

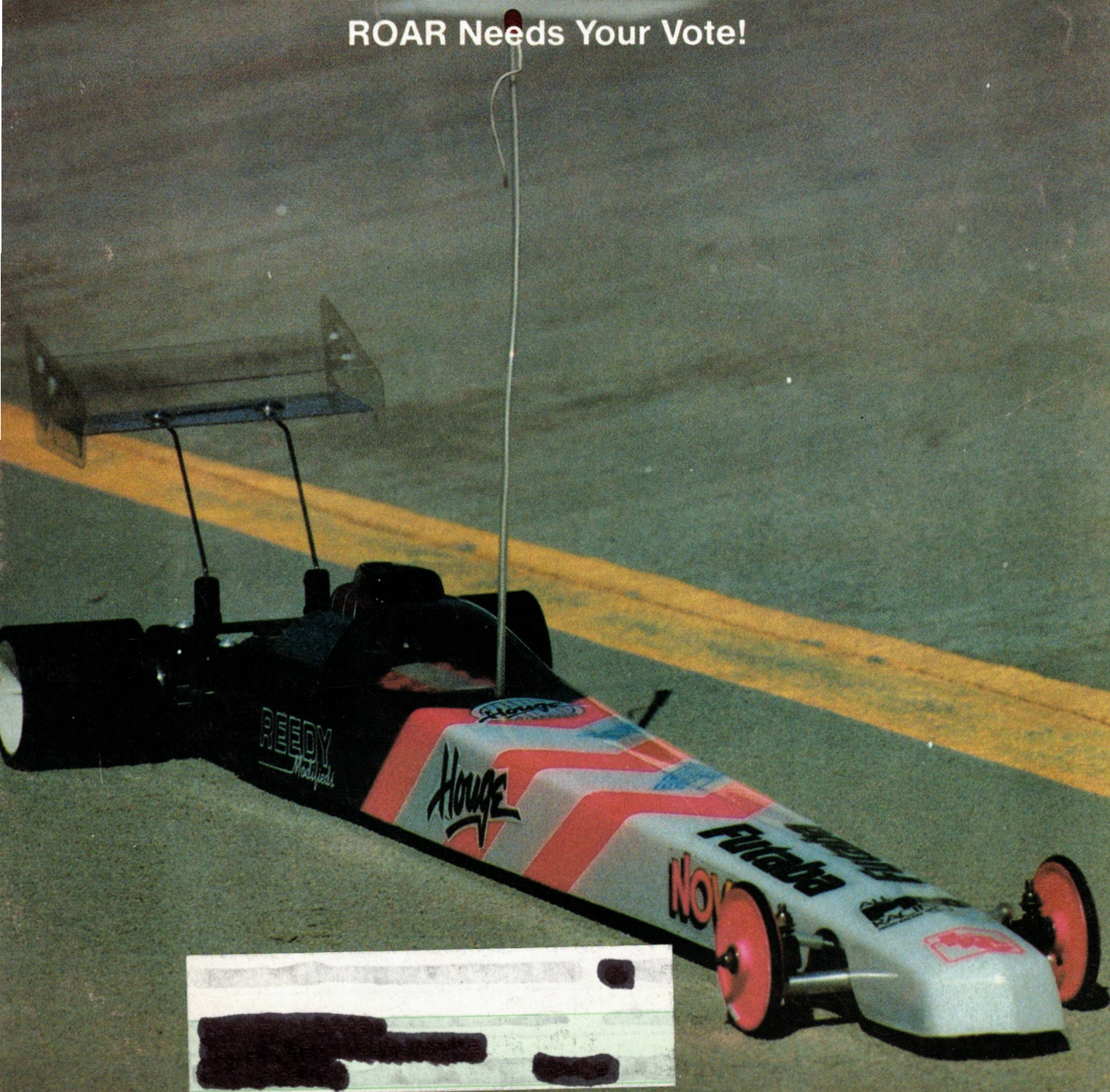
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The Official Magazine of ROAR

September, 1989

ELECTION BALLOT INSIDE ROAR Needs Your Vote!



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

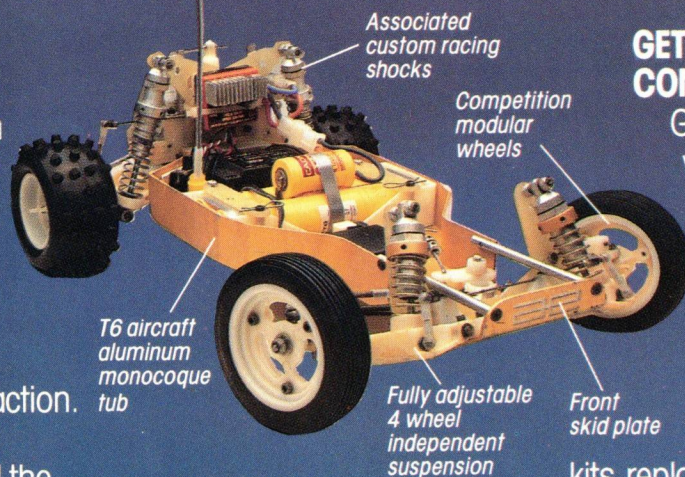
Sealed gearbox
VariLok
differential

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.

Team Associated's RC10.



Associated Electronics
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TEAM ASSOCIATED RC10

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

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#2000 "Monster Stock" 4, 6 or 7 Cell, 24,200 Awesome RPMs

You'll be the "Killer" at the track after bolting one of these Monsters in your car.



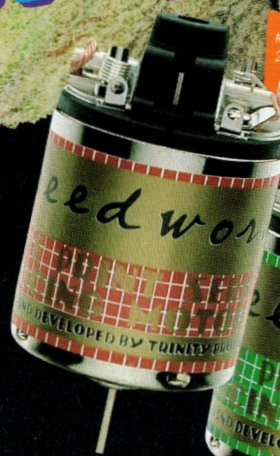
If ROAR stock class is your bag and you strive to be totally awesome, then you need the most radical, mind-blowing motors around, and here they are: The Trinity Monster Horsepower Stock Motors. Score some in normal or reverse rotation, and you'll be totally prepped to shut down the competition and send 'em home. So, if you really want to be bad, then loose the nerd valley motors and get it on with Trinity Monster Horsepower!

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Monster Horsepower!



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#0005 Super Speedway Stock, On-Road

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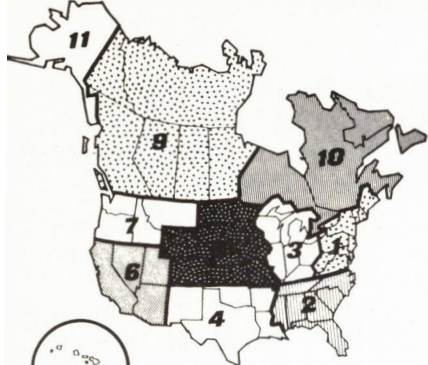
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ABOUT THE COVER

The "Illusion" from Houge Enterprises. This is a 1/10 dragster and was clocked at 1.97 seconds.

President's Column

Eric S. Gudger

As we move well into summer, we see that the National scene is progressing very well. The effort our host clubs and promoters are putting in is tremendous.

From Tempe, AZ, Mike Dolan, and the S.R.S. crew put on an excellent outdoor 1/12 Scale Nationals. Congratulations to Terence Holt and Kent "Video" Clausen our new National Champions.

Back here in the southeast, Pop, Roy, and Craig Kelly and crew from the Snellville, GA R/C Hobbies facility played host for the ever growing On-Road 1/12 and 1/10 Oval Nationals. Excellent drives put in by our new National Champs Michael Murphy, Kent Clausen, Kevin Lanier, and Terry Rott.

A couple of hours away in Birmingham, AL, long time on-road enthusiasts David Swearengin, Jimmy Simmonds and the Magic City R/C Car Club put together a great 1/10 On-Road Nationals. Great wins were in order for Steve Blair and Rick Hohwart. This class has really come together very well. All we need now is a World Championship in this scale.

Together and individually all of our Nationals have progressed very well and we can certainly expect the enthusiasm to continue.

ROAR's involvement in the many varied and needed functions has placed a strain on our limited resources. In the past, we had a multitude of "volunteers" who chipped in and helped the organization out. A tremendous number of these individuals and firms have moved on to greener or more restful pastures. But, the work and the needs are still there. The ability to handle them is not. Add to that the fact that the "volunteers" that we do have are

now beginning to feel the strain of being overworked. They are faced with limited time left to do what is needed. Frustration sets in and nothing gets done.

Where does this leave us? In need of a transfusion of concerned individuals who want to share in the rewards and responsibilities of our organization. Several of you have offered to help and are now sharing in the tasks that confront us. But more is needed! We need someone to head up our new Affiliation newsletter, someone to take over Rev-Up, someone to begin writing new articles for Rev-Up, some to help put together the new Rule Book, someone to look at righting out our voting procedures, someone to put together the World Championship qualifying procedures, someone to put together the Nationals procedures, someone to work on our new ranking system, someone to put together a manual for our clubs, someone to put together a manual for our Region Directors, and the list goes on and on.

Our two offices are so involved in the day to day affairs with answering your immediate concerns and needs that the daily fires never go away. They have no more resource left. Our choices are simple, continue as we are, have more "volunteers" get involved, or provide our offices with the professional help necessary to complete these and the other tasks confronting us.

If you really care, let me hear from you. It is time to get involved!

Special Notice

ROAR would like to announce, in accordance with IFMAR's sequence of rotation, the IFMAR Off-Road World Championships will return to the Western Hemisphere in 1991. ROAR has chosen to accept this option. Any clubs or tracks interested in hosting this prestigious event should notify ROAR by January 1, 1990.

All bids will be reviewed by ROAR IFMAR representatives prior to a final recommendation being made to IFMAR officials.

ROAR

1990 Nationals

Any clubs or tracks interested in hosting the 1990 ROAR Nationals should notify the ROAR Nationals Committee Chairman, John Thawley. An information outline will be provided describing the information necessary to prepare your bid for review by the ROAR Executive Committee. Inasmuch as geographic location will be a priority in deciding the location of each event, we are urging all potential hosts to apply so we may broaden our selection of hosts for the future. Please write to:

ROAR Nationals Committee
288 E. Maple, Suite 266
Birmingham, MI 48009

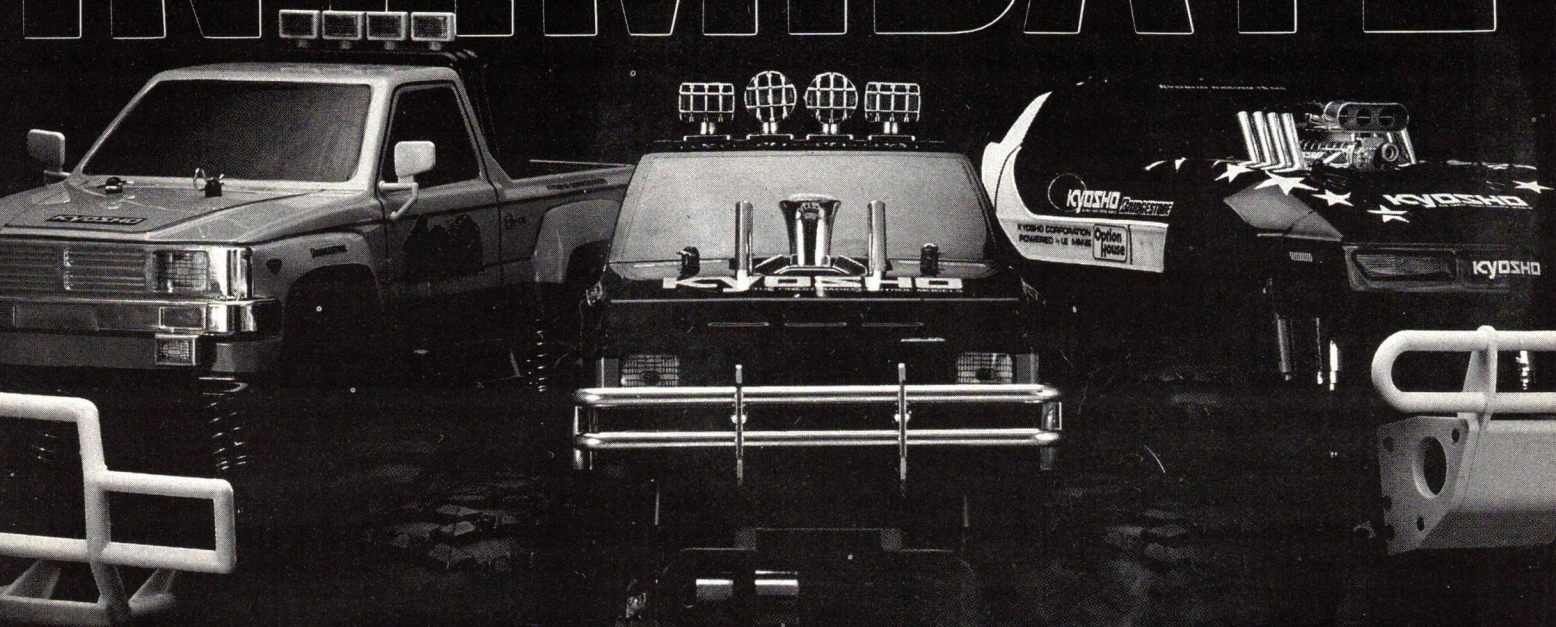
Please be sure to include the name of your club or track and the event you are interested in hosting. Please do not call. Only written requests will be acknowledged.

Administrator's Column

John Thawley

One of the things I enjoy most about traveling to ROAR events is getting to renew old acquaintances, meeting new people and the overall camaraderie that goes along with hanging around the race track. If you don't quite follow what I'm referring to, perhaps you'll understand me better if I use the term "bench racing". Bench racing is probably the best part of this sport. It's just like fishermen talking about the one that got away. I especially enjoy it, not just because I'm awfully good at it, but because it is a great way of

INTIMIDATE

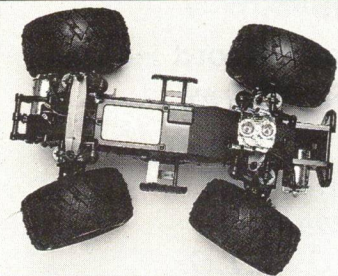


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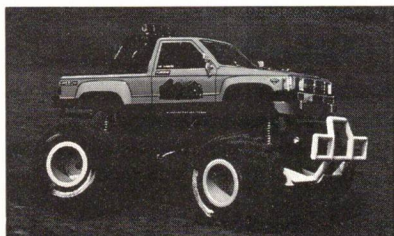
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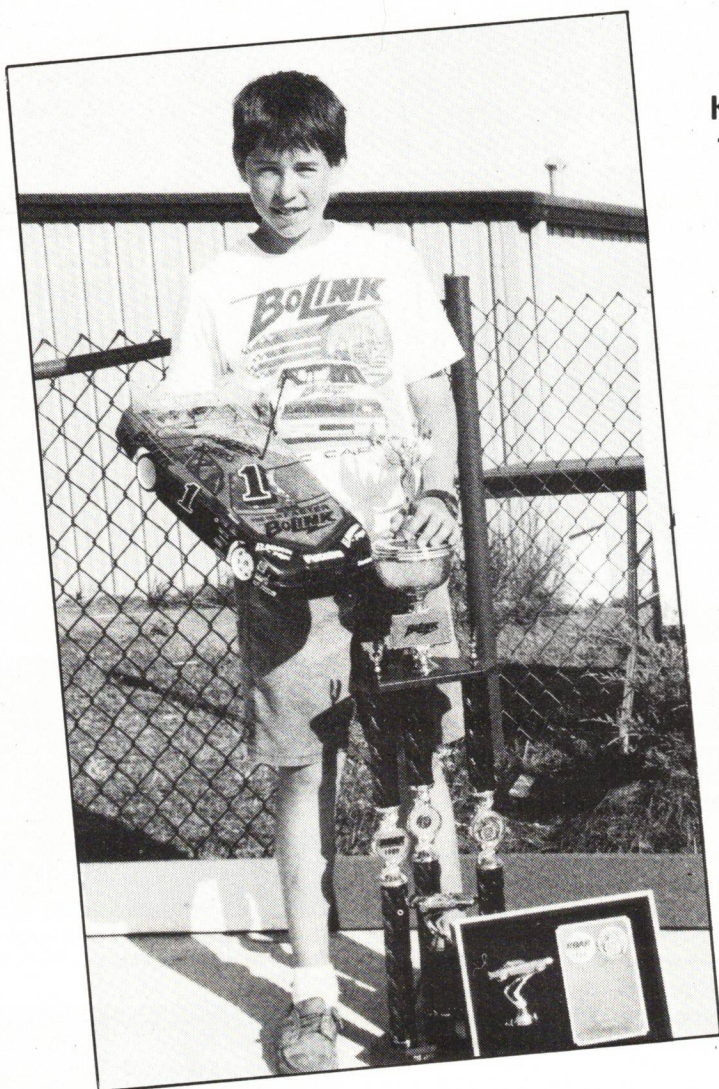
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KEVIN'S '89 SEASON

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Lake Whippoorwill - Stock
- ★ Oval Nationals - TQ/Won
Peach Bowl - Stock
- ★ On-Road Nationals - 6th A-Main
Birmingham, AL - Stock
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relaxing and relieving the tension caused by a full day of being competitive. I'm no psychologist, but I'll bet they would agree that it is also a very healthy activity as well.

As a ROAR official. I often have to take a passive role in allowing a competitor to take part in another psychologically healthy activity - blowing off steam. Many times I find myself on the receiving end of some irate racer's personal attack on ROAR, the race promoter, the race site, the track, "those stupid marshalls," factory drivers, back markers, cheaters, radio hits, gremlins, sun spots, or any other number of things I have no control over. No problem. I have been insulted before. In fact, the list is long and distinguished. Usually when one of you get done stuttering, stammering and spitting all over me, at least half-a-dozen people will ask me, "Who was that jerk?" This is just one of the bonuses of being a ROAR official. Realize also, it doesn't matter what the time of day or day of the week, if I am at a race those who wish to scream at me will simply decide for me that I am now "on the clock". Oh well!

To get to the point of all this, I would like to know how can our organization use all this "bench racing" and "blowing off steam" to our advantage? I took the job as Administrator with the objective of trying to make ROAR a better organization. As a racer, I had hoped to gather input from other racers to pass on to the Executive Committee. This has not happened. Sure, those of you that decide to blast me at your convenience feel this is telling ROAR what you think. Well guess again. The operative word here is **THINK!**

ROAR has about 17,000 members. I would guess maybe five percent of our membership ever has any direct contact with a ROAR official, other than perhaps their Region Director. When they do contact us, its

usually because they didn't get their ROAR card or REV-UP, to inquire about races, complain about races or other racers, or check on interpretation of rules and product approval. Many times we will find out the caller isn't even a member nor is the club or track he is racing at. Bottom line is most of the calls we get are complaints. Understandable and desirable. We want to resolve those problems.

But, let's look at a bigger problem. If our objective is to be responsible to the needs of the racers, our members, how can we accomplish that when we only hear from less than five percent? And when that five percent, including those who just blow off steam because I am there, only communicate when they have a complaint. I know this organization isn't perfect. But right now all we have to go on is what we hear from; the vocal minority. If you really want us to be responsive we have to hear from you, the silent majority.

So what do we want you to do? How about voting? There is a ballot in this issue. How about it? You say you don't know any of the people running? How about picking up the phone and checking with one of your club officials or friends? See if they have any suggestions. How about researching the candidates? How about giving a damn?

That is the biggest problem I see in this organization. No one gives a damn! Oh sure! You give a damn if you don't get your REV-UP. You give a damn if you can't get into the big race because its sold out. You give a damn when some race director puts you in a lousy qualifying heat. You give a damn when you get beat by a "sponsored driver." You only give a damn when something directly affects you. You're getting radio hits. They didn't groom the track for your heat. They didn't tell you your heat was up. They didn't give ribbons for 11th place. They didn't tell that backmarker to park and get

out of your way. Are you getting the picture? The only time you have anything to say is in a complaining sentence structured around the three words of I, me, and mine. If you are feeling guilty about now, then I guess you know who you are.

Folks its time to get involved. You can be the problem or you can be the solution. Its up to you. Remember, ROAR is just a club. Granted a big club, but still a club none the less. We depend on an awful lot of volunteers. While we don't ask everyone to volunteer for something, we do ask that everyone adopt a club mentality and remember what being a member is all about. This is your club. It is what you make it. You have got to get involved. Start by voting!

