

ROAR

March, 1988

rev-up

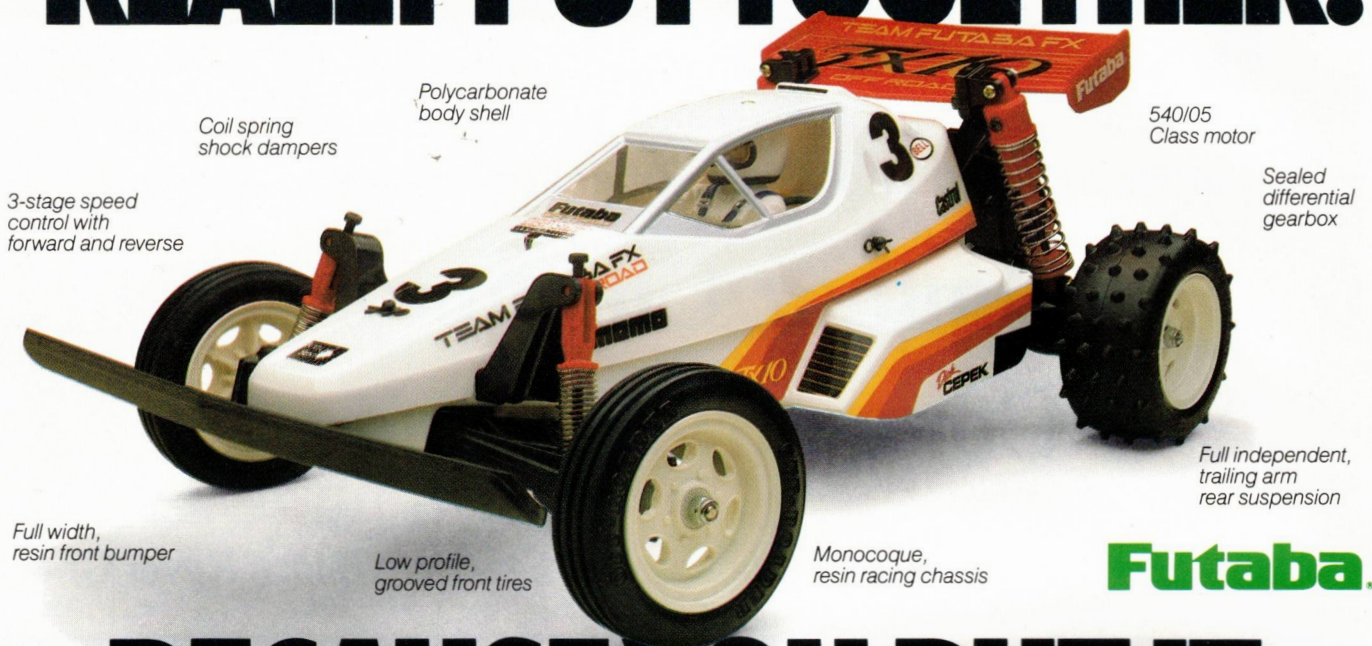
Official Magazine of Radio Operated Auto Racing Inc.

U. S. Indoor Championships Concours Winners

(L. to R.) First R. A. Jones; Second Neal Everhart; Third Kevin Gray



YOU KNOW THIS BABY'S REALLY PUT TOGETHER.



BECAUSE YOU PUT IT TOGETHER YOURSELF.

FEAR OF BUILDING.

RC cars are a blast. Building RC cars makes a lot of people nervous.

Because building a radio controlled car should be as much fun as driving it, Futaba designed the FX10.

The FX10's step-by-step assembly

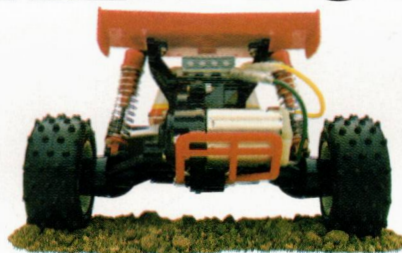


Detailed step-by-step instructions and coded parts make building fun.



instructions include over 60 detailed photographs. All the parts are packed in coded bags or precision molded on coded trees. Metric 4-way mini socket wrench, special grease, allen wrench and pre-wired resistor speed controller are all included.

The quick cure for building fear? It's the FX10.



Designed by pros, the FX10 comes with the largest engine legal for competition.

ALL TERRAIN RC.

When you've built your own FX10 you'll also be pleased to find out that its high speed performance isn't limited to the road or track.

