

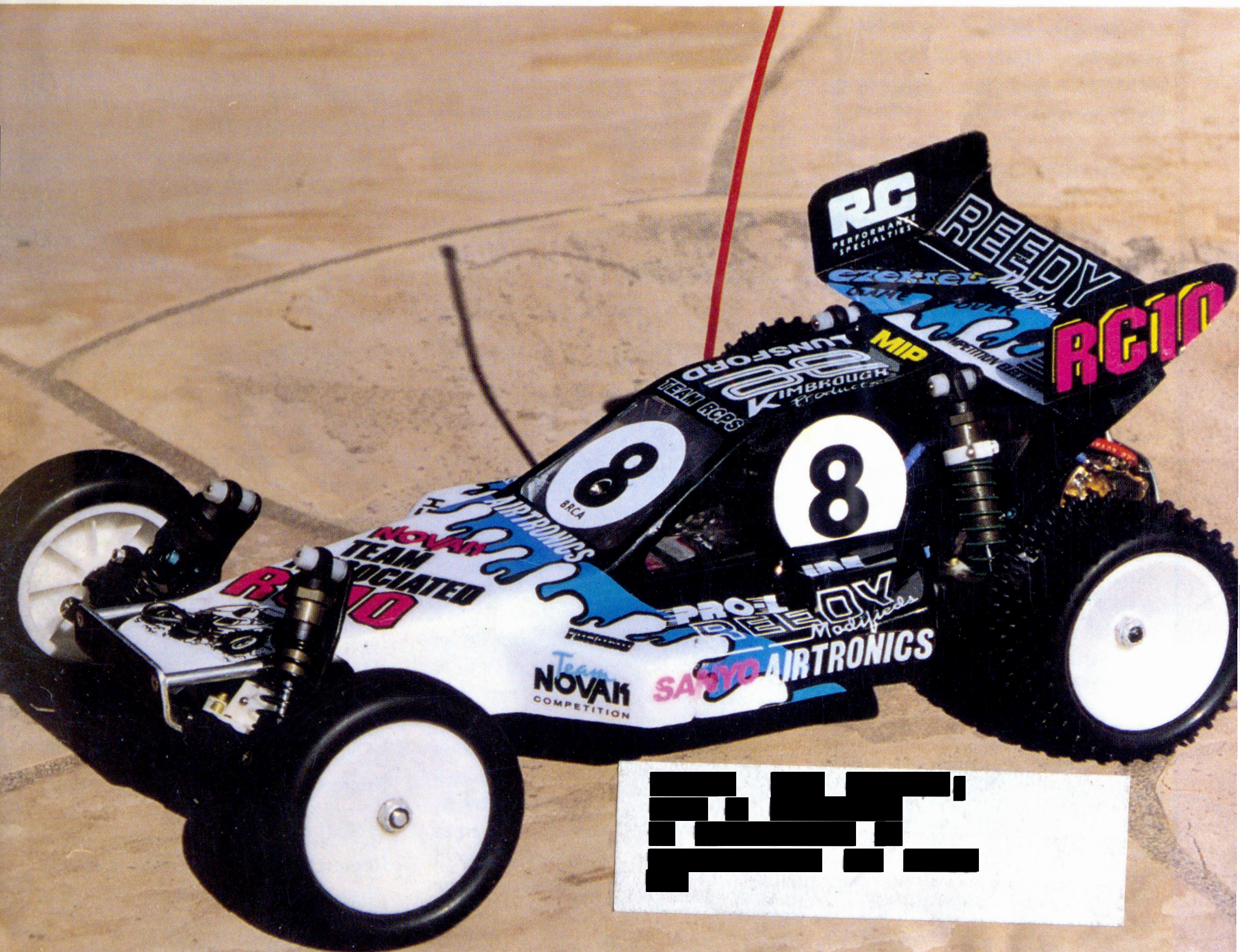
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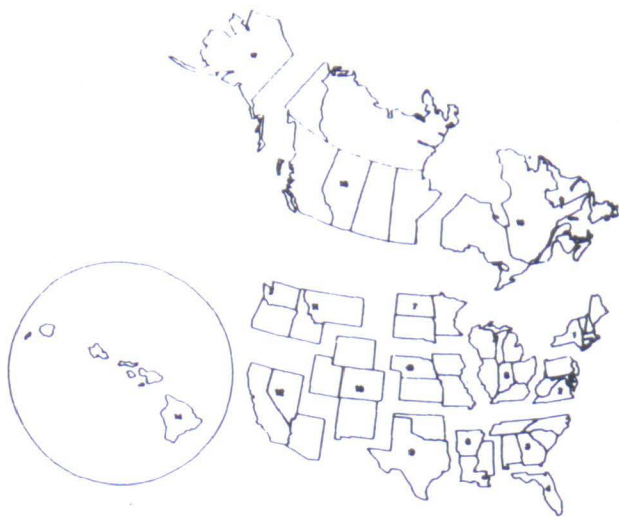
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The Official Magazine of ROAR

October, 1993

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November 1

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President's Column

ROBERT P. MORGAN, III

During my first two months as President, I have talked with many people to try to understand how they feel about ROAR and what they would like to see done. One common theme in what I have learned is "let's put the past behind us, it's been talked about enough, and start looking to the future". I totally support this suggestion. I've also been pleased to hear about the support that ROAR has, but there are still some saying "show me". We aim to do that.

One item that has taken a lot of people's time this year is the 1/10th scale gas rules. They were published in the March, 1993 issue of Rev-Up and this issue includes revisions to the Engine Specifications. The Executive Committee has adopted these rules after considering all the suggestions, letters and votes by the various committee members and region directors, and there have been many. We must start somewhere and gain some experience in this new class. We do not plan to revisit this issue until we get that experience. I would like to thank all the people that have given me lessons on gas engines.

The Executive Committee is investigating the possibility of allowing a single event membership. Many of you have asked about this over the years. Look for an update on this in the next issue.

I am pleased to announce that Jim Halsey has agreed to co-chair the ROAR National Committee. His vast experience in our hobby is well-known. Jim has a big job ahead of him.

In 1994, we will be implement-

ing changes which may require qualification at your ROAR Regional Championship to compete in a National Championship. The timing of the changes may vary by scale, but the 1994 Regionals will be the first Regionals used for qualifying at least in some scales. Everyone will have plenty of advance notice!

This should make the Regionals more exciting than ever. There will also be a separate 1/10th Scale Off-Road Stock Nationals, which will not require qualification, but be open only to competitors not competing in the 1/10th Off-Road Modified Nationals. We are considering introducing Junior and Senior Divisions at this Stock National, and possibly others. The details will be worked out over the next few months. Look for an update in the next Rev-Up.

Also, for those clubs or tracks that are interested in hosting a 1994 National, instructions for submitting a bid are included on page 9.

We've got some exciting changes coming.

Vice President's Column

GENE HUSTING

Thanks to you, we've accomplished an awful lot within ROAR since you elected me to be your Vice President. ROAR was in the worst shape it's ever been in when we started the Clean Up. You voted out the President that allowed ROAR to be run-down so far and voted in Roy Weast as your new president. You then voted me in to be your vice president. The president and I were able to appoint a new administrator, Steve Whitney, who is able to do the job, only now

it's only costing us a small fraction of the previous cost.

With the help of your Regional Directors, the entire old executive committee was voted out, with a vote of No Confidence. Then the Regional Directors voted in our present executive committee who have been doing a tremendous job. We've managed to bring you your Rev-Up every two months right on schedule and we intend to keep it that way. You are also getting your membership cards now. Most of these have been sent out on time, however, there has been a couple of times when there was an unnecessary delay by the processor....but this is being corrected.

We've also managed to reinstate all of ROAR's previous committees receiving help from 75 ROAR members to help operate ROAR. The people on these committees are actually working together to formulate rules and procedures, instead of the way it was done by the previous administrator who ran all of ROAR by himself. The 1/10 gas committee has given us our new set of 1/10 gas rules. The motor committee is using the approval process for motors again. The nationals committee has a big job ahead of them, which they're working on. Other committees are also busy. You'll also notice a set of off-road racing truck body specifications in this issue of Rev-Up. E6+++++verybody said this was long overdue. There are also some additions in this Rev-Up to the 1/10 gas engine rules that the 1/10 gas committee had inadvertently left out of the original rules proposals.

We've just completed one of ROAR's best nationals summers ever with record-breaking entries overall. My thanks to all the racers who participated and a special thanks to

time and efforts to help run these races for us. Each one of you are very special. Thank You.

You just voted in a new president a few months ago, and I can tell you we're very fortunate to have Robert Morgan as our new president. He is another one of those very special people who will be able to guide ROAR in the right direction, to help make ROAR grow bigger and better than ever. I would like to be able to continue working with all these wonderful people to complete a lot of projects that we're working on now.

I also must thank all the courageous people who gave me so much help and encouragement through all the rough days to enable me to be able to continue the effort to save ROAR. Without your help too, it couldn't have been done. Thank You!!!

Now I'm asking your help once more, please take the time to vote!

Treasurer's Column

MARIE BARANA

The nominations are closed for Vice President and Odd numbered Region Directors. The Nominees for Vice President are: Bill Fraden, Gene Husting and Gil Losi, Sr. the following are the Candidates for Region Director:

Region 1 - Frank Calandra
Region 3 - Jim Brown
Region 5 - Robert C. Schoenau
Mark Thomas Gorney
Region 7 - Stanley A. Witteman
Region 9 - Chuck Null
Region 11 - Robert Andreotti
Region 15 - Roger Brown
Region 17 - John Helton

In this issue there will be a ballot on page 021. Please take the time to VOTE!

I am very excited about being able to get all of you a financial statement. Please check page 67 for the latest financial statement.

Check the next article for the procedure on voting in the Vice Presidential and Odd numbered Region Director election.

ROAR Election: How To Vote

This issue of REV-UP contains your ballot for the election of ROAR Vice President and Region Directors in odd-numbered Regions. Ballots or postmarked on or before December 3, 1993, will be counted. Any current ROAR member may vote for the President. To vote for a Region Director you must be a current member residing in the respective Region.

To avoid the controversy that has surrounded some past elections, NO PHOTO COPIED BALLOTS WILL BE ACCEPTED. Only votes submitted on the specially prepared form in this issue, or a ballot requested from the ROAR office, will be counted. The same ballot is to be used for both individual and family memberships. Each family member's vote will be counted separately.

All active ROAR members as of November 15, 1993, will be allowed to vote. If you have joined by that closing date and have not received your Rev-Up or if you know of a friend who has not received his Rev-Up be sure that you receive a ballot from the ROAR Administrative office by calling (407) 631-5857.

Things To Remember

- Vote and mail your ballot by

December 3, 1993.

- NO PHOTO COPIED BALLOTS will be counted.

- Include the NAME AND ROAR number for each family member.

- Include postage on the ballot. The POST OFFICE will RETURN it to you without proper postage.

Counting The Votes

The ballot must be placed in an envelope and mailed to Marie Barana, ROAR Treasurer. Marie will be responsible for verifying the election. Ballots will remain unopened until December 13, 1993, at which time they will be opened and counted in the presence of two witnesses who will certify the count. Election results will be available by December 14, 1993. All candidates will be notified of the results by December 15, 1993. Any protest must be lodged in writing by the candidate by December 21, 1993. If for any position no protest is lodged the winner will take office effective January 1, 1994. If a protest is lodged, every attempt will be made to resolve the protest by January 15, 1994.

We want a fair and honest election. Remember, all candidates are volunteers who are willing to donate their time and effort for the betterment of your organization. Give them your support. VOTE!!

Competition Administrator's Column

**"C MAIN"
BY TED McCARTHY**

Five trucks running nose to tail come down the staircase followed

by five others that constantly change positions. The lead truck as he comes off the bottom of the stairs, takes a hard right turn and threads a fine line as he heads away from the driver's stand. Second and third who now have their tires trading sidewalls move together with a controlled reckless abandon toward the top position. The rest of the pack have found their positions and have mapped their game plan, as they have formed a long thread of plastic and steel. Now in front of the scoring stand second and third have made their move, and the nose dive by the leader on the double jump has changed the perspective drastically as three cars battle for the lead position. The table top sitting immediately before the next right-hander will surely put the cars in order. The table top presents a new change in scenery though as the top three cars while driving aggressively cautious have given up thirty feet of clay-based real estate to three more trucks powered by earth's elements but driven by desire and skill. The top three trucks as they turn right, have a rear-view mirror full of RC trucks looking to pressure and push their way into first position.

Description of the National "A" Main? Nope, just another club race maybe the title isn't as important but the racing is the same. Get the picture? Nationals are fun, exciting, controversial and challenging. But so are the local club races, nothing changes but the faces. The competition is still racing, challenging your skills and set-ups against the other racers. Enjoy it, be a part of it, there is nothing like it.

This column is being written under extreme, full blown excitement. Why? Because a New Era in ROAR is on the verge. The past has

been put behind us and a vision for the future is looking us square in the face. I feel very lucky to be a part of this hobby/sport at this time in its growth period. This is the time when the "faddishness" starts to wear off and now we are confronted with providing all racers an equal opportunity to race fairly for the thrill of racing. You will see in the future months ROAR come alive as it has never done before, reaching the racers and supporters of this sport with more definition to the racing categories. Providing differing levels of competition to the racers as their skill, time, and finances would allow them. No longer should we be providing better opportunities for just the sponsored racers, these same opportunities should be provided to all racers, those that support their hobby shops, the manufacturers, the importers, the battery and fuel companies. I will be proposing a phone number sponsored by ROAR with a recording for the racer to call and be kept abreast weekly of proposed changes in rules, future races, regional updates, and ways for you to get the information you need and to provide your input easily. We are also working on a type of membership that when you sign-up at a race you would get a membership card in your hand, and provide you with a guaranteed way to receive your Rev-Up on a regular schedule. I will be approaching the committee with the prospect of a traveling Hall of Fame display. This would be a special display that could be shipped around the country and set-up in local malls previous to a major event or a national championship, as a means to help advertise the upcoming event. This display could include racers, manufacturers and people who have lead this sport

into success on a local, regional or national level. This of course, would require the manufacturers to get behind this with some cash, and the local organizers with some labor. It would provide two things for our activity: 1) proper recognition for their achievements, and 2) professional outreach to the community.

Some of you are wondering just what has been going on in ROAR the past two years. Just wait till you see what is going on in ROAR tomorrow. We need your support as a member, a club, and a manufacturer to keep this hobby moving forward with proper and professional recognition. If anytime in the history of ROAR we need your commitment it is, now more than ever.

ROAR is the only organization where the hobby and the participants are #1. The only organization. HEY, SEE YOU IN THE HALL OF FAME????!!

Administrator's Column

Hello Members:

I would like to say welcome aboard to all of the new Region Directors and good-bye to very close friends. First, Roy Weast, ROAR's past president. Roy, thank you for helping to bring ROAR through the toughest times ever encountered. You persevered when some days you felt like giving up, which all of us have felt at times. I praise your efforts and hope that you will continue to stay in touch.

The next person is Region 4's past Director, Bill Fraden. I have known Bill for almost twelve years. He has been there whenever I needed him and he has shared my

own personal tragedies as well. As a Region Director, Bill was very active in the promotion of ROAR and R/C racing. He is partially responsible for helping to form the first 1/10th scale racing in the State of Florida. Bill has many other accomplishments but I don't have enough time or paper to list them all. Bill don't get too comfortable, I may have plans for you. Bill is replaced by Glen Harkey of Orlando. I look forward to working with Glen and know that he will put forth a good effort for ROAR. I congratulate all of the Region Directors that were re-elected or who may be coming on board for the first time. I challenge all of you to make the next two years the most prosperous and rewarding years of your life. You have a responsibility to the members in your Region. They want to know you and need to be able to access you at any time. Be available and please be patient, we are all human. Thank you for this great task that you have been elected to do.

You will notice that in this issue, the Region Directors are soliciting bids for their Region. If you are capable of hosting a regional event then contact your region director and he can get you the proper papers to fill out. Nationals for 1994 are also being bid for. If you are interested you may contact the Nationals Committee chairperson, Diana Keeton or the ROAR office for information.

I would like to ask one small favor of the members at this time. Please, if you move, leave a forwarding address at the post office. I am swamped with calls from angry members who have not received their ROAR card or any Rev-Up's, only to find out that they never left a forwarding address

when they moved. If you do not receive a canceled check for your membership it may also mean that the account was closed. If you write a check for ROAR membership please leave enough funds in your old account to cover the check before you close it out. I have approximately \$3,000 in membership checks that the accounts were closed on. If you know who you are, then please notify the ROAR office and we can set up some type of arrangements for you.

There is a misprint on the ROAR membership application. The application states that as a member you will have \$2,000,000/Liability Insurance per occurrence. The correct amount is \$1,000,000/Liability Insurance per occurrence. Please take note of this.

When you write race reports for your local track or club, you need to send a copy to your regional director, and a copy to Marie Barana, Rev-Up Editor. Some of you have been sending them to the ROAR office and that is alright – it just takes longer for your article to get published. Also, your memberships need to be sent to Data Reply in California. The address is printed on the entry form in this issue. If you send your memberships to this office, it will only delay the processing time. I would also encourage the tracks and clubs that collect the memberships for their events to please get those applications with the money in the mail as soon as possible. Some of you are waiting for several weeks to send them in. Remember, if you take a ROAR membership application from someone you are responsible for that person's membership getting to the proper place in a timely manner. Thanks.

Thank you for hanging in there

and Good Racing!

Product Approval

Modified Motors

Epic "Ex" series, gray can with or without "portholes".

*Yokomo Sonic series, black can, laydown brush, large comm, two slits on side of can.

Stock ROAR '91 Motors

Epic Slot Machine 2, laydown brush, silver can.

*Yokomo Mach 1 series, silver can, two slits on side of can.

*Yokomo motors had over size defect where the can meets the endbell. Motors imported starting December, 1993 will have this defect corrected. The Yokomo motors, both Sonic and Mach 1, are now both ROAR Legal. The over-size defect does not enhance performance.

Notice To Race Directors and Region Directors-Stock Motor Modifications:

The endbells and brush hoods on ROAR '91 stock motors cannot be modified! The only approved stock motor incorporating the laydown brush is the Slot Machine 2. You cannot change other approved stock motors to the laydown brush system and maintain legality!

Notice to Race Directors and Region

Directors - Bodies:

In this issue is the ROAR approved body list. There are a number of bodies that are currently on the market that have not been submitted for approval. Please review and enforce the approved bodies at your ROAR Sanctioned events.

New Race Truck Bodies Rules:

In this issue are the dimensions, drawing and frontal area for race truck bodies as approved by the region directors and executive committee. In the next issue of Rev-Up will be the final text of the complete rules governing truck bodies including a list of bodies being "grandfathered" to an approved list. Please note that we do not yet have an approved list and are just now beginning to compile one and will request submittal of bodies for approval. Until an approved list and final rules are published, it is **NOT RECOMMENDED** that any truck body rule be enforced.

ROAR 1/10 Gas Rule Revision

These are revisions to the existing ROAR 1/10 gas on and off-road rules as approved by the ROAR Executive Committee. All other existing rules still apply.

.12 ENGINE SPECIFICATIONS

Max. Displacement - .129 cid (cubic inch displacement)

Max. Carb Bore - 5.5 mm

Max. Exhaust Port Height - 4.5

mm

The exhaust port height is considered to be the distance from the crown of the piston to the uppermost point of the exhaust port, measured with the piston at bottom dead center of its stroke.

Max. Crankshaft Gas Passage I.D. - 7 mm

Max. Internal Ports - 4 (including exhaust port)

Front Rotary Shaft Valve, 2 Stroke Only Engines Allowed - No forced induction or any form of variable port timing is allowed. Air-cooled engines only. Only glo plug engines with standard 1/4" UNC type glo plugs, with UNEF thread allowed.

Max. Muffler Outlet Pipe Bore - 5.0 mm

Min. Muffler Outlet Pipe Length - 15mm. Must be horizontal or pointing down.

Max. db - 77 (recommended) See rule F17 for sound measurement.

Max. Fuel Tank Capacity - 75cc (includes filter and fuel line to the carb.)

The following additives are strictly prohibited - Hydrazine, Hydrogen Peroxide, Toluene.

.15 ENGINE SPECIFICATIONS

Max. Displacement - .152 cid (cubic inch displacement)

Max. Carb. Bore - with spray bar - 6.0 mm. Open bore - 4.5 mm.

Min. Stroke - 14.0 mm

Max. Exhaust Port Height - 4.5 mm

The exhaust port height is considered to be the distance from the crown of the piston, to the uppermost point of the exhaust port, measured with the piston at bottom dead center of its' stroke.

Max. Crankshaft Gas Passage I.D. - 7 mm

Max. Internal Ports - 4 (including exhaust port)

Front Rotary Shaft Valve, 2 Stroke Only Engines Allowed. No forced induction or any form of variable port timing is allowed. Air-cooled engines only. Only glo plug engines with standard 1/4" UNC type glo plugs, with UNEF thread allowed. Engines will be run in standard form with no internal modifications permitted.

Max. Muffler Outlet Pipe Bore - 5.0 mm

Min. Muffler Outlet Pipe Length - 15 mm. Must be horizontal or pointing down.

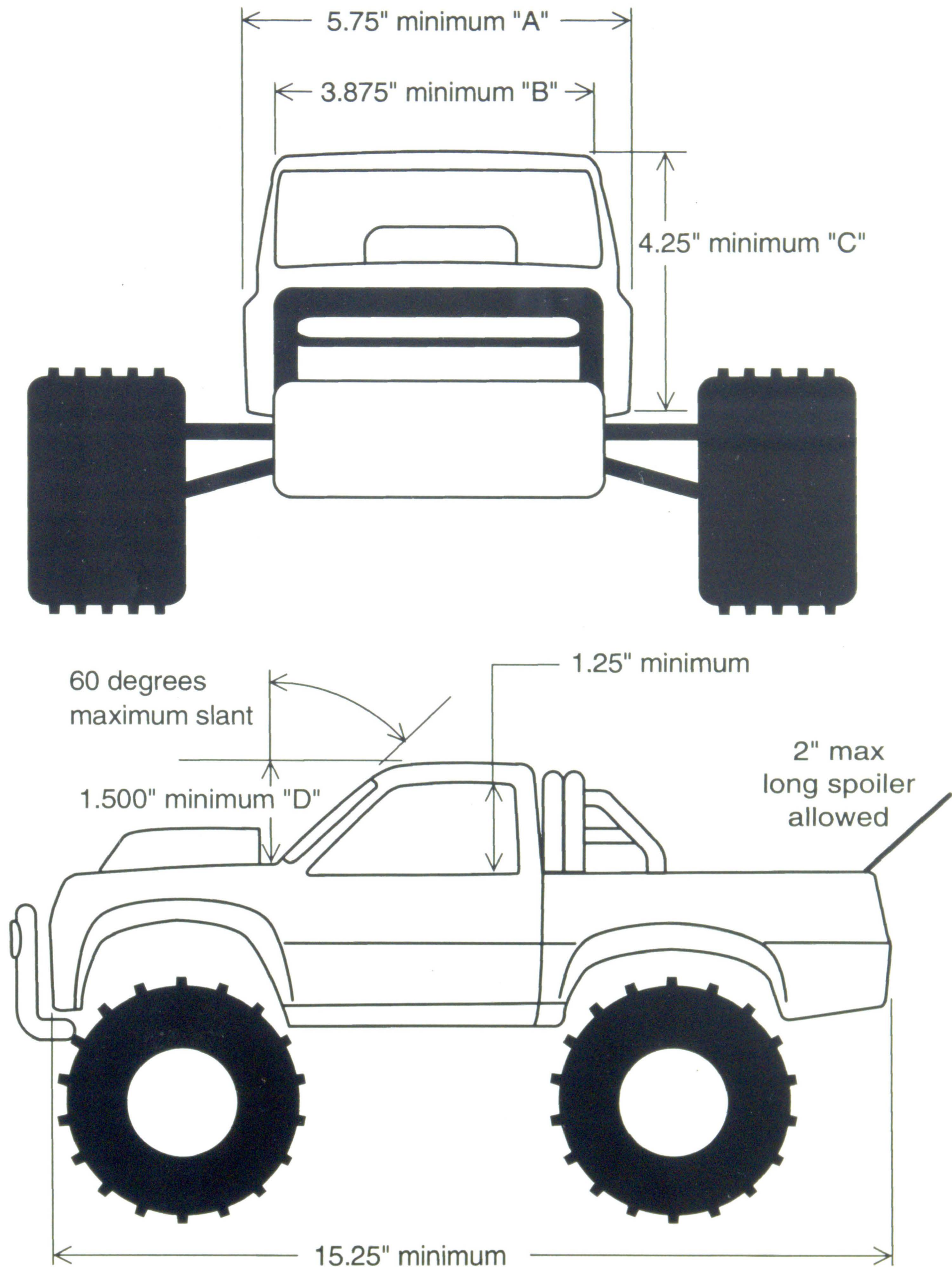
Max. db - 77 (recommended) See rule F17 for sound measurement.

Max. Fuel Tank Capacity - 75 cc (includes filter and fuel line to carb.)

The following additives are strictly prohibited - Hydrazine, Hydrogen Peroxide, Toluene

**BE SURE
TO VOTE.**

ROAR 1/10 OFF ROAD RACING TRUCK BODY DIMENSIONS



THE MINIMUM FRONTAL AREA OF THE TRUCK BODY IS
 23.03 SQ. IN. $\left(\frac{A + B}{2} \times D \right) + (A \times (C - D))$

Notice To All Clubs And Tracks Nationals Bids Due December 1, 1993

We are accepting bids for the 1994 ROAR Nationals. National championships will be held in the following scales:

**1/12 4 cell
Dirt Oval
Paved Oval
1/10 Off-Road Modified
On-Road
1/10 Off-Road Stock
1/8 Gas
1/10 Off-Road Truck**

Nationals site selection is normally done on a rotational basis, rotating from the Eastern States to the Central States to the Western States. For example, the 1/10 off-road national was held in the West in 1993 and should rotate back to the East for 1994. On-road was held in the East and should rotate to the Central States, etc. However, any ROAR affiliated club or track may bid on any National. All bids will be considered.

If you need information about placing a bid, please contact the ROAR National Committee Co-Chairman:

JIM HALSEY
5397 Bluff Street,
Norco, CA 91766
Telephone: 909-279-0527
FAX: 909-279-2782

Since it is not always possible for a ROAR official to visit every location that bids on a National, it is important for your bid to be as comprehensive as possible. More information is better than too little! In addition to your sales pitch, every bid must include information about the following:

All bids are to be sent to the ROAR Administrator:

STEVE WHITNEY
1203 Westview Drive, Cocoa, FL 32923.

National Track Director Report

JESS A. BROCKMAN

Part of the function of the National Track Director is to work with the region directors and all the various committees in developing a workable set of rules and guidelines for the tracks to follow when they are running any of our ROAR sanctioned events.

The other part of the job of being your National Track Director is to try and provide a good safe environment for you to race your R/C cars and trucks and that can be accomplished through a sound track sanctioning program.

In order for me to function as your National Track Director, I need input on what is needed in the way of rules and guidelines for sanctioning a track for a ROAR event. Region directors, race directors, ROAR members . . . I need your input.

Some of the items that need addressing are:

Safety, track construction, racing facility capacity, pit space requirements, spectators, track maintenance, driver's stand requirements, and the list goes on and on.

Call me or write with your suggestions. I can be reached Tuesday through Saturday from Noon to 9 P.M. and Sunday from Noon to 6 P.M. **Telephone: 303-343-0151** or you can mail your suggestions to me:

JESS A. BROCKMAN
12559 E. Kentucky Avenue
Aurora, CO 80012.

In Memory of . . . Norbert J. Meyer

Norbert J. Meyer, the inventor of 1/8 scale, gas-powered R/C racing died August 19, 1993 of heart failure.

He built his first R/C car in 1965, against the advice of experts who told him that radio control will never work. It will be too expensive and few people will have the skill to enjoy the hobby.

Today R/C racing, in its many forms, is a worldwide, multi-million dollar industry and a hobby that delights hundreds of thousands. He was National Champion in 1967.

An innovator and fierce competitor, Norb, as we called him, was also a great writer of technical articles, a monthly column as well as novels. Few of you knew that he was also an artisan and a musician who played saxophone as an avocation, in a band.

I was the midwife of the R/C car hobby, starting in 1966. When I started ROAR, Norb was my greatest supporter. We have been close friends ever since. We discussed our writings, technical innovations and we played music together. He was an upbeat man and a perfectionist who praised anyone with ideas and perseverance.

As we fire up our modern engines, as we steer our super-slick cars around custom-built tracks, let us not forget the pioneer who had to carve every fitting by hand at a time when there were no parts available anywhere and everybody discouraged his efforts. He persevered only because he had a vision for a grand hobby.

Radio controlled car racing has lost a great pioneer.

