

ROAR

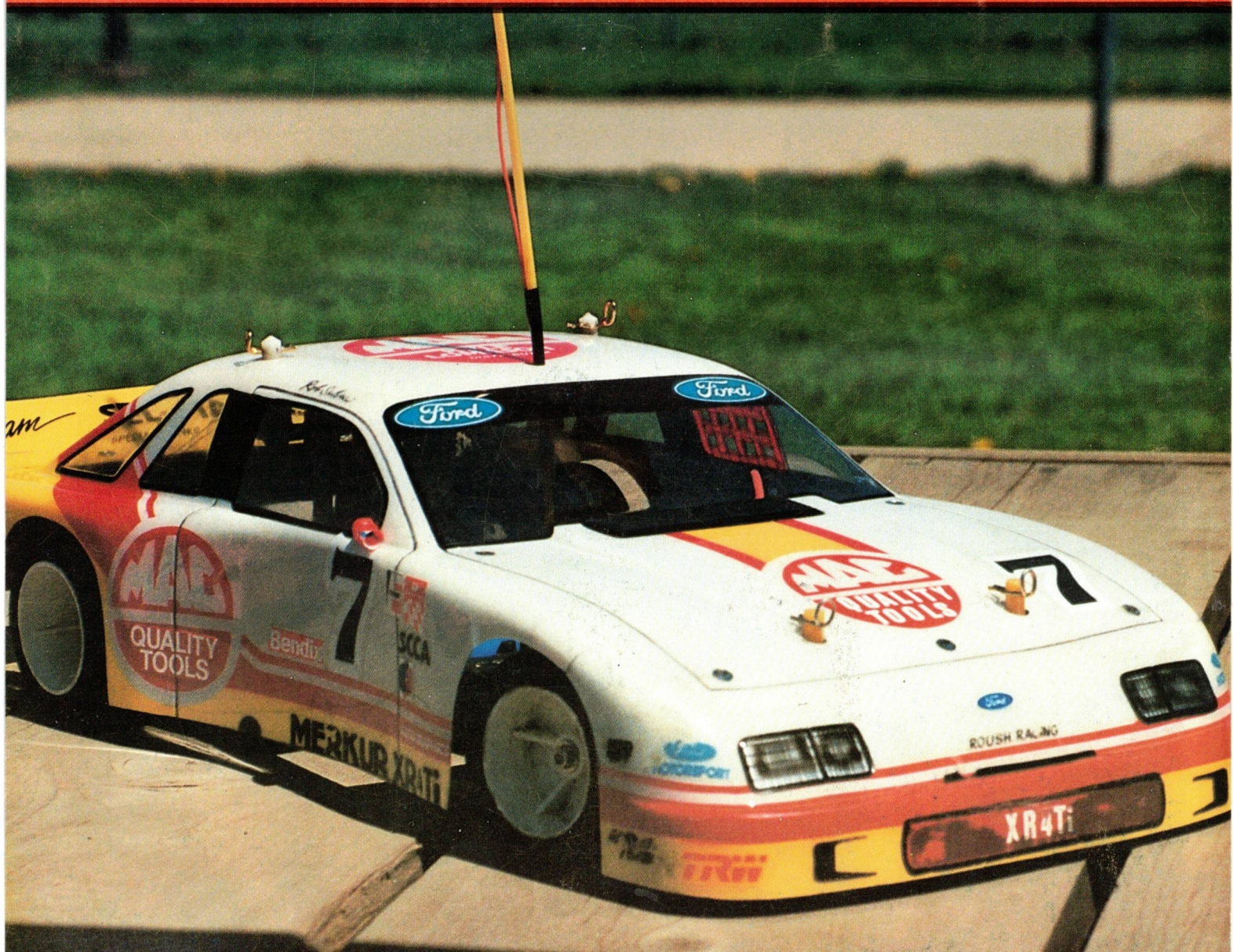
JULY, 1988

rev-up

Official Magazine of Radio Operated Auto Racing Inc.

SEMROCC "ROAD RACE"

Concours winner Rob Selves' scratch built car.



IMPORT FIGHTER.

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

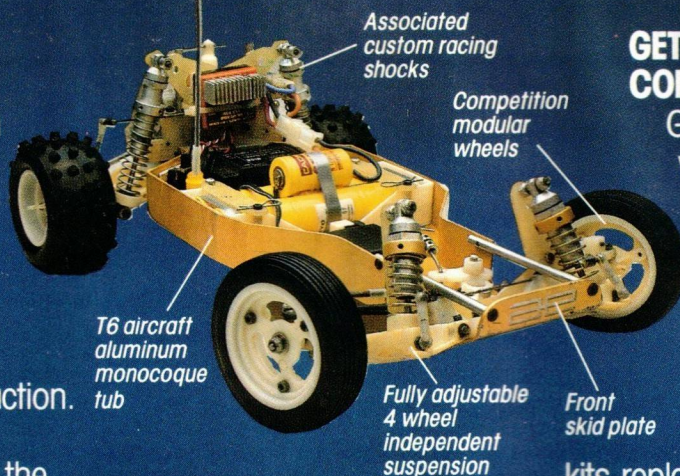
Sealed gearbox
VariLok
differential

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.

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TEAM ASSOCIATED RC10

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IFMAR WORLD CHAMPION

POWER ON DEMAND... ...CATCH IT IF YOU CAN!



Finally. After 10 years of research and development, you can have a high-performance, computer-matched battery pack that uses a **NEW** technology.

The **ELIMINATOR™** from **MPE Technologies®** and **PANASONIC®** was designed to power electric motors. That's its only job, to unleash all the available potential of high current drain electric motors, like the one in your R/C race car.

Built to the same high standards as the **AVENGER™** battery pak, the **ELIMINATOR™** is best teamed with modified electric motors.

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MPE
TECHNOLOGIES

HOBBICO™ DURATRAX™

THE BEST TIRES...BY DESIGN.

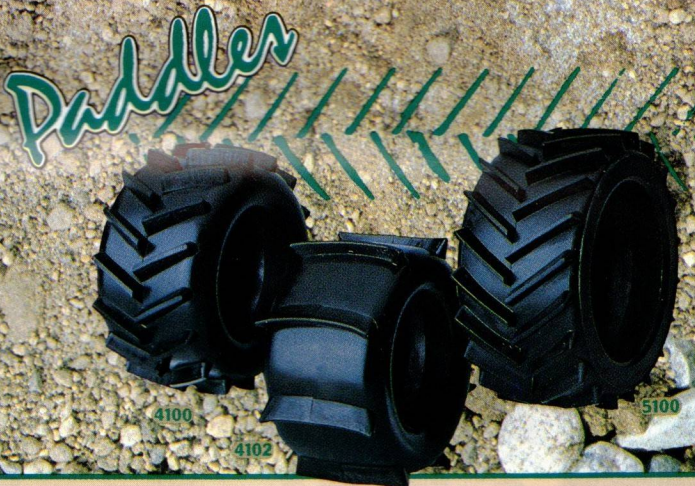
DuraTrax gives you the right tire for every track condition. Using the latest innovations in tread design, materials, manufacturing technology, and strict quality controls, DuraTrax tires are truly engineered to be the best. All are 100% rubber, with exacting wall thickness tolerances of $\pm .002$ in. to eliminate rough spots and reduce wear. See what a big advantage economical DuraTrax tires give you at your next race.



If you've thought of racing your buggy on a hard dirt or asphalt oval track, DuraTrax makes your move to on-road racing easy with their Slick Tire designs. The 1.6" diameter #4131 Traction Slick tire delivers the added traction that puts your motor's full power to the track.



DuraTrax offers Rib Tires in three tread patterns for the front wheels of your 2WD buggies. Try the 1.9" diameter #5021 Front Full Rib tire for enhanced handling and traction.



For maximum traction on mud and sand, Paddle Tires are ideal. If you are into serious mud running, you'll get the most in off-road adventure with the 1.9" diameter #5100 Rear V-Paddle or 1.6" diameter #4100 Rear V-Paddle tires mounted on your buggy.



These ten DuraTrax Spike Tires have proven to be very effective in race situations. Try the 1.6" diameter #4112 Rear Full Spike or the 1.9" diameter #5112 Rear Offset Spike for dirt-grabbing traction. For improved handling in the corners, mount 1.9" diameter #5010 Front Full Spike tires on your front wheels.

Here are 22 more new DuraTrax tires now available.

4101	Rear Split-V Paddle 1.6 Rim	5030	Front Slick 1.9 Rim
4115	Rear Spike 1.6 Rim	5031	Front Traction Slick 1.9 Rim
4116	Rear Sand Spike 1.6 Rim	5101	Rear V-Paddle 1.9 Rim
4117	Rear Cone Spike 1.6 Rim	5114	Rear Cone Spike 1.9 Rim
4132	Rear Hi-Profile Slick 1.6 Rim	5115	Rr Pyramid Spike (1) 1.9 Rim
4141	Rear Open Box Spec. 1.6 Rim	5116	Rr Pyramid Spike (2) 1.9 Rim
4142	Rear Cup Tread Spec. 1.6 Rim	5131	Rear Traction Slick 1.9 Rim
4143	Rear Matrix Special 1.6 Rim	6030	Front 1/2 Slick-Hard 1.37 Rim
4144	Rear Z-Special 1.6 Rim	6031	Front 1/2 Slick-Soft 1.37 Rim
5012	Front Wide Full Spike 1.9 Rim	6130	Rear 1/2 Slick-Hard 1.37 Rim
5013	Front Wide Spike 1.9 Rim	6131	Rear 1/2 Slick-Soft 1.37 Rim



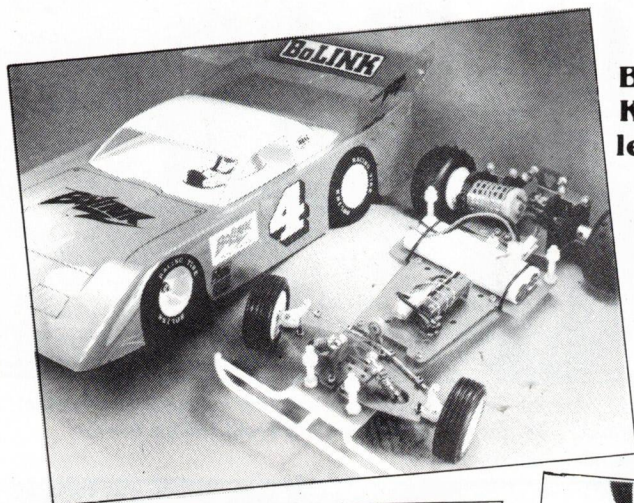
There are bound to be times when an ordinary tire just won't do. For these situations, DuraTrax Special Tires are the answer. Highly unique tread patterns, such as the #540 Rear Cup and Spike Special tire, are designed to keep you driving, regardless of the surface.

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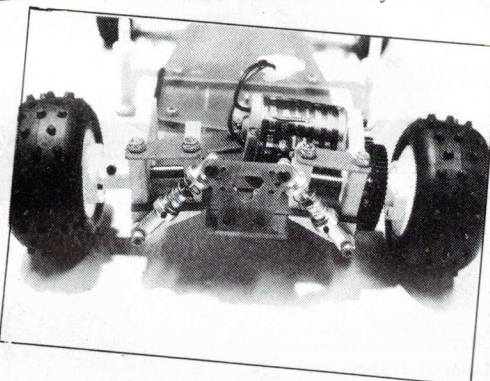
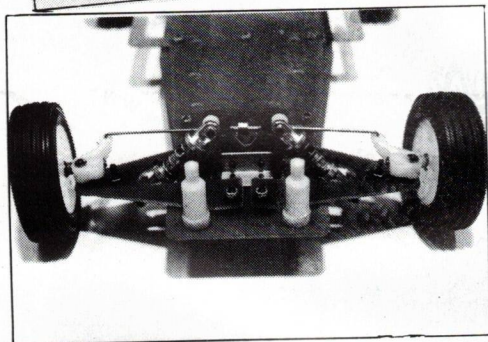
Send 50¢ for your copy of the complete DuraTrax catalog.



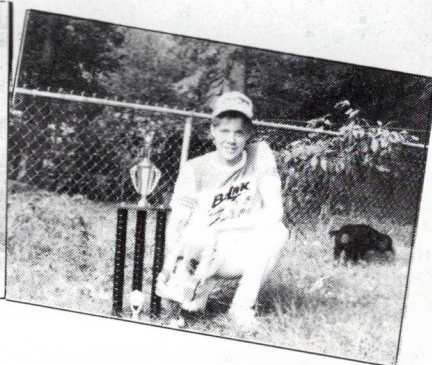
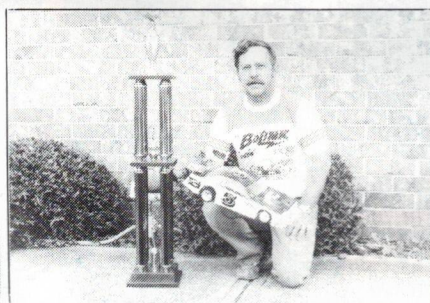
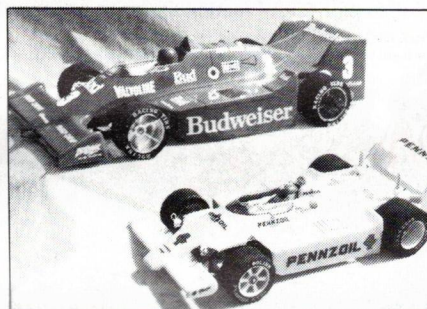
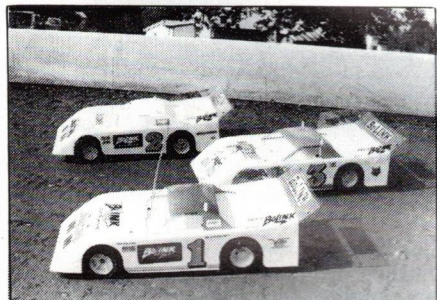
BL-1315
Kit complete,
less batteries

Invader Oval Racer - BoLINK's newest addition to the Invader family of cars. The O/R uses the same front end and chassis as the standard Invader with the addition of independent rear suspension.

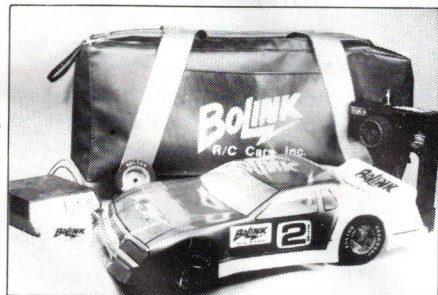
Features include: molded, grooved front tires and knobby rears/four shocks with adjustable coil-over springs/strong fiberglass & nylon chassis parts/ball-type differential and stainless steel rear axle/Funco 2-seat Off-Road body.



(Shown below:) **BL-2373**
N.D.R.A. Late Model
Firebird (1/10th)/
BL-2006 Outlaw Sprint
Car (1/12th)/BL-2367
March 86-C Indy Style
(1/10th)



BL-6086
Vinyl
Carry
Bag



(Pictured, left to right:) **TIM LANIER 1st place A-Main, Alabama**
Oval Championships, Springcove Speedway.

STEVE RULE TQ's and takes 1st in A-Main, World of Wheels, Atlanta,
Georgia/TQ's and takes 1st at World of Wheels, Birmingham,
Alabama/4th in A-Main, Region 2 Champs.

RICK JORDAN 2nd place in A-Main, Alabama Oval Championships,
Springcove Speedway/9th in A-Main, Region 2 Champs.

ALL THE WINNERS RUN THE ELIMINATOR

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 price list and **ELIMINATOR** brochure to:

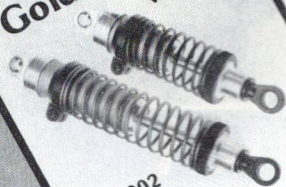
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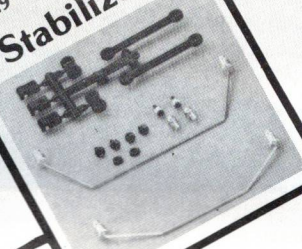
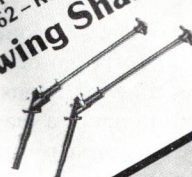
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1941
Car Aids**Gold Shocks**
W-5001

W-5002

W-5031 - Asphalt Tires
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Wheels**Wheels/Tires**UM-27 - Ultima
Ultima ChassisUM-28 - Ultima
W-0101 - Optima
Motor Guard1972 - Rocky
1974 - Ultima
H-001 - Optima
H-002 - Pegasus, Icarus,
Cosmo
BearingsW-5040 - 10 Tooth
W-5042 - 12 Tooth
W-5044 - 14 Tooth
W-5046 - 16 Tooth
W-5048 - 18 Tooth**Racing Clutch**W-5051 - Stinger
W-0105 - Optima, Javelin
Belt KitOT-54 - Optima
RK-30 - Rocky
UM-29 - Ultima**Stabilizers**W-5061 - Optima, Ultima
W-5062 - Rocky
Swing ShaftsW-5009 - 9 Tooth
W-5010 - 10 Tooth
W-5011 - 11 Tooth
Hard Gears**NEW!**
Watch for:
W-0108 Ball Diff/Optima
W-0109 Ball Diff/Optima
Plus One-Way Clutch
for Optima

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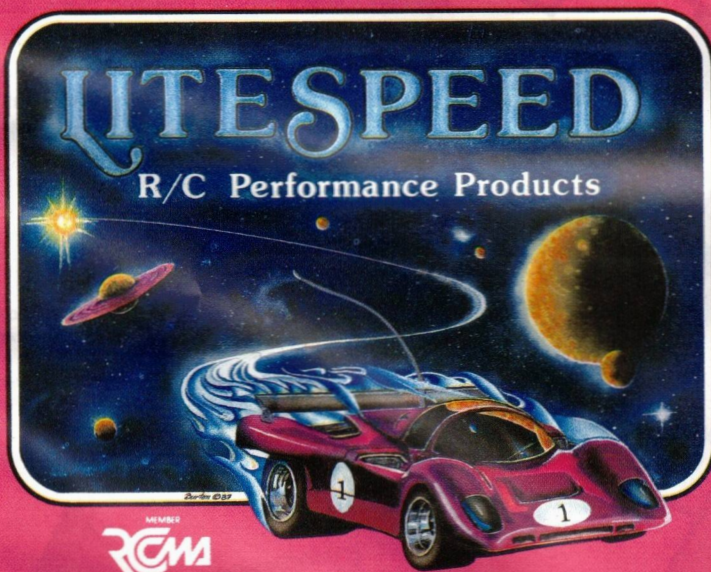
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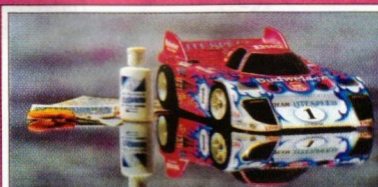
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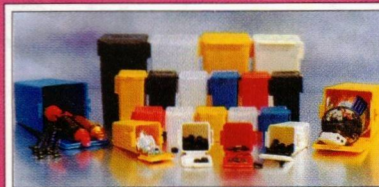
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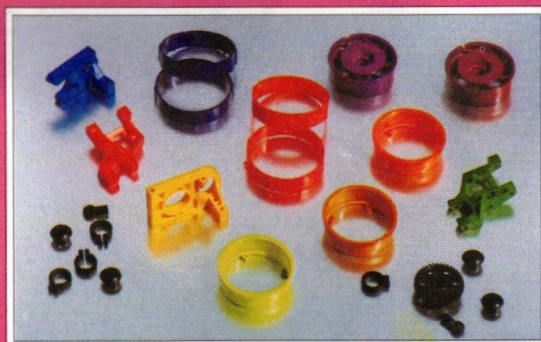
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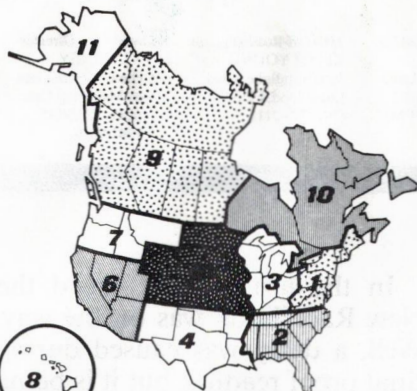
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Space Reser. Aug. 25 - Copy Sept. 1
Space Reser. Oct. 25 - Copy Nov. 1

For advertising information, space reservations
or billing information, contact: ROAR Infor-
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ROAR MEMBERSHIP FORM

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ADDRESS						
CITY			STATE		ZIP CODE	
R.O.A.R. #			AMOUNT ENCLOSED		PHONE ()	
☐ 1 8 SCALE ROAD	☐ 1 8 SCALE OFF ROAD*	☐ 1 8 SCALE SPRINT CARS*	☐ DRAG CARS*	☐ 1 10 SCALE OFF ROAD	☐ 1 10 SCALE DIRT OVAL*	☐ 1 12 SCALE ROAD
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SEE OTHER SIDE FOR DETAILS & DUES RATES (include \$ amt. in pmt.)						
USE SECOND APPLICATION CARD IF MORE THAN 3 ADDITIONAL FAMILY MEMBERS.						
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REV-UP Magazine

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ROAR Information

President's Comments

Mike Reedy

Busy time is here. It seems almost like there is a National Championship every week or two now until the end of summer. There are too many events for any one person to attend this year, but there will be a ROAR official assigned and present at each event. These officials will have distinctive ROAR "Official" shirts this year, so you can tell who they are. The ROAR officials will not be running the races, their purpose is to see that ROAR formats and rules are followed and to handle any protests concerning racers. They are there to help you the members. If you have any ideas you would like expressed on the Nationals and the formats, talk to them and they will get it back to the Executive Committee. At the majority of the events this year, ROAR will be incorporating a referee. This is something that

has been utilized in international racing for several years. The referee's job is to oversee the racing itself for unsportsmanlike or uncontrollable driving. He has the authority to issue warnings, give black flags, or in extreme cases, disqualify a driver. His authority is separated from the race officials who have much to do in running and announcing the race. Please give all your officials your cooperation and if you have any questions or suggestions, look up the ROAR official for the event.

John Thawley, the ROAR Administrator will be in attendance at many of the events this year. This will be a good opportunity to meet him as he is your ROAR official and will represent you to the Executive Board and President and visa-versa.

Elections are coming up. The nominations are coming in good this year and should provide a good broad selection. These elections are for the persons who will represent you, the membership. So, mail in your ballots. Take time to vote.

In the last issue, I stated the New Race Book was on the way. Well, a delay was caused during final proof reading, but it is being printed now and you should have it shortly. The book is made up so that changes and additions can be done without printing and re-printing new books. Please take care of it and keep it up-to-date. It involves a great deal of work from a lot of people whom I thank for all their efforts.

I wish everyone good luck at the Nationals this year, and for those not attending any Nationals, enjoy the variety and fun of races offered this summer. Good driving and have fun!

1/10th SCALE IFMAR WORLD CHAMPIONSHIPS

The 1/10th Off-Road World Championships will be held in Sydney, Australia next year. Due to weather (their winter is our summer) the event will be held during the first week of September.

I have had the pleasure of attending an event at the race site.

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It is a good location with surface typical of that here in the U.S.A. The organizers also run a very organized and prepared event. If you have been thinking of attending, I would urge you to. The following is the qualifying procedure for the ROAR team.

1. Top ten finalists in 1987 World Championship.
2. Five drivers from 2WD and five drivers from 4WD Modified class at 1988 ROAR Nationals. These drivers to be selected from top ten finishers only, excluding any pre-qualified drivers from 1987 World Championships.
3. Remainder to be determined from Regional Championships. Number of positions per Region determined by percentage of ROAR membership. A minimum of one driver allocated. Must be selected from top ten finalists at Regional Championship.
4. Two positions allocated to South America.

Pre-qualified drivers from 1987 World Championships are:

Joel Johnson (World Champion)
Kris Moore
Mike Christensen
Jay Halsey
Eustace Moore
Cliff Lett
Eric Soderquist

REV-UP CHANGE

As you know, we are still in a transition period with the editorship of REV-UP. John Thawley, our new Administrator, has been appointed as our new Editor, so everything should be running smoothly before long.

In an effort to establish a workable schedule for both the Editor and the printer, a new deadline has been set-up for all region reports and other contributions for REV-UP. Please pay close attention to the following schedule:

January 1 - for March issue
March 1 - for May issue



A REAL COLLECTOR'S ITEM

There is a **VERY LIMITED** number of 1987 Nationals Pins now available and being offered to our membership. These very special items can be purchased for only \$5.00, including postage and handling. **DUE TO THE LIMITED QUANTITIES, WE MUST ALLOW ONLY ONE (1) PER ORDER.** Please send all requests to:

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May 1 - for July issue
July 1 - for September issue
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November 1 - for January issue

There can be no exceptions to these deadlines. If your report does not reach John by the deadline, he will be forced to eliminate your material from the upcoming issue.

All contributions and reports should be sent to:

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Birmingham, MI 48011
(313) 644-0669
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If you have any questions, please do not hesitate to call.

Advertisers please send your advertisements to the ROAR Information Center, P. O. Box 7308, Athens, GA 30604, (404) 543-8908.

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ATTENTION ALL ROAR MEMBERS

BATTERY RULE CHANGE

The following list of cells will be approved and legal for use at ROAR sanctioned events as of **SEPTEMBER 1st, 1988.**

These cells **WILL NOT BE LEGAL AT ANY ROAR EVENT UNTIL SEPTEMBER 1st, 1988. ONLY CURRENT ROAR APPROVED BATTERIES MAY BE USED UNTIL THAT TIME.**

PLEASE NOTE THE FOLLOWING:

For the 1988 ROAR Nationals, only ROAR approved batteries may be used. ROAR has obtained samples of all approved batteries from the original manufacturers. These samples have been

(Continued on page 97)

John Thawley

Speaking of ROAR's growth, lots of new, exciting things are beginning to happen in your organization. You probably have received your new rule books by now. Check out the new 1/10 oval and on road rules. If you have any suggestions, jot them down on a piece of paper and send them to me, we want to know what you

the back. Remember we want to make racing better, just like you, so let us know your ideas. In fact, send them to REV-UP, I'll print them if you'd like.

See you at the "NATS"!!!