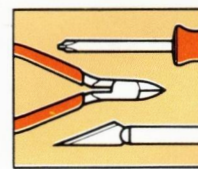
Four wheel, coil spring independent suspension and all terrain tires give the FX10 offroad capability. Trailing arm, full independent rear suspension provides optimum traction. And the FX10's sealed gearbox/differential delivers power to the wheels on all types of surfaces, from pavement to dirt and grass.



Dirt or pavement.

FX10. THE FORMULA FOR PERFORMANCE.

One test drive and you'll quickly realize what separates your FX10 from the toys. It's designed by RC car racing pros for bigtime 7.2v/1200mAh NiCd power and BEC-equipped. In fact, the FX10's 540/05 Class motor is the largest size legal for organized competition.



A few simple tools are all you need.

Servo saver steering, sealed 3-stage speed control with forward and reverse and polycarbonate body shell are just a few of the racing features you'll appreciate.

Make your first step into RC car building a real success. Put together an FX10 and you'll see just how easy it is.

FX10/ALL TERRAIN RC OFFROAD CAR KIT

Futaba Corporation of America
555 West Victoria Street Compton, CA 90220

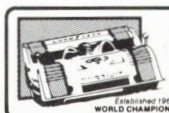
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The All-American Associated RC10 took home the gold in both the ROAR and ORRCA National Championships.

Our RC10 turned back the foreign car invasion with the

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

A RACE CAR, NOT A TOY.

Sure, you've heard that before.

But Team Associated designs and engineers only model RACE cars. The new RC10 features

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

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



Sealed gearbox
VariLok
differential

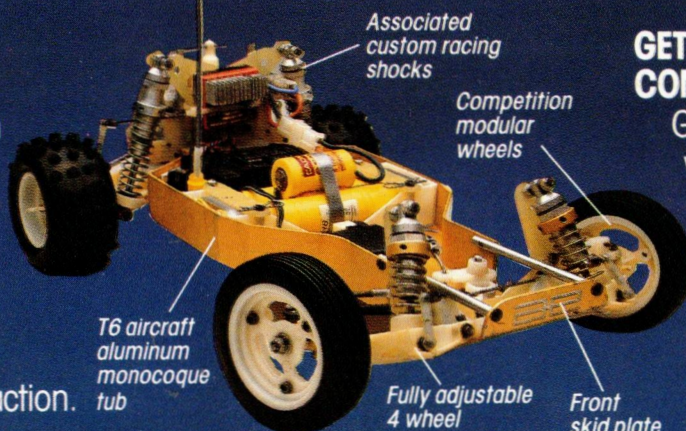
Smooth undercarriage for
maximum ground clearance

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

RACE-WINNING ENGINEERING.

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

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



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

GET THE JUMP ON THE COMPETITION.

Go RC off road racing with the leaders. The National Champion RC10 is available now and legal for ROAR and ORRCA nationally sanctioned competition.

Complete RC10 kits, replacement parts and spares are readily available through model car racing's most extensive dealer network. Take the challenge and build yourself a winner.

Team Associated's RC10.



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TEAM ASSOCIATED RC10

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

GP-10

1/10 CIRCUIT RACING CHASSIS

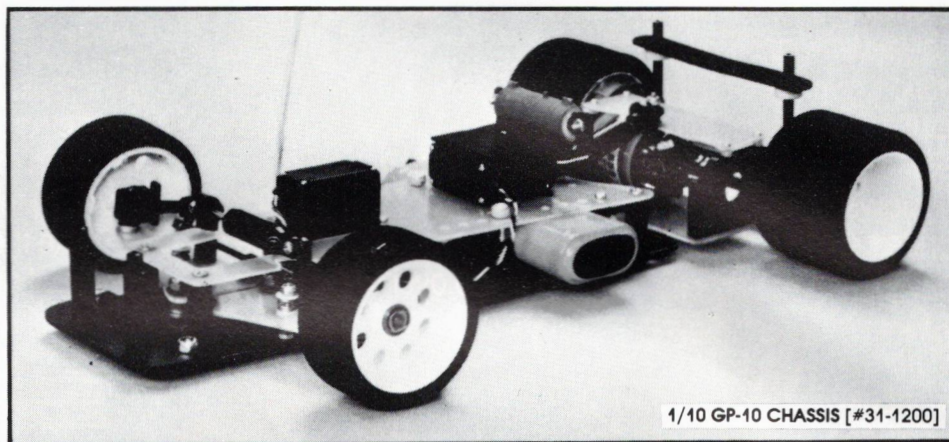
**NEW
From MRP**

MRP has released the GP-10 Circuit Racing Chassis #31-1200 for 1/10 scale on road racing. The larger 1/10 scale road racers quickly replace the small 1/12 scale cars as everyone's favorite when it comes to flat track racing.