We'll miss you at the track, Norb.
George G. Siposs, ROAR #1

RU

**Please
take some
time and
vote for
your
candidate
for Vice
President
and/or
Odd
Numbered
Region
Director.**

ROAR Affiliated Clubs

Region 1:

#1405
North East Auto Racers
91 Curlew Road, #5,
Quincy, MA 02169
#1409
Transit R/C Speedway
5319 Transit Road,
Depew, NY 14043
#1445
North East R/C Auto Racers
36 Glendale Road,
Enfield, CT 06082
#1141
S.C.A.R.C.E.
251 Hemingway
East Haven, CT 06512
(203) 468-9919
#1162
East Lyme R/C Kar Klub
P. O. Box 565
East Lyme, CT 06333
(203) 448-6424
#1169
N.Y.R.O.C.
69 Florida Street
Farmingdale, NY 11735
(516) 293-4717
#1189
Island Hobbies & Raceway
410 Commach Rd.
Deer Park, NY 11729
(516) 254-6229
#1270
Long Island Model Racing Assoc.
88-14 75th Avenue
Glendale, NY 11385
(718) 459-0231
#1315
East End Off-Roaders
20 Carol Avenue
Manorville, NY 11949
(516) 878-6148
#1372
Berkshire RC Car Racers

North Adams Plaza, Curran Hwy.
North Adams, MA 01247
(413) 743-7223
#1406
Oneida Model Auto Racers
48 Brett St.
Verona, NY 13478-967
(315) 363-1769
#1439
Hobby Etc. Raceway
Heritage Place Rt. 101A
Amherst, NH 03031
(603) 595-8549
#1444
L.I.M.R.A.
38 Tudor Rd.
Farmingdale, NY 11735
(516) 752-0461
#1452
R/C Madness
640 Enfield St.
P. O. Box 64
Enfield, CT 06082
(203) 741-6501
#1489
R & R Hobbies
129 Broadway
Monticello, NY 12701
#1068
Small Torque R/C of L. I.
24 Horton Drive
Huntington Stat., NY 11746
#1169
New York Radio Operated Cars
38 Tudor Road
Farmingdle, NY 11735
#1090
K/N RC Speedway, Inc.
P. O. Box 36
Stafford Springs, CT 06076

Region 2:

#1164
G.B.M.R.A.
406 Delmar Avenue SE

Glenburnie, MD 21061
#1476
East Street Raceway
736 E. Railroad Avenue,
Verona, PA 15147
#1477
Pit Stop Hobbies
262 W. Main Street,
Mount Joy, PA 17552
#1481
Trevose R/C Racing Assoc.
35 Serpentine Lane,
Levittown, PA 19055
#1025
Trains & Lanes R/C Club
122 Oxford Dr.
Easton, PA 18042
(215) 253-8850
#1045
S.A.R.C.A.R.
P. O. Box 92
Northcumberland, PA 17857
(717) 473-3947
#1114
S. Jersey R/C Racing Assoc.
302 New Brooklyn Rd.
Sicklerville, NJ 08081
(609) 629-7043
#1144
Aljo Racing
162 Walnut St.
King of Prussia, PA 19406
(215) 275-4292
#1145
A-1 Raceway
940 Radford Rd.
Christiansburg, VA 24073
(703) 382-9811
#1243
Roadmasters R/C Club
P. O. Box 1162
Annandale, VA 22003-116
(703) 860-4856
#1291
Friendship Off-Road Racers
1531 Florida Ave.
Severn, MD 21144

(410) 551-3050
 #1420
 Glassboro's Grand Oval
 1 Barnard Ave.
 Gloucester City, NJ 08030
 (609) 863-1551
 #1450
 Sterling Truck & Auto Racers
 1726 Burning Tree Dr.
 Vienna, VA 22182
 (703) 444-0333
 #1455
 Tri-State Nitro Burners c/o
 Royal Hobb/2-8 S. Kiderkmack
 Rd.
 Montvale, NJ 07645
 (201) 930-1047
 #1460
 Absecon R/C Car Club
 P. O. Box 914
 Absecon, NJ 08201
 (609) 748-8291
 #1487
 South Jersey R/C Racing Assoc.
 101 Cherokee Rd. Route 18
 Williamstown, NJ 08094
 #1161
 Cooper's R/C Center
 Rt. 4 Box 122B
 Chatham, VA 24531
 #1502
 Edison Model R/C Car Club
 154 Prospect Avenue
 Edison, NJ 08817
 #1501
 American Hobbies
 142 Wilson Avenue
 Englishtown, NJ 07724

Region 3:

#1063
 Silver Wings Raceway & Hobby
 5611 Riverdale Road
 College Park, GA 30349
 #1205
 S.C.O.R.E.
 1 Melinda Circle,
 Savannah, GA 31406
 #1437

Rivergate Hobby Center/Hitt's
 707-E Two Mile Parkway,
 Goodlettsville, TN 37072
 #1135
 Dixie Racing Club
 919 Falcon Crest Drive
 Lawrenceville, GA 30245
 (404) 962-9349
 #1263
 PC Hobbies
 143 Industrial Drive
 King, NC 27021
 (919) 983-2514
 #1422
 Tuckasee R/C OffRoad Raceway
 1004 Lafayette Rd.
 Clarksville, TN 37042
 (615) 645-2635
 #1434
 Sandhills Raceway, Inc.
 P. O. Box 178
 South Pines, NC 28388
 (919) 944-7414
 #1456
 Good Life City R/C Racers Club
 6606 Newton Rd.
 Albany, GA 31707
 (912) 888-2515
 #1473
 Piedmont R/C Super Speedway
 41 Jewel Lane
 Oxford, AL 36203
 (205) 831-1666
 #1488
 Carolina Off-Road Racers
 166 Griffin Street
 Stanley, NC 28164
 #1492
 Dixie Racers
 2665 Honey Creek Road
 Conyers, GA 30208
 #1136
 Spring Cove Racers
 Rt. #1 Box 95
 Florence, AL 35630

Region 4:

#1065
 FL State Elec Auto Racing
 1203 Westview Drive,

Cocoa, FL 32922
 #1066
 West Coast R/C Club, Inc.
 110 West Hanlon Street,
 Tampa, FL 33604
 #1111
 First Coast Auto Racers
 P.O. Box 1342
 Jacksonville, FL 32201
 #1113
 River City R/C Car Club, Inc.
 9711 Sharing Cross Drive,
 Jacksonville, FL 32257
 #1173
 Central FL Racers Assoc.
 5600 W. Colonial Blvd., #311,
 Orlando, FL 32808
 #1234
 Coral Springs Road Runners
 P.O. Box 9632,
 Coral Springs, FL 33071
 #1412
 Race of South Florida
 5771D Coach House Circle,
 Boca Raton, FL 33486
 #1413
 Lake Whippoorwill Speedway
 12345 Narcoossee Road,
 Orlando, FL 32827
 #1425
 Ft. Myers R/C Car Club
 8896 Fordham Street,
 Ft. Myers, FL 33907
 (813) 936-0454
 #1443
 Space Coast Raceway
 2845 W. King Street, Unit 308,
 Cocoa, FL 32926
 #1449
 Pinellas Suncoast Electric Auto
 666Imperial Drive,
 Largo, FL 34641
 #1470
 Southwest Florida Raceway
 2425 River Road,
 Naples, FL 33964
 #1478
 Lee County R/C Assoc.
 4228 SE 19th Place, Apt. B,
 Cape Coral, FL 33904
 #1480
 Southern Hobbies

10 N. Magruder Avenue, Bldg. C,
Orlando, FL 32805
#1017
Naples R/C Car Club, Inc.
1650 Galleon Court
Marco Island, FL 33937
(813) 216-8545
#1053
Palm Bch. Electric Auto Racers
5170 Foxhall Place
West Palm Beach, FL 33417
(407) 683-0734
#1078
Brandon Racers
10406 N. Mitchell St. Apt. A
Tampa, FL 33612
(813) 978-3723
#1134
FasTracks R/C Raceway
14441 87th Ave. N.
Seminole, FL 34646
(813) 596-2831
#1171
Lee Co. Racers
104 E. Jasmine Rd.
Lehigh Acres, FL 33936
(813) 369-5779
#1188
Branford R/C Speedway
Rt. 3 Box 240
Branford, FL 32008
(904) 935-0758
#1259
Greater Orlando Auto Racers
P. O. Box 161531
Altamonte Springs, FL 32716
(407) 293-7090
#1273
Metro Asphalt Racers
Box 061063
Ft. Myers, FL 33906-106
(813) 772-0976
#1280
Ft. Lauderdale R/C Speedway
2051 S.W. 83rd Avenue
Ft. Lauderdale, FL 33324
(305) 424-6617
#1293
J.A.R.C.A.R.
2162 John Hart Cir.
Orange Park, FL 32073
(904) 272-6315

#1462
Palm Beach Elect. Off-Road Rac-
ers
11673 Dahlia Dr.
Royal Palm Beach, FL 33411
(407) 793-2528
#1500
Doc's Indoor R/C Raceway
16803 US 19 North
Clearwater, FL 34624

Region 5:

#1095
Glass City R/C Car Club
5957 Rolland
Toledo, OH 43612
(419) 478-2016
#1149
A.O.S.C.A.
1708 Empire Road,
Wickliffe, OH 44092
(216) 944-5898
#1331
Findlay Area Radio Operated CC
721 Rockwell Avenue
Findlay, OH 45840
(419) 422-5589
#1483
Buckeye R/C
154 N. Milborne Road,
Orrville, OH 44667
(216) 683-1250
#1485
Remote Control USA Raceways
6083 Dixie Hwy.,
Bridgeport, MI 48722
#1002
St. Louis R/C Car Club
309 E. Summit
Wood River, IL 62095
(618) 259-1586
#1032
Mini Off Road Enthusiasts
22330 Revere
St. Clair Shores, MI 48080
(313) 773-5918
#1094
Chicago Radio Car Club
1119 Langley Circle

Naterville, IL 60563
(312) 983-1190
#1110
Tri-State R/C Auto Racers
4277 Cider Mill Dr.
Cincinnati, OH 45245
(513) 528-2052
#1156
One-Eighth Racers
6028 Black Oak
Toledo, OH 43615
(419) 841-6409
#1204
Machesney Park Raceway
1220 Shappert Drive
Machesney Park, IL 61111
(815) 282-1311
#1246
Alternative Racing
230 53rd S.W.
Canton, OH 44706
(216) 484-2587
#1376
Moody Automotive, Inc.
755 Ash Street
Flossmoor, IL 60422
(708) 799-5597
#1379
R & J Racing
619 Marine Street
Fairport Harbor, OH 44077
(216) 357-0395
#1436
Mid Ohio R/C Raceway
5367 Fishburg Rd.
Huber Heights, OH 45424
(513) 233-2807
#1438
Northeast Ohio R/C Race Club
3389 Cadwalldor - Sonk Rd.
Cortland, OH 44410
(216) 638-5953
#1448
MOTRC
650 Chippewa
Mt. Clemens, MI 48043-303
(313) 468-3358
#1458
DeKalb R/C Car Club
104 E. Sunset Place

Dekalb, IL 60115
 (815) 756-6090
 #1465
 Radio Wave Hobbies
 14000 Old 14 Mile Rd.
 Greenville, MI 48838
 (616) 754-8990
 #1472
 Aaron's Off-Road R/C Raceway
 5096 Rt. 127 S.
 Eaton, OH 45320
 (513) 452-1662
 #1305
 ABC R/C Racing
 1441-B E. Main St.
 Waukesha, WI 53186
 (414) 542-1245
 #1435
 D & S Hobbies & Raceway
 7701 Crile Rd.
 Concord, OH 44077
 (216) 354-2112
 #1469
 Barney's Motoplex
 1401 N. Main St.
 Racine, WI 53402-492
 #1494
 Amer-Trac Super Speedway
 Rt. 3 Box 242
 Mattoon, IL 61938
 #1166
 Rivertown Racers
 333 Fuller Avenue
 Grand Rapids, MI 49505
 #1497
 Performance R/ C Club of Ohio
 2500 Towpath Blvd.
 Akron, OH 44313

Region 6:

#1350
 Small Cars Unlimited
 820 Cooper Road,
 Jackson, MS 39212
 (601) 372-3278
 #1109
 Red River R/C Racers
 1701 Old Mindew Rd. Ste. 3-4-5
 Bossier City, LA 71111

(318) 742-6721
 #1152
 Meridian Fastrackers
 4909 W. Gate Hills Dr.
 Meridian, MS 39305
 (601) 693-8368
 #1325
 Radio-Active Raceway
 Route 1 Box 1
 Corinth, MS 38834
 (601) 287-2110
 #1423
 Dixieland R/C Speedway
 454 Thaxton Rd.
 Columbus, MS 39702
 (601) 327-7862
 #1454
 Baton Rouge R/C Club
 888-A Madeline Court
 Baton Rouge, LA 70815
 (504) 927-6275

Region 7:

#1417
 T.C.R.C.C.C.
 1096 E. Sims
 St. Paul, MN 55106
 (612) 771-2868
 #1496
 R/C Auto Racing Teams
 1208 N. 12th Street
 Bismarck, ND 58501

Region 8:

O.N.R.O.A.D., Inc.
 2021 N. 50th St.
 Omaha, NE 68104
 (402) 556-3714
 #1404
 Kansas City Model Racing Assoc.
 1200 S. 16th
 Blue Springs, MO 64015
 228-1047
 #1442
 Mr. Car, Inc.
 1307 West Linn
 Marshalltown, IA 50158
 (515) 752-7701
 #1463

M.A.G.R.O.K.
 11925 Creed
 Wichita, KS 67210
 (316) 835-2750
 #1464
 ONROAD Raceway
 313 Overland Trail
 Papillion, NE 68128
 (402) 392-1126

Region 9:

#1238
 R.C.R.C. of Dallas
 1616 Barnes Bridge,
 Dallas, TX 75081
 #1479
 B & C Speedway
 201 Enterprise Row, Suite 101,
 Conroe, TX 77301
 #1009
 R.C.C.A.R.S.
 6606 Cypress Point N.
 Austin, TX 78746
 (512) 327-2918
 #1042
 R.A.C.E. of Houston
 43 S. Stoney Bridge Cir.
 The Woodlands, TX 77381
 (713) 367-3059
 #1058
 Golden Triangle R/C Road Racer
 P. O. Box 837
 Orange, TX 77630
 (409) 833-1940
 #1075
 River City R/C
 14407 Briarfern
 San Antonio, TX 78247
 (512) 494-9426
 #1313
 TK's R/C Park
 P. O. Box 31266
 Amarillo, TX 79120
 (806) 622-0017
 #1355
 3rd Coast Racing
 1501 Casa Grande
 Corpus Christi, TX 78411
 (512) 853-8715
 #1403

R/CRC
1825 Spruce Dr.
Rosenburg, TX 77471
(713) 341-9022
#1432
Indy R/C World
220 Mesquite Village Center
Mesquite, TX 75150
(214) 686-7744
#1451
Ty's Toys & Raceway
129 John Stockbawer
Victoria, TX 77901
(512) 575-6154
#1459
Radio Control Race Cars
9600 Golf Lakes Trail #2011
Dallas, TX 75231
(214) 734-2746
#1468
AA Raceway
1617 Toomey Rd.
Austin, TX 78704
(512) 474-8277
#1490
Southwest Offroaders
6338 Skyline Drive
Houston, TX 77057
#1491
Heart O'Texas RC Racing
309 W. Hwy. 190
Copperas Cove, TX 76522
#1498
Hobbytown USA
999 East Basse Rd. #177
San Antonio, TX 78209

Region 10:

#1056
Mhor R/C Raceway
15540 E. Batavia Dr.
Aurora, CO 80011
(303) 343-0151
#1267
R/C World & Track
2788 S. Federal
Denver, CO 80236
(303) 789-0838
#1347

Duke City Roadrunners R/C Race
13 Jardin Road,
Los Lunas, NM 87031
(505) 864-0024
#1474
Hanson's Intermountain R/C
8481 W. 2700 S.
Mugna, UT 84044
(801) 250-8303
#1475
M.A.R./C.A.R.
4096 London Lane
Colorado Springs, CO 80916
(719) 392-3614
#1471
RC GASCAR
2902 S. Zenobia Street
Denver, CO 80236
(303) 937-9542
#1466
Western Slope Lognuts
P. O. Box 1343
Clifton, CO 81520
(303) 434-1415
#1242
New Mexico R/C Race Car Club
3900 Hawkins NE #D
Albuquerque, NM 87109

Region 11:

#1083
Electric City Rockets
1119 1st Ave., S.W.
Great Falls, MT 59404
(406) 452-7313
#1088
S.A.R.C.A.R.
3216 NE 117th Street,
Seattle, WA 98125
(206) 365-6514
#1107
Capital Dirt Burners
301 Bruce Avenue
Boise, ID 83712
(208) 345-3906
#1148
W.R.E.C.K.
P. O. Box 605

Walla Walla, WA 99362
(509) 525-9193
#1215
R/C Car Club of Spokane
P. O. Box 13571
Spokane, WA 99213
(509) 927-1879
#1219
W.A.R.C.A.R.
303 Paton Street
Cashmere, WA 98815
(509) 782-2544
#1276
Portland Scale Racing
P. O. Box 269
Scappoose, OR 97056
(503) 543-5020
#1399
Columbia Basin R/C Racers
914 W. 4th Ave.
Moses Lake, WA 98837
(509) 765-6362
#1467
R/C Pins Hobbies Raceway Assn.
2029 25th St. S.E.
Salem, OR 97302-113
364-9188

Region 12:

#1041
Square Roundhouse R/C Speedway
1468 Lander Ave.
Turlock, CA 95380
(209) 668-4454
#1084
Vegas R/C Racing
6612 Coastal Breeze Court,
Las Vegas, NV 89108
(702) 658-6250
#1097
The Ranch Boys
1655 E. Mission Blvd.
Pomona, CA 91766
(714) 620-8670
#1123
Capital Auto Racers
2617 Dawes St.
Rancho Cordova, CA 95670

(916) 361-3623
 #1127
 Desert R/C
 P. O. Box 386
 Blythe, CA 92226
 (619) 922-5516
 #1146
 R.A.M.S.
 242 - 29th Avenue
 San Francisco, CA 94121
 (510) 490-8734
 #1165
 NOR-CAL R/C Racers
 P. O. Box 493444
 Redding, CA 96049-344
 (916) 223-1932
 #1218
 Ventura Roadrunners
 1270 Old Ranch Road,
 Camarillo Park, CA 93012
 (805) 484-9586
 #1398
 Redwood Empire R/C Gr. Pounders
 P. O. Box 5766
 Santa Rosa, CA 95402
 (707) 586-9789
 #1486
 H.I.R. R/C
 530-1/2 Florida Avenue
 Hemet, CA 92343
 #1227
 San Diego R/C Car Club
 1121 Palm Avenue
 National City, CA 91950
 #1232
 California Auto Racers
 499 Chinaberry Ct.
 San Jose, CA 95129
 #1495
 So Cal Radio Controlled Raceway
 11930 Valley View Street
 Garden Grove, CA 92645

Region 14:

#1049
 R/C Electric Car Club
 1413 - 10th Avenue,
 Honolulu, HI 96816

(808) 737-9582
 #1441
 Team PRC Racing Club
 176 ox 376
 Mamo St., HI 96720
 #1441
 Team PRC Racing Club
 176 OX 376
 Mamo St., HI 96720
 (808) 935-3561
 #1447
 R/C ECC
 1413 10th Ave.
 Honolulu, HI 96816
 (808) 737-9582
 #1457
 Big Island R/C Racers
 474 Kalaniko St. #104
 Hilo, HI 96720
 (808) 935-5629
 #1482
 Windward R/C Car Club
 45-1127 Kam Hwy.
 Kaneohe, HI 96744
 (808) 247-7720
 #1484
 Maui R/C Racing Assoc.
 211 Kawaipuna Pl. Apt. 2
 Wailuku, HI 96793
 (808) 877-4133
 #1499
 The Toy Connection, Inc.
 1613 Huuanu Avenue
 Honolulu, HI 96813

Region 15:

#1209
 N.A.S.C.A.R.
 17307 - 69 Ave #214
 Edmonton, AB T5T 3S5
 (403) 444-8981
 #1310
 Big Sky R/C
 4-2795 Pembina Hwy.
 Winnipeg, MB R3T 2H5
 (204) 261-0311
 #1440
 M.O.R.R.A.C.

P. O. Box 36060
 Calgary, AB T3E 7C6
 272- 4474
 #1461
 M.R.C.A.R.
 209 Rue Horace
 Winnipeg, MB R2H 0W3
 (204) 774-4281

Region 17:

#1428
 McKinley Hobby & Raceway
 P. O. Box 875247
 Wasilla, AK 99687
 (907) 376-9351
 #1446
 A.R.O.R.A.
 200 Galleon Dr.
 Anchorage, AK 99515
 345-3131
 #1453
 Alaska R/C Off-Road Racers
 7420 Solarset Cir.
 Anchorage, AK 99507
 (907) 349-1950
 #1493
 Fairbanks R/C
 4347 9th St. Apt. 8
 Ft. Wainwright, AK 99703

**Go
 Racing!
 Support
 ROAR**

The Candidates Speak Out!

Vice Presidential Candidates

BILL FRADEN

I am honored to be nominated as a candidate for the vice presidency of ROAR and I look forward to the challenge. There are a lot of problems that lie ahead for ROAR. A decline in membership; poor member vote participation; concerns of manufacturer control; and, often outdated or non-existent rules for popular racing classes are but a few. Yet, I think there are good solutions in the months ahead if your elected representatives always remember one simple mandate. Namely, ROAR is an organization BY the racer members and FOR the racer members. Decisions must be made for the benefit of its members and most importantly, ROAR officials have to closely listen to what members have to say.

My goals have always been and always will be for the racers. I do not work for anyone connected with the R/C hobby business. Instead, this is my hobby. Just like you, R/C racing is the way I relax and enjoy myself after a hard week of work. I think that's what has been missing in ROAR during the past few years. Some people were too concerned about making ROAR suit certain manufacturers more so than the members. Sure, this is a serious business for many manufacturers that have extended

a helping hand to ROAR, but the ROAR members are mainly interested in the fun of racing and fair competition. I think it is about time to return ROAR to the racer majority and propose we set up "manufacturer advisory committees" to request their valued advice on major issues.

I will work hard to get ROAR back on track for you, the hobby racer. I will work hard to return the fun and enjoyment of fair competition to ROAR racing events, at the local, regional and national level. There is a need for better rules, updated rule books and new rules for the increasingly popular gas cars, both on-road and off-road. There is a need for new ideas on how ROAR can support and add growth to local racing events, the place where the majority of our members look for ROAR's guidance from week to week. There is a need for a fresh approach of cooperation between ROAR's officers, regional directors and executive administrators. There is a need for you to once again enjoy the benefits of a strong and dynamic ROAR.

I have been an active member of ROAR since 1979. During this time, I have seen many changes in our organization and in the equipment we race. Helping to establish and promote two successful racing clubs in Florida, I learned it takes a lot of effort and patience to develop a winning racing program. Much of this experience I used to help our current ROAR Administrator, Steve Whitney, in the founding of the Florida State Series for both 1/12th and 1/10th radio

controlled racing, now the top R/C racing series in the country. Gas cars were added this year at several events and should have a bright future both in Florida and throughout all of the ROAR regions.

In 1990 I was successfully elected as our Region IV ROAR Director, a position that I enjoyed very much. Not only did I thoroughly study and vote upon critical ROAR issues, but I was also instrumental in starting the Florida State Off-Road Series and helped bring three nationals to my region, of course with the help of a lot of great people.

Yes, I would like to earn your respect as ROAR's new vice president. My name may not be as familiar to some of you as other candidates, but I can promise you that within a few months you will come to know me as someone that listens to what you, the ROAR member, has to say. I accept your challenge to once again make ROAR a premier racing organization and appeal to every racer, whether electric or gas, for your vote and support.

GENE HUSTING

Thanks to you, we've accomplished an awful lot within ROAR since you elected me to be your Vice President. ROAR was in the worst shape it's ever been in when we started the Clean Up. You voted out the President that allowed ROAR to be run-down so far and

voted in Roy Weast as your new president. You then voted me in to be your vice president. The president and I were able to appoint a new administrator, Steve Whitney, who is able to do the job, only now it's only costing us a small fraction of the previous cost.

With the help of your Regional Directors, the entire old executive committee was voted out, with a vote of No Confidence. Then the Regional Directors voted in our present executive committee who have been doing a tremendous job. We've managed to bring you your Rev-Up every two months right on schedule and we intend to keep it that way. You are also getting your membership cards now. Most of these have been sent out on time, however, there has been a couple times when there was an unnecessary delay by the processor . . . but this is being corrected.

We've also managed to reinstate all of ROAR's previous committees receiving help from 75 ROAR members to help operate ROAR. The people on these committees are actually working together to formulate rules and procedures, instead of the way it was done by the previous administrator who ran all of ROAR by himself. The 1/10 gas committee has given us our new set of 1/10 gas rules. The motor committee is using the approval process for motors again. The nationals committee has a big job ahead of them, which they're working on. Other committees are also busy. You'll also notice a set of off-road racing truck body specifications in this issue of Rev-Up. Everybody said this was long overdue. There are also some addi-

tions in this Rev-Up to the 1/10 gas engine rules that the 1/10 gas committee had inadvertently left out of the original rules proposals.

We've just completed one of ROAR's best national summers ever with record-breaking entries overall. My thanks to all the racers who participated and a special thanks to all the people who gave of their time and efforts to help run these races for us. Each one of you are very special. Thank You.

You just voted in a new president a few months ago, and I can tell you we're very fortunate to have Robert Morgan as our new president. He is another one of those very special people who will be able to guide ROAR in the right direction, to help make ROAR grow bigger and better than ever. I would like to be able to continue working with all these wonderful people to complete a lot of projects that we're working on now.

I also must thank all the courageous people who gave me so much help and encouragement through all the rough days to enable me to be able to continue the effort to save ROAR. Without your help too, it couldn't have been done. Thank You!!!

**NOW I'M ASKING YOUR HELP
ONCE MORE, PLEASE TAKE THE
TIME TO VOTE!**

GIL LOSI, SR.

Hello, my name is Gil Losi, Sr. I am currently the majority owner of Team Losi, Inc. Yes, I am a manufacturer ... but more importantly I am also a racer. I got involved with RC cars about 15 years ago when I was attracted to, the then new 1/

10 electric off-road cars. Having raced similar full-sized cars, I was immediately attracted and, with my sons, soon hooked. I have raced 1/10 off-road and on-road as well as 1/12 and 1/8 on-road. I have been fortunate to represent the USA on 6 World Championship Teams. My professional background outside of the R/C Industry is with the development, manufacture, and sales of consumer goods including; mini-bikes, above ground pools, skateboards and inline skates. I have been the host of and overseen the successful organization of three IFMAR World Championships, including; the first 1/10 off-road and 1/10 electric events. I have served on numerous R/C committees and organizations. I love this sport, and I want to see it grow and continue to be the healthy family oriented activity that made it so attractive to me and probably you.

I am fortunate to be able to attend a number of races both large and small. I get to talk to a lot of you and share your concerns about ROAR. I feel we, as enthusiasts, need ROAR as well as the other hard working organizations out there promoting the sport. ROAR used to be the leader and I believe it can be again. I hope to see the return to an atmosphere where racers will get involved with its operation without fear of personal attacks and political pressure. ROAR is you, the racer. You should all want to vote and be allowed to have a hand in the direction of the organization.

My goals are simple at this time. I feel it is essential to increase the avenues and diversity of input. This should include; racers, track

owners, clubs, shops, and even the manufacturers. The quality of National Events must be increased. It is not fair to the membership to stage a bad event.

Everyone is concerned with rules. My greatest concern is to see that decisions effecting rules are made to serve the majority of our membership not the few or foreign organizations. Until recently, ROAR was the Leader of the R/C community, now we tend to follow. I will strive to return us to that role of leadership by doing what is best for the U.S. not the World. Lastly, I hope to reverse the tone of negativity and view of conservatism which has plagued ROAR. There is no place for personal vendettas or political hatchery.

I sincerely hope you take the time to vote. This is your opportunity to see that ROAR goes in the direction you would like it to. I can't guarantee to accomplish anything . . . only that I will try my absolute best. I have always been driven by accomplishment not complaint. Regardless of the outcome, please be patient and positive. If something is not up to par help to make it better. Let's all be proud again to be a ROAR member. If you took the time to read all this . . .

Thanks,
"Pops" Losi

Region 1

**FRANK
CALANDRA, JR.**

Hello Region 1!
My name is Frank Calandra, Jr.

and I am running for Region 1 Director for a third term. I have met many of you in the past few years at various races throughout the region. I look forward to continuing as your Region 1 Director.

We have made respectable progress with ROAR after going through a very difficult time. Most of the daily functions are up and running as normal. There have been fewer and fewer problems with missing cards and Rev-Ups. Hopefully, this positive trend will continue.

In summary, I enjoy R/C car racing as much as all of you. I would like to continue to help ROAR grow. With your support, I will do my best to keep ROAR on the right track. With all the fine, dedicated volunteers involved in ROAR, I am sure we can accomplish all of our goals. Please vote!

Region 3

JIM BROWN

I have been involved in R/C racing (off-road) for four years, not as a driver but as the pit crew for my son. I have been a member of the SCORE R/C Club in Savannah, GA, for three years as an active member of the board of directors. I was the race director for the 1992 Georgia State Off-Road Championship, assisted in the 1991 ROAR Off-Road Nats and 1992 ROAR Truck Nats. I organized our Region ROAR Off-Road State Championship races which involved all five states having their own ROAR State Championship race. As you can see, all of my ex-

perience is with the off-road racing. When it comes to the on-road, carpet, oval and gas racing, I would need a whole lot of help from you track-owners and club presidents.

My communication skills could use some polishing. I am known to be very outspoken, sometimes to the degree of being rude. I assure you though, my intentions are always with the racers best interest at heart. I expect every ROAR affiliated organization to hold quality events. This means at the end of each event every racer should walk away with a good feeling that they were treated fairly, were rewarded for their accomplishments, and most of all, treated with respect by the host organization.

I will always welcome new ideas, comments, suggestions and even criticism, as it takes all four of these to create a strong successful organization. My goals as your Regional Director would be to increase the ROAR membership, to unite all the racers in our region to increase the participation at the ROAR sanctioned events, and last but not least, have fun!

I hope I have your support.

Region 15

ROGER BROWN

(1) Qualifications and History:

a) involved with R/C racing for seven years

b) president of the Vancouver R/C Road Racers 1989 to present

c) organizer and race director for following races:

1) ROAR 6 cell on-road regional championships - 1990

2) 4 cell regional championships - 1992

3) Canadian 4 cell nationals - 1992 and 1993

4) 1/10 on-road regionals - 1993

5) numerous other non-ROAR races

d) region 15 director - 1989 to present—official ROAR rep at numerous regional and Canadian national championships

e) participated in every 4 cell regional and every off-road regional held in this region since 1987.

f) regional champion in two different classes over the past four years (stick to it long enough and you eventually get lucky).

(2) Ideas For Improving Region 15:

a) A regional newsletter to keep racers informed as to upcoming events, race results, regional elections and ROAR issues. Let's take responsibility for our own communication problems and do something about it rather than waiting for ROAR and Rev-Up to do it for us.

b) ROAR representatives in every racing center to insure that ROAR information (and newsletters) are readily available to racers. Our Region is one of ROAR's largest and most widespread. It needs to be organized differently with Assistants in every known R/C center.

c) More Regional and Canadian National Championships. Almost every club holds some kind of a trophy race. Consider applying to make it a ROAR regional or Canadian national. It makes ROAR membership easier to sell when members will get several races they can attend with that membership. We need to make ROAR worth the money that the membership costs.

Again, let's do something for ourselves.

d) A membership drive is necessary to make ROAR stronger. ROAR has the potential to be very useful to R/C racers, but it can only work if each racer does his part. We need an organization like ROAR to provide standardized racing rules, to sanction championship events, to award places in national and world championships, to mediate disputes, to evaluate legality of new equipment, etc. Isn't it only reasonable that clubs and individuals using ROAR rules pay their fair share toward the development of those rules?

(3) Personal Statement and Commitment:

a) I am willing to listen and try new ideas. I am willing to make the effort to give ROAR the kick start it needs in the region.

b) Lastly, I ask that if you are a ROAR member, please take the time to vote (hopefully for me) but more importantly, vote for the person you think will work the hardest and do the best job for you and this Region.

Region 17

JOHN HELTON

My name is John Helton. I have been involved in RC racing for over 6 years, on road, off road, truck pulling and boat racing. Racing in Alaska is a little different than in the lower 48 because of isolation, weather, fishing and economics, thus the smaller number of racers. This, and my love for the sport, is why I have always been a big nag to you guys and gals to stay in-

volved no matter whether you have a bad day at the track or a personal conflict with someone. To lose any racers at all hurts the sport. If all of the new and old racers can contribute something positive to the racing environment, this could be the best region to race in.