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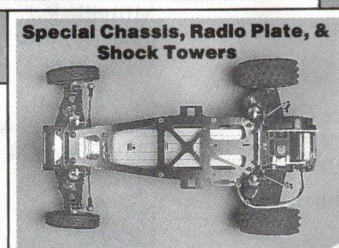
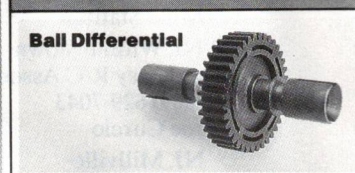
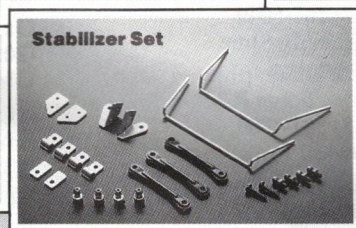
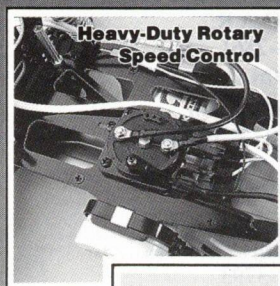
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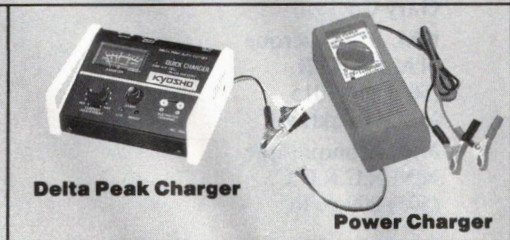
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 CA, Turlock
 Modesto Scale Racers
 (209) 634-5224
 Bob Lawson
 CA, Turlock
 Square Rondhse R/C

(209) 668-4454
Harold Lindquist
NV, Las Vegas
Vegas R/C Racing
(702) 451-3421
Bob Kaminskis
NV, Las Vegas
C.C.R.C.R.C.C.
(702) 451-5977
Scott Dickson

REGION VII

ID, Sandpoint
P.R.O.
(208) 263-1311
Joe Navarro
ID, Boise
Capital Dirt Burners
(208) 376-5777
Randy Marcum
ID, Idaho Falls
R/C R/C Bandits
(209) 529-6868
Barry Cazier
MT, Great Falls
R.O.C.K.E.T.S.
(406) 453-3307
Steve Cotton
OR, Salem
Leisure Time Racing
(503) 363-8238
Don Landaker
OR, Pendleton
P.O.R.R.
(503) 276-6847

Curtiss Nelson
OR, Portland
Portland Scale Racing
(503) 256-2397
Dave Bressel
WA, Deerpark
Inland Empire Spinouts
(509) 292-8141
Robert Giles
WA, Sedro Woolley
N.O.R.A.
(206) 384-0364
Garry L. Sager
WA, Spokane
R/C Club of Spokane
(509) 928-0503
Dan Mors
WA, Tacoma
S.A.R.C.A.R.
(206) 752-5367
Scott Hogman
WA, Tacoma
T.E.A.R.O.R.
(206) 584-8659
Leroy Strub
WA, Walla Walla
W.R.E.C.K.
(509) 525-9193
Don Rudy
WA, Spokane
Saltese Speedway
(509) 535-3322
Stephen S. Warner
WA, Wenatchee

W.A.R.C.A.R.
(509) 662-5214
Michael E. Earing

REGION VIII

HI, Kaneohe
Pacific R/C Assoc.
(808) 247-8111
Glenn Chock
HI, Waipahu
Hawaii R.C.A.R.C.
(808) 677-8496
Joseph Milho
HI, Hilo
Big Is. R/C Bad Boyz
(808) 935-9009
Kalei Bowman
HI, Honolulu
R/C Elec. Car Club
(808) 737-9582
Frank Farm

REGION IX

Edmonton, Albrt., Can.
Blasters Off-Road
(403) 481-8634
Dean M. Simpson
Calgary, Albrt., Can.
C.A.R.C.A.R.
(403) 278-9142
Terry Yeo
Edmonton, Albrt., Can.
N.A.S.C.A.R.
(403) 481-4431
Doug De La Salle

Lloydminster, Albrt., Can.
Scale C.A.R.
875-4174
Garry Lamb

Regina, Saskatchewan,
Canada
Regina Outlaw Racers
(306) 359-3370
Renie Wall

Saskatoon, Sas-
katchewan, Canada
Saskatoon Prairie Dusters
(306) 384-5618
Gary Lanzer

REGION X

Hyde Park, Ont., Can.
Remote Racers/London
(519) 472-7200
Ralph Lembcke

REGION XI

AK, Anchorage
A.R.O.A.R.A.
(907) 345-3269
Bob Peters

AK, Anchorage
A.R.C.O.R.R.
(907) 333-7057
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THE 1989 NATIONALS**



Please check interest:

_____ 1/12 (WEST) _____ 1/10 (EAST) _____ 1/8 GAS (CENTRAL) _____ 1/4 GAS (OPEN)

CLUB NAME: _____

ADDRESS: _____

NAMES, ADDRESSES, TELEPHONE NUMBERS OF CURRENT OFFICERS:

PRESIDENT: _____

VICE-PRES.: _____

SECRETARY: _____

TREASURER: _____

AGE OF CLUB: _____ NUMBER OF MEMBERS: _____

MAJOR RACES HOSTED:*

MAJOR EVENTS ATTENDED BY CLUB OFFICERS OR PERSON(S) WHO WILL ACTUALLY RUN THE NATS:*

EQUIPMENT AVAILABLE:*

SPONSORSHIP AVAILABLE: _____

EVENTS YOUR CLUB IS INTERESTED IN HOSTING: _____

REASONS YOU FEEL YOUR CLUB WOULD BE A GOOD HOST CLUB:*

*LIST ADDITIONAL INFORMATION ON SEPARATE SHEET

I understand and agree to follow the R.O.A.R. National Race Format and agree to cooperate and furnish any assistance needed by R.O.A.R.'s National Race Coordinator.

I also understand and agree that the R.O.A.R. National Race Coordinator will have the final word in the event of a difference of opinion or a protest.

(Signature of Club Representative)

(Title)

Return completed form to reach the following no later than August 1, 1988

**R.O.A.R. INFORMATION CENTER
P.O. BOX 7308
ATHENS, GEORGIA 30604**

R.O.A.R. SANCTIONED EVENTS CALENDAR

Date/Level	Scale/Race	Club/Location	Phone
July 1 - 4/3	1/8 Gateway Invitational	Hazelwood, MO	(314) 937-7464 Joe Poole
July 1-3/3	Enchantment 100 1/8	Albuquerque, NM	(505) 293-4124 Bryan Godfrey
July 2/2	Wills & Skills Enduro	Anderson, SC	(803) 224-8591 Robert Sanford
July 7 - 10/4	1/12 Nationals	Plymouth, MI	(313) 643-0509 John Thawley
July 9-10/2	San Joaquin Valley Shootout	Stockton, CA	(209) 465-2086 Jim Cuculis
July 15 - 17	1/4 Pavement Oval Nationals	El Cajon, CA	(619) 465-2848 Jack Roland
July 16-17/2	Dirtville USA	Bridgeport, MI	(517) 777-7USA Dave Killingsworth
July 16-17/4	Reg. 1 1/8 Champs	Glen Burnie, MA	(301) 796-8828 Earl Nester
July 17/4	1/10 Reg. 11 Champs	Anchorage, AK	(907) 345-3269 Bob Peters
July 22 - 24	1/4 Dirt Oval Nationals	Highland, CA	(714) 864-1770 Rick James
July 28 - 31/4	1/10 2WD Off-Road Nationals	Antioch, CA	(415) 754-5700 Jack L. Hanson
July 30-31/4	Reg. 4 1/12 Champs	Beaumont, TX	(409) 899-1934 Ed Billheimer
July 30-31/2	Parma 1/10 On-Road Champs	Bridgeport, MI	(517) 777-7USA Dave Killingsworth
August 4 - 7/4	1/10 4WD Off-Road Nationals	Huntington Beach, CA	(714) 898-1543 Peter Barana
August 5 - 7/4	Reg. 7 1/10 Off-Road Champs	Spokane, WA	(509) 535-3322 Stephen Warner
August 6-7/2	Southeastern Sprint Car Champs 1/10	Anderson, SC	(803) 224-8591 R. Sanford
August 8 - 13/4	1/8 Gas Nationals	Richmond, VA	Mike Coffey
August 12 - 14/3	1/10 Off-Road The War	Sterling Heights, MI	(313) 643-0509 John Thawley
August 13-14/2	Birmingham 1/10 Champs	Birmingham, AL	(205) 841-6988 D. Swearengin
August 13-14/4	Reg. 9 1/10 Off-Road Champs	St. Albert, Alberta	(403) 420-2822 Roger Brown
August 19-21/3	Silicon Valley Invitational	Campbell, CA	(415) 782-7190 Steve Ashby
August 19-22/4	Reg. 4 1/10 Oval Champs	Bellaire, TX	(713) 661-7137 Issac Ben-Ezra
August 20-21/2	Alabama 1/10 Champs	Birmingham, AL	(205) 991-7290 Glenn Stephenson
August 27 - 28/2	1/10 Midwest Dirt Oval Champs	Portage, MI	(616) 381-6425 Judd Nichols
August 27-28/2	Reg 3. Summer Challenge	Bridgeport, MI	(517) 777-7USA Dave Killingsworth

R.O.A.R. SANCTIONED EVENTS CALENDAR (Continued)

Date/Level	Scale/Race	Club/Location	Phone
Sept. 2 - 4/4	1/12 Region II Champ	West Palm Beach, FL	(305) 798-9493 Paul Knudsen
Sept. 2 - 4/3	1/10 North American Indoor Champs	Huntington Bch, CA	(714) 898-1543 Peter Barana
Sept. 2-4/4	Reg. 6 1/8 Champs	Antioch, CA	(415) 754-5700 Jack Hansen
Sept. 2-4/4	1/10 Dirt Oval Reg. 1 Champs	Mechanicsville, VA	(804) 746-2758 Skip Wilson
Sept. 3 - 5/2	1/10 Challenge Cup Series	Poorboys Rcw, VA	(703) 241-5466 Shilo Goracoff
Sept. 3-5/3	Reg. 5 1/8 Champs	Kansas City, MO	(816) 228-1047 Arlynn Simon
Sept. 4-5/4	Reg. 4 1/10 Off-Road Champs	Dallas, TX	(214) 243-2637 Karen Mazzola
Sept. 9-11/4	Reg. 6 1/8 Champs	Antioch, CA	(415) 754-5700 Jack Hansen
Sept. 14-18/2	West Texas Off-Road Champs	Midland, TX	(915) 688-6140 Kevin Schepez
Sept. 17-18/4	Reg. 6 1/12 Champs	Stockton, CA	(209) 465-2086 Jim Cuculis
Sept. 17-18/2	1/10 Reg. 5 Champs	Wichita, KS	(316) 683-5367 Bruce Mankins
Sept. 24-25/4	Reg. 4 1/8 Champs	Allen, TX	(214) 423-7158 Ed Terrell
Sept. 24-25/4	Reg. 2 1/10 Off-Road Champs	Mabelton, GA	(404) 941-2626 R. Burdett
Sept. 24-25/4	Reg. 6 1/10 On-Road Champs	Pomona, CA	(714) 623-1506 Gary Kyes
Oct. 1-2/4	1/10 Reg. 2 Oval Champs	Florence, AL	(205) 757-5978 Chuck Sypolt
Oct. 14-16/3	1/8 Gas Blast	Albuquerque, NM	(505) 293-4124 Bryan Godfrey
Oct. 29-30/2	1/10 Oval Invitational	Anderson, SC	(803) 224-8591 Robert Sanford

1/10 & 1/12 FLORIDA STATE ON-ROAD SERIES - Steve Whitney (305) 631-8761

July 2 - 3	Sports	Pensacola, FL
August 6 -7	Sports/GTP	Jacksonville, FL
Sept. 17 - 18	GTP	Tampa, FL
Oct. 15 - 16	Sports-Mod. GTP-Sportsman	Winterhaven, FL
Nov. 12 - 13	Sports/GTP	Sebring, FL

ARIZONA STATE CHAMPIONSHIPS - Joe Skorch (602) 497-9786

July 24	Tucson, AZ
August 21	Tempe, AZ
September 18	Tucson, AZ
November 20	Tempe, AZ

MIDWEST SERIES 1/8 - Martin Runge (513) 425-6920

July 23-24	Toledo, OH
August 20-21	Chicago, IL
September 17-18	Detroit, MI
October 15-16	St. Louis, MO

R.O.A.R. SANCTIONED EVENTS CALENDAR (Continued)

HEART OF AMERICA 1/8 - Larry Martin (217) 732-4725

July 16-17	Minneapolis, MI
August 6-7	St. Louis, MO
September 24-25	Minneapolis, MI
October 8-9	Kansas City, MO

ROAR REG. 6 GOLD CUP OVAL SERIES - Ed Knoles (714) 861-8462

August 13-14	Gardena, CA
--------------	-------------

ROAR REG. 6 GOLD CUP OFF-ROAD SERIES - Ed Knoles (714) 861-8462

July 10	Modified/Northridge, CA	Stock/Huntington Bch, CA
September 18	Modified/Gardena, CA	Stock/Del Mar, CA

SOUTHWEST 1/8 CHAMPIONSHIP SERIES - Ed Weatherby (214) 328-5212

July 10	Waco, TX
August 14	Allen, TX
September 11	Houston, TX

ROAR SERIES REG. 4 INTERSTATE 10 CHALLENGE - Charles LeBlanc (318) 237-4444

August 7	Houston, TX
October 9	Beaumont, TX
November 6	Lafayette, LA

SERIES EAST 1/8 ROAD - Pete Fusco (718) 229-2321

July 10	New Haven, CT
July 24	Jamaca, NY
August 6	Bridgeport, PA
September 11	New Haven, CT
October 2	Enfield, CT

N.Y.R.O.C. 1/8 SERIES - J. Jones (516) 293-4717

July 24	York, College
---------	---------------

ALABAMA STATE 1/10 SERIES - David Swearengin (205) 841-6988

July 2-3	On-Road Oval	Florence, AL
August 12-13	Road	Birmingham, AL
August 19-20	Off-Road	Pecham, AL
September 24-25	Carpet Road	Forestdale, AL

R.O.A.R. NATIONALS

1/12 Nationals
July 7 - 10, 1988
Plymouth, MI
S.E.M.R.O.C.C.
John Thawley
288 E. Maple, Suite 266
Birmingham, MI 48011

1/4 Pavement Oval Nationals
July 15 - 17
El Cajon, CA
Cajon R/C Raceway
Jack Roland
Hwy. 8 at Bradley off-ramp
El Cajon, CA

1/4 Dirt Oval Nationals
July 22 - 24
Highland, CA
Outlaw Motor Speedway
7920 Webster
Highland, CA

1/10 2WD Off-Road Nationals
July 28 - 31, 1988
Antioch, CA
Antioch RC Racers
Jack L. Hanson
5631 Lone Tree Way
Antioch, CA 94509

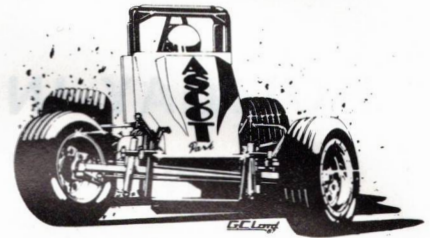
1/10 4WD Off-Road Nationals
August 4-7
Huntington Beach, CA
Hot Trax Raceway
Peter Barana
5201 Argosy
Huntington Beach, CA 92649

1/8 Nationals
August 8 - 13
Richmond, VA
S.A.R.A.
Mike Coffey
Route 2, Box 7
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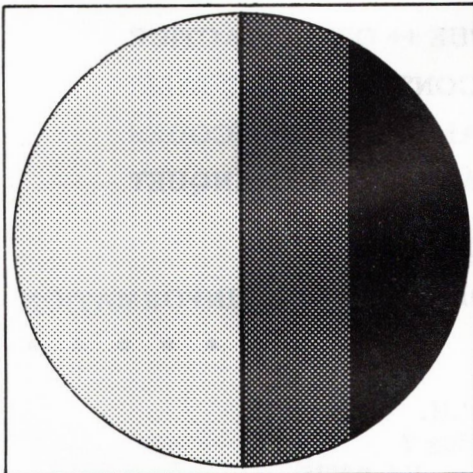
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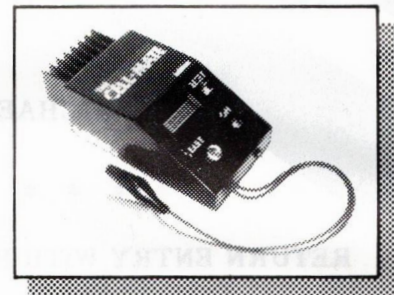
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FRI + QUALIFYING / CONCOURS
SAT + MAINS / BANQUET

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FOR ADDITIONAL INFORMATION

RETURN ENTRY WITH PAYMENT TO:

\$30/ENTRY (Nonrefundable)

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NAME _____ ROAR # _____
ADDRESS _____ PHONE # _____
CITY _____ STATE _____ ZIP _____
CLASS: 4WD _____ 2WD _____ SPORTSMAN _____
FREQUENCY: 1 _____ 2 _____ 3 _____
SKILL LEVEL: BEGINNER _____ INTERMEDIATE _____ EXPERT _____

ENTRY DEADLINE: AUGUST 1, 1988
(Enter early for good qualifying position)

TONY P.
1901 E. Linden Ave. Unit 9
Linden, NJ 07036
(201) 862-1705

1/12 Assistant
Christopher Morris
613-A Country Club Pkwy.
Mount Laurel, NJ 08054

1/10 Assistant
Mike Giem
c/o Trinity
1901 E. Linden Ave., Unit 9
(201) 862-1705

1/8 Assistant
Larry Labounty
36 Glendale Road
Enfield, CT 06082
(203) 749-6281

Region 1

Hi Tony
Chesapeake Delmarva R.C.
(former R.C. Buggy Boys) had
our 1988 kickoff March 20th, the
first day of Spring. We were can-
celed for our Second Annual
Jack Frost in Feb, not due to the
cold, but due to the excessive
amounts of rain. Ironically our
Spring Fling, so to speak, had
35° temperatures with 20 mph
winds that offered a 15° wind
chill. Now four days later the
temperatures reached 75°+.

Out of 39 family memberships,
with many families with multiple
drivers, there are three people
who stand out for having perfect
attendance for this fiscal year so
far (July 1 through June 30).

Ed Schaffner - 4 Wheel Stock
Gay Willingham - 2 Wheel Stock
Bill Rea - 4 Wheel Stock &
Modified

We hope to double club mem-
berships this year and those with
perfect attendance.

Happy Revs
William R. Rea
President CPMVA R.C.

NO REPORT WAS RECEIVED
FROM REGION 1 DIRECTOR

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SEPTEMBER 24th and 25th, 1988

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2WD MOD.
4WD STOCK
4WD MOD.

FRIDAY - 23rd, Open Practice
SATURDAY - 24th, Qualifying
SUNDAY - 25th, Qualifying
and Mains

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Entry Deadline: August 25th
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Name: _____ Roar # _____

Address: _____

City: _____ State _____ Zip _____

Phone: _____

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1ST

2ND

3RD

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2WD Mod.

4WD Stock

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SHIRT SIZE

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1/10 On-Road Rep.
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1106 Sunwood Lane
Orlando, FL 32807
(305) 277-8231 Eves.

1/8 Scale Rep.
CHUCK MOON
4215 Springway Cir.
Valrico, FL 33594
(813) 684-2161 Eves.

1/12 Scale Rep.
DENNY SMITH
6444 Camp Rd.
Riverdale, GA 30296
(404) 996-6220 Eves.

1/10 Off-Road Rep.
KEITH YOUNG
3380 Sandlake Road
Longwood, FL 32775
(407) 788-2111 Eves.

Region 2

Things are sure hectic. The racing action seems to be hot and heavy throughout the Region. Newsletters and race reports have been coming in at a good clip. I really enjoy these and I know the Region 2 members enjoy reading about the racing action in other areas.

1/10th On-Road racing is really picking up its activity level throughout the Region. I had a chance to race a car in the Ft. Lauderdale state race. These cars are a blast!!! They are a lot easier and a whole lot more fun to drive. Our Region is leading the way with this activity. This scale class is going places. It has brought out a lot of the guys that became disenchanted with the old motor and battery problems. Everyone seems to have a good time. Give it a try. You might really enjoy this type of racing.

You will be receiving a ballot in the mail to elect a "new" Region Director and President. I ask that all of you take a few moments of your time and vote. Your vote means a lot. Without your support and involvement, our organization will be run as "someone" else deems appropriate. Get involved and make your opinions known.

If your club is interested in bidding on a 1989 National event, get in touch with me before you submit your bid. The East Coast will be hosting the 1/10th scale events next year. We need to start getting our firm commitments together.

Now for the racing reports!

4TH STATE SERIES RACE

By Chuck Moon

The 4th State Series race was held in Ft. Lauderdale on March 12th & 13th. Ft. Lauderdale Speedway operated by Salem &

Dorothy Cossaboon hosted another great 1/8 scale gas car race.

The 2WD A-Main figured to be a good race between Bobby Horan, Jeff Purse and Rudy Rammos, all three running good. Bobby Horan the top qualifier in the 2WD class had trouble right off the bat and was out of it after 3 quick laps. The race then was between Rudy, Jeff and Tony Rice. Tony Rice being the most steady and not having as many problems as the other guys took top honors with Rudy Rammos in 2nd, and Jeff Purse 3rd.

The 4WD A-Main normally a 30 minute main was shortened to a 25 minute main because while leading, Chuck Moon nicked the computer bridge which caused the computer to stop counting. After resetting the computer the race went off without fail for 25 minutes. Chuck Moon, the top qualifier of the weekend, took the early lead which was never relinquished. Ray Schneider qualifying 2nd fastest and expecting to be right in the thick of it, had lady luck bite him after only 3 laps and side lined him from the remainder of the race. There was

quite a race for the 2nd and 3rd positions between Neal Vegliante and Sean Lue. Neal running consistently beat out Sean for 2nd place but Sean finished 3rd and drove a good race. All the results for all the mains are listed below.

A-MAIN 4WD

- 1st - Chuck Moon/TQ
- 2nd - Neal Vegliante
- 3rd - Sean Lue
- 4th - Rick Rammos
- 5th - Bob Hall
- 6th - John Hall
- 7th - Steven Maurici
- 8th - Ray Schneider

B-MAIN 4WD

- 1st - Gray Proia
- 2nd - Butch Hall
- 3rd - Edurado Maurzzio

C-MAIN 4WD

- 1st - John Alexander
- 2nd - Henry Gilbert
- 3rd - Mark Clark

A-MAIN 2WD

- 1st - Tony Rice
- 2nd - Rudy Rammos
- 3rd - Jeff Purse
- 4th - Brian Stewart
- 5th - Gary Harvey
- 6th - Mike Alexander
- 7th - Jonathan Klein
- 8th - Bobby Horan/TQ

B-MAIN 2WD

- 1st - Mark Bower, Sr.
- 2nd - Tom Talley

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5TH STATE SERIES RACE

By Chuck Moon

The 5th State Series race was held in Apollo Beach, Fl on April 9th & 10th. The race was hosted by Suncoast Racing.

Suncoast Racing for the last 8 to 9 years has always hosted their race in the St. Petersburg/Largo area under the direction of Warren Jamison. Warren has given to the hobby for many, many years and has put on State Series races for all of us with little to no help. Warren, "All of us thank you."

The 2WD A-Main was sweet for one driver. Bobby Horan raced the month before and then dropping out in the main after only 3 laps, put it all together this weekend. Bobby was the top qualifier and won the main by a 3 lap margin. The ever consistantly fast Jeff Purse, came in 2nd and Mike Alexander placed 3rd. It will be interesting to see if Bobby Horan can hold on to the State Series points lead with just one race to go. The 2WD class is close in the top five places.

The 4WD A-Main figured to be a close one with the top 2 cars qualifying three one hundreds of a second apart. Art Carbonell was the Top Qualifier and Chuck Moon was 2nd fastest. Bob Hall, Ray Schneider, and Jim Rice were not far behind.

The start was fairly clean and everyone settled into a nice pace except for Art Carbonell. Art was coming through traffic like no tomorrow, as he closed on Chuck Moon, Chuck began to pick up the pace, it looked as though they might run along first and second for awhile when something went wrong with Art's car. The race for 2nd was forming up to be pretty good. Bob Hall and Ray Schneider were really battling it out. But as the race progressed Ray Schneider's car handling went away and Bob Hall's lap times got faster. Bob was then able to open up a large margin

on Ray. Chuck was able to build up quite a lead with the super fast pit stops, performed by "Flash" Phil Maurici. The top three finishers were Chuck Moon, 1st place with 138 laps, Bob Hall, 2nd place with 130 laps and Ray Schneider, 3rd place with 124 laps.

That's all for this race report, hope to see all of you at the Region 2 Championship and the 6th State Series race hosted by the Ft. Myers R/C Car Club, on May 14th and 15th, 1988.

A-Main 4WD

- 1st - Chuck Moon
- 2nd - Bob Hall
- 3rd - Ray Schneider
- 4th - Jim Rice
- 5th - Art Carbonell/TQ
- 6th - John Hall
- 7th - Rick Rammos
- 8th - Sean Lue

B-MAIN 4WD

- 1st - Troy Robinson
- 2nd - Larry McLendon
- 3rd - Scott Andrews

C-MAIN 4WD

- 1st - Edurado Maurizzio
- 2nd - Dean Jamison
- 3rd - Wayne Jenkins

A-MAIN 2WD

- 1st - Bobby Horan
- 2nd - Jeff Purse
- 3rd - Tony Rice

CAPE OFF-ROAD KLUB

By Wayne A. Catlett

The Cape Off-Road Klub (CORK) is on the move and the spirit of fierce competition is in the air.

As early as February, CORK was able to boast a near 50 member roster with members from Lee, Charlotte and Collier Coun

ties. CORK recently participated in an invitational at the Cape Coral Winter Festival. On and off-road cars and drag racers were displayed. There was a qualifying heat and a main event in which trophies were given to first and second place winners in each class. This was a show stopper.

Competitive racing, from which this new spirit was fostered takes place on a 382' obstacle track with chicane, jump and a straightaway, where the 1/10 scale buggies can stretch out. Open racing is offered on Thursday nights from 6 p.m. until ... and organized racing on Sunday from 9 a.m. until 5 p.m. Qualifying runs start at 12 noon.

The classes participating at present are 1/10 SCALE 2 wheel stock and modified, 4 wheel stock and modified, production and heavy metal.

A five week series started April 10th at our track located at Mead Park, on the corner of NE 11th Avenue and NE 12th Avenue, North Cape Coral, Fl. Trophies will be awarded. Race statistics will be forthcoming in subsequent publications.

If you've got the spirit, we'll be seeing you. Either way, you will be hearing from us.

