rest of the club I know we'll make it.

Some of us from NASCAR attended the 1st Annual Snowblower Wedge Oval in Saskatoon in February and had a great time. The modified oval track was great and I think we'll consider running it for one of our series. I would like to express my thanks to Saskatoon for the great day of racing.

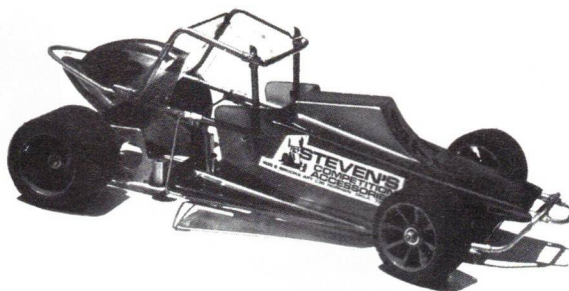
We are all looking forward to the 4 cell Indoor Regionals in Saskatoon. If it's anything like the Wedge Oval, then there should be some great racing.

In summary I just want to tell

everyone to keep coming out and good racing. Here are the standings for our 1st 2 series.

Series 1	Open Body Points	Stock Mtr Car
Ken Newman	175	BoLink
Steve Carleton	169	Delta
Jamie Horrulak	159	Delta
Andrew Comrie	140	Associated
Hartley Brown	122	???
Fred Davis	121	Delta
Doug DeLaselle	116	BoLink
Dennis Cryderman	114	Delta
Tory Bliss	86	Delta
Al Runnels	78	Delta
John Welter	71	BoLink
Lorne Rochon	65	Delta
Don Smith	56	BoLink
Bernie Baker	55	Tamiya

Series 2	Formula I Body Points	Mod.Mtr
Steve Carleton	198	
Doug DeLaselle	180	
Hartley Brown	164	
Al Runnels	157	
Andrew Comrie	140	
Fred Davis	136	
Jamie Horkulak	125	
Dennis Cryderman	124	
Lorne Rochon	100	
Don Smith	86	
John Welter	73	
Dean Simpson	53	
Ken Newman	43	
Ian DeLaselle	26	



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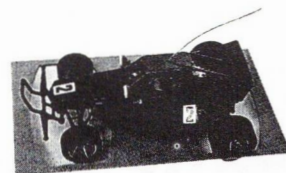
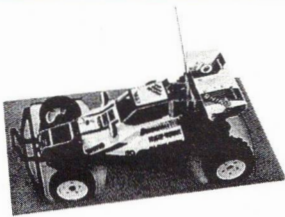
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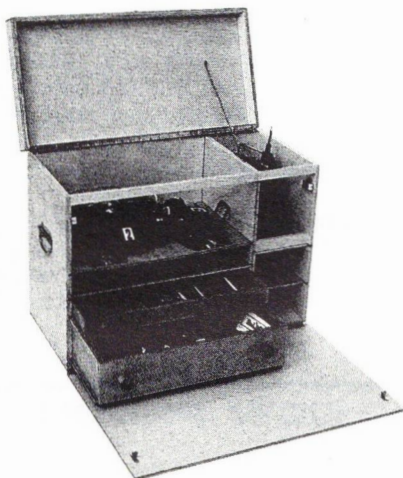
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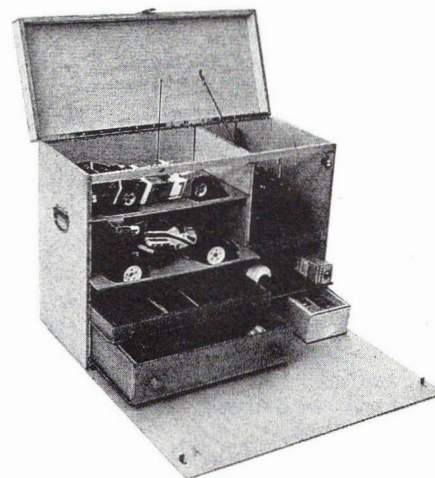
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Region 10

ACCAR rep Daniel Drapeau reports of a new racing location open in the Montreal area, at Square Decarie, on Decarie Blvd. Action takes place four nights a week for 1:12 road and 1:10 dirt. The track is located in front of the **Mini Grand Prix R/C Shop**. For more info call Carl Jr. at 514-733-3535.