As your Regional Director, I will be here to answer any questions and try to resolve any conflicts in the fairest way possible. All racers, old and new, have some things to remember to make racing possible and fun. Get to the track as early as you can. Get signed up right away. Know when your heat runs and be ready to run in it when they call for racers. Turn marshall when it's your turn and help the new people find there way around.

Remember, racing is a great way to alleviate "cabin fever" so let's get out there and have some fun!!!

**Remind
A Friend
to
VOTE!**

1993 R.O.A.R. BALLOT

Open and primary family members shall indicate their selection in the column marked "Open/Primary Family Member". Additional family members shall indicate their selection and include their R.O.A.R. number in the appropriate column. Only current members in good standing as of November 15, 1993, are eligible to vote. Members may vote for Region Director only in the Region in which they reside. All eligible members may vote for President. **Ballots must be postmarked by December 3, 1993. BALLOTS MUST NOT BE PHOTO COPIED. ONLY ORIGINAL BALLOTS WILL BE COUNTED.** Additional ballots available through the ROAR OFFICE, Steve Whitney at (407) 631-5857.

ALL INFORMATION MUST BE LEGIBLE

Region Number: _____ ROAR Number: _____ Telephone: _____

Last Name: _____ First Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

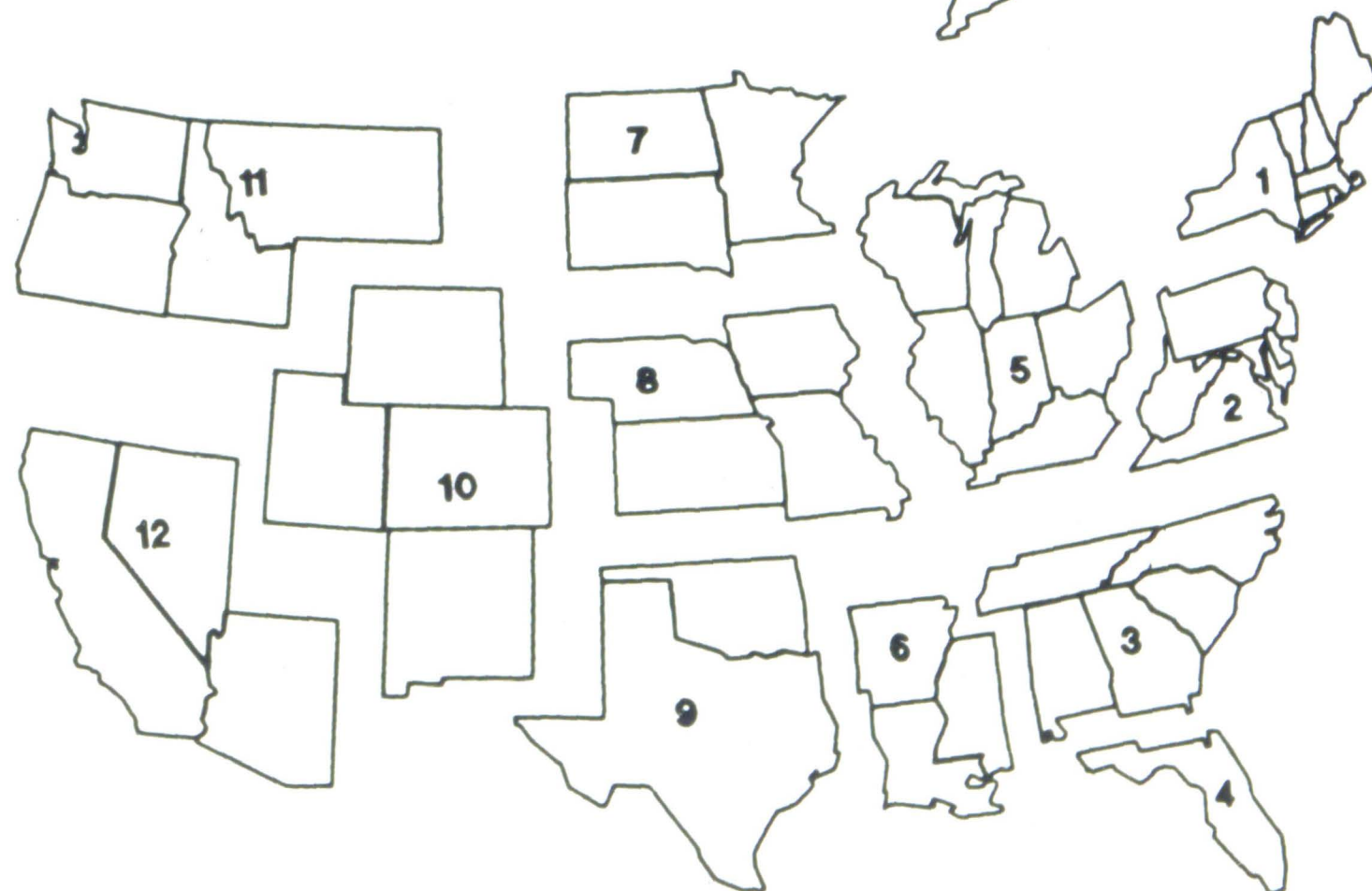
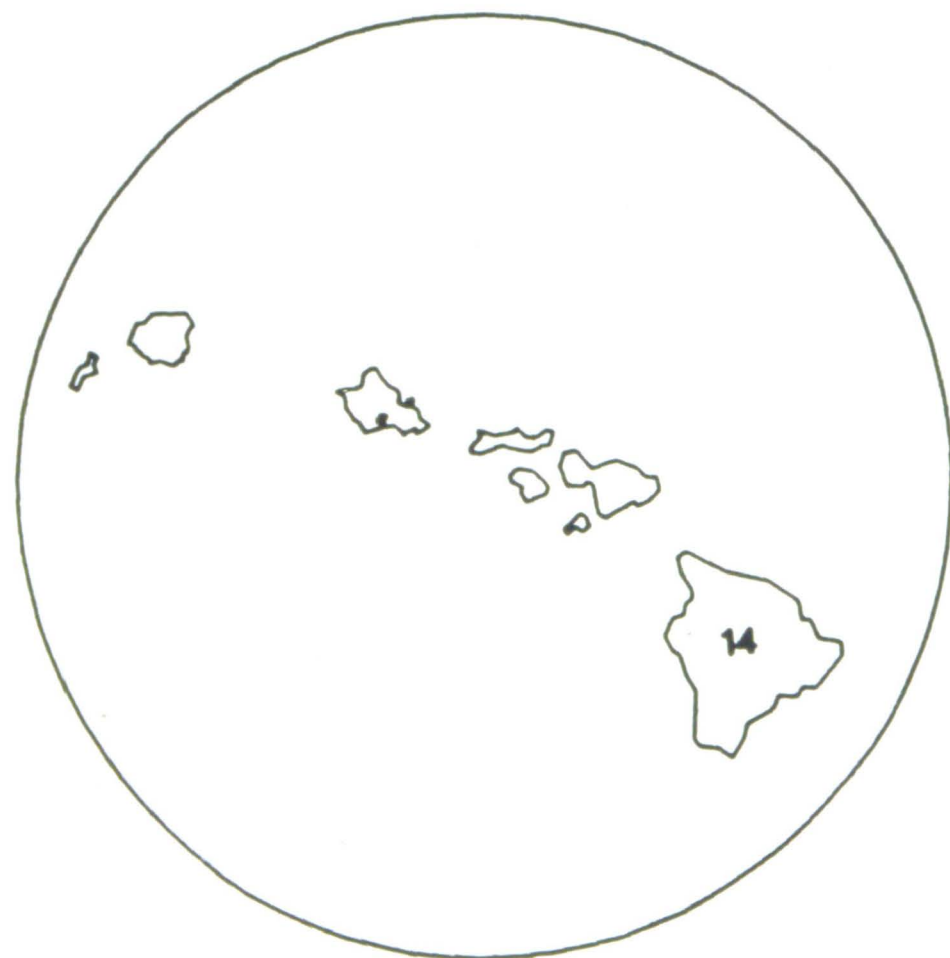
VICE PRESIDENT	Open/Primary Family Member	Additional Family Member ROAR # _____	Additional Family Member ROAR # _____	Additional Family Member ROAR # _____	Additional Family Member ROAR # _____
_____ (Write In)	☐	☐	☐	☐	☐
Bill Fraden	☐	☐	☐	☐	☐
Gene Husting	☐	☐	☐	☐	☐
Gil Losi, Sr.	☐	☐	☐	☐	☐
REGION DIRECTOR					
_____ (Write In)	☐	☐	☐	☐	☐
REGION ONE (1) Frank Calandra	☐	☐	☐	☐	☐
REGION THREE (3) Jim Brown	☐	☐	☐	☐	☐
REGION FIVE (5) Bob Schoenau	☐	☐	☐	☐	☐
Mark Thomas Gorney	☐	☐	☐	☐	☐
REGION SEVEN (7) Stanley A. Witteman	☐	☐	☐	☐	☐
REGION NINE (9) Chuck Null	☐	☐	☐	☐	☐
REGION ELEVEN (11) Robert Andreotti	☐	☐	☐	☐	☐
REGION FIFTEEN (15) Roger Brown	☐	☐	☐	☐	☐
REGION SEVENTEEN (17) John Helton	☐	☐	☐	☐	☐

Signature _____

FOLD, PLACE IN ENVELOPE AND RETURN BALLOT TO:

MARIE BARANA, ROAR Treasurer, 23182 Alcalde, Suite K, Laguna Hills, CA 92653

**1993 ROAR
Regional Map**



1993 ROAR Regional Directors

Region 1

Frank Calandra
6860 Stanwix Avenue,
Rome, NY 13440
(315) 337-5911

States:
Connecticut
Maine
Massachusetts
New Hampshire
New York
Rhode Island
Vermont

Region 2

Matt Wojtkowiak
1 Barnard Ave.,
Gloucester City, NJ 08030
(609) 456-5808

States:
Delaware
Maryland
New Jersey
Pennsylvania
Washington DC
Virginia
West Virginia

Region 3

Terry Murphy
363 Upper Riverdale Road,
21-A
Riverdale, GA 30274
(404) 997-3333

States:
Alabama
Georgia
North Carolina
South Carolina
Tennessee

Region 4

Glenn Harkey
5600 W. Colonial Drive
Orlando, FL 32808
(407) 295-9256

States:
Florida

Region 5

Bob Schoenau
19418 S. 97th Avenue,
Mokena, IL 60448
(708) 479-4999

States:
Illinois
Indiana
Kentucky

Michigan

Ohio
Wisconsin

Region 6

Kevin McIntyre
2406 Audubon Trace
Jefferson, LA 70121
(504) 834-7890

States:
Arkansas
Louisiana
Mississippi

Region 7

Stanley Witteman
P. O. Box 247
Mohall, ND 58761
(701) 756-6307

States:
Minnesota
North Dakota
South Dakota

Region 8

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

States:
Iowa
Kansas
Missouri
Nebraska

Region 9

Don Lyons
65 N. 11th Street,
Beaumont, TX 77702
(409) 833-1940

States:
Oklahoma
Texas

Region 10

Jess A. Brockman
12559 E. Kentucky Avenue
Aurora, CO 80012
(303) 343-4710

States:
Colorado
New Mexico
Utah

Region 11

Robert Andreotti
P. O. Box 269,
Scappoose, OR 97056
(503) 543-5020

States:

Idaho
Montana
Oregon
Washington

Region 12

Ron Paris
4254 Independence St.
Chino, CA 91710
(909) 465-1189

States:
Arizona
California
Nevada

Region 14

Harry Lane
92-834 Kinohi Pl., #14
Kapolei, HI 96707
(808) 672-8147

States:
Hawaii

Region 15

Gary Lanzer
214 Avenue U North,
Saskatoon, Sask., Canada
S7L3C5
(306) 384-5618

States:
Alberta
British Columbia
Manitoba
Northwest
Saskatchewan
Yukon Territory

Region 16

Glen Tonogai
4537 Ivy Gardens Crescent,
Beamsville, Ont.,
Canada LOR1D5
(416) 563-1349

States:
New Brunswick
New Found
Nova Scotia
Prince Edward Island
Quebec
Ontario

Region 17

Bob Peters
200 Galleon Drive,
Anchorage, AK 99515
(907) 345-3269

States:
Alaska



RADIO OPERATED AUTO RACING, INC.

ANNUAL MEMBERSHIP APPLICATION

PLEASE TYPE OR PRINT CLEARLY

☐ New Member ☐ Renewal ☐ Individual Member ☐ Family Member ☐ Address Change ☐ Rulebook ☐ Duplicate Card

LAST NAME _____ FIRST NAME _____ M.I. _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

ROAR # _____ PHONE (_____) _____

☐ 1/12 On Road ☐ 1/10 On Road ☐ 1/10 Off Road ☐ 1/10 Dirt Oval ☐ 1/8 Gas ☐ Drag
FAMILY MEMBERS ☐ 1/10 Gas

ROAR # _____ LAST NAME _____ FIRST NAME _____ M.I. _____

ROAR # _____ LAST NAME _____ FIRST NAME _____ M.I. _____

ROAR # _____ LAST NAME _____ FIRST NAME _____ M.I. _____

FOR OFFICE USE ONLY

CHECK # _____ PC _____

As a ROAR Member, I agree to abide by all ROAR rules and safety regulations.

Signature _____

DUPLICATE CARD \$2.00

MEMBERSHIP

☐ Individual Membership \$25.00
☐ Family Membership \$25.00
Each additional Member \$10.00

RULE BOOKS

(new or renewing Members included)

Current Member \$5.00 each
Nonmember \$9.95 each

PAYMENT TERMS

Membership applications and renewals which are not accompanied by the correct amount will be held until the correct funds are received. Payments must be drawn in U.S. funds only.

POSTAGE

Second Class Postage for Members with a U.S. address	INCLUDED
First Class Postage for Members with a U.S. address	\$8.00
Canada and Mexico addresses (First Class Airmail)	\$8.00
All other addresses (First Class Airmail)	\$15.00

TOTAL AMOUNT PAID \$ _____

MAKE CHECK PAYABLE TO: ROAR, INC.

Mail your completed ROAR Membership Application and check to:

ROAR
c/o DATA REPLY
P.O. Box 18643
IRVINE, CA 92713

RECEIPT FOR ROAR MEMBERSHIP PAYMENT

\$ _____ received on (date) _____

from (Applicant) _____

ROAR rep. _____

Rep. # _____ Phone (_____) _____

Note: This receipt indicates that the agent named above has accepted responsibility for forwarding Membership application fees to ROAR within **seven days** and that the applicant is considered a ROAR Member for **60 days** from the above date, for purposes of entry in sanctioned meets and liability protection. **Personal checks take 3 weeks to process.** If you have not received your card within 60 days, contact the ROAR Administrator's office.

Your ROAR Membership includes:

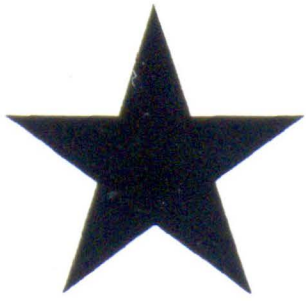
- REV-UP Magazine
- \$1,000,000 Liability/Protection
- \$10,000 Accident/Medical Insurance
- Membership Card required for ROAR sanctioned events.

For information about your ROAR Membership, phone or fax:

STEVE WHITNEY
ROAR Administrator
1203 Westview Dr.
Cocoa, FL 32922
407-631-5857 (ROAR)
FAX 407-633-4625

INCORRECT ADDRESSES OF ROAR MEMBERS

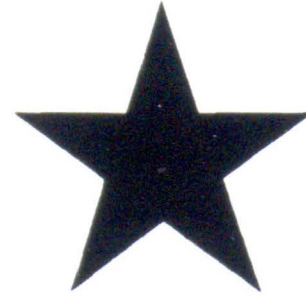
ROAR Number & Name	71782 Jon M. Kuhry	65238 Vaughn L. Williams
71595 Ike Forrest	72028 Matt S. Vanpelt	71758 William C. Wetmore
72093 Israrl Rodriquez	70876 Mark A. Kurtz	71286 Jerry D. Cameron
70912 Todd A. King	71778 Kenneth Jackson	71285 Rob B. Cameron
72118 James C. Frisbee	71859 Brian K. Metski	71906 Tony M. Mitchell
71353 Larry D. Mullins	70937 Johnny R. White	71536 Donny Cunningham
71484 Charlie D. Christianson	70929 Joe W. Sneed	71601 Tony Anderson
34417 Brian T. Stricklin	22076 Richard T. Matthews, Jr.	60646 William T. Fletcher
71223 Jordan A. Krupp	67883 Gordon D. Spratt	71426 Robert W. Kitchen
72123 Brian Ellerbee	68519 John Chan	71185 Gregg P. Fritchey
72034 Joe Alexander	15114 Jeff A. Nidd	70969 Thomas P. Logan
68527 Peter H. Droof	57937 Steve Mulhall	71046 Kelly M. Brunson
71875 George Cerny	73041 Ray G. Bauarschi	70853 Jerome Young
71643 Adrian A. Corcoran	63167 Will R. Whiteside	70859 Robert A. Pedro
71197 Marle Hughes	71102 Keith D. Stancil	70870 George Yoon
71833 Earle W. Tingley	73078 Lance M. Myner	71814 Bernard T. Roberts
7627 David Wilkinson	72697 Mike A. Kaderka	70930 Howard N. Unsworth



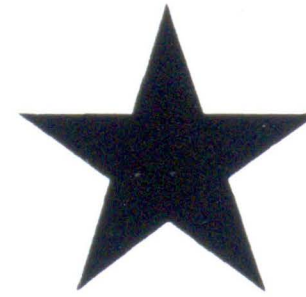
THE MAN: Gil Losi Sr. is one of the most internationally famous and respected members of our racing community. The Chief Executive Officer of Team Losi and the father of two equally famous sons: world-famous car designer Gil Losi Jr. and skate-board champion Allen Losi.



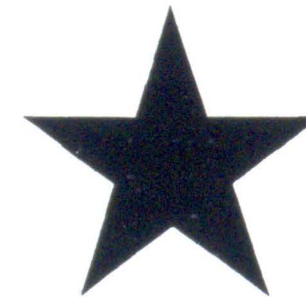
THE BACKGROUND: Gil's involvement with radio control racing started in the late 1970's. He was one of the original founding fathers of off-road racing. Active in the original "ORRCA" and southern California series which started it all! He later acquired the Ranch Pit Shop and built this into the finest R/C facility this sport has ever seen. He later established Team Losi and currently manufactures what many consider the finest products in the R/C industry.



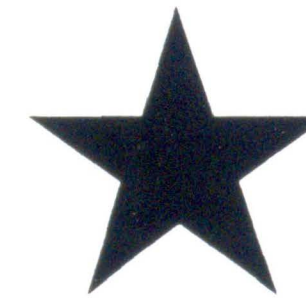
THE SIMILARITY: Gil is a racer just like you! He became involved with radio control because his son's loved the sport and this was a way he could spend more time with them. R.O.A.R. needs this family attitude back. We feel Gil can restore this presence and understands our needs and wants!



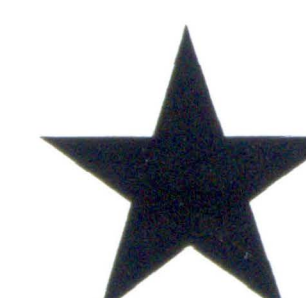
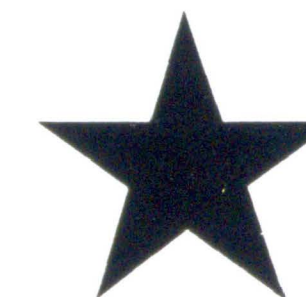
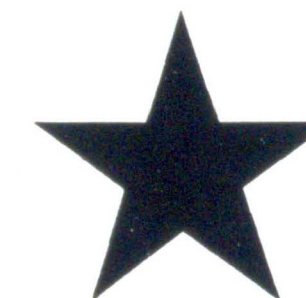
THE INTEGRITY: At this year's IFMAR off-road World Championships even though Team Losi had an incredible edge with their newly introduced HYDRA DRIVE CLUTCH, Gil chose to give this edge away to his biggest competitor. Why? Because he believes in a "level playing ground" where the drivers should all enjoy themselves and let the best man win! How many manufacturers would do something like this for the good of the sport? Not many! It is a far cry from the Australia 2.2" tire debacle!



THE DREAM: To restore R.O.A.R. to all its former glory. To build the membership and allow people to once again enjoy their support. He plans on doing this by working "WITHIN THE SYSTEM". He wants to eliminate the power struggle in R.O.A.R. and create a level playing ground equal to all members and manufacturers. He will bring a racer and a businessman perspective to R.O.A.R. This combination especially in our new economy is sorely needed!



THE REASON: Gil knows the "in-house" fighting between manufacturers must cease. He welcomes the opportunity to work "within the system" to build R.O.A.R. not use it for his own personal gain as others have done in the past. He wants to work with the newly-elected president Robert Morgan and the executive committee to bring change as well as stability to the membership. He understands that his purpose in R.O.A.R. is to work for the members, not inflict his own personal viewpoints on the membership regardless of their wants as past vice-presidents have done! With Gil Losi as vice-president a "stability" can and should be returned to R.O.A.R. The strength, integrity and honesty of this candidate is needed for our industry to survive and grow in the 90's. The choice is clear: Vote Losi: The honest choice!



VOTE LOSI

The Honest Choice

**VOTE FOR AN
HONEST &
FAIR ROAR IN
'94**



GIL LOSI SR.

For ROAR Vice President



ROAR

1993 NATIONALS

- 1/8 Gas Nationals -

By Ron Paris

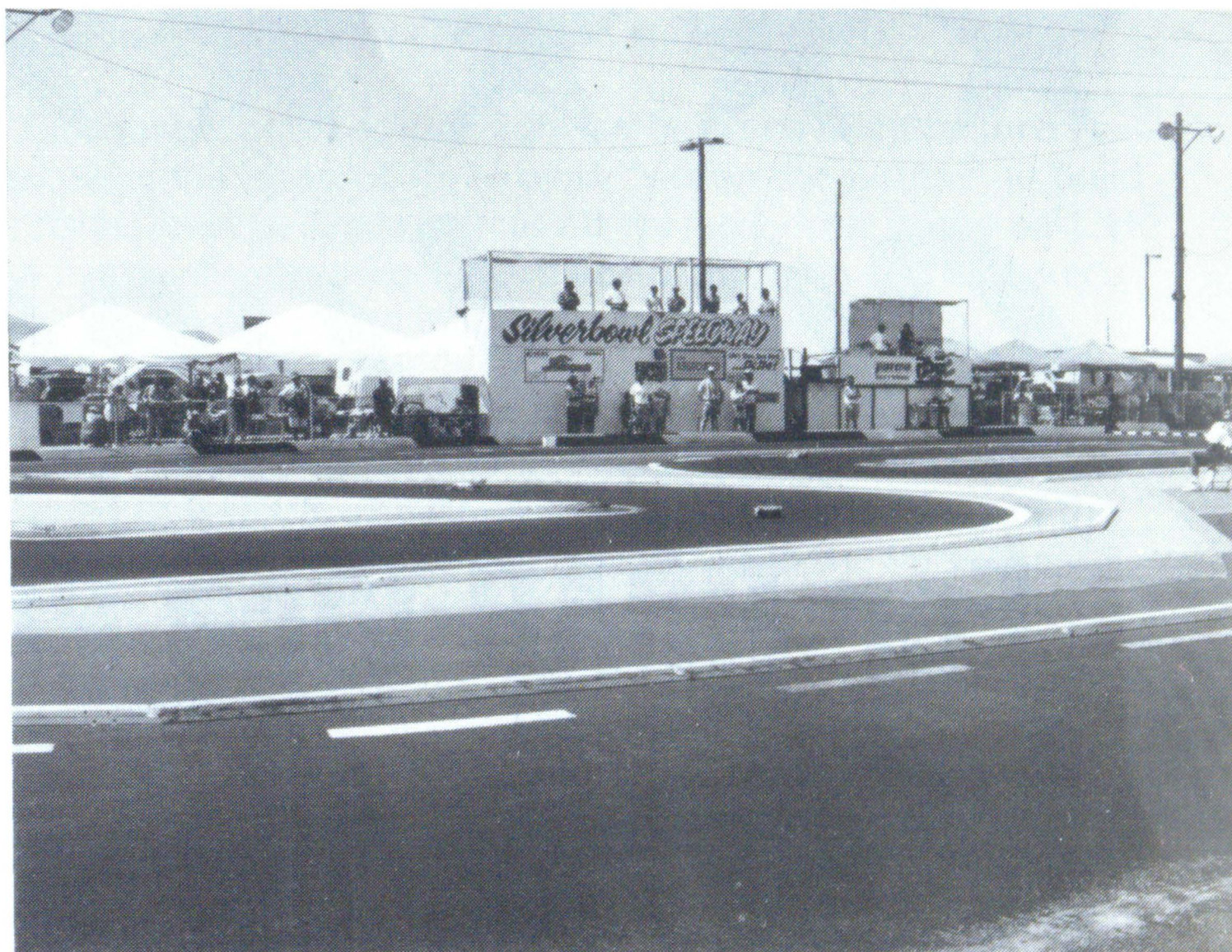
I've attended many national events in my 17 years of R/C racing, and I can tell you this was one of the most enjoyable experiences I've had! The organization and preparation was unsurpassed, large tents, tables and chairs were provided as well as pit space for motor homes and campers. A tire truing area was provided as well as A/C power availability to your pits (you had to supply your own extension cord). Another neat item provided for all, was a 10 hp commercial air compressor so you could keep your car clean. Security was provided from 6 P.M. to 6 A.M. so you could leave your pit tables, chairs, and tarps, set-up without worry. All the race officials carried two-way communication radios instead of just having a race director to make all the decisions or to handle any complaints. They had a committee to make decisions and it worked beautifully.

This group of people (the Rams Club) is so big it would be impossible to list all the members that helped. Most of the organization was handled by Mike Alton, Presi-

dent, Steve Tsuruda, Promotion and Steve Neudorfer. These guys teamed forces with the Vegas R/C Club (Norm Shultz) to do an incredible job. They had a back-up for everything. They bought another brand new AMB computer

so they had two. Also on hand, were two of the following IBM 486 computers, B&B software packages, tech kits, P.A. systems, transponder, transponder pick-up loops, and an emergency back-up generator. These guys and gals

The beautiful Silverbowl Speedway circuit.



were ready for anything! They even had back-up personnel—two computer experts, two B&B software experts, two AMB experts, two trained to tech cars, etc...

They even supplied, in my opinion, the two best race commentators in the hobby. These two guys probably have run or announced more regional and national events than everyone else combined. First, we had Peter Cadillo who most of you know received his many years of training and experience at the Ranch Pit Shop in Pomona. Pete has run many 1/8 gas regionals, McCoy and Nationals both at the Ranch, and Vegas track. Not to mention dozens of electric major races, and hundreds of club level races through the years. Pete has a very high energy style and has the ability to make everyone feel and know they are important

whether it's the top guys or beginners during qualifying from the A main to the K main. Pete also does his homework before a race. He will go through old R/C magazines to refresh himself on past results and accomplishments of drivers.

The other commentator was Chuck August. Chuck has been involved with R/C cars for over 20 years. Chuck (like Pete) has run and announced hundreds of races of all calibers. His many years of involvement in R/C was evident throughout the week. Chuck kept all of us new and old timers involved in a game of R/C car trivia. Chuck's mellow "FM" DJ style was a perfect blend to Pete's high energy style...they did an awesome job!

The track (as always) was prepared to perfection. To quote Frank Calandra (even more famous for

his world class electric racing), "Am I dreaming or is this like racing on carpet". Welcome to Las Vegas Frank, the fastest, smoothest, highest bite track I've raced on including the old Pit Shop track in Pomona. This is the result of the hard work and dedication of the Vegas R/C Club headed up by Norm and Barry Shultz, Tim Wells and the rest of the club. You guys are awesome, thank you.

Also deserving of thanks are: the many sponsors of the event, but most of all, Dick McCoy the major sponsor who graciously paid for all of the trophies and let me tell you they were beautiful. This year, because of scheduling conflicts the nats needed to be held in June. The traditional date for the McCoy race so it was a natural for Dick to be the major sponsor for America's most important and prestigious

FREE BATTERY PACK!!

That's right! Just buy three FAR NORTH/YUASA battery packs of any one type and receive another of the same type absolutely FREE!

YUASA is the World's largest battery manufacturer supplying batteries sold World wide under more famous brand labels.

CAUTION!!

1800SCKRs ARE LIGHT!
WEIGH YOUR CAR
BEFORE YOU RACE!!

6 CELL PACKS

	1800SCKR	1700SCKR
340+	32.95	39.95
350+	39.95	42.95
360+	49.95	54.95
370+	69.95	74.95
380+	99.95	

HOT!!!

**M-TRONIC 800 turbo
speed control
25% MORE RUN TIME
HIGHER TOP SPEED
QUICKER LAPS**

ROAR
LEGAL

1800SCKR-low internal resistance, 35 amp int. gate, run time may be pushed 20-30 seconds over label rating with simple charging techniques, light weight, very durable, excellent punch for outlaw stocks, outstanding with double & triple mods.
1700SCKR-heavier duty internal construction than other 1700's, unique 'thermal packing' conditioning, high voltage for stock racing, lowest dump point of any 1700, superior durability and performance, 27 amp int. gate



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**200 Galleon Drive Anchorage, AK 99515
(907) 345-2156 fax (907)276-3671**

MARDAVE

M-TRONICS

**The 4WD A main; (left to right)
Ralph Burch, Jr., 1st and TQ,
Tommy Ramodo 2nd and Mike
Swauger 3rd.**

event, the ROAR Nationals. We also had a birthday for Dick—his 86th. Happy Birthday Dick!

QUALIFYING DAY #1:

In pan class, Howard Cano definitely was flexing his muscle and was the man to catch in this small but intense class.

Sportsman class had a close three-way battle with defending champ Sandro the "Italian Stallion" Tamburri showing a slight advantage.

In 2WD there were any one of eight or ten guys capable of a TQ run, Davy Preston, Sean Cochran, Eric Davis, Josh Alton and Curtis Husting—all looked really good.