The GP-10 is equipped with oil-pressured shock dampening, high traction sponge tires, Lamborghini C2 body, 6 heavy duty, high speed ball bearings, high strength G-10 Fiberglass components of very light weight.

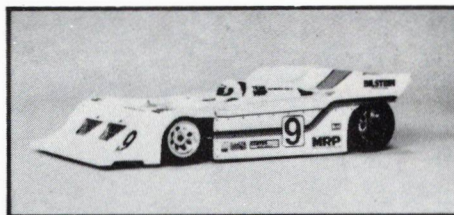
The chassis has already demonstrated phenomenal performance out distancing all other 1/10 scale challengers at every race entered by 2 to 4 laps.

To complement the GP-10 and other 1/10 scale chassis, MRP has made available 7 **NEW LEXAN RACING BODIES** featuring the highest quality manufacturing techniques and the most accurate scale representation of their full-size counterparts in the industry.

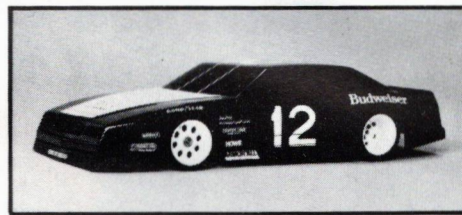


1/10 GP-10 CHASSIS [#31-1200]

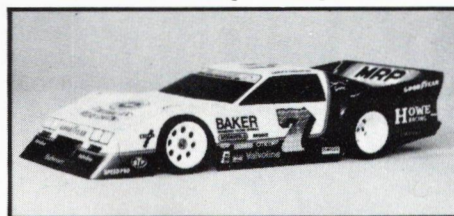
HERE ARE JUST A FEW OF THE MANY BODY STYLES AVAILABLE



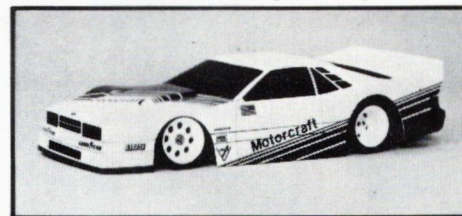
INTREPID [#30-1125]



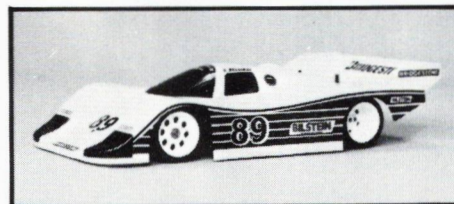
MONTE CARLO [#30-1124]



ASA CAMARO [#30-1109]



ASA CAPRI [#30-1119]



LAMBORGHINI [#30-1126]



PONTIAC [#30-1123]

CORVETTE GTP
[#30-1127]



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Tulsa, Oklahoma

JUNE 18 & 19, 1988



ROAR Memberships required & All ROAR Rules Apply.

Classes: Stock & Modified - Only ONE Class Per Entry.

Entry Fees: \$35.00 Stock (Includes first motor.)
\$25.00 Modified

Packet will be mailed to all entrants detailing race times and local accommodations.

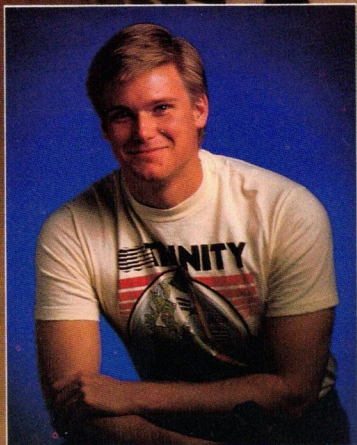
For additional info, call Dave Cole: (918) 745-9898