1987 schedule for ACCAR shapes up as follows:

Apr	12	- Small oval track - 85' lap
	26	- D shape track - 180' lap
May	3	- Long oval track - 168' lap
	10	- Small oval track - 85' lap
	17	- Tri-oval track - 250' lap
		100 lap feature (batt change req'd)
	24	- Long oval track - 168' lap
	31	- as above
June	7	- Small oval track - 85' lap
		100 lap feature

All races are 50 lap feature, except as noted; 2x25 lap heats.

All races will be at the club Carrefour Richelieu track. Call Patrick (514) 244-5933 or Jacques (514) 248-4259 for info.

RCANS racing has begun and with a better turnout than ever. The normal two month informal season is over and an amazing simplification of the equipment used is to be observed. Racers are finally beginning to realize that you don't really need much in the way of suspension for 1:12 carpet cars. Track configuration is new for this season and last year's also-rans, the writer included, are drawing a bead on favorite Jack Robaczewski already.

The SC versus SCR battery question is still being debated on the track with the SCR proponents trading a bit of run time for that extra punch off the line. It is interesting to note that the SCR's do not work really well until they have had between 20 and 50 cycles.

Former advocates of the 5 minute race class are switching their support to a new proposal to introduce a **claiming rule** on batteries to help extinguish the 'super cell syndrome'. It has been proposed that all ROAR sanctioned races feature a procedure whereby any racer can buy the batteries of any other racer right after any heat merely by paying him/her the \$7.50 US per cell stated as the max retail

battery price. This proposal would tend to spread great batteries around (lowest qualifier among the applicants would get first pick) while simultaneously removing some of the incentive to spend hours sorting through hundreds of cells for the best few. It's time to see if drivers or batteries win races.

After six events Jack Robaczewski is in his customary position on top of the pile, having scored 198 of a possible 200 event points. This means that he has been beaten in only four heats of thirty run so far. Those wins were picked up by Geoff Davis who has a score of 180/200. In the process, J.R. has boosted the track record to 59 laps. Jack and Geoff use Delta/Trinity/Futaba combinations.

The writer has slipped a place from last year to third with a score of 155/200. Glen Tate and Colin Campbell round out the top five of fifteen regular runners.

The writer was encouraged to contact a new club in Saint John, N.B. last month. They are currently running 1:8 gas and 1:10 electric in the Port City and have a membership of about a dozen racers.

Cornwall, Ontario has also stood up to be counted as Terry Firth of C.A.R. (Cornwall Area Racers) has reported in with a membership of 42 members located in the eastern Ontario, western Quebec, and northern New York regions. Contact him at 800 Carleton Street, Cornwall, Ontario K6H 4Y5.

The writer was amused to spend an afternoon in the Technical University of Nova Scotia wind tunnel last week with his 1:8 gas car. This effort was in order to calculate the drag of said car during a 0 to 60 MPH run. This value will be used to simulate wind load on a dynamically variable dynamometer being built by the mech engineering department for us to test 3.5 c.c. engines on. The two most obvious points to emerge from leisurely inspection of a car body at 60 MPH were the amount of wing deflection (Delta lightweight wing on P-4), about 3/4 of an inch downward at the centre, and the amount of inward movement by the rear lower part of the body skirt just ahead of the rear wheels, again about 3/4 inch. These activities will be the subject of a later, more scientific exposition.

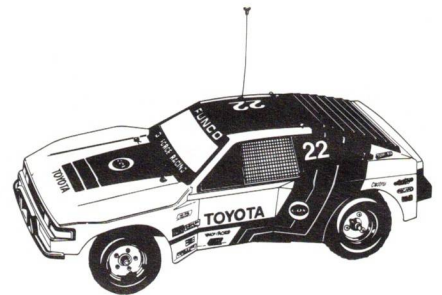
Region 8 Cont.

hold the second spot, miraculously avoiding a major tie up. Kimo, who had some trouble in the early part of the race, moved to 3rd but couldn't gain any more ground. The three leaders were free and clean leaving the 4th spot up for grabs as no less than five cars were only a few feet apart, clawing for position.

The buzzer sounded with Francis home in first, Kent 2nd and Kimo 3rd, all with 2wd cars. Clyde Alexander remained at the top of the rest of the pack in 4th with Roy Murakami 5th, Norman Uyeno 6th and glitching Peter Okano and Butch Farm 7th and 8th respectively, Wayne Onoyama 9th and Bob Chaimberlain 10th.