4 WD, the largest most competitive class, was all Ralph Burch, Jr. from the moment his car hit the track he was awesome. Ralph was on a mission, his last trip to the Vegas track was not kind. Ralph

was going to tame the beast once and for all! The Vegas track is very deceiving. It's easy to get your car working but it's extremely hard to go really fast. Your car must be perfect, it has to have a lot of high speed steering for the very fast sweeper and mega low speed steering for the two 180 degree hairpins in the infield. But the big secret is carrying corner speed! This part is mostly up to the driver and Ralph was just incredible. Race announcer Chuck August even commented how deceiving Ralph is to watch by himself. He doesn't look fast because he carries so much corner speed. You don't notice the car accelerating off the corner so it has the illusion of not being fast but the stop watch tells a different story! The only other one that seemed to be able to turn in those lap times was the defending national champion and Ralph's teammate, Mike Swauger. Mike was having an intermittent radio problem that later turned out to be a

servo. Day two for him would be better. Don't get me wrong, there were other drivers running very good at times, but not with the consistency of Ralph and Mike. They were running lap times that would allow them to run 21 laps in five minutes nearly everytime on the track. In practice and qualifying, some of the other drivers looking good were: Tommy Ramundo, Frank Calandra, Rick Hohwart, Cliff Lett, and Joaquin Desoto. Although Joaquin was having problems going five minutes on a tank of fuel (as well as some of the other drivers), Rick Hohwart was driving very good and at times looked very fast. On the first day he managed to put in a 21 lap run but disaster struck when the car did not pass tech inspection. It was considerably under-weight and the run had to be disallowed. Rick's mechanic had changed to much smaller tires and did not check the cars weight. A lot of people do not 'realize how heavy



rubber is. This did not get Rick down, he was running good enough to do it again. Another guy running really good was Cliff Lett. Cliff has not raced gas on-road since the Worlds in Austin, TX two years ago but he did not lose his touch. He was awesome...he built and prepared his own car. Cliff not only is one of the best drivers in the world, but also one of the best engineer/mechanics. He was looking really good. Tommy Ramundo was also looking good. If you get a chance, check out Tommy's high tech car. He makes all kinds of optional goodies for the Serpent car (dog bones, sway bars, wing mounts, shock ends, h/d quick change wheel assemblies and his own five shoe clutch set ups) which he sells under the Team Products label.

QUALIFYING DAY #2:

Pan class Howard Cano came out on top with a fine 17 laps in 5:18.60 for TQ.

In Sportsman class defending champion Sandro Tamburri TQ'd with 17 laps 5:17.77.

2WD Eric Davis really stepped up and put in an awesome run of 19 laps 5:04.64 for TQ—super job Eric!

Also, I have to mention Josh "the stud" Alton. He really is starting to come into his own. He does all his own work and is turning into a top competitor. His run of 19 laps 5:06.82 put him in the number two spot, right on Eric's bumper. Driving the Jurassic Park special with 19 laps in 5:07.51 was Tim Wells for third spot.

4WD was almost a repeat of day #1..Ralph was gone. Ralph managed to put in five out of six runs in the 21 lap category (incredible). A best of 21/5:08.26 followed by four more 21 lap runs. In second spot, right behind Ralph, was defending champion and teammate Mike

Swauger with a best of 21/5:09.24. Mike had a better second day; Mike managed to put three strong 21 lap runs in. In third spot was Rick Hohwart, Rick managed to almost duplicate his run from day #1 that was disallowed for underweight. His only other 21 lap run was a super 21/5:11.49. The only other driver to get into the 21 zone was Cliff Lett with 21/5:12.73.

Now for the Mains.

PAN/SPORTSMAN A MAIN:

Howard Cano was the big winner...a pretty amazing feat considering he was running an R/C 300 pan car against second place and defending champ Sandro Tamburri with his BMT suspension car. This was a close race. In third was Rene Romero. Good job, Rene.

2WD B MAIN:

Showing his stuff in the B main after having a tuff time in qualifying was Craig Jesmer with his Picco/Picco/Ko set-up. In second was Dave Campbell Delta/P2/Ko. Third was Steve (the air brush) Neudorfer, Picco/Picco/Air.

2 WD A MAIN:

This had to be the most exciting race of the day. There was a lot of action. TQ Eric Davis had a bad day, his car kept quitting on the track taking him out of any serious contention. Second qualifier Josh Alton had a lot of early traffic problems but managed to work his way back up to a respectable fourth. Third qualifier Tim Wells car kept rolling over and he just could not keep the pace. Fourth qualifier and defending national champion Curtis Husting's day ended early at lap 22 while running in second spot when he got slammed from behind going into turn one. It was a horrendous crash. His car ended up some 20 yards away broken. Tough break for the defending champion. All

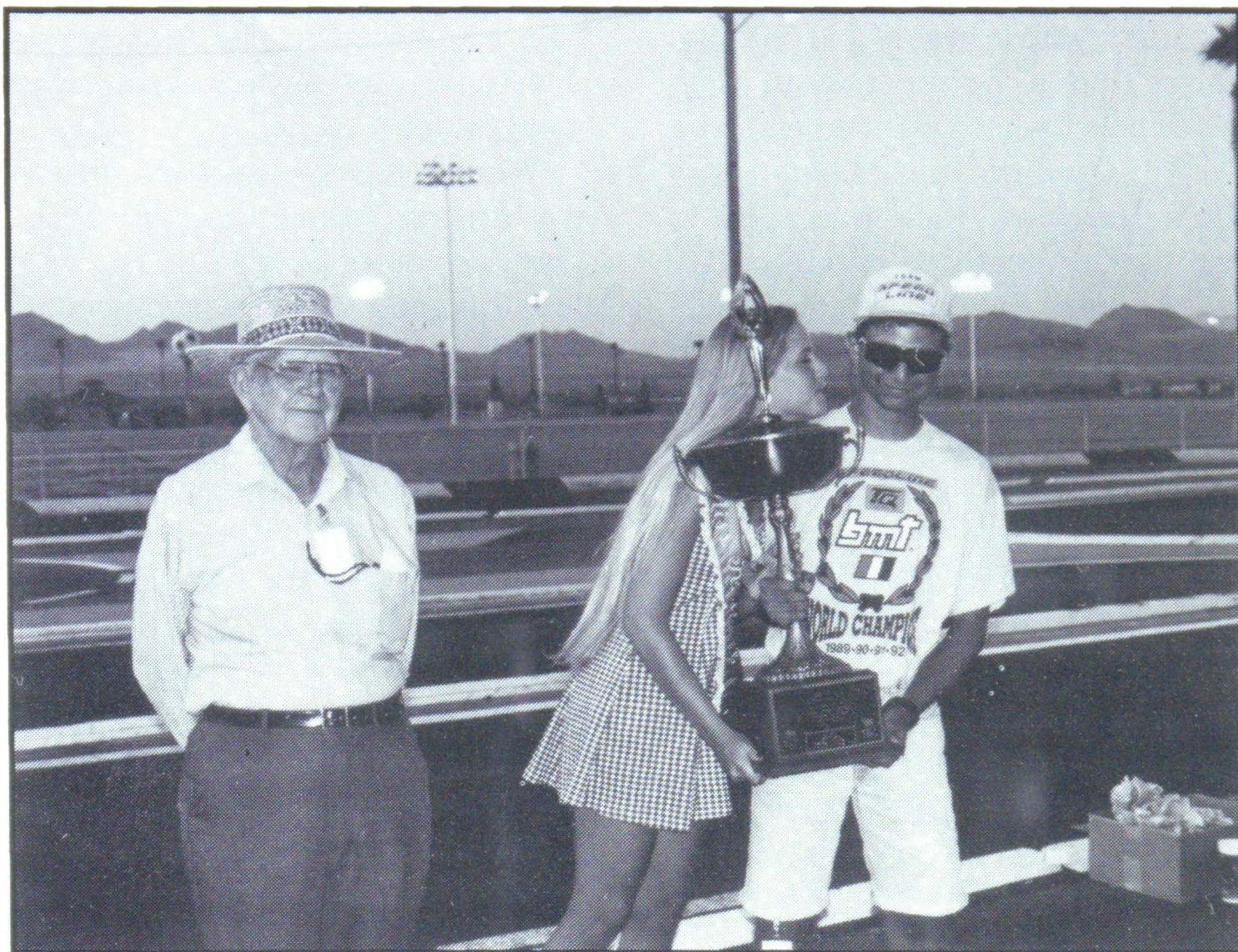
this happened in the first six or seven minutes of the race...it was total chaos.

When the dust settled, there was an awesome race shaping up. Davy Preston BMT/Top/Air was looking good. His car was hooked up and he was driving very well, he was driving a smart race you can't win a 45 minute race before the first pit stop! For the longest time, Davy was out in front on cruise and it looked like he had a national win in the bag.

In the meantime, there was an awesome race going on for second and third between teammates Jimmy Piersol and Sean Cochran Delta/Picco/Top/Jr. Jimmy was pushing Sean and they seemed to be very slowly catching the leader, but he had a big lead that looked like it would hold up. Davy was doing a great job, he is one of the young lions, very fast with nerves of steel and his dad is an excellent mechanic. At last years' nats, Davy showed his speed potential but possibly a little too much aggressiveness (ala Robbie Goron)? A lot happened in a year. Davy was showing control and maturity. He definitely is now not only fast, he is good (two definite things it takes to be truly top contender).

Just when everyone thought the race was for second spot, disaster struck. Davy's car came to a stop on the back straight-away. His lead was evaporating and quickly turned into a deficit by the time his pitman got him going again. I do not know for sure why his car stopped. Maybe a mistake on a pit stop or a glitch with the fuel gun? After filling the tank, the car started right up and he was back on the track running fast but now he was behind Jimmy and Sean.

Davy put the hammer down and managed to get the lead back...but barely. Sean was within striking



The 2WD A-Main winner Davy Preston along with trophy girl and Dick McCoy.

distance and one mistake by Davy could cost him the lead. Time was getting short. I think with approximately ten minutes to go, Sean had some problems and Jimmy was now in second...just a few seconds behind Davy. At this point, Jimmy's car looked better in the infield, but he lost his tune and the motor was rich and he was giving up speed.

After the last pit stop, Davy and Jimmy were only a few feet apart and the pressure was high...both drivers made a few mistakes but each time one driver would make a mistake, the other driver would make an equal mistake. The crowd was going crazy. This simply was one of the most exciting races I've ever seen. It came down to the last two laps, they were within a few feet then Jimmy caught a dot and this gave Davy the breathing room he needed. It was over and Davy overcame a huge set-back for a well-deserved national championship. Congratulations, check out the stats:

1st - Davy Preston

BMT/Top/Air

158 laps in 45:01.37

2nd - Jimmy Piersol

Delta/Picco/Jr

158 laps in 45:08.88

3rd - Sean Cochran

Delta/Top/Jr

158 laps in 45:13.89

4WD B MAIN:

Dana Smeltzer (Serpent/Paris/Air) got it all together after having problems in qualifying winning the "B" with a two lap advantage, 114 laps in 30:01.29. Second was super nice guy O.V. Opheim Serp/Paris/Ko 112 in 30:03.66. third was John (I love this sport) Adams BMT/Paris/Jr 109 in 30:02.94. Super job guys.

4WD A MAIN:

This is it...the 4 WD finale. The big one. Could Ralph prove his qualifying dominance was no fluke or could last years defending champion teammate Mike Swauger spoil Ralph's plans—or any one of eight other drivers that obviously had a good shot at the win? We would all know in 45 minutes. I won't be able to give as much detail of this

race because I was running the clocks for Ralph and Mike's pit stops and spotting for them. When the horn sounded, it was a pretty clean start and Ralph and Mike shot out to an immediate lead with Sal DiFazio making some incredible moves coming from eighth starting position all the way to third in one lap! After two or three laps, things settled down a little and things spread out and it looked like a deja vous of last years' nats with these three drivers pulling away from the rest of the pack.

After the second pit stop (ten minutes) Ralph and Mike had already lapped the entire field and by the third stop, they had two laps. I don't know what happened to Sal but he dropped off the pace. There was a huge contention all racing for third spot with Tommy Ramundo leading it. Then problems started for Swauger. While trying to pass a lap car, he got tangled up and the car did a violent "end-over-end" roll. He was turn marshaled quickly but something was wrong. The car was very slow on the straight-away. Mike radioed to me the car was not shifting into third gear. During the next pit stop I saw that third gear was gone. The motor shifted when the car endowed and stripped third gear. I radioed back to Mike there was nothing I could do. He would have to do the best he could and hope the engine held up on the very long back straight-away revving to what seemed like a zillion rpm. By now, Tommy Ramundo had his sight set on Swauger with twenty minutes to go, Mike was at a huge disadvantage giving up a ton of time on the back straight-away. Ralph was now some three laps in the lead in his famous

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cruise mode driving one hundred percent defensively. Ralph is incredible and the master of this art, all attention was turned to Mike and Tommy. I did some calculating and radioed Mike if he could pick up his pace 1/10th of a second, it would be close at the finish. Mike was awesome, he was the fastest car on the track in the infield driving at one hundred and ten percent but on the straight-away, he would lose twenty to thirty feet...he could not hold off the charge of Ramundo. Tommy was also driving like a man possessed. His car was working good and he was driving flawlessly. Each lap he would catch Mike a little bit, with one minute to go, it looked like it was going to be close. On the next to last lap, Mike got tangled up with a lap car and Tommy got the lead. Mike tried his best, but time was out...the race was over.

Ralph finished first with 177 laps in 45:11.13. Tommy second with 174 laps in 45:11.38. Mike third with 174 laps in 45:13.33.

An incredible race for second, congratulations to all...especially Ralph Burch, Jr., for showing once again why he is regarded by many as America's #1 driver.

Well, that's it for another ROAR Nationals. See ya at the Paris/Palace Station 1/8 and 1/10 can am.

Race Results

4 WD 1/8 Gas:

A Main

- 1st - Ralph Burch, Jr.
- 2nd - Thomas Ramundo
- 3rd - Mike Swauger
- 4th - Sal DiFazio
- 5th - Rick Hohwart
- 6th - Cliff Lett
- 7th - Joaquin Desoto
- 8th - Frank Calandra, Jr.
- 9th - Mark Blackketter
- 10th - Akihisa Hashimoto

B Main

- 1st - Dana Smeltzer
- 2nd - OV Opheim
- 3rd - John Adams
- 4th - Jay Kanemoto
- 5th - Paul Mircik
- 6th - Bruce Metras
- 7th - Bob Ingersoll
- 8th - Brad Morgan
- 9th - Dan Stokes
- 10th - Randy Joslin

C Main

- 1st - Gary Soltys
- 2nd - Skip Sharky
- 3rd - Justin Sheely
- 4th - Thomas Saputo
- 5th - Billy Bowerman, Jr.
- 6th - Ed Weatherby
- 7th - Ruben Serrano
- 8th - Steve Clark
- 9th - Timothy Chin
- 10th - Carl Petri

D Main

- 1st - John Vigil
- 2nd - Fred Bowensmith
- 3rd - John Hodgson
- 4th - Tamotsu Yamamoto
- 5th - Blaine Schubarth
- 6th - Jim Walls
- 7th - Otto Rosa
- 8th - Shawn Murray
- 9th - John Meyer

Pan 1/8 Gas

A Main

- 1st - Howard Cano
- 2nd - Sandro Tamburri
- 3rd - Rene Romero
- 4th - Delbert Spinks
- 5th - Jimmy O'
- 6th - Bill Edasi
- 7th - Mike Banchemo
- 8th - Jack Ulstad/DNS

2 WD 1/8 Gas:

A Main

- 1st - Davy Preston
- 2nd - Jimmy Piersol
- 3rd - Sean Cochran
- 4th - Josh Alton
- 5th - Donnie cooper
- 6th - Tommy Porfirio
- 7th - Eric Davis
- 8th - Tym Wells

9th - Bill Heyworth

10th - Curtis Hustings

B Main

- 1st - Craig Jesmer
- 2nd - David Campbell
- 3rd - Steve Neudorfer
- 4th - Ron Dawson
- 5th - Joseph Sortillon, Sr.
- 6th - Tom Zwiebel
- 7th - Jeff Bronstein
- 8th - JR Sortillon
- 9th - John Ramsey
- 10th - Mark Miranda

C Main

- 1st - Chuck Leinbach
- 2nd - Barry Schultz
- 3rd - Ron Hacker
- 4th - John Vanderpearl
- 5th - David Murray
- 6th - Dale Jones
- 7th - Harry Hananouchi
- 8th - Keith Herrell
- 9th - Joseph Sortillon, Jr.
- 10th - Mike Salvador

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- Off-Road Nationals -

Many of the faces have changed since the first ROAR Off-Road Nationals, and indeed it's safe to say that we've got a whole new generation of racers at the top. Among the top names competing for the three titles at stake (2WD Stock, 2WD Modified and 4WD Modified) were Brian Kinwald, Mark Pavidis, J.D. Beckwith, Jeremy Kortz, Derek Furutani and Mark and Matt Francis. Along with these drivers were the top veterans like Cliff Lett, Jay Halsey, Jack Johnson, Rick Hohwart, and Rick Vehlow.

The site for the '93 race was R/C Off-Road Raceway in Fountain Valley, California. The track is housed in an indoor facility, with

plenty of indoor pitting. To handle the extremely large crowd, the hosts supplied canopies for those that had to pit outdoors. In an attempt to keep things fair, the track layout was changed just prior to the event so as no racer would have any advantage over another.

The schedule called for a total of four rounds of qualifying, with the main events to be held on Sunday. Thursday was reserved for open practice so the first day of racing was on Friday July 9. The IFMAR qualifying procedure was employed at this race. The qualifying began with the first of two rounds of 2WD Stock. Approximately 120 drivers had their sights set on the top ten spots so they could have a shot at

the title. After the first round Mike Weed was on top with a 17, 4:03.52. Qualifying was tight as the number 10 qualifier after round one was also clocked in with 17 laps. Ryan Fiege was the number 10 man with a time of 4:09.71.

In round two Jeremy Kortz was the new TQ, he clocked in a 17 lap run, only now the time was down to 4:02.24.

Round three wasn't until the next morning, and the track's condition could change. However, many drivers remained confident that 18 could be done.

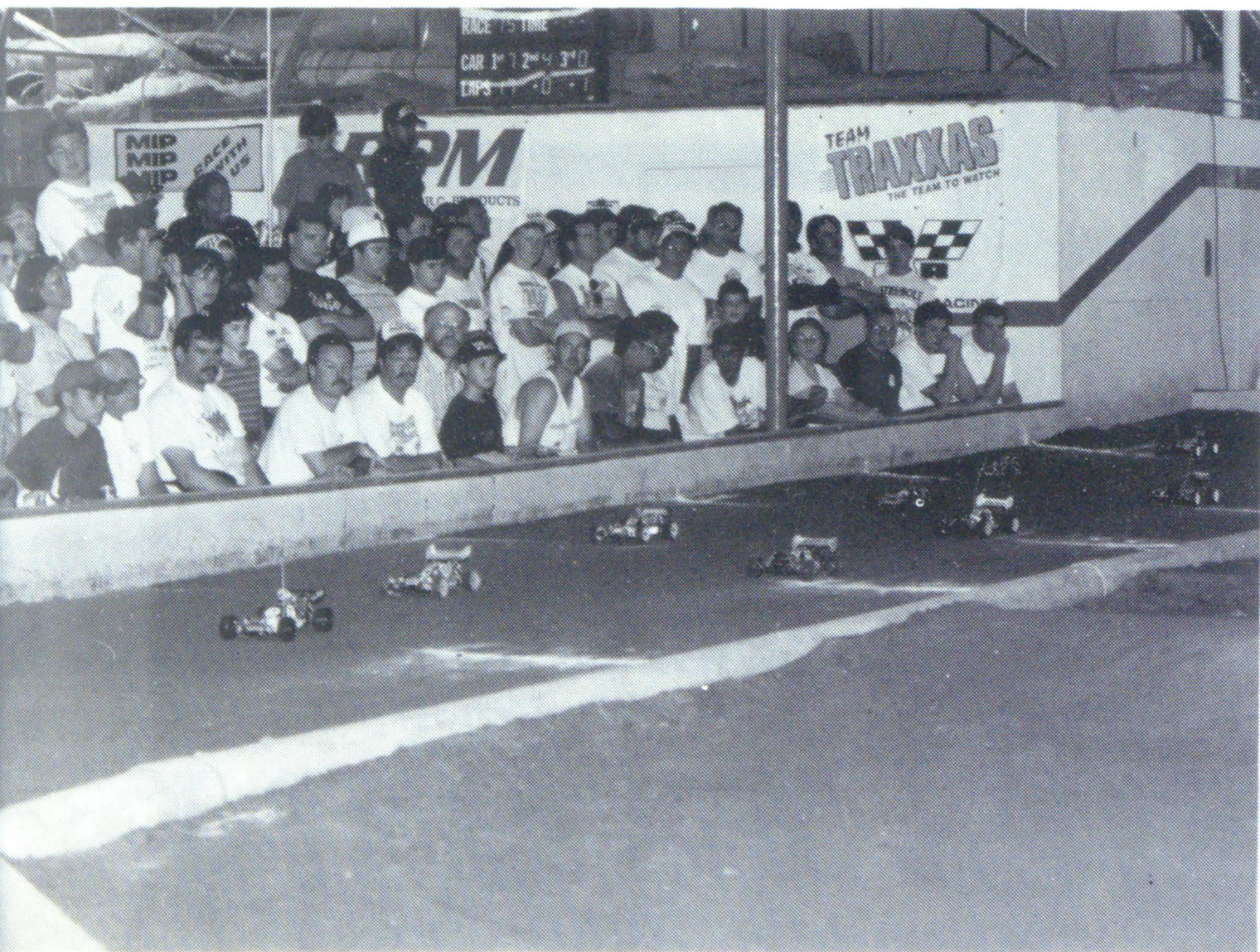
There was reason for their confidence after round three Saturday morning. Jeremy Kortz remained TQ, only his time now was 17 laps with a 4:00.01. That's about as close as you can get to 18 without actually doing it.

Round 4, the final round for drivers to make the main. After three rounds the time to beat to make the A was 17, 4:06.78. Todd Handel was the man on the bubble with the time just mentioned. Unfortunately for Todd, his time would not hold up and Todd wound up in the B main.

Jeremy Kortz wound up TQ with his 4:00.01, and next to him in the front row would be Rick Vehlow at 4:00.88. Close qualifying to say the least!

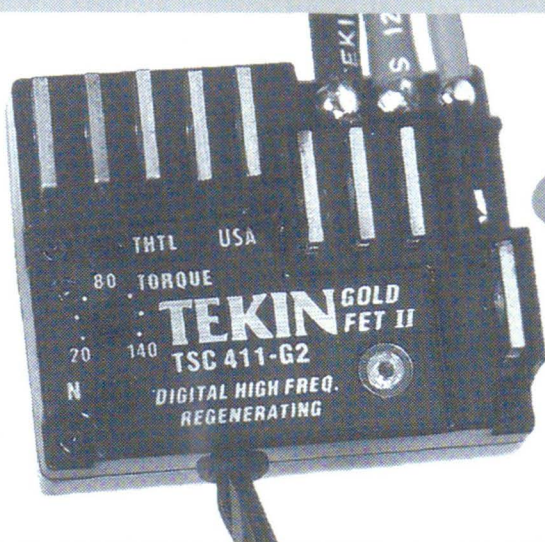
In many ways qualifying in the 2WD Modified class can be summed up as a, "Catch me if you

***The start of one of the three
A-Main races in the
4WD modified class.***



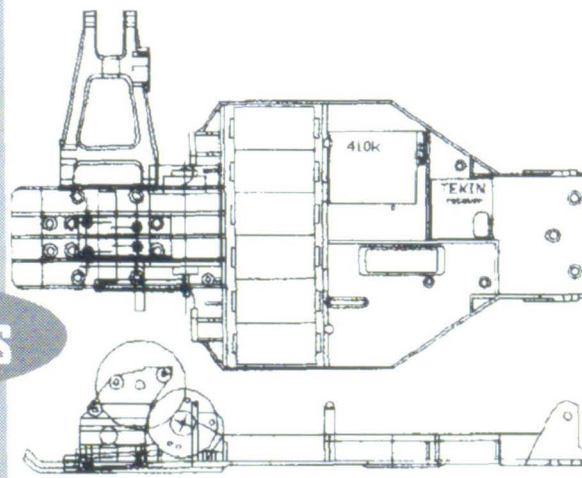
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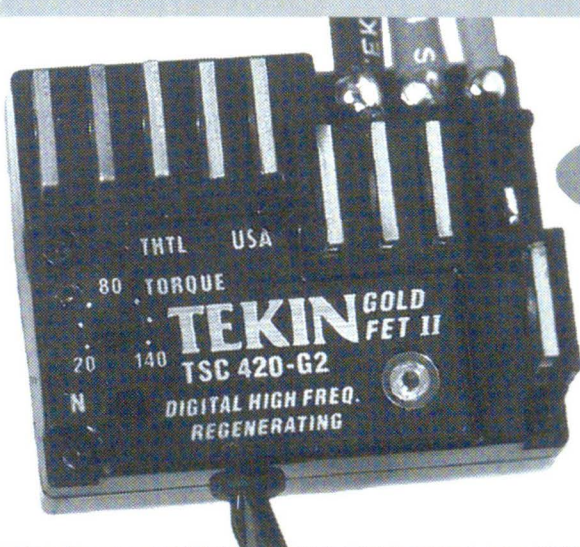


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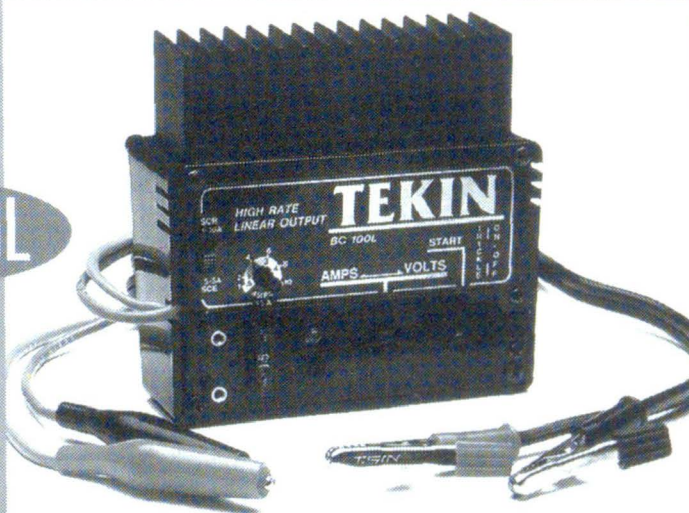
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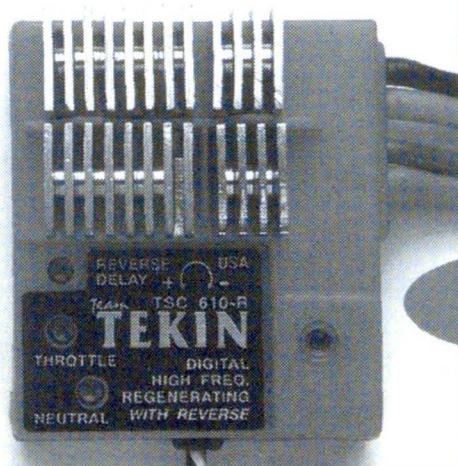


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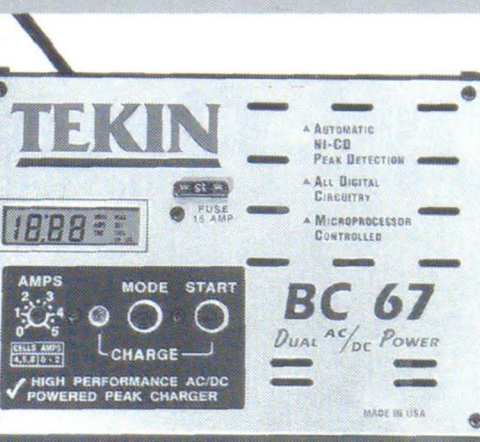
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can" affair, with Associated/Reedy's Brian Kinwald leading the way. Kinwald posted an outstanding 18, 4:11.46 in round one and basically told the rest of the field, about 160 drivers, to beat this time. After 4 rounds and two days nobody could. Nobody that is, except Brian himself. To show everyone that it was no fluke running 18 laps, Brian posted an 18 4:10.84 in round 4. The next fastest time to Brian's was Carlos Gonzales (Associated/Peak) at 17, 4:00.66. The final class to be contested at this year's Off-Road Nats was the 4WD Modified class. Only about 60 drivers ran in this class, making it the smallest of the three.

In many ways, this class was a mirror image of the 2WD modified class as Brian Kinwald (Yokomo/Reedy) posted the fastest time in round one. He ran an 18, 4:01.83, with the closest driver to that being



Brian Kinwald (center facing camera) had about as great a weekend as anybody could expect. He was TQ in the 2WD and 4WD modified classes and won both of these classes, winning the first 2 of the 3 A-Mains in each class as well.