DIXIE RACERS

By E.T. Davis

The Dixie Racers' 1988 Winter Series has concluded. Congratulations to our winners, Will Butts 12th scale Modified, Dick Folger 12th scale Sportsman and

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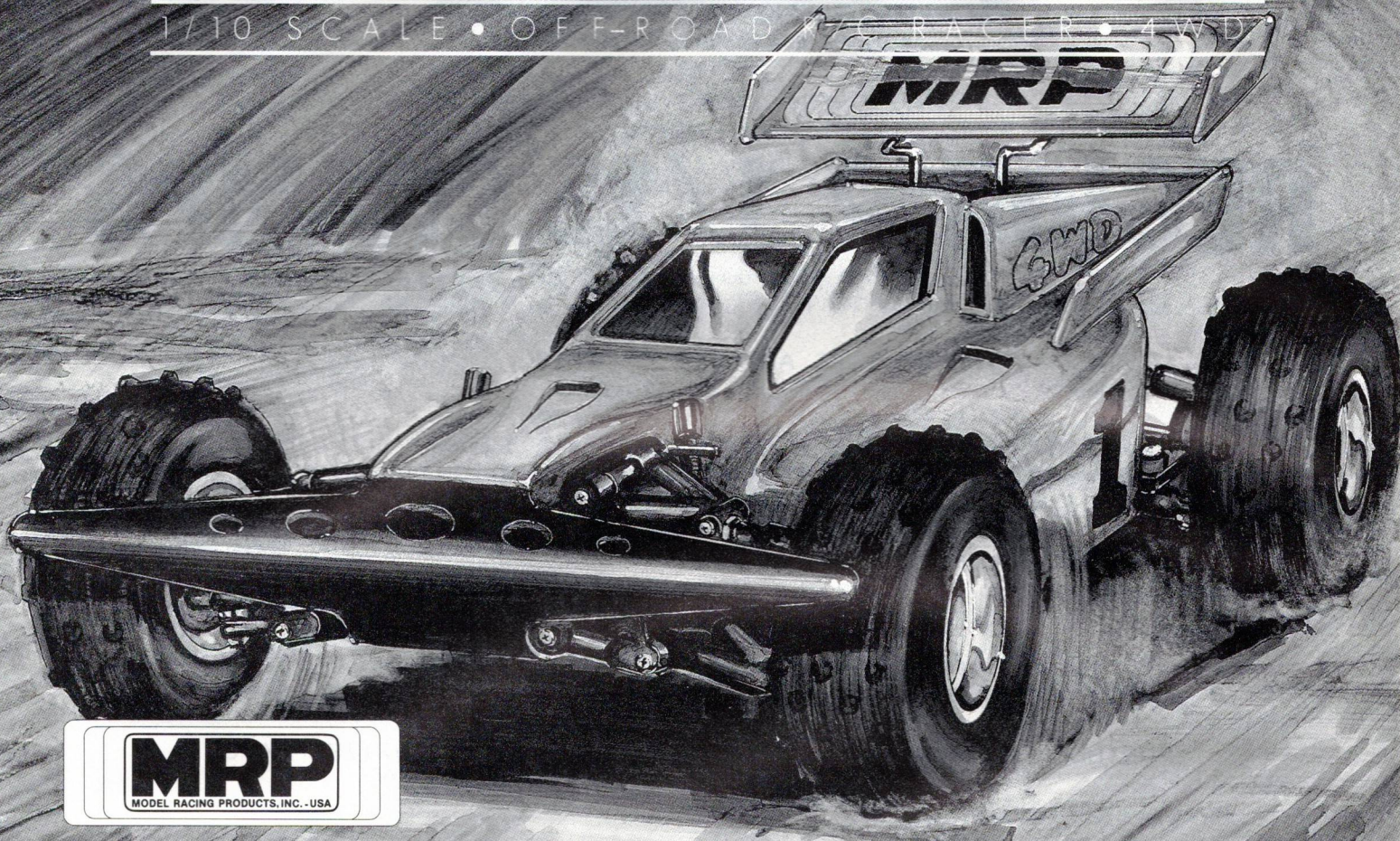




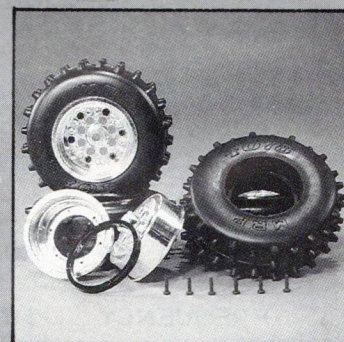
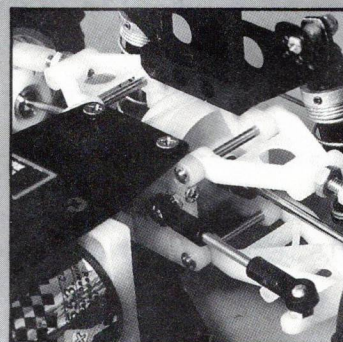
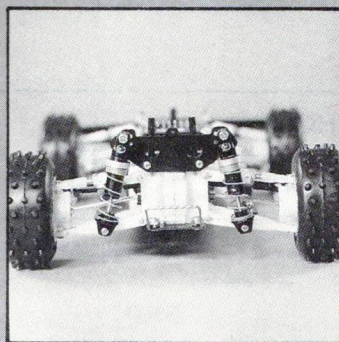
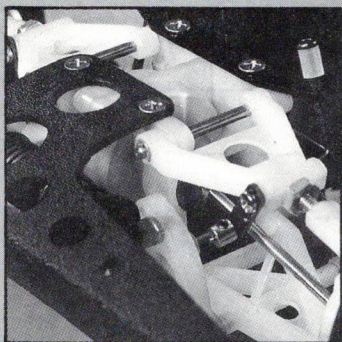
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REGION 2 1/12 CHAMPS

ON LABOR DAY WEEKEND SEPTEMBER 2,3,4, 1988

THE RACE WILL BE HELD IN FT. LAUDERDALE FLORIDA AT T.Y. PARK

FRIDAY 9/2 WILL BE AN OPEN PRACTICE

SATURDAY 9/3 PRACTICE UNTIL 11:00

DRIVERS MEETING @ 11:30

2 QUALIFIERS STARTING @ 12:00

SUNDAY 9/4 1 QUALIFIER @ 10:00, THEN MAINS

ROAR MEMBERSHIP REQUIRED AVAILABLE AT THE TRACK

ROAR SANCTION # 2-88-05



BODY STYLES; MODIFIED GTP OR CAN AM, SPORTSMAN GT

ADDITIONAL INFORMATION ON LOCATION, HOTELS, AND LOCAL
ATTRACTIONS WILL BE SENT UPON RECEIVING A PAID PRE-ENTRY

FURTHER INFORMATION CONTACT; PAUL KNUDSEN (407)798-9493

PRE-ENTRY FORM

1988 REGION II 1/12 SCALE CHAMPIONSHIPS

DRIVER: _____

ADDRESS: _____

PHONE: () _____

CITY: _____

STATE _____

ZIP _____

CLASS: 1/12 MODIFIED

1/12 SPORTS

ONE CLASS PER DRIVER

FREQUENCY 1ST

2ND

3RD

ROAR NUMBER _____

CLUB _____

PRE-ENTRY: RECEIVED BEFORE AUGUST 13, 88

MODIFIED CLASS \$20

SPORTSMAN CLASS \$30 (INCL 1 MOTOR)

ADDITIONAL MOTORS \$20 EACH

LATE FEE \$10

AMOUNT ENCLOSED _____

DATE / /

MAKE CHECKS PAYABLE TO: SFEAR

SEND ENTRIES TO:

SFEAR, JEANNE KNUDSEN, 1360 DONWOODS LANE, W.P.B., FL. 33411

E.T. Davis 10th scale.

The last series was exciting and everyone seemed to enjoy the competition. The separation of the Modified from Sportsman seemed to be a good move. With any new program or policy change, there is, however, always room for some fine tuning. Some people who were put in modified are not completely happy with the idea because they don't have access to good motors and batteries. I'm completely empathetic to this problem and maybe we can work out a solution. Also, some of the current Sportsman drivers want to go to Modified and that should be no problem. It has been suggested to me that maybe we should create a 3rd class for 12th scale. The classes would then be: (1) Modified - an open class for the super serious racer, (2) Expert - a stock motor class composed of good, experienced drivers, and (3) Sportsman - a stock motor class for beginners, hobbyists and people with limited resources. Also 10th scale should be separated into Modified and Stock. The whole purpose of our club is to provide good competitive racing and to provide an atmosphere of enjoyment for all participants. Part of that enjoyment is, of course, winning. These classes would provide that type of environment for the whole spectrum of participants. The only problem I see is that at certain times in the summer, participation is not as great as the winter months. There may be times when there are not enough people in a class to make these class separations worthwhile. One solution to this is to run classes together and score them separately.

I talked to Jack Jackson and Lee Muse recently and they are really excited about 1/8 scale gas this year. They raced Sunday, March 17th at Indian Trail and had great participation. It looks like gas racing is really going to take off this year. There will be

gas racing at Indian Trail on the 2nd and 4th Sundays of each month. For more information, call Lee at 972-7967 or Jack at 922-1472. The gas folks have done a lot in preparation for this year. In addition to organizing a solid Summer event calendar, they have ordered new transponders, gotten new track parts and Jack, in his masterful wizardry, has made many improvements to our driver's stand/trailer. If you want to see raw speed, smoke and noise, come out to Indian Trail on gas days.

DIXIE RACERS POINTS SERIES
122 ENTRIES TO DATE
10TH SCALE:

1st - E.T. Davis
2nd - John Buxton
3rd - Patrick Miller
4th - Jimbo Evans
5th - Don Ransom
6th - Carey Christia
7th - Chet "the jet"
8th - Rusty Furman
9th - Tim Lanier
10th - Alex Varcoe

12th MODIFIED

1st - Will Butts
2nd - Patrick Miller
3rd - George Burkhart
4th - Scot Coleman
5th - Steve Pitts
6th - John Reed
7th - John Buxton
8th - E. T. Davis
9th - Edgar Quinones
10th - Pete Mitchell

12TH STOCK

1st - Dick Folger
2nd - Terry Murphy
3rd - Butcher Mascus
4th - Scot Bolton
5th - Mark Milner
6th - Walter Rainwater
7th - Rusty Furman
8th - Nathan Perkins
9th - George Briglevich
10th - Kevin Price

RIVEN CITY R/C CAR CLUB

By Bill Fraden

April 10th - this was our second RCAR race of the 4 race series. In the 1/10 qualifiers it was Mike Sacks in his Bolink Eliminator setting the T.Q. with a 30.01 pace, but as it came time for the mains it was Tuffy Carrigg winning the show. Tom Wright came in second with Ari Myers in third. This puts Tuffy in first

place with two first in A main. Will anyone be able to catch him? In the B main it was Roy Phillips as the winner, Kurt Wiggins in second and Bill Fraden in third! As you can see with the point list it's quite a race series.

In the 1/12 it was Tom Marlowe taking the honors of T.Q. with a 60.03. Tom really had everything going right and also took first in the A main. In second it was Rick Shafer followed by Brad Hansen.

FLORIDA STATE SERIES

By Eddie Herrmann

The Florida State Series #1 held at R/C Speedway in Orlando was enjoyed by everyone. The race was indoors on carpet, a first for the Florida State Series. The race was very successful as 125 drivers showed up including some drivers we haven't seen in years. A new class was added for 1988. The 1/10 Modified seems to be very strong. The 1/10 scale brought out Mike Klendenworth running for Vic-For and Tim O'Sullivan, Jr. will probably be another stranger to come back.

Thank you F.E.A.R. for a very smooth race. I thank all the Sponsors and also Autographics, Airtronics, and Parma.

Two drivers we missed were Mike Burnett and Denny Smith. Maybe we will see you next race. We have to have someone give J.D. and D.S. some competition.

See you soon.!

A MAIN
1/12 MODIFIED

1st - Dan Salvatore/TQ
2nd - Chuck Moon
3rd - Tom Licata

1/12 SPORTSMAN

1st - Frank Trinchitella
2nd - Henry Culpepper/TQ
3rd - Ward Brower

1/10 MODIFIED

1st - Jeff Davis/TQ
2nd - Mike Klendenworth
3rd - Art Carbonall

1/10 SPORTSMAN

1st - Ron Benash
2nd - Ernie Bucci/TQ
3rd - Ron Byrd

BEST PAINT

1/12 Rob Engle
1/10 Clair Oppricht

SUPER PERFORMANCE DIGITAL PROPORTIONAL OPTO-COUPLED ELECTRONIC SPEED CONTROLS

and REVERSE OPTION for 1/10th and 1/12 scale R/C race cars.*

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SUSTAINED FEATURES—9 top grade **MOSFETs**, 20 Volt MOSFET gating, **lowest voltage loss in industry**, **OPTO-COUPLING**, Full Speed **LED indicator**, two **easy adjustments**, **proportional Fwd & Brake**, **OPTIONAL REVERSE Module**, **Voltage Regulator**, anodized aluminum case, miniature size, Futaba RX connector, super easy hook-up, etc. These features give a super smooth, **glitch free** and **efficient** operation with the best **"PUNCH"** in the industry as well as durability needed in racing environment.

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MODEL	FEATURES	TYP. VOLT. LOSS	NO. OF CELLS	PEAK CURR.	MAX. CONT* CURR.	NET** WEIGHT	CASE SIZE
VIC-1B	Best Entry Level S/C	0.009 V/A	4 to 10	160 A	80 A	1.3 oz.	1x1.9x.5
VIC-2B	Matches Best Competition S/Cs	0.005 V/A	4 to 10	240 A	140 A	1.3 oz.	1x1.9x.5
VIC-3A	Ultimate 1/1/2sc. S/C	0.004 V/A	4 to 10	200 A	120 A	1.0 oz.	1x1.9x.5
VIC-4A	Ultimate Competition S/C	0.002 V/A	4 to 10	320 A	180 A	1.3 oz.	1x1.9x.5
RM-20/B	Reverse Option Module	0	4 to 10	80 A	50 A	0.9 oz.	1x1x1

* with best attainable air flow on heat sink and use of heat sink compound

**less wires + heat sinks

WARRANTY: 30 days labor N/C, parts 1/2 price



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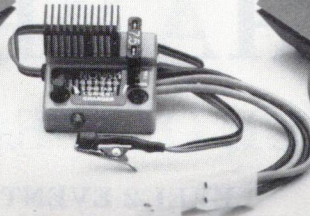
CHARGERS

NEC-2 PEAK CHARGER



NEW

NEC-1 TEMPERATURE CHARGER



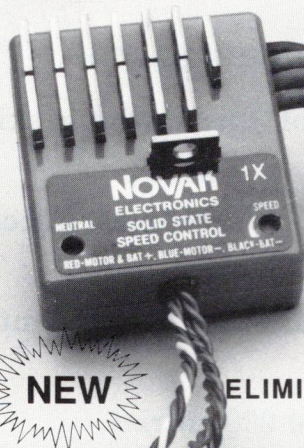
NEC-3 PEAK PLUS



NEW

SPEED CONTROLS

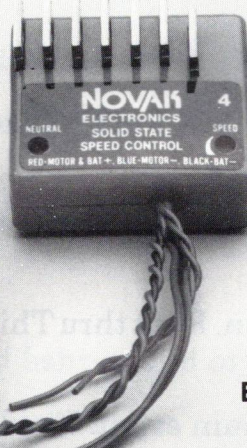
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NEC - 1 TEMPERATURE SENSING FOR ACCURATE CHARGING • ADJ. CONSTANT CURRENT OUTPUT (1.5 TO 5.5 AMPS) • 1.50"L X 1.35"W X 1.15"H (1.5 OZ) • CHARGES 6 TO 7 CELL PACKS FROM 12 VDC CAR BATTERY OR 12 VDC POWER SUPPLY

NEC - 2 PEAK DETECTION SYSTEM FULLY CHARGES 4 TO 7 CELL PAKCS FROM A 12 TO 16 VDC POWER SOURCE. 2 CONSTANT CURRENT CHARGING RATES: ONE RATE ADJUSTABLE 0 TO 3.5 AMPS, ONE FACTORY SET AT 4.5 AMPS. SWITCHES TO 180 MA TRICKLE RATE CHARGE. BUILT-IN CIRCUIT BREAKER PROTECTION AND TWO VOLT METER JACKS.

NEC - 3 ALL NEC-2 FEATURES PLUS: • BUILT-IN DIGITAL VOLT-AMMETER • VOLT-METER CAN BE USED SEPARATELY (e.g. SET UP ESC'S) • INTERNAL 9 VOLT BATTERY TO POWER VOLT/AMP METER.

NER - 2S FUT.G, FUT.J, KO, AIRTRONICS PLUGS • USE WITH ALL 2 OR 3 CHANNEL AM TRANSMITTERS • OPERATES DOWN TO 3.0 VOLT INPUT • OFFERED ON 27, AND 75, MHZ BANDS • 1.45"L X 1.30"W X 0.70"H (0.75 OZ)

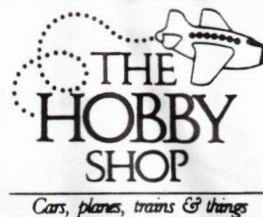
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SPEED CONTROLS

	NESC-1X	NESC-1	NESC-4
MAX. CONTINUOUS CURRENT	360A	180A	120A
VOLTAGE DROP W/ 12 AMP LOAD	0.015V	0.03V	0.06V
VOLTAGE INPUT	4-10 CELLS	4-10 CELLS	4-10 CELLS
POWER CONSUMPTION	20mA at 7.2V	20mA at 7.2V	20mA at 7.2V
PLUGS INSTALLED	FUT.G, FUT.J, KO, AIRTR.	FUT.G, FUT.J, KO, AIRTR.	FUT.G, FUT.J, KO, AIRTR.

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OAK MOUNTAIN R/C CAR CLUB



PRESENTS

1988 ALABAMA STATE CHAMPIONSHIP



1/10 SCALE OFF-ROAD RACE

LEVEL 2 EVENT

AUGUST 19, 20, 21 1988



#2-88-08

AMB AUTO COUNT, ROAR RULES APPLY, ROAR MEMBERSHIP REQ'D

LOCATION: Oak Mountain State Park. Take I-65 south of Birmingham exit H'way 119.

CLASS: 2WD Stock, 2WD Modified, 4WD Stock, 4WD Modified, 2WD Monster Truck Stock

Trophies: First thru Fifth A-Main. First thru Third all other Mains. All Participants receive plaque. Prizes to be awarded by drawing.

Information: Everyone runs a main event. Field limited to first 200 entries.

Schedule:

August 19 Open Practice	7:00 AM
August 20 Qualifying	8:30 AM
August 21 Qualifying and Main Events	8:30 AM

Entry Fee: (nonrefundable) \$25 Modified, \$35 Stock (includes handout motor)

Entry Deadline: August 10, 1988. Late entries add \$5.00 per class

For more information contact: Glenn Stephenson (205) 991-7290
Les Stricklin (205) 871-2693

Entry Form

Name _____ Address _____

City _____ State _____ Zip _____ Phone _____

Class: _____ 2WD STOCK _____ 2WD MOD _____ 4WD STOCK _____ 4WD MONSTER TRUCK

Make Check Payable to: Oak Mountain R/C Car Club
C/O Duke Duchesne
5243 Willow Way
Birmingham, AL 35242

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

ENTRY VOID WITHOUT CHECK

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Grand Rapids, MI 49503



2 WD Stock ____ \$30.00, 4 WD Stock ____ \$30.00, 2 WD Mod ____ \$25.00, 4 WD Mod ____ \$25.00

Frequency 1. _____ 2. _____ 3. _____

Name _____ ROAR No. _____

Address _____ Phone _____

CITY _____ STATE _____ ZIP _____

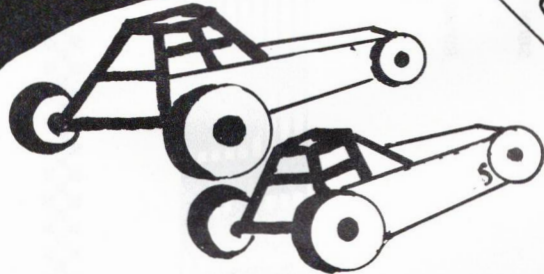
Skill Level: Beginner _____ Intermediate _____ Expert _____

TOTAL AMOUNT ENCLOSED _____



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JULY 22, 23, 24, 1988



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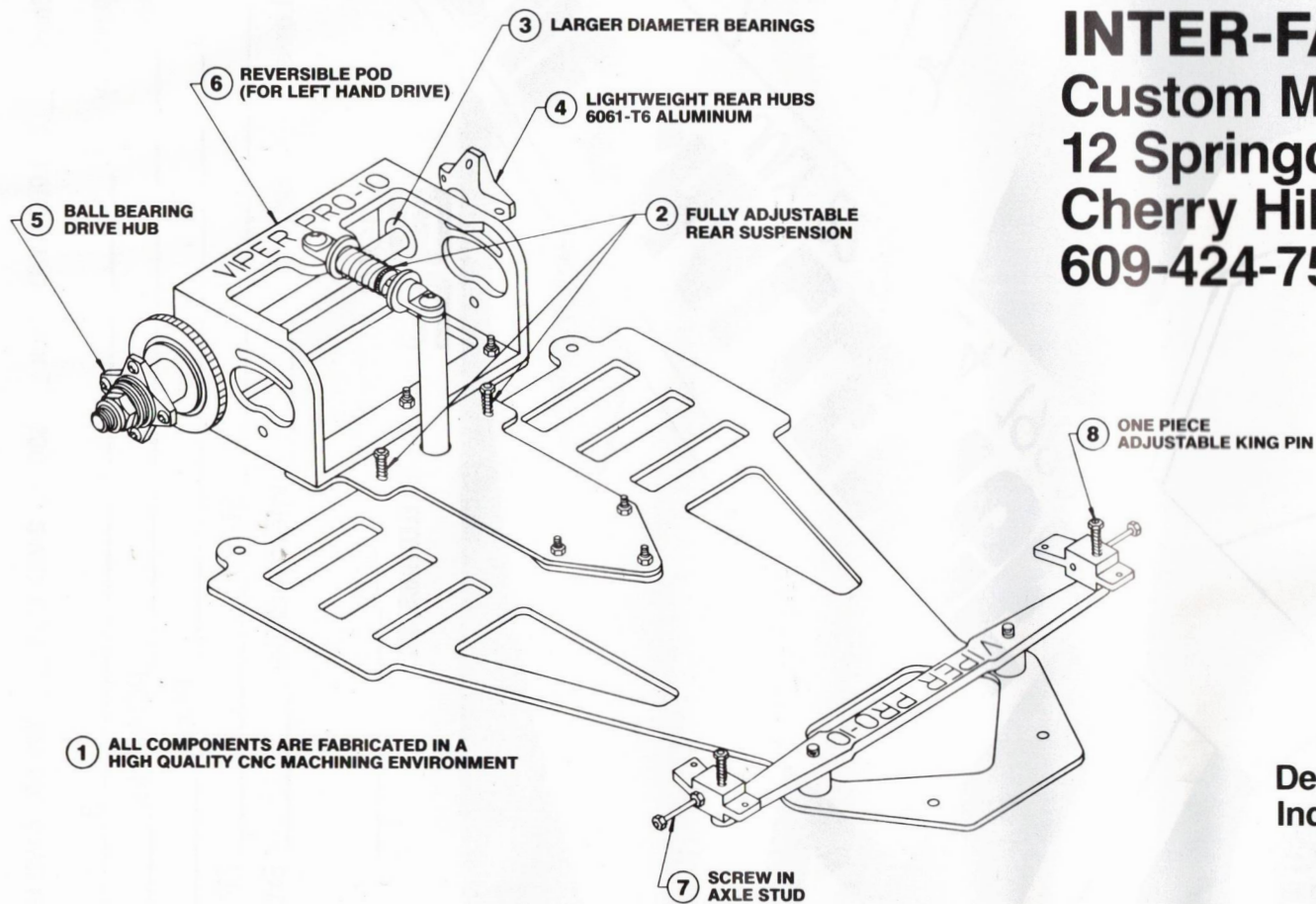
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Plainfield, IL 60544
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**1/12 Assistant
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Willoughby, OH 44094
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Region 3

I don't know about the rest of you, but I sure am glad to be back racing outside! SEMROCC just held their annual "ROAD RACE" for 1/10 and 1/12 cars on asphalt this past weekend (May 1st). With 70 degree weather and clear skies, we had a ball. A lot of guys had a little trouble getting hooked up at first, but by the time the mains rolled around on Sunday, we witnessed some pretty good racing. This race is held in conjunction with a street machine show at "Freedom Hill Park" SEMROCC's year round home, so lots of spectators who came out to see over 300 street machines on display also got to see the r/c cars in some spectacular wheel to wheel action. Events like this are great exposure for our sport.

By this time I'm sure a lot of clubs are grooming their off-road tracks, getting them ready for the summer action, so let's hear from you off-road clubs as you get your season off and running. If you want to read about your club in REV-UP, you gotta let us know what you're up to!

By the time you read this (boy it's frustrating to say that all the time) the biggest event of the year will be happening in our region. As you probably know by now, (unless you have been in Melmac or somewhere else off the planet) SEMROCC is hosting this year's 1/12 scale ROAR nationals. Since our club has a professional writer and photographer on staff, we hope to have up to the minute race reports for immediate press release so you should be able to read about the race in the next REV-UP.

As part of my new job, I will be attending most of the '88 national events. Needless to say, I will be away from home quite a

bit. Please, if you need to reach me, leave a message on my machine. I will be calling in all the time and I will return your call wherever I'm at.

Don't forget, if your problem concerns a particular scale, please call the appropriate scale director. They will be more than happy to help you out!

I would like to thank the clubs that sent in bids to host the regional championships this year. Most of the bids were very well prepared. Choosing between them was not easy. If your bid was not accepted this year, please don't be discouraged from trying again next year. This year's 1/10 Off-Road Championships will be held by the Rivertown Racers in Grand Rapids, MI. The dates will be July 22, 23, & 24. You can forget about weather problems this year since the club has located a domed sports facility for us to race in. You may also recall the fine job this club did with the 1/12 scale "Festival of Racing" back in January.

The 1/8 gas regionals have been awarded to the Chicago club "CRCC". The dates for this event are September 3-5th.

Once again, thanks to all the clubs who submitted bids.

1/8 SCALE NEWS

As this is being written during the end of April, local club activity has already commenced, and the first Midwest Series race is but two weeks away. In order to refresh everyone's (anyone's) memory, the remaining Midwest Series schedule is as follows:

June 25 & 26, Indianapolis, IN
July 23 & 24, Toledo, OH
August 20 & 21, Chicago, IL
September 17 & 18, Detroit, MI
October 15 & 16, St. Louis, MO

To obtain more information

about the 1988 Series, please contact Marty Runge (evenings) at 1-513-425-6920.

The 1988 Midwest Series races will be conducted using three different and distinct classes: four-wheel drive, two-wheel drive and sportsman. Although the first two categories are self-explanatory, some discussion of the newer sportsman class is in order. Basically, the intention of the sportsman class is to allow ANY driver, with ANY car (four-wheel drive, two-wheel drive or pan car) to race in the same class, subject to all standard rules, except for the required use of a .156 inch car restrictor. This liberal rule, with the further provision that any body style may be used, is intended to facilitate the average/club racer who would like to enter Series events, but lacks the dollars and/or desire to run open class. This could prove to be an excellent idea, and hopefully will serve to expand entries for the races.

The 1988 1/8 regional championships have been awarded to the Chicago Club, in response to a desire (by the current Region 3 director) to geographically rotate such events. Additionally, the CRCC has adopted this event as a club project and has solicited and obtained some sponsorship. Dates for this event have been finalized at September 3-5, and advertisements (see this issue) and an information package will be available in the near future. Although recent attendance at such regional 1/8 races has been pretty "average," the CRCC have great plans to reverse this trend this year. Please plan on attending if at all possible.

As mentioned in the last column, PB have, in fact, released a new 1/8 car named the

"Phoenix." I have had the opportunity to pursue some of the initial kits imported, and the concept is a marked contrast from past efforts. Although largely patterned after current design trends, the car incorporates several novel features, is remarkably simple, and just may be the ticket for newcomers to the four-wheel drive class. Pricing remains competitive, with the increase in the United States being entirely attributable to the declining dollar/exchange rate.

If you are seriously interested in 1/8 racing (or, 1/10 and/or 1/12 for that matter), I would suggest a subscription to the two English magazines currently available here, Radio Race Car and Radio Control Model Cars. Although gas coverage is sometimes intermittent, both magazines typically devote several pages monthly to 1/8 scale racing, including better than average picture coverage. These magazines are sometimes available at larger hobby shops,

and subscriptions are advertised in some domestic R/C magazines.

I recently had the opportunity to attend the Region 3, 4-cell championships, hosted by NIROCC at a Holiday Inn in the Chicago area. Being an occasional 1/12 racer, I really didn't know what to expect from a "motel race." However, even though I personally didn't fare too well, the race was extremely well run by the host club, and the general air of cooperation was welcome (several racers, Tyree Phillips in particular, went out of their way to offer assistance, to no apparent avail). All and all, an enjoyable weekend, even through the frustrations of being unable to run 8 minutes without dumping are sometimes hard to take.

New to the Midwest this year is an inaugural event, the Gateway 100 Invitational, to be held in St. Louis during the fourth of July weekend. Although not strictly in

Region 3, the St. Louis club is part of the Midwest Series, and they host their races on one of the nicer tracks around. It is encouraging to see the scheduling of a larger race within reasonable driving distance, and this one promises to be quite well attended.

FEATURED CLUB

Actually, I had planned to discuss the Tri-State R/C Auto Racers, but a review of the last Region 3 column has already accomplished this. Consequently, a short discussion of a Southeastern Wisconsin club will substitute.

Although not really a club (and, not really racing 1/8 gas cars for that matter), Trackside Hobbies located in Menomonee Falls (about 15 miles northwest of Milwaukee), features year-long racing in several scales, including 1/10 and 1/12 on-road, 1/10 dirt oval and 1/10 off-road. In fact, several of the prominent

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"club" racers either currently race 1/4 or 1/8 gas cars, or have done so actively in the past, and currently are active in regional and national electric competition. The indoor carpet track is easily converted from road course to oval configuration, and racing or practice takes place every day of the week. For additional information, please contact Trakside Hobbies at 1-414-255-2040.

I am again requesting any input from racers in Region 3, especially all club secretaries (I would greatly appreciate your monthly newsletters to help keep me abreast of activity in the area).

REV-UP FIRST COLUMN

By Steve DiFranco

Boy, will you look at those A main modified drivers up there on the driver's stand. All of the fast guys are there: Chris Butcher, Buddy Bartos, Andy Dobson, Greg Fox, Bill Jeric, Steve Koepp, Andy Holub, and a few guys you wouldn't recognize. This must be one of those BIG races to have all of those "factory" guys in the modified A main. Guess again Buckwheat, that's what it's like week in and week out at a regular NORCAR club race! It's like racing at the U.S. Indoor Champs every other weekend! Not only do some of the finest factory drivers in the country call NORCAR home, but there are dozens of other drivers in NORCAR that are impressive, to say the least. It is also very common to get over 100 drivers at a regular NORCAR club race! I'm happy just to make a good showing in the B modified with all of those thermo-nuclear drivers that show up to race at NORCAR.