B Open	C Open
1 Bill Spencer	1 Jimmy Torres
2 Robert Ongies	2 Russ Char
3 Juan Sat	3 Reynold Kam

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Region 11

As usual, I'm late writing my Rev-Up report, but this time I have an excuse; I waited until the Alaska Open was over so the results could be reported. First, though, I'd like to welcome a new club to our Region, PARRC, a new off road club started in Palmer, Alaska, about 40 miles from Anchorage. I attended one of their races a few weeks ago and found an extremely well organized club with a lot of helpers. Radios were impounded and well controlled, as were the pits. PARRC has regular races every Friday night at the Carr's shopping center in Palmer. They charge a \$10 membership and \$1 to race. ROAR members only, of course. I hope the club officials forward a report on their club activities to me so I can include them here.

Still no word from the clubs trying to organize in the Fairbanks area, maybe they'll get something going this summer.

Of course the big news here was the running of the Alaska Open (indoor Regionals) only a couple days ago. We had the largest turnout ever with more than 100 entries, and the after race banquet, held at the Sourdough Mining Company, was attended by almost 90. I think the banquet was a huge success because that's where the trophies were and that's where the prizes were. However, the food was excellent too.

Complete race results follow this article, and Joe Mikus is reporting on the 1/10 portion of the event.

The 1/12 scale classes saw new champions this year. Jeff Adzima and Randy Crane dueled in the Stock A Main for the full 8 minutes with Jeff pulling his TRC in ahead of Randy's by a scant margin. Al Watson, a pre-race favorite, along with Randy, just didn't get it going and didn't threaten. The 1/12 B Main Stock heat was exciting down the stretch as leader Jason Hite, who had maintained a straightaway lead over Vickie Peters for the entire race, hit a backmarker and totaled his car on the final lap. Vickie slipped by for the win as Jason ended up third. It was a tough loss for Jason who had looked like an easy winner.

The 1/12 Modified A Main was one of the premier events. Three cars were clear front runners early with second qualifier Dean Nix leading the way. Ernie Nidiffer, the third qualifier

settled into second and TQ Randy Albright started out third. That order held for all but the last thirty seconds of the race. Dean pushed his Parma car out to a full lap over Randy and was within 10 feet of putting Ernie down a lap when his batteries gave out. Ernie blew his Lucas Racer by Dean down the straight on the next to last lap and Randy slipped by with his TRC in the last couple turns. The final order had Ernie a one lap winner with Randy second and Dean third in the same lap. Dean was a crowd favorite, but didn't quite have enough. Ernie's car dumped on the final lap, but made it home with just enough.

The B Main in 1/12 Modified was much less exciting as Tony Glenn finally got his 12i dialed in and went for a wire to wire win. Reinhardt Howard in second and Bob Peters in third finished close, but Tony had an easy win.

By the time this is printed, most of us will probably be racing outdoors, or nearly so. AROARA is planning to start it's 1/8 outdoor summer series the last Sunday in April at Alaska USA parking lot, and hopes to run part of the season at Yesterday's Restaurant. AROARA is tentatively planning the start of it's 1/12 outdoor summer series on the first Friday in May at Alaska Fish and Farm on Fairbanks Street, next to the ARCORA off road track. Let's hope the weather cooperates.

Before Joe starts in on his recap, I'd like to thank the sponsors of the Third Annual Alaska Open. The Grand Prize, a Parma Europather, was donated by Hobbycraft of Anchorage. The second Grand Prize was a VIC3 speed control from Victor Engineering. Our overall sponsor and promoter was Pepsi Cola Company and numerous prizes were donated by Parma, BoLink, MRP, Auto-graphics, Proline, Anchorage House of Hobbies, CRP, Associated, Speed/Sport and The Slot Shop. A tally of all the tech sheets will be sent to each sponsor. Again, many thanks to Pepsi for the event advertising, signs, Pepsi Concours prize, and the Pepsi products that were distributed.