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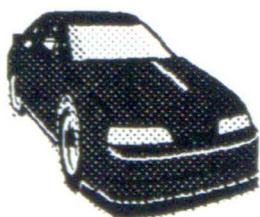
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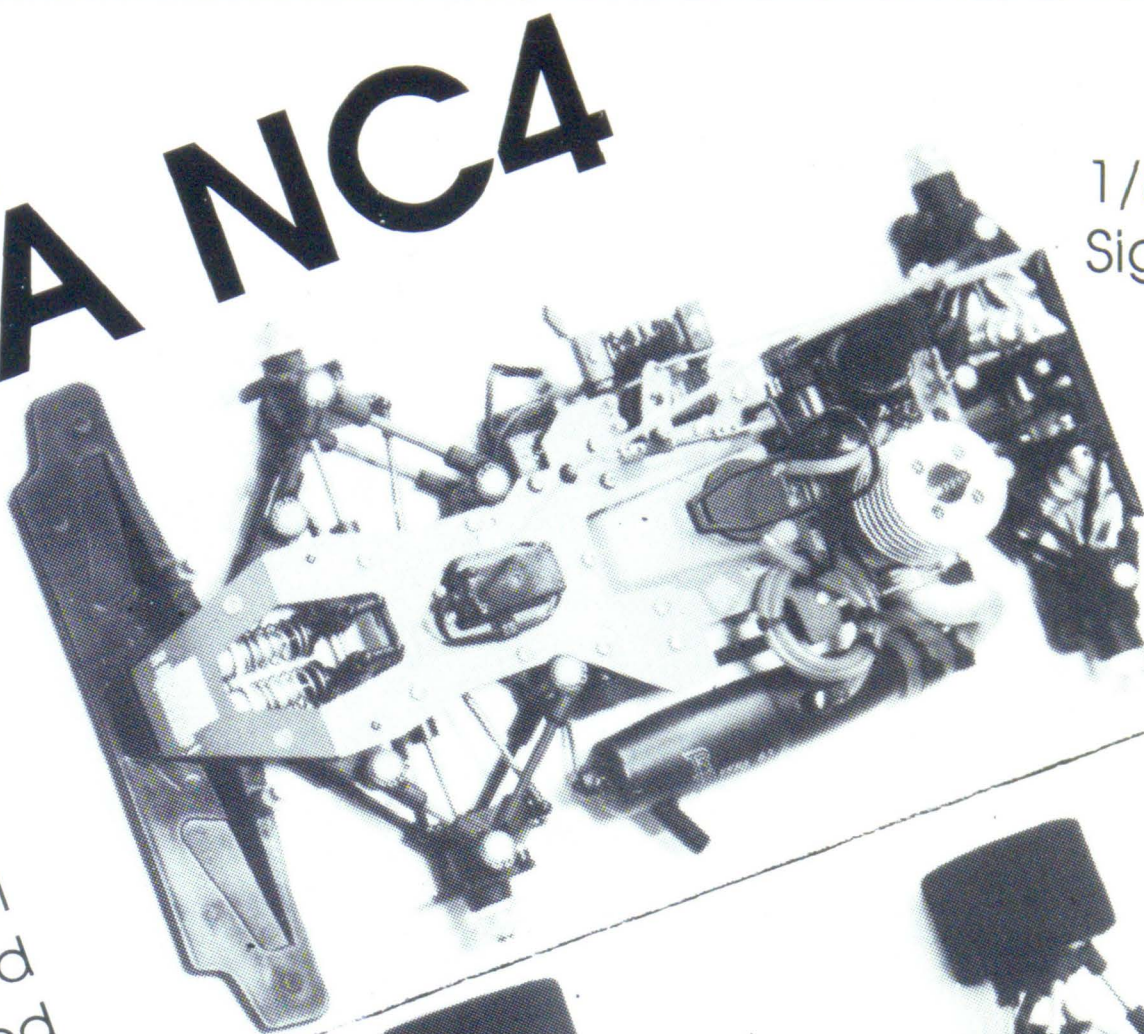
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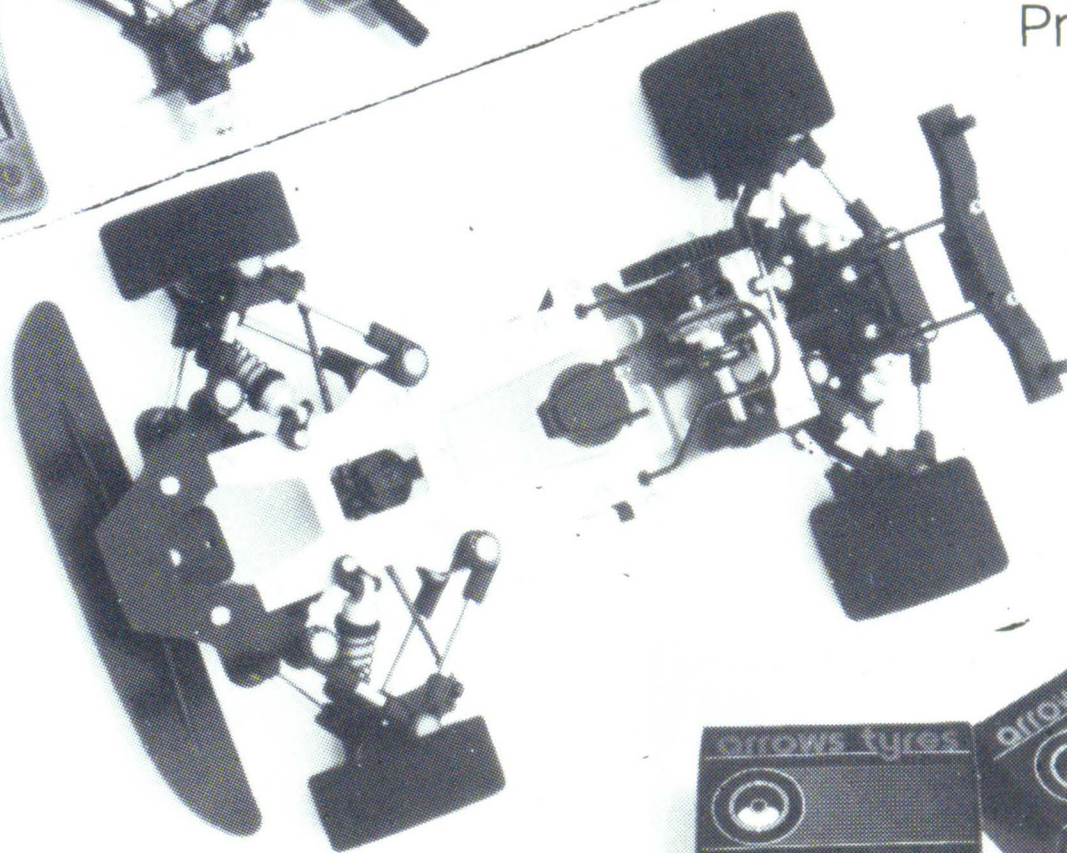
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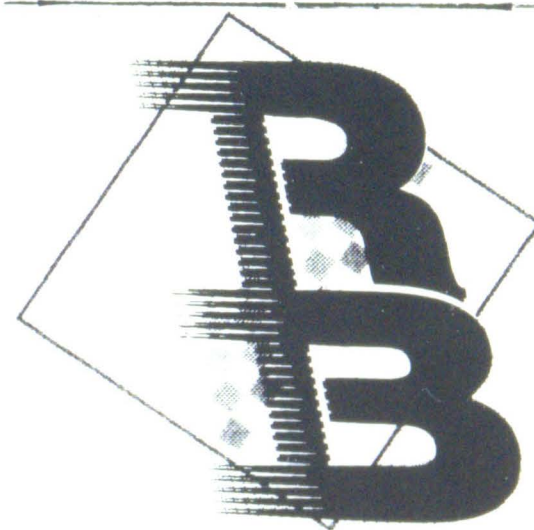
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an 18, 4:06.73. The driver posting that run was Cliff Lett (Yokomo/Reedy).

The first day of 4WD qualifying ended with Kinwald still on top.

The next morning (round 3) Kinwald showed everyone that he would not be denied a second TQ honor by running an 18, 4:01.34. That bettered his old TQ run by about 1/2 second.

For 1993 a three A main system was adopted. A winner would be determined by a points system where the winner is given 100 points, with second through 10th being given 99, 98, etc. Two of the three races would be counted to your final position. The worst race was a throw-out and was only used in cases of ties for positions.

Race one of 2WD Modified saw Kinwald in the winner's circle. The same held true for round one of the 4WD A-Main.

After the second race of 2WD Modified we had a 1993 National Champion, Brian Kinwald. The driver took home a victory in the second round of the A, assuring him top honors.

The only thing Brian had left to win was the 4WD class. He did that in short order as well winning the second leg of that event. Yes, it doesn't make for a long article when this happens, in fact it doesn't make for a long race. Already clinching both titles, Brian elected not to race the final heat of each main. Although not quite as dominant as Brian Kinwald, Jeremy Kortz had a fairly easy time in qualifying, setting the fastest two times. Would he have an equally easy time in the mains? Only time would tell.

As the first race commenced it looked as though Jeremy might have a similarly easy time with things. Kortz jumped to the lead early and stayed there for the en-

tire four minutes. Finishing in second was Rick Vehlow and in third was Mike Weed.

Of course everybody, most definitely Kortz knew another victory in race two would clinch the title. And, Vehlow and Weed had to be feeling pretty good about their performances because with a victory they could too be in the driver's seat.

The second race started with a nightmare scenario for anybody who's ever been on the front row. A major first turn pile-up saw the top two drivers Jeremy Kortz and Rick Vehlow receiving a bad start. Mike Weed slithered through and took the early lead. Just behind Weed was Barry Baker. The duo of Baker and Weed put on quite a show as the two stayed nose to tail from early on to the very end. Weed took home the win in race two.

His first and third put him in the driver's seat going into the last leg. Vehlow who finished in 2nd after race one wound up 6th. Worse yet was Kortz's finish, a disappointing 7th. Obviously for Vehlow and Kortz race two would have to be their throw-out event if they wanted to win the title.

The horn sounded the start of the third leg with TQ, Jeremy Kortz in front after a clean start. Vehlow and Weed tucked in behind for second and third. The stage was quickly being set for an exciting race. Of course, Kortz had a different script in mind and wanted to make this race a bit boring. He started to open things up a bit and soon he had developed a pretty nice cushion between him and the battling duo of Vehlow and Weed.

At the three minute mark it was Kortz's race to lose. Weed make it around Vehlow, but with only seconds remained there was little chance to catch Kortz.

At the four minute mark Kortz crossed the line to become the new 2WD Stock National Champion. Weed, with his win in race #2 and 2nd place in race #3 finished in second spot. The third place overall went to Rick Vehlow.

So came to a close an exciting three days of racing in the off-road division. R/C Off-Road did an excellent job of running the event and I'm sure we'll be hearing about more big races being run out of this fine raceway.

2WD Stock

A Main

- 1st - Jeremy Kortz**
- 2nd - Mike Weed**
- 3rd - Rick Vehlow**
- 4th - Barry Baker**
- 5th - Frosty St. Clair**
- 6th - John Walters**
- 7th - Mike Fletcher**
- 8th - Jim Jacobson**
- 9th - Jose Escamilla**
- 10th - Curtis Stock**

B Main

- 1st - Scott Rister**
- 2nd - Larry Plank**
- 3rd - Gene Hickerson**
- 4th - Jade Kurtchi**
- 5th - Mike Giem**
- 6th - Todd Handel**
- 7th - Gary Guest**
- 8th - Brian Kadow**
- 9th - Chris White**
- 10th - Greg Torres**

C Main

- 1st - Josh Hughes**
- 2nd - Albert Guardado**
- 3rd - Ryan Fiege**
- 4th - Craig Lair**
- 5th - Erik Van Pelt**
- 6th - Rob Moots**
- 7th - Kurt Wenger**
- 8th - Jason Foster**
- 9th - Joe Morettini**
- 10th - Ken Sciabaras**

D Main

- 1st - Brian Barre**
- 2nd - Mike Gardiner**
- 3rd - Alex Chavez**
- 4th - Ben Piggott**
- 5th - Boe Bergeson**

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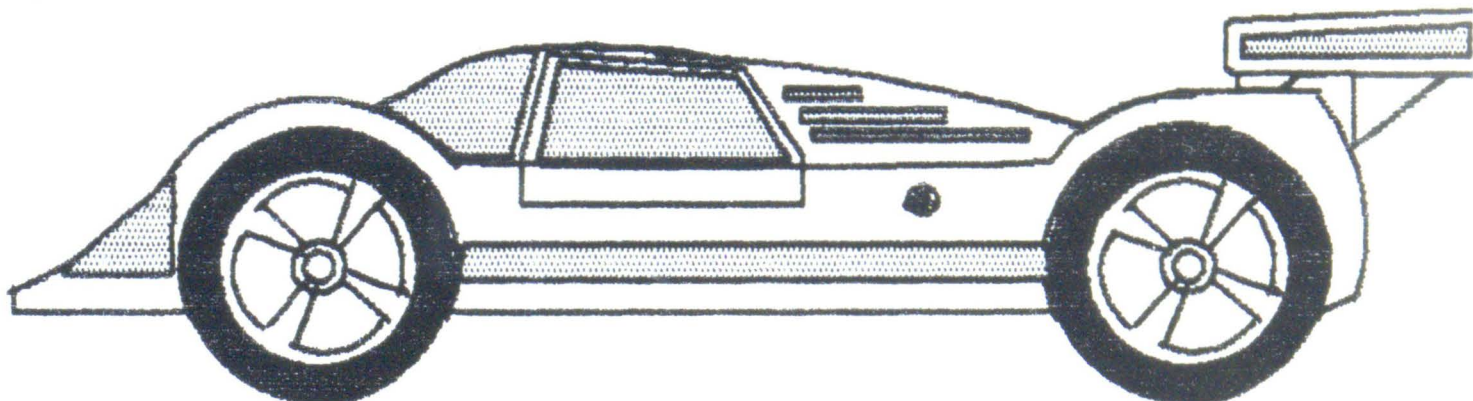
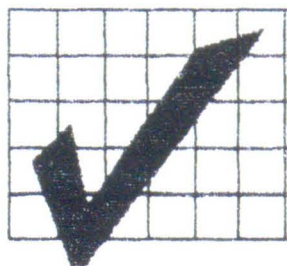
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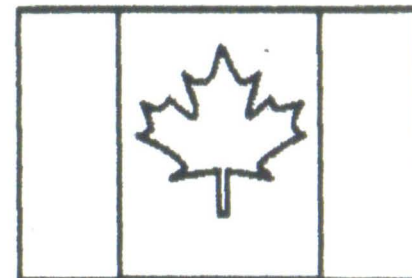
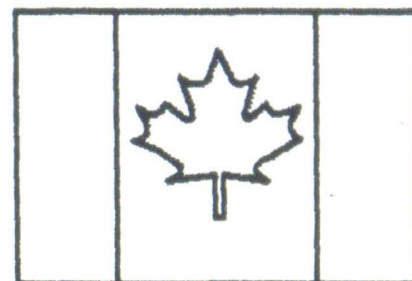
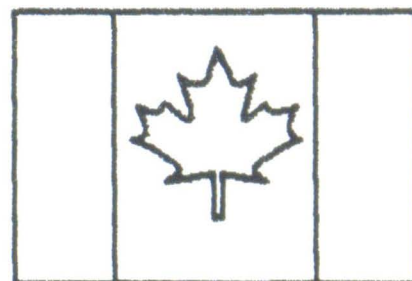
BODIES: GTP only (both stock & mod)

AWARDS: Trophies to all in A Main

Trophies to top 3 in other Mains

TQ trophies

Concours trophies



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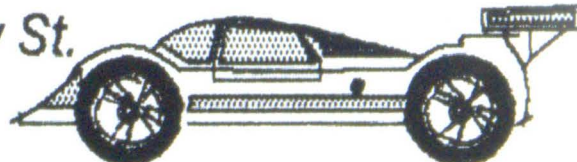
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6th - Curtis Schlaht, Jr.
 7th - Billy Easton
 8th - Troy Weber
 9th - Jeff Reteý
 10th - Derek Buster
 E Main
 1st - Austin Dvorak
 2nd - "A" Puektai
 3rd - David Hill
 4th - Robert Hoffman
 5th - Chris Raceles
 6th - Marco Arreaga, Jr.
 7th - Todd Cariseo
 8th - Brian Robinette
 9th - James Ward
 10th - Tony Olivas
 F Main
 1st - Joe Guerzon
 2nd - Jim Galletto
 3rd - David Richards
 4th - Dustin Tobin
 5th - Doug Brown
 6th - Mike Denham
 7th - Bob Marino
 8th - Korgae Scales
 9th - Patrick Purcell
 10th - Dan Davis
 G Main
 1st - Mace
 2nd - Steve Butts
 3rd - Aldo Ruiz
 4th - Mike Principato
 5th - Jamie Wirchem
 6th - Karrie Bridges
 7th - Jay Kimbrough
 8th - John Kolaski
 9th - Steve Amador
 10th - Chris Allec
 H Main
 1st - Eric Vasutin
 2nd - Ollie Aspinwall
 3rd - Freddie Rapuana
 4th - Beau Strotman
 5th - Jeff Hyatt
 6th - Brad Perdiew
 7th - Mike Sutherland
 8th - Rodney Prouty
 9th - James Livoni
 10th - Adam Forrest
 I Main
 1st - James Sandberg
 2nd - Joshua Mitchell
 3rd - Frank Gomez
 4th - Michael Bauer
 5th - Deryl Feinner
 6th - Alan Wairond
 7th - Steve Benton

8th - Mark Woddward
 9th - Krazy Karl
 10th - Gabe Acompora
 J Main
 1st - Jason Ashton
 2nd - David Lord
 3rd - Travis Lawrence
 4th - Jeff Higgins
 5th - Mike Redditt
 6th - Don McMillan
 7th - Stan Wu
 8th - Eddy Sutandinata
 9th - Alfred Vega
 10th - Tom Hightower
 K Main
 1st - Gregory Matthews
 2nd - James "Slim" Janst
 3rd - Mark Dobbins
 4th - Kevin Orton
 5th - Ignatius Decky
 6th - Mario Vega
 7th - Mich Butts
 8th - Jane McMillan
 9th - Kevin Butts
 10th - Agustinus Adry
 L Main
 1st - Jeff Wilson
 2nd - Jake Gutierrez
 3rd - Damron Jackson
 4th - Jeff Watson
 5th - Blake Edwards
 6th - John Walentia
 7th - Dan Devey
 8th - Chris Dorn
 9th - Andy Halio
 10th - Brian Kerr
 2WD Modified
 A Main
 1st - Brian Kinwald
 2nd - Mark Francis
 3rd - Todd Handel
 4th - Jay Halsey
 5th - Rick Hohwart
 6th - Cliff Lett
 7th - Jack Johnson
 8th - Carlos Gonzales
 9th - Scott Hughes
 10th - Scott Brown
 B Main
 1st - Scott Rister
 2nd - Matt Francis
 3rd - Greg Hodap
 4th - Jon Anderson
 5th - Frosty Sinclair
 6th - Rick Vehlow
 7th - Bryan Peterson
 8th - Mike Weed

9th - Gary Guest
 10th - Steve Chamberlain
 C Main
 1st - Chris White
 2nd - Mike Dunn
 3rd - Derek Furutani
 4th - James Brown
 5th - Brad Reelfs
 6th - Quincy Hughes
 7th - Mike Giem
 8th - JD Beckwith
 9th - Jason Rudee
 10th - Jim Jacobson
 D Main
 1st - Gil Losi, Jr.
 2nd - Brent Wallace
 3rd - Mike Fletcher
 4th - John Koonce
 5th - Matt Ledger
 6th - Curtis Stock
 7th - "A" Puektai
 8th - Jason RUona
 9th - Scott Roberts
 10th - Sohrab Tavakoli
 E Main
 1st - Jade Kurtchi
 2nd - Mark Pavidis
 3rd - Mellow
 4th - Jeff Wittman
 5th - Brian Robinette
 6th - Waldo
 7th - Jeff Reteý
 8th - Daren Westman
 9th - Jeremy Kortz
 10th - John Walters
 F Main
 1st - Jose Escamilla
 2nd - Jonathan Morgan
 3rd - Todd Cariseo
 4th - Larry Plank
 5th - Josh Hughes
 6th - Ron Rossetti
 7th - Vince Stolo
 8th - Ken Sciabaras
 9th - Derek Buster
 10th - Richard Jamieson
 G Main
 1st - Gene Hickerson
 2nd - Ryan Fiege
 3rd - Justin Peoples
 4th - David Hill
 5th - Brian Kadow
 6th - Greg Torres
 7th - James Ward
 8th - Randy Ward
 9th - BJ Christensen
 10th - Barry Baker

H Main

- 1st - Aaron Biner
- 2nd - Albert Guardado
- 3rd - Ben Piggott
- 4th - Brett Reelfs
- 5th - Billy Easton
- 6th - Kurt Wenger
- 7th - Patara Bhenbhargku
- 8th - Patrick Purcell
- 9th - Troy Weber
- 10th - Chris McElroy

I Main

- 1st - Austin Dvorak
- 2nd - Craig Lair
- 3rd - Steve Butts
- 4th - Boe Bergeson
- 5th - Curtis Schlaht, Jr.
- 6th - Brad Long
- 7th - Steve Dunn
- 8th - Joe Morettini
- 9th - Erik Van Pelt
- 10th - Bubba Johnson

J Main

- 1st - Steve Amador
- 2nd - Rob Moots
- 3rd - Chris Raceles
- 4th - Mike Denham
- 5th - Korgae Scales
- 6th - Chris Allec
- 7th - Marco Arreaga, Jr.
- 8th - Tony Olivas
- 9th - Curtis Husting
- 10th - Jason Foster

K Main

- 1st - Clayton Petree
- 2nd - Dustin Tobin
- 3rd - Mace
- 4th - Lenny Langford
- 5th - Freddie Rapuana
- 6th - Mike Gardiner
- 7th - Jim Galletto
- 8th - John Kolaski
- 9th - Eustace Moore, Jr.
- 10th - Joe Guerzon

L Main

- 1st - Dan Davis
- 2nd - Doug Brown
- 3rd - Mike Sutherland
- 4th - Beau Strotman
- 5th - Alan Walrond
- 6th - Brent Fiege
- 7th - James Livoni
- 8th - Ollie Aspenwall
- 9th - Brandon Fiege
- 10th - Gabe Acompora

M Main

- 1st - Jay Kimbrough
- 2nd - Bill Funk
- 3rd - Rex Baldwin
- 4th - James Snadberg
- 5th - Jeff Hyatt
- 6th - Rob Sturghill
- 7th - Steve Benton
- 8th - Dean Fogg
- 9th - Tim Long
- 10th - Tom Hightower

N Main

- 1st - Husani West
- 2nd - Jamie Wirschem
- 3rd - Brad Perdiew
- 4th - Frank Gomez
- 5th - Stan Wu
- 6th - Don McMillan
- 7th - Jason Ashton
- 8th - Mark Woodward
- 9th - Michael Bauer
- 10th - Krazy Karl

O Main

- 1st - Jeff Higgins
- 2nd - Mich Butts
- 3rd - Kevin Orton
- 4th - Jan McMillan
- 5th - Mario Vega
- 6th - Nelson Walker, III
- 7th - Jake Gutierrez
- 8th - Randy Morrow
- 9th - Jeffrey Benmoin
- 10th - Davin Montgomery

P Main

- 1st - Jahmall Ellis
- 2nd - Nathan Snyder
- 3rd - Alfred Vega
- 4th - Jeff Watson
- 5th - Jamie Gallicchio
- 6th - Lou Gaebel
- 7th - Andy Halio
- 8th - Bill Siler
- 9th - Chris Dorn
- 10th - John Valentia

4WD Modified

- A Main
- 1st - Brian Kinwald
- 2nd - Carlos Gonzales
- 3rd - Cliff Lett
- 4th - JD Beckwith
- 5th - Mark Pavidis
- 6th - Scott Brown
- 7th - Jack Johnson
- 8th - Jay Halsey
- 9th - Derek Furutani

10th - Jonathan Morgan**B Main**

- 1st - Rick Hohwart
- 2nd - John Koonce
- 3rd - Brent Wallace
- 4th - Aaron Biner
- 5th - Jason Ruona
- 6th - Mark Francis
- 7th - James Brown
- 8th - Brad Reelfs
- 9th - Matt Ledger
- 10th - Mike Dunn

C Main

- 1st - Waldo
- 2nd - Brett Reelfs
- 3rd - Bryan Peterson
- 4th - Greg Hodap
- 5th - Jason Rudee
- 6th - Steve Dunn
- 7th - Matt Francis
- 8th - Scott Hughes
- 9th - Daren Westman
- 10th - Vince Stolo

D Main

- 1st - BJ Christensen
- 2nd - Scott Roberts
- 3rd - Patara Bhenbhargku
- 4th - Jeff Wittman
- 5th - Steve Chamberlain
- 6th - Brandon Fiege
- 7th - Bubba Johnson
- 8th - Randy Kato
- 9th - Mellow
- 10th - Chris Mc Elroy

E Main

- 1st - Clayton Petree
- 2nd - Brad Long
- 3rd - Eustace Moore, Jr.
- 4th - Dean Fogg
- 5th - Aldo Fogg
- 6th - Arthur S.K. Tsui
- 7th - Eric Vasutin
- 8th - Nelson Walker, III
- 9th - Tim Long
- 10th - Sohrab Tavakoli

F Main

- 1st - Jeffrey Benmoin
- 2nd - Ron Rossetti
- 3rd - Randt Murrow
- 4th - Dan Townsend
- 5th - Joe Malone
- 6th - Quincy Hughes
- 7th - Gil Losi, Jr.
- 8th - Brett Reelfs
- 9th - Bill Siler

Ladies and Gentlemen,

My name is Larry and I'm 16 yrs old
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Thank you!

Yours Truly

Larry

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- 1/10 Off-Road Nationals -

This year was the fourth for the ROAR Truck Nationals. This is one of the most popular nationals with the '93 event running with over 450 entries.

This event was held by the RiverTown Racers of Grand Rapids. The club has hosted many events ranging from regionals to a World's event in 12th scale. I expected a smoothly run event, and for the most part that is exactly what we got. There were a few small glitches, as there are with any major event,

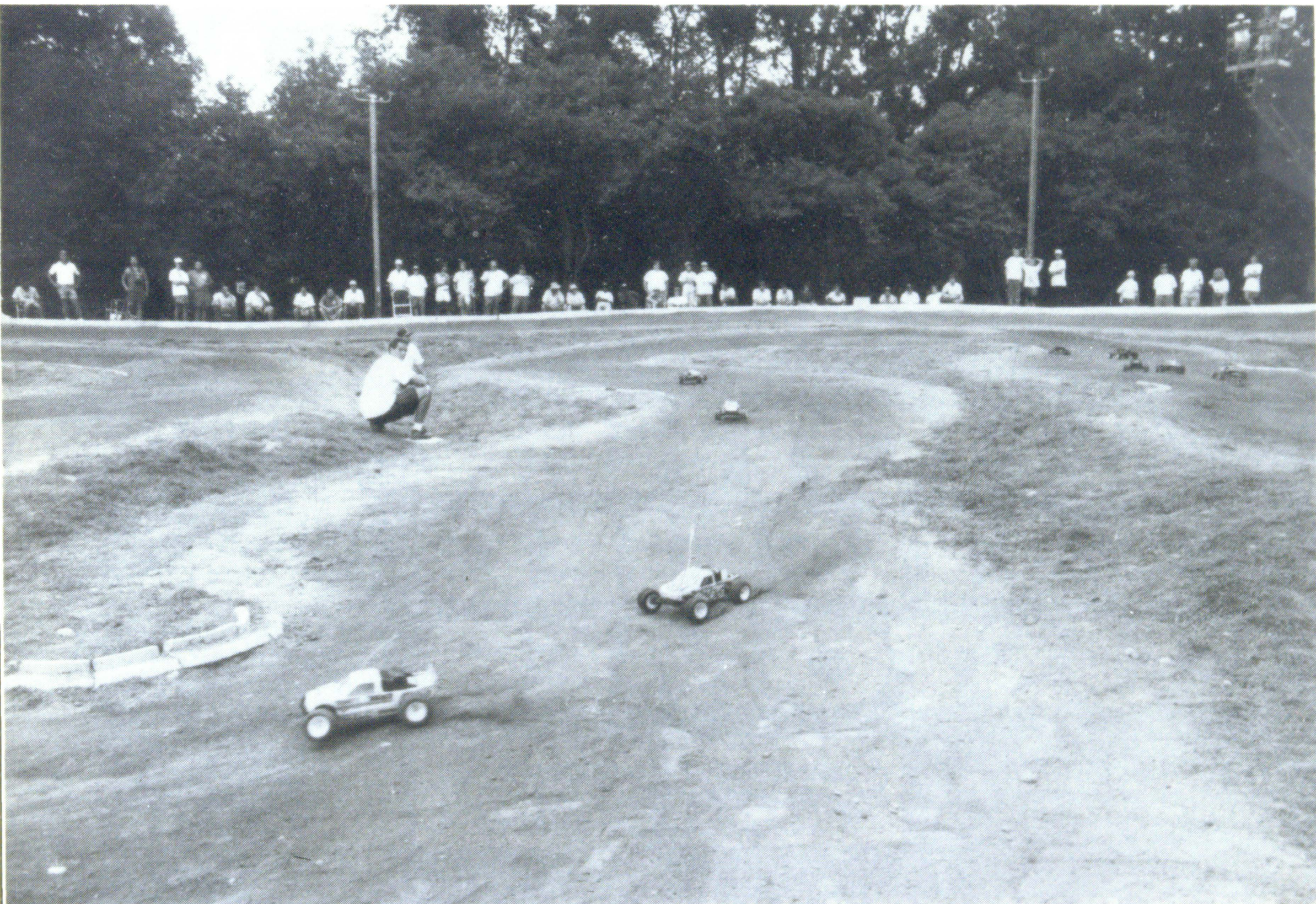
but they were handled well.

My first impression of the track was that it was something someone threw together in their backyard. What gave me that impression was the lack of barriers. Most tracks I run on have very rigid barriers, usually PVC pipe or boards. This track did have a small board near some crucial corners, but it was mainly grass that separated one lane from another.

While this type of track construction seemed odd to me at

first, I quickly saw the advantage. At this Nats, if a driver made a mistake he drove off into the grass. This caused a considerable amount of time loss, but usually the driver drove his own car back on without the assistance of a corner marshal. Turn marshaling at the '93 nats was absolutely no factor. That is the way it should be. In that respect, my hat is off to the Grand

The wild infield was a terrific place to pass.



Rapids crew for their innovation.

Early rounds of qualifying looked good for Team Associated. In Stock Scott Hughes astonished the crowd with the first 10 lap run. When the time was announced, a crowd formed at the tech table to see how he did it. Shortly thereafter, the line at the hobby shop swelled greatly. In Mod, there were more 10 lap runs. Recent World Champion Brian Kinwald held the TQ mark for the first two rounds.

Back in Stock, there was many discussions revolving around the motors used. The ROAR '91 stock motor was created mainly to make Stock as even as possible. I think after three years, it is safe to say they are a failure in that regard. I place the blame here on the manufacturers. Few seem happy to sell just a stock motor that is just the same as everyone's motor. They have ignored the intent of the ROAR '91 rules and skirted around gray areas to make a better motor. In many ways they have but it goes against the intent of the class of motor.

For this race attempts were made to ensure that nobody could use some of the well-known techniques to gain an advantage. The motor tabs were epoxied in place. That in itself is no big deal. The screws holding the brush eyelets were also epoxied to prevent hood alignment and comm cutting. The obvious intent was to keep the competition tight, which it did.

It was fun to watch the scramble that went on daily to find a way to improve the handout motor's performance. For the most part, no one person had an advantage. Several times I heard a unspoken

Without barriers many drivers found themselves "mowing grass". This prompted this slogan on the front of Jeremy Kortz's truck.

sored average racer say, "[INSERT FACTORY DRIVER'S NAME HERE] isn't any faster than I am." And they were right!

In the later rounds of stock qualifying it seemed that LOSI/TWISTER driver Jeremy Kortz had found a secret. To be exact, Motor-man Mike Walker had come up with something.

STOCK

- TQ - Jeremy Kortz**
- 2nd - Rick Vehlow**
- 3rd - Scott Hughes**
- 4th - Jason Ruona**
- 5th - Jack Johnson**
- 6th - Matt Ledger**
- 7th - Mike Dunn**
- 8th - Scott Brown**
- 9th - Scott Roberts**
- 10th - Jon Anderson**

This left Losi with six entries, Associated with three entries, and Traxxas with one for the stock mains.

MODIFIED

- TQ - Jeremy Kortz**
- 2nd - Brian Kinwald**
- 3rd - Mike Dunn**

- 4th - Mark Pavadis ('92 champ)**
- 5th - Scott Hughes**
- 6th - Rick Vehlow**
- 7th - Matt Ledger**
- 8th - Gil Losi**
- 9th - Brian Dunbar**
- 10th - Greg Hodap**

For Modified, Losi had four entries in the A main along with five for Associated, and one for Traxxas. There were other interesting statistics from the qualifiers. In Stock, where the motors seemed the most even ever, there was a difference of 5.89 seconds between the TQ to the last spot in the A main. The top 25 racers were within 15 seconds of the TQ mark. The margin was only slightly larger in Modified. In Stock, five drivers, four of which was Losi and one Associated driver missed the A main by less than one second.