ALL ENTRIES MUST BE POSTMARKED BY MAY 15, 1988

Mail Entry Form With Entry Fee To: ROAR of Tulsa
FREQUENCY CHOICE #1___#2___#3___ P.O. Box 4634
NAME_____ Tulsa, Ok. 74104
ADDRESS_____ ROAR #_____ PHONE_____
CITY_____ STATE_____ ZIP_____
CLASS: ☐ STOCK ☐ MODIFIED CONOURSE ENTRY ☐
CAR_____ MOTOR_____ RADIO TX_____ RX_____
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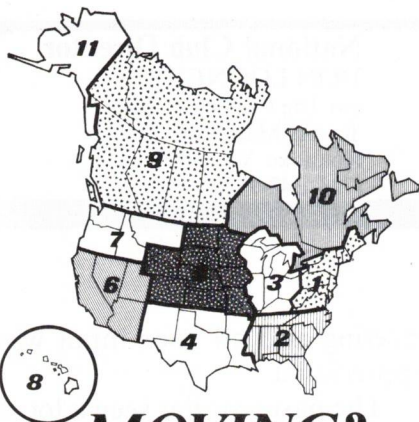
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- RC# 2004 — "Pure Gold"
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ROAR MEMBERSHIP FORM

PLEASE TYPE OR PRINT NEATLY

LAST NAME			FIRST NAME			M.I.
ADDRESS						
CITY			STATE		ZIP CODE	
R.O.A.R. #			AMOUNT ENCLOSED		PHONE ()	
☐ 1 8 SCALE ROAD	☐ 1 8 SCALE OFF ROAD*	☐ 1 8 SCALE SPRINT CARS*	☐ DRAG CARS*	☐ 1 10 SCALE OFF ROAD	☐ 1 10 SCALE DIRT OVAL*	☐ 1 12 SCALE ROAD
PLEASE CHECK APPROPRIATE BOXES						
☐ NEW MEMBER	☐ OPEN MEMBER	☐ BULK RATE POST	*INDICATES CLASS OF CARS RULES CAN BE DEVELOPED FOR IF INTEREST WARRANTS			
☐ RENEWAL	☐ FAMILY MEMBERSHIP	☐ FIRST CLASS POSTAGE				
SEE OTHER SIDE FOR DETAILS & DUES RATES (include \$ amt. in pmt.)						
USE SECOND APPLICATION CARD IF MORE THAN 3 ADDITIONAL FAMILY MEMBERS.						
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ROAR Information

President's Comments

Mike Reedy

Time to add another class of racing to ROAR. 1/10 scale on-road is growing in popularity around the country. Cars and equipment is easily available at hobby shops and a lot of interest from the ROAR membership has prompted ROAR to establish a proposed set of rules for this class. Eric Gudger has been coordinating the effort. People who have been involved in the development of this class of racing and the advent of the cars were consulted and their input was put into a preliminary set of rules. Those rules have been distributed around the country for comment. As soon as

the final draft for these proposed rules is completed they will be mailed to the Regional Directors for their review. If you are interested in this class and would like to give some input, contact your Regional Director.

At the same time these rules are being prepared, a set of 1/10 off-road oval and 1/10 on-road oval rules are being finalized. Hopefully these additions to your rule book will be ready to mail with the next issue of Rev-Up.

In my last article I asked for comments on the new batteries now becoming available. The response has been the largest I have seen yet. The majority so far is against changing the cost limit to allow these batteries. Some comment was made suggesting that the batteries be allowed in modified racing but the present limits be retained for stock class racing. The ROAR Executive Board will review all the letters at its next

meeting and all your input was appreciated.

The past year has seen a lot of new motors appear and be approved. With all this interest in motors ROAR is currently attempting to simplify and clarify the present rules and to update them to today's state-of-the-art motors and conditions. Definite procedures for approval and clear specifications need to be established.

The 1988 National Championship schedule appears elsewhere in this issue. My thanks to the various organizers that bid for holding the Nationals this year. With them spread around the country for the first time this year it should not overburden any one region or area and allow more people from around the country to participate.

The dates for the 1988 1/12 World Championship have been announced and will be August

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Membership applications and renewals which are not accompanied by the correct amount will be returned to the sender. Payment must be in the form of a personal (or business) check or money order drawn on a U.S. bank or travellers checks. Our bank is now charging about \$25.00 per transaction to handle U.S. fund checks drawn on non-U.S. banks. WE CANNOT TAKE CREDIT CARDS.

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15th through the 20th in Barn, Holland.

This is a great hobby and with the excitement of good clean competition, it is also a fun hobby. Let's all do our best to keep it that way by racing hard but also having a lot of enjoyment, win or lose.

REV-UP ADDRESS CHANGE

The Rev-Up will now be printed by Budlee Printing in Huntington Beach, CA. The Editor will be Eric Gudger. Regional Directors please send a copy of your material to Eric at this address: Eric S. Gudger, 13823 Lazy Oak Dr., Tampa, FL 33613 (813) 971-5273 P.M.