Alaska Open Results

1/12 Modified

A Main	Laps
Ernie Nidiffer	42
Randy Albright	41
Dean Nix	41
Jim Raffuse	39
Kim Fleetwood	38
Joe Mikus	35

B Main	
Tony Glenn	35
Reinhardt Howard	35
Bob Peters	34
Mike Sawada	31
Terry Nidiffer	1
Bruce Lyons	DNS

1/12 Stock

A Main	Laps
Jeff Adzima	38
Randy Crane	38
Sean Raffuse	36
Todd Trigg	36
Al Watson	35
Leroy Hayden	24

B Main	
Vickie Peters	34
Tim Brass	34
Jason Hite	32
Verne Monette	32
Les Elliott	28
Jack Tiatrakul	20

C Main	
Al Swackhammer	31
Steve Campbell	31
Mike Piotrowski	22
Mark Lohnes	21
Doug Rebischke	20
Somphol Tiatrakul	20
Steve Rutherford	18

1/10 2WD Modified

A Main	Laps
Al Watson	21
Dean Nex	20
Randy Crane	20
Jim Raffuse	20
Tim Brass	2

B Main	
Tim Higdon	16
Jeff Adzima	16
Somphol Tiatrakul	15
Joe Mikus	9
Joan Porter	8

Region 11 Cont.

C Main	
John Benthien	16
Jerry Cameron	15
Leroy Hayden	12
Mick Shea	8
John Kellogg	DNS

2WD Stock

A Main	
Jason Hite	19
Randy Crane	18
Eric Snyder	17
Sean Raffuse	17
Somphol Tiattrakul	16
Derek Campbell	15
Rob Cameron	4
Sean Cresap	2

B Main	C Main
Rob Cameron	Les Elliott
Tom Brown	Travis Ball
Leroy Hayden	Jack Tatrakul
Joan Porter	Beau Mantz
Don Lindsey	Tony Cornelio
Richard French	Tim Brass
James Brown	Duke Jarvis
	John Henry

4WD Modified

A Main	Laps
Terry Nidiffer	19
Al Watson	19
Jerry Cameron	16
Mike Piotrowski	14
Joe Mikus	13
Daryl Hoflich	9

4WD Stock

A Main	Laps
Don Dockum	16
Travis Ball	16
Pat Brown	15
Steve Tackett	15
Vickie Peters	13
James Brown	4

B Main	
Travis Ball	17
Doug Rebischke	15
Johnny Hammond	14
Vince Rutherford	12
Leroy Hayden	9
Jason Casey	DNF

Tamiya Class

Tim Strike	14
Don Lindsey	14
Dave Lingelbach	13

Big Bear

A Main	
Jeff Adzima	15
Bob Peters	14
Somphol Tiattrakul	13
E T Nidiffer	12
Ed Ackerman	12
Joel Piccione	10

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B Main	
Bob Peters	14
Tom Reed	11
Damon Campbell	8
Donnie Albert	5
Ken Bozeman	DNS

OOPS! It looks as though Joe didn't write about the 1/10 portion of the Open, and it's too late for me to get it done and send it. So, for those who can't wait until the next Rev-Up for the commentary, look in an upcoming issue of R/C News or Competition Plus. Suffice it to say, the 2wd Modified A Main was the most exciting final of all. It was made more exciting by the fact that the leader made it through on his 20th lap at 3.59.9, while Dean Nix finished it at 4.00.2 and Randy Crane at 4.03.8, allowing leader Al Watson to go on to a 21-4.17.3. Since the crowd was cheering so loudly, and the race was too close to call "last lap", they all went for another lap without stopping when only Al was still under time. During this "non-last lap", Randy Crane slipped by in the last turn to post what appeared to be a one foot victory over Dean who had jumped by Al, also at the last turn. Fortunately for Al, and unfortunately for Dean and Randy, the computer made the correct call, something that couldn't have been done with hand timing. Had this been a stopwatch race, Randy probably would have been shown as the winner, or at least Dean.

More on the 1/10 part of the Open next time.

OFF ROAD

The highlight of the indoor winter season, the Alaska Open Championships, is now in the past as of this writing and we are now in the third week of our second winter series.

As I mentioned in the last issue, Ernie Nidiffer and Al Watson were dominating the 4WD Modified class as they finished the series sharing all the wins between them with five each. The final outcome came down to Ernie's Yokomo having more TQ points to edge out Al's Rocky for the series win. Mike Piotrowski finished up the top three driving his Yokomo.

In 2WD Modified Randy Crane finished the series strong winning the last five races with his trick RC10. Tim Gebhardt had a very consistent series and beat out Jim Raffuse for the second spot.