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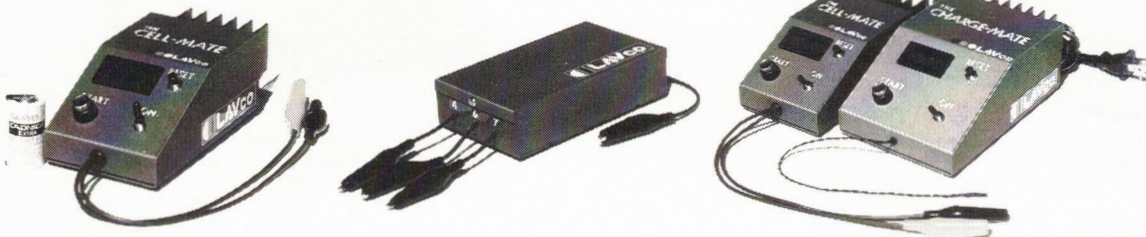
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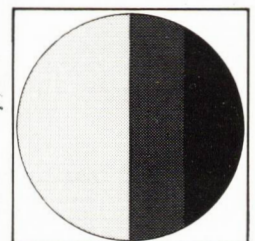
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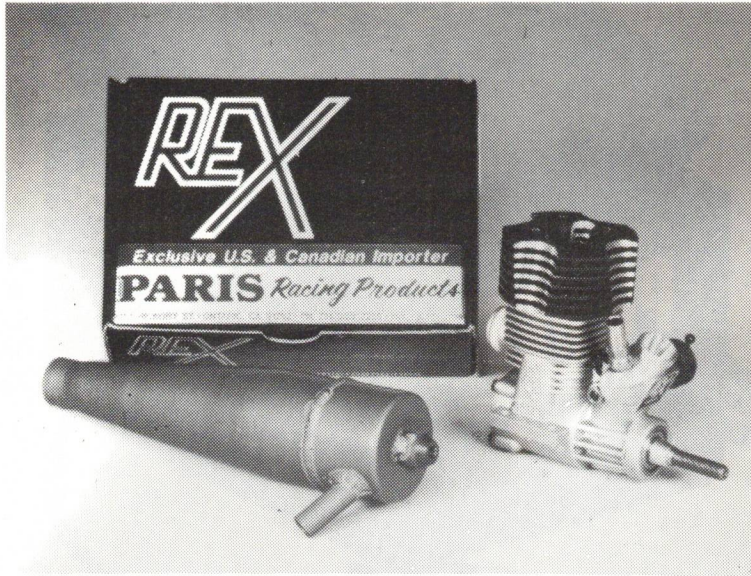
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Candidates Speak Up!

Michael W. Coffey

Age: 33, married with 2 children.

My Philosophy: All things must have balance. In applying this to R/C racing and ROAR we must understand the value and necessity of the manufacturers. While at the same time maintaining our priorities, that the member comes first and his or her interests are of utmost importance. Remembering the little guys makes the big guys. Not vice-versa! I'm constantly reminded by others actions that it is hazardous to open one's mouth without the benefit of seeing both sides of an issue. I weigh both sides before deciding. Organization is vital to a smooth running operation and thanks to my loving wife I have that attribute.

My Goals: Besides getting Region I to the pinnacle I'd like to see us have an organized 1/12 series and possibly a 1/10, too. Another goal is to improve communication between members.

My Experience: 8 years of racing 1/12 and 1/10 electric - 4 of 8 racing 1/8. Past President of Richmond R/C. Current President of Scale Auto Racing. Current Region 1 Director. Owner of Mid Atlantic R/C Hobbies (March racing). My racing abilities are of no importance here since they have no bearing on running this organization.

In conclusion, I love this sport and I am committed to seeing it grow and prosper. Thank you for the opportunity to serve.

John Thawley

Many of you may already know me as ROAR's Administrator. As Administrator, I am responsible for the day to day operation of ROAR. I report directly to the President on a continuous basis, and to the

Executive Committee as a whole. Inasmuch as this is my full time occupation, I am also actively involved with ROAR in several voluntary positions. Besides currently completing a term as Region 3 Director, I am editor of REV-UP, Chairman of the Nationals Committee, and a member of the By-Laws Committee. Furthermore, I am a contributing editor to Competition Plus.

Since I started racing about four years ago, I have been a member of the South East Michigan Radio Operated Club, known to most people as Team SEMROCC Racing. For three and one half of those years I have been club President. As President of SEMROCC I have been instrumental in establishing the present governing format of a seven member Board of Directors, Club By-Laws, and incorporating the club as a non-profit Corporation. SEMROCC currently has over 150 members and enjoys a 95% renewal rate. Under my Administration SEMROCC has co-ventured an 8,000 sq. ft. permanent indoor carpet facility and has a 170' x 70' off-road track located in a county park.

In 1987 the members of Region 3 elected me as their Region Director. Many of the successful techniques used by SEMROCC in race directing and promoting have spread to other clubs throughout the Region and have had a positive effect on the quality of racing and competition in Region 3.

My race directing experience includes the following major events:

1987 Region 3 Off-Road Championships

1988 ROAR 1/12 Scale Nationals Speedworks Sportsman Cup Race

1989 ROAR Off-Road Nationals
As ROAR Administrator and

as Chairman of the Nationals Committee I helped coordinate and supervise all of the ROAR Nationals in '88 and '89. One of my major objectives at these events was to collect information to complete my soon to be published ROAR PROCEDURAL MANUAL. This manual is dedicated to establishing consistency and policy for major and championship ROAR events.

Obviously I set very high goals for myself. I feel we must also set very high goals for ROAR and our Region. The tasks at hand are not easy ones. No one said they would be. If you know of a more dedicated ROAR member, someone willing to represent the best interest of the Region and the majority of racers yet resist those only concerned with personal gain, then I challenge that person to step forward and make a commitment. I am here! I am willing to accept the challenge! I would appreciate your vote of confidence.

Bob Peters

I have been actively involved in R/C car racing for six years, shortly after organized racing began here. During that time, I have been Region 11 Director for four years. In club activities I am a past officer of ARCORA and three term past President of AROARA. I am currently Chairman of the ROAR Membership Committee. I am also past officer and founder of Alaska Snow Scorchers, a club for gas off-road racing.

During my racing career, I have been race director for many large local events, originated the local 1/10 off-road enduro and 1/12 enduro, and organized workshops to help new racers. I have also volunteered to provide workshops at local schools. My

Race Report

SPECIAL EDITION

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(June 11) Phoenix, Arizona

Rick Hohwart "Top Qualifies" the 1989 ROAR National Championship for 1/12th scale! Rick's Peak Performance-powered Delta prove that for those racers brave enough to try a body a little different, the LOTEK is THEIR NEW STANDARD.

Thanks to Rick and all the brave competitors that used the Lotec at the Nationals. Congratulations also to Bill Martin, the new 1989 National Concours Champion! Bill used the BBR Lotec M1C body and Concours kit to secure the Second National Concours Championship for BBR!

BBR Lotec M1C Wins Futaba Grand Prix, Again!

(April 23) Riverside, Calif.

Driven by two-time World Champion Tony Neisinger, the Lotec bodied, Trinity-powered Corally took the victory from the second starting position. The victory marks the third consecutive triumph for BBR bodies at this classic race.

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man Group C car. After Tony, Lotecs driven by L. LeBlanc, G. Kyes, and T. Phillips completed a first thru fourth sweep! Bill Martin scored the fifth consecutive Concours victory for BBR bodies at the Futaba Grand Prix.

Congratulations also to Terrance Holt and Lucas Garneau for putting the new 1/10th scale Lotec prototype in the 1/10th scale A-Main of this year's classic.

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racing achievements include numerous club series trophies, and Regional Championships in 1/12 and 1/10 scale. I travel to national events yearly to keep pace with how others organize events. This year I opened the only commercial year round indoor track in Alaska and work consistently to help keep the cost of R/C racing within the means of as many potential racers as possible. I also sponsor racers who have gone on to do well at local, regional, and national levels.

The highlight of my participation in this wonderful and engrossing hobby was leading and organizing the effort to have Alaska made a separate ROAR region, breaking off from Region 7 where we were poorly represented. The success of our Regionalization has been a quite pleasant facet of my involvement in R/C racing, and I hope, pleasing for our members here in Alaska.

Don Pallett

I have been an officer of our local club in Lewiston (Va. R.O.O.M) for three years, serving as Vice President for one year and President for two years. I have helped build and maintain our area race tracks as well as helping to sponsor, promote and run area races. I've enjoyed participating in numerous races all over Region 7. Va.R.O.O.M is hosting the 1989 Region 7 Off-road race; I was instrumental in our obtaining this honor and active in planning the event.

I would like to see all of Region 7 become a united governing body. I would also like to see more racing, on all scales, become a reality. As ROAR Region 7 Director I would promote getting more people involved in racing and participating in club activities. I would like to be involved in getting ROAR acceptance for truck classes. My main goal would be developing the same interest and enthusiasm I have in racing in other people

throughout our region. R/C car racing is a fantastic sport and hobby.

Dean M. Simpson

I have been racing for four years in Two Edmonton Clubs, one being the Blaster Off-Road Car Club, and the other one is the Northern Alberta Scale Car Auto Racing On-Road Club (NASCAR). In the Blasters club, my credits include one year as a Public Relations Director, one year as President, followed by one year as Post President. In the N.A.S.C.A.R. club, I am currently the Vice-President. I have been the ROAR Region Nine 1/10 Scale Director for two years.

I try to attend most of the out-of-town races and enjoy meeting people. I will use my column in the REV-UP as an effective tool to reach out to convey important topics and ideas. I will try to establish a phone list of communications between the clubs of Region Nine each month. I think it would be great to compile and distribute to all of the clubs in the area a Region Nine Calendar of events, whether it be just local club racing, or Trophy Races. This calendar would have updated track locations, names of contacts, types of racing, series if any, and local club racing dates. It seems that we go along time with out any Trophy races and then WHAM!!! we get hit with a whole bunch of Out-Of-Town dates. Communication, that's my ultimate goal for Region Nine. Vote for me. Thank you.

Don Johnston

I have been involved in R/C racing for 12 years. I am a founding member of CARCAR with 6 years on the executive. At present I am President of CARCAR. I have won both series and major races in 1/12, 1/8, and 1/10 off-road and I am current 1/8 scale Region Champion.

I would like to see the region

get together and acquire an autocount system which would be used at major races. With 1/10 on-road starting to happen, I would like to get some life back into gas cars. We also need to get the racers from B.C. and Manitoba more involved. And remember, please cast your ballot for the person of your choice.

Don Looney

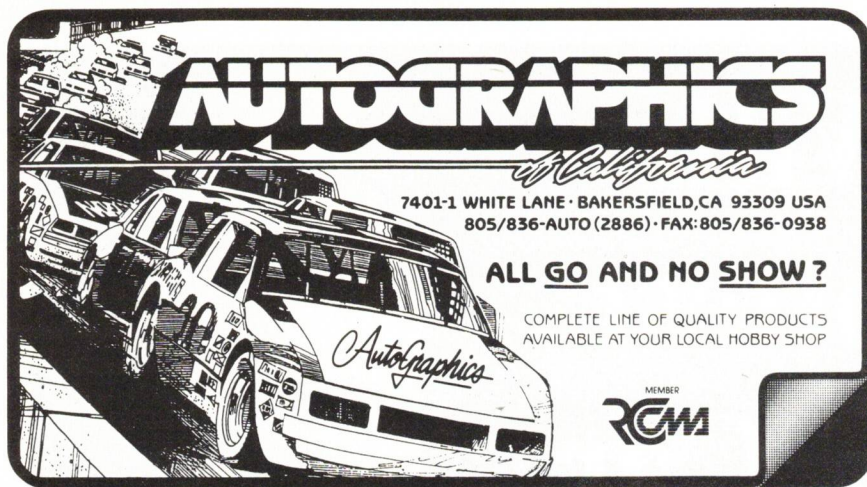
As a racer of R/C cars for 14 years, I have promoted and helped the growth of R/C racing. R/C cars are considered to be the fastest growing hobby/sport in the world today. As ROAR's first national club director for the past 2 years, I have been instrumental in this growth by helping to start over 200 clubs. In addition to 200 regular clubs, I have worked to develop R/C for Arm Forces through special services and the caribbean area. I have also worked to develop children's programs and particularly developed the east coast clubs.

I have written for the National Club News Letter and I would like to re-establish a master division and a new structure for the national regions.

Because I'm so heavily involved in the R/C community, the continuation of the sport is very important to me. As the President of the local club for many years, I know just how important teamwork and cooperation between people is.

Gary Lanzer

My name is Gary Lanzer and I have been active in R/C car racing for the last 10 years and in most other forms of racing for an additional 5 years. This racing consisted of full scale roundy-round, rally racing, drag racing and even a touch of dirt bike racing. During my drag racing haydays I also served as one of the first executive for the Saskatchewan Drag Racing Association during which we established



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our first constitution.

I'm 30 years of age and I have a lovely wife and two kids, a boy and a girl. These three people are my strongest supporters of R/C racing, as more than one time they have given up their father/husband time to let me go racing. I also have some factory affiliations but do not feel as these have ever made me make a decision in their favor.

For the last three years I have been the Region Director for Region 9 and during that time I have watched this Region grow from 24 die hard ROAR members to a couple of hundred. But enough about me, now lets get to the good stuff.

If I am elected as Vice-President, some of the things that I would like to get in motion are as follows: I find that our communication with our directors is short of almost none existent and if we are to succeed in this organization we need stronger communication, be it monthly conference calls or singular conversations as long as we are all on line with what is going on in ROAR instead of the "I heard it through the grapevine" policy.

I would like to get the REV-UP going as a more up-to-date bi-monthly magazine instead of the history book image that it seems to have grown to be.

I believe we could put on better ROAR sanctioned races if we made an incentive type program for the people that put on these races and series.

I would like to see some sort of certification of recommendation for regional champions since we have lost the plaque program.

I believe that ROAR has some strong rules that can be followed by all people and with these rules we must make a stand and have the people comply to them instead of shaking in our boots every time someone wants to challenge them, after all aren't we the sanctioning body? This doesn't mean that I don't want any changes in the next 2 years, but I believe that we must look out for the racers' benefit first.

Don Deutsch

I joined ROAR in 1971 (#1075) when I started racing regularly with the Cleveland R/C Car Club. I raced 1/8 scale gas cars until the club switched to electrics. I now race 1/12 4-cell indoor and 1/10 6-cell outdoor. I helped start and race directed the first 1/12 Indoor Series in the Cleveland area. This group then expanded, when they went outdoors, to become NORCAR, now famous for their annual Indoor Champs fun on Thanksgiving Weekend.

I have been active in ROAR as past Region III Director (84-85 & 86-87) and also served on the executive board while I was director. Since I am self-employed (own D & S Hobbies in Painesville, Ohio), I am sure I will have enough quality time to devote to whatever job I am elected.

Arlynn Simon

I have been an avid racer for 18 years, racing mainly 1/8 gas cars. I have also raced 1/12 electric, and currently becoming increasingly active in 1/10 off-road as well as, 1/10 on-road. I have been to regionals, as well as Nationals. I have a 16 year old son, that has been racing for seven years and a nine year old that has been racing for 1 1/2 years. My 12 year old daughter has also raced a few times.

I have been ROAR Region 5 Director for 8 years. I have been President, Vice President, Secretary & Treasurer, of the Kansas City Model Racing Association. I have been the Director of the Heart of America Series of races. I would like to say I have enjoyed being a regional director, and whether you vote for me or an opponent please vote. Thank you.

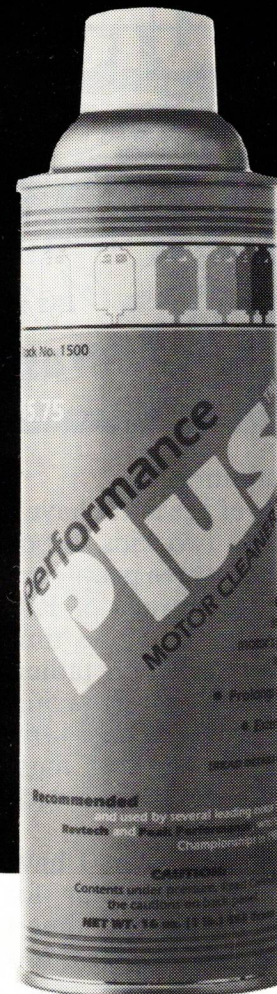
Ray Scherr

Hello, my name is Ray Scherr. I have been a member of ROAR for the past two years. As owner of Tacoma R/C Raceway. I have supported and promoted racing in Region Seven. My experience as a Race Director includes putting together a Team Challenge Cup that has generated a lot of racing activity in the region, as well as prompting many large racing events. As Director for this region, I could enhance my support of ROAR racing events.

My qualifications include extensive experience in running a hobby facility that includes an indoor 1/10 scale off-road track. I have an excellent understanding of the proper techniques used to host a large race event. As a racer, I have attended many race events and have become familiar with the activity as Region Seven Director. If elected to this position, I would try to make certain that the racers of Region Seven have a voice in ROAR and that all racers will be able to be an active part of the decision process for Region Seven. Thank you for your consideration.

(Continued on Page 57)

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SANCTIONED EVENTS

CALENDAR

Date	Scale/Race	Club/Location	Phone/Contact
Sept. 1-3	Reg. 5 1/10 Oval Championships	Des Moines, IA	(515) 279-1637 Steve Stiffel
Sept. 1-4	Reg. 4 1/10 Off-Road Championships	Midland, TX	(915) 697-2723
Sept. 9-10	Reg. 4 1/8 Championships	Austin, TX	(512) 327-2918 Mike Quellar
Sept. 15-17	Reg. 6 1/10 Dirt Oval Championships	Santa Rosa, CA	(707) 585-7576 Mark White
Sept. 15-17	Reg. 6 1/12 Championships	Campbell, CA	(415) 327-8283 Steve Ashby
Sept. 17	Reg. 7 1/10 On-Road Championships	Renton, WA	(206) 246-9665 Gene Gager
Oct. 6-8	Reg. 6 1/10 On-Road Championships	Tempe, AZ	(602) 829-9117 Butch Kloeber
Oct. 15	Reg. 2 1/10 On-Road Championships	Jacksonville, FL	(904) 268-1948 Bill Fraden

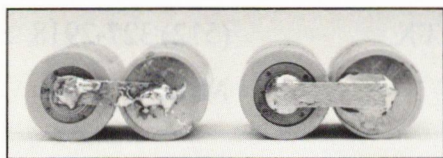
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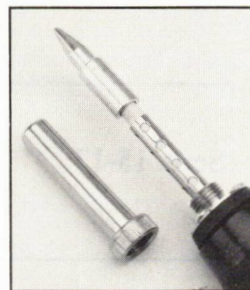
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Upper Saddle Rvr., NJ 07458
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1/8 Assistant
Larry Labounty
36 Glendale Road
Enfield, CT 06082
(203) 749-6281

Region 1

Ya'll having fun yet? That's a question I hear quite often. Responses are anywhere from a growl to a smile. I've got to say that, from my own experience lately, I've had to growl more frequently. It's not because I'm having bad days, in fact I've done more winning this year than ever before. It's more because of the attitudes of individuals than anything else. It seems that some of us take this sport rather seriously, and some of us can't handle it. I'm not perfect by any means but I'm extremely intense in my own way. I'm also very careful to keep the serious side of this to myself. I can only remember twice in my 8 year career that I've lost my cool and said something to hurt someone else. If I could somehow make amends for those two instances, I would. What point am I trying to make? In the past year or so, at every race, there is some guy or girl (yes, girl, too) making a fool of themselves by ranting and raving about an intentional take out, frequency problem or his/her own incompetence.

This kind of behavior in addition to the language they use, makes many of us miserable. It simply ruins the day, especially when they aim their accusations at you. Are we in agreement? Those of you who answer "no" need to stop and think before you blow off the handle next time. You might be video recorded and remembered for all time as the BUTT... of that day. Being you guys have, so little consideration for anyone else then think of yourself. Do you want to appear to those around you as two giant hairy cheeks with legs. I think not. Please, allow your brain to rule your mouth instead of another part of your anatomy.

This is not aimed at any one

individual, even though all of us can think of someone. It applies to the general situation. On the positive side of things, even though the actual ROAR memberships are down in our region, the participation at events has increased. We should be able to see in 1990 whether our work is paying off. I believe it will. Thanks again to all of your regional assistants, the clubs and promoters who are holding our region's major events.