After what seemed like a week of racing, the mains began Sunday morning. Mike Marshall was the first driver to hit 10 laps in the main while edging out Cliff Lett to win the "C". Gil Losi edged out



Brian Kinwald to win the "B". Both drivers turned 10 laps in the main.

It was late morning when the first of the three stock "A" mains was ran. Jeremy Kortz took advantage of his front row start and put his LXT out front right away. Each lap he added a fraction of a second to his lead over Scott Hughes and Jack Johnson. By the fourth lap that lead was more than three seconds. As Jeremy came down the staircase he rolled his Losi truck on to its roof. I didn't get the turn marshall's name, but the gentleman who was working that corner, a Rivertown club member, was paying close attention and had Jeremy back on his wheels without losing a position, but his lead was gone.

Jeremy was clearly the fastest truck out there. When he settled back down he rebuilt his lead back to three seconds and won easily. Scott Hughes and Jack Johnson finished seconds later. Clearly some motor work was in order if anyone was going to catch Jeremy. With Jeremy starting up front, that task might prove insurmountable.

The second Stock A main seemed like a rerun of the first, with two differences. First, Jeremy didn't make a mistake. Second, Scott Hughes seemed just as fast as Jeremy, at least for the first three and 1/2 minutes. Jeremy pulled away slightly on Hughes during the 9th and 10th lap giving Mr. Kortz his first The new Stock Champion didn't run the 3rd A main and Scott Hughes It was late Sunday afternoon when the Modified mains began. The first A main started well for Team Associated with three of the first five trucks being RC-10Ts. It would end as a battle between Hodap and Kinwald with Brian beating Greg to the line by .97 seconds. Mike Dunn

finished a strong third to position himself well for the next two rounds. Mark Pavidis, the defending Modified champ, was 7th in the first heat.

TQ Jeremy Kortz got a great start in the 2nd heat, but Brian Kinwald came along and tucked himself right behind Kortz. It was my perception that the veteran Kinwald was making sure that he stayed in Jeremy's view with the hopes of shaking up the less experienced, but talented younger driver.

On the third lap it looked like that strategy would pay off. The pressure was clearly on Kortz and his Twister powered Losi truck. If Jeremy didn't make a mistake, Kinwald would have a 1st and a 2nd place, which would put in a strong position for the championship. A mistake by Kortz would hand the title to Kinwald if Brian held on to win. Jeremy fish-tailed on this lap and the race became even tighter. Meanwhile Mike Dunn closed in moving up two places to fourth. Scott Hughes suddenly developed radio problems (assumed) and Dunn was up to third.

Dunn's fifth lap was on the weekends fastest and moved up to second passing Kinwald. At this point Kortz had about a 25-foot lead over Dunn. Dunn closed it up slightly, but got his front end up in the air on the doubles. That ended his chase for the lead. They finished the 2nd A main in that order.

This gave one win and a third to Kinwald, a win and a 9th place finish to Kortz, and a 2nd and 3rd for Mike Dunn. A win for Brian or Jeremy would win a title. Dunn could get the title with a win if Kinwald did no better than 3rd in the 3rd run. Another possibility would be if none of the above finished up front in the third run.

This would lead to the undesirable idea of waiting for the scorekeeper to tally the results while everyone waited.

In round three, Jeremy Kortz led the first two laps. This put him three minutes from his 2nd national title of the day. Early it was Scott Hughes and Rick Vehlow chasing Jeremy. Kinwald was a close 4th for the first half the race. At the halfway point Hughes closed to even with Kortz and they ran toe to toe for an entire lap. Hughes saw his opening as Kortz rolled. This put Vehlow up to 2nd with Kortz back to third along with Kinwald.

In the remaining moments Scott Hughes began to pull away. Scott, with a 4th and a 10th didn't have a shot at the title. Vehlow was second after having placed 6th and 2nd in the first two runs. That left the title in the hands of Kinwald and Dunn who were running 3rd and 4th. That is just how they finished. For you statistics freaks, this was the second year that Losi won stock and Associated won modified. In four years of truck racing Losi has won six of 8 titles with Associated winning the other two. Jack Johnson and Kyle Reed have two titles each. Kyle is the only two time stock winner and Jack Johnson is the only two time modified winner. Four drivers have one title each. This year's stock winner, Jeremy Kortz and mod winner Brian Kinwald are first time Truck Nats winners. The other two titles belonged to Mike Dunn (Stock '91) and Mark Pavadis (Mod '92). Three of the four Truck Nats have been east of the Mississippi River so I expect the '94 event will move back to the west. I hope you westerners enjoy what is the most popular Nat here in the midwest. Good luck in '94.

STOCK RESULTS

A Main	10th - Jason Clark	9th - Jeremy Taylor
1st - Jeremy Kortz	F Main	10th - Joshua Vollmar
2nd - Scott Hughes	1st - Chris Mockerman	K Main
3rd - Jack Johnson	2nd - Mike Sutherland	1st - Eric Prevost
4th - Rick Vehlow	3rd - Todd Hicks	2nd - Michael Vitale
5th - Scott Roberts	4th - Chuck Berg	3rd - David Beam
6th - Matt Ledger	5th - Joe Weeman	4th - Mike Murray
7th - Mike Dunn	6th - Keith Hamilton	5th - Jake Myers
8th - Jason Ruona	7th - Troy Weber	6th - John Barron
9th - Scott Brown	8th - Wade Whitaker	7th - Steve Brummett
10th - Jon Anderson	9th - Brian Kadow	8th - Dave Bengtson
B Main	10th - Dan Hadley	9th - Brent Darroch
1st - Gil Losi, Jr.	G Main	10th - Craig Boardman
2nd - Brian Kinwald	1st - Craig Xavier	L Main
3rd - Brian Dunbar	2nd - Bob Moore	1st - Bill Abolt
4th - Greg Hodap	3rd - Joe Freitas	2nd - Steve Clausung
5th - Mark Pavidis	4th - Jeff Brown	3rd - Adrian Melillo
6th - Mike Blackstock	5th - Bob Zahn	4th - Dana Bailes
7th - Bryan Peterson	6th - Mike Wolf	5th - Mike Stoll
8th - James Ward	7th - Michael Thomas	6th - Dwight Baugher
9th - Scott Rister	8th - Jeff Swartz	7th - Mike Slaughter
10th - Jay Halsey	9th - Dave McEwen	8th - Ricardo Wright
C Main	10th - John Jones	9th - Larry Fairtrace, Jr.
1st - Mike Marshall	H Main	10th - Dan Vollmar
2nd - Cliff Lett	1st - James Brink	M Main
3rd - Larry Plank	2nd - Shawn Planko	1st - Josh Cyrul
4th - Todd Lewis	3rd - Doug Jones	2nd - Brad Farmer
5th - Gary Studt	4th - Ronald Savoie	3rd - Brian Smith
6th - Keith Tessmer	5th - Mike Detmers	4th - Chris Betzer
7th - Brent Wallace	6th - Jesse Juneac	5th - Marc Morr
8th - Jim Bronson	7th - Bob Novak	6th - Cary Heckman
D Main	8th - Rod Rippee	7th - Tim Sibley, Jr.
1st - Jeff Villemure	I Main	8th - John Abatto
2nd - Dean Karnes	1st - Scott Walter	9th - Shain Alexander
3rd - Dan Fisher	2nd - Mike Powell	N Main
4th - Chris White	3rd - Edward Hawkins	1st - Marlon Binion
5th - Todd Hodue	4th - Mike Villemure	2nd - Jeff Hyatt
6th - Peter Maiolo	5th - Nick Zaccaro	3rd - Danny Jenkins
7th - Jack Wilson	6th - Jeff During	4th - Mike Kendricks
8th - Tim Vause	7th - Jerry Cyrul	5th - Fred Oles
9th - Mike Zavoda	8th - Walter Henderson	6th - Jim McGinness
10th - Drew Richards	9th - Jeffrey Zuccarell	7th - Jeff Schroeder
E Main	10th - Doug Decker	8th - Joe Bobrowski
1st - John Walters	J Main	9th - James Badford
2nd - Phillip Thomas	1st - Brad Perdiew	O Main
3rd - Scott Cain	2nd - Steve DeArmon	1st - Andre Su
4th - Wylder Barrows, III	3rd - Jonathan Alexander	2nd - Jeff Pryor
5th - Jeff Gletz	4th - Dave Czerniejewski	3rd - Jeff Crowell
6th - Randy Kato	5th - Travis Dupree	4th - Peter Beers
7th - Bob Bean	6th - Greg Powrie	5th - Tim Sibley, Sr.
8th - Anthony Lewis	7th - John Socha	6th - Dan Williams
9th - Sean Glazar	8th - Ivan Taylor	7th - Rob Schaffer

8th - Don McMillan
 9th - Mike Berkley
 10th - Adam Drake
P Main
 1st - Derek Willkomm
 2nd - Jon Fulmer
 3rd - Brad Cusac
 4th - Mitch Shisler
 5th - Chuck Bartholomew
 6th - Ron Ribbink
 7th - Eric Nordin
 8th - Mark Smyka
 9th - Tim Elenz
 10th - Nate Wagner
Q Main
 1st - John Przonek
 2nd - James Cody
 3rd - Derek Ziegler
 4th - Paul Pazanin
 5th - Larry Riggins
 6th - Steve Jordan
 7th - John Pennington
 8th - Norman Franks
 9th - Gregg Moore
 10th - Tom Whalen
R Main
 1st - Alex Moultray
 2nd - Jeff Todd
 3rd - Mark Scott
 4th - Phil Elisio
 5th - Gene Heath
 6th - Sam Sprang
 7th - David Molina
 8th - Alvin Guy, III
 9th - Tony Carrubba
 10th - Jesse DeArmon
S Main
 1st - Jody Flipse
 2nd - John Argentino
 3rd - Joe Brown
 4th - Jim Mazurek
 5th - Gary Ziegler
 6th - Mark Gorney
 7th - Bill McCall
 8th - Shawn Shadow
 9th - Robert Brown
T Main
 1st - Eric Cowden
 2nd - Wendell Light
 3rd - Sharon Bean
 4th - Joe Ruberto
 5th - David Hering

6th - Don Schondelmayer
 7th - Ed Elenz
 8th - Larry Dommer
 9th - Dave Nichols
 10th - Larry Fairtrace, Sr.
U Main
 1st - Mike Flipse
 2nd - Joe Beregszaszy
 3rd - Adam Boyd
 4th - Jason Land
 5th - Jane McMillan
 6th - Ken Hamilton
 7th - Steve Stokes
 8th - Dave Elenz
 9th - Ian Caldwell
V Main
 1st - Tim Sundre
 2nd - Paul Davis
 3rd - Nick Davis
 4th - George Mockerman
 5th - William Fry
 6th - Larry Dubois
 7th - Gary Climie
 8th - Tim Earl
 9th - Randy Stanham
W Main
 1st - Bruce Tremayne
 2nd - Russell Leach
 3rd - Mart Belovicz
 4th - Beverly Dubois
 5th - Gordon Heeres
MODIFIED RESULTS
A Main
 1st - Brian Kinwald
 2nd - Mike Dunn
 3rd - Scott Hughes
 4th - Greg Hodapp
 5th - Rick Vehlow
 6th - Jeremy Kortz
 7th - Matt Ledger
 8th - Gil Losi, Jr.
 9th - Mark Pavidis
 10th - Brian Dunbar
B Main
 1st - Scott Roberts
 2nd - Gary Studt
 3rd - Jay Halsey
 4th - Jon Anderson
 5th - Jason Ruona
 6th - Cliff Lett

7th - Jack Johnson
 8th - Scott Brown
 9th - Scott Rister
 10th - Bryan Peterson
C Main
 1st - John Walters
 2nd - Mike Blackstock
 3rd - Jim Bronson
 4th - Dan Fisher
 5th - Mike Marshall
 6th - Chris White
 7th - Gene Hickerson
 8th - James Ward
 9th - Keith Tessmer
D Main
 1st - Joe Freitas
 2nd - Josh Cyrul
 3rd - Brian Kadow
 4th - Craig Xavier
 5th - Dana Bailes
 6th - Brian Smith
 7th - Brad Farmer
 8th - Jeremy Taylor
 9th - Jason Clark
E Main
 1st - Jeff Villemure
 2nd - Brent Wallace
 3rd - Dean Karnes
 4th - Chris Mockerman
 5th - Joe Weeman
 6th - Ken Sciabaras
 7th - Derek Willkomm
 8th - Todd Hicks
 9th - Drew Richards
 10th - Dave McEwen
F Main
 1st - Sean Glazar
 2nd - James Brink
 3rd - Scott Cain
 4th - Jeff Swartz
 5th - Adrian Melillo
 6th - Brian Howell
G Main
 1st - John Jones
 2nd - Todd Hodge
 3rd - Shawn Planko
 4th - Larry Plank
 5th - Larry Rice, III
 6th - Jeff Geltz
 7th - Eugene Ryder

8th - Adam Drake
 9th - Phillip Thomas
 10th - Mike Zavoda
 H Main
 1st - Chuck Berg
 2nd - Keith Hamilotn
 3rd - Bob Zahn
 4th - Michael Thomas
 5th - Mike Murray
 6th - Jonathan Alexander
 7th - David Beam
 8th - Jeff Brown
 9th - Wade Whitaker
 10th - John Abatto
 I Main
 1st - John Rybicki
 2nd - Wylder Barrows, III
 3rd - Dan Hadley
 4th - Mike Powell
 5th - John Socha
 6th - Walter Henderson
 7th - Dave Czerniejewski
 8th - Mike Villemure
 9th - Mike Detmers
 J Main
 1st - Eustace Moore
 2nd - Danny Jenkins
 3rd - Dave Bengtson
 4th - Steve DeArmon
 5th - Mike Stoll
 6th - Roger Thenhaus
 7th - Rob Schaffer
 8th - Bob Bean
 9th - Steve Clausing
 10th - Eric Nordin
 K Main
 1st - Bob Moore
 2nd - Doug Jones
 3rd - Troy Weber
 4th - Jake Myers
 5th - Jeff Crowell
 6th - Jesse Juneac
 7th - Jeff Durling
 8th - John Argentino
 9th - Nick Zaccaro
 L Main
 1st - Mike Sutherland
 2nd - Brad Perdiew
 3rd - Doug Decker
 4th - Mike Hamilton

5th - John Kolaski
 6th - Andre Su
 7th - Dwight Baugher
 8th - Brent Darroch
 M Main
 1st - Jim McGinness
 2nd - Marc Morr
 3rd - Larry Fairtrace, Jr.
 4th - Steve Jordan
 5th - Alex Moultray
 6th - Ricardo Wright
 7th - Tom Whalen
 N Main
 1st - Ivan Taylor
 2nd - Edward Hawkins
 3rd - Marlon Binion
 4th - John Barron
 5th - Jeffrey Zuccarell
 6th - Chris Betzer
 7th - Gene Heath
 8th - Pam Taylor
 9th - Chuck Bartholomew
 10th - Dan Williams
 O Main
 1st - James Cody
 2nd - Steve Brummett
 3rd - Michael Fishel
 4th - Greg Powrie
 5th - Travis Dupree
 6th - Phil Elisio
 7th - Don McMillan
 8th - Jacob Pritchard
 9th - Ronald Savoie
 P Main
 1st - Craig Boardman
 2nd - Edward Karr
 3rd - Jeff Taylor
 4th - Shain Alexander
 5th - Cary Heckman
 6th - Alvin Guy, III
 7th - Paul Panzanin
 8th - Joe Brown
 9th - Mike Flipse
 Q Main
 1st - Jeff Hyatt
 2nd - Robert Brown
 3rd - Mike Kendrick
 4th - Gregg Moore
 5th - Eric Cowden
 6th - Mark Gorney

7th - Tony Carrubba
 8th - Ed Elenz
 9th - Joe Ruberto
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 R Main
 1st - Jim Mazurek
 2nd - Jon Fulmer
 3rd - Larry Rice
 4th - Jason Land
 5th - John Pennington
 6th - Fred Oles
 7th - Ron Ribbink
 8th - Joe Beregszaszy
 9th - David Hering
 S Main
 1st - Eric Prevost
 2nd - John Przonek
 3rd - Larry Riggins
 4th - Tim Sibley, Sr.
 5th - Larry Fairtrace, Sr.
 6th - Ken Hamilotn
 7th - Dan Vollmar
 8th - Joe Bobrowski
 9th - Tim Sunde
 T Main
 1st - Jody Flipse
 2nd - Barry Fulcher
 3rd - James Radford
 4th - Don Schondelmayer
 5th - Jim Maginity
 6th - Shawn Shadow
 7th - Mike Killebrew
 8th - Jane McMillan
 9th - Russell Leach
 U Main
 1st - Mark Pritchard
 2nd - Mark Smyka
 3rd - Paul Davis
 4th - Tim Earl
 5th - William Fry
 6th - Larry Dommer
 7th - Ian Caldwell
 8th - Nick Davis
 9th - Randy Stanham
 V Main
 1st - Bruce Tremayne
 2nd - Mark Scott
 3rd - Tom Killebrew
 4th - Mart Belovicz
 5th - Patrick Connell

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1/12 ASSISTANT
ROBERT POAGE
235-B River Dr.
Hadley, MA 01035
(413) 596-9311

Region 1

Hello ROAR Region 1 Members! The summer regional championships are over and I am happy to report some hot racing action. Let's sum up the action with reports from the various assistants and race reporters.

On-Road Super Regional Championship *By Larry Labounty*

On a fine weekend in July, the Central NY Radio Controlled Auto Racers (CNYRCAR) hosted the 1993 On-Road Super Regional. The club tried a unique "combined" format, with the gas 1/8th and 1/10th cars running in conjunction with the electric 1/10th and 1/12th cars.

The weather proved to be very good with clear skies and warm temps. However, a strong westerly breeze kept the racers busy. The cars were being tossed around quite a bit due to the strong winds.

Highlights from the On-Road Super Regional:

In 1/12th scale a fierce battle was waged between Mike Dumas, Brian Wynn and Mark Calandra. These racers battled back and forth for the full eight minutes, swapping positions every lap.

In 1/10th stock, Bruce Carbone

won the A main with a fine run edging out his rival and friend, Jay Briscoe. Gary Acey kept things interesting battling with Jay for second.

1/10th modified proved to be a battle for TQ as Frank Calandra, Jr. and Willy Decker swapped TQ every round.

New this year was the 1/10th gas cars. Tim Chin TQ'd and won the championship in the .15 class. However, he had strong opposition from Dick Elizer and Marsha Miller. In the .12 class, Harry Olson took the championship, finishing third overall with the .15's.

The 2WD open class was won by John "I want my transponders" Lobon. Big John put in a good 30 minute main to take the championship.

The results from the 2WD sportsman class were mixed up in the shuffle of tearing down the track. I believe Dave Theibolt from the Near Club brought home the win.

The largest class of the weekend was 1/8th scale 4WD. Frank Calandra, Jr. and Tommy Ramundo continued their season-long battles. Calandra ended up TQ and won the 30 minute A main. The following week, both drivers were on their way to Sweden for the 1/8th World Championships.

In summary, the CNYRCAR gang did a fine job running and

managing the electric/gas combined format. Thanks to Frank Calandra, Jr. and the CNYRCAR crew for putting on a nice show.

1994 Regional Championship Bids

Any club interested in hosting the 1994 Regional Championship should request a "Regional Championship Application Form" from either Frank Calandra or myself. Applications will be accepted from November 1st to December 31, 1993. Please send copies to both Frank and myself.

Larry.

1993 Off-Road Truck Region 1 Championship *By Jim Sapello*

The 1993 off-road season was in full swing when the truck regional championship turned to the R/C Madness Facility. This year, the 1/10th gas trucks took to the track with the usual compliment of 1/10th stock and modified electric trucks. The off-road truck class continues to grow here in the Northeast, out-numbering the buggy class on occasion. This year, the buggy and truck races were

split up, with the buggies running later in the year at the Megadrome, in North Adams, MA.

Almost 200 entries took to the demanding R/C Madness mogul field. Two "huge" jumps proved to be "make or break" section for many drivers during the weekend. The two jumps were almost 5 feet high and 6 feet apart! Everybody duck!

In stock, Eric Desrosiers, (Trinity, CRC, Losi) was the early first round TQ. Eric held on for two rounds until Nick Zaccaro (R/C Madness, Losi) and Frank Calandra, Jr. (CRC, Trinity, Team Losi, JR Propo, Novak) bumped him to third. Zaccaro and Calandra were locked together in the third and final round with Nick taking TQ for this prestigious race. Congratulations go out to this young racer for a well deserved TQ!

In the triple A main format, Zaccaro took off from his TQ position to win the first A main. Then trouble struck for Nick. While staging for the second main, Zaccaro had severe radio problems (later traced to a module problem) and he could make not start. The second main started with Don Perry (R/C Madness, Bud's, CRC, Losi) taking the holeshot. Calandra pressured Perry for the entire race but Don did not make a mistake. Perry won with Calandra a close second.

The final A main for the stock class! All the spectators and racers were trying to figure out the different scenarios based on the finishing positions of the first two A mains. Calandra jumps to the lead from his second qualifying position with Desrosiers second and Zaccaro third. If Zaccaro gets by Desrosiers, Nick is the overall winner. If not, Calandra takes the overall. After a fierce battle, Eric holds off Zaccaro and Frank Calandra Jr. takes the 1993 off-road

truck regional championship. Tough break for Nick with his radio trouble in the second main, but he did end up second overall.

In the off-road gas truck class, Vermont's Joe Mintrone took TQ honors with his A main R/C 10T conversion. However, in the 20 minute A main, Joe had servo problems which did not allow him to finish. John Brown (New Wave, Brownie's Hobby) took the first ever Region 1 championship running a perfect 20 minute race.

On Sunday, the mighty modifieds hit the track with many of the same faces showing up in the A main. Frank Calandra, Jr. took TQ honors with Desrosiers second qualifier. Main event winners were Brent Volff (Megadrome/Losi), Calandra and Perry. The overall winner was again Frank Calandra Jr. with Don Perry second and Brent Volff third.

Thanks go out to the Madness crew for a well-run event. Russ Upton did a great job announcing, keeping things in order and on time. Thanks go out to all that attended the event and congratulations go to Frank Calandra, Jr., for a clean sweep of the 1993 Truck Regional.

Jim.....

Director's Report

The Dirt Oval Regional will be held on the last weekend in October at the indoor Megadrome Facility in North Adams, MA. A Mudbus class will be run so all you fans of the dirt modifieds need to head out to the Regional. Call Gordon Wilson at 413-663-9593 for more info.

Next time, we will have results from the Paved Oval and Off-Road Buggy Regional Championships. Don't forget to vote!

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Region 2

First I'd like to thank all those that voted for me in the recent election and thank all those that voted period. You may not think it, but your vote does count, but only if you vote. Congrats are in order for our new president, Bob Morgan. Finally, congratulations are also in order for Sean Glazar. I have to admit that it takes "a lot" to even have your name posted on a ballot. Thanks Sean!!

When I learned of my re-elec-

tion, the first order of business was to call all my assistant directors to see if they wanted to stick it out for another term. Much to my surprise, they all agreed to stay on. Thanks Guys.

I also have an addition to my assistants, Lou Carrozza. Lou is a long-time racer, specializing in 1/12th on-road. Lou will assume most of the responsibility for the on-road events in the region. Welcome aboard Lou.

On to racing! Thanks to Skip Chernoff of the Trevoise R/C Racing Association for the quick "News Flash" results of the Region 2 1/8th Gas Championships. Mike Coffey was the official at the event and promises a full report by the next issue

Region 2 Gas Championship

By Skip Chernoff

Sorry, I don't have the complete results as we were in a rush to get back to Philadelphia but here are the winners:

A Main

1st Place - Jim Griggs
(Region 2 Champ)

B Main

1st Place - Glen Demet
(Gizmo)

GTP

1st Place - Steve Thompson
4WD Open

TQ - Frank DePace

GTP

TQ - Bill Keifer

Concours

Bill Conner

A special thanks to the Virginia group for putting on a first class show. New for this year was "pre-qualifying". The purpose of this was to group the racers of equal ability in the same heats. It went like this: each racer had a three lap warm-up and then ran three

NEW UPDATED CHARGERS!

The Team Novak **DIGI-PEAK** Chargers have been updated for 1993. The new features include 14 gauge output wires with Alligator clips, temperature controlled fan circuitry, Solid State RVP™ (reverse voltage protection), and the elimination of the initialization delay period. Racers will appreciate the new fan circuitry which shuts off the optional cooling fan when the heat sink is below 115° F, allowing quieter operation and extended fan life.

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laps on the clock. The drivers who ran the three laps in the fastest times were grouped together, and so on.

Some racers were overheard complaining that they thought it was a waste of time. I thought it was fun.

There were five rounds of qualifying. A mains were 45 minutes. B mains were 30 minutes.

The layout was challenging, with a mix of high speed and low speed areas. I found tire wear to be high on Saturday but not as high as Sunday...I wonder why?

The awards given out were very nice...they were complimentary "Barrel Bags".

Considering the importance of this race, all drivers kept their cool and good sportsmanship was shown by all. It was also nice to see so many racers stay behind to help

with the track tear-down.

Well, another regional is over and we can congratulate our winners and our "also rans". We look forward to next year's regional and the remaining races this season. A fellow "Go-Kart Racer" once had painted on his trailer: "the race is never over"...how true!!!

Upcoming events include:

The Paved Oval Championship to be held at Cooper's R/C Race Center, Chatham, VA. You can call Norris or Pat Cooper for more information and an entry form at 804-724-4182 or 804-724-2525. The event will take place Halloween weekend, October 30-31, 1993. We will be running a Stock Truck Oval Class for fun.

I'm still looking for sites for this

year's indoor 1/12 and 1/10 on-road events. If you are interested, please feel free to call me any evening between 6 P.M. and 10 P.M.

Just so that you know what will be coming up for 1994, I have already issued sanctions for four events. I feel good about this situation, it's what we have been trying to do for a long time...have a schedule in place for the upcoming year before this year is over. I'll list the sites below:

1994 Paved Oval Regional
C.E.C. Motors, R/C Division
5743 Molly Pitcher Hwy.,
P.O. Box 3,
Marion, PA 17235
Attn: Charlie or
Brian Booze
Telephone: 717-375-4635

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Notice: The 1993 Parle/Palace
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 scale On-Road Gas Classer!

*Southern Gas: TQ and 1st
 Vegas Grand Prix: TQ and 1,2,3
 Texas Biggie: TQ and 1st
 *MCCOY: TQ and 1,2
 Paris/Palace Station Can Am: TQ
 and 1,2,3,4,5
 *ROAR Nats: TQ and 1,2,3

Plus, many regional and local races: Toys for Tots, R/C Speedweek, etc. The fact is that every race entered in '92 by the Associated/Paris team of Ralph Burch Jr. and Mike Swauger was won with the Picco setup. The Picco Genesis race car is one of the most sophisticated race cars today! Its high-quality aluminum construction ensures consistent performance, even in high- or low-temperature conditions. Our continuing research and development program helps keep Picco drivers out in front! Watch for updates in performance and durability to be released throughout '93. If you race to win, "Picco's the One!"

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 FAX (909) 465-0089

1994 Off-Road Regional - Cars
Wagonhill Hobbies
967 New Castle Road,
Butler, PA 16001
Attn: Jeff Hyatt
Telephone: 412-865-9877

1994 Off-Road Truck Regional
Pit Stop Hobbies
262 W. Main Street,
Mount Joy, PA 17552
Attn: Jim Stoudt, Jr.
717-653-6222

1994 Dirt Oval Regional
Cooper's R/C Race Center
Rt. 4, Box 122B
Chatham, VA 24531
Attn: Norris or Pat Cooper
Telephone: 804-724-4182 or
804-724-2525

Although dates have not yet been determined, you now know where your favorite event will be held next year. Do your best to support these facilities, they will be trying to give you the best possible event they can.

Remember, I am taking bids for 1994-1995 events. The only way that things can really be better is if you help. No one person can do it

all alone...I need your help.

I was quite pleased when I got the call from American Hobbies about a sanction, level 2, for a special warm-up race for the upcoming Asphalt On-Road Region Championships. What I didn't expect was a major sponsorship for the event. Point Blank stepped up and the show was set.

Point Blank . . . The Race!!! 1/10th and 1/12th On-Road Racing

American Hobbies Raceway
August 7-8, 1993

Although the Friday practice sessions had to be run in between the rain showers, spirits were high that Saturday's racing would get underway without a hitch, or so thought the race officials and racers. But, Old Mother Nature had other ideas! Heavy rain turned Saturday into yet another practice

session. The decision was made, the whole show would go Sunday, one way or the other. Sponsorship for the event was by Point Blank and sponsor they did! The racers had the pleasure of meeting Trinity people like Tony P. and Tom Lowden and racers Rich Icker and Jake Flurer. I think that every entered racer went home with something, gears, motor break-in lube, decals and the like. Selected, random-picked, racers received gift certificates valued up to one hundred and fifty dollars. When I asked Rich Icker about them, he assured me that the certificates were just like cash with Trinity. Not a bad deal for a racer.

Classes to be contested were: 1/10 stock and modified and 1/12 stock and modified.

Qualifying in 1/10 stock was a shoot-out. The top drivers, Rich Icker, Jake Flurer and Bruce Campbell would lead the pack all with stout 18 lap runs. Icker would end up with the TQ trophy. I think this was the first time that most drivers got to see the new Evolution car in action.

1/10 modified qualifying would find the Trinity drivers split by Matt Wojtkowiak, Jr. This time Jake Flurer would take the TQ gold, followed by Wojtkowiak and Icker. These guys really turned up the wick, all recording ballistic 19 lap runs.

1/12 stock qualifying looked to be a one man show. Local favorite, Mike Palmer, stomped on the rest of the field winning the TQ spot with an awesome 35 laps while his closest challenge came from Anthony Shaio, 32 laps, and the Man himself...Larry Wedemeyer also with 32 laps.

1/12 modified was again the Mike Palmer Show, only this time

The 1/10 A-Main drivers prepare for the battle.



faster. 38 laps was the tally for Palmer, besting his nearest opposition, Al Turner, by four full laps. Turner having run a very respectable 34 laps and once again, Larry Wedemeyer winding up in the third position with 33 laps.

Even though the threat of rain lingered, the program continued without incident. During the break, more prizes and gifts were given away. I can't say enough for the folks at Point Blank.

The 1/10 stock A main was run, TQ Icker looked like the man to watch until he was "punted" by a back-marker about halfway through the race. This left the door open for teammate Jake Flurer to make his charge to the front, while Bruce Campbell was making a serious bid to go to the front. At the buzzer, Flurer emerged the winner with 19 laps, while Campbell finished second a scant 1.8 seconds behind. Matt Wojtkowiak, Jr. finished third with a hard charge from his number 7 qualifying spot.