I should introduce myself instead of complaining about how hard it is to get into the modified A main at NORCAR race. My name is Steve DiFranco, I'm the new 1/12 scale assistance to John Thawley, our

19th ANNUAL

MIDWEST SERIES - 88

1/8th Scale Road Racing Championship



SANCTION #
3-88-03

MAY 14/15 Cincinnati, OH
JUN 25/26 Indianapolis, IN
JUL 23/24 Toledo, OH
AUG 20/21 Chicago, IL
SEP 17/18 Detroit, MI
OCT 15/16 St. Louis, MO

CLASSES: 4WD & 2WD Open, Sportsman
BODIES: Any ROAR Approved Body
ENTRY FEE: \$10 per Class Entered
AWARDS: Plaques - 1-3 each main,
T.Q. each class, 1-5
season champs each class

Midwest Series Director: Marty Runge (513) 425-6920
Awards Courtesy of Provimi Veal

new region 3 director. I hope to help John tell you about what's going on in 1/12 scale in our region.

Out of all of the RC choices, my favorite is 1/12 scale. My wife calls it "playing with toy cars". Isn't she cute. My present "toy car" that I'm in love with is a Corally SP II. I use whatever legal modified motors I can find, and my batteries have been borrowed from Linda and Tony Carrubba.

Well, you know some things about me, now tell me some things about you, and your clubs. This can be anything from who is your local club's hot shoe, what tires work best at your club's track, what is the hot car at your track, even if one of your members has a baby! If you don't send me information to help fill up this column, I'll be forced to tell you more NORCAR stories! Seriously, I would like to make my section interesting to all of you who love their 1/12 scale "toy car." So send your information to me at the address listed at the beginning of this region 3 section. I'm not promising to use every last word, but I'll try. I guess this should be as good a time as any to put in the following disclaimer: I'm not a writer! I'm lucky to spell my name right, let alone use the proper punctuation, spelling and all that stuff. So if you see me at a race don't

make fun of my bad spelling, improper punctuation, or feeble attempts at humor.

Speaking of region 3 members with new babies, I just happen to know that Team PARMA's Paul Marziani and his wife have a new addition to their family. Their new baby girl was born a few short days after Paul had his appendix removed! For a short time it looked like Paul and his wife would be roomies in the hospital! By the time you read this I'm sure Paul will be busy building a new Parma car for his new baby!

Another new arrival in the northeast Ohio area is a new indoor RC racing facility called ALCAR International R/C Raceway. It's located at: 33501 -A Lake Rd., in Avon Lake, Ohio. If you would like to give the guys over there a call, dial (216) 933-6017.

ALCAR has not one, but two indoor tracks! The 1/10 scale dirt oval/off road track measures 42' x 80'. The 1/12 and 1/10 scale carpet track also measures 42' x 80'. Both tracks are serviced by a common driver's stand in the middle. I have not raced at ALCAR yet but my friends say it is a neat facility. I have been told that there is a ton of pit area available, with lots of AC available. ALCAR is even reported to have permanent lockups available, so you can leave all of your



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RC stuff at the track! I bet that there are a few wives that would gladly pay the rental fee to have their husband's RC stuff reside somewhere else!

A full service hobby shop is on the premises, a snack bar, and even room for spectators. By the time you read this I'm sure that a full racing/practice schedule will be available. I'll try to keep you posted as to what kind of tires work well on their carpet, what car setups work, and so on. And by the way, I pay the same rates at ALCAR that any regular RC racer does. In other words, they didn't give me a discount or a special deal to put this information in this column. I just think a facility like ALCAR is long overdue in the Cleveland area, and all of the people involved should be commended for putting their bucks (and butts) on the line.

I don't want to say "by the time you read this" all the time, but, by the time you read this the 6 cell Nationals will be upon us, and thanks to the hard work of John Thawley and his crew we should be in for an exciting weekend of racing. From what John has told me, we should all leave that race very spoiled.

Speaking of "by the time you read this", I hope that all of the 1700 battery controversy is over soon. I think a lot of racers take "playing with top cars" too seriously. This is supposed to be a relaxing hobby, not war with the Russians. If any of you racers feel that a first place trophy or ribbon is important enough to

cheat for, please call me, I'll mail you a first place trophy, for free. When all of the 1700 battery controversy started, I noticed a lot of friends casting a wary eye at their friend's battery packs. I want to beat my friends as much as you guys do, but, I want to do it according to the rules. This way I can rub it in my buddy's face with a clear conscience.

One last bit of NORCAR news before I end this. Denny Butcher (NORCAR president) is hard at work planning the 1988 US Indoor Championships. Hopefully, in the next column I will get you as much information as I can get out of him.

I'll try to improve on my literary style for my next column. Do you think my wife will mind that this computer keyboard smells like tractite?

1/4 SCALE ASSISTANT

By John Druskinis

By the time you read this, 1/4 scale racing in region 3 will be well underway. The Machesney Park Hobby Raceway in Machesney Park, Illinois begins it's regularly scheduled 1/4 scale races April 2nd and will continue every Saturday evening thru the summer. This is quite a facility and a track you should put on your "must see" list. This track will also be hosting a 3-race series. The dates for the series are May 14, July 16, and September 10, 1988. They will also be host to the Midwest Summer Nationals on August 5th and 6th. A new 1/4 scale track is brewing in the

Lansing, Michigan area and hopes to be in operation soon.

The Michigan Quarter-Scale Racers begin their outdoor season on Sunday May 1, 1988 at their club track in Fraser, Michigan. The dates for their other club races are as follows: May 22; June 5; June 26; July 10; July 24, Aug 14; Aug 28; Sept 18; Sept 25; Oct 2; Oct 23; and Nov 6. This club is very active in this Detroit area and is growing rapidly.

The ROAR rules covering 1/4 scale cars are currently being reviewed and some minor changes may be in order before the next printing. These rules will allow a smoother race format if properly enforced.

Well that's it for now. If you have any input regarding 1/4 scale cars in region 3 that you would like me to review or have published here in Rev-Up, send it my way. Good racin' til we talk again.

SEMROCC/ROAR ROAD RACE

By Mary Wartell

The Southeast Michigan Radio Operated Car Club lent its Midas touch to another racing weekend and the results were golden.

The Road Race, held April 30 and May 1, 1988 at Freedom Hill Park in Sterling Heights, Michigan and hosted by SEMROCC, offered a splendid weekend of 1/10 and 1/12 road racing. The weather, usually unpredictable at this time of the year, was an example of a perfect Michigan springtime. The two days glowed with sunshine sending many unprepared racers and spectators home with sunburns.

The Road Race layout, designed specifically for the ROAR 1/12 Scale '88 Nationals presented by SANYO and SEMROCC July 7-10 at the Plymouth Hilton in Detroit, gave the racers a golden opportunity to try out the National track. The layout is the same, but the racing surfaces

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The Concours winners at the SEMROCC Road Race

will be different with the Road Race on asphalt and the Nationals on carpet. Many racers commented favorably about the layout and are looking forward to trying it again July.

The asphalt surface at the Road Race proved to cause a great deal of problems for the expert racer as well as the beginner during the first day of racing. With changes in tire compound, drivers started to get hooked up Sunday morning.

After two rounds of qualifiers on Saturday and two rounds on Sunday, Mike Marshall was TQ in 1/10 Open with 16 laps, Chuck Sommers was TQ in 1/12 Stock with 28 laps and Curt DeMars was TQ in the 1/12 Modified with 31 laps.

While the Mains were being set up Sunday afternoon the Concourse judging took place.

The Mains were run. Mike Marshall won the 1/10 Open A Main with 16 laps, Rick Rottach won the 1/12 Stock A Main with 27 laps and Clayton White won the 1/12 Mod A Main with 32 laps. Complete main results are

printed at the end of this article.

After the mains, the drivers and spectators gathered for the handing out of the beautiful Lucite trophies. There were trophies for the first, second and third place winners of all mains as well as a TQ trophy in each class.

Many thanks go out to Bolink Industries, Parma International, Bud's Racing Products, Peak Performance and McAllister Racing for their donations of prizes.

A special appreciation is expressed to John Thawley's father John R. Thawley who with hard work and dedication built the track.

SEMROCC would also like to thank all the drivers for their participation and all club members who worked to make the weekend a success.

For another weekend of great racing don't forget the Bud's Memorial Day Challenge May 28-29 and, of course, we'll see you in July for the Nationals.

1/10 OPEN CLASS

A MAIN

- 1st - Mike Marshall
- 2nd - Andy Dobson
- 3rd - Bud Bartos
- 4th - Paul Morack
- 5th - John Thawley
- 6th - Russ Mustar
- 7th - Scott Brennen

B MAIN

- 1st - Rob Sleeves
- 2nd - Clayton White
- 3rd - Mike Eckstein

C MAIN

- 1st - Howard Kemery
- 2nd - E. L. Wygal
- 3rd - Troy L'Esperance

D MAIN

- 1st - Vince Palazzolo
- 2nd - Mike Wartell
- 3rd - Karl Schuneman

E MAIN

- 1st - Jeff Wygal
- 2nd - Tony Mancinelli
- 3rd - Chad McComas

1/12 STOCK CLASS

A MAIN

- 1st - Rick Rottach
- 2nd - Steve Charles
- 3rd - Chuck Sommers
- 4th - Ron Kwentus
- 5th - Troy L'Esperance

B MAIN

- 1st - Steve Boice
- 2nd - Larry Rice
- 3rd - Paul Bertolino

C MAIN

- 1st - Brian Montalbano
- 2nd - Larry Rice III
- 3rd - Jeb Koontz

1/12 MODIFIED CLASS

A MAIN

- 1st - Clayton White
- 2nd - Curt DeMars
- 3rd - Jerry Cyrul
- 4th - Howard Kemery
- 5th - Kevin Betz
- 6th - Paul Morack
- 7th - Don Smolik

B MAIN

- 1st - Darryl Bingner
- 2nd - Bill Worrel
- 3rd - Kevin Montalbano

CLEVELAND R/C CAR CLUB

Final Point Standing 1988 Indoor Series II

1/12 Scale Stock

- 1st - Marty Waldhelm/1365
- 2nd - Jeff Lewis/1229
- 3rd - Tony Velioniskis/1008
- 4th - Mike Kaska/992
- 5th - Dick Bird/821

- 6th - Jerry Morrison/600
- 7th - Scott Baker/522
- 8th - Bill Yack/498
- 9th - Eric Eland/444
- 10th - Chuck Martin/375
- 11th - Robert A. Smith/327
- 12th - Jerry Morrison Sr/327
- 13th - Bob Baker/271
- 14th - Robert A. Smith II/216
- 15th - Anthony Augusta Jr./202
- 16th - Paul Klich/86
- 17th - Bill Jack, Jr./72
- 18th - Peter Martone/57

1/12 Super Stock

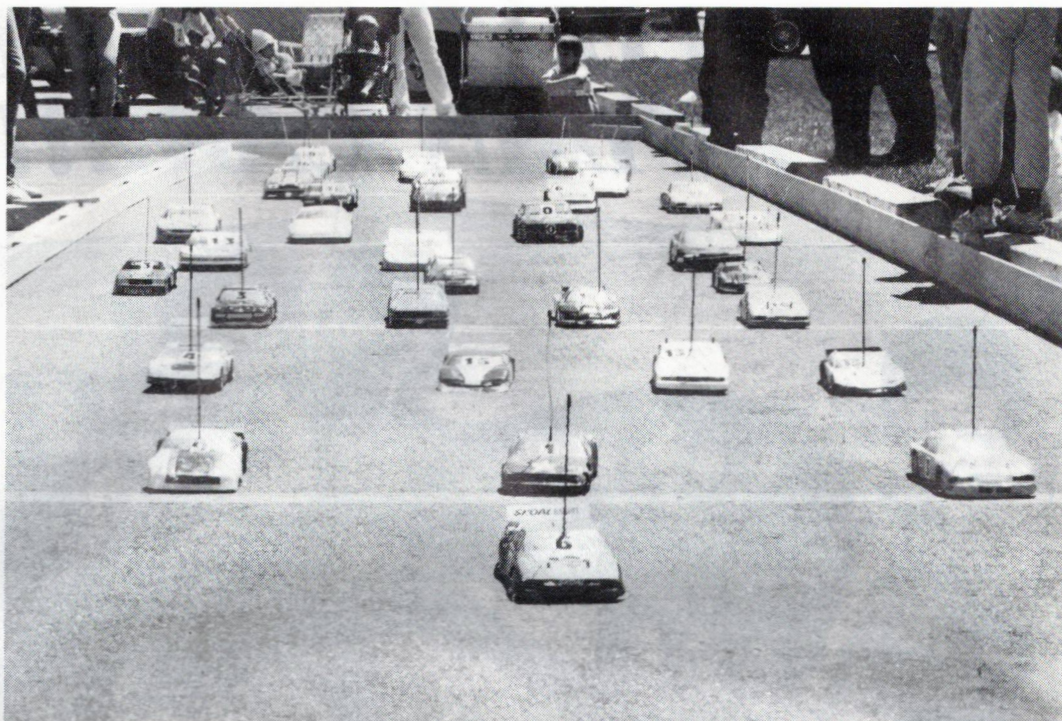
- 1st - Anthony Augusta Sr./915
- 2nd - Anthony Brickner/1036
- 3rd - Daniel P. Green/718
- 4th - Bob Baker/691
- 5th - Bob Rexrode/686
- 6th - Alan Forro/533
- 7th - Marty Waldhelm/200
- 8th - Scott Baker/182
- 9th - Mike Kaska/87
- 10th - Gary Jay Levine/44

1/10 Scale On-Road

- 1st - Gary Waldhelm/1209
- 2nd - John Bird/1170
- 3rd - Rob McBreyer/1107
- 4th - John Smith/800
- 5th - Brian Moore/711
- 6th - Mike Oberstar/795
- 7th - Rick Daring/574
- 8th - Robert Maffit/633

- 9th - Alan Forro/395
- 10th - John Van Huss/372
- 11th - Scott Jones/364
- 12th - Cash Simpson/274
- 13th - David Garland/311
- 14th - Bill Yack Jr./209
- 15th - Robin Forro/172
- 16th - Jason Morrison/171

- 17th - John Zavoda/146
- 18th - Roger Zavoda/134
- 19th - Jayson Zavoda/132
- 20th - Jerry Stamp/130
- 21st - Steve E. Zavoda/91
- 22nd - Tom Ross/69
- 23rd - Jerry Morrison/63
- 24th - Jason Moore/61
- 25th - Jason Hange/37



The parade of cars at the SEMROCC Road Race

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4. ALBA — R. Hunter
5. LOTECH — S. Hickman
6. LOTECH — F. Killam
8. LOTECH — J. Abrams
9. LOTECH — B. Gaebel

B-Main

2. LOTECH — J. Aguirre
4. LOTECH — S. Ashby
5. LOTECH — J. Rose
8. LOTECH — M. Hickman
10. LOTECH — W. Brown

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DAN LOUIS

4th A-MAIN

JIM HOFFMAN

5th A-MAIN

CARL CHRISTY

1st B-MAIN



BL-2364 Ferrari LeMans

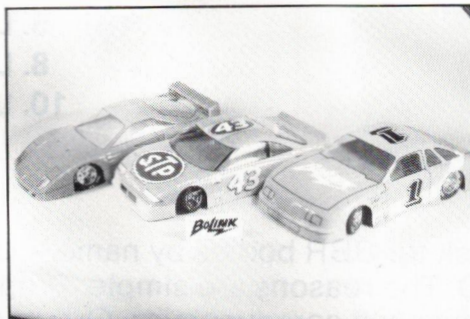
BL-2363 Pontiac Gran Prix

BL-2362 Merkur XR4Ti

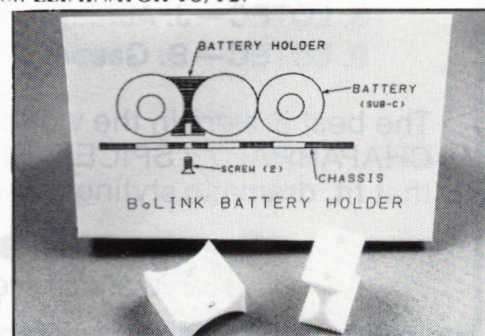
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1501 - Mini Front Bumper.

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above except made of Graphite.**

**1503 - Wide-Flat Chassis without battery cut
outs.**

**1503G - Wide-Flat Graphite Chassis same as
above except made of graphite.**

**1504 - Upper Chassis Radio Tray re-designed
tray for mounting speed control and receiver.**

**1504G - Graphite Upper Chassis Radio Tray
same as above except made of graphite.**

**1505 - Rear Body Mount Bracket & Body
Post.**

1506 - Rear Shock Mount.

1506G - Graphite Rear Shock Mount.

1507 - Oval Front Bumper.

1508 - Oval Rear Body Mount.

1509 - Front Shock Mount.

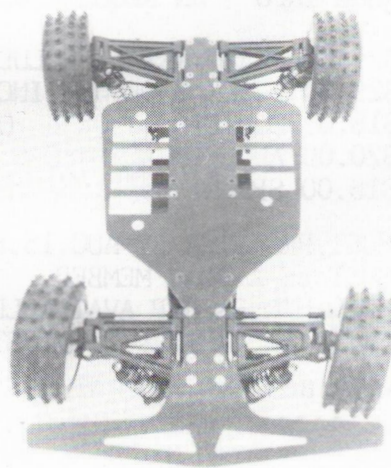
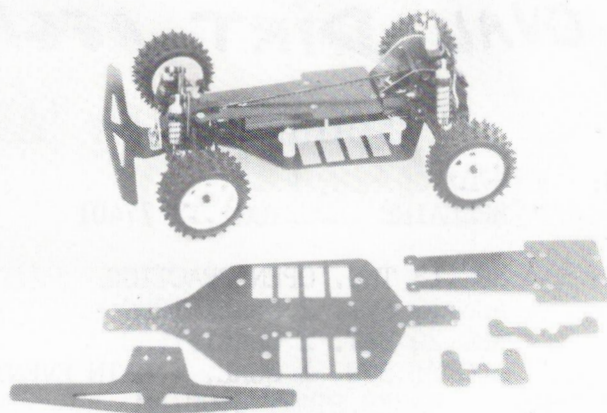
1509G - Graphite Front Shock Mount.

**1510 - Oval Lower Chassis offset chassis with
battery location on inside of chassis.**

1510G - Graphite Oval Lower Chassis.

1511 - "Midi" Replacement Lexan Body.

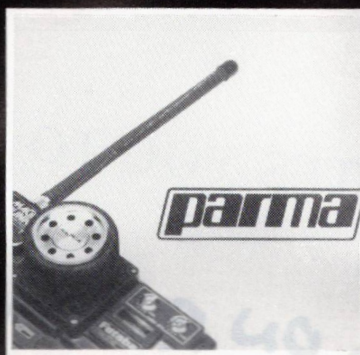
1512 - Mid-Gear Cover.



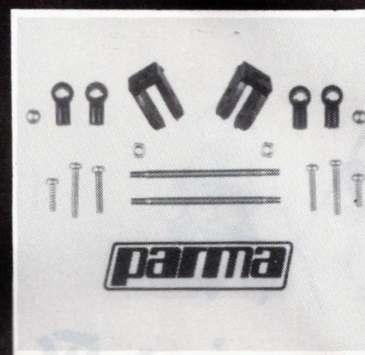
HOT off the LINE, Parma parts!



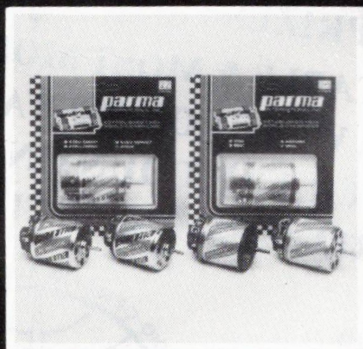
#12633 \$5.00
Parma's shock absorber dust covers are made of durable rubber, and fit all makes and sizes of shocks. Designed to keep dirt and moisture out, these covers will keep your shocks working smoothly.



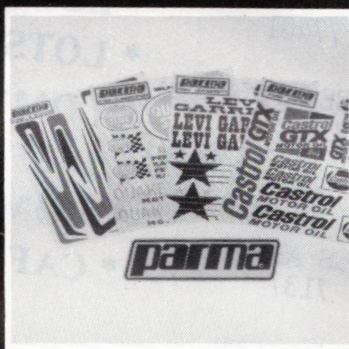
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New from Parma is the Parma-Link for the Kyosho Optima and Turbo Optima. This unit stiffens the front suspension to prevent the steering blocks from breaking. The Parma-Link contains instructions and all necessary hardware.



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Parma's selection of stock and modified racing motors take on a new look with eye-catching, informative packaging and bright, colorful labels. Available in Yokomo and K designs, pick up a race-winning Parma motor at your hobby dealer.



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Parma releases more concourse winning decal sheets for R/C. These 2, 3 and 4 color sheets are printed on high quality mylar and feature nationally known sponsors of full-size racing cars. Begin your concourse winning effort with Parma decals.



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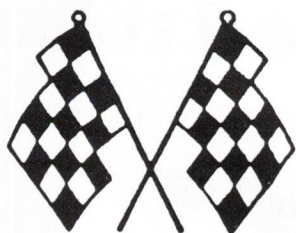
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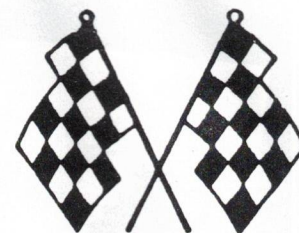


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REGION IV 1/10 ON ROAD CHAMPIONSHIP

Sponsored by "ACTION RACING" club



LOCATION: 6707 CHIMNEY ROCK
BELLAIRE (HOUSTON), TX. 77401

SCHEDULE: NOV.11 FRI. OPEN PRACTICE
NOV.12 SAT. 3 QUALIFIERS
NOV.13 SUN. 1 QUALIFIER+MAIN EVENT
RACES START 8:00 am

GENERAL: ALL ROAR RULES & CLASSES APPLY
FOR INFO CALL: 713 661 7137

FEES&CLASSES: \$18.00 6 CELL MOD. CAN AM, GTP
\$29.00 6 CELL STOCK. CAN AM, GTP (1 MOTOR INCLUDED)
\$29.00 6 CELL STOCK. INDY-F1 (1 MOTOR INCLUDED)
\$20.00 ADDITIONAL MOTOR

ENTRY: MUST REGISTER BY NOV.8.88
MUST BE A ROAR MEMBER
ROAR MEMBERSHIP AVAILABLE AT TRACK
ENTRY IS LIMITED TO FIRST 200 RACERS

- * LOTS OF TROPHIES
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PIT AREA W/AC FOR 200 RACERS
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MAIL BOTTOM PART WITH CHECK TO ABOVE ADDRESS BEFORE NOV.8.88

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Print Your Full Name: _____ Roar #: _____

Address: _____

City, State & Zip: _____

Phone Number: _____

Classes: 6 CELL MOD. _____ 6 CELL STOCK-CAN AM _____ 6 CELL STOCK-INDY _____

Frequency choice #1 _____

Choice #2 _____

DON LYONS
65 N. 11th Street
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1/12 Assistant
Mike Hamilton
206 Avenue D
Denton, TX 76201

1/10 So. Rep.
Clay Sewell
103 Van Dyke
Lafayette, LA 70503
(318) 988-4686

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

Region 4

Time to race for the Region 4 championships. No problems at all this year finding clubs to put on the races. In fact, I have one or two to hold over for 1989. Thanks to all the clubs that bid and we now have dates for you to make your plans with.

1/12 Region 4 Championship

July 30-31, 1988

Central Mall - Beaumont, TX
Louis Le Blanc 318-237-4444

This is a joint venture with two clubs going together, L.A.P.S. of Lafayette, LA. and Golden Triangle Road Racers of Beaumont, TX.

1/10 Region 4 Oval Championship

August 19-22, 1988

Texas Speedway - Bellaire, TX
Issac Ben-Ezra - 713-661-7137

This is a new race for Region 4 and I think it will be a lot of fun.

1/10 Region 4 Off-Road Championship

Sept. 2-3-4-5, 1988

Grapevine Raceway, Dallas, TX
Norm Mazzola 214-243-2637

1/8 Region 4 Championship

Sept. 24-25, 1988

Belz Mall - Allen, (Dallas) TX
Ed Terrell 214-423-7158

There you have it. Thanks to everyone who have worked hard to make these races go in Region 4. There is a possibility of having a 1/10 On-Road Championship Race in Houston. Let you know later.

There is a change in 1/10 scale So. Rep. for Region 4. Dick Imhoff is stepping down to get more 1/4 scale racing done and Clay Sewell from Lafayette, LA will take his slot. Thanks, Dick for a good job and lets give Clay a big welcome with lots of race reports.

1989 will be Region 4's time to bids on the 1/8 scale gas R.O.A.R. Nationals. How about it Region 4.

I also hear that we might do the 1/4 Scale National Race in 1989.

It's that time again in R.O.A.R. to elect officers. I am going to run again for Region 4 Director and rumor has it a number of people are twisting Joe Sullivan's arm to run for President. I also have considered placing my name on the ballot so members of R.O.A.R., you may see a president from Region 4.

That's all for now from me. Clay has a letter of introduction and a report on the Cajun R/C Racers. Doug Handel has "NTOR Spring Series" Wayne Moncla with the "Golden Triangle" sends the Beaumont Race #1, I. 10 Challenge II results.

Remember "there's more fun in store if you race in Region 4."

Introductory Letter

By Clay Sewell

My name is Clay Sewell and I have been active in R/C car racing since January of 1986. I became interested when a friend of mine showed me his cars one day. He had a couple of Hornets and a Frog and we spent most of the day bashing them around in the yard of his apartment. My son Robbie was fascinated with them and immediately started his campaign to get one for Christmas. Well when Christmas rolled around there was a brand new Frog under the tree for Robbie and also one for Dad. We were soon banging around in the vacant lot and having one hell of a time. Soon after this we heard about some racing across the bay

in Corpus Christi. One day spent at this track and we were both hooked. Within a few months we had both progressed to RC-10s and were "totally hooked" as my son would say. I helped form a club there in Corpus Christi, The Coastal Bend Sandblasters, and served as President that first year until I was transferred by my company to Lafayette, LA.

Soon after arriving in Lafayette we were able to help form a club in this area and get the racing started. For the past year I have served as the president of this club, The "Acadiana Street and Off-Road Cars" club. (This name has been changed to "Cajun R/C Racers")

I have been involved in 1/10 scale during my 2 years participating in this sport and for the past year I have tried my hand at 1/12 scale and 1/4 scale racing, also.

Now, to tell you why I accepted this position and what I would like to see happen in this region. Presently there are approximately 1800 R.O.A.R. members in Region 4. I have been to several different tracks to race and it always seems that there are the same number of people there and usually the same people. This is not a complaint, for I am very happy to see that we have so many diehards in our sport. What I am concerned with is the fact that I have not recognized any concerted effort on the local level, or national level to expose this sport and this organization to the general public. Now some of you may ask "why concern myself with bringing more people in?" My answer to this is the fact that I love this sport and want to see it continue and grow. One of the main ways for this sport to continue is to be sure

L.A.P.S. OF LAFAYETTE, LA.
PRESENT THE



1988

1/12

REGION 4 CHAMPIONSHIP

JULY 30-31

SITE: CENTRAL MALL
HWY 69,96,287 AT HWY 365
NEDERLAND, TX.

SCHEDULE:
FRIDAY JULY 29TH
2:30 - 8:00 PM OPEN PRACTICE

* TROPHYS FOR 1,2,3 IN ALL MAINS!

SATURDAY JULY 30TH

* 1ST THRU 10TH IN A MAIN!

8 AM TO 9 AM MOTOR HANDOUT
9:30 AM CONTROLLED PRACTICE
FOLLOWED BY 3 HEATS & MAINS

* CONCOURS ON SUNDAY BEFORE MAINS!