In the last Rev-Up, I made mention of our World Championship teams and left out "the" most important name - the current World Champion - Repete Fusco! They may call one of these guys "the Machine" but Repete is the only one they molded the machine after. A super young man (for coming from such a crazy dad) - just kidding Pete. By the time you read this, he will have won or lost this year's worlds, but irregardless, rest assured he represented you in the finest way and gave it his all!

We need an Oval Dirt Director! Send resume and call me ASAP.

Our 1/12 6-Cell Indoor Regional will be held in October at G.P. Racing in Rome, NY. Call Greg Philley at (315) 336-5140 for more information.

1/8 Scale Report

By Larry Labounty

Despite some of the rumors of gloom that have been circulating about the demise of 1/8 scale racing, Region 1 has shown solid support. Granted we don't have the huge numbers participating as in electric racing but neither does CART or Formula I. We have fewer clubs and therefore fewer raceways and these facts alone slow growth, but those of us who enjoy this scale are

extremely devoted R/C racers. I was surprised to learn that many Hobby Shops in our track area didn't know we were racing. For 1/8 to continue to grow we all must "educate" and "promote" our sport. Be aggressive and open up your conversations about racing. Never be negative. Contact local shops, post flyers and schedules.

By the time this reaches you both the Mid-Atlantic and Series East will be about 3/4 through their seasons. After three races, Mike Coffey has been doing a team MacLaren act on his fellow MAC competitors with three straight wins in the 4WD open.

Earl Nester has been right behind Mike trailing by 9 points in the series.

In 2WD Jay Endicott, also of Richmond, is leading with John Gottschalk in second. Pat Yarosh is leading Sportsman handily with Dan Ralme second. Both from the Glenn Burnie Club.

Novice has Ben Dados in first followed by Al Francis.

Series East has had only one race because the first race at NYROC club was rained out. The ALJO club in King of Prussia, PA held race number two with Michael Cominski winning the 4WD Open A Main. David Toth won the 2WD A.

The MAC series has been putting out a first class newsletter after each race. If you want to receive one just enter a MAC race or call Don Day Jr. They owe Don a great deal of gratitude for the job he's done. Don's number is 703-494-2868. Receive a newsletter from the ALJO club by calling Arch Paltrineri at 215-277-5181.

1/10th Report

By Dominick Incantalupo

Off-road racing is very busy this season. We'd like to con-

gratulate Warren Darby of Virginia for winning the Four-Wheel Stock Oval Nationals. There is a great need for a separate Dirt-Oval Assistant in our region. Contact Mike or myself if you're interested.

We are now looking for bids for next year's regionals. So all of you who want races next year send your information to us.

Eastern States Off-Road Championships

May 27-28, 1989 Family Hobbies
Vineland NJ

2WD

- 1st - Gene Kociuba
- 2nd - Ron Boorman Jr.
- 3rd - Anthony Lewis
- 4th - Tom Adams
- 5th - Ron Boorman Sr./TQ.
- 6th - Mark Gillen
- 7th - Todd Lewis
- 8th - Tom Lane
- 9th - Dave Studner
- 10th - Benny Wilkerson

4WD

- 1st - Sean Glazar/TQ
- 2nd - Joe Hifko
- 3rd - Tony Robertozzi
- 4th - Mark Gillen

- 5th - Brian Fogt
- 6th - Ron Boorman Jr.
- 7th - Ron Boorman Sr.
- 8th - Steve Maslin
- 9th - Mike Ericsson
- 10th - Joe Marrone

Mid-Atlantic Championship Series

4 of 9 Races

4WD

- 1st - Mike Coffey/398.5
RC500LCG/O'Donnell
- 2nd - Earl Nester/389.5
PB/NovaRossi
- 3rd - Perry Botto/381.5
Cobra III/NovaRossi
- 4th - Don Day/376.5
RC500/NovaRossi
- 5th - Mark Poore/362.5
Cobra II& 2/3/O'Donnell
- 6th - Jason Wooten/352.5
PB/Nova Rossi
- 7th - Ken Harris/339.5
RC500LCG/O'Donnell
- 8th - Gary Soltys/281
PB/O'Donnell
- 9th - Arch Paltrineri/280
PB/NovaRossi
- 10th - Ralph Phillips/272
RC500/Paris

2WD

- 1st - Jay Endicott/395
RC500/O'Donnell
- 2nd - J. Gottschalk/388

PB/NovaRossi

3rd - Jake Harper/292

RC500/CoffeyRossi

4th - Mark Botto/197

Cook/NovaRossi

5th - Tom Hayden/192.5

PB/NovaRossi

Sportsman

1st - Pat Yarosh/399

Serpent/NovaRossi

2nd - Dan Rahme/390.5

PB/NovaRossi

3rd - Dana Sergent/385.5

PB/NovaRossi

4th - Glen Shreve/384

PB/NovaRossi

5th - Dick Eliezer/295

RC500/NovaRossi

NOVICE

1st - Ben Dados/394

PB/NovaRossi

2nd - A. Francis/296

PB/NovaRossi

3rd - E. Richardson/295.5

??

4th - Leonard Daks/291

PB/NovaRossi

5th - Bill Sergeant/287

PB/NovaRossi

Pete Fusco said Series East, at this point, had had only one race because some had been rained out. Full Points coverage will come in the next issue.

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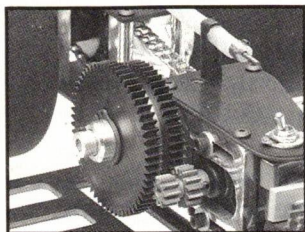
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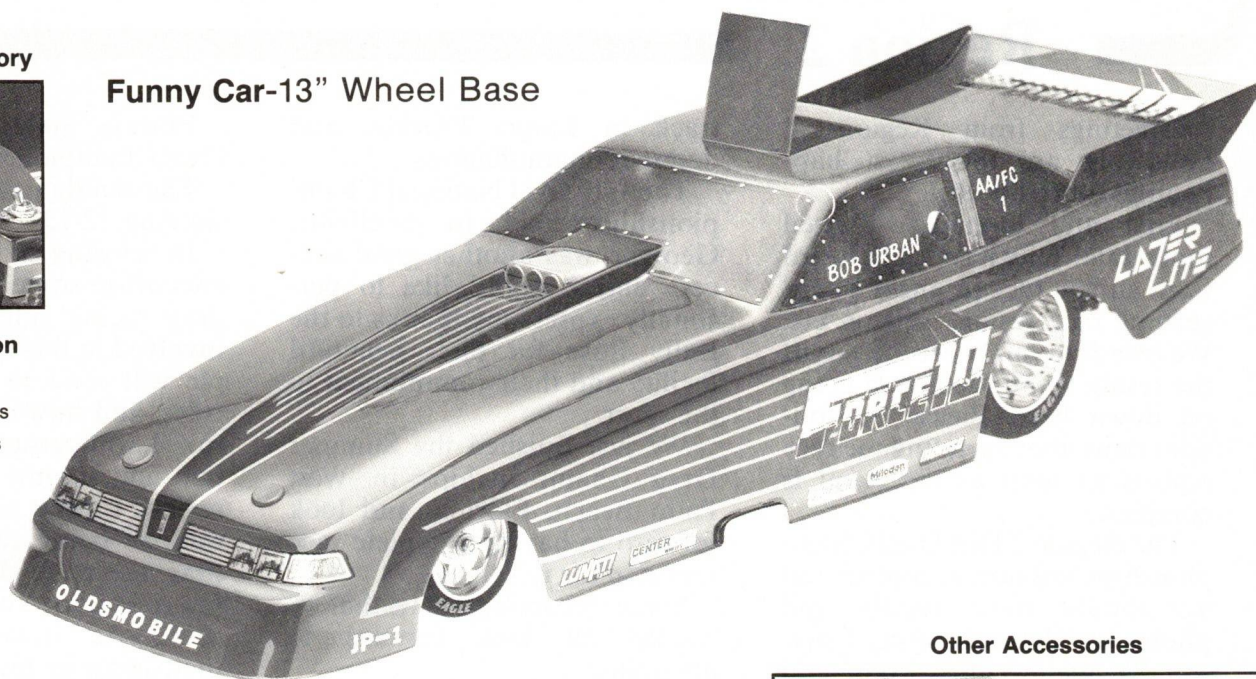
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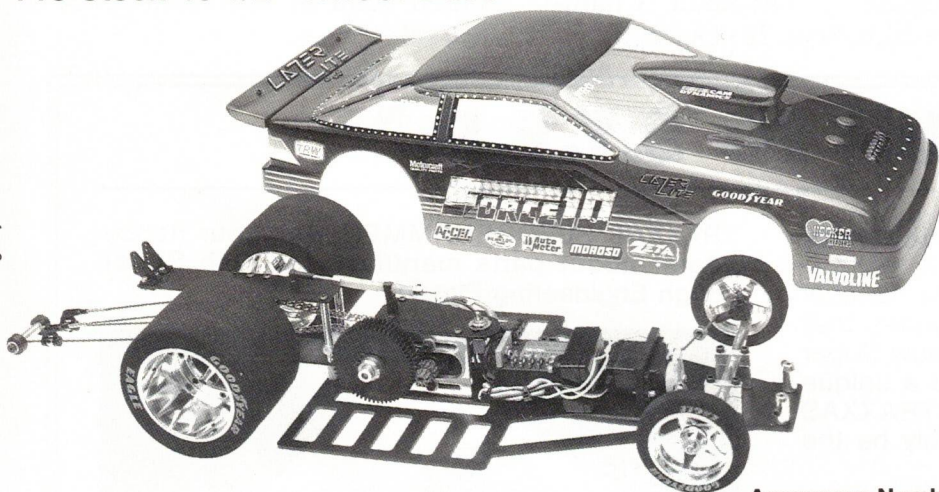
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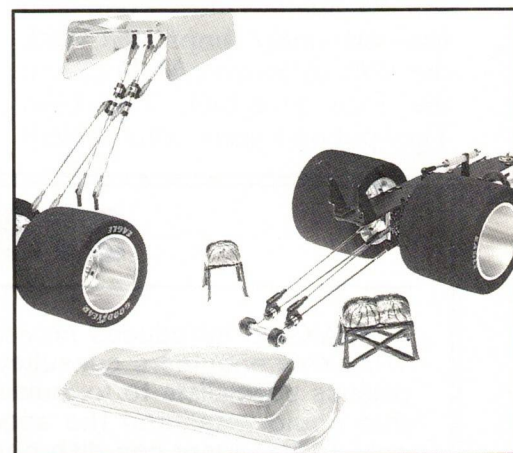
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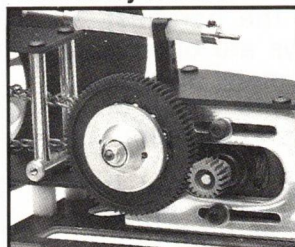
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Region 2

Greetings from Region 2! Following are the latest happenings down South:

First and foremost, I need more data! Why have I not heard from all you race promoters concerning race results, photos, etc. We owe it to our racers to report the results of all the action going on down here. Please be conscientious about sending me race reports as soon as the event is complete.

The Region 2 Dirt Oval Championships are now complete and we should have results and photos for the next issue. I personally attended this event and was extremely impressed with the staff of Fastrax Hobby, and the race promoter, Jim Lyle. They put on a great event at their

track in Largo, Florida, and deserve congratulations.

The 1/10 Oval National Championships held in Snellville, Georgia, was another great success and I would like to personally express my thanks to the Kelly Boys for their beautiful facility and their commitment to the sport.

We just finished the Summer Drag Championships in West Palm Beach, Florida, and look forward to having complete race report in the next issue.

Some upcoming events that we should all look forward to attending:

Region 2 1/10 & 1/12 scale On-Road Championships, Sept. 1-3.

Region 2 Off-Road Championships, Sept. 28 - Oct. 1.

Florida State Off-Road and Oval Championships, Sept. 15-17

The Southern Gulfcoast Classic, Aug. 12-13.

In closing I would like to encourage some input regarding drag racing rules from anyone involved in this sport. If you people will send in suggestions on rules, and how events should be run, I will compile the information and submit it to ROAR for review. I think some of the frustration being experienced by drag racers is due to the wide interpretation of the current rules. As interest is rapidly increasing in this phase of racing, the rules need to be tidied up to keep pace with its growth. Please send in your comments. See ya!

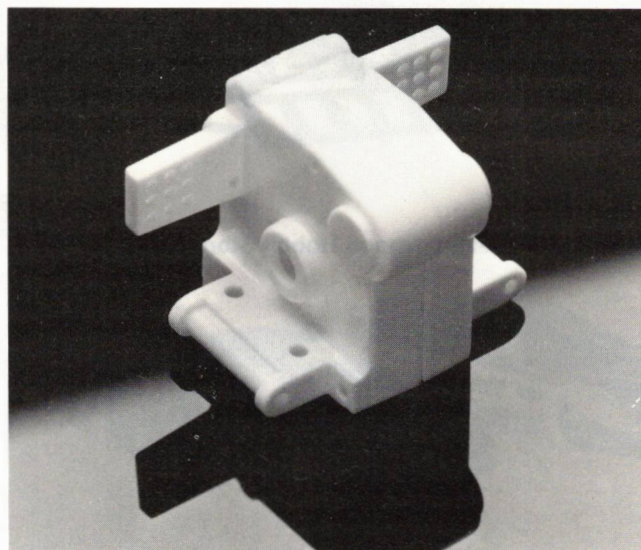
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ROAR 1/10 On-Road National Championships

By David Swearingin

June 23-25, 1989

Birmingham, AL

The Magic City R/C Car Club was proud to welcome 202 of the country's finest drivers to Birmingham, AL for the 1989 ROAR 1/10 On-Road Nationals sponsored by Trinity, TRC, and BoLink. This was the second year for this event which nearly doubled last year's number of entries. Every driver featured in last year's Modified A Main returned for another shot at the title.

Rain had fallen in Birmingham for 23 straight days with over 6 inches falling during the 3 days prior to Thursday's practice day. By noon Wednesday, with the track scheduled to open in less than 21 hours the track was still only a blueprint yet to be built. A break in the clouds brought out a flicker of sunlight and the determination of the Magic City construction crew, and by 6:00 PM that afternoon the track was race ready.

As if on cue, the weather cooperated for the next three days with only one shower to contend with. The racers had a full day of practice on Thursday, June 22nd with ten drivers on the stand at a time. This allowed all drivers an equal chance to learn the track and get dialed in for the qualifiers on Friday.

At 8:00 AM on Friday morning, a combined stock and modified driver's meeting was conducted by John Thawley ROAR Administrator, and David Swearingin, Race Director. Following the meeting, radios were impounded and the first of the day's two qualifying rounds were begun.

At the end of the first day, Terry Rott had powered to the top in Modified with 18 laps in 4:9.65. Barry Baker was the first day's top dog in Stock with 16 laps in 4:6.39. With these two flawless runs to judge by, it appeared that 18 laps in Mod-

ified and 16 in Stock would be the most the drivers could hope for on this layout.

The Concours and Best Paint competition was held at 8:00 AM Saturday morning after an early practice session. Frank Killiam, a master competitor in the Best Paint category and last year's 1/12 Best Paint National Champion, once again painted his way to victory with a beautiful red ribboned job on a white background. ??? placed second with an excellent black, yellow, and red Andy's TOJ. Third went to Bill Peirce for a green 7-Up machine that depicted orange 7-Up "dots" working the car! First place in Concours went to ??? with a perfectly detailed Silk Cut Jag. 1988 1/12 Concours National Champion, Mel Levine had to settle for second with his rendition of the Nissan GTP ZX-Turbo.

After the judging, the third round kicked off with things going smoothly. Tony Neisinger moved ahead of Rott with a run of 18 laps in 4:6.96 which would hold up through the fourth round and give him the TQ position. Kevin Orton, "Mr. Tekin", took over the top spot in Stock

with 16 laps in 4:5.46, bettering Baker's run by less than a second.

Shortly before the beginning of the final round, the rain, which had held off for the last two days unleashed a downpour that thoroughly soaked the track. Many of the racers were thankful for the huge tent which was provided for shade. When the deluge stopped, 45 minutes later, the small, but dedicated Magic City maintenance crew used brooms, blowers, fans, and even cat litter to dry out the track. Exactly 2 & 1/2 hours after the rain started the track was ready for the final round to commence.

At the end of qualifying, the 1989 ROAR 1/10 On-Road Top Qualifiers were Tony Neisinger in Modified and Steve Blair in Stock. Steve had moved out front in the fourth round with a run of 16 laps in 4:3.07, bettering Orton's run by over 2 seconds.

Stock C Main: John James took the win and posted the 5th best run of the mains in the process with a nice 16/4:15.1! Ricky Jordon finished second just ahead of Neal Everhard in third both with 15 laps.

Stock B Main: The only two

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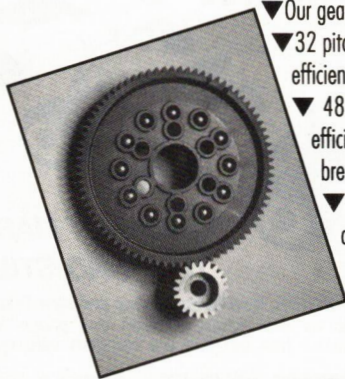
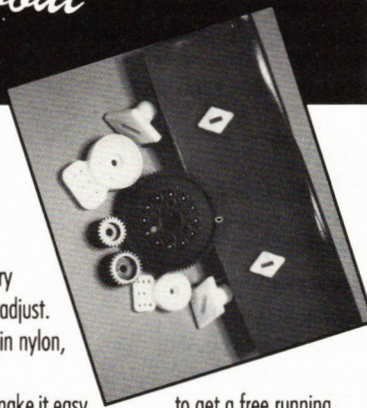
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drivers to break the 16 laps and fail to make the A Main, Garry Waters and Denny Smith, had to settle for a front row position in the B Main. Barry Rayborn was the 14th driver to break 16 and he did it in grand style - in the main. Barry nailed down the win with a fast 16/4:13.4 just 7 seconds ahead of Smith who finished second. Matt Cupka took third with 15 laps.

Stock A Main: Qualifying behind Blair, Orton, and Baker in the Stock A Main were Kevin Jerlich, Donnie Cooper, who finished second in the last year's 1/10 Nats, Justin Jenkins, Joe Fitzpatrick, Kevin Lanier, John Walters, and Rick Marks. All had 16 laps with 12 seconds separating top to bottom. After a lot of banging in the early going, Jenkins and Blair battled for the lead with Fitzpatrick, Jerlich, Cooper, and Baker looking for some room. After several beautiful laps of wheel to wheel racing between Blair and Jenkins, a

backmarker t-boned Jenkins and Steve Blair became the 1989 ROAR 1/10 Stock National Champion with a run of 16/4:4.8. The cars were immediately taken post-tech and official results were recorded. Finishing behind Blair for second was Joe Fitzpatrick, 9 seconds back and just two seconds ahead of Kevin Jerlich in third.

Modified C Main: This was a classic battle between Sean Lue, Butch Kloeber and Rusty Husband. Lue took the win just 3/10's of a second ahead of Butch. Husband finished third only 4/10's of a second behind Kloeber with 7/10's of a second separating the three!

Modified B Main: Crowd favorite, Bud Bartos and Kevin Mercadante were the early leaders with Chris Doseck moving up to challenge when the "Bud Man" found the boards. Shawn Ireland and Tim Lanier wanted to play also but could never quite get close enough to

make a move.

Bartos made up the difference and held off a hard charging Doseck on the last lap to capture the B Main win with a 17/4:1.0 only 1/2 second in front of Doseck. Mercadante finished third 1.5 seconds behind the "Little Dude." Ireland almost nipped Mercadante, missing by 2/10's of a second to get 4th with Lanier 5th. With less than 6 seconds separating these top five this was probably the best race of all mains.