4WD Stock class picked up quite a bit in the last few races to give Pat Brown some competition however, he still finished the series with all but two of the wins. Those other wins went to second place finisher Robert Sun and third place finisher Don Dockum. The next series should see a lot of new faces on the winner's circle with the increase of participation in this class.

The 2WD Stock class again had the largest number of racers with 28 different drivers racing in the series. There was no really dominant driver early in the season until Randy Crane decided to drive his second car in

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Stock class. Randy finished the series with five wins in the last six races and finished the best of seven series in third place. Somphol Tiatrakul took the win in the series with his consistent finishes while Les Elliott finished a close second with his BoLink Flat Tracker.

The Big Bear class had some new faces but still had the veteran Big Bear racer Jeff Adzima taking home the serie win. Somphol Tiatrakul gave Jeff a run for it but finished up second with Big Bear Bob Peters finishing third overall.

The second winter series is now underway and after three races it looks like we'll have some new leaders as none of the first series winners are dominating the action.

Another new club has been started in Alaska in Palmer. They are racing every Friday night in a vacant department store in the Carr's Mall and have a very fun track. The track is more of an off road type with a jump and a washboard section, and also has changing traction conditions where the mostly carpeted track crosses the tiled aisles. The racing has drawn large spectator crowds in the mall, and merchants have responded by donating prizes for the racers. The club has become ROAR sanctioned and I should

have a report on their first series in the next issue.

I'd like to close out this month by thanking everyone who helped in making the job of Race Director easier at the Alaska Open championships for both Kim Fleetwood and myself as we never had a lack of volunteers to run the lap counter, announce the races, or do the many other things that made the weekend run smoothly for everyone.

First Winter Series Final Standings (Top 10)

1/10 Modified

Randy Crane
Tim Gebhardt
Jim Raffuse
Joe Mikus
Jeff Adzima
Rob Cameron
Somphol Tiatrakul
Les Elliott
Tim Brass
Al Watson

4wd Modified

Ernie Nidiffer
Al Watson
Mike Piotrowski
Don Dockum
Travis Ball
Bob Peters
Jerry Cameron

Jack Meade
Daryl Hoflich

Big Bear
Jeff Adzima
Somphol Tiatrakul
Bob Peters
Ernie Nidiffer
Damon Campbell
James Brown
Doug Rebischke
Steve Campbell
Ken Bozeman

1/10 Stock
Somphol Tiatrakul
Les Elliott
Randy Crane
Derek Campbell
Eric Snyder
Adam Williams
Jack Tiatrakul
Travis Ball
Duke Jarvis
Tim Gebhardt

4WD Stock
Pat Brown
Robert Sun
Don Dockum
James Brown
Doug Rebischke
Steve Tackett
Bob Peters



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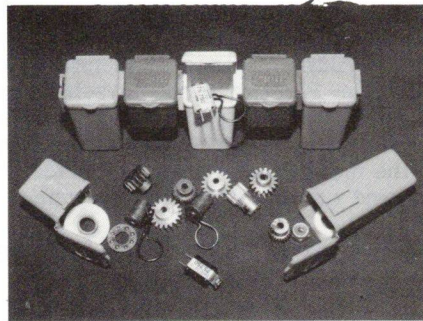
THANKS TO KRIS MOORE FOR SETTING "TQ" IN BOTH THE 2WD AND 4WD OPEN CLASS AT LAS VEGAS SPEED WEEK.