SUNDAY JULY 31ST

* CAN OFF-ROAD STOCK MOTORS
WILL BE USED ON SATURDAY!

9 AM CONTROLLED PRACTICE
FOLLOWED BY 3 HEATS AND MAINS

* INFO. WILL BE SENT UPON RECEIPT OF
ENTRY!

6 CELL CAN-AM ALL ROAR RULES APPLY

R.O.A.R. REGION 4 1/12 SCALE CHAMPIONSHIPS ENTRY FORM

NAME: _____ R.O.A.R. # _____
ADDRESS: _____ CITY _____ STATE _____ ZIP _____
PHONE#: _____ FREQ#1: _____ FREQ#2: _____ FREQ#3: _____

CLASS: STOCK: _____ \$30 INCLUDES 1 HANDOUT MOTOR
MODIFIED: _____ \$20 **OUTDOOR ASPHALT**
BOTH: _____ \$45 **ROAR**
MEMBERSHIP REQUIRED

SEND ENTRY TO: LOUIS LEBLANC
111 CLAIBORNE DR.
LAFAYETTE, LA. 70501

PRE-ENTRY DEADLINE:

JULY 22, 1988

NO REFUNDS

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that we have new blood entering this sport. I would love to see growth in all scales, because I feel this can only help to strengthen R.O.A.R. and the sport. Members of our club are now planning to have an exhibition in the near future, to show the public examples of several scales of racing and the different types of racing in each scale. This event will be advertised in the paper and on radio, with television news there on the day of the exhibition.

I am sure there are lots of you out there who have ideas that could help to enlarge the membership and activity in the region. I realize that this is a very large region, area wise, but this does not mean that we are too far apart to communicate and to pass on ideas, which will help improve our hobby, and for some, our obsession. (Which my wife has blamed me of several times)

What I am hoping to see is communication from the clubs, in the southern sector, letting me know what they are doing and passing on ideas that may be of interest to clubs in other areas. My main interest is oval racing, paved or dirt surface. I am also developing an increasing interest in 1/10 on-road racing. Even with my main interest in these types of racing I like to try all forms of racing. So please communicate

with me and help me in trying to increase and improve the sport and it's exposure in Region 4. In the end it will help all of us.

Now, as I step down from my soap box let me tell you I plan on communicating with you on a regular basis with news of different activities taking place in our region and with any type of information that might be a help to you in your racing and your club. If I can be of any help with rule interpretation please let me know. If I can't give you the answer, I'm sure I can find the answer and get back to you with it.

Please communicate and send me results from your R.O.A.R. sanctioned events. Hope to see you at the track!

CLAY SEWELL
103 Van Dyke
Lafayette, LA 70503
(318) 988-4686

Cajun R/C Racers

By Clay Sewell

What's that old saying; better late than never? Well I hope everyone does believe in it. Even with requests in circulated publication, I sometimes have trouble meeting a deadline.

Well, enough of that; on with the story.

For the past year the Cajun R/C Racers have slowly but surely been stretching their wings and

learning about the wonderful world of R/C car racing. The club was started in January of 1987 with approximately 14 people at the first meeting. At that time there was no track to race on, only a great interest and desire to participate in this sport. Through the effort of several of the new club members and Gerry Pfeiffer, the owner of Acadiana R/C Hobbies, we soon had a small indoor road course to run on. We had an entry of 24 racers at our first race, which included both 1/12 and 1/10 cars. After this first taste of racing the interest and enthusiasm really began to grow. The only thing missing, and really needed, was an off-road track for the 1/10 off-road cars.

One of the members of this newly founded club, was Hulin Richard. Hulin had spent many years involved in R/C planes and boats and his enthusiasm for these sports carried over into the cars. Once Hulin had been bitten well with the racing bug, he built an off-road track and dirt oval, now known as Universal Raceway. Now all the interests of the club could be met. The club's first season consisted of both off-road and on-road racing. Classes were set up for just about every interest imaginable. Every time someone heard of a different type of race, we tried it. With the availability of two tracks, the racing became more popular and the membership of the club increased. Everyone was enjoying themselves and the racing was getting better at each event.

With the experience being gained through the club racing, several of the members decided it was time to venture out to other tracks and try their luck against other drivers and on other tracks. During the year several of our club racers traveled to some of the bigger races in the country. We had groups that attended the Competition Plus Grand National Race at Lake Whip-

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1/10 SCALE OFFROAD

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4 WD. STOCK, 4 WD. MOD., BIG TRUCK

CONCOURSE- SATURDAY MORNING

FRIDAY NITE OVAL RACE

ROAR MEMBERSHIP REQUIRED

ENTRY FEE- \$15.⁰⁰ 1st CLASS

\$10.⁰⁰ -EACH ADDITIONAL CLASS

ENTRY INCLUDES ADMISSION TO FAIR AND EXPO

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NAME: _____ ROAR # _____

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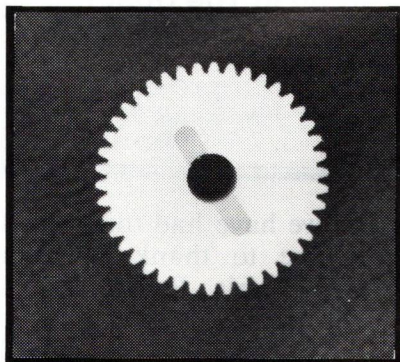
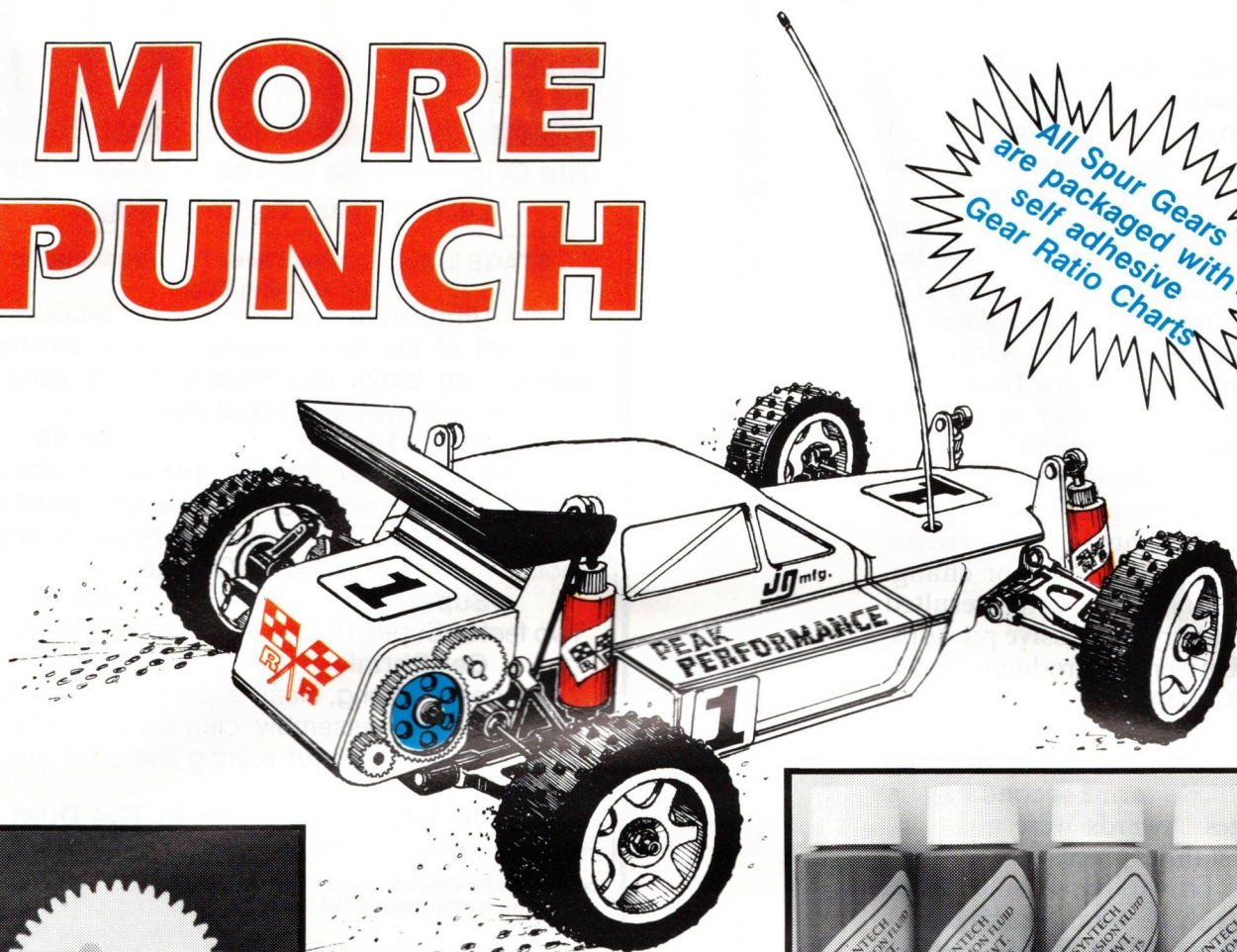
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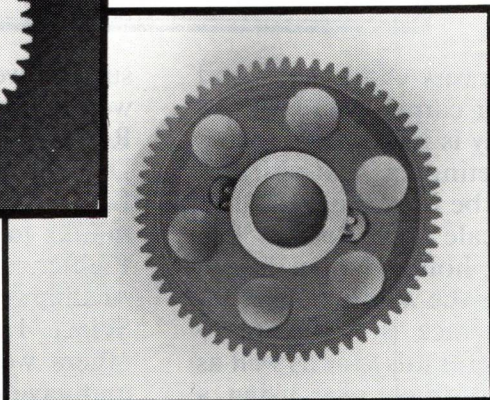
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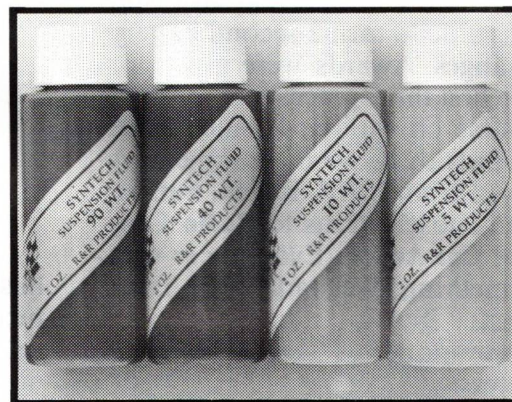
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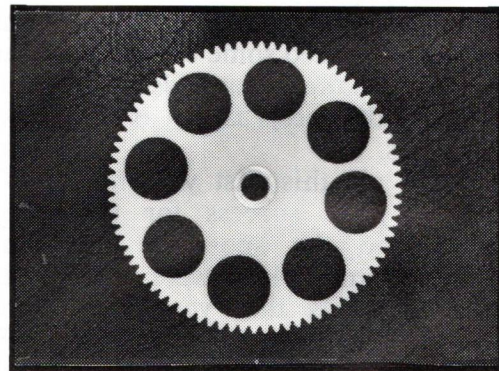
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**Machined Optima
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in weights of 5, 10, 15, 20, 25, 30, 40, 50,
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poorwill, the 1/10 Off-Road Regionals in Houston, the 1/12 Nationals in Florida, and the 1/4 Scale Supnationals in Las Vegas. All of this in one year.

The year was filled with a lot of fun and growth. In May a 500 lap endurance race was held for 1/12 cars. This race was promoted by two local companies, Universal Products and Cajun Insulation. This was a two day event with Saturday spent qualifying and Sunday the **Bayou State 500** was held. The competition was great! Most of the entries had devised a quick change system for changing battery packs which resulted in some very impressive pit stops. The Universal Products Team, who won the race, can attribute much of their success to their crew chief, Monte Richard, who was able to turn 2 second battery changes. Awards were given for the first three places and for course champion. Besides these awards there were contingencies given from **MRP, Bolink, Futaba**, and subscriptions to **Radio Control Car Action**. Every racer won something. We had racers from East Texas, South Texas, Shreveport, as well as local racers.

Our first season ended with our awards banquet, with Monte Richard as our Master of Ceremonies. A tasty Cajun meal was enjoyed by all of the racers and their families. Monte Richard designed some beautiful plaques and the gag awards were a hit with the guests as well as the recipients.

All in all, this first year has been a great success for the racers and the sport in the Acadiana area. There were your usual conflicts that you have organizing a group like this, but on the whole a great deal of progress was made. Hopefully this is just the beginning. New officers have been elected, and the club is headed in the right direction to continue growing and promoting this sport. **Acadina R/C Hobbies** has moved to a new location and

has built a very challenging and nice indoor carpet track. **Universal Raceway** is in the final stages of completing a paved oval which will be used for 1/12, 1/10, and 1/4 Scale Oval Racing. The only thing holding them up, at this time, is the weather. Another endurance race is in the planning stages for this year as well as an off-road truck race using a stock motor format. This event will be R.O.A.R. sanctioned with motors supplied by Race Prep. This event was originally being planned for March, but with the unpredictable weather in this area, we decided that it should be rescheduled for the summer. Flyers will be sent to all of the clubs listed in Region 4 and hobby shops catering to R/C cars. Several other events are in the talking stages at this time.

As past President, I would like to thank some of the people that worked so hard to help me and the club to grow and attain the

success we have had this year. I would like to thank Kenneth Romero, Forris Peters, David Duhe, Louis and Charles LeBlanc, and a very special thanks to Hulin Richard, Gerry Pfeiffer, and the new owner of Acadiana R/C Hobbies, Larry Solace. These people and a lot of others were a tremendous help and gave me a great deal of support through this past year. Again thank you.

There is one other person I feel we need to recognize for his help and support. Red Lerille, owner of one of the finest health clubs in the country, invited our club to his facility to hold an oval race on his indoor tennis courts. We ran three classes allowing only ten entries in each class, because of a time factor. The event was a tremendous success with the club and with Red. He provided a nice buffet, for the racers and spectators, and a fine facility for us to race in. Since that first race in

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(Dealer inquiries welcome)

September, he has had another race and has suggested that he would like to hold 3 or 4 races this year.

Oh yeah, here are the results of our first season of racing.

ON-ROAD RACING 1/12 Scale

- 1st - Charles LeBlanc
- 2nd - David Duhe
- 3rd - Louis LeBlanc

ROAD WIZARD

- 1st - Kathy Richard
- 2nd - Cookie Prince
- 3rd - Hulin Richard

1/10 SCALE

- 1st - Kendel Roy
- 2nd - Terry Caswell
- 3rd - Monte Richard, II

JR. CLASS

- 1st - Brandy Richard
- 2nd - Art Deaton, II
- 3rd - Stanley Lerille

OFF-ROAD RACING Jr. Class

- 1st - Brandy Richard
- 2nd - Kenny Romero
- 3rd - Art Deaton, II

FOREIGN STOCK

- 1st - Cookie Prince
- Monte Richard II (tie)
- 3rd - Kendel Roy

AMERICAN STOCK

- 1st - Monte Richard
- 2nd - Kenneth Romero

3rd - Kathy Richard MODIFIED

- 1st - Kendle Roy
- 2nd - Hulin Richard
- 3rd - Ivan Bourdier

4WD STOCK

- 1st - Gerry Pfeiffer
- 2nd - Robbie Sewell

HEAVY METAL

- 1st - Kenneth Romero
- 2nd - Forris Peters
- 3rd - Roy Dean

SPRINT CAR

- 1st - Art Deaton
- 2nd - Hulin Richard
- 3rd - Monte Richard

NTOR SPRING SERIES by Doug Handel

The North Texas Off-Roaders(NTOR) finished its Spring Series at Grapevine Raceway, near Dallas, with up to 100 drivers competing each week in the best-4-of-5 ROAR series. Coming down to the last week all classes except the Heavy Metal and TAMIYA Class were still "undecided." Even after the final mains, there was excitement waiting for the computer to total the last race and throw out the lowest scores of each racer. While 70+ drivers waited, the donated prizes from Futaba, Lightspeed, CRP, Associated, CMW, Quick Costums, and Norm's Hobbies were raffled off, and the regular weekly trophies were handed out. When the dust settled the overall Series winners were announced.

The Series proved not only to be great racing, but it served as "race running" practice for the NTOR members at Grapevine Raceway as we prepare to host the 1988 Region 4 Regionals on Labor Day weekend. The track, one of the biggest in the southwest, will naturally change and improve as September nears, so you might want to drop by on any Sunday, and "test the dirt" before then. The Series results follows:

TAMIYA

- 1st - Chris Krause
- 2nd - Matt LaRue

- 3rd - Jason Richard
- 4th - Joe McGrath
- 5th - Robert Lantz
- 6th - Phillip Smeltzer
- 7th - Bronson Blackson

HEAVY METAL

- 1st - Bruce Richter
- 2nd - Josh Handel
- 3rd - Dezmund Dye
- 4th - James Spurgeon

STOCK 2WD A-MAIN

- 1st - Todd Fox
- 2nd - Mark McBride
- 3rd - Bill Fagan
- 4th - Qunicy Hughes
- 5th - Ted Milton
- 6th - Doug Handel
- 7th - Terry Gholson
- 8th - Doug Phillips
- 9th - Tom Underwood
- 10th - Gary Freeman

STOCK 2WD B-MAIN

- 1st - Norm Mazzola
- 2nd - Kirby Tschoepe
- 3rd - Randy Quick

STOCK 2WD C-MAIN

- 1st - Drew Deford

MOD 2WD A-MAIN

- 1st - Jeff Welch
- 2nd - Dan Dale
- 3rd - Todd Fox
- 4th - Robbie Blackman
- 5th - Randy Dale
- 6th - Mark McBride
- 7th - Kevin Pulford
- 8th - Doug Harris
- 9th - Bill Fagan
- 10th - Quincy Hughes

MOD 2WD B-MAIN

- 1st - Terry Gholson
- 2nd - Doug Phillips
- 3rd - Ted Melton

MOD 4WD A-MAIN

- 1st - John Gladwill
- 2nd - Kevin Pulford
- 3rd - "Super Dave"
- 4th - Mark Lowry
- 5th - Mark Rodgers
- 6th - Jack Hopkins
- 7th - Tod Handel
- 8th - Bruce Richard

GOLDEN TRIANGLE RADIO CONTROL ROAD RACERS 1/12 On-Road

By Wayne Moncla

A lot has been happening since our last newsletter, first we have been selected to host the Region 4 1/12 Scale Regionals in conjunction with the Lafayette club the weekend of July 30th and 31st. The race will be held at

Schumacher Cat™

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RC #0227 - 48 Pitch
Magic Pinion Gear 27
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JOEL "MAGIC" JOHNSON™
WINNER OF THE 1987 1/10
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It starts with a demand for excellence. No product earns the Trinity™ name until it has been tested and proven to be of outstanding quality and performance.

Take Trinity motors, our many modified motors and our stock motor are all tested for efficient performance with state of the art equipment. No estimates, no guesswork. Trinity motors (utilizing our new Two-Stage™ wet magnets) are engineered for speed, dependability and longevity. Ask Joel "Magic" Johnson™ of Team Trinity™ if this special attention pays off. He won the 1987 IFMAR World Championship with Trinity products.

It doesn't end here. Trinity's perfect matched Sanyo's have a record of their own. Sanyo batteries have won every major race in the U.S., Europe, and Japan for the past 8 years. Team that up with Trinity's high tech matching system and you've got the best matched battery pack available.

Whether your choice is 48 or 64 pitch gears, Trinity has the best. Our spur gears are designed with more diff holes and made of a graphite impregnated material. Our precision machined and plated pinions have the closest tolerance in the industry. That means when you use Trinity gears you increase battery life while still pulling more RPMs out of your motor.

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CAR: _____ RADIO: _____ MOTOR: _____

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Central Mall and we need everyone's help in organizing a successful race.

On April 10th we hosted the 1st race of the I-10 Challenge Series II race in less than ideal weather. What started out as a nice day ended with 50° temperatures and 30 MPH winds that would nearly blow you off the driver's stand. Rusty Husband of Houston barely outran Louis LeBlanc from Lafayette in the expert class in a race that saw the lead change numerous times between the two. The next I-10 Challenge race is in Lafayette on June 5th.

I-10 CHALLENGE II

EXPERT CLASS A MAIN

- 1st - Rusty Husband
Assoc/Reedy
- 2nd - Louis LeBlanc
Assoc/Cam/TQ
- 3rd - Tommy Porfirio
TRC/Trinity
- 4th - Charles LeBlanc

TRC/Cam
5th - Kevin McIntyre
TRC/Cam

B MAIN

- 1st - Tracy Broussard
- 2nd - John Koss
- 3rd - David Milby

C MAIN

- 1st - Tracy Broussard
- 2nd - Ed Billheimer
- 3rd - Don Lyons

SPORTSMAN CLASS A MAIN

- 1st - David Cormier
TRC
- 2nd - Buck Butgereit
TRC
- 3rd - Bret Adams
Assoc/12I
- 4th - Jeff Gray
Assoc/12L
- 5th - Kenny Romero
Assoc/12L
- 6th - Clay Sewell
TRC

B MAIN

- 1st - Johnny Ber
Assoc/12L
- 2nd - Casey Simon
TRC
- 3rd - Chris Solis

Assoc/12I

TENTH SCALE CLASS A MAIN

- 1st - Keith Bull
Houston
- 2nd - Barry Raborn
Houston
- 3rd - Clay Sewell
Lafayette
- 4th - Johnny Ber
New Iberia
- 5th - David Bullock
Houston
- 6th - Jeff Gray
Houston

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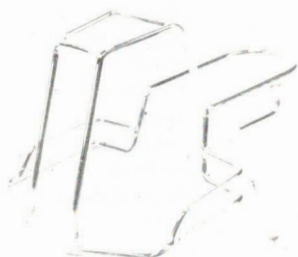


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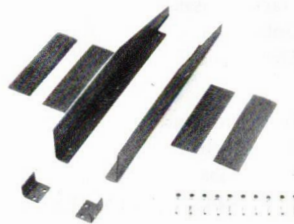
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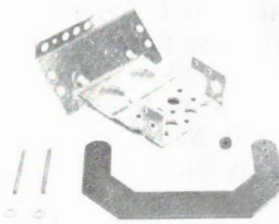
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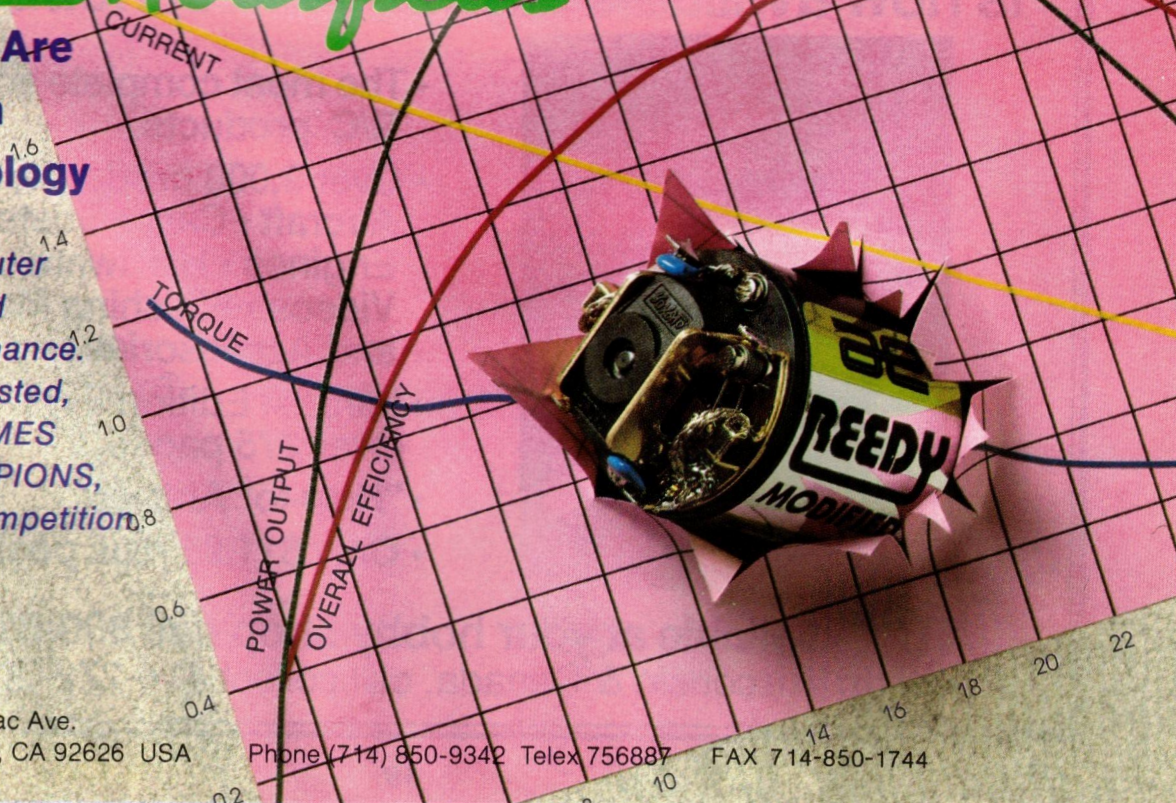
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(Graph shown represents actual computer
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FREQUENCY: 1st a _____ b _____ 2nd a _____ b _____ 3rd a _____ b _____

CAR a _____ b _____ MOTOR a _____ b _____ T-SHIRT SIZE _____

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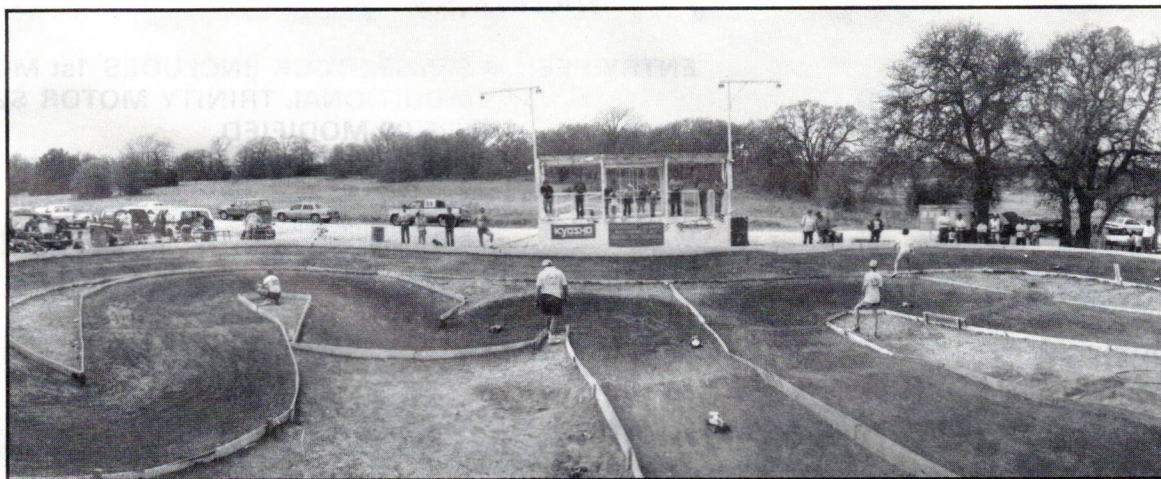
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Wichita, Kansas 67203
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Region 5

Hi from Region Five.

Well, I finally have a little news from around the region. Not as much as I would like, but at least a start.

A new club has formed in Omaha, Nebraska. They are strictly 1/12 and run 6 cell cars. For more information contact ON ROAD 7402 Plum Dale Rd., La Vista, NE 68128 (402) 331-3931.

In one of their newsletters they had an article on Motor Maintenance by Jim Culora. It is very well written, so I will submit it with this month's article in hopes that it can be included in Rev-Up.

I'm finally getting some race reports out of the Denver, Colorado area. I knew they were there, but didn't know where.

Queen City R/C Raceway in Englewood, Colorado has a 1/8 club running and are planning a Rocky Mountain Championship on August 19, 20 and 21. Feedback is that they have some excellent drivers just lying in wait for some of you hotshots that think you're unbeatable. Only time will tell. Sounds like a challenge to me. For more info contact David J. Sommer at 4941 Allison St., #6, Arvada, CO 80002.