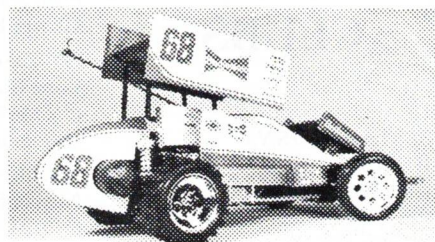
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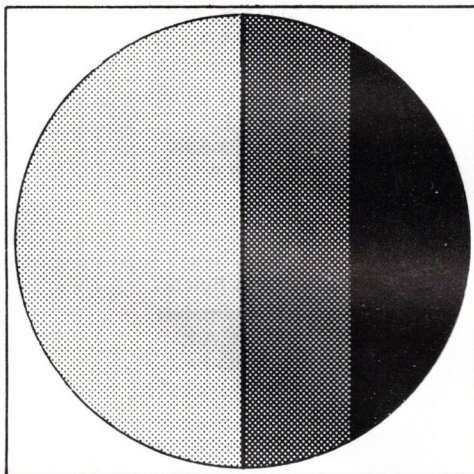
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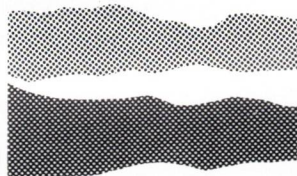
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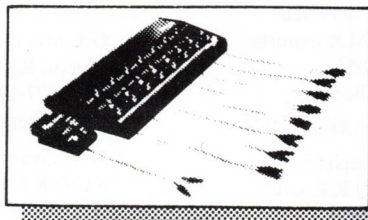
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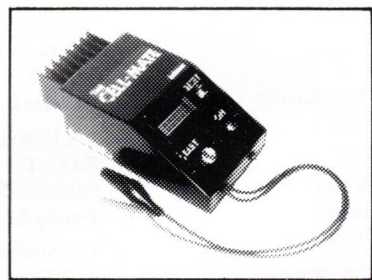
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Donald S. Soulard
OH, Cleveland
N.O.R.C.A.R.
(216) 234-9473
Dennis Butcher
OH, Columbus
C.O.R.C.A.R.
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Ray Williams
OH, Findlay
F.A.R.O.C.C.
(419) 422-3449
Mark Quigley
OH, Lucas
M.O.R.A.
(419) 892-3319
Pete Weidner, Jr.

REGION IV

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Matts Buckland
NM, Albuquerque
N.M.R.C.R.C.C.
(505) 299-6546
Ed Baynes

NM. Clovis
E.N.M.R.C.C.C.
(505) 769-0479
Rodney Mills

OK. Oklahoma City
C.O.M.R.A.
(405) 942-7272
Steve Garner

TX. Austin
R.C.C.A.R.S.
(512) 836-2096
Ralph Posey

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R/C R/C of Dallas
(214) 328-5212
Ed Terrell

TX. Kingwood
H.A.R.C.A.R.
(713) 359-4649
Steve Bost

TX. Orange
Golden Triangle R/C
(409) 833-1940
Don Lyons

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(214) 985-5000
Ed Walker

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Ron Trammell

TX. Quinlan
Dry Creek Hot Wheels
(214) 883-3420
Larry Houser

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R.C.C.S.A.
(512) 341-6386
Craig Schmidt

TX. San Antonio
River City R/C
(512) 494-9426
Eldon J. Byars

TX. Victoria
R/C Pros
(512) 575-3270
Erwin Rother

TX. Wichita Falls
M.I.C.R.O.
(817) 691-7031
James P. Zervas

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KS. Wichita
W.R.C.C.A.
Daniel J. McVey

MO. Arnold
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E. (Snuffy) Schiefelbein

MO. Mapaville
St. Louis R/C Club
(314) 937-7476
Joe Poole

NE. La Vista
O.N.R.O.A.D.
331-3931
Charles Leimbach

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Michael Hibler

AZ. Gilbert
A.R.C.C.
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Joe Skorch

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Greater Citrus R/C
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CA. Citrus Heights
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John Hoppe

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Outlaw Scale Racing
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Solano R/C D.B.
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Garry Owen

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(702) 451-3421
Bob Kaminskis

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Garry L. Sager

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P.R.O.
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Joe Navarro

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Robert Giles

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R/C Club of Spokane
(509) 928-0503
Dan Mors