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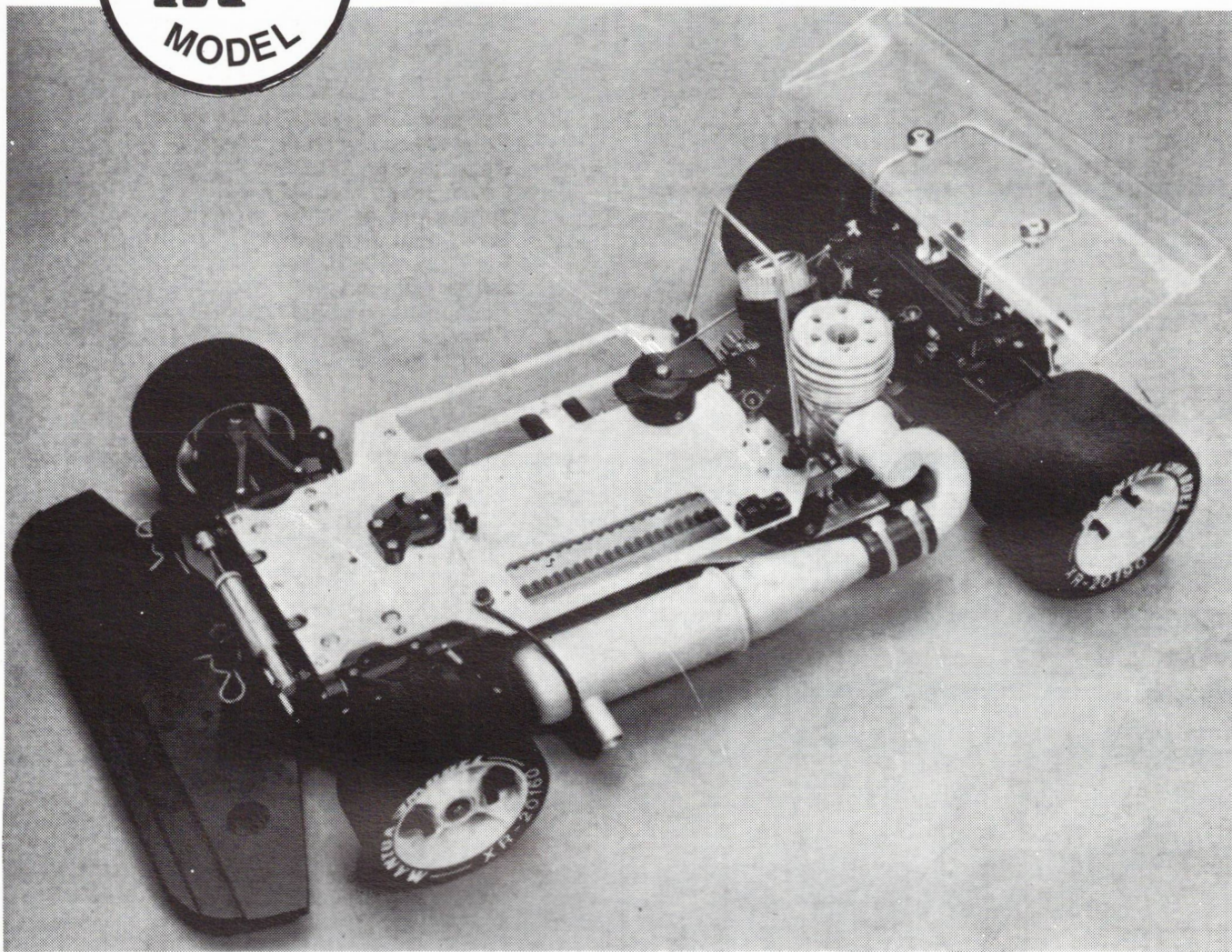
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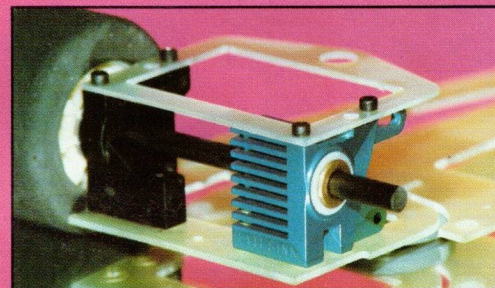


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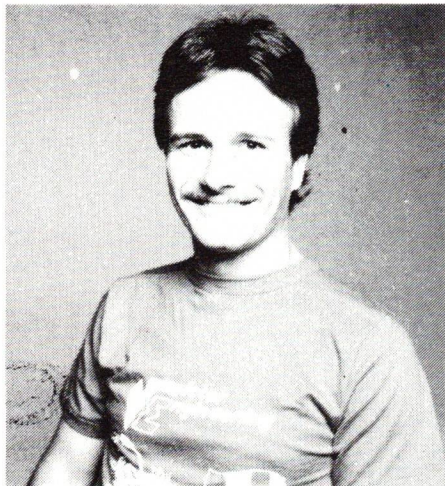
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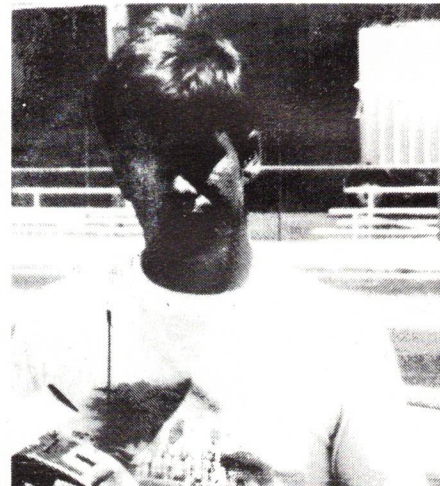
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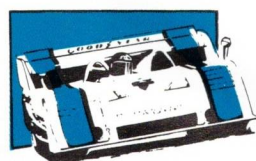