I've even received a second mailing from an R/C club in the Denver area. Way to go guys, I sure appreciate it. This one comes from the Colorado R/C Car Assn. of Denver. They are running 1/12 cars and finished a 9 race series using stock motors. Motors AND bodies were supplied by the club. Brad Potter won Sportsman class, Dan Meyer the Amateur and Dan Underkofler took the Expert class. Each won a custom championship jacket for their efforts. If you need to get in touch with this group, try Dan Underkofler at 8825 Dudley Ct., Broomfield, CO 80020.

Wichita, Kansas sends me a notice that they are running 1/10 and 1/12 on road races at National Cash Register Corp. parking lot in Wichita, hosted by the WRCCA. For more info, contact Leon Drier, RR11 Hesston, Kansas 67062 (316) 327-2969.

The Kansas City Model Racing Association hosted the first race of the 1988 Heart of America series on April 23 and 24th. About 30 racers showed up in spite of some nasty weather on Saturday. On Sunday, the day turned gorgeous and some excellent racing was held. I'll probably have a complete race report in the next Rev-Up, as I haven't received it yet. I can tell you that Bruce Allman of Topeka, Kansas won the Sportsman driving a 2WD Serpent. In 2WD Open, it was a close race between P.J. Ramsey and Ed Frizzel with P.J. taking the win with an Eagle by Delta. In 4WD, Larry Martin took the win over Randy Ramsey when Randy had trouble in the last 2 minutes. Larry was running an Associated. If I get the results in time, I will include them. If not, you'll have to wait until next issue.

That's about all for now, so keep the shiny side up and have fun.

Motor Maintenance

Motor Maintenance is the single most important thing you can do for your motor to maintain performance and motor life. Any motor, stock or modified, should be cleaned after each race day.

There are two ways to clean motors. The safest and easiest way is to use a good motor cleaner. Trinity seems to be the best. Make sure the motor is cool and removed from the car. Spray the motor through the endbell until no dirty or black colored cleaner

is noticed.

Another way to clean the motor is to submerge it while running (on 2 volts or less DC current) in a trichlorofluoroethane non-flammable solution.* You must use extreme care when using this method. Once the motor is cleaned, you must then recoil the bearings or bushings. I recommend any light oil with teflon in it. The teflon oil seems to stay better than regular oil on stock motor bushings.

Motor brushes and spring tensions add performance to any motor. Lets say your car is geared correctly and you can last the 8 min. race length used in 1/12 scale, with 1-2 laps extra run time. Rather than gearing up and chancing a battery dump, try these few helpful hints.

Try a set of timed brushes (Trinity #4007). They are the only brushes to use in stock motors. They are designed to increase the timing on the motor which increases RPM. These brushes work good in 1/12 scale, on road courses that are not too tight. They work best on ovals and tracks with speed infields.

The contour brush (Trinity #4034) was developed especially for 1/12 motors. They produce the correct power curve for 1/12 scale

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cars while providing increased running time due to lower commutator drag. They also assure maximum horsepower. I recommend these brushes and use them in all my 1/12 motors, modified and stock.

One popular question is how often should motor brushes be changed? I change motor brushes every 3-6 runs depending on how hard they were run. If the motor gets hot after running 8 minutes, they should be changed every 3 runs — no more!

Once brushes are changed, they must be broken in. I use an old 6-cell battery and only use 3-cells at a time. Make sure motors are broken in, in the correct direction of operation.

Brush springs are the other hidden secret in going fast. I use lite springs (Trinity #4032) in all my 1/12 scale motors. They increase RPMs, but with a slight decrease in torque. The lite springs also add to run time. Regearing of the car may be necessary to produce an even faster running 1/12 scale car.

I hope these hints add to your knowledge of RC car motors and may have cleared a few things up which puzzled you. Hope to see you at the races. Until next time, **GOOD RACING TO YA!**

Jim Culora

*Ed Note: BoLink Electro Whirl, BL-6025 can be used for this. Use extreme caution when cleaning motors by this method. Read the directions.

St. Louis R.C. Car Club

By Leonard Ledoux

With the arrival of Spring the club members returned to the work of getting ready for another season of racing. We are primarily a 1/8 scale Car Club although we have a special modification to the straightaway so the electric cars don't get lost. Our new drivers stand (10'x32'x6' high) has been complimented this year with a scoring tower that is 8' high and allows the Race Director unimpeded view of the race track. We also have a painted infield which greatly adds to the ease of seeing your car as well as the realism it

adds.

Set up day saw temperatures in the middle 80's and it dropped to 45° the next day, the syrup went off good on Saturday and the traction stayed up with the cool temperatures so that only crashing became a problem, plastic parts don't like the cool weather. The results at the end of the day indicate that it will be a dogfight in all three classes this year. The second week of racing reaffirmed this view as no one repeated victory in any class.

We then travelled to Kansas City for the opening race of the 17th Annual Heart of America series. Now including Sioux Falls, SD and Minneapolis, MN. Some 31 racers attended including 11 from St. Louis. The 4WD class saw A, B, and C, features indicating the growth of this class, although the track is run with only 7 cars per feature.

At the close of the event, Region 5 Director, Arlynn Simon announced that the Region 5 Championships will be held in K.C. again this year. They will be

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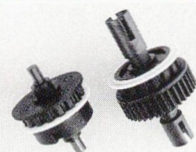
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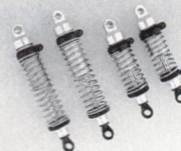


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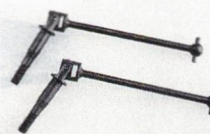
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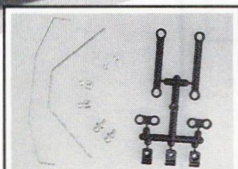
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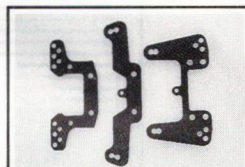
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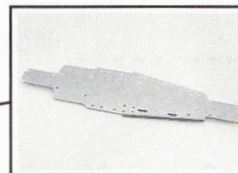
Races are won or lost based on the way you take the corners. With a **Front and Rear Stabilizer Set**, your steering and handling will be enhanced at these critical points of the track.



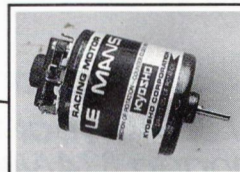
The metal-reinforced toothed belt in Kyosho's state-of-the-art **Belt Drive System** produces incredible power delivery that's also more efficient than traditional chain or shaft drive. An FRP upper chassis plate fully protects the belt.



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A space-age duraluminum alloy **Special Pan Chassis** provides extra strength at a lower weight. The pan chassis style, along with the Turbo Optima Mid SE's low parts count, lets you build this buggy quickly and easily.



The high-RPM **LeMans 240ST Motor** is specially-designed for off-road sprint races. It features adjustable timing, diamond-trued commutators, and a longer armature and field poles for higher torque.



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held on Labor Day weekend. I'm guessing that this is because the annual Formula One race has been poorly attended the last couple of years. Many St. Louis members were upset over the decision since this will be a World Championship qualifying event and the facility is not as nice as ours, but perhaps it should be pointed out that while our club was the only one to bid for the race, we have received a sanction for our 4th of July race and along with our Midwest Series event and two H.O.A. races we should not be too greedy. However, since we were the only club to bid for it and we are the oldest club in the Region, I believe we should have been

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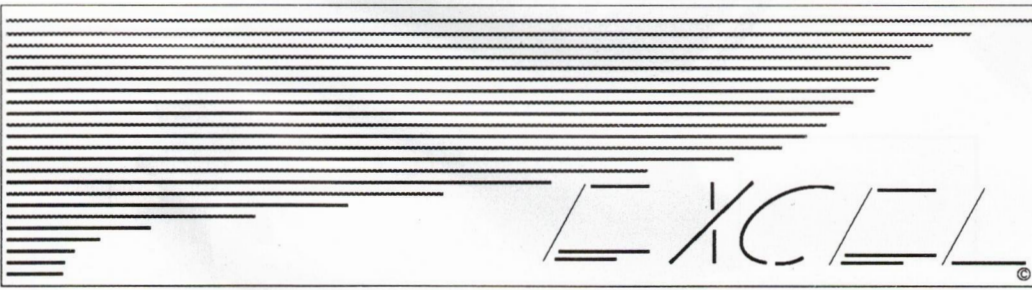
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extended the courtesy of a letter defining the reasons behind the decision and why the event is not being held with the H.O.A as it

has been for several years alternating with K.C. and St. Louis.

Good luck racing this season and hope to see you somewhere.



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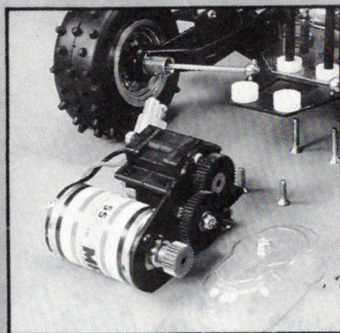
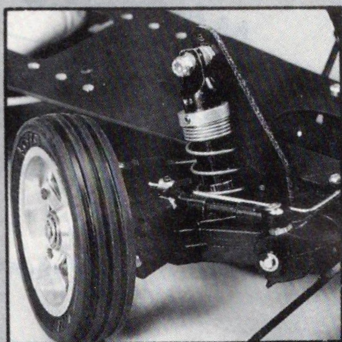
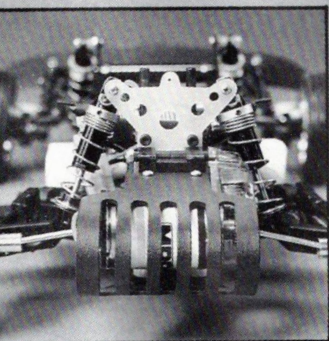
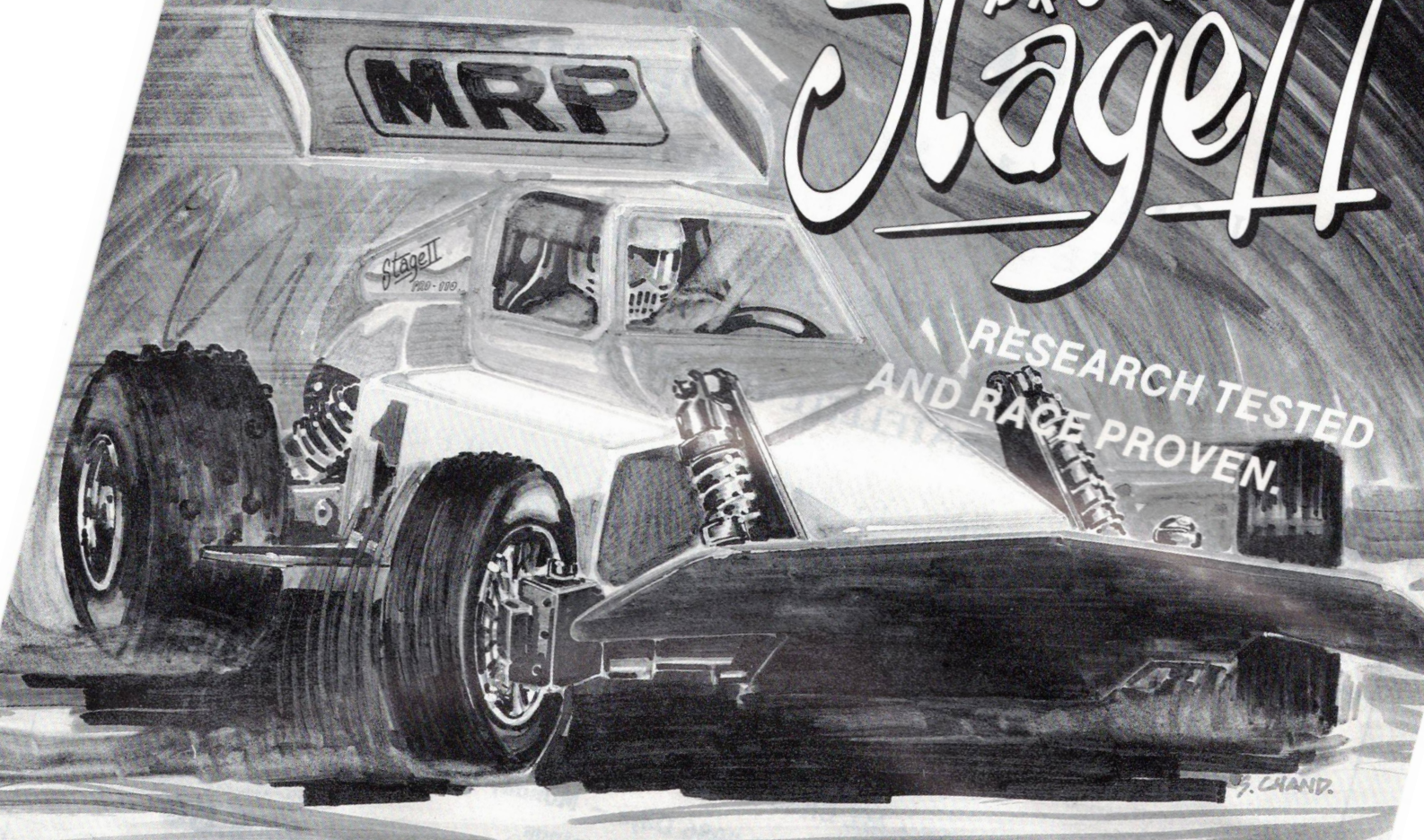
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Dave Portz
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Tempe, AZ 85281
(602) 966-4419

Region 6

If you are planning to attend one of the Nationals this year, hopefully by now you have sent in your entry as these races are now upon us. When we last met, I was calling for track owners/clubs to get their bids in for the Regionals. We have secured our sites and a list of them will be in this report. I would like to thank all the clubs who put in bids. It is always hard to decide who the regionals should go to, and this year was no exception.

Since this year our region will be hosting the 1/4 scale Nationals, I think it would be a good idea if we hold a Regionals as well. This would keep the ball rolling in 1/4 scale and could help in the promotion of this form of racing. In addition I am looking for a 1/4



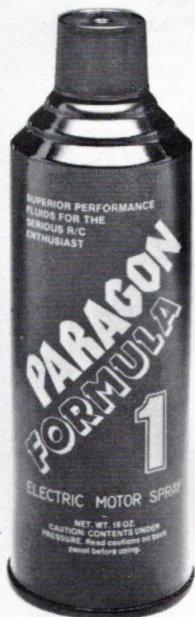
An overall view of the Ranch Pit Shop Track

Scale Assistant Director.
At the time of this article the 1/4

Regionals have not been set yet.
We will get those dates in the

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New—and now has an adjustable flow nozzle (low, medium, high).

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An innovative device for keeping track of all your 64 or 32 pitch gears. The caddy mounting pins are chronologically arranged to allow the racer quick and easy access to the gear desired. Also comes with custom number decals ("8" through "37") for labeling the Caddy. Suggested retail: \$8.50 PART NO: 0020



PARAGON CENTERLINE RACING WHEELS

They're here! Centerline 1/12th scale racing rims are now being molded in an even tougher and lighter-weight plastic than before! The new alloy-plastic Centerlines offer the serious competitor a weight advantage as well as superior structural

integrity—excellent for concours competition too! These rims can be mounted from the front or rear and work on all popular 1/12 scale cars. Centerlines are available in White, Chrome and Gold Chrome. Suggested retail: \$3.95, \$5.95 and \$6.95 respectively. PART NO: W/C/GC-014

COMING SOON: Aluminum and Gold Aluminum finish.
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The Pulsar Pro-2000's lightweight transmitter is Precision Balanced™, allowing you to comfortably concentrate on your driving all day long. The knurled-grip handle feels like it was specially-made to fit your hand, and all of the Pro-2000's features are conveniently located for quick, exact adjustments. If you're a left-handed driver, you can convert the transmitter for your use in less than 10 minutes. The "hand-in-glove" feel is one you'll want to get your hands on.

**Pro-2000**

Shape your own driving excitement.

Since the Pro-2000 simulates the steering techniques of real cars, you'll get a realistic racing response without paying a bundle. Its quality components include ratcheted fine-tuning trims for steering and throttle channels, adjustable tension steering wheel, NiCd charging jack, on-board power meter, servo reversing switches, and plug-in crystals for quick frequency changes.

Always in prime driving shape.

For your protection, the Pulsar Pro-2000 comes with a 6 month limited warranty. A complete line of Pulsar accessories is also available at affordable prices. The real feel of the road can be yours with the Kyosho Pulsar Pro-2000 radio system. It's the shape of things to come — and it's here today!

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Shaped for race-conscious drivers.

Kyosho also offers their top-of-the-line EXP-2001 2-channel for competition drivers. End-point adjustments, exponential-rate throttle, and steering and dual-rate steering give the serious racer that needed "edge".

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Transmitter:
11.5 oz. w/ Battery
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next issue.

Many people have been calling me to ask about qualifying for the next 1/10 off-road worlds in Australia, 1989. The information I received goes like this: The top five drivers in 2WD Modified and 4WD Modified at the Nationals this summer, omitting drivers who have already qualified, will go. For example, Kris Moore has already qualified by virtue of being a finalist in the '87 worlds in England. If he was to finish second in the 2WD Nationals, you would take first place, then third through sixth. If spots still remain, then our Regional Champion for 1988 will also qualify.

Here is the information on the Regionals:

1/10 Off-Road

Date to be announced

SRS

Tempe, Arizona

1/10 On-Road

September 24-25

Ranch Pit Shop



Scott Quillen TQ'ed in the Sprint Class and 2WD Modified and was the winner of the 2WD A Main.

Pomona, CA
1/12 Scale
September 17-18
Satellite R/C
Stockton, CA
1/8 Scale On Road
September 9-11
Antioch Raceway
Antioch, CA

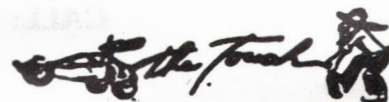
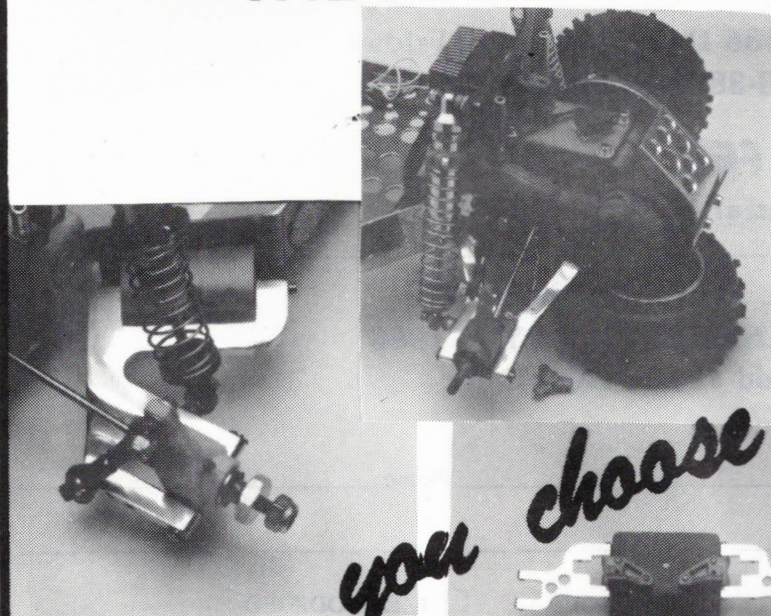
Hope to see you at one of them!

They will provide a lot of great racing.

The Fifth Annual JG Mfg. Oval Championships

The popularity of oval racing keeps going, over 200 racers were on hand to fight for the top honors. Also, this year oval racing will received its first ROAR Nationals

THE ARMS DOWN WINNERS !



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JULY 9th and 10th, 1988

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Class ☐ 1/10 MODIFIED ☐ 1/12 STOCK ☐ 1/10 STOCK ☐ 1/12 MODIFIED

Frequencies 1. _____ 2. _____ 3. _____

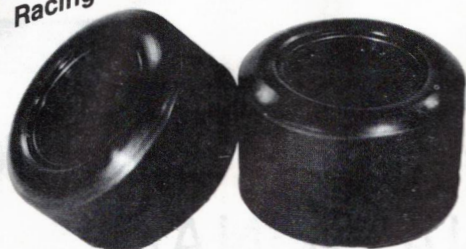
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in Orlando, Florida. This is an indication of its growing popularity around the country, which the JG Championships greatly contributed to. And the competition, well it couldn't have been better.

Speaking of the competition, let's get right into it.

2WD saw nearly every driver better his first three round runs in Saturday's qualifying. As a matter of fact, Soderquist's TQ run from Friday was only good enough to put his in the fifth position overall. Your new TQ was once again Scott Quillen. Quillen's RC10 powered by a Revolution motor ran a 32 lap run in 4:03.8. More than one lap faster than Friday's best. Second position was just a few seconds back with a 32/4:07.0. That run was turned in by Gary Demory. Third was Richard Stratton with a 31/4:01.3.

4WD qualifying was next. Bob Novak lost his TQ position to Curtis Strawn. Curtis ran a 35 lap run in 4:04.9 with his Dominator/Premier Design combination. He was the only guy to go 35 laps all weekend. Second was Erik Soderquist (Dominator/Twister) with a 34/4:01.4 and third was RPS's own Gary Kyes, with his Yokomo C4 and Revolution.

The Mains began Sunday morning. Another JG tradition is the dual main system. The 3 A-Mains would run two mains each with their finishes added together to reach the overall winner.

The Sprint car A-Main was up

first. In the first main, Cary Mendez and Ted McKay ran away with this race. Cary and Ted were both 2 laps ahead of the field and after the four minutes, Cary Mendez had won by only 1/2 second over Ted McKay, third place went to John Smith. The second main saw Ted McKay take home the victory in this heat. Second went to Scott Quillen and third was Bob Chadeayne. A first and second place finish assured Ted McKay his victory overall, Cary Mendez, the first main winner took home second and Scott Quillen, your TQ, finished third overall.

The 2WD mains were up next. In the first main, Gary Demory ran an excellent race with Quillen just behind him. When the horn went off marking the four minutes, Demory got the extra lap. He began to dump, but held on to finish in first place. Quillen was second and third went to Erik Soderquist. The second main was all Scott Quillen's. He lead the entire race and went on to win. Second was Soderquist and Richard Stratton was third.

Scott Quillen, of course, was your overall winner with Erik Soderquist finishing second and Gary Demory third.

It was now time for the 4WD's. It was Strawn all the way. He lead and won both A mains and took home the victory, with his Dominator/Premier Designs car. Second place overall went to Gary Kyes and Bob Novak was third.

So ended the Fifth Annual JG

Oval Championsips.

Sprint A Main

- 1st - Ted McKay
Big Boys/ RevTech
2nd - Cary Mendez
?/Twister
3rd - Scott Quillen
Big Boys/Revolution

B MAIN

- 1st - Eddie Mondragon
2nd - Andy Bartucca
3rd - Jim Benincasa

C MAIN

- 1st - Jim Gouge
2nd - Ted Miller
3rd - Randy Smith

D MAIN

- 1st - John Baily
2nd - Richard Abate
3rd - Robert Cerda

2WD MAINS

A MAIN

- 1st - Scott Quillen
RC10/Revolution
2nd - Erik Soderquist
RC10/Twister
3rd - Gary Demory
RC10/Reedy

4WD MAINS

A MAIN

- 1st - Curtis Strawn
Dominator/Premier Designs
2nd - Gary Kyes
Yokomo C4/Revolution
3rd - Bob Novak
Dominator/Reedy

B MAIN

- 1st - Cliff Lett
2nd - Brian Landgraff
3rd - Darin Isitan

C MAIN

- 1st - Eddie L. Norris
2nd - Rick Haggren
3rd - Russ Hawkins

D MAIN

- 1st - Bill Siler
2nd - Gary McAllister
3rd - Robert Cutman

E MAIN

- 1st - Thomas Adams
2nd - Bob Edwards
3rd - Patrick Weritema

F MAIN

- 1st - Ed Krupa
2nd - Rick Werkheiser
3rd - Kevin Hobbs

G MAIN

- 1st - Brad Paprach
2nd - Martin Marshall
3rd - Tom Werkheiser

H MAIN

- 1st - Mike Walker

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2 WD MODIFIED

JULY 28, 29, 30 AND 31, 1988

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FRIDAY JULY 29 ----- QUALIFYING ROUNDS
SATURDAY JULY 30 ----- QUALIFYING ROUNDS
SUNDAY JULY 31 ----- ALL MAINS

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** B MAINS FIRST THRU TENTH **
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ADDRESS _____

CITY _____ STATE _____ ZIP _____ ROAR # _____

CLASS 2 WD STOCK _____ FREQUENCIES 1ST _____ 2ND _____ 3RD _____

2 WD MODIFIED _____ FREQUENCIES 1ST _____ 2ND _____ 3RD _____

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10005-BLU
10007-WHT

#10051-BL
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#10032-WHT/#10033-GL
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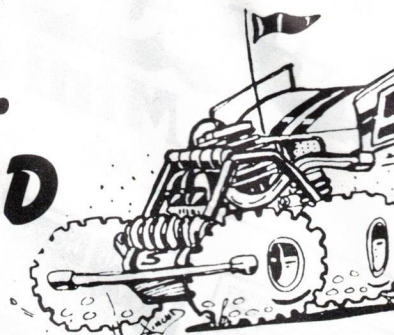


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- ROAR SANCTIONED. ROAR MEMBERSHIP REQUIRED.

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Cut Here

PRE-REGISTRATION

NAME _____ ROAR NO. _____

ADDRESS _____

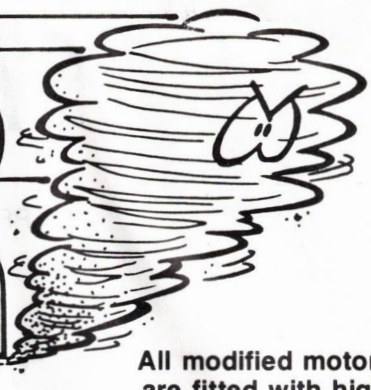
CITY _____ STATE _____ ZIP _____

CAR TYPE _____ MAKE _____ ENGINE _____

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NOTE: SEND ENTRY FEE & APPLICATION FOR EACH RACE YOU PLAN TO ATTEND TO THE ADDRESSES ABOVE.

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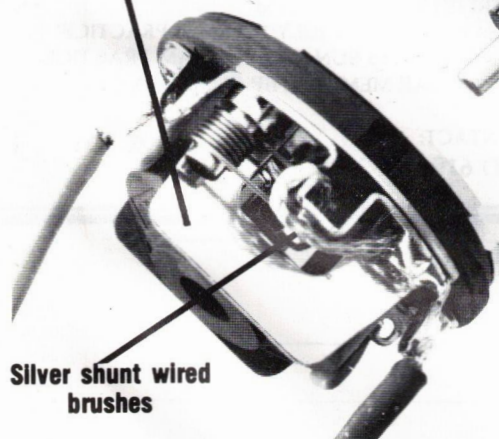
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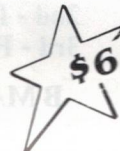
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Have a look at the dirt track next time you are at Milesquare Park. Improvements are being made for the benefit of all the "down and dirty" drivers. Official racing should begin in May. Prizes as well as trophies will be awarded. Those interested in the dirt races please contact Danny's for pre-registration forms.

The upkeep on the track is on going to keep the dirt loose, so if any is interested in helping, please call Danny's to give a hand.

Danny's 1/4 Scale Race Cars
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Garden Grove, CA 92643
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April 2nd Race Results

Concourse winner **Dan Schuck**

A MAIN SUPER MODIFIED

1st - Brian Davy
2nd - Dave Harrison
3rd - Fred Brue

B MAIN SUPER MODIFIED

1st - Dwayne "Smitty" Smith
2nd - Don Story
3rd - Dan Schuck

A MAIN GRAND NATIONAL

1st - Mike White
2nd - Dan Schuck
3rd - Fred Brue

B MAIN GRAND NATIONAL

1st - Gary Kyes
2nd - Dan Schuck
3rd - Don Story

A MAIN SPRINT

1st - Steve Skellenger
2nd - Ross Kloeber

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Tech Representative
Bob Welch

Region 7

On behalf of Region 7 and myself personally, I would like to take a minute to welcome John Thawley aboard as the first full-time administrator for ROAR. Welcome aboard, John. If we in Region 7 can be of assistance, please don't hesitate to contact me.