Modified A Main: Tony Neisinger was surrounded by some mighty fast company with Rott, Bob Light - the defending National Champ, Rick Hohwart, Art Carbonell, Kent Clausen, and Joel Johnson all sporting 18 lap runs. Rounding out the field were Ralph Burch Jr., Andy Dobson, and Frank Killiam, all less than a second away from an 18 themselves! As the cars broke from the grid it was Neisinger in front, followed by Rott, Light, and Hohwart. Unfortunately, as Neisinger came up hard on two cars in trouble he hit a corner marshall's foot and was done for the day. Light took the lead for the next two laps but relinquished it to Hohwart 3 laps later. From that point on Hohwart drove a perfect race and turned down all bids from the field to take over the lead. Clausen pushed him hard at the end but Hohwart made it under the bridge for the extra lap while Kent could not. Rick Hohwart took the 1989 1/10 Modified Crown using Peak Performance power and an Associated 10L with an outstanding 18/4:12.9 run, the only 18 lapper of the mains! Clausen Associated/Reedy, finished second at 17/4:0.2 3.2 seconds ahead of Rott ComCraft/Cam, in third. Light, Agitator/Trinity, in fifth. Only 6.6 seconds separated second through fifth place. Frank Killiam, TRC-10/Checkpoint was sixth with Ralph Burch Jr. Hyperdrive 10/Cam, 7th. Andy Dobson, Parma/Parma, eight. Art Carbonell,

Vicfor/Cam finished 9th while Tony Neisinger, TRC-10/Trinity, could not finish and placed tenth.

As mentioned before, the race was sponsored by Trinity, TRC and BoLink and would not have been possible without them. In addition to our sponsors many other manufacturers donated prizes which were given away to the participants. Thanks to them all: Trinity, TRC, Advanced Racing, Airtronics, Associated, Bullet Racing, Competition Plus, Cox, Custom Works, ETA Racing, Hyperdrive, Litespeed, McAllister, MRP, Navcom, Novak, Pactra, Paragon, Parma, Pro-Line, Radio Control Model Cars, Racemaster, Racing Silks, Rev-Tech, Scale Racing Products, Stage III, Stormer Racing, Tower Hobbies, Twinn-K, Twister, and Vicfor.

As Race Director, I'd like to extend my personal gratitude and thanks to the entire Magic City Club and everyone else who

had a hand in making this race a success. You all deserve a huge pat on the back and will always have my deepest respect.

MODIFIED A MAIN

- 1st - Rick Hohwart
- 2nd - Kent Clausen
- 3rd - Terry Rott
- 4th - Bob Light
- 5th - Joel Johnson
- 6th - Frank Killiam
- 7th - Ralph Burch, Jr.
- 8th - Andy Dobson
- 9th - Art Carbonell
- 10th - Tony Neisinger

STOCK A MAIN

- 1st - Steve Blair
- 2nd - Joseph Fitzpatrick
- 3rd - Kevin Jelich
- 4th - Donnie Cooper
- 5th - Barry Baker
- 6th - Kevin Lanier
- 7th - John Walters
- 8th - Rick Marks
- 9th - Kevin Orton
- 10th - Justin Jenkins

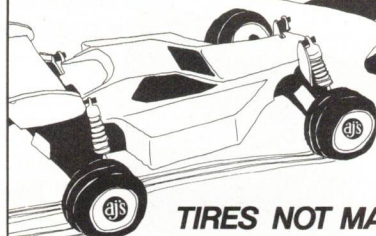
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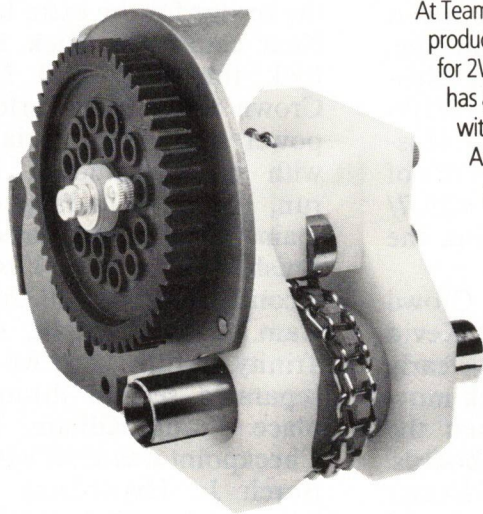


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1988 ROAR National & IFMAR World Race Results

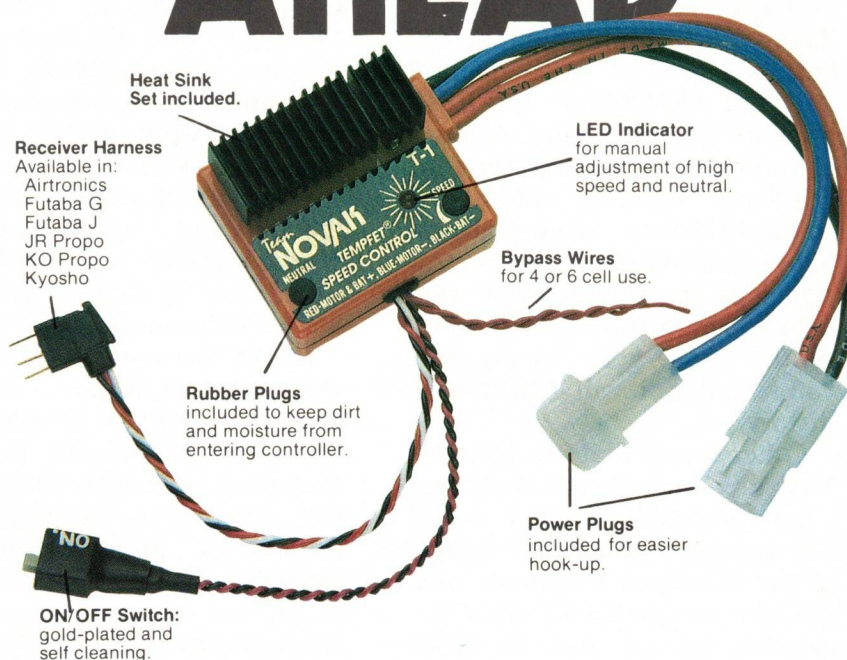
Class	Champion	Speed Control
Off-Road 1/10 Scale Oval (Orlando, FL)		
2WD Stock	Sean O'Campo	NESC-1X
4WD Stock	Chris Doseck	NESC-1X
2WD Modified	Scott Quillen	NESC-1X
4WD Modified	Cliff Lett	NESC-1X
Sprint Car	John Smith	NESC-1X
On-Road 1/10 & 1/12 Scale Oval (Whippoorwill, FL)		
1/12 Stock	Jeff Irish	NESC-1
1/12 Modified	Jim Fuller	NESC-1X
1/10 Stock	Steve Rule	NESC-1X
On-Road 1/10 Scale (Tulsa, OK)		
1/10 Stock	Frosty St. Clair	NESC-2
On-Road 1/12 Scale (Detroit, MI)		
Stock	Scott Smith	NESC-1X
Modified	Tony Neisinger	NESC-T1
Off-Road 1/10 Scale 2WD (Antioch, CA)		
2WD Stock	Ron Rosetti	NESC-1X
2WD Modified	Cliff Lett	NESC-1X
Off-Road 1/10 Scale 4WD (Huntington Beach, CA)		
4WD Stock	Cliff Lett	NESC-1X
4WD Modified	Cliff Lett	NESC-1X
IFMAR World Championships (Baarn, Holland)		
1/12 Scale	Masami Hirotsaka	NESC-T1
On-Road		

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1988 1/12 Scale 4-Cell Race (Cleveland, OH) Nov. 23-27, 1989		
Modified	Shawn Ireland	NESC-T1
Second Annual Reedy Int'l Race of Champions (Costa Mesa, CA) Jan. 21-22, 1989		
Invitational Class (Combined 2WD and 4WD)		
1st Place	Cliff Lett	NESC-T1 & NESC-1X
2nd Place	Jay Halsey	NESC-T1 & NESC-1X
Open Class		
4WD	Christian Keil	NESC-T1
2WD	Mark Pavadis	NESC-T1
TRC/Trinity 1989 N.A.R.A. Challenge (Lake Whippoorwill, FL) April 13-16, 1989		
Invitational Class		
1/10 Scale	Cliff Lett	NESC-T1X
1/12 Scale	Kent Clausen	NESC-T1
Amateur Class		
Stock	Kevin Lanier	NESC-1
Modified	Jill Simms	NESC-1X
NOVAK 650		
Winner	Chris Doseck	NESC-T1X

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Voltage Input (volts)	4-10	4-10	4-10
Braking Power (A)	26	26	52
Response (msec)	15-20	15-20	15-20
Current Efficiency	99%+	99%+	99%+
Motor & Battery Plugs	yes	yes	no

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Region 3

It seems every time I have to get one of these reports ready I am up against the wall with another big race. This time is certainly no exception. Then again perhaps it is. This time I am only days away from having 650 entries converge upon Detroit and the SEMROCC Off-Road track for the battle royal. As most of you know for the first time the Off-Road Nationals will be held in the Mid-West. What you probably don't know is this is now slated as the largest event ever held in the history of our sport. As the saying goes "by the time you read this" it will definitely be history.

Other events that are now history are two of our Regional Championships. First I would like to congratulate the winners of the Off-Road Regionals held in Columbus by CORCAR. Congratulations go out to Mike Ankney who has deservedly earned the title as Mr. Two Wheel Drive. Mike locked up the title in both Stock and Modified 2WD classes. CORCAR's own Mike Hampton won the 4WD Stock title and Parma's Andy "Sticks" Dobson won the all wheel drive Modified class. Andy piloted an experimental combination of Shumacher Cat with a Losi JRX2 rear suspension.

Jim Meach has provided us with a brief description of the action at the Gas Regionals held by the Toledo 1/8 Racers. We should have a full report at a later date. Both Regionals were run the weekend of July 8th so deadlines were a bit of a problem. Congratulations to all the winners.

One win that did make it back to my office "hotline" was the 4WD Title grabbed by none other than Buddy "Budman" Bartos. Buddy never ceases to

amaze me!

Regionals coming up are the 1/10 and 1/12 On-Road at METRO FAST in Chicago, and our first ever 1/10 Dirt Oval to be held at USA Raceway in Bridgeport Michigan. The dirt oval is long overdue in our Region. I hope you can lend your support to this one as we would like to see this division grow. The On-Roads, by the way, are a qualifier for both the 1/10 and 1/12 World Championships. The 1/12 Worlds are slated for Singapore. The 1/10 has yet to be announced.

In the last issue I reported to you that I would not seek reelection as Region Director as I had been nominated for Vice President. Although the Executive Committee accepted my nomination for that office, if elected I would be required to resign as Administrator. Inasmuch as my goals and commitment to the position of Administrator have not changed I must remain true to my original convictions and decline the nomination of Vice President. However, I will seek another term as your Region 3 Director. I would like to continue to pursue the level of

quality we have attained in our racing in the Region and continue to help provide the Region with major competitive events. Many plans are already underway to provide some unbelievable programs that will reaffirm Region 3 as the Region to compete in. There are some very big plans in the works for the 1/12 4 cell season. Keep your eyes and ears open for one of the most prestigious series ever to take place in R/C racing anywhere. Details will follow. We are talking BIG!

I would like to start taking bids for 1990 Regionals RIGHT NOW! You have got to start your planning early. It would be real nice to have these events on the ROAR sanction calendar by January so people can start making plans to attend. The way these races are filling up you have got to get on top of your race schedule. I definitely want to see a Paved Oval Regional for 1990. Come on you clubs and promoters get going on your bids right now so we can make 1990 the year of Region 3. If you need help with sponsorship, organizing hand-out motors or anything else to get your program going

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call me. I will be more than happy to help.

Once again, please lend me your support for the office of Region Director. Let's keep it going!

1989 ROAR Region 3 1/8 Championships

By James Neal

As part of ROAR's attempts to equitably distribute major racing events, the Toledo 1/8 Racers hosted the 1989 Region 3 1/8 scale Championships on July 8 and 9. Despite several scheduling conflicts and Sunday's threatening weather, a total of 40 drivers entered this year, making this the largest turnout for the Regionals for some time.

This is indicative of the general growth in 1/8 on-road that has been experienced in the

Midwest during the past several years, in dramatic conflict with the industry prophets of doom that seem to have recently surfaced...

Although the field was dominated by Serpents and RC 500s, a smattering of Deltas, Cooks and a lone PB acquitted their drivers well. Despite the fact that the hot and humid weather resulted in numerous instances of temperamental engine performance, the quality of racing was generally excellent, and indicative of the depth of the field.

Deadlines prohibit a complete rundown of all the action. However, the winner in 4WD was none other than... Bud Bartos, making his first 1/8 appearance in many years. Driving a Delta car prepared by Howard Kemery, Bartos won a fierce duel with Rich Potempa and Bill

Klingbiell, and decisively bested other notable drivers such as off-road ace Don Jones. After the race, Bud was heard to comment that this was as much fun as he has had racing in a long time.

Overall, John Fong and the members of the Toledo Club did an excellent job of hosting the event on a fair and equitable basis, with very few disagreements or arguments surfacing during the entire weekend. Racing, the way it was meant to be!

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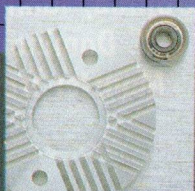
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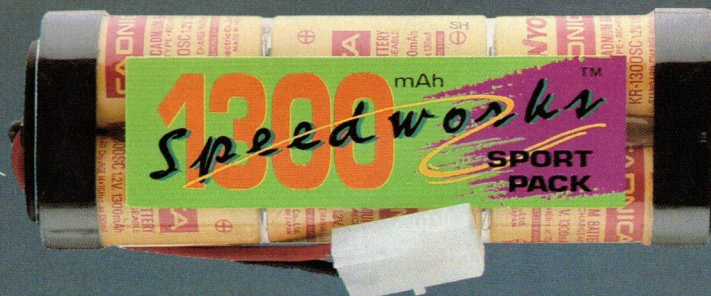
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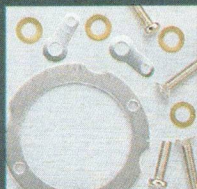


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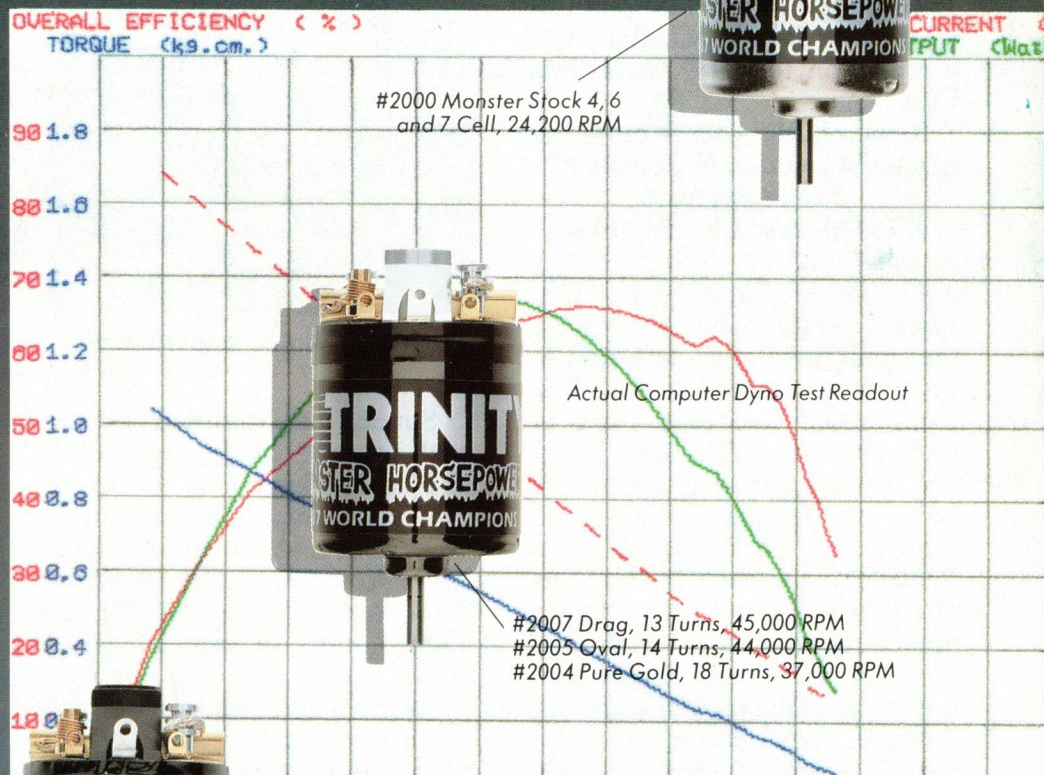
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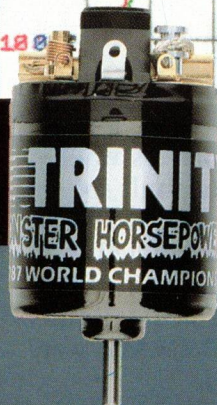


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Region 4

There's lots of racing going on in Region 4 these days. I have just returned from the 1/10 On-Road Championships in Breaux Bridge, LA. and I had a ball. This is a neat place to race. Its a city park with shaded pits and lots of nice people.

I'm not going to take a lot of space here because we have some long reports. Mike Morey has the Texas Biggie report with pictures by me and Randy Minchew has a report on the 1989 Governors Cup.

Remember - "There's more fun in store if you race in Region 4!"

ROAR Region 4

1/10 On-Road Championship

By Don Lyons

The ROAR Region 4 1/10 On-Road Championship was held in the small town of Breaux Bridge, LA (famous for the Crawfish Festival) about five miles east of Lafayette, LA Thursday night and Friday morning before the race the Breaux Bridge area received eleven inches of rain! That's enough water to close lots of roads and flood many homes but the race had to go on. Thanks to Mayor of Breaux Bridge, LA, Lewis Kerns the race was run.

Mayor Kerns had made a nice park site with smooth asphalt, shaded pits, and most important a street sweeper to clear the track of mud and water. We would race!

Concours was first on Saturday morning. First place was Robbie Sewell with a nice Jag GTP. Second place went to Ken Taylor; third place to Shane Hicks.

Stock mains were run on Saturday with Craig Romero (10L) as TQ and A Main 1st place winner. Charles LeBlanc (Agitator) was in 2nd place and David Johnson (Bolink -Eliminator 10) was 3rd.



4WD A MAIN. L. to R. Robert Ronas, third; Scott Montgomery, second; Mark Blacketter, first; and Miss Texas Biggie, Erica Libby.

Sunday was Modified race day with practice, qualifying, and A-E Mains. There were 45 drivers with one thought on their minds. Region 4 1/10 On-Road Champion! Kevin McIntyre (Agitator/Peak Performance) was TQ and looked hard to beat in the A Main.

As the flag raised to start the A main Kevin and Charles LeBlanc (Agitator/Twister) shot off the grid into the first turn, a right hand bend. Both drivers wanted the same piece of asphalt so you know what happened next. When the two cars were untangled from the boards, Barry Raborn (BRP-10/Lite-Speed) was in 1st, Randy Minchew (Pro 10/CAM) were fighting for the lead.

Randy and Barry fought for about two minutes and at about 2 1/2 minutes they tangled and that let Charles, who had recovered from his 1st lap mishap zip by for the lead. That's how they finished. Charles LeBlanc 1st, Randy Minchew 2nd, and Barry

Raborn 3rd. Complete results are inclosed at the end of this report.

Region 4 wants to thank L.A.P.S. Club of Lafayette, the race director Bob Adams and his crew of workers for making this race possible.