The 1/10 modified A main was where we were to see the really

serious horsepower! Seems that everybody powered up for the main. This time, Matt Wojtkowiak, Jr., put a hole shot on everybody at the start and was around turn one before the other cars reacted! Flurer was in hot pursuit. Icker, who was an early challenger, fell victim to mechanical difficulties and dropped out at the halfway point. Bruce Campbell moved up but was no match for the awesome display of power ahead of him. Flurer pressed hard and overtook Wojtkowiak at about the halfway point. Both the lead drivers were turning some of the fastest laps of the event. At the buzzer, it was Flurer the winner with 19 laps at 4:02, Wojtkowiak finishing second also with 19 laps at 4:05 and Bruce Campbell cruised into third with 17 laps at 4:05.

1/12 stock was still a one man show, with Mike Palmer going the distance and winning with 34 laps, Larry Wedemeyer charged hard to finish second besting his qualifier by almost a full lap and Alex Kikel finished third moving up from his

fifth place start.

1/12 modified was a shoot-out between Mike Palmer and Al Turner. Palmer and Turner swapped paint back and forth but the final results told the story. Palmer fell off pace in the struggle for victory but he did hang on to win. Turner finished as he started second. Drew Goldberg finished his day with a fine third place finish.

All in all, the event turned into a success. Pity the racers that did not come to warm up for the Regional. Thanks to American Hobbies and their crew and thanks to Point Blank for the great sponsorship.

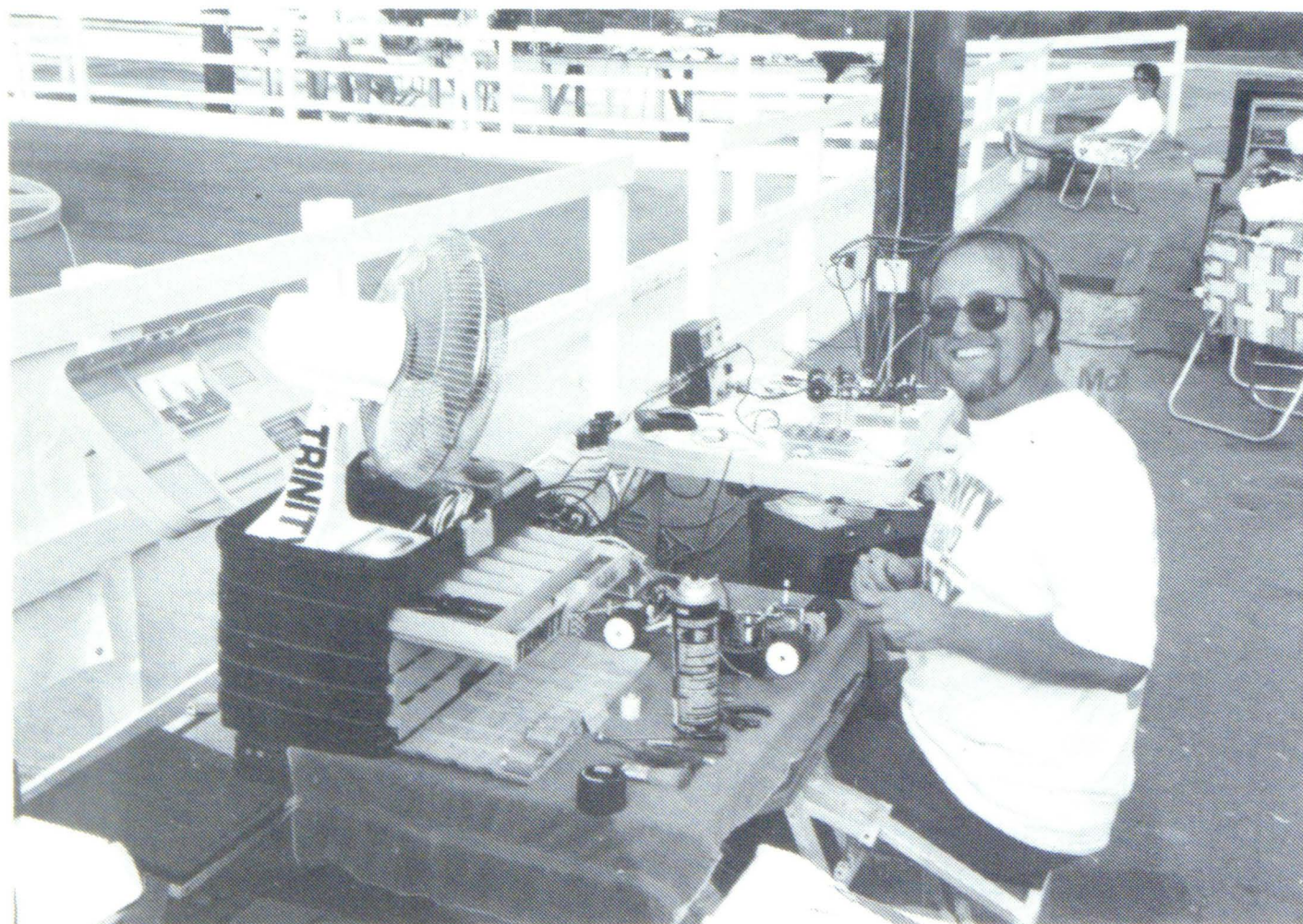
The things that can be done when ROAR, a great track and a great sponsorship all get together is amazing!

A final reminder...I still need tracks for upcoming regional events. Please call.

And, don't forget...your track can have a sanctioned event, level 1, 2, or 3, to get your racers used to running ROAR events.

"Till next time..."

Left: Trinity driver Jake Flurer with a TQ smile. Below: Delaware racer Bruce Campbell makes final preparations for the mains.



GLEN HARKEY
5600 W. Colonial Dr.
Orlando, FL 32808
(407) 295-9256

1/10 DIRT OVAL
T.B.A.

1/10 OFF-ROAD
RON AULD
818 Carrigan Ave.
Oviedo, FL 32765
(407) 366-7448

1/12 ON-ROAD
JERRY WYNN
40610 Co. Rd.-25
Lady Lake, FL 32159
(904) 753-8205

1/10 ON-ROAD
STUART LEVINE
3107 Stonecastle Rd.
Orlando, FL 32822
(407) 380-1777

1/8 SCALE
FRED BOWEN SMITH
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(305) 922-4153 Fax

1/10 GAS ON ROAD
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4715 N.W. 157th St. #107
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(305) 624-1112 Fax

Region 4

First, I would like to thank everyone that voted. Whether you voted for me or Bill is not as important as the fact that you voted.

Secondly, I'd like to thank Bill Fraden for allowing me the opportunity to have worked with him for two and one-half years. I look forward to receiving his support and cooperation in a smooth transition.

My first endeavor is to select assistants for Region IV. I think it is very important that all racers in Region IV be equally and fairly represented. For too long the panhandle and south Florida area have been left out of racing plans. I need to work on changing this.

The Florida State Electric On-Road series is thriving and I would like to see this continue on and I'm sure it will!

Gas cars, 1/10 scale, are beginning to gain in popularity also. I would like to work at getting some competition going for both on and off-road gas cars.

It is my fervent hope that ROAR's previous problems are now behind us.

I'm really looking forward to working with our new president, Robert Morgan.

What I am really looking forward to most though is representing all of you racers in Region IV. In planning for the future, all clubs interested in hosting a Region IV or National event in 1994 should

start sending bids to me now. Should any of you have any questions, please feel free to call me anytime. Once again, thank you all for your support and allowing me this opportunity to represent you in Region IV.

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1/10 On-Road
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1/10 Off-Road
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1/10 Gas On-Road
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(Business)
FAX: 305-624-1112

1/8 Gas
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5771D Coach House Circle

Boca Raton, FL 33486
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(Home)
Telephone: 305-922-3040
(Business)
FAX: 305-922-4153

1/10 Oval
To Be Announced

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(Business)
FAX: 407-578-5420

Region 4 ***Championships***

By Glenn Harkey

While driving to Tampa, FL for the Region 4 Champs my thoughts drifted back to previous Region 4 Champs. (Those were the days of innocence. We even had Production Class.)

Pete Peterson, Bill Blakeslee, Shawn Joiner, Mark Novotny, Larry McClendon, Mike Burnette, Edwin McTureous, Bill Jackson, Tracy Todd, Gregg Rhodes, Tem Raskin, Darrin Stump, Jeff Retey, Mike Mellin...all were previous

champions of Region 4. Would anyone repeat as champion? Would any new surprises develop as champions?

After arriving at the West Coast R.C. Club, home of the world famous "Winter Champs", I checked out the track. Unbelievable! Before my eyes was the best track layout Tampa has ever had to offer! Marc Hillner and Mike Botts were in charge of track maintenance and Ed Zaniboni would have been very proud of these guys. Marc and Mike supervised the track crew and each round was as consistent as the previous. I've raced at Tampa since 1986 and this was their finest track presentation to date! I could just feel the "magic" in the air.

Friday dawned bright, clear and hot! Typical Florida summer day. 190 racers were ready to do battle!

Round one saw Mike Meighen, Chad O'Daffer, Mike Sharpe and Dave Vera as the top four qualifiers in 2WD stock car.

In stock truck Jeff Lynn, Phillip "Dead Bug Doug" Wright, Vaughn Williams, and Eric Kirby were the top four qualifiers.

4WD had Bret "the Jet" Reelfs, "Bad" Brad Reelfs, "Juan Rodriques" Mitch, and "Racin" Jason Ruona in first through fourth! Bret (the Jet) turned in a twelve lap 4.17.00 performance. I knew the track had been prepared perfectly and was excited about watching the excellent high-caliber talent race.

Modified 2WD saw Bret "The Jet" Reelfs, "Racin" Jason Ruona, "Bad" Brad Reelfs and "Rarrin" Darrin Stump as the leaders.

Modified truck saw "Juan Rodriques" Mitch, Bret "The Jet" Reelfs, Tracy "Poindexter" Todd, and "Racin" Jason Ruona as the top four qualifiers.

Rounds two, three and four saw

some swapping around in qualifying positions with the following class TQ's:

Stock Car

Mike Meighen

Stock Truck

Phillip Wright

4WD

Bret Reelfs

2WD

Brad Reelfs

Modified Truck

J.R. Mitch

Now on to the mains!

B Main Stock Car saw Wes Dennis, Dave Harrison and Ron McDavid run away from the pack and that's how they finished.

Stock Car A Main: The TQ Mike "Sleepy" Meighen was caught asleep at the start and never was a factor. Mike Sharpe pulled an incredible hole-shot to quickly move into the lead. Chad O'Daffer made some moves to challenge Mike but got a little crossed-up on the infield, dropping towards the back of the pack. On the start of the third lap, the second and third place cars tangled coming through the S's and Mike was never challenged after this. Mike Sharpe cruised to the win. Chad O'Daffer was second, Dave Vera was third, and Bruce Turner was fourth. Sweet dreams, Mike Meighen!

Stock Truck A Main: Phillip "Dead Bug Doug" Wright was off followed very closely by Jeff Lynn. Bryan Thibodeau was third. That's the way it stayed until Phillip made his only mistake with less than ten seconds to go. Phillip dropped to third as Jeff Lynn roared by for the win. Bryan Thibodeau finished second and fourth place went to Vaughn Williams.

4WD Modified: We only had 14 entries in this class. Every year this class becomes smaller and smaller. When will we racers ever see a domestically manufactured

4WD car? Soon I hope. The imports are just too expensive! On to the Race.

4WD B Main:

1st - Mike Lontakes

2nd - A.C. Keller

3rd - Warren Clapp

4th - Bill Noble

4WD A Main: At the start Bret Reelfs was gone! Had it not been for bad luck, Bret would never have lost this race. There was quite a bit of "mixing it up" in the middle of the pack but Brad Reelfs went on to take the win followed by Bret Reelfs in second, Jason Ruona in third and J.R. Mitch in fourth.

2WD Modified B Main: Mike Mellin ran away from the pack and was never challenged. Jeff Retey was second and Mike Meighen finally awoke to take third.

2WD Modified A Main: This class was the first class to use the three A main format. Brad Reelfs was TQ in this class but it was his brother Bret that blasted out to take the lead. Darrin Stump ran Bret down, tried to force an inside move but ended up "tagging" Bret in the rear, resulting in Bret dropping to fourth place. Jason Ruona went roaring by with Darrin Stump heating up Ruona's back bumper. Darrin tried an inside move on Jason, only to end up taking he and Jason out. This allowed Brad Reelfs to slip by and go on to take the win. Second was Jason Ruona, third was Tracy Todd, and, Bret Reelfs was fourth.

In the second 2WD open A main it was Brad Reelfs all the way from start to finish. Jason Ruona was second, Tracy Todd was third and Darrin Stump was fourth.

The third 2WD open A main was academic as Brad Reelfs was already the winner but wanted to make it a clean sweep! The start gun sounded and Brad was out front with Tracey Todd right on his

bumper and Chad O'Daffer right on Tracy's backside! Alas, it just wasn't to be for Brad Reelfs. Tracy Todd went on to win. Jason Ruona was second, Brad Reelfs third and Edwin McTureous finished fourth.

Modified Truck B Main: The start of this race was definitely a "thrash and bash" allowing Paul Wynn to jump out in front of the pack. After a minute and a half, Paul was tied up with a back marker allowing Jeff Lynn, Edwin McTureous and Eric Kirby to go by. Jeff Lynn went wide in the sweeper allowing Edwin McTureous to go on to an easy win.

First Modified Truck A Main: The start was very clean with J.R. Mitch leading the pack followed by Tracy Todd, Bret Reelfs and David Alberico. On the backside of the track J.R. got crossed-up allowing Tracy Todd to go by followed by Bret Reelfs and David Alberico. Coming across the "doubles" Tracy Todd bobbed and wisely backed off of the throttle letting Bret go by. Bret was cruising until the start of lap 8 when his motor lost the Schottky diode and stopped momentarily, right on the front straight-away! I mean did Bret's heart beat fast or what?! His truck was stopped for 2.38 seconds and suddenly Bret was off and going again. Tracy Todd could smell victory now and was gaining on Bret every lap. However, Tracy fell in love with a corner and kissed his chance goodbye! Bret went on to win with Tracy Todd second, Dave Alberico (an up and coming young driver) was third, and "Racin" Jason Ruona was fourth.

2nd Modified Truck A Main: The gun sounded, the trucks roared into turn 1. Ruffy Rios tagged the leader Bret allowing Rios to gain the lead. David Alberico was in second with Brad Reelfs in third! On the third lap coming off the sweeper, Rios got crossed-up

causing Brad to hit Ruffy Rios' rear bumper. This allowed Brad to slip into first with Rios second, Tracy Todd third, and David Alberico fourth. There was some mix'em up action in the middle of the pack but Brad drove a steady race. Jason Ruona was third and David Alberico was fourth.

3rd Truck Modified A Main: The modified truck title was still up for grabs! Bret Reelfs had won the first A main and Brad Reelfs had won the second A main.

At the start, Brad Reelfs was quickly in the lead! Bret was further back in the pack at sixth position. It was at this point that Brad could smell his third title of the weekend.

Brad was never really challenged and cruised on to take the win. Finishing second was Ruffy Rios, third was Jason Ruona and fourth was David Alberico.

Wow! Was Brad Reelfs awesome or what! He won 2WD Modified, 4 WD modified and modified truck! He was TQ in 2WD modified too! His winning 2WD car was an Associated Electric's RC 10 team car using Reedy Mr. S., Reedy Ultra 6 cells, Proline 8022 rears and Losi fronts.

Brad's 4WD car was a Schumacher "Boss Car" with Reedy Mr. O motor, Reedy 7 cell, Proline 8022's all around.

Brad's truck was an RC 10T, Reedy Mr. L, Reedy 6 cell, Proline XTR 65's on front and Proline 8090's on the rear.

I would like to thank the following people. These people gave up their weekend so we racers could have our fun. Diane Vince, Mary Serra, Barbara Mitch, Nancy Hock, Helen Glassen, Bob and Bill Hock, Bob Serra, Tim O'Daffer; Happy Birthday to Mrs. O'Daffer!

Sponsors to thank: Tom Crowe of C.E. Enterprises, Warren Clapp

of Schumacher U.S.A., Gregg Chubboy of City Hobbies, and Glenn Harkey of Central Florida Hobbies.

Thank you West Coast R.C. Club for another outstanding show. This race further solidifies your reputation as one of the ten best tracks in the World. Certainly, the best in Florida. When the next off-road World champs comes to the U.S.A., I nominate this track to serve as host of same.

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Region 5

Welcome again to a wet Region 5. Racing seems to be a little slow due to some of the horrible weather we've been experiencing here in the Midwest. (I can't wait for the indoor season.) But, we have gotten in a few races here although no one wants to share any of the results with us.

Region 5 1993 Events:

July 30 - Aug. 1

**1/10 Dirt Oval Regionals
Golden Bear Hobbies,
Orrville, OH**

**August 18-22
ROAR Off-Road
Truck Nationals
Grand Rapids, MI**

**Sept. 3-5
1/10 Off-Road & Truck
Regionals
Mattoon, IL**

**Sept. 17-19
1/10 Gas Off-Road Regionals
Canton, OH**

**Oct. 9-10
1/8 Gas On-road Regionals
and
1/10 Gas On-Road Regionals
Toledo, OH**

Anyone interested in hosting the 4 Cell Indoor Regionals for 1/12 Scale should send bids in to me as soon as possible. I would like to have the site picked out by the

Indoor Champs in Cleveland so we can get some flyers done to hand-out there.

Region 5 Paved Oval Championships, Machesney Park, IL July 17th and 18th

Race Results:

1/12 Stock:

A Main

**1st - Ralph Duncan
2nd - Hugh Holmes
3rd - Paul Ruskowski (TQ)**

1/10 Stock:

A Main

**1st - Scott Murphy (TQ)
2nd - Todd Norder
3rd - Jay Stoltz
4th - Jamie Tennies
5th - Jeff Gundlach
6th - Tony Christen
7th - Scott Hooper
8th - Eric Meredith
9th - John Canter
10th - Devon Bliss**

B Main

**1st - Guy Brocato
2nd - Mike Steinke
3rd - Bill Heck**

C Main

**1st - J. Schultz, Sr.
2nd - Mark Miller
3rd - Orin Sunde**

D Main

**1st - Clint Busch
2nd - Paul Ruskowski
3rd - Ron Spaulding**

1/10 Modified:

A Main

1st - Chris Schneider

2nd - Jim Dieter (TQ)

3rd - Bob Schoenau

4th - Mike Wood, Jr.

5th - Ken Pepe

6th - Chuck Mactrind

7th - John Foistere

8th - Ken Pohlman

9th - Tom Esposito

10th - Craig Everts

B Main

1st - Tim Sunde

2nd - Randy Deboer

3rd - James Arnold

C Main

1st - Ralph Duncan

2nd - Greg Greene

3rd - Steve Sunde

D Main

1st - Mike Wenzel

2nd - Shane Winchester

3rd - Todd Pfeifer

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Tony Newhouse Mike Hoffpauir Peter Reddien Kurt Wenger Brian Daspit

SCHEDULE of EVENTS

FRIDAY 12: Open Practice 12:00--8:00 pm
SATURDAY 13: Stock Practice 7:30--9:00 am
Drivers Meeting 9:00--9:30 am
All Stock Classes 9:30 am
SUNDAY 14: Open Practice 7:30--9:00 am
Drivers Meeting 9:00--9:30 am
All Mod Classes 9:30 am
**Concours Sunday

ENTRY FEES

\$25.00

ENTRY DEADLINE

NOVEMBER 11, 1993; NO REFUNDS

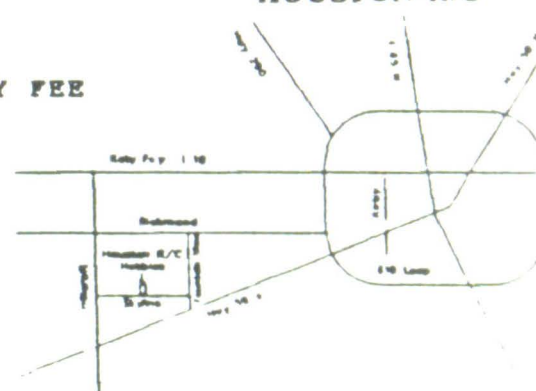
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ROAR Sanction number 9-93-05

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FOR MORE INFORMATION CONTACT LYNN CRAMER 713 266-6006

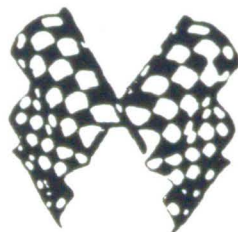
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WITH TRAVEL ASSOCIATES, CONTACT FRAN WALTERS 713 522-8600

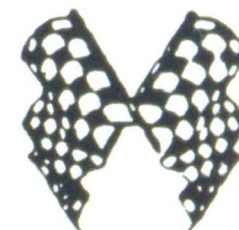
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Region 8

Hot or Wet?

That seems to be the choice for weather here in Region 8. So far, I think all the races have been run without a rain-out. But some have been shortened or started late. I haven't heard of any tracks being flooded out yet. Hopefully, the weather will get straightened out fairly soon and things will get back to normal.

One disturbing bit of news is that the St. Louis R.C. Car Club has lost their Levitz racetrack site. This was the same site that the '89 Gas Nationals was held on. It was an excellent track with some interesting turns. The drivers' stand was wide enough and long enough for 15 drivers. I am going to miss that track and I hope they can come up with another site soon. I understand they get to finish out this season before they have to move.

I can't report on many races at this time because no one has sent me any. The only thing I can say right now is that Bob Block (from Minnesota) is on a tear in the Heart Of America Series. I think he has won all of the 2WD races he has entered plus at least two 4WD

races as well. He could be the first driver to win the championship in both classes in the same year. Any factories looking for a good driver to back??

This isn't to say that there aren't others that are just as good or better in this region that could use some backing but that he is having a great year!

Things seem to be getting smoother for ROAR as time goes on and I am pretty sure it will continue. I hope that you all sent in your notes this year. If you didn't, don't complain. I haven't heard election results yet so this may be my last article!

Either way...continue to support ROAR.

Well the outdoor summer season is starting to wind down in the midwest. A lot of good racing has taken place this year. Nearly all regional races are over but I have seen no race reports so I can't give you any results. Speaking of regionals, I need applications for next year's regionals, NOW! I am again trying to get the regionals set before the first of the year. If your club or your track is thinking of a regional get your proposal in now otherwise the race may be gone by the time you get your bid in. ROAR is trying to get all major races scheduled before January 1. I want to thank all of you who voted in the last election and I

hope you will vote in the next one.

Things seems to have slowed down some in nearly all scales except 1/8 and 1/10 gas. These classes seem to have picked up some this year. In 1/10 on road the Delta car has been real fast this year. Don't know much else right now so I will close.

May the wins be with you...if not, have fun!



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Region 10

My name is Jess Brockman and I am the newly elected Region 10 Director.

I wish to thank everyone who took the time to vote and let their voices be heard for their favorite candidates in the last ROAR election. Please continue to let your voices be heard by letting us know what we can do as your ROAR officials, to better serve you.

My agenda as Region 10 Director is to promote new and different ways to expand the ROAR membership; to promote the concept of regional championships as qualifiers for all national events; and, to work to help improve ROAR's public image.

To assist me in running the affairs of Region 10, I will be looking for two more volunteer scale assistants. I have selected Jim Leonard as my 1/8th scale assistant and I am looking for an on-road and an oval scale assistant. If you would be interested in volunteering for either of these positions, please let me know as soon as possible.

Since becoming Region 10 Director, the number one question I have been asked is when and where are the various Region 10 Regional Championships going to be held.

Unfortunately, due to circumstances beyond her control, Diana Keeton (the former Region 10 Director) was unable to schedule any of the 1993 regional champion-

ships for Region 10. Diana was the chairperson for the ROAR nationals committee and got swamped trying to get the 1993 nationals off the ground. She worked on the nationals at the expense of her own business. So, after getting the nationals all set, she had to get her business back in order!

Thanks Diana, for doing a great job chairing the nationals committee.

Fortunately for the 1/8th scale gas racers in Region 10, Garri Ausmus with R/C Gascar was able to schedule the Region 10 1/8th scale gas regionals with the help of Gene Husting (the ROAR Vice president). The Region 10 1/8th scale Regional Championship was held Labor Day Weekend (September 4th and 5th) at their Bear Valley Mall Track in Denver, CO. (Race report to follow).

If any club or commercial track is interested in putting in a bid for any of the remaining 1993 Regional Championships, please call me and we'll see if we can't work out the details to put together a Regional Championship before the end of 1993.

Also, if any ROAR sanctioned club or commercial track is interested in bidding for any of the 1994 ROAR national events or for any of the 1994 Region 10 championship events, you will need to get your bids together and submit them to me as soon as possible.

The ROAR executive committee wants to have the dates and locations for all the ROAR nationals set and ready to be published in the January or February issue of Rev-Up (which means the dates have to be set in stone by early November). If you are interested call me and I'll get you the information you'll need to submit bids for any of these races.

1/8th Scale Gas Region Championship

The Region 10 1/8th Scale Gas Region Championship was put on by the R/C Gascar Club of Denver and was held Labor Day weekend (September 4th and 5th) at their track site located at the Bear Valley Mall in Denver, CO.

The attendance was down due to the short lead time in scheduling the event but many of the Denver and Colorado Springs drivers were able to attend, including some of the region's nationally ranked drivers.

Saturday and Sunday's qualifying rounds on the 33,000 sq. ft. track saw very few of the 4WD drivers able to crack the 14 lap barrier and only one 2WD driver was able to get 13 laps during the five minute qualifiers.

Sal DiFazio was able to beat out

Eric Davis and Jim Leonard for the TQ spot in 4WD with a 14 lap 5:05.84 while Mike Evert with his lone 13 lap qualifier gave him the TQ spot in 2WD.

The 2WD A main was won by Howard Cano with one of the day's most consistent drives. Howard, with his usual smooth driving style, drove an excellent race staying out of trouble and held the fast line throughout the entire race. Howard's consistency allowed him to out distance second place finisher Brett Parker by three laps and be eight laps up on the third place finisher Dennis Rose at the end of the eight minute main event.

The 4WD B main was won by Brad Morgan with a good steady drive. Brad led most of the race and was able to hold off a mid-race

challenge by second place finisher Stan Hale. Mechanical problems plagued the rest of the B main drivers. Ken Weskamp kept battling the mechanical problems and finally ended up taking third place in the B main.

The final race of the day was the 4WD A main with some of the region's nationally ranked drivers ready to square off for the 30 minute shoot-out. Eric Davis and Sal DiFazio set a blistering pace at the beginning of the race with Jim Leonard and Greg Mills battling it out for third.

Sal DiFazio developed some mechanical problems and was forced to pull his car for repairs. Eric Davis continued his lead throughout the race keeping the pedal to the metal and driving a good tight line. Greg Mills moved up into

second for most of the rest of the race with Jim Leonard in third and within striking distance in fourth was Kelly Adragna. Greg developed some mechanical problems of his own and Kelly Adragna was able to work his way into second place.

With the race winding down, Kelly Adragna held on to second place and Greg Mills was still having some problems which allowed Jim Leonard to move into the third place slot.

With 30 minutes gone, it was Eric Davis in first, Kelly Adragna in second and Jim Leonard in third.

And that puts a wrap on this issue of Region 10 News. If anyone has something to contribute for the next issue, please get the information to me by October 15th.

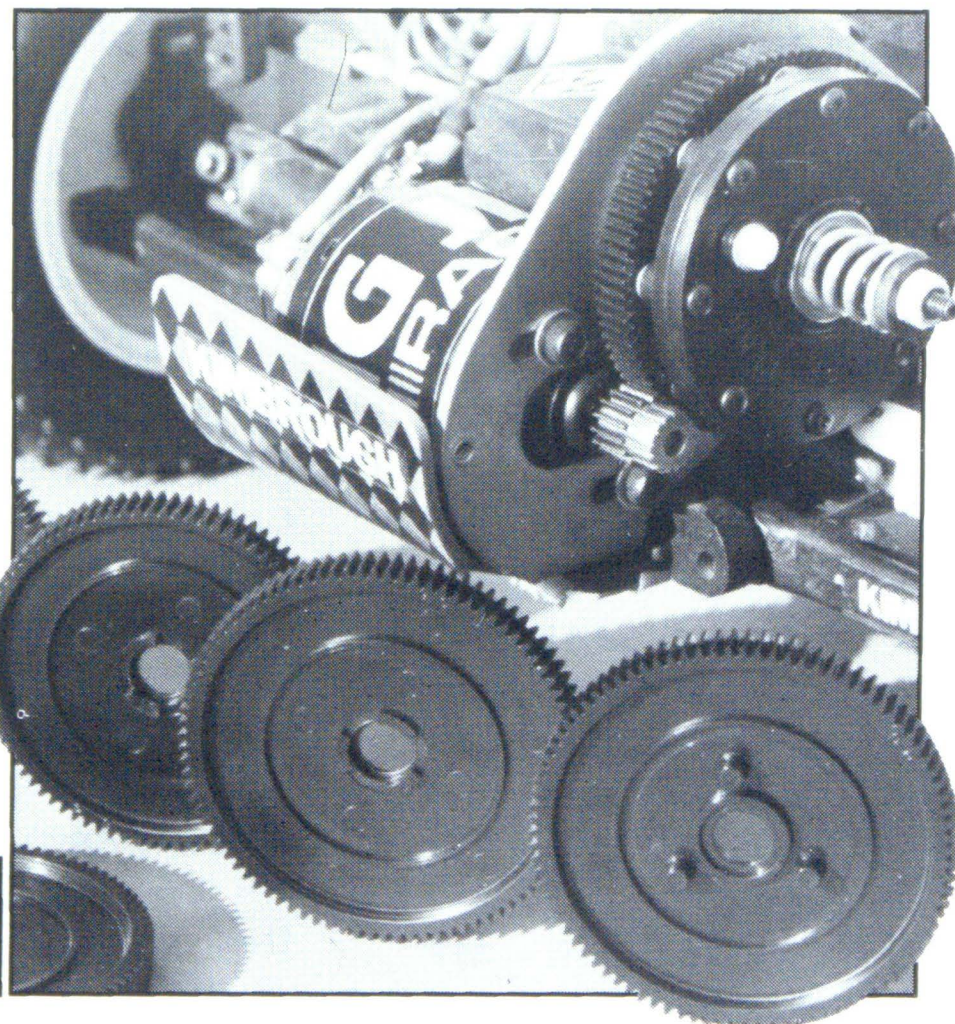
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KP plastic 64-and 48 pitch gears for the HydraDrive are molded from super-strong 4-6 Nylon in 112, 116, and 120 tooth (64-pitch) and 84, 87, and 90 tooth (48-pitch) sizes.