On to the fun stuff. Region seven's off-road season will be in full swing by the time you read this and a number of exciting races will have been run or real close to running. I would encourage each and every one of you to support these big regional races and have some fun.

The first race is the Hank Perry 240, hosted by the R/C Car Club of Spokane. There were over 175 pre-entries for this race and it should be a good one. Held the weekend of May 14-15, this race played host to a racer of world class experience. Eustace Moore, of MIP, flew up to join us and I certainly hope he enjoyed himself.

Following the H/P 240, is the annual "Inland Empire Off-Road Championship Challenge". Hosted by the Inland Empire Spinouts, this race will be a ROAR event for the first time this year. Always an exciting place to race, this race should be a super affair. I hope I get to see a lot of you there.

For the first time in its history, the "Summer Sizzler", hosted by T.E.A.R.O.R., will be ROAR sanctioned. One of the great traditional races of the northwest, this year's should be exciting. Held in July, this race usually attracts well over 200 racers from all over the country. I hope I run into some of you over there.

In August, following these great races, our regional championships will be held back here in Spokane. I have a feeling that

by the time you read this, the entries could be filled. There are already entry forms showing up and they have only been out for 4 days. If you haven't signed up by the time you read this, I would suggest you call Deanna Schramm, (509) 928-0503, and see if there is room left.

Somewhere in this month's section, you'll notice a photo of a young fellow accepting an RC10 kit from yours truly. The young man's name is Ross Teaque and he won the kit in a drawing held by the Region 7 Championship committee. The committee bought and then raffled off the kit to raise funds for the regionals. His name was drawn from over 500 tickets and since winning the kit, young Ross has joined ROAR, the R/C Car Club of Spokane and has been out racing and having fun with his car. He has also signed up for the Hank Perry and his folks (holding the banner) are becoming regulars at the weekly races.

Another photo shows the track at Sullivan Park being readied for the upcoming season. Lots and lots of sweat goes into the making of a club and my hat is off to those people that will show up and help.

The smiling face with the trophy is Meagan Lewis from the Seattle area. She is holding up the first place trophy for concours at the model expo fun race hosted by T.E.A.R.O.R. Meagan and her Dad, Russ Lewis will be competing at the Hank Perry 240 again this year.

Our apologies to Stephen Warner, Region VII Director and all members of Region VII, for the conflict on the date with their 1/10th Scale Regionals and the 1/10th Scale Off-Road 4WD Nationals.

As I near the end of this month's column, I'd just like to remind the club secretary's, individuals and anyone that doesn't see any mention of your groups activities mentioned here, that there is a reason for that and if you think real hard, you'll come up with it. (Hint, it has to do with sending material.) To those that do send stuff in, thanks.

In closing, I would like to remind all of you to sign up early for the regionals. It's going to be a hot time and lots of fun.

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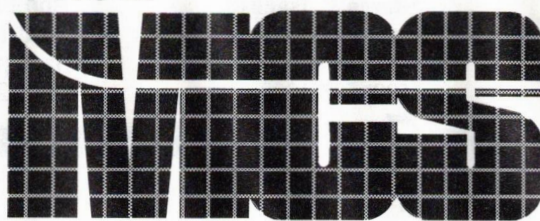
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ROCKETS REPORT

By Steve Cotton

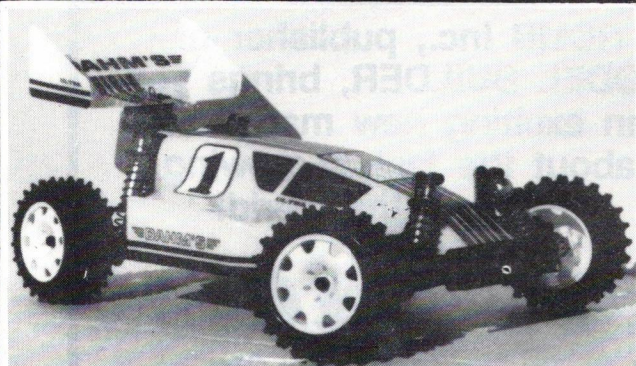
Our Winter Season finished up the last of March. The trophy race was an off-road one, followed by another Tuesday night of regular racing. First place finishing for the season was pretty well decided in four out of the six classes before the last night of racing. In Stock class, Bob Marquart took first place. Darren Stucker took first place in Super Stock. Terry Mansfield took first place in the Big Wheel class. Eric Strom was first in the 4x4 Modified. Production class had Troy Carlson hanging on to his first place. he knew if he placed higher than third, he'd have it, and he did well that night taking home the blue for the night and first for the season. Troy moved up to Stock class looking for more competition. Modified class was the only one undecided before the last night of racing. The



Work party at Hank Perry Raceway.

fight for first was between Steve Cotton and Butch Biggs. Butch had missed an important race,

and with a lot of points, but he had been steadily clawing his way back to the top by racing consis-



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tently well. Steve made him work for it though, because they tied in total points, but Butch had the most first place wins.

The new season started with some class switching. Most of the moves were upward to the tougher classes. Bob Marquart moved up to Super Stock and took first place on the first night of racing. Bob is a good competitor, and a willing helper. The kind of club member who is tough to beat.

We are still racing indoors because the outdoor track is being re-done. Steve Cotton was able to acquire the use of a bobcat one week-end afternoon, and Leland Blomberg used his skill in driving it to level the lot and completely re-work the track. He spread a layer of good packing dirt all over it and leveled and enlarged the area. There is a lot of work left, but we have a nice place that is free to us, and we could show our appreciation for it by volunteering to help clean it up. So c'mon



Megan Lewis with the concours trophy from the TEAROR race.

ROCKETS, help us out. Our club can get better with some work and maybe soon we can hold a sanctioned race event and find out if we are the toughest club in Montana. Or the only one. Questions? Call Steve Cotton (406) 453-

3307.

INLAND EMPIRE SPINOUTS By Sally Eckhart

Hello to all you Region 7 racers from the Inland Empire Spinouts. By the time you read this, we



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will have run our 2nd Annual Inland Empire Off-Road Championship Challenge in June, so I want to take the opportunity now to thank all the racers and sponsors who made it a great success again. In the next issue of REV-UP, we will try to have the race results and pictures of the winners for you.

We have a busy race schedule this year out at Dirt Power Raceway, by Deer Park. The races we've gotten off so far this year have had a really good turnout every time. We run Novice, Stock 2WD, Modified 2WD, Stock 4WD, Modified 4WD, Monster Trucks, Stock and Modified and also have truck pulls. We purchased an electronic scoring system this year, called "The RaceMasters Wedge" out of Tacoma, WA, which works great and makes race day go easier. We want to thank our local hobby shops for donating money for it and because if it wasn't for the hobby shops, where would the racers be?! So, we appreciate their support. Also since they donated money, we made 4'x8' signs with their name, address, phone number and hours and placed them around the tracks at Dirt Power Raceway. We are now going around to other local businesses and asking them if they would like to buy a sign to advertise their business out at the track. We felt this would be a good way to raise money for the club and also for the business to make money, too.

In March, we had a booth at the 25th Annual Auto Boat Speed Show in Spokane, which was a very popular booth during the 5-day event. We had all the popular scales there from the 1/24 Tamtech up to the 1/8 scale gas sprint cars, which were loaned to the club from Joe Lbele from Clarkston, WA. The nice thing about that is that he didn't really know us, but trusted us with his cars. They were the hit of the show, too. Also want to thank all the sponsors who donated banners and handouts for the show. It



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Inland Empire Spinouts booth at 25th Annual Auto-Boat Speed Show, Spokane, WA in March. Lt. to Rt. Bob Giles, Dusty Eckhart, Drew Eckhart, Kip England in back.

was greatly appreciated. And also to all club members who helped man the booth.

A group of our Spinout members traveled down to the Varoom

R/C Club at Lewiston, ID, April 17 to race on their off-road track and had a really good time racing with them. There was a lot of close racing in all the classes and we

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look forward to racing them again. They had about 60 racers that day and things were run very smoothly we thought. They are a fairly new club with this being their second year of racing.

Well, until next time, here's to good racing.

THE R/C CAR CLUB OF SPOKANE STORY

Started in 1986 with 9 members, the RCCCS has grown to over 100 members in 1988. With members ranging in age from 6 years old to 70 years young, the club offers something to everybody who wants to race for fun and trophies.

An affiliated ROAR (Radio Operated Auto Racing, Inc.) Club, RCCCS strives to be one of the finest racing clubs in Region 7. Region 7 consists of Washington, Oregon, Idaho and Montana. Headquartered in Danielsville, Georgia, ROAR has over 20,000 members nationwide and is growing at a tremendous rate.

The club track is located in the Spokane Valley, 1/4 mile north of



Ross Teague accepting the RC10 from your truly Steve Warner. Won at the Auto-Boat Speed Show.

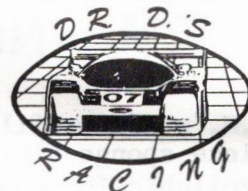
I-90 at the Sullivan exit, the Hank Perry R/C Raceway offers both the fan and racer a pleasant setting to enjoy the excitement of radio control racing. Currently the club has a track for 1/10 scale

off-road and 1/10 dirt oval, although the oval may get paved in the spring and offer racing to the 1/12 scale racers.

In 1987, the club hosted several charity events, raising over

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\$1,000.00 for the March of Dimes at one event alone. Teen Junction spent a day with the club as members donated time and their race cars to the kids and let them try their hand at the fun of racing.

In 1988, the club will be hosting the 2nd annual Hank Perry 240II. Sponsored by the Spokane County Parks and Recreation Dept., this race will attract ROAR members from as far away as Seattle, Portland, British Columbia and Montana.

In addition to the HP 240II, the club has been selected to host the 1988 Region 7 1/10 scale off-road championships. This event is a qualifier for the worlds. With over 240 racers expected, the race will be a "don't miss" item on the serious racers calendar. Being held August 5-7, 1988, the race is free to spectators and they are always welcome to the Hank Perry Raceway.

For the uninitiated, radio control racing may seem like compet-

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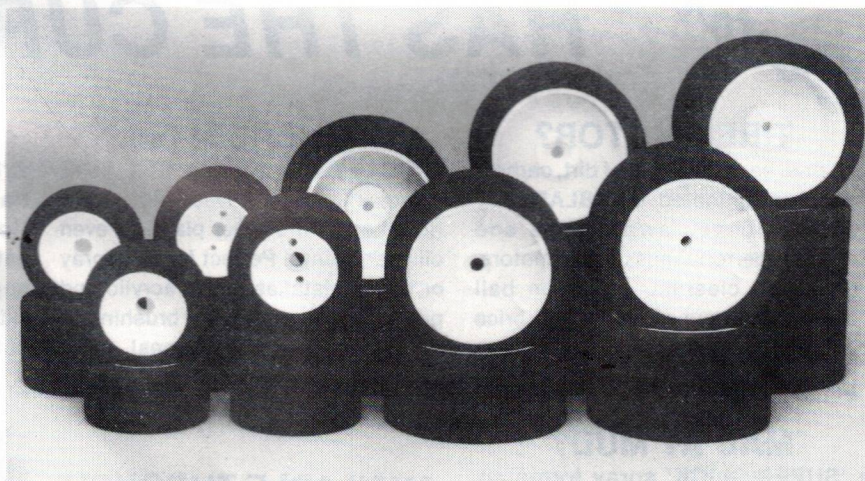
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ing with toys but nothing could be further from the truth. With cars capable of over 100 mph (quarter scale), R/C Racing offers a real alternative to full scale racing, without the chance of getting hurt. One-tenth scale cars are for all intents and purpose, racing vehicles, with four wheel independent suspensions, adjustable gearing, steering and motors, there

really isn't much that separates full scale from radio control except size and price. The excitement is there, the competition, the trophies, all of it is here in R/C Racing, without the pain in both the wallet and body. A good percentage of the older "kids" have a background in motor sports and the younger members either are too young to drive or can't afford "real" racing.

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Region 8

Aloha from Region 8. Racing activity here is at an all time high in all three scales of racing. The radio controlled electric car club is in firm control of most of the racing activity in Honolulu. Their off-road racing at the Leehi Lagoon race site still hosts roughly a hundred entries at its monthly events. There has been quite a bit of talk recently to expand the off-road racing activity to more than one weekend a month. This is certainly welcome news to a lot of us who only race off-road and are really in need of an expanded off-road program. The R/CECC also hosts a monthly 1/12 scale road race at our stadium mall parking lot. This race event is holding steady at about 35 entries and technologically advanced racers in the hobby.

The Pacific R/C Association hosts their monthly off-road race at the King Intermediate School. I understand this is a really well run event also, and although I have never received any REV-UP articles from them, the feedback that I get is good. The racers keep going to this event, so I guess it fulfills the racers needs, and this is what we need in this hobby.

The Hawaii R/C Automobile Racing Club I understand lost it's permit at original Leeward Community College parking lot. At first I was shocked. But then I learned that the club had a new racing site. I was certainly curious as to where this new site was. Then I learned that the gas car club's new site was still at Leeward Community College. The only difference was that the racing surface is now on the area where in the past everyone used to pit, and the pits have now moved one parking area further down.

Wow! A lot is happening here in Hawaii. We in the hobby are

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really lucky to have hobby shops who support us and what we do. My thanks to those who support the hobby.

Aloha and Mahalo,
Glenn Kawamae

Hawaii R/CECC 1/10 Off-Road *by Peter and Roy*

Welcome to the new racers for the '88 season!

The track was once again in excellent condition thanks to the hard work of the "track crew". These guys are a bunch of hard-working, dedicated racers and sportsmen who donate their time and energy to putting the track into racing condition.

After two rounds of intense qualifying, the TQ's were as followed: Modified 2WD Kent Uyeunten, Open 4WD Clyde Alexander, Stock Class Chris Takai, Truck Class Stock Mark Wood and Royce Racoma Open Class Truck.

A Modified had Brian Young pull off a great win as he got by the leaders Royce Racoma and Dan Au Hoy on the next to last lap. Royce and Dan, the early leaders, were engaged in door handle racing from the start, with

Brian in third and Peter fourth. Dan and Royce tangled ever so slightly allowing Brian to slip by and take the lead. With a lap to go, Brian had it in the bag as he crossed over for the win with Dan edging Royce for the second spot. Peter was just out of the money in fourth with Kent fifth. Reynold Kam edged Bo Oguma for the sixth place. With the exception of Brian, who crossed over to get the extra lap, second through seventh place were all on the same lap for the entire race!!!

Charley "Good Guy" Hernandez had a tough duel going with Charles Ota but succeeded in edging by to hold the 8th spot. Butch Farm had some car problems and finished 10th.

B MODIFIED

1st - Eric Aguinaldo
2nd - Wayne Onoyama
3rd - George Markham

C MODIFIED

1st - Kimo Smith
2nd - George Suetsugu
3rd - Roy Murakami

The A open line up had a super strong showing by the RC10/MIP 4WD car, with four out of ten

qualified for the A. Two Optimas made the grid with the other four spots being taken by the Cat. This time, tough, the RC10/MIP cars were in the front row with the Cats being relegated to the back row.

At the start, Peter Okano came from the back row to lead the field to the first turn. Dan Au Hoy escaped the infamous first turn tangle and was in the second spot. Clyde Alexander the TQ just had too much power and spun in the corner. With no traffic in front Peter opened a healthy lead with Dan about fifteen feet back in second. Reynold Kam, George Suetsugu and Brian Young were in hot pursuit of the leaders.

For some unknown reason the RC10/MIP cars, which were so awesome in qualifying, began to break down. Clyde was the first to go, followed by Floyd Miyasaki and then Brian Young. Charlie Hernandez was the sole remaining flag bearer in the sixth spot.

Dan and his Cat pulled off leaving second to George.

Meanwhile, Peter drove a safe steady line with an imminent win unless he broke. Ken Uyeunten, who had started in last, moved up thru the field to finally get by Reynold and then George. At the horn, Peter crossed over for the win with Kent in second and George third. Reynold took the 4th spot with Bo Oguma 5th and Charlie 6th. Dan, Brian, Clyde and Floyd were all unfortunately DNF.

B OPEN

1st - Kalani Lee
2nd - Joe Souza
3rd - Butch Farm

C OPEN

1st - Avery Tsui
2nd - Randy Kamahele
3rd - Lance Payanal

A Stock was a three way battle for the full five minutes between Avery Tsui, Eric Aguinaldo and

Dan Au Hoy as they each held the lead at one time. In the end it was Avery who held the lead when it matters most as he crossed over for the win. Eric was in second with Dan taking home third. Vince Chang held off George Suetsugu and Wes Chong for the 4th spot with George 5th and Wes 6th. Randall Au took the 7th spot ahead of Ernie Espiritu. Brian Tada and Chris Takai were both in the pits and were DNF.

B STOCK

1st - Masa Taketa
2nd - Don Bolos
3rd - Keith Katada

Open Truck Class was a pounder between Mike Kaneshiro and Royce Racoma with Mike holding the advantage and taking home the gold. James Allred held onto third over Dean Pascua. Ernest Guzman took home 5th with Dave Gillispie 6th and Felix Racoma 7th. Garrette Gouvea,

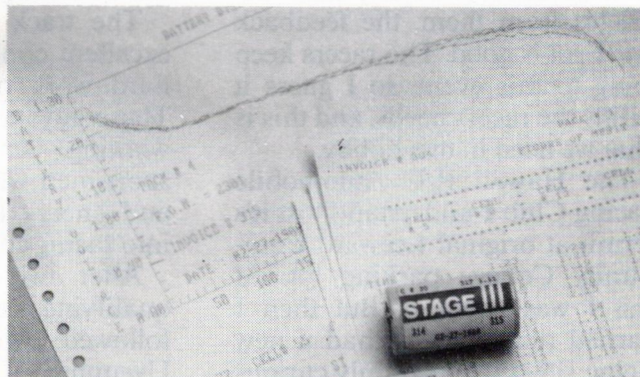
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Cary Braddy and Lance Payanal all suffered the dreaded breakdown and were DNF.

Stock Truck was a great win for David Bell with a full lap over the second and third place vehicles of Andrew Matsumoto and Jim Bell. Phillip Acierto came in 4th ahead of Scott Sumida. Marc Wood took 6th with Paul Pasion and Bruise Figuero both DNF.

Till next month keep the dirt flyin!

Hawaii R/CECC 1/12 Electrics
by Peter and Roy

Despite uncooperative skies and a wet track surface, the hardy group of 1/12 racers would not let a race day go to waste. After a drivers' meeting, it was voted to move the race site and hold the monthly series race on a smaller track.

A small, yet very tight track was ingeniously laid out to make the most of the available space. It would also be very interesting as no one had a chance to see or run the new layout, being an impromptu design conceived only that morning.

After the first two rounds of qualifying Peter Okano was the TQ, intent on letting his arch rival Reynold Kam know that being over 30 doesn't mean you're over the hill. The last two rounds saw no change in the TQ as Peter pulled out all the stops and had a lap on the field. Reynold Kam, Kathy Okano and Butch Farm were all on the same lap in qualifying with a total of five seconds separating them.

The customary lunch break was held to get up the heat boards and allow the last minute adjustments prior to the main events.

The A Main line up had Peter in TQ with Reynold and Kathy on the front row. These three had succeeded in just about dominating the front row every race this

year. Butch, Kent Uyeunten and Cory Chock were in the second row with Brian Young, Floyd Miyasaki and Dan Au Hoy in the third row.

At the horn the entire field left the line and promptly "congregated" at the first turn. The staggered start was of no use on this track with the straight being so short.

Peter, Reynold, Butch and Kathy made it through as the others were in the first turn tie up. Reynold took the early lead driving inside Peter on the second turn, with Peter second, Butch third and Kathy Fourth. Brian was in the fifth spot having gotten clear of the traffic.

For several laps Reynold seemed to have the edge as he increased the distance between his car and the second place car of Peter. Kathy had gotten by Butch but was engaged in a fierce battle to maintain the third spot.

About two minutes into the race, Peter began a sudden move up to catch the leader. He picked up tremendous infield speed or so it seemed, as he caught and passed Reynold within three laps.

Butch hit a backmarker and dropped to last while Kathy now had her hands full holding off the charge of Brian. Though slower, Brian's car had the infield advantage as he was closing in on

Kathy.

Peter pulled away and was gone, leaving the second place spot the only contention as Reynold lost his speed and was not being pursued by Kathy and Brian.

With only thirty seconds to go everyone pushed harder as it was now or never. Peter crossed over for the win, managing to pull a lap over Brian who came in the second spot. Reynold held onto third with Kathy a very close fourth. Kent edged out Floyd for the 5th spot while Butch held on to 7th with Dan 8th. Cory was unfortunately DNF.

B MAIN

1st - Lance Payanal
2nd - Clyde Masutomi
3rd - Andrew Lum

C MAIN

1st Greg Matsuura
2nd - Greg Yamane
3rd - Bruce Miller

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Region 9

Once again its time for another thrilling report from Region 9. At this time there seems to be a lull in the action as everyone gears up and down for their respective scales of racing. Because of this there is very little to report on, so on that note I will close with these famous words "If your having fun, you're doing it wrong."

CHINOOK R/C CLUB

A short note from Eric Himel on the team race. We ran 52 heats in 12 hours 40 minutes. This included any and all delays and awards presentation. We appreciate your help in the past and the effort Kelly McKeekin made to get a team together for this race. (No team as none of us could stand each other for 12

hours G.L.) We should know this week if we will be able to make this a annual race. It went over very well with the public, exhibition board staff, etc. The guys put on a great show and they really got into the spirit of the team concept. We plan to stick to the same format with only a few minor changes.

RESULTS

- 1st - Edmonton (Doug DeLasalle, Steve Carlton, Don Smith, Hartley Brown) 2010 laps**
2nd - Lloydminster (Gary Lamb, Dwayne Maxwell, Darrel Lamb, Mike Bridges) 1963 laps
3rd - Calgary "B" (Reg Reimer, Vladmir Kaitman, Bill Tobias, Todd Heibert) 1910 laps
4th - Calgary "A" (Terry Yeo,

Wayne Babbirk, Dean McNichol, Randy White) 1807 laps
5th - Lethbridge (Scott Boulton, Roger Oertli, Del Andrews, Chad Lorencz) 1741 laps

Many thanks to our sponsors for their help, Lethbridge Hobbies, Trophies Unlimited, Vermont American, Hartley Brown.

The Lethbridge Exhibition, all the drivers that participated and a big thanks to the workers and anyone else that was missed.

NASCAR NEWS

By Steve Carlton

Due to the lack of interest in the Edmonton Club there were only 2 of us at the Midwest Indy Open in Llyodminster. It sure would be nice if we could get a

The Blasters R/C Off-Road Car Club Presents



REGION NINE

1/10th OFF-ROAD CHAMPIONSHIPS
AUGUST 13th/14th/1988

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little more enthusiasm about going to out of town races. It's always good racing with a different crowd and competing against someone else. It's also a good time to make new friends in different places.

The day started early with getting up at 5 a.m. and driving myself to Lloyd. Just when I thought things were getting better they decided to have Concours. Well let me tell you, it was a hard time for the judges because there were some pretty nice cars there with a lot of detailing hard work put into them. The eventual winner was Dave Newbigging of Saskatoon.

I figured I would do better at racing than showing until about halfway through the practice run. That is when the dreaded radio interference happened. It was fixed quickly but at a price. A new receiver was the order of the day.

Well, to cut the day short the Edmonton people, all 2 of us, didn't do too bad. I finished fourth in the B Main, I'll get you next time Stuely, and Hartley Brown finished third in the C Main. The difference between qualifying for the B or C Main was 1 lap and maybe 20 seconds. Thanks for a good race Lloydminster. We'll be back next year for sure.

The final standings for the Classic Body Series are as follows:

- 1st - Steve Carlton/174/P-12
- 2nd - Hartley Brown/164/E-12
- 3rd - Troy Bliss/160/Super Phaser
- 4th - Roger Brown/142/12L
- 5th - Craig Eklund/141/TRC
- 6th - Doug Delasalle/136/TRC
- 7th - Mark Eklund/127/TRC
- 8th - Darryl Eklund/123/TRC
- 9th - Don Smith/123/TRC
- 10th - Kevin Vesso/118/Renegade
- 11th - Jon Welter/115/12L
- 12th - Perry Cunningham/91/S.P.
- 13th - Fred Davis/75/S.P.
- 14th - Jim Vesso/45 Renegade
- 15th - Dennis Cryderman/30/S.P.
- 16th - Jeff Boyer/29/12L
- 17th - Dean Simpson/28/S.P.
- 18th - Robby Dean/25/12L
- 19th - Dale Hymanyk/24

The winner of Concours was Mark Eklund.

The team of Hartley Brown, Doug DeLasalle, Don Smith and myself went down to the 1st An-



L. to R. Doug Delasalle, Steve Carlton, Don Smith and Hartley Brown.

nual Enduro Race in Lethbridge. This was the first big race that the Chinook R/C Car Club has put on by themselves and I must say it was a good race.

The style of bodies for this race was Grand National Stock Car with open motors. Some of you may not appreciate stock car bodies but I think a good time was had by all.

The main idea in this race was to be quick but also consistent as there were no throw away heats. The Edmonton team, who was sponsored by Vermont American Tools, demonstrated this as none of us won our heat except for Don Smith, the other 2 or 3 of us usually managed to come in second however and that helped. We also only had a couple of minor breakdowns.

Just to end this short note, the king of Concours himself, Hartley Brown, managed to win that title again and the Edmonton team finally came home with a First Place Trophy and we managed to do it without Andrew "The Ghost" Comrie. You did a great job Eric and we hope to return next year for another great race. Please remember to put the site next to the dancing girls again.

REPORT FROM THE SASKATOON PRAIRE DUSTERS

By Kim Adam

As I write the last newsletter of

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the 87-88 Indoor season its a time to look back on the last eight months of 1/12 scale racing and to look ahead for the next season.

In the last eight months we saw club members who attended placing well in all events. With the attending of these races and club racing, the competitiveness had increased to the point of one small bobble will mean a change of position from first to last in a matter of feet. Does make for a very interesting Sunday nights racing.

More recently the SPD's attended A World of Wheels Car Show/Enduro Race in Bismark, ND. A good show was put on with racers from Minnesota, Saskatchewan, and North Dakota attending. Gary Lanzer finished 5th in the A Main, Kelly McMeekin finished 2nd in the B Main and Kim Adam finished 3rd in the C Main.

Also the SPD's traveled to Llydminster Alta. To their first official race. Good reports on the race, good work guys, maybe next year I will not have to work and will be able to attend. Kelly McMeekin took 1st A Main, Gary Lanzer 2nd A Main, Dean Haughn 3rd A Main and Dave Newwbigging 2nd in the B Main.

Also attended was the second annual Can-Am Regina Race. With Gary Lanzer 4th A Main, Kelly McMeekin 3rd A Main, Dean Haughn B Main, Dave Newwbigging and Lloyd Drysdale C Main, and Scott Matwishin D Main. Once again a good show by all the Dusters who did the long time, long distance trips to the out of town races.

In local news we now have two rental tracks in operation here in Saskatoon. One is a small 15 by 30 banked oval carpet track, the other a indoor off-road track. With the investment involved to get started in R.C. racing this is an excellent chance for a new racer to get "Hands on" experience. With



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the sudden appearance of these tracks the media has also done a news spot on R.C. racing in general, any promotion of the sport is welcome. Also locally is the new 1/10 club, they race carpet in Winter and asphalt in the Summer so will have to dust off the 1/10 car and go race with those boys for a while. Next newsletter will have season end club standings and regional race results.

Till then go eat some asphalt.

REGION 9

1/10 Off-Road Championships

By Dean M. Simpson

On August 13th and 14th, 1988, the Blasters will host Region Nine's first ROAR Sanctioned 1/10 Off-Road Championships. I hope to see some good racing action going on. This will be a Level Four event. Keep that weekend open for this event. See the entry form published in this issue.