STOCK

- 1st - Craig Romero/TQ/10L
- 2nd Charles LeBlanc/Agitator
- 3rd - David Johnson/Eliminator 10
- 4th - Jay Pena/BRP Magnum
- 5th - Bret Adams/ Agitator
- 6th - David Joor/BRP Magnum
- 7th - Justin Jenkins/Pro 10
- 8th - Jim Hartnett/Villian
- 9th - Barry Raborn/BRP 10
- 10th - Arnold Bodenheimer/Agitator

B Main

- 1st - Kevin McIntyre
- 2nd - Jerald Lewis
- 3rd - Kelly Maddux

C Main

- 1st - Johnny Ber
- 2nd - Ken Taylor
- 3rd - Brian Matthews

D Main

- 1st - Tom Holt
- 2nd - Paul Simoneaux
- 3rd - Tom Mankin

E Main

- 1st - Randy Minchew
- 2nd - David Matthews
- 3rd - Steve Stone

Concours

- 1st - Robbie Sewell/Jag GTP

2nd - Ken Taylor/Nissan GTP
3rd - Shame Hicks/Lola Tigo

MODIFIED A Main

1st - Charles Le Blanc
Agitator/Twister
2nd - Randy Minchew
Pro 10/Cam
3rd - Barry Raborn
BRP 10/Lite-Speed
4th - David Johnson
Bolink/Fantom
5th - Jim Hartnett
Villian/DNK
6th - Arnold Bodenheimer
Agitator/Peak Performance
7th - Jerald Lewis
Pro10/Lazer Lite
8th - Kevin McIntyre/TQ/DNF
Agitator/Peak Performance
9th - Glenn Gasparo/DNF
Agitator/Peak Performance
10th - Craig Romero/DNF
AE 10L/CAM

B Main

1st - Jay Pena
2nd - David Joor
3rd - Bret Adams

C Main

1st - Mike Taylor
2nd - Tony Gee
3rd - Johnny Ber

D Main

1st - Brian Mathews
2nd - Tom Holt
3rd - Mark Buford

E Main

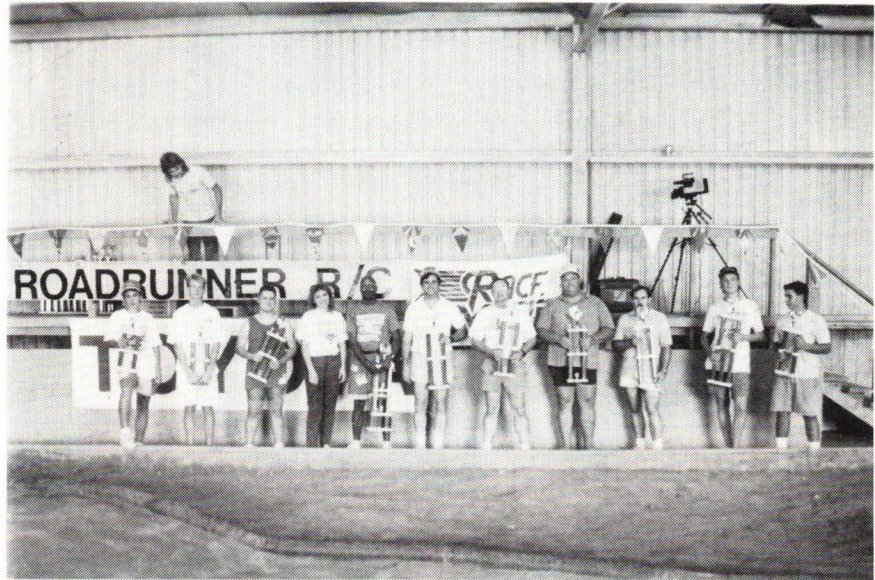
1st - Don Lyons
2nd - Joey Trahan
3rd - Bruce du Fresno

1/8 Scale Report

By Mike Morey

The 11th Annual Texas Biggie site: Richardson Hilton & Towers Hotel Memorial Day Weekend brings the Indy 500 to Indiana and the Texas Biggie to Dallas. This year we escaped any rain but had some strong wind gusts to contend with, more about that later. Eighty racers showed up and entered 82 cars for this annual race. The longest haul awards would need to go to Keith Stover from Lapeer, Michigan (5th place Pan A Main) Bruce Metras - San Rafael, CA (7th place 4WD A Main), and Bill Pinzini - San Leandro, CA (7th place 4WD C Main). In all we had 24 racers show up from New Mexico, Oklahoma, Colorado, Kansas and Missouri, thanks for making the trip guys...

The weekend started with open practice on Saturday. Followed by controlled practice and one



2WD Stock A at the Governor's Cup.

round of qualifiers. Saturday evening, provided a "Texas Round Up Party" for all the racers to get acquainted and quench their thirst.

Sunday brought controlled practice and three rounds of qualifiers. Sunday evening the "Texas BBQ Buffet" was held at the hotel and some great grub was enjoyed by all who attended. Heinz Meyer raffled off an RC10 (which he had won last year and never opened) winner of the car was Ronnie Barton (Ronnie shelved his electric cars last year in favor of 1/8 scale gas cars). Gay Sullivan (Joe's better half) organized both party and the buffet and did a great job. Many of us retired to the hotel lounge after the buffet and watched the Indy 500 (taped earlier) on a big screen TV. Monday arrived and one round of qualifiers were run which set the boards for the mains.

Before I continue... 80 racers were witness to the effects of southern wind gusts which hit the south face of a tall building. This wind travels down the face of the building then back out over the race track (more brute power than 85% nitro). The track boards on the back straight were moved by winds during a qualifier, giving the racers on the drivers' stand a little "gotcha".

Now, back to the mains...

The Pan A Main saw early leaders and top qualifier Mike Monte fall back and was won by Randy Simpson with Bob Finley in second and Heinz Meyer in third.

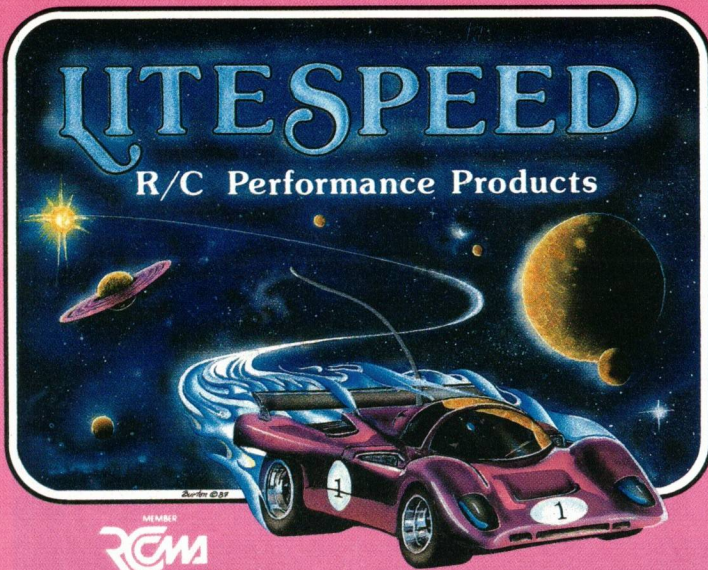
The 2WD A Main saw top qualifier Chris Metheny running away from the field until at the halfway point of the race the car was introduced to a turn marshall's size 12 boot (the car lost the fight). Gay Sullivan was the eventual winner (2nd year in a row) with Bryan Godfrey finishing in second place followed by Rich Cunningham.

4WD A Main saw Mark Blacketter jump into the lead on the first lap and never looked back. Scott Montgomery started from a 7th place position and did an outstanding job of driving and finished second behind Mark at the end. Ronas finished third. This was Scott's second gas car race after a 3 1/2 year absence, watch out for this guy...

1989 Governor's Cup

By Randy "Chu" & Tony Minchew

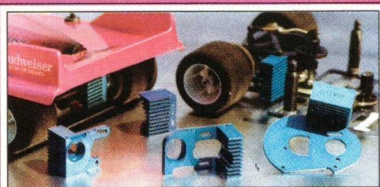
That was it, for the second time in as many years the champions were out in full force to show their stuff. From the day the first flyer was mailed out everyone knew this was to be an intense



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(Graph shown represents actual computer readout of Reedy Modifieds motor.)



weekend of R/C racing. The challenge had been made by last year's winner, Team Roadrunner and the team's from Lightspeed, Norm's Hobbies, I & I Hobbies, Texas Model Trends, Mier Models, Diamond Back, Checkered Flag, Bullet Racing, and more were intent on wrestling the now infamous cup from their hands. The winner of this year's cup would have "bragging rites" for the next year as well as the privilege of sponsoring the Governor's Cup in 1990.

On Saturday the boards for the 10 full heats of 2WD Stock and 2 heats of 4WD Stock read like a list of who's who in R/C racing. Racemaster Mfg. supplied the stock motors and the majority of racers agreed that the motor definitely backs up it's name, "Intimidator". The fact that the Stock car times were as fast as the Mod car times is proof of it's awesome power.

The qualifying rounds of this race were just as competitive, if not more so, than any other big race due to the thought that pervades every team member's mind throughout the race - "if I don't make the A main, the points I make will almost be useless!" All points counted toward the final results, yet some team members were busy lending a helping hand to their team mates if they did not make the A mains.

Once the smoke cleared from the qualifiers, the defending team came up short in the 2WD A Main with only two drivers, but redeemed themselves with 4 in the 4WD A Main. The mains were nothing short of raw power and extreme degrees of competitive driving. Although his points did not count, Eustace Moore of M.I.P. was special guest of the Roadrunner Team and took top honors in 4WD. Lightspeed's Jeff Welch won the 2WD A Main.

Lightspeed with three points was now in the hot seat. Hot on their tail with seven points was



4WD Stock Group at the Governor's Cup.

Roadrunner and Norm's followed with 12 points. Well, that was it for Saturday and Sunday was less than 12 hours away. Nonetheless, the next morning everyone showed up fresh and ready to race.

"Modified Sunday" was packed with racers much like the day before. Saturday's count was 103 and Sunday topped that with 104. But this was a new day and all the hot doggers and big boys were out in force in all their modified glory ready to rumble. Speed was the major factor in Sunday's action but the true driving force was the incredible competition. Some of the fiercest competitors were the guys from Checkered Flag who were big favorites to win this year but bad luck cast it's shadow on Checkered Flag's team. It was just one of those weekends and those rascals from Roadrunner were not to be denied. Even without one single win in the A main they managed to pull the proverbial rabbit out of the hat. With five better finishes than any one else, Mike Watkins, Jonathan Morgan, Terry Yarborough, Frosty St. Clair and Tommy Golson sent Team Roadrunner home with the highly coveted Governor's Cup tucked away for another year.

Team Roadrunner would like to thank the sponsors and their donations, the competitors, and all those folks who helped out with this year's race. Special thanks go to M.I.P., Aero R/C, Texas Model Trends, Teamtec, Larry's Hobbies, Norm's R/C, and Diamondback.

The final standings at the close of Sunday were as follows:

- 1st - Team Roadrunner18 pts.
- 2nd - Norm's Hobbies19 pts.
- 3rd - Lightspeed21 pts.
- 4th - Checkered Flag45 pts.

The winner humbly invites any and all Texas Teams to come back next year and take their best shot at the 1990 Texas Governor's Cup. They would also like to leave you with a couple of kind words - Beep! Beep!

2WD Stock Class

A Main

- 1st - Jeff Welch/Lightspeed
- 2nd - Doug Fichuk/Lightspeed
- 3rd - Terry Madeira/Checkered Flag
- 4th - Tommy Golson/Roadrunner
- 5th - Butch Jennings/Bullet Racing
- 6th - Eustace Moore/TQ/MIP
- 7th - Nathan Hauger/Norm's R/C
- 8th - Frosty St. Claire/Roadrunner
- 9th - John O'Banion/Individual
- 10th - Quincy Hughes/Lightspeed

B Main

- 1st - Freddie Rapuana/Roadrunner
- 2nd - Jonathan Morgan/Roadrunner
- 3rd - Randy Chu Minchew/Roadrunner

C Main

- 1st - Jim Brown/Roadrunner
- 2nd - Tommy Stommel/Checkered Flag
- 3rd - Bubba Johnson/Norm's R/C



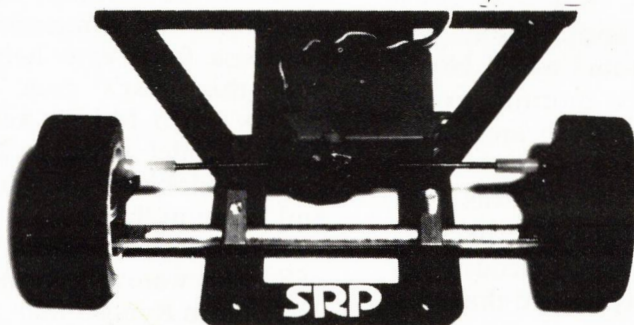
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D Main

- 1st - Tony Newhouse/Lightspeed
- 2nd - JD Webster/Norm's R/C
- 3rd - Dave Pennington/Team Terminator

E Main

- 1st - Robert Tousek/Diamondback
- 2nd - Don McMillian/Norm's R/C
- 3rd - Mark Rogers/Norm's R/C

F Main

- 1st - Mike Patterson/Roadrunner
- 2nd - Tommy McNeil/Diamondback
- 3rd - Gil Villarico/Team Terminator

G Main

- 1st - Lupe Nevarez/Bullet Racing
- 2nd - Farris Pate/I & I
- 3rd - Bill Bough/Norm's R/C

H Main

- 1st - Jason Branham/Norm's R/C
- 2nd - Mike LaRue/Norm's R/C
- 3rd - Daniel Dror/I & I

I Main

- 1st - Tony Chamberlin/Short Circuit
- 2nd - Ronnie Turner/Roadrunner
- 3rd - Matt Westrom/Booneless

4WD Stock Class

A Main

- 1st - Eustace Moore/MIP
- 2nd - Doug Fichuk/TQ/Lightspeed
- 3rd - Jonathan Morgan/Roadrunner
- 4th - Terry Yarbrough/Roadrunner
- 5th - Randy Chu Minchew/Roadrunner
- 6th - Bubba Johnson/Norm's R/C
- 7th - Ken Bachus/Team Terminator
- 8th - Jeff Foster/Team Terminator
- 9th - Mark Lowrie/Lightspeed
- 10th - Frosty St. Claire/Roadrunner

B Main

- 1st - Joel Eames/Roadrunner
- 2nd - Mike Patterson/Roadrunner
- 3rd - Chip Lewis/J & K

Heavy Metal Class

A Main

- 1st - Eustace Moore/TQ/MIP
- 2nd - Michael Chellson/Norm's R/C
- 3rd - Michael Watson/Roadrunner
- 4th - Norm Mazolla/Norm's R/C
- 5th - Tim Martelon/Roadrunner
- 6th - Robert Tousek/Diamondback
- 7th - Tommy Stommel/Checkered Flag
- 8th - Tony Gee/Checkered Flag
- 9th - Dave Pennington/Team Terminator
- 10th - David Clack/Checkered Flag

B Main

- 1st - Gary Day/Diamondback
- 2nd - Willie Belcher/Roadrunner
- 3rd - Farris Pate/I & I

2WD Modified Class

A Main

- 1st - Doug Fichuk/Lightspeed

- 2nd - Eustace Moore/MIP
- 3rd - Jeff Welch/Norm's R/C
- 4th - Frosty St. Claire/Roadrunner
- 5th - Kevin Pulford/Lightspeed
- 6th - Mark Rogers/Lightspeed
- 7th - Jonathan Morgan/TQ/Roadrunner
- 8th - Randy Chu Minchew/Roadrunner
- 9th - Terry Yarbrough/Roadrunner
- 10th - Doug Harris/Lightspeed

B Main

- 1st - Cliff Pennington/Roadrunner
- 2nd - Jim Brown/Roadrunner
- 3rd - Nathan Hauger/Norm's R/C

C Main

- 1st - Mike Lambert/Individual
- 2nd - Justin Jenkins/I & I
- 3rd - Brad Burks/Checkered Flag

D Main

- 1st - Tommy Stommel/Checkered Flag
- 2nd - Ken Bachus/Team Terminator
- 3rd - Phillip Yarbrough/Roadrunner

E Main

- 1st - Hal Cameron/Checkered Flag
- 2nd - Terry Madeira/Checkered Flag
- 3rd - Jane McMillan/Norm's R/C

F Main

- 1st - Gil Villarico/Team Terminator
- 2nd - Brian Bransford/Texas Model Trends
- 3rd - Tim Bort/Texas Model Trends

4WD Modified Class

A Main

- 1st - Jeff Welch/Norm's R/C
- 2nd - Eustace Moore/MIP
- 3rd - Doug Fichuk/Lightspeed
- 4th - Terry Yarbrough/Roadrunner
- 5th - Randy Chu Minchew/Roadrunner
- 6th - Jonathan Morgan/Roadrunner
- 7th - Jeff Foster/Team Terminator
- 8th - Quincy Hughs/Lightspeed
- 9th - Mark Rogers/Lightspeed
- 10th - Keith Beasley/Norm's R/C

B Main

- 1st - Norm Mazolla/Norm's R/C
- 2nd - Kevin Pulford/Lightspeed
- 3rd - Tommy Stommel/Checkered Flag

C Main

- 1st - Joe Romano/Roadrunner
- 2nd - Robert Folmer/Lightspeed
- 3rd - Chip Lewis/Checkered Flag

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Region 5

So far, the Heart of America (HOA) series for electric cars has been mostly contested by Neb-raskens. It will take some time for the series to catch on, but I see no reason it should not. Think about it - a series that has a true regional champ; races contested throughout the region on different tracks and no one has a "home track" advantage. The HOA for gas cars is a prestigious series that has been around for 18 years! Why not an electric counterpart?

The first two races, Kansas City and Souix Falls, featured both 1/12 and 1/10 scale cars. Late word from St. Louis is that there were five 1/10 scale racers and no 1/12 for round three of the HOA.

The regionals will begin soon and things are starting to fall in place. Steve Stifel, host for the 1/10 road course and oval champs, reports things are progressing well. These are two separate events. The road course champs will be held in July and the oval champs are in September. HobbyTown will provide the race scoring with their very effective computer system.

I was beginning to worry about the 1/12 scale regional. By mid June there was still no one willing to be host. Finally, the Omaha club, On Road, offered. They have a great site and will host a successful event. Hobby Town's Thom Walla is assisting the club and will provide the scoring system.

I recently had a chance to talk with Dan Myer out in Denver. He reports that racing is doing fine in that neck of the woods. 1/10 scale, on-road is strong and 1/

12 scale also does well. They will be holding their Rocky Mountain Classic in August. Dan tells me that many events in his area are often attended by Colorado and New Mexico racers. This brings up a topic I'll throw out for discussion.

One of the key points for locating a host site for the regionals is travel distance. Region Five is very large. Most St. Louis drivers are turned off by the idea of driving to Denver, and likewise, Denver racers are not enthused about a long trip east. Rightfully so, as the trip is a two day drive by itself.

Personally, I believe any race within a region should be a one day drive. This allows folks to leave after work on Friday and be back by Monday morning. Yes its a grind, but its at least possible.

So . . . would anyone like to comment on changing regional boundries. I have looked over

some maps and have a few ideas. Possibilities range from changing a few boundaries to creating a new region. This is a large can of worms to open and you are welcome to write or call with your comments.

Well, by the time you read this the outdoor season here in the midwest will be about 3/4 finished for the year. I hope everybody has been having a lot of fun and some good racing.

Once again it is time for voting on your R.O.A.R. representatives. Whether you feel able to support me or not please vote. We always hear how ROAR is doing this or doing that wrong but if you don't vote don't gripe.

Lately, there has been a lot of discussions, pro and con about stock electric motors. Mr. Pro-vetti of Trinity has come out with an interesting proposal which is basically make a new stock motor rule requiring a 25 turn motor with 5 degrees timing

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limit. He says that the timing can be set so that it cannot be changed and will share his knowledge with other manufacturers. I think this is very commendable. Thanks Mr. Provetti.

I do have a couple of problems with this idea though. First, will all manufacturers agree with a rule like this? If not, we have a problem. If the manufacturers will agree to set timing why not go back to a 27 turn motor with 5 degree timing. Ok, you say the motors will be slower. So what? Everybody else will have the same type of motor and timing. If nobody has a super motor it makes all the racing closer and more dependent on our setup and driver ability.

Manufacturers will want to know what to do with the old motors? They are always being asked for motors for special races, nats, regionals, etc. Why not get rid of them that way. Now you say that the racer ends up with a motor that he has been able to race with only once. How many of you race those stock engines after the one race? A lot of us take them out and put them back in our boxes because we figure our other motors are better and faster. This time we would be doing the opposite by taking out a faster motor and putting in a slower one.

Wouldn't it be a nice thought to have a competition motor that would last. The ideas need more thought and all the manufactures need to get together and try to agree on some set rules.

Remember the word for this issue is V-O-T-E!

Race #2

By Larry Martin

Once again the beautiful city park in Souix Falls was the race site for the first visit of the year for the 18th Annual Heart of



Some of the racers who attended the Souix Falls race. Others were still at the picnic grounds eating hot dogs and potato chips.

America Series. The park is in a green valley surrounded by tree-covered hills with the Souix River flowing through the center. Baseball diamonds, swings, and picnic tables are available, as well as, lots of shade trees. Many racers chose to pit on the picnic tables on the grass. It is a very pleasant change from the typical sun-baked barren parking lot. A big "Thank you" to the Souix Falls City Park Commission!

There was a good turn-out of electric cars again and Jim Zwiebel continued his domination of both 1/10 and 1/12 scales by being TQ in both classes. In 1/10 he just edged out "Stormin" Norman Mead and for 1/12 honors he beat a close relative Tom Zwiebel.