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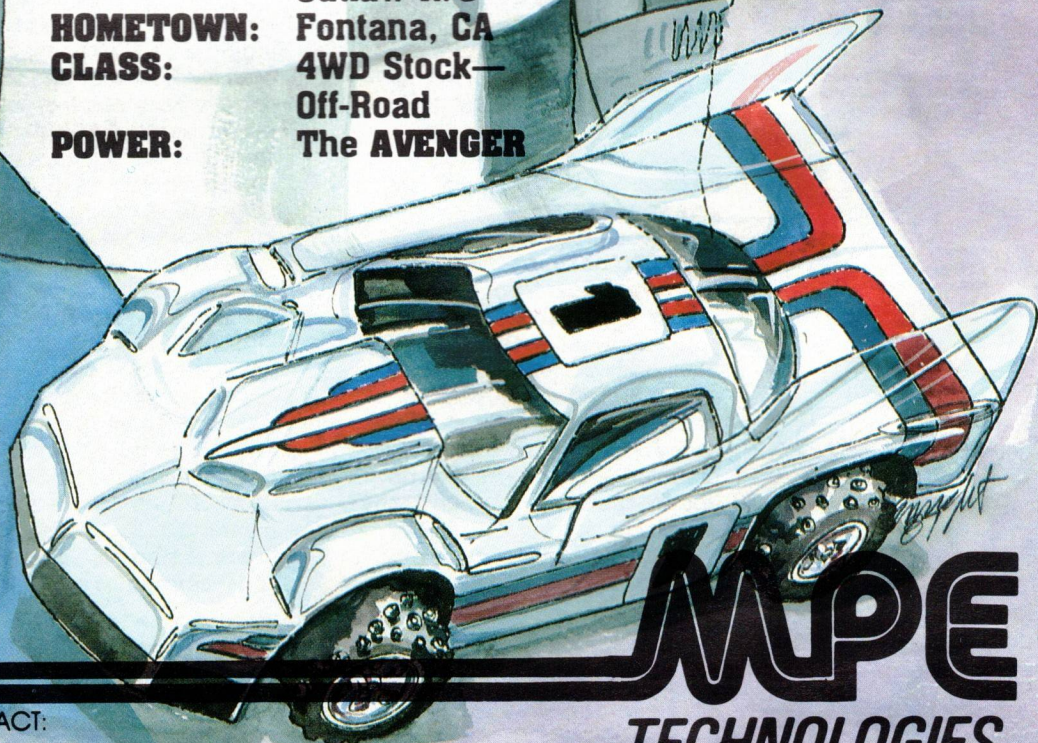
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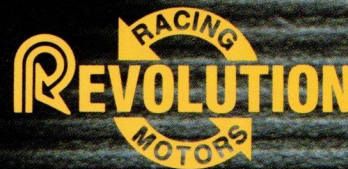
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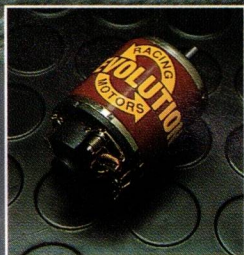
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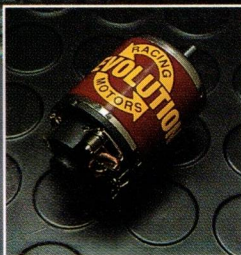


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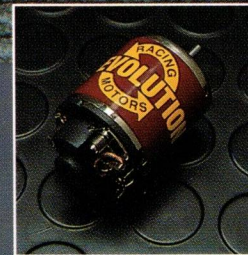
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