The Blasters New Executive

On May 1st, 1988, the Blasters voted in a new Executive. I, Dean Simpson will be stepping down as President and turning the whip over to Joe Mudroch. Glenn Swann will take over Fred Cole's duties as Treasurer. Thanks Fred for a job well done. Taking over Glenn's old job as Public Relations is Roger Brown. Our new

Secretary, John Welter will replace Perry Cunningham. It was a pleasure working with my fellow executives. Thanks again.

Some Compliments

Hats off to Budlee Printing for producing a real slick Rev-Up magazine for March/1988. I was especially happy to see that the Affiliated Club Listings are written up in a format that makes much more sense. Also Chuck Kimbrough's "Letter to the Editor" on page 20 was bang on!! I'm sure the executives of every r/c club in R.O.A.R.-land and beyond (sigh) share his feelings. ... I know I do.

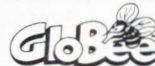
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Region 10

NO REPORT WAS RECEIVED FROM REGION 10.

(Continued From Page 11)

documented with specifications, drawings, and pictures (with and without shrink).

This documentation is for the purpose of positively identifying approved batteries and will be used by the race officials for such purposes. Original heat shrink is recommended but will not be final determination of identification. **ANYONE FOUND USING NON-APPROVED BATTERIES AT THE 1988 NATIONALS WILL BE DISQUALIFIED AND THEIR ROAR MEMBERSHIP WILL BE SUSPENDED FOR A**

PERIOD OF ONE YEAR! There will be an official ROAR committee at each event and their decision will be final.

It should also be noted that the following list meets all current ROAR rules as determined by size, price (\$7.50 per cell), and availability. There has been no change in the current ROAR battery rules. All cells have been inspected and approved for use **(AFTER SEPTEMBER 1st, 1988)** by the battery approval committee and the ROAR Executive Committee.

The following list of cells will be added to the current approved battery list, for use at ROAR sanctioned events after **SEPTEMBER**

1st, 1988. THESE CELLS ARE NOT LEGAL FOR USE BEFORE THAT DATE.

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Gran Prix

Bolink/Classic/66 Mustang

Bolink/GT/Ferrari F40

(Continued on Page 103)

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Congratulations to Mike Burnette on his A-Main 2 WD Modified 1st Place finish at the 88 Winter Nationals in Tampa, Florida. Mike got to the top using Team Pit Stop's chain driven TPS Transmission.



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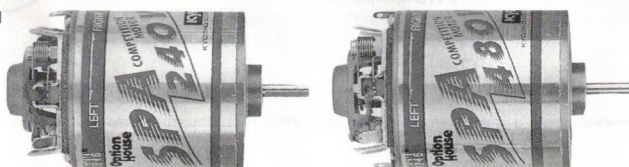
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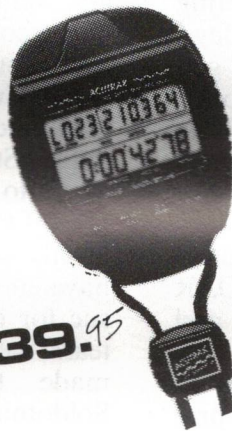
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- DISPLAY OF AVERAGE SPEED & TIME OF ACCUMULATED LAPS
- RECALL OF FASTEST LAP NUMBER & SPEED

SPLIT TIME CHRONOGRAPH

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- INDIVIDUAL & ACCUMULATED SPLIT TIMES
- ON-DEMAND MEMORY OF 7 SPLIT TIMES

INTERVAL LAP TIMER

- 24-HOUR TIMING WITH 1/100 SECOND RESOLUTION
- COMPUTES AVERAGE TIME OF ACCUMULATED LAPS
- ON-DEMAND MEMORY OF 7 LAP TIMES

ACUTRAK SC-514

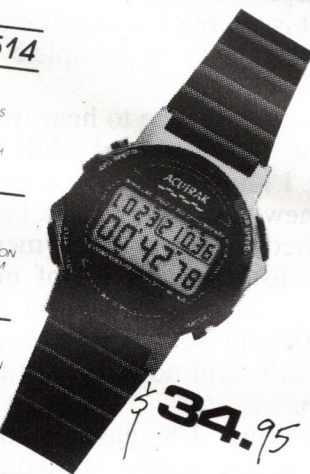
- ##### NORMAL TIME
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INTERVAL LAP CHRONOGRAPH

- 24-HOUR TIMING WITH 1/100 SECOND RESOLUTION
- COMPUTES ON-DEMAND AVERAGE LAP TIME
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Region 11

This is going to be a fairly short report this issue as we have made the transition from winter to spring racing. AROARA has just completed their 1/12 indoor series and that is reported on here. ARCORA will be completing their winter series in a few days, but will miss the deadline for getting this into our Rev-Up editor.

I'd like to welcome John Thawley on behalf of his most distant region. I am sure our readers are aware John is our new man in charge of ROAR's daily operations. I'm sure that ROAR will benefit from his efforts and experience.

As this will be published in July, our Regionals will be in progress or completed. The 1/10 off-road Regional results will be in the next issue, but I doubt that the other scales will be complete in time.

I would really like to hear from folks in our affiliated club in Palmer. I know they have a wonderful new track facility and busy race schedule. My updated membership list shows a lot of new members in that area and I'd really like to see your club get their results and notes here in the Rev-Up.

Since our 1/8 gas on-road season is just getting started we have little to report, but our 1/8 director, Kim Fleetwood, has prepared an excellent tech article aimed at novice drivers. Kim is one of the most experienced members in our club and I think this article will help out many.

AROARA 1/12 Indoor Series

AROARA completed their winter series on April 22 and settled the final trophy positions. First place in the three classes was settled about a month ago, but the runner up spots were still up for

grabs.

Curtis Kile started a couple weeks into the season and would have been behind, except that his new car was well set up and he won his first five races straight and went on to take six firsts and one second in eight points races. That, coupled with six TQ points netted Curtis a first place in Stock class and a move up to Open or Super Stock (I understand he's going to open class). Jon Clines ran off two wins and two seconds in his first time out, but didn't have enough appearances to pursue for the lead. Father and son team, Steve and Vince Rutherford, made the long drive from Soldotna nine times this winter and perseverance paid off as they tied in points for second place in the standings, but in tie breakers, son Vince got second on the basis of having a win while his dad had a couple of seconds.

Super Stock class was extremely competitive throughout the season. Even in the season ending oval, the top four cars were running within feet of each other for virtually an entire heat. Verne Monette finished as the most dominant racer with four first and three seconds to go with three TQ points. His expert car builder (who happened to win Modified class) kept him in good shape. Steve Campbell changed cars half way through and went from averaging less than 7 points per efforts to an average of nine points per outing. That allowed him to overtake our only lady racer, Vickie Peters, who was extremely consistent throughout the series. A late season flurry of minor mechanical ills kept her from staying up with Steve. Others deserve more than notable mention. Sean Raffuse, had he shown up more often, would certainly

have been in contention for a trophy as he was very strong whenever he was there. Sean netted a first and four seconds in six outings. Bruce Lyons, one of our clubs original founders, decided to make a comeback. Bruce showed flashes of his one time dominance but did not finish out the series. James Brown upgraded his car and took three wins in four heats but also jumped into Modified class and didn't have enough races to vie for a trophy finish.

Modified class was a replay of the last three series as E.T. Nidiffer dominated thoroughly. Ernie won nine of ten races with a second in one heat when a battery lost three cells at once. Ernie TQ'd ten of ten tries and scored one point less than a perfect 99. Some of his victories came by as many as five laps and he never had less than a lap margin in qualifying. A host of racers chased for second. Tony Glenn, past club champion, coupled a lot of strong finishes to eventually wrap up the runner up slot. Al Watson came from way back when he changed cars to reel in the other contenders to move into third, just passing up Kim Fleetwood who had a smooth, consistent series.

Just a note on our series ending oval. I wanted to keep track on broken parts. but would have needed a computer. You'd think an oval would be easier on the cars than a road course, but not so. Broken T-bars, stock motors and steering blocks abounded. Truly a hobby shops dream.

AROARA 1/12 Winter Series Final Standings

OPEN

Ernie Nidiffer	TRC/CAM/Gonzo
Tony Glenn	12L/Trin/Gonzo
Al Watson	TRC/CAM/?
Kim Fleetwood	P12/CAM/Revtech

Jeff Adzima	TRC/CAM/SS
Mike Sawada	P12/CAM/?
Jim Raffuse	12L/Reedy/Trin
Bob Peters	TRC/CAM/Gonzo
Reinhardt Howard	DEL/Rev/?
Dean Nix	12L/Rev/?

SUPER STOCK

Vern Monette	TRC/CAM/ET
Steve Campbell	P12/CAM/?
Vickie Peters	TRC/CAM/SS SCR
Sean Raffuse	12i/?/?
Bruce Lyons	P12/CAM/Gonzo
Bob Peters	TRC/Twister
James Brown	12L/?/?
S. Tiatrakul	TRC/CAM/Rev
Tim Brass	12e/?/?
Tony Glenn	12i

STOCK

Curtis Kile	TRC/Tin/MX
V. Rutherford	P12/Trin/Rev
S. Rutherford	TRC/Trin/Rev
Rich Carson	TRC/Trin/Gonzo
Jon Clines	12L/?/?
Derek Campbell	12i/Trin/camp
Mike Marrs	TRC/Trin/Rev
Ken Bozeman	Schum/CAM/Gon
Richard Hartley	12i/?/?

Getting it Dialed

Well, you did it. You finally went and spend all your money on what I consider the ultimate in R/C cars. You got yourself a new 1/8 scale fire breathing monster that will blow one of those wimpy little electric cars clean off the track and onto the workbench forever, or until winter sets in and the 1/8 scale season is over. The problem is, you've never ran one of these contraptions before and you're in a bind on how your going to get it all together and running good so you can concentrate on driving and not fussing with the darned thing. Well, your in luck because I've been through it all before and after 10 years of messing around with them, I've managed to learn a thing or two about what makes them tick. The following is a crash course in basic assembly and tuning of your new 1/8 scale racer. This is pretty basic stuff, so you guys who have been running this scale for a while won't learn anything you don't already know.

First, study the instructions that came with the kit until you are completely satisfied that you

know how everything goes together. Second, not all kits are created equally. Some cars are a breeze to assemble while others are a real bear. Regardless of which car you buy, some parts will have to be "massaged", with others, virtually everything will have to be cleaned up, filed, deburred and so on. Remember, half of the race is won on the workbench. Time spent here will reward you with a much more reliable running machine than one thrown together with little regard to proper fit and performance. Spend a lot of time cleaning up all those plastic parts and round off all the edges on your chassis plate and radio tray. Now is the time to polish all the aluminum parts if you want to go that far, some do and some don't.

The suspension system is the area you want to really pay attention to because it must work with as little friction and binding as possible in order to provide predictable and consistent performance. Most upper and lower control arms are made of plastic and pivot on a 1/8" dia., music wire rod or a ball joint. there isn't much you can do with the ball joints, but you must make sure that the parts are pinned with wire rods move freely. Some racers drill out the plastic journals where the rod passes through, but sometimes they drill them out too big and the fit ends up too sloppy. I like to take some rubbing compound and apply it liberally to the rod and work it back and forth inside the holes with a twisting motion until I get the fit I want. I keep test fitting the parts together until they are just perfect. This way the only resistance in the suspension is provided by the shocks and springs for which the system was designed.

Next we get to the drive train. There isn't anything you can do to the bearings, but make sure they move freely and are properly lubed. Some bearings are sealed and best left alone. Now I'll part with one of my best kept secrets. If

it rotates at high speed, balance it! Go to your favorite hobby shop and invest in a good dynamic balancing tool. High Point Products, Glenview, IL makes a machine used by airplane and boat modelers to balance their propellers and they work just dandy for balancing the flywheel, wheel-tire assemblies and even the spur gears if you've a mind to. Another trick is to beg, borrow, or steal a laboratory scale and weigh your clutch shoes. The idea is to find the lightest one and then shave weight off the other shoes until they are weighing exactly the same. This will balance your clutch and make it smoother running. Remember, objects rotating at high speed will cause vibration that robs horsepower and you should do all you can to eliminate that vibration.

Most new racers who advance to this scale are intimidated by having to deal with those snarling, cantankerous engines and they should be. Tuning a small two-stroke engine is an art that must be learned. There really is no easy way to explain everything so all I can do is give you the basics. First, never run an engine straight out of the box. There are all kinds of mean, nasty things hiding inside that are just waiting to chew and gouge all those nicely polished surfaces. Disassemble the engine by removing all four screws holding the backplate, then remove the head by unscrewing the four or six screws, then pull the head out of the sleeve. Rotate the crank from the front end of the engine until the piston pushes the sleeve out of the jug far enough for you to grasp it and slip it out. Now, unhook the bottom end of the rod from the crankpin and remove the piston and rod assembly. Press the crank out of the case and you're done. Get a glass bowl and fill it with alcohol and swish the case around in it. Check the intake area for burrs, then continue to clean the remainder of the engine parts in fresh alcohol. Lube the bearings with a fine

machine oil and re-insert the crank. Take a tiny dab of lithium based engine assembly grease available at auto parts stores and very lightly grease the rod, facing the same direction it was when you removed it and re-insert the piston assembly into the jug and hook the end of the rod back over the crankpin. Now, slip the sleeve back in the jug making sure the exhaust ports line up with the exhaust outlet cast in the jug. Use blue lock-tite sparingly on the screws and replace the head and backplate, being careful not to overtighten the screws and strip them out.

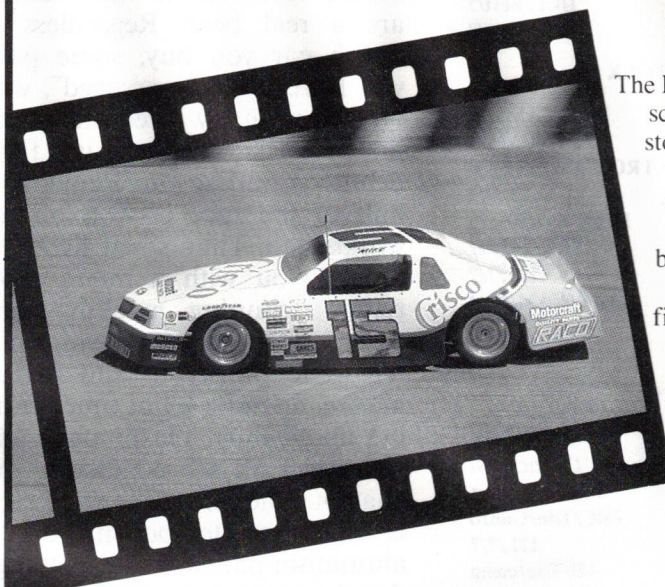
An engine that isn't running right can be usually be blamed on one of two things. It's either too rich or too lean. Simply stated, a rich condition is too much fuel being fed to the engine and a lean condition is too little fuel being delivered to the engine. It's best to start the engine rich and gradually lean it than to start lean and go from there. A lean condition will cause the engine to run excessively hot and will ruin it in no time. Begin with the idle or primary mixture screw about 4 or 5 turns open and the high speed or secondary mixture screw at least 2 full turns out. Start the engine and feed in throttle slowly. The engine should sound blubbery and spit a lot of excess fuel out of the exhaust and will rev up slowly. Release the throttle and lean the secondary mixture a half turn and restart the engine if you have to, then try revving it again. Repeat as necessary. When it gets to the point where it tries to break into a clean two stroke sound and starts to rev crisply, stop adjusting the secondary for now. The secondary should now be approximately one turn out. If the engine won't idle, make sure the idle speed screw is screwed in far enough to cause a fast idle and lean the primary screw a half turn. Restart the engine and lean the primary mixture and re-adjust the idle speed screw as necessary because when the idle mixture reaches optimum

condition the rpm will increase. Once you get close to optimum condition the mixture adjustments will start to get more critical so even a 1/8 of a turn may be too much. By now the engine should idle with the throttle closed and the brakes full on. Now, flip the throttle full on and release it after a second being careful not to over-rev the engine. If the engine hesitates or sags, then lean the

primary 1/8 turn and repeat until it revs from idle crisply. Don't worry if it goes rich on high speed as it's best to do the final setting for the secondary mixture out on the track. Now it's time to throw the car onto the track to cut a few laps. If necessary, lean the secondary mixture, but don't make more than a 1/8 turn adjustment at a time.

Ok, you got the mill to run, now

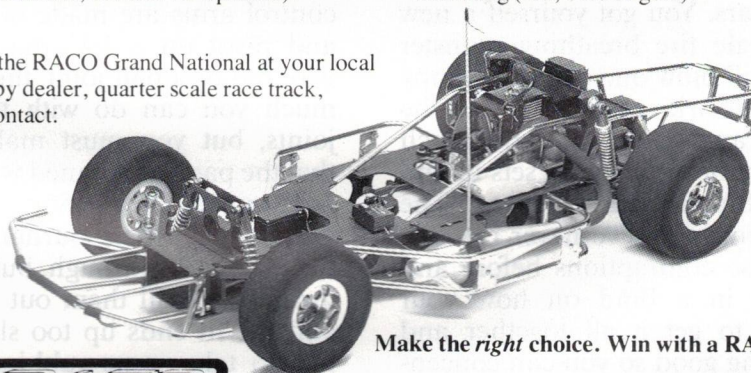
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you're ready to do some chassis tuning. Because of the variety of cars available, all I can do is refer you to your instructions for recommended spring selection and shock oil. Ride height should be about 1/4" front and 3/8" rear. This is approximate but generally your chassis should have a slight rake to the front. As for tire selection, talk to some of the other racers and find out what they're running. Generally, mellow yellows for the rear and green or blue for the front is a good place to start.

In all the time I have been racing 1/8 scale, I have never seen a car work without a wing. If your running a two wheel drive car, set the wing up as far back as possible and with a lot of angle. This will make the car understeer or "push". It's easier to drive the car if it understeers and will make it less prone to spinning out accelerating out of the corners. You can always decrease the angle or move it forward as needed until the car steers through the corners the way you want. For 4WD cars, the word is "loose". In other words, you want the car to oversteer like crazy and use the front wheel drive to pull the car through the corners. Use a wing, but set it at a low angle and as far forward as you can. You may have to cut the rear spoiler off of the body if needed. Don't be afraid to experiment.

A final few words concerning body selection. If you're going to run a Can Am body, the Associated Elfin is top choice followed by their 30 KL. and MRP Intrepid is also a good choice. For GTP, my favorite, is the MRP Ford C100. This body works well and in my opinion, is the sharpest looking body on the market. Parma's Porsche 956 is a good choice also. The final tip I

OPTIMA OWNERS

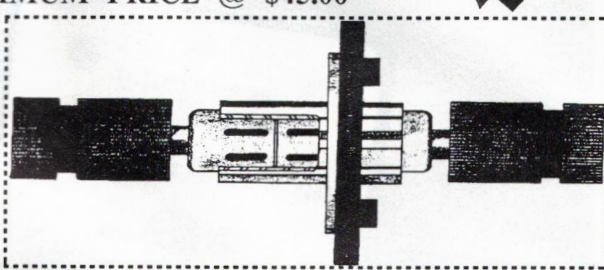
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am passing along is "light makes might". In all forms of motorsports except for tractor pulling, the governing bodies set minimum weights. R/C car racing is no exception. Therefore, if you don't need it don't put it on your car. Anything you can do to eliminate weight is a smart move. One way is to paint your body one color. I know they aren't very pretty painted one color, but you would be amazed how much weight one can add by building up several colors of paint on your body. In conclusion, it's the little things that sometimes makes one car faster than the rest of the pack. Keep your car well maintained, replace parts before they wear out or break and practice, practice, practice.

(Continued From Page 97)

PRODUCT APPROVAL

Parma/Funny Car/Olds Firenza
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 Parma/Misc. Truck/Mud Bus
 Parma/Misc. Truck/34 Ford Panel Truck
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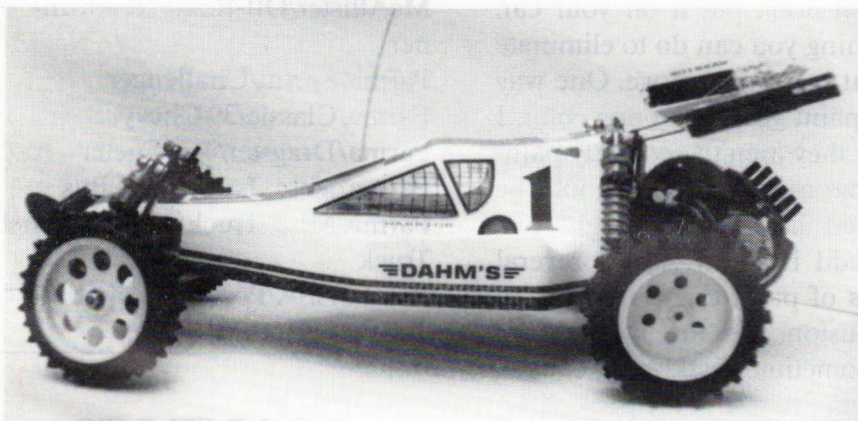
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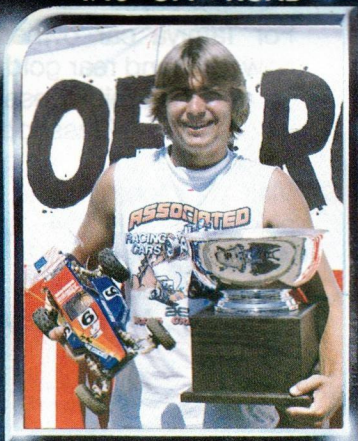
The Kyosho Turbo Ultima includes: a special heavy-duty chassis, platinum shocks, special radio plate and shock towers, universal swing shafts, special linkage set, special aerodynamic body, hardened final pinion gear, ball differential and specially designed chromed wheels. In fact, the Turbo Ultima comes with hop up parts valued at over \$350!

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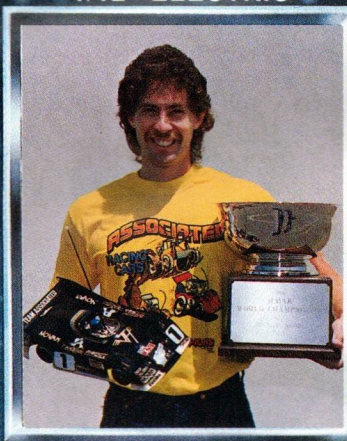
World Champions

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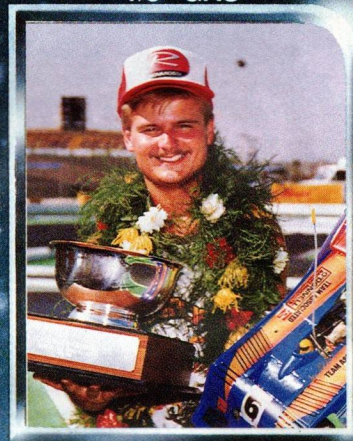
JAY HALSEY
1/10 OFF ROAD



TONY NEISINGER
1/12 ELECTRIC



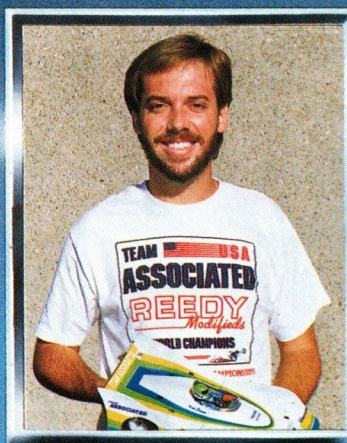
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1/8 GAS



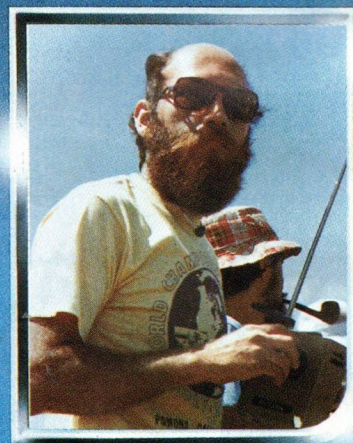
TONY NEISINGER
1/12 ELECTRIC



KENT CLAUSEN
1/12 ELECTRIC



BUTCH KROELLS
1/8 GAS



6 WORLD CHAMPIONSHIPS

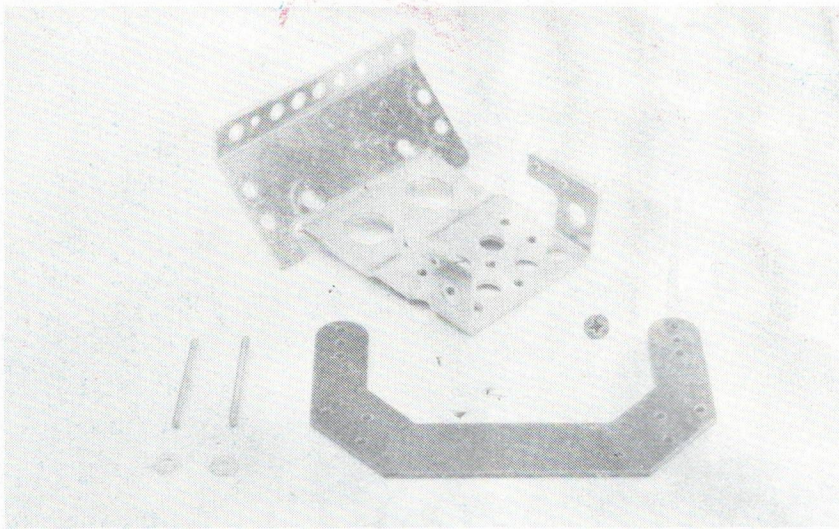
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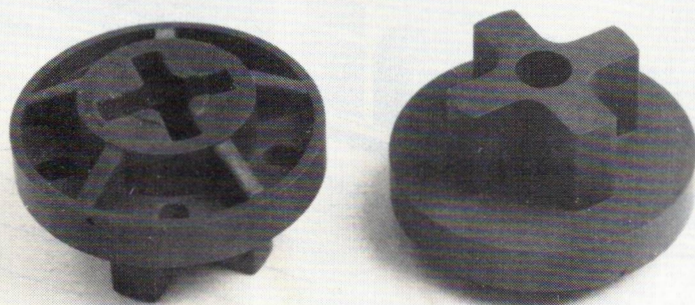
Complete information on all BoLink's products are available by sending \$3.00 for our latest catalog and price sheet and a FREE "He Who Dies With The Most Toys Wins" bumper sticker. Write to BoLink R/C Cars Inc., 420 Hosea Road, Lawrenceville, GA 30245.



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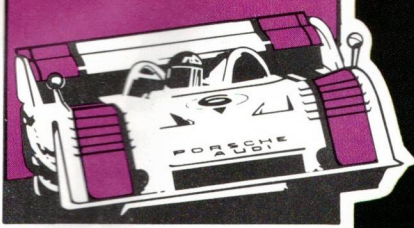
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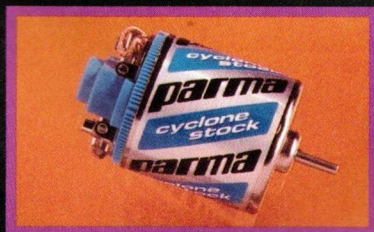
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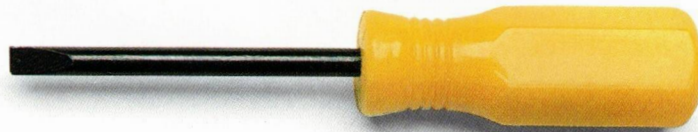
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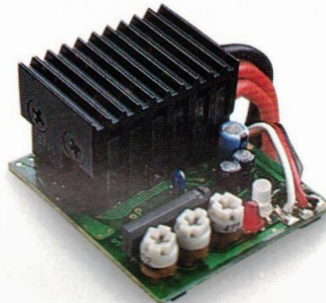
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MC111B(11B)	12	7.2-8.4v	130/500A	.008	2.1oz
MC112B(12B)	10	7.2-8.4v	100/400A	.009	2.0oz

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