KIMBROUGH Products - 1322 Bell Ave., Unit 1-C - Tustin, CA 92680 - FAX (714) 258-7425

ROBERT ANDREOTTI 1/8 & 1/10 GAS ASSISTANT P.O. Box 269 Scappoose, OR 97056 (503) 543-5020 eves.	WES ZOOK 1965 S.E. Leewood Dr. Aloha, OR 97006 (503) 591-0617	1/10 OFF-ROAD ASSISTANT RON SMITH 2029 29 st S.E. Salem, OR 97306 (503) 364-9188 day (503) 371-6494 eves.	1/10 & 1/12 ON ROAD ASSISTANT HENRY CANNON 2017 Edmonds Ave. N.E. Renton, WA 98056 (206) 277-0946
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Region 11

Hello racers of Region 11. The summer really has come to an end. We have had a great summer of racing. We had three racers from our region represent us at the 1/10 off-road World Championships. Carlos Gonzales, Chris White and Scott Brown were all participants and did a great job of representing our area. My congratulations to them.

The 1/10 off-road, 1/8-1/0 gas on-road and 1/10,1/12 electric Regionals all were held and the results are listed.

Remember, we are looking for bids for next year's regionals. Contact myself or one of the assistants.

Have a great day.

Seattle Area R/C Auto Racers

August 8, 1993

1/10 Scale Gas:

A Main

- 1st - Brian Bodine**
- 2nd - Rey Sabado**
- 3rd - Gordie Ross**
- 4th - Rick Hoops**
- 5th - Jeff Devlin/DNS**

1/8th Scale:

A Main

- 1st - Scott Stevens**
- 2nd - Gary Gundesen**
- 3rd - Bob Vogel**
- 4th - Wes Zook**
- 5th - Dave Anderson**
- 6th - Phil Hale**
- 7th - Ron Steen**

- 8th - Mike Ellis**
- 9th - Bill Fletcher**
- 10th - Steve Curry**
- B Main**
- 1st - Terry Reeves**
- 2nd - Steve Reece**
- 3rd - Dave Steen**
- 4th - Henry Cannon**
- 5th - Mel DeLong**
- 6th - Byron Bressel**
- 7th - Steven Cole**
- 8th - Terry Nilsson**
- 9th - Rick Bishop**
- 10th - Randy Hoist**
- C Main**

- 1st - Matt Clark**
- 2nd - Randy Johnson**
- 3rd - Ralph Kemp**
- 4th - J.E. Lowry**
- 5th - Jeff Cole**
- 6th - Nick Lavandier**
- 7th - Skip Baker/DNS**

Region 11 1/10 Off-Road Championship

R/C racing is alive in the great Pacific Northwest. With drivers like Carlos Gonzales, Scott Brown and Chris White, all Worlds qualified, you know the competition from the region must be great. At the 1993 Region 11 1/10 Off-Road Championships, hosted by R/C Plus Hobbies Raceway in Salem, OR on August 26th, 27th and 28th, the competition was just that.

The track, 110' x 80' hard pack river silt, which is made for tough

tire choices to mate to a hard surface with loose fine dirt on top. The tires of choice, Proline XTR's and the new Team Losi Gold Min Pins. Horizon Hobby Distributing and H.R.P. Distributing supplied the new tires in a large enough quantity to keep everyone happy.

Friday was practice all day. Saturday was qualifying with three rounds of 28 heats ending at about 9 P.M. under the lights. Sunday was round 4 and the mains. Computer lap counting by B&E Auto Score and AMB. With only a couple minor problems; power being turned off and someone running over the water source, the race went great. The weather was definitely in our favor with the sun shining all weekend long.

TQ's for the weekend were Scott Brown, 2 WD Modified (who unfortunately broke in the main and finished 10th); Scott Brown, 2WD Stock who finished with the win; Carlos Gonzales, Truck Modified finishing with the win; Scott Lloyd Truck Stock won by 200ths of a second over the second qualifier Chad Phillips; John Walentia, WD Modified who finished with the win; Nathan Terry, Novice, who finished with the win; Todd Powell Gas Truck who finished with the win.

The people who need the thanks for putting on this event are Team R/C Plus members: Jim Sherman, Dale Fery, Billy Wilson, Bill Steele

Todd Powell, and Mark Ingle; Ron Lent, Patrick Doak (track crew and tech); Chuck Slocum and Del Smith (gas truck tuning and running the hobby shop); Jaime Slocum, Natasha Turner, Denise Sherman, and, Linda Huson (transponders and radio impound); Ron and Cindy Smith (announcing and computer); Gary and Cary Bennett (announcing, tech and track). A special thanks to all the participants for all their good sportsmanship and competitive racing.

2 WD Modified:

A Main

- 1st - John Walentia
- 2nd - Carlos Gonzales
- 3rd - Chris White
- 4th - Chad Evarts
- 5th - Clayton Petree
- 6th - Jim Sherman
- 7th - Keith Kytola
- 8th - David Haslip
- 9th - Mark Ingle
- 10th- Scott Brown/DNS

B Main

- 1st - Matt Loesch
- 2nd - Steve Benton
- 3rd - Rex Baldwin
- 4th - Spencer Winslow
- 5th - Brian Oathout
- 6th - Fred Smelser
- 7th - Will Bergman
- 8th - Jason Peffers
- 9th - Mike Ellis
- 10th- Darryl Larsen

C Main

- 1st - Todd Powell
- 2nd - Mark Rogers
- 3rd - Robert Andreotti
- 4th - Rodney Clemente
- 5th - Ryan Gerig
- 6th - Rick Herrmann
- 7th - Dan Lopez
- 8th - Wez Zook
- 9th - Dave Ehrlich
- 10th- Cary Bennett/DNS

D Main

- 1st - John Paist
- 2nd - Craig Micheau

- 3rd - Dale Fery
- 4th - Jamie Zadnik
- 5th - Brock Randazzo

- 6th - Kevin Murray

- 7th - Larry Handy

- 8th - Cody Motener

- 9th - Ricky Ellis

- 10th- Damon Krick

E Main

- 1st - Jack Leighan

- 2nd - Walter Hardy

- 3rd - Mark Harrison

- 4th - Rich Law/DNS

- 5th - Scotty Lloyd/DNS

Truck Mod:

A Main

- 1st - Carlos Gonzales
- 2nd - Scott Brown
- 3rd - Chad Evarts
- 4th - Dale Fery
- 5th - John Walentia
- 6th - Mark Ingle
- 7th - Chad Phillips
- 8th - Chris White
- 9th - Ron Smith
- 10th- Jeff Phelps

B Main

- 1st - Mike Ellis
- 2nd - Jim Sherman
- 3rd - Brian Oathout
- 4th - Scotty Lloyd
- 5th - Matt Simonsen
- 6th - Rovic Clemente
- 7th - Dan Lopez
- 8th - Spencer Winslow
- 9th - Fred Smelser
- 10th- Todd Powell

C Main

- 1st - Matt Hewitt
- 2nd - Billy Wilson
- 3rd - Byron Bressel
- 4th - Darrell Goodfellow
- 5th - Will Bergman
- 6th - Bob Babcock
- 7th - Matt White
- 8th - Doug Nelson
- 9th - Wes Zook
- 10th- Brad Carlson/DNS

D Main

- 1st - Patrick Doak
- 2nd - Mark Taylor
- 3rd - Doug White

- 4th - Ron Lent

- 5th - Greg Barbee

- 6th - Bill Steele

- 7th - Curt Anderson

- 8th - Larry Handy

- 9th - Ian Morehouse

- 10th- Dave Ehrlich

E Main

- 1st - Dave Marcum

- 2nd - Richard Peschel

- 3rd - Steve Henrickson

- 4th - Rebecca Simonsen

- 5th - Kyle Barrow

- 6th - Ken Layton

- 7th - Greg Ross

- 8th - Harold Elwood

- 9th - Ken Hackney

- 10th- Mike Ziegler

F Main

- 1st - Tony Oltn

- 2nd - Mike Merrick

- 3rd - John Steele

- 4th - Ricky Ellis

- 5th - John Overman

- 6th - Al Nihart

- 7th - Steve Nelson

- 8th - Rich Law/DNS

- 9th - Derek Lovenstein/DNS

- 10th- Scott Baldwin/DNS

Novice:

A Main

- 1st - Nathan Terry
- 2nd - Tom Mundal
- 3rd - John Fallin
- 4th - James Erickson
- 5th - Mark Halversen
- 6th - Dan Williams
- 7th - Jose Morales
- 8th - Matt Denton
- 9th - Mark Nickles
- 10th- Matt Gould

B Main

- 1st - Mike Campbell
- 2nd - Jeff Henrickson
- 3rd - Carl Simonsen
- 4th - Greg King
- 5th - Rick Hewitt
- 6th - Craig Williams
- 7th - Deric Hedge
- 8th - Don Palmer/DNS
- 9th - Jill Law/DNS
- 10th- Thomas Hardy/DNS

4 WD Mod:

A Main

- 1st - John Walentia
- 2nd - Clayton Petree
- 3rd - Jeff Phelps
- 4th - Scotty Lloyd
- 5th - Gene Foidel
- 6th - Jack Leighan
- 7th - Mark Taylor
- 8th - Todd Powell
- 9th - Doug White
- 10th- Mark Rogers/DNS

B Main

- 1st - Doug Sparks
- 2nd - Matt Loesch
- 3rd - Robert Barber/DNS
- 4th - Derek Lovenstein/DNS

2 WD Stock:

A Main

- 1st - Scott Brown
- 2nd - John Walentia
- 3rd - Clayton Petree
- 4th - Chris White
- 5th - Carlos Gonzales
- 6th - Marke Ingle
- 7th - Chad Evarts
- 8th - David Haslip
- 9th - Matt Loesch
- 10th- Steven Benton

B Main

- 1st - Clark Hulet
- 2nd - Keith Kytola
- 3rd - Rodney Clemente
- 4th - Ryan Gerig
- 5th - Cary Bennett
- 6th - John Paist
- 7th - Fred Smelser
- 8th - Robert Andreotti
- 9th - Will Bergman
- 10th- Jason Peffers

C Main

- 1st - Darryl Larsen
- 2nd - Jon Letsom
- 3rd - Brandon Driver
- 4th - Matt Simonsen
- 5th - Kevin Murray
- 6th - Rick Herrmann
- 7th - Jim Rodgers
- 8th - Gene Foidel
- 9th - Jamie Zadnik
- 10th- Wes Zook

D Main

- 1st - Cody Motener
- 2nd - Dave Foster

3rd - Greg Ross

- 4th - Kevin Patrick
- 5th - Cory Radford
- 6th - Greg Barbee
- 7th - David Brandt
- 8th - Gentry McWherter
- 9th - Brock Randazzo/DNS
- 10th- Richard Girard/DNS

E Main

- 1st - Curt Anderson
- 2nd - Rebecca Simonsen
- 3rd - Dane Urbany
- 4th - Damon Krick
- 5th - Kris Pearson
- 6th - Milo Thomas
- 7th - Walter Hardy
- 8th - Steve Nelson
- 9th - Richard Peschel
- 10th- Bill Goble/DNS

F Main

- 1st -Mark Harrison
- 2nd - Allen Bensinger
- 3rd - Gary Herrmann
- 4th - Fred Mercer
- 5th - Scotty Lloyd/DNS
- 6th - Todd Hager/DNS
- 7th - Donald Coates/DNS

Truck Stock:

A Main

- 1st - Scotty Lloyd
- 2nd - Chad Phillips
- 3rd - Jeff Phelps
- 4th - Matt Hewitt
- 5th - Mark Taylor
- 6th - Billy Wilson
- 7th - Rovic Clemente
- 8th - Sandy Rock
- 9th - Jon Letsom
- 10th- Dave Ehrlich

B Main

- 1st - Kyle Barrow
- 2nd - Doug Nelson
- 3rd - Darrell Goodfellow
- 4th - Gene Foidel
- 5th - Bob Babcock
- 6th - Ron Lent
- 7th - Patrick Doak
- 8th - Richard Cashman
- 9th - Byron Bressel
- 10th- Matt White

C Main

- 1st - Jim Rogers
- 2nd - Ron Flemetis
- 3rd - Tim Hammonds

4th - Steve Henrickson

- 5th - Cory Radford
- 6th - David Brandt
- 7th - Tony Olin
- 8th - Ric Keen
- 9th - Dave Foster
- 10th- Brad Carlson/DNS

D Main

- 1st - John Steele
- 2nd - Tim Crase
- 3rd - Kevin Beightol
- 4th - Bill Brandt
- 5th - Gary Bennett
- 6th - Rick Fryer
- 7th - Rocky Graham
- 8th - Gary Herrmann
- 9th - Lee Ingram
- 10th- Mike Merrick/DNS

E Main

- 1st - Harold Elwood
- 2nd - Brandon Mackimmie
- 3rd - Doug Sparks
- 4th - Al Nihart
- 5th - Sam Hatago
- 6th - Fred Mercer
- 7th - Jim Paist
- 8th - Don coates/DNS
- 9th - Joe Jr./DNS
- 10th- Craig Micheau/DNS

Gas Truck:

A Main

- 1st - Todd Powell
- 2nd - Bill Steele
- 3rd - Del Smith
- 4th - Milo Thomas
- 5th - Jaime Slocum
- 6th - David Kaufman
- 7th - Chuck Slocum
- 8th - Tony Olin
- 9th - Troy Schulz
- 10th- Scott Jensen

B Main

- 1st - Dane Urbany
- 2nd - Lee Ingram
- 3rd - Ken Hackney
- 4th - Bob Babcock
- 5th - Joe Schulz
- 6th - Bill Kaufman
- 7th - Ted Phelps/DNS
- 8th - John Overman/DNS
- 9th - Brandon Driver/DNS
- 10th- Robert Barber/DNS

RON PARIS
4254 Independence Street
Chino, CA 91710
(909) 465-1189

Region 12

Hello ROAR members. I would like to thank all of you who voted in our recent elections. ROAR is getting stronger daily and moving in a positive direction but we need your help. Our region is one of the strongest in America. If you are involved with a race or club, please consider contributing race reports or articles so we can keep not only our region, but all of the ROAR membership abreast of what's going on. Please consider space is limited, so try to keep your stories accurate and to the point as much as possible. A few clear photos would be nice of the track and a

group photo of the winners (first through third) in each class. May I suggest a simple formula: try to mention TQ in each class; say something nice about the top three finishers in each class (unless there was an outstanding performance by someone out of the top three); list equipment for the A mains, trying to avoid negative or controversial comments (save them for a letter to the editor or regional director).

Please don't be intimidated. If you don't feel comfortable writing about other racers, just submit a result sheet and simple explana-

tion of the type of race and location date.

Now another subject, it is time for race organizers to submit their bids for the 1994 nats and regionals. Please do so as soon as possible. Submit proposals by mail to:

Ron Paris Dept. ROAR, 4254 Independence Street, Chino, CA 91710.

I suggest questions regarding ROAR be sent in the form of letter by mail or fax number (909-465-0089).

Thank you, and I look forward to serving you and ROAR.

RU

ROAR FINANCIAL STATEMENT

9 MONTHS 1993

REVENUE

Memberships	97,213.00
Less: Refunds	(185.00)
Total	97,028.00

EXPENDITURES

Administration	24,751.00
Office Expense	3,180.00
Telephone	4,684.00
Insurance	10,517.00
IFMAR Dues	1,000.00
Legal and Professional	4,699.00
Rev-Up Printing	19,125.00
Rev-Up Mailing	5,646.00
Membership Processing	10,021.00
Membership Cards	1,662.00
Printing	1,647.00
Misc.	178.00
Total	87,110.00

CURRENT YEAR OPERATIONS - NET

9,918.00

FUNDS AVAILABLE JAN. 1, 1993

33,110.00

CURRENT YEAR OPERATIONS - NET

9,918.00

LESS: PRIOR YEAR'S EXPENSES PAID in 1993

Insurance	12,000.00
1991 Employee Tax Withholding	9,426.00
Office Expenses	1,602.00
Professional Fees	450.00
	(23,478.00)
FUNDS AVAILABLE SEPT. 30, 1993	19,550.00

HARRY LANE
92-834 Kinohi Pl. #14
Kapolei, HI 96707
(808) 672-8147

Region 14

Hi, my name is Harry Lane and I am your new ROAR Region 14 director. I was elected by a write-in vote with my knowledge and permission. Thank all of you who voted for me. I will do my very best to equally represent all R/C car clubs and groups.

I am 58 years old and retired. I retired from the Air Force and then retired again from the University of Hawaii where I taught automotive technology. My family has lived in Hawaii since 1972 and like to think of ourselves as Kamaaina.

I was an active member of the old HRCAR 1/8 scale gas car club in the 70's and got to participate in the record setting 24 hour Endurance Event in 1975 and was invited to the first 1/8 scale gas World Championships in 1977. I had two ROAR Regional Class wins in the 70's also.

I became active in R/C car racing again in late 1991, sampling electric off-road and on-road 1/10 scale racing. I am currently involved in the rebirth of gas car on and off-road racing in 1/10 and 1/8 scale in Hawaii, and I'm excited about the prospects.

I feel that I can best represent the ROAR membership of Region 14 because I am a relatively unbiased enthusiast of the sport with no interests other than the increased enjoyment by the participants and the betterment of the

sport.

I was notified that I had been elected on the 16th of August and during the same phone call, I was told that the deadline for submitting material for inclusion in the Rev-Up was 1 September. I immediately wrote up the biographical sketch you just read and then started looking for information to include, such as race results, upcoming events and other interesting stuff.

It became obvious that I could not contact all club officers and gather all race results before the deadline so I will concentrate on the upcoming events I know about and then maybe editorialize a little.

Labor Day Weekend sees the two day event for off-road 1/10 scale electric and gas buggies and trucks that we call the "Hawaiian Open". It is the peak event of the year for the club that races at Keihii Lagoon Park. (They completed a new track early this year.) It usually attracts a large turn-out and is the major off-road event of the season in Hawaii.

The last weekend in September will see a one day extravaganza at Barbers Point Naval Air Station. It is an on-road oval and road course event for gas and electric cars and trucks from 1/12 scale FI cars to 1/8th scale Club Class and Open Class road cars.

The last major event I know

about this year is an all scale gas and electric on-road event to be held sometime between Thanksgiving and Christmas. (Eat your hearts out Midwesterners! Or better yet, come race with us!) This event will be held at Leeward Community College. The parking lot at the College has a superior asphalt racing surface.

During my trek around the Island Hobby shops to introduce myself as the new Regional Director, I encountered a lot of skepticism and in a couple of instances, a near total lack of interest or enthusiasm for ROAR, and given the track record over the last few years, it was a difficult thing to try and counter. I tried to explain that ROAR has gone through some difficult times but appears to be making a sincere effort to correct the mistakes of the past and move forward in a way that benefits all members. There are still many things that can be improved, but negativism will not get anything accomplished, so let's give ROAR a chance!

For the Clubs on Maui and Hawaii, I will be contacting you as soon as circumstances allow and will give you equal time and space in these articles so let me know what's going on over there.

Enough for this edition...be seeing you at the races!

RU

TEAM ASSOCIATED

THE TOP NAME IN 1/10 OFF ROAD RACING

And 1/10 on road . . . And 1/12 on road . . . And 1/8 gas . . .



RC10

1/10 off road

The RC10 has won 3 IFMAR World Championships, and was voted as Car of the Year by the readers of *RC Car Action Magazine*. Winner 1992 ROAR & NORRCA Modified National Champion.

R/C CAR ACTION CAR OF THE YEAR!



R/C CAR ACTION TRUCK OF THE YEAR!

RC10T

1/10 off road

A technological breakthrough! This truck's design is similar to the RC10, which has made it the dominant truck since its release. Winner 1992 ROAR & NORRCA Modified National Champion. Winners race RC10T's.



RC10L

1/10 on road

On road racers have made our National Champion RC10L car the most popular on road car, and our RC10LSS has revolutionized high banked oval racing, shattering the speed record with a 75.9 mph run!

R/C CAR ACTION CAR OF THE YEAR!



RC12LW

1/12 on road

Our family of RC12 cars have won 6 IFMAR World Championships, including our recent win in Grand Rapids, MI, with our new RC12LW. They're tough to beat.

R/C CAR ACTION CAR OF THE YEAR!



RC500

1/8 gas on road

Our RC100 car won the first IFMAR World Championships, then our latest car, the RC500 4WD, also won an IFMAR World Championships. We know gas cars!

TEAM ASSOCIATED
3585 Cadillac Ave. Costa Mesa, CA 92626
714-850-9342 FAX 714-850-1744

GARY LANZER
214 Ave. U No.
Saskatoon Sask. Canada S7L 3CN
(306) 384-5618

Region 15

For this issue of Rev-Up, I would like to dedicate the allotted space in memory of Randy Shantz. For those of you who didn't have the opportunity to meet Randy while he was with us, you really missed an outstanding and very pleasurable person, who will be sadly missed by all his adopted racing family. Take the time to read the submitted article by Roger Brown and remember to live each day to its fullest as you never know what tomorrow will bring.

Tribute To Randy Shantz

By Roger Brown

The Vancouver R/C Road Racers and Region 15 are saddened to announce the passing of one of its most prominent racers, Randy Shantz.

Randy became involved in R/C racing about four or five years ago. He was looking for an alternative activity after a knee injury ended a promising soccer career. He quickly rose through the R/C ranks to become one of the top racers in Region 15. In 1991, he became the Region 15

1/12 scale stock champion of both the 4 cell and 6 cell classes. In 1992, after moving up to modified class, he promptly qualified to enter the 1/12 scale World Championships. I remember him asking me if I thought it was worthwhile to go to the World Championships. After some discussion, we decided to go together, reasoning that one never knows when the chance would come again. . . particularly in a year when the world championships were being held in North America. Off we went to Grand Rapids, MI where we had a great time meeting many of the world's greatest R/C drivers. We didn't do very well at the actual race, but it was a tremendous experience for us both. I think Randy was very glad he decided to go. In retrospect, I guess it was an even better decision than we imagined at the time.

Once Randy started racing, he quickly became immersed in the sport and in the organization of our club. He served as treasurer on our club executive committee for several years. He was always willing to share his knowledge and considerable expertise with everyone. Randy was not one to do things half-

way. If it was worth doing, it was worth doing well. He put a lot of thought, time and effort into his racing, and it paid off. The many well wishes from racers throughout Region 15 during his illness are testimony to the fact that Randy was well thought of in R/C racing circles.

1/12 scale racing was always Randy's favorite event. As a result, the Vancouver R/C Road Racers club has decided to co-name the Canadian National 4 Cell Championships which we hold in December, the Randy Shantz Memorial Race in Randy's honor. The Top Qualifier R/C club of North Vancouver will be dedicating their outdoor off-road track to the memory of Randy. Even though he will no longer be with us in person, his memory will live on.

Randy's death is a tragic story. In November 1992, Randy was still racing regularly. In December, he was diagnosed with inoperable brain cancer. He deteriorated rapidly and died May 29, 1993. He will be missed by everyone who knew him. Although he lost his last fight, Randy will always be remembered as a winner, both at the track and in life.

RU

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ON ROAD ASSISTANT
JOHN HELTON
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Anchorage, AK 99515
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Region 17

Well here goes. My last column as Region Director. After ten years, I guess I've done my time. Never missed a Rev-Up—in fact I've written columns that we've never even printed. I'm supporting John Helton to succeed me. I'm sure he'll do a great job for us all.

One last duty here, I want to ask for bids for next year's regionals. Not hard to do when there's only one active club and track that I know of here now; so guess where most of the races might be. But let's hear it anyway—and don't say you didn't get a chance.

Following are a couple of regional articles from John.

Thanks to you all. It's been a lot of fun and I hope it keeps on going for another ten.

Good racing, one and all.

Region 17 1993 1/10 Off-Road Regionals

By John Helton

Hello Alaskan Racers and all of you in the lower 48!

We have been blessed with yet another great summer. If you don't think it gets hot up here or sunny...65 degrees will burn you in an hour. Along with the sun, the racing at this year's off-road regionals was hot too. The closing of Southtown's dirt track brought all the dirt racers together and the Fav banks street racers have held their ground.

About the regionals...

It was a fun race thanks to the help of (Super Mom) Mary Simpson. She ran it beautifully. In Production Class, Nick Ruffuse had to run fast to keep away from Tiffany Russell followed by Mary (Super Mom). In stock car, Frank Lambert turned in a great run with young Nick Conway in his first race taking second followed by another youngster Adam Stremcher. In the biggest class 2 WD Mod, Jim Ruffuse did a come-from-behind victory with John Russell second, Adam Wheeler third, Mike Conway fourth, John Helton fifth, and bump-up Frank Lambert sixth, B main Mike Masedo and Eric Snyder at the end. The fast laps in this class were 10's.

In 4WD Mod. John Helton turned the only 12 lap run in the main followed by Mike Conway and then Don Dockum. Mike and Don seemed to have that tangle-up syndrome. In stock truck, Kit Roberts drove a very clean race while Ryan Ruffuse and Ken Forrest battled for second. Ryan winning that passing contest Billie Jo Dicks, the series champ, took fourth followed by Jim Lynn in fifth. In Mod. truck, hard-to-beat Don Dockum did it again, followed by Frank Lambert for second and Adam Wheeler in third.

Thank you all for helping and we'll see you at the Ovals.

Region 17 1993

1/10 Dirt Oval Regionals

By John Helton

Region 17 had its 1993 dirt oval regionals in July, again another hot humid event. I would like to thank Adam Wheeler for roto tilling up the off-road course and building the oval lay-out. Thanks also to the guy in the 5 ton roller who pressed it down. Here's how it wound up.

Production:

1st - Allen Miles - 23 laps

2nd - Tiffany Russell

3rd - Mary Simpson, TQ

4th - Aaron Grant

5th - John Colberg

6th - Jason Richards

7th - Nick Ruffuse

2 WD Stock Car:

1st - Frank Lambert, TQ - 23 laps

2nd - Adam Wheeler

3rd - Ryan Ruffuse

2 WD Stock Truck:

1st - Adam Wheeler - 25 Laps

2nd - Ken Forrest, TQ

3rd - Mike McPherson

4th - Jesse James

5th - Jim Lynn

2 WD Mod Truck:

1st - Bill Oliver, TQ - 29 laps

2nd - Don Dockum

3rd - John Russell

2 WD Mod Car:

1st - Jim Ruffuse - 26 laps

2nd - Bob Peters

3rd - Adam Stremcher

4th - Frank Lambert, TQ

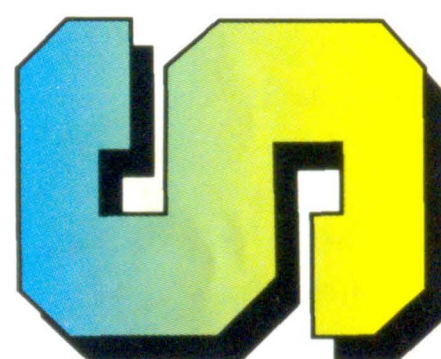
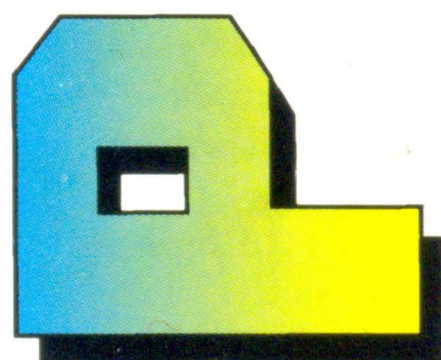
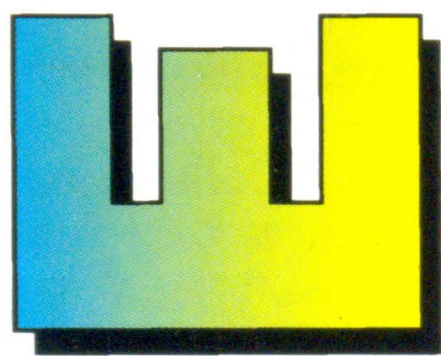
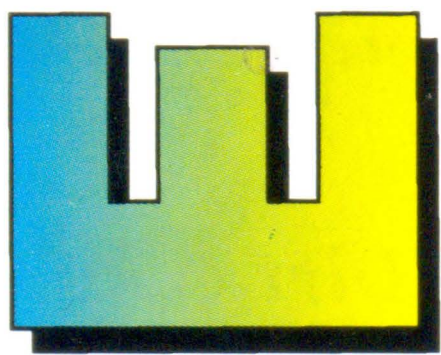
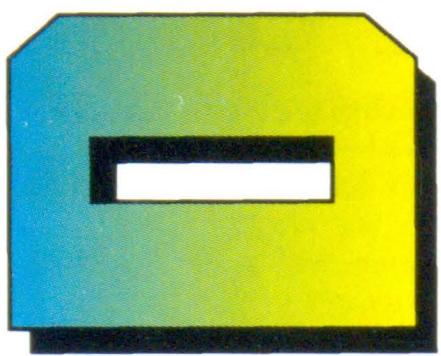
5th - Jerome Smith

4 WD Mod:

1st - John Helton, TQ - 30 laps

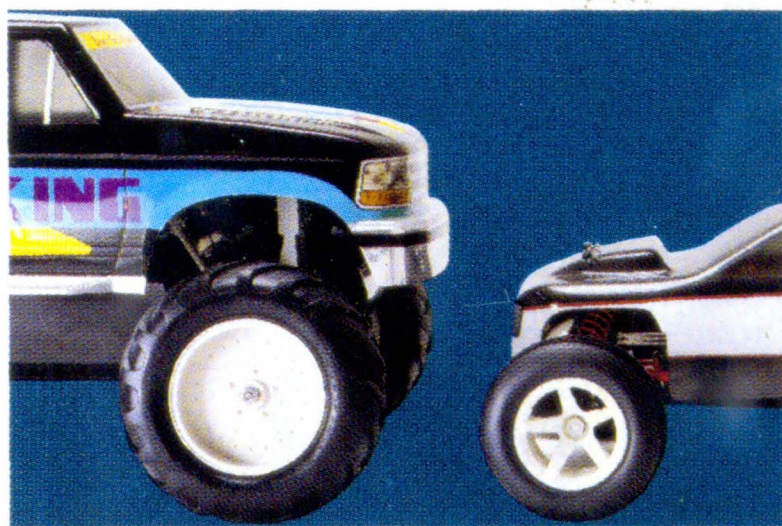
2nd - Don Dockum

RU



Significantly bigger and highly competitive too, this brawny, low, low-CG racing truck, the Baja Buggy*, has most wanted performance-speed features built in, like adjustable turnbuckle linkage for quick, precise adjustments. And 15 ball bearings throughout. And get this, the Baja King is powered by two, not one, but two 540 motors* driving a 7 ball bearing Power Command Transmission with slipper clutch and competition ball diff. Bell crank steering and a 4-wheel independent suspension. Other World Scale vehicles include Desert Thunder buggy and Thunder King truck.

*Available with and without motors and speed control.
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World Scale trucks like the Baja King or Thunder King (shown here) are longer and wider, with 50% more mass than 1/10 scale.

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