In gas car competition, Elmer Schilli took TQ honors in Sportsman with Tim Gormally the 2WD fast timer. 4WD was, for the second consecutive race meet, extremely close. On his last run, Dave Diehl topped O.V. Opheim by a scant .4 of a second!

Although being TQ is always an honor this weekend it was to

be the factor in deciding the main event final positions. At 1 o'clock Sunday afternoon, Mother Nature decided it was time for a local thunderstorm which continued til 3 o'clock. With the time needed to dry the track and the time to run the Mains, the finishing time would be too late and it was decided to award points and trophies based upon each racers fastest qualifying time.

The awards were provided by Souix Falls R/C Car Club member Don Tornquist's parents who own and operate a craft store. They were very nice ceramic mugs with all the normal trophy information printed on the outside.

Once again the team of Norm Mead (Race Director) and Margaret Simmons (scorer) did a good job of running the program. "Stormin" Norman also showed he knows something about driving by finishing second in the 1/10 scale class!

The racers appreciate the Souix Falls R/C Car Club hosting this race and look forward to returning September 23rd - 24th.

Sportsman A Main

1. Elmer Schilli, Delta/Rossi/Kraft

2WD A Main

1st - Tim Gormally

Cook/OPS/Futaba

2nd - Kim Dougherty

Delta/McCoy K&B/Futaba

3rd - Harold Hoover

Scratch/Rossi/KO

4th - Remi Gormally

Delta/Picco/Futaba

5th - Ron Swayze

Delta/Rossi/Kraft

4WD B Main

1st - Mike Saputo

2nd - Jim White

3rd - Ken Schueler

4th - Wayne Hoover

5th - Jeff Simmons

6th - Terry Christopherson

4WD A Main

1st - Dave Diehl

Serpent/OPS/Futaba

2nd - O.V. Ophiem

Delta/Paris OPS/Futaba

3rd - Jerry Driscoll

Delta/Paris OPS/Futaba

4th - Bob Block

Delta/Picco/Kraft

5th - Larry Martin

Assoc./Paris Rossi/Futaba

1/10 Electric A Main

1st - Jim Zwiebel

?/?/?

2nd - Norm Mead

Delta/Paragon/Futaba

3rd - Neil Youngren

Delta/Paragon/Kraft

4th - Todd Beardmore

Bolink/Twister/Futaba

5th - Cory Driscoll

?/?/?

6th - Rick Robinson

?/Twister/Futaba

7th - Mike Gormally

Reflex/?/Challenger

8th - Doc Holiday

Predator/Trinity/Futaba

9th - Trent Howard

Assoc./Airtronics

1/12 Electric A Main

1st - Jim Zwiebel

?/?/?

2nd - Tom Zwiebel

?/?/?

3rd - Doc Holiday

Assoc./Trinity/Futaba

4th - Paul Rhodes

Assoc./Trinity/AristoCraft

5th - Ned Donohoe

Assoc./Trinity/Futaba

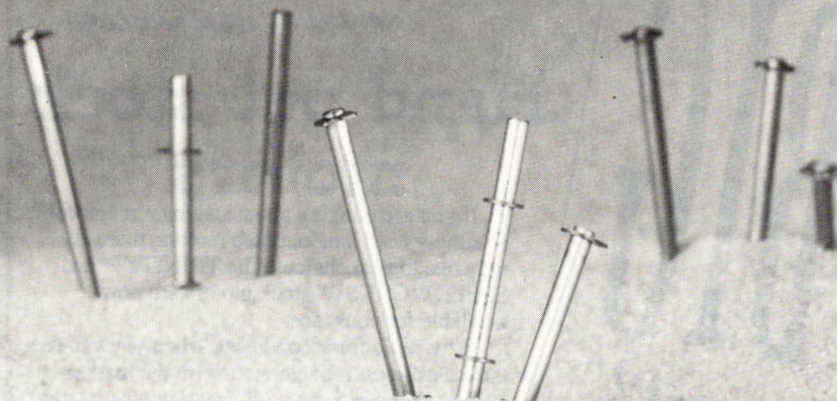
6th - C.A. Leinbach

Assoc./Trinity/Futaba

Race #3

June 3-4, 1989

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The 18th Annual Heart of America Series' third race was contested at Levitz Furniture Raceway Park. This facility has a large permanent drivers' stand and scoring tower. The racetrack layout is the same from race to race with infield portion painted green. It is always interesting to compete on a track layout that stays the same from week to week since it gives an opportunity to establish track records.

The traction was excellent both Saturday and Sunday and it was anticipated that track records would be broken. However, the Sportsman Class could not accomplish it; so the Heart of America record held by Bruce Allman of 11 laps at 329.28 seconds and the Midwest Series record held by Larry Compton of 11 laps at 322.19 seconds still are the standards.

In 2WD, Bob Leckron's record

of 11 laps at 310.11 seconds was in jeopardy at the start when Jim Lynch ran 11 laps at 313.90 seconds and then Ed Frizzell turned 11 laps at 310.60 seconds. Finally, in payback fashion, Harold Hoover clocked 11 laps at 301.21 seconds to take back the TQ honors he had lost to Leckron just last year!

The 4WD class followed much the same pattern as the 2WD class. The track record of 13 laps at 319.67 seconds co-held by Jim White and Akihisa Hashimoto was first approached by Larry Martin who turned 13 laps at 324.50 seconds and then Ken Schueler clocked 13 laps at 316.37 seconds to take the record. But Dave Diehl said he could top his racing partner's time and went out and turned 13 laps at 305.50 seconds!

Schueler and Diehl both raced in the same qualifying heat and

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2nd - Arlynn Simon

3rd - Kevin Stuart

4th - Brad Hoehn

5th - Keith Reel

4WD A Main

1st - Randy Ramsey

Cook/Rossi/KO

2nd - Ken Schueler

Serpent/OPS/Airtronics

3rd - Larry Martin

Assoc./Paris Rossi/Futaba

4th - Mike Saputo

Cook/Paris Rossi/Futaba

5th - Mark Pearlstone

Cook/Paris Rossi/Futaba

6th - Dave Diehl

Serpent/OPS/Futaba

7th - Dan Dowdy

Delta/K & B/?

1/10 Electric A Main

1st - Alan Pearl

2nd - Jeremy Houseman

3rd - Bill Stigall

4th - Larry Wodell

5th - Tom Everson

RU

it was quite a race to watch. Not only a fast and record setting pace, but very close and exciting racing. One heat in particular had four lead changes and never more than five feet separating the cars. Heart of America often has close racing and this certainly was a fitting example.

The 1/10 electrics also had a weekend long duel between Alan Pearl and Larry Wodell. The heats were great to watch with Pearl ending up TQ by just a few seconds over Wodell.

All the main events were hard fought with the two most competitive being in the 4WD class. First, was Mark Pearlstone winning the B Main (15 minutes long) by a scant two seconds over Arlynn Simons and then Randy Ramsey's victory in the A Main (25 minutes long) over Ken Schueler by a mere four seconds! Now that is close racing!

Once again thanks are in order for Joe Poole who served as race director and Jim Lynch who did

the scoring. Poole also selected and assembled the trophies. They are easily identified as being "Poole Creations" and are worth winning.

Anyone wishing to receive information on the rest of the Summers' 18th Annual Heart of America Series, should contact Larry Martin at 217-732-4725.

Sportsman A Main

1st - Larry Gholson

Assoc./OPS/Futaba

2nd - Scott Simon

PB/K & B/KO

3rd - John Weiss

Serpent/Rossi/Airtronics

4th - Elmer Schilli

Delta/Rossi/Kraft

2WD A Main

1st - Harold Hoover

Scratch/Rossi/KO

2nd - Ed Frizzell

Cook/Rossi/Airtronics

3rd - Jim Lynch

Cook/Paris Rossi/Airtronics

4th - P.J. Ramsey

Cook/Rossi/KO

5th - Ed Gaines

Assoc./Rossi/KO

6th - Ron Swayze

Delta/Rossi/KO

4WD B Main

1st - Mark Pearlstone

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Region 6

I am writing this month's report just after returning home from the 1/10 On-Road Nationals. Just a few weeks before our region hosted the Nationals for 1/12 scale at SRS in Tempe, AZ. At both races our drivers did very well, bringing home a few National titles in the process.

Looking onward, we now have a site for the 1/8 Regionals. Although it was a little tough to set up, the '89 Regionals will take place in El Cajon, California. The date for the 1/8 on-road regionals has been set for November 4 & 5. Call M & M and talk to Mark Miranda for further information.

Our next issue of Rev-Up is do out in November. In an attempt to receive more bids for the Regionals in 1990, I will begin taking bids after October 1 of this year. Since Rev-Up only comes every other month it is important that we communicate by phone or mail at times. Should you be interested in hosting a 1990 regionals, don't hesitate to call or write. The locations and suitability of these events depends on the number of bids I receive. A decision as to which club will hold a new phase of R/C racing is coming upon us. Drag racing is beginning to grow and deserves some attention. Although we do have some rules, the races I've seen don't really follow ROAR rules, but have made up their own. We, meaning ROAR, may need to look at this scale a little closer. The drivers I spoke to actively involved in drag racing are interested in following a national set of rules, like ROAR can provide. Bob Bousche of Astro-Flight has already ex-

pressed an interest in donating some of his time to give input on this class.

Until our next issue.

ROAR Region 6 Oval Series Race #2

By Cliff Soderberg

Although the turnout was very disappointing, 43 cars, there was still some very competitive racing.

To start off with there was concours. Taking first was Superior Racing's Sean Young and Cliff Soderberg of C & M Racing taking second.

2 Wheel Stock A Main: At the sound of the horn this was a wild race. At about the half way point Phred "The mouth of the South" Gebauer took the lead and never looked back. Second place Rick Noel had a real dog fight on his hands due to third place Jim Takamoto on his rear bumper.

2 Wheel Open A Main: At the start of this race first place winner Eddie Mondragon took the lead from start to finish. Second place Joe MacGregor had a closer race with third place winner Sean Sinclair on his bumper.

4 Wheel Stock A Main: First place was won by John Jenkins followed by second place winner Cliff Soderberg of C & M Racing who was chased by "Iron Man" Chuck Murray who took third.

4 Wheel Open A Main: This was a close race between the three top finishers. First place finisher Sean Young of Superior Racing Products was followed by second place Charles Ferrari who was being pressed by third place finisher Darin Ishitani. Great race!

Sprint Car B Main: First place was a run away by Larry Pipp who had three laps on the field. Second place was taken by Jason Takamoto followed by Craig Rau in third.

Sprint Car A Main: This race was won by top qualifier John "The Hammer" Smith with ease. Second place was taken by Scott Barber with Eddie Mondragon taking third.

I would like to thank Novak Electronics and Superior Racing Products for sponsoring the oval series. I would also like to thank the staff of Racers Haven for hosting the race for us. Great racing!

Special Note:

If there are any problems or questions regarding a ROAR race, re: organization, scheduling, race location or any other problems or any helpful suggestions for getting ROAR Oval racing back on track please give me a call or write me at: 3851 Cherry Ave., Long Beach, CA 90807, (213) 988-1006
Your thoughts and suggestions will be greatly appreciated.

2 Wheel Stock A Main

- 1st - Phred Gebauer
- 2nd - Rick Noel
- 3rd - Jim Takamoto/TQ
- 4th - Shaun Young
- 5th - Sean Sinclair
- 6th - David Tarabochia
- 7th - James Mondragon
- 8th - Jorge Takamoto
- 9th - Clay Carroll

2 Wheel Open A Main

- 1st - Eddie Mondragon
- 2nd - Joe MacGregor
- 3rd - Sean Sinclair
- 4th - Steve McAfee/TQ
- 5th - Eddie Norris
- 6th - Scott Quillen
- 7th - Brian Bowler

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4 Wheel Open A Main
 1st - Sean Young/TQ
 2nd - Cliff Soderberg
 3rd - Chuck Murray

4 Wheel Open A Main
 1st - Sean Young/TQ
 2nd - Charles Ferrari
 3rd - Darin Ishitani
 4th - Mark Dunn
 5th - Barbara Mondragon
 6th - Mike Gil
 7th - Greg Banks
 8th - Tom Rotella
 9th - Eddie Norris

Sprint Car B Main
 1st - Larry Pipp
 2nd - Jason Takamoto
 3rd - Craig Rau
 4th - Tom Rotella
 5th - Eric Drake

Off-Road Series Race #2

By Cliff Soderberg

Well, here we go with race #2 of the 1989 ROAR Off-Road Race Series at Metro Raceway.

2 Wheel Stock B Main: At the sound of the horn little Scott Reed of RCRC of Riverside took the lead and never looked back. He was pushed by second place Guy Merrick who was hard pushed by third place Eric Beier.
2 Wheel Stock A Main: At the start of the race Kyle Reed, (TQ) took the lead from start to finish. Second place went to the car of Mike Molus with Brent Wallace taking third.

2 Wheel Open B Main: At the sound of the horn Curtis Strawn took the lead and looked back

only once to check on second place Mike Phillips who was hard pressed by third finisher Alex Kummer.

2 Wheel Open A Main: This was a real close race between first place winner Joe Schmitz (TQ) and second place Kyle Reed. Joe ran a 17 lap at 4:12.27 to Kyle's 17 lap at 4:12.43. Third place was also a dog fight. Sean Masterson took third but not without a hard fought race between Sean and Brent Wallace who took fourth place.

4 Wheel Stock A Main: At the start of the race Ed Askew took the lead and never look back until the end of the race. He was hard pressed by Mike Frey who took second place. TQ for the entire 4WD class, Irving Norwood finished third.

4 Wheel Open A Main: At the start of 4 Wheel Open, TQ Irving Norwood was the car to beat. Irving took first while Jeff Benmoin took second place. Close behind was Justin Albright who took third.

Stock Production Truck A Main: This was a small but competitive class. First place was won by TQ, David Wilson followed by second place "Big Al" of Metro Raceway who was being chased by Tony Sanders who took third.
Ultra Stock Truck B Main: This

main had only two trucks with one being a "No-Show". First place went to David Sander uncontested.

Ultra Stock Truck A Main: This was a full main of trucks. What fun! First place was taken by Ed Josties who was being challenged by TQ Kraig Schall who finished second. Mike Phillips tried to make a race of it but had to settle for third place.

Monster Truck A Main: Michael Greer had this race wired from start to finish. The real race was for second place for a while until Guy Maxwell pulled away from Tony Sander who took third.

I would like to thank Mike Reedy of Reedy Modifieds for sponsoring the ROAR Off-Road series. I would also like to thank "Big Al" and the staff of Metro Raceway for hosting this race. I would also like to thank Peter Barana for standing in for me.

Special Note: The third race scheduled at Radio Controlled Hobbies in Costa Mesa has been cancelled. It has been rescheduled to Racers Haven in Bakersfield on July 21, 1989.

2 Wheel Stock B Main

1st - Scott Reed
 2nd - Guy Merrick
 3rd - Eric Beier
 4th - Kraig Schall
 5th - David Goss
 6th - Neil Aultman
 7th - Ritchey Ferreira
 8th - Brad Fulkerson
 9th - John Stephenc
 10th - Dennis Taylor

2 Wheel Stock A Main

1st - Kyle Reed
 2nd - Mike Molus
 3rd - Brent Wallace
 4th - Jon Anderson
 5th - Ron Bechard
 6th - Mike Phillips
 7th - Steve Azuna
 8th - Curtis Stock
 9th - Alex Kummer
 10th - Ron Lewis

2 Wheel Open B Main

1st - Curtis Strawn
 2nd - Mike Phillips
 3rd - Alex Kummer
 4th - Mike Molus

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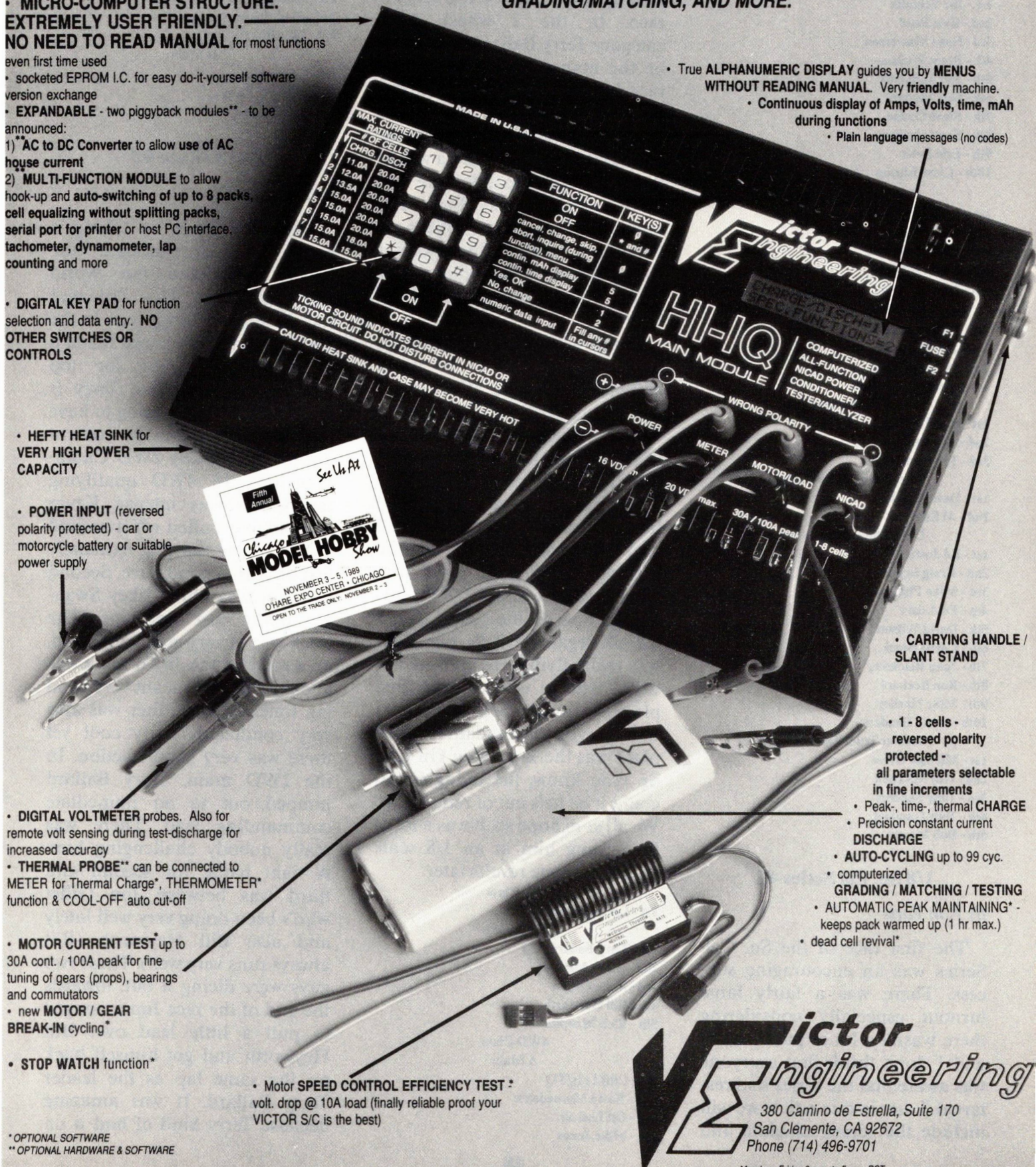
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5th - Scott Reed
 6th - John Metzler
 7th - Ritchey Ferreira
 8th - Ron Lewis
 9th - Dennis Taylor

2 Wheel Open A Main

1st - Joe Schmitz
 2nd - Kyle Reed
 3rd - Sean Masterson
 4th - Brent Wallace
 5th - Jon Anderson
 6th - Guy Merrick
 7th - Steve Ozuna
 8th - Scott Quillen
 9th - Eric Beier
 10th - Cleve Mason

4 Wheel Stock A Main

1st - Ed Askew
 2nd - Mike Frey
 3rd - Irving Norwood
 4th - Justin Albright
 5th - Jeff Benmoin

4 Wheel Open A Main

1st - Irving Norwood
 2nd - Jeff Benmoin
 3rd - Justin Albright
 4th - Richard Sorenson

Stock Production Truck

1st - David Wilson
 2nd - Al Sanders
 3rd - Tony Sanders

Ultra Stock Truck B Main

1st - David Sanders
 2nd - Al Sandrini

Ultra Stock Truck A Main

1st - Ed Josties
 2nd - Kraig Schall
 3rd - Mike Phillips
 4th - Ed Askew
 5th - David Wilson
 6th - Curtis Stock
 7th - John Reichling
 8th - Ron Bechard
 9th - Mike Harkey
 10th - David Sanders

Monster Truck Open A Main

1st - Michael Greer
 2nd - Guy Maxwell
 3rd - Tony Sanders
 4th - Tony Gammel
 5th - Bob Martin

1/8 So. Cal Series #1

By Ron Paris

The first race of the So. Cal. Series was an encouraging success. There was a fairly large turnout especially considering there wasn't a lot of publication, and I don't think that everyone was aware that the series had restarted. Later in this article we will include the series schedule and

who to contact regarding details. We only had one entry in the pan class, but I understand that there's quite a few more pan cars in San Diego and they will be joining the series for the second race. In the 2 wheel drive category Terry Ballard seemed to be the man of the hour at this race his car was working exceptionally well, he drive an absolute perfect race. He managed to pull off a TQ and a win at the first race! Second place hot on his wheels was Mark Miranda. Mark continues to just get better and better and is always a super threat. Third place was Mike Gagen complete results later.

In the 4-Wheel Drive category, Cliff Lett seemed to be on a extremely hot pace. What can I say about Cliff, he's been on a winning streak in just every scale of R/C racing he attempts for the last 18 months or so. Today was no exception, he not only TQ'd he took nearly 3 seconds off the 2 year old track record at the Pitshop (keeping in mind that record was set at a 4 1/2 lb. car) and he now set the record with a ROAR legal 5 1/2 lb. car. Cliff was really flying. He managed to run a wire to wire race for first place. Running well in second was Kevin Mercadante, third place was the Boss Man Gil Losi Sr. (you know, the flying fossil) could it be he's out of retirement? We all sure hope so, it was a lot of fun seeing him at an 1/8 scale race. Complete results later.

Pan Class

1st - Lee Miranda, TQ

2WD Class

1st - Terry Ballard, TQ
 2nd - Mark Miranda
 3rd - Mike Gagen
 4th - Bill Heyworth
 5th - Rich Maupim

4WD Class

A Main

1st - Cliff Lett/TQ
 2nd - Kevin Mercadante
 3rd - Gil Losi Sr.
 4th - Mike Jones

5th - Mike Swauger

B Main

1st - Bob Marino
 2nd - Gene Prather
 3rd - Scott Quaranta

C Main

1st - Brad Bradbury
 2nd - Paul Shour
 3rd - I.B. (Buzz)

D Main

1st - Butch Feco
 2nd - Glen William
 3rd - B.J. Weisman

Series Race #3

By Ron Paris

The series will be taking a break to accommodate the McCoy race and the World Championships. This 3rd race was another exciting event. In the 2WD class Terry Ballard made it three straight races for top qualifier. It looks like Terry is really on a fly. He's going to have to be considered a major contender for the McCoy 2WD Championships. In 4WD qualifying racing was very intense. Kevin Mercadante pulled off a second TQ in a row running extremely fast on a 16 second pace. Second qualifier was little Mikey Swauger doing just awesome. The track was in very good condition, on a scale of 1 to 10 I'd say it was about an 8. This meant very good lap times. The weather was also very conducive, fairly cool yet there was very good traction. In the 2WD main, Terry Ballard jumped out to an immediate commanding lead. There was really nobody challenging him. A tight battle for second and third was between Jim Gillet who's been doing very well lately and also Bill Heyworth (Bill always runs very well). These two guys were dicing it out, towards the end of the race Jim managed to pull a little lead over Bill Heyworth and got himself back on the same lap as the leader Terry Ballard. It was amazing because Terry kind of had it on

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cruise but when the announcer said that Jim Gillet was only 12 seconds behind Ballard you could just see Terry put the hammer down and start cutting tight lines and he just stretched his lead back out. Terry is really driving well. Jim also drove a beautiful race for a great second place, and Bill Heyworth was in third. Complete results later.

The 4WD main was another barn burner, from the word go Kevin Mercadante shot out from that TQ position and just seemed to stretch his lead. Also ballistically fast was Barry Grossenbacher. Barry was turning just absolutely incredible lap times down in the 16.3 and 16.4 second category. That's the fastest laps ever turned on this track, he was just incredible. Kevin and Barry were just running away from the rest of the pack, after the first pit stop we managed to get Kevin out a little bit ahead of Barry and give him a little bit of breathing room. Shortly after that Kevin made one mistake and put himself into the wall which let Barry take the lead over. We knew it was going to be an exciting race. Whoever ran the cleanest was going to win. At the next pit stop Barry had a little problem and got stuck in the pit wall, this gave Kevin the lead back. Little Mikey Swauger by now was comfortably

in third place and running super strong. It looked like Barry was going to catch Kevin and it might be his day, then disaster struck, the header bolt broke in the manifold and he lost his pipe. He had to pull it off the track for repairs. What a tough break for Barry he was absolutely screaming, Kevin was very consistent like he was at the last race in San Diego. He was putting down consistent 16.5 and 16.6s lap after lap. Little Mike Swauger was also flying in the mid 16 second category. Then disaster struck him and he blew a front tire and had to pull off for repairs. Curtis Husting was putting the pressure of Mikey all along, and moved into a comfortable position, Also having bad luck was Butch Kloeber, he's always a very strong runner, but seemed to have a little mechanical trouble in this race (something not normally associated with Kloeber). Also noted missing from this race was Cliff Lett he had to attend an off-road race (well such is the life for a super star. Just kidding Cliff). So with about 2 minutes left to go it looked like Kevin had this race sewn up. Barry Grossenbacher was back on the track. He made up some fantastic time and moved back into second position, so final results were:

4WD

A Main

- 1st - Kevin Mercadante/TQ
Assoc./Paris Rex/Airtronics
- 2nd - Barry Grossenbacher
Assoc./Paris Rex/Airtronics
- 3rd - Curtis Husting
Assoc./Paris Rex/Airtronics
- 4th - Mike Swauger
Assoc./Paris Rex/Airtronics
- 5th - Bill Goldsmith
Serp./Paris OPS/Airtronics
- 6th - Butch Kloeber
Assoc./O'Donnel Nova Rossi/Airtronics
- 7th - Mike Jones
Assoc./Paris Rex/Airtronics
- 8th - Ruben Serrano
Assoc./McCoy Rossi/Airtronics

B Main

- 1st - Butch Feco
- 2nd - Paul Shour
- 3rd - Brad Bradbury
- 4th - Bernie Rico
- 5th - Chuck Esterline
- 6th - Tom Wong
- 7th - Rich Lee
- 8th - Chris Gilbert

C Main

- 1st - Al Vega
- 2nd - Ed Mullen
- 3rd - Dan Reese
- 4th - Saul Beuno
- 5th - Oscar Valenzuela
- 6th - Victor
- 7th - Carlo Bruno
- 8th - Mark Linder

D Main

- 1st - I.B.
- 2nd - Mickey McCabe
- 3rd - Leroy Shientaku
- 4th - Moto Ishibashi
- 5th - Mark Servo
- 6th - Fred Pickens

2WD

A Main

- 1st - Terry Ballard, TQ
Assoc./Paris Rex/Airtronics
- 2nd - Jim Gillett
Assoc./O'Donnel OPS/Airtronics
- 3rd - Bill Heyworth
Assoc./Paris N.R./Airtronics
- 4th - Brian Murray
?/?/?
- 5th - Bob Dunbuy
Serpent/Paris OPS/Airtronics
- 6th - Robert Besty
?/?/?
- 7th - Mark Miranda
Assoc./Paris OPS/Airtronics
- 8th - Mike Gagen
?/?/?

B Main

- 1st - Michael Cervantes
- 2nd - Lee Miranda



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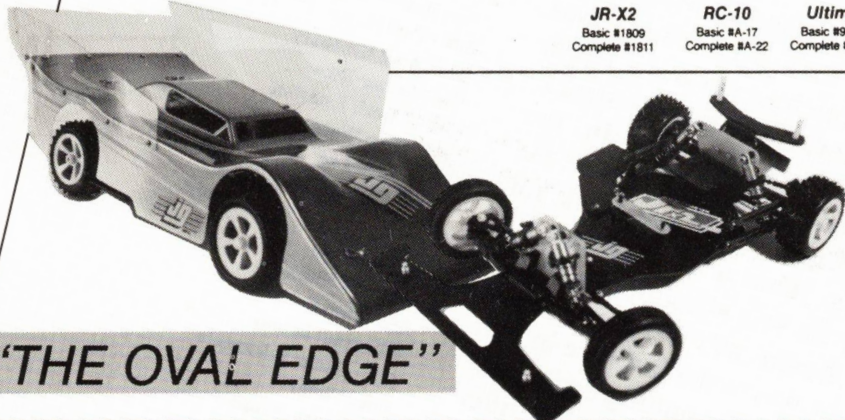
"THE COMPLETE KIT"—includes all parts listed above, Plus . . . lexan truck body, front and rear rims & tires and front wheel bearings (except Optima Mid).

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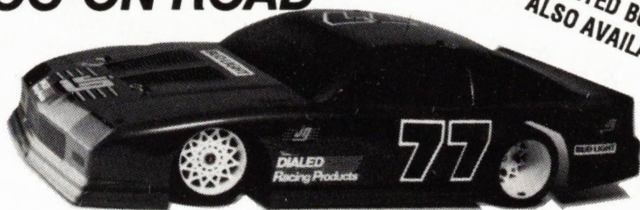


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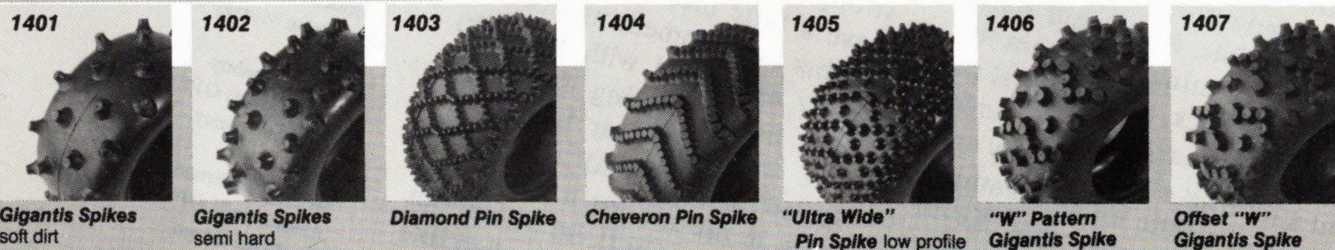


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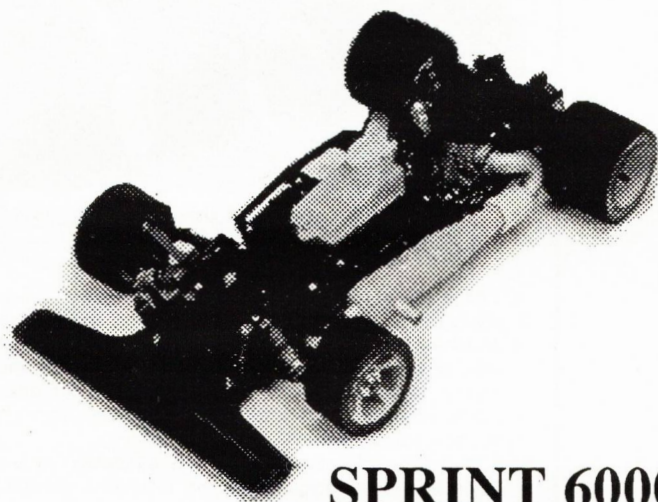
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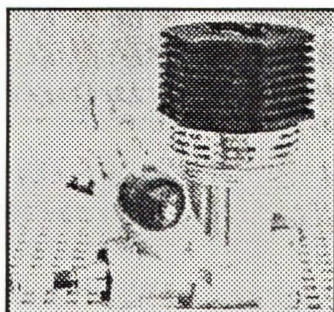
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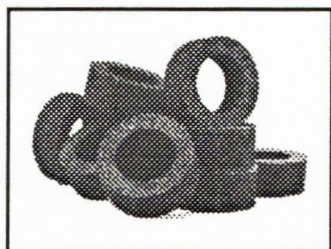
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Region 7

The Hank Perry 240 hosted by the R/C Car Club of Spokane was a great success! This 1/10 scale off-road race was booked weeks before the event and several racers had to be turned away. With 240 entries this became one of the largest races ever held in Region VII. All states within our region were well represented as well as other parts of the United States and Canada. The competition was very stiff with only seconds separating the A and B main qualifiers. It was a great display of skill and determination. Congratulations to all of the racers who participated. The results of the A mains are as follows:

Novice A Main

- 1st - Jason Homer
- 2nd - Henry Bergeland
- 3rd - Laurie Marshall
- 4th - Steven Heid
- 5th - Bobby Hite
- 6th - Mynette Schmidt

Stock 2 Wheel Drive A Main

- 1st - Carlos Gonzales
- 2nd - Chris White
- 3rd - Ken Peterson
- 4th - Scott Brown
- 5th - Ron Steen
- 6th - Andrew Eckhart
- 7th - Greg Hodapp
- 8th - Rob Warner
- 9th - Bryan Espenel
- 10th - Matt Oberst

Stock 4 Wheel Drive A Main

- 1st - Mike Gjendem
- 2nd - Scott Page
- 3rd - Mike Schladetzky
- 4th - Dave Mapston
- 5th - Ernie Beasley
- 6th - Mark Stackhouse
- 7th - Ron Mitchell Jr.
- 8th - John Paist
- 9th - Jeff Gehman
- 10th - Dave Steen

Modified 2 Wheel Drive A Main

- 1st - Carlos Gonzales
- 2nd - Andrew Eckhart
- 3rd - Ken Peterson
- 4th - Greg Hodapp
- 5th - Bryan Espenel

- 6th - Chris White
- 7th - Scott Way
- 8th - Eustace Moore
- 9th - Matt Oberst
- 10th - Scott Brown

Modified 4 Wheel Drive A Main

- 1st - Eustace Moore
- 2nd - Ernie Beasley
- 3rd - Boe Bergeson
- 4th - Boyd Petty
- 5th - Chris White
- 6th - Brian Bodine
- 7th - Scott Page
- 8th - Dust Eckhart
- 9th - Lee Petty
- 10th - Mark Stackhouse

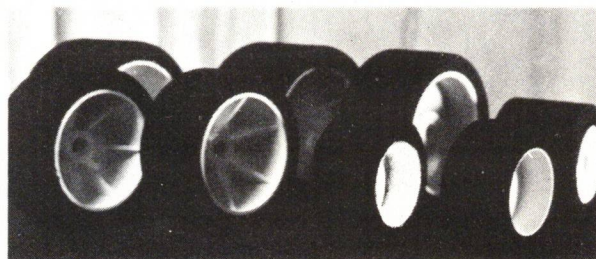
If the Hank Perry 240 is any indication, it is becoming very important that you send your entry for a race in as soon as possible before the event fills up. If you wait too long your entry

may not be accepted.

By the time this reaches your doorstep a number of other races will have been completed. These include the Regional Championships for 1/10 scale off-road, road, and dirt oval. Also, the 1/8 scale road regional championships. Be watching for results from these in the next issue.

Well, the time for electing your new Regional Director is getting nearer. Three nominations have been submitted. Find out what is happening and get to know your nominees. When the time comes your vote will be very important to the region.

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- 12th scale wheels and tires are available in two compounds, soft compound on red rims and medium compound on white rims, which fit all 12th scale cars.
- Available for all T.M. wheels are replacement untrued donuts, which need very little grinding to true them.
- New for this fall are dragster tires, and wheels and tires for the Yokomo C-4 (4 wheel drive).

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Region 8

NO REPORT WAS RECEIVED FROM REGION 8

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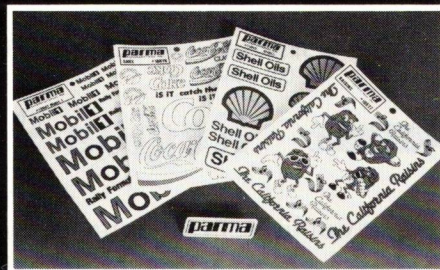
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- New decals from Parma! It doesn't matter if you're a Buick/Oldsmobile, Chevy/Pontiac or Ford buff; Parma has a decal sheet for you. See the complete line at your local Parma dealer.



- #10290 '89 Corvette ZR1 \$19.00
- Shown above is the latest Parma body, the 1989 Corvette ZR1. This sleek 1/10 scale body is formed in clear lexan with the crisp detail Parma is famous for. See it today at your local Parma dealer.

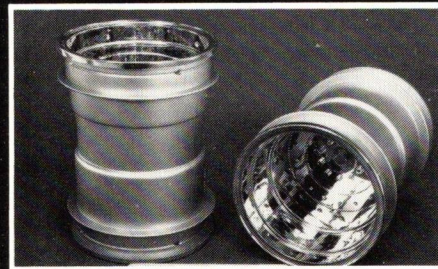


- #10657 Mobil 1 \$3.50
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- #12118 Clodbuster Chrome Wheels Pr./\$20.00
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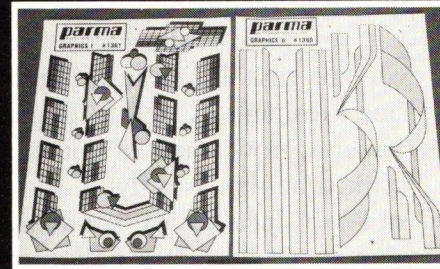
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- Attention raceways, clubs and serious racers. Parma is now offering you a chance to buy bulk matched Sanyo SCR's and SCE's. These batteries come loose, two dozen to a box, with a certificate of rating signed by the battery technician who matched them. Ask for them today. They are available through any Parma dealer.



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- #10274 '74 Chevy Nova \$19.00
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(403) 481-8634

Region 9

It would seem as though racing dies every year right after the Regionals and really doesn't pick up till the fall season again. Because of this reason I have very little to report on as far as club activities go. Now I know there are lots of clubs off-road racing and even a little bit of 1/8 and 1/10 on-road racing but as of yet I haven't seen one report. So you guys in Calgary, Lloydminster Edmonton and Regina please put your cars down for a bit and start pounding those typewriters.

Once again, I'd like to hear from anyone that might have a question pertaining to ROAR, this is so that the next race I go to I won't get the story of the guy, that heard from his hairdresser, that this region director told him some fifth hand rumor, which never really occurred in the first place type scenario.

If you look at the ballots you will see that I am running for Vice President as well as Region Director, now some of you may think that this is a typo, but it isn't, so instead of scratching your heads scratch a ballot and vote. Just remember to VOTE, but don't vote with your heart, vote with your head, because these are very important positions and you should pick the person that you believe will do the best job.

Lloydminster Scale Car

This year Lloyd, hosted the 1/12 regionals and did a splendid job, with a total of 38 drivers. There

were ample prizes to hand out as the manufacturers had been very generous in their donations to a good cause. For the fact, the Lloyd club would like to thank all those that contributed. The competition was tight and racers from Vancouver, Regina, Saskatoon, Calgary, Edmonton, Lethbridge, and Lloyd

all were trying to take home the two championships that were at stake. After some terrible radio troubles, the mains were finally set and after all the racing dust had settled, we had two new regional champions.

Thanks to all that took in the race and a special thanks to



SCALE RACING PRODUCTS

RC10 TRANSMISSION CONVERSION KIT

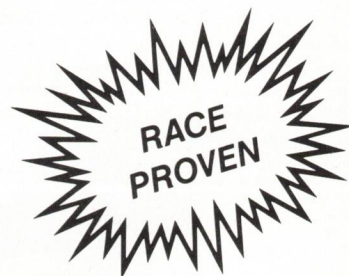
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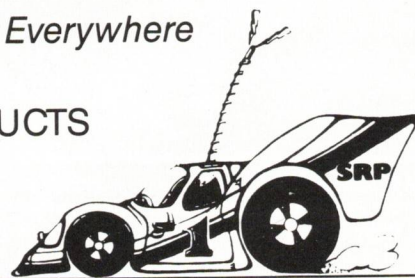


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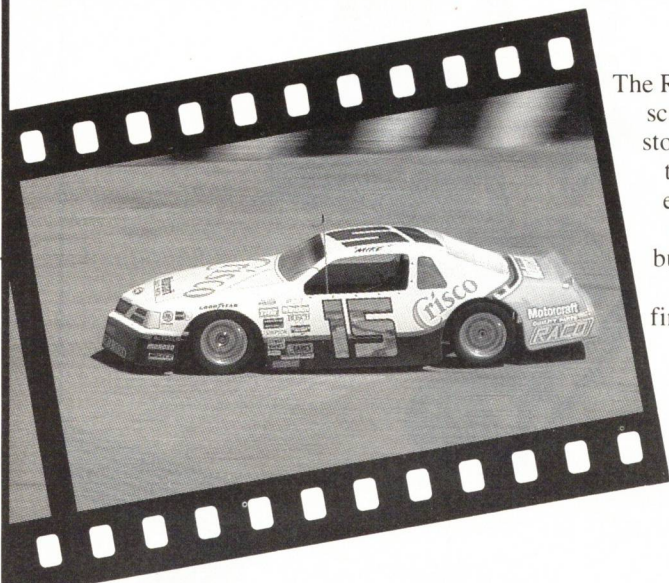
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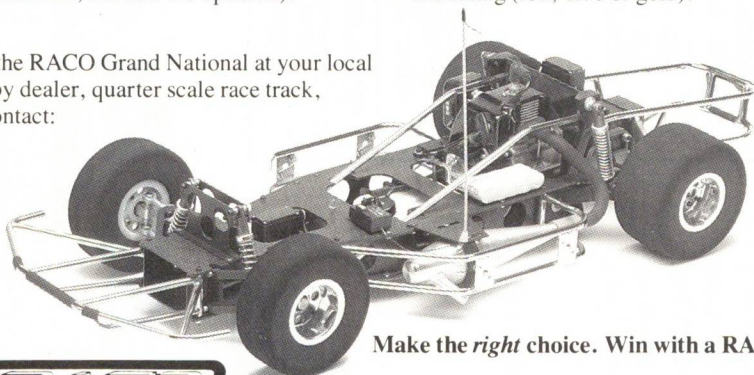


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Derren Weimer for lap counting and race directing.

Modified A Main

- 01st - Scott Glendinning
- 2nd - Terry Yeo/TQ
- 3rd - Reg Riemer
- 4th - Kevin Rothenburger
- 5th - Darcy Weimer

Sportsman A Main

- 1st - Marc Vangool
- 2nd - Wes Turnbull
- 3rd - Erik Himel
- 4th - Darral Lamb/TQ

5th - Roger Brown

Concours

- 1st - Marc Vangool
- 2nd - Hartley Brown
- 3rd - Darcy Weimer

Saskatoon Prairie Dusters

Not much to report on here in S'toon so I'll just give the results of the last two club series races and the overalls for the yearly championship.

Series 3

Modified

- 1st - Gary Lanzer
- 2nd - Kelly McMeekin
- 3rd - Dave Newbigging

Sportsman

- 1st - Marc Vangool
- 2nd - Ron Fournier
- 3rd - Geoff Dodd

Series 4

Modified

- 1st - Gary Lanzer
- 2nd - Kim Adam
- 3rd - Bing Fung

Sportsman

- 1st - Marc Vangool
- 2nd - Geoff Dodd
- 3rd - Ron Fournier

Overall Year Championships

Modified

- 1st - Gary Lanzer
- 2nd - Kelly McMeekin
- 3rd - Kim Adam

Sportsman

- 1st - Marc Vangool
- 2nd - Geoff Dodd
- 3rd - Ron Fournier

RU

CANDIDATES

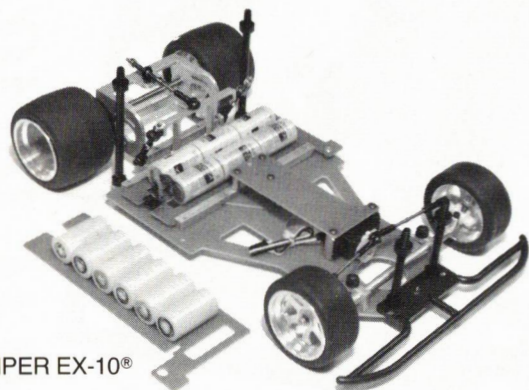
SPEAK UP!

(Continued from Page 17)

Jeffrey Setzer

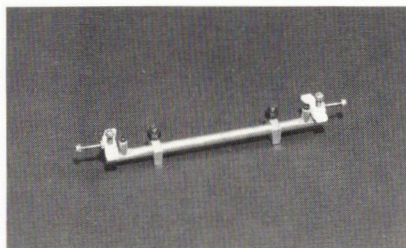
I am 32 years old, married with one child. I have been involved in the retail hobby business for 12 years. Five years ago, I built a 7,000 square foot building devoted to R/C. This year I will build a 7,000 square foot facility exclusively devoted to R/C cars. I am interested in the long-term development and status of R/C racing. I am also interested in dealing with people. I plan to support the standardization of the total R.O.A.R. program - particularly, the regionals and nationals. I feel we should have a qualifying system for the Nationals program. Thank you.

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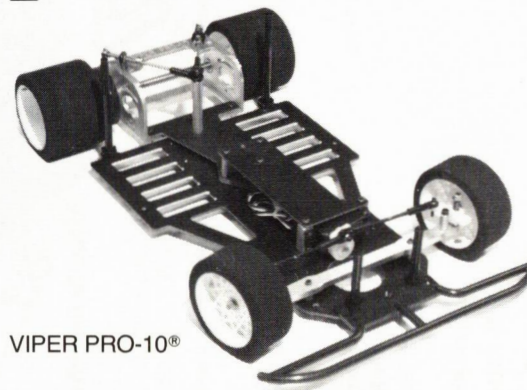
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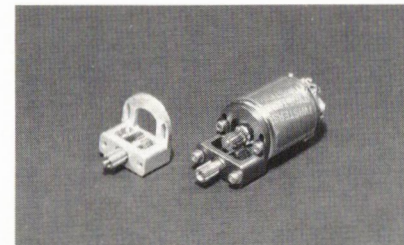
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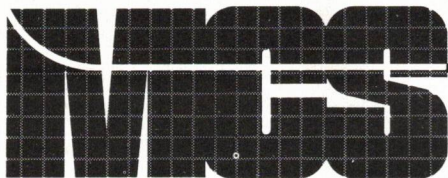
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Region 10

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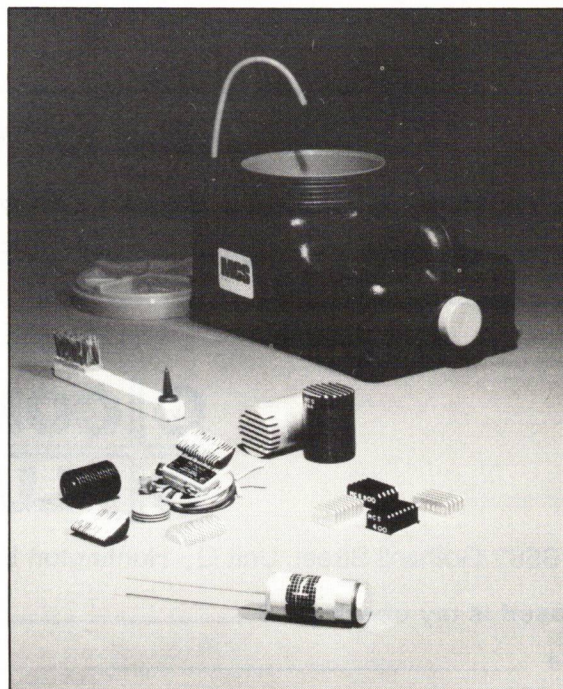
When the dust settles it's back to the pit and the tedious task of cleaning your car. Now MCS has just made the job easier with these new products; the Portable Parts Washer, Bearing Cleaner, and Ugly Stick. These products are designed to get the job done quick and easy, and get you back in the race.

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Region 11

It's the end of June so it's time to get my next RevUp report together. We've had a flurry of racing activity including the Alaska Sales and Service Grand Prix, the Sears Mall Grand Prix and the 1/10 Off-Road Regionals. The Regionals were just completed and Jerry Cameron is preparing an article on that which will appear next time. As you read this, the Eighth and Twelfth Scale Regionals will be history, but will also be in the next issue.

We have other exciting events coming up though. During the Alaska State Fair, we'll be having the State Fair Off-Road Championships. That race is being hosted by MVRCCC. The exact date is yet to be determined, but is likely to be the first weekend of the fall which occurs the last week of August. The 1/10 Scale Carpet Championships are coming up September 9 & 10 and the Carpet Oval Championships are tentatively set for January, 1990. Originally, the ovals were going to be in August to coincide with a special visit by Richard Petty, but due to a commitment in Pontiac, Richard can't come until January on his swing through the northwest.

AROARA will be having its Annual 1/8 Scale Team Race on August 20 at Carrs Huffman in Anchorage and after the race there will be their annual meeting and picnic. Call Bob Peters at Southtown Hobby for further

details. On August 9, AROARA is hosting a two hour Enduro for 1/10 scale cars. This is on carpet and is open to gearbox and non-gearbox cars. Teams using non-gearbox cars will be limited to one car while those using off-road style cars may use two cars alternately.

Truck weight pulling is becoming increasingly popular here and we have an article by Karen Feaster, one of our pulling demons. We hope to see even more participation in this activity as it helps to spread popularity of R/C motorsports.

Remember, next time we'll have reports on all the Regionals. I'm sure Jerry is anxious to write the article since he and brother Rob won three of the four classes and the Trophy Dash. Jerry took the Regional Championship in 2WD Stock and 4WD Stock, Rob

nailed the 2WD Modified class and Jerry came back for the Trophy Dash. Don Dockum overcame a bad first day to storm back for the 4WD Modified win and Keri Baumgardner came from 3/4 lap down to take a dumping John Helton for the exhibition Monster Truck class. More on this next time.

Alaska Sales Grand Prix

It was a beautiful sunny day as a small field of 1/8 and 1/10 scale cars attacked the slippery and tricky Alaska Sales road course. Many of the turns are off camber or downhill which takes a lot of concentration for the drivers to master. Also since the lot is old and worn, the surface bite comes up late and finding the right combination for your car takes some time.

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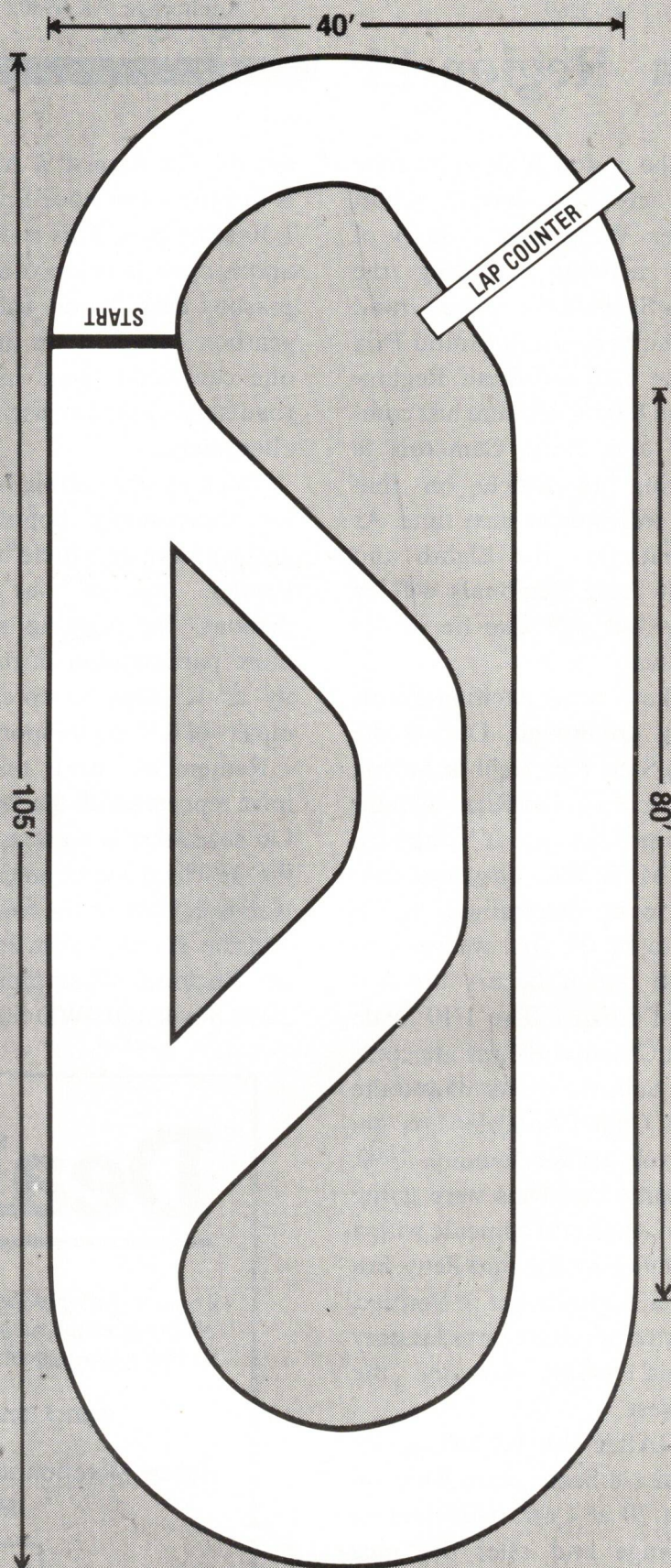
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The 1/8 cars are the crowd favorites, as they are most places, and provided good, though hectic show. I think most of the spectators were salesman from the GM car dealership, but they probably didn't recognize the Can-Am bodies we were sporting. Only 4WD cars showed up and were divided into two groups for qualifying and mains. Ernie Nidiffer led the way as TQ and took the A Main. Al Watson followed in second and Bob Peters was third. In the 1/10 On-Road class, the body of the day was the Chevy Lumina. The salesman for the Chevy dealership appreciated the fact that of the six cars entered, there was a Prototab Camaro, a Beretta, and three Luminas. Ernie Nidiffer brought his TRC/Lumina home first followed by Steve Cambell's Agitator/GTP and Tony Glenn's TRC/Camaro. The slick track came around for the main and allowed the 1/10 cars to put on a pretty good show.

Sears Mall Grand Prix

It was an ugly first day that

had rain delays, but Sunday turned out beautiful and the whole race schedule was completed. Again, the 1/8 cars brought out the spectators who tended to drift away when the electrics came out. Frequently, spectators would wander by the timing booth to ask when the next 1/8 heat was coming up.

The Sears track has been noted for it's roughness and slipperiness, but a new layout eliminated all but one bad bump, and 28 liters of Pepsi brought up the surface quite well. If fact, it was probably the best surface we've ever had at Sears Mall.

Heats were run for 1/8 Open and Sportsman, 1/10 On-Road, 1/10 2WD Stock, 1/10 4WD Stock, 1/10 4WD Modified, and 1/12 Stock. Tom Tomazivic took home Concours with a beautiful Tide Lumina but was closely followed by Al Watson's Goodwrench Lumina. In 1/12 Stock, Jim Andres found the tire combination, added ten laps from his previous best qualifier, and took home the win with his Corally car. Charlie Tuna finished one lap back in second and Tom T

added a third place trophy to go with his Concours. In 2WD Stock, Jim Andres garnered another trophy by bringing his JRX2 home two laps in front of the field. Sean Raffuse drove to a consistent second and Tom T picked up another trophy in third. Mike Frye took home the 4WD Stock class and Al Watson battled Jim Raffuse (TQ) closely for the 4WD Mod crown with Al pulling out a win. Both their cars finished severely wounded.

In the On-Road class, four drivers finished within 7 seconds of one another. In this extremely competitive class, Ernie Nidiffer took first, Tony Glenn second and Al Watson edged Kim Fleetwood for third. Al got third in the last turn and beat Kim by .8 seconds. In 1/8 Sportsman, Don Dockum took a two lap win over Vickie Peters and Dave Holt followed in third in his first 1/8 race ever. Nice going Dave. In the Open 1/8 it was a real horse race for about the first six minutes until cars started dropping out. First to exit was Terry Nidiffer and then Al Watson. At about the seven minute mark, Ernie put a lap on Bob Peters and settled in for the drive. Terry and Al came back on a couple times to try and get in it, but eventually dropped out. Ernie continued to pull away as Bob backed off to save his worn out tires and finish. Ernie was TQ and winner, Bob second and Al accumulated enough laps for third.

Truck Pulling

By Karen Feaster

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here in Anchorage and believe me they are a class unto themselves. They are the truck pullers. We are pulling with a home-built metal sled that has been fondly dubbed "The Diff Buster."

We are running two classes, two wheel drive class and the Clodbuster class. In the two wheel drive class Karen Feaster has been struggling to maintain her lead over John Helton. Karen pulls with a stock Monster Beetle and John pulls with a stock Blackfoot. The only modification to these two vehicles is very short tires on the front to create a rake and rubber slicks on the rear for more grip. This is our first series of pulling and Karen won it by two points in the end edging John out in a tie breaker. The stock two wheel drive Beetle has pulled as much as 37 lbs. a distance of 18 feet, 6 inches. The track record is held by Tom Rollman who pulled 37 lbs. 19 feet, 4 inches with a Brute.

In the Clodbuster class we have eight year old Eric Larson pulling. His Clodbuster is stock except for the addition of approximately 6 lbs. of weight on

his front end. He has full pulled 54 lbs. a distance of 20 feet which is also the track record in this class.

Even though our sport is relatively new here in Alaska, we hope to see many more people try their luck with "The Diff Buster."

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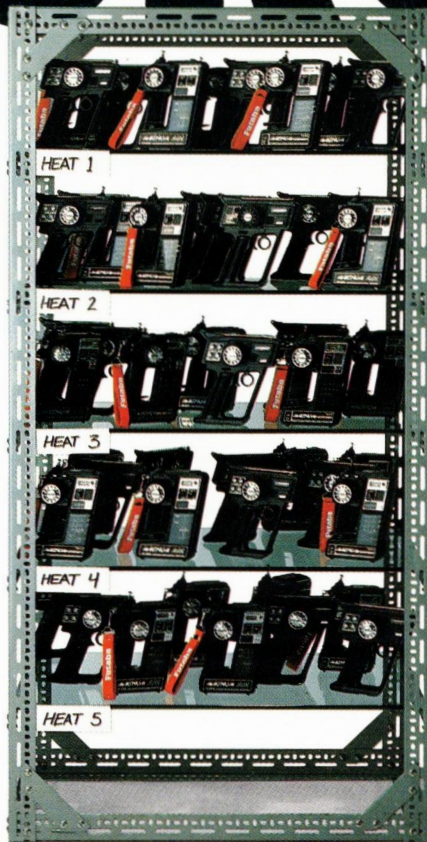
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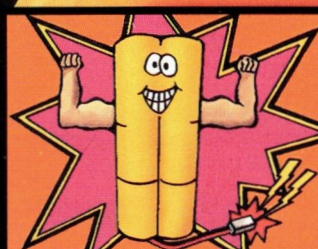
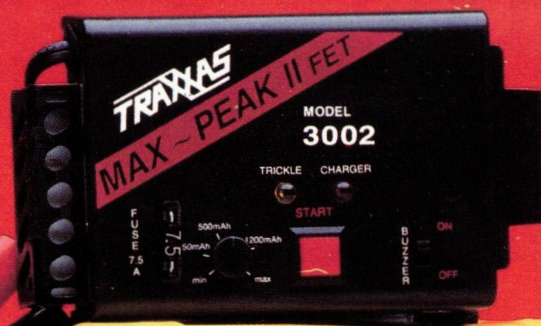
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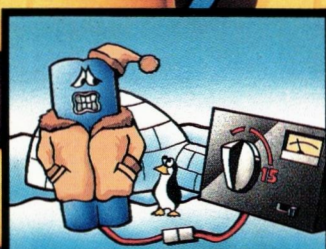
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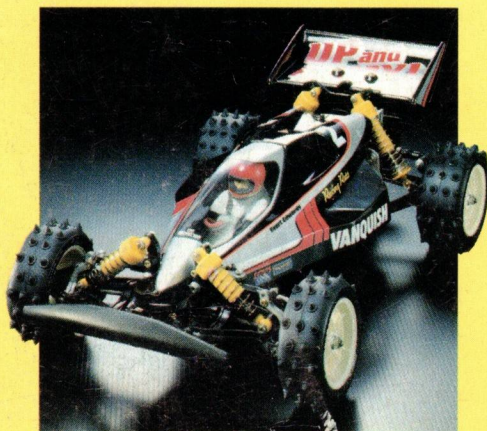
Major contributions have been prolific. From planetary differential to shaft drive systems, from low profile tires to oil-filled shocks, independent suspensions, rubber sealed oil dampers and more. Tamiya was the first to create and market this technology worldwide.

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