WA. Tacoma
S.A.R.C.A.R.
(206) 752-5367
Scott Hogman

WA. Walla Walla
W.R.E.C.K.
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Don Rudy

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Glenn Chock
HI. Waipahu
Hawaii R.C.A.R.C.
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Joseph Milho

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C.A.R.C.A.R.
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Terry Yeo

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Doug De La Salle

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Canada
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Saskatoon Prairie Dusters
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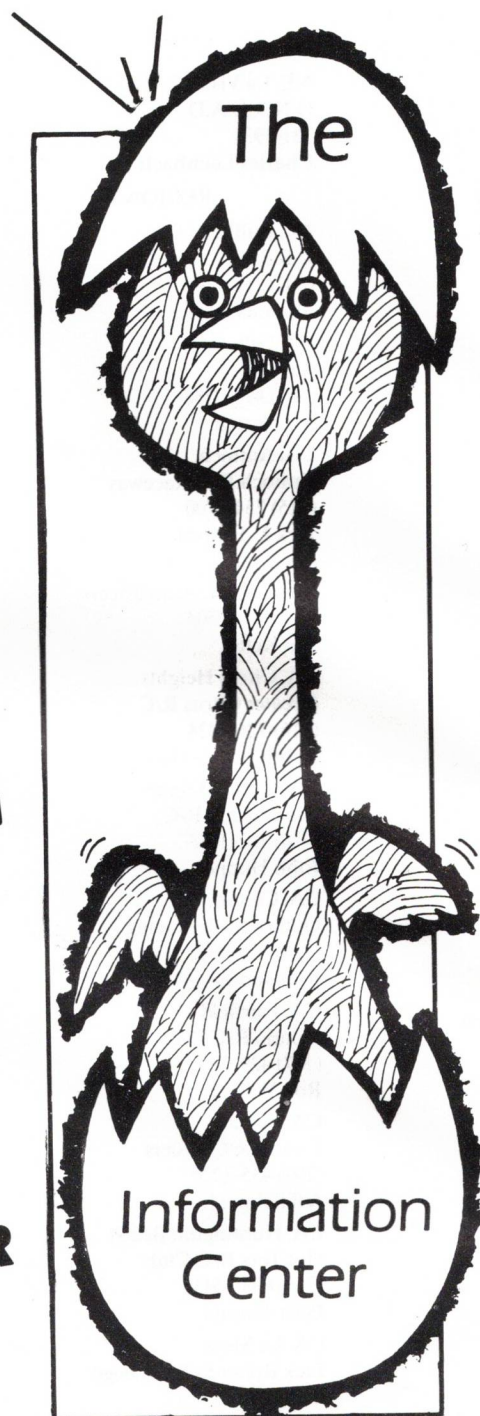
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1988 R.O.A.R. NOMINATION FORM

1988 is election year for R.O.A.R. President and Region Directors for all even-numbered Regions as follows:

President
Region 2 Director
Region 4 Director

Region 6 Director
Region 8 Director
Region 10 Director

In nominating individuals for these offices, bear in mind the positions are all on a volunteer basis and are very time consuming. All offices are for a two-year term. Nominations for Region Directors must be made by members within that region. Any member may nominate an individual for the office of President.

OFFICE NOMINATED FOR _____

FULL NAME OF NOMINEE _____

R.O.A.R. NUMBER _____

ADDRESS _____

TELEPHONE (Home) _____

TELEPHONE (Work) _____

BACKGROUND AND QUALIFICATIONS OF NOMINEE: _____

NOMINATED BY _____

R.O.A.R. NUMBER _____

ADDRESS _____

TELEPHONE _____

Please send the completed nomination form to the address below by May 31st.



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ATHENS, GA 30604

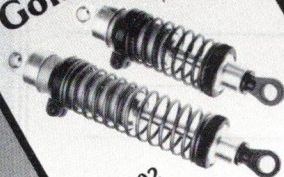


KYOSHO**Option
House**

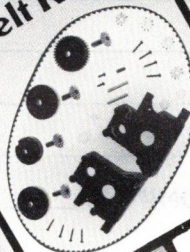
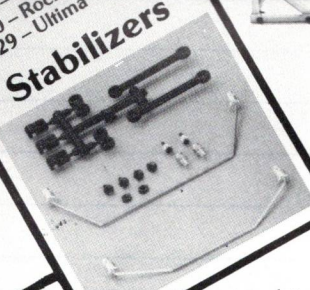
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W-5002

W-5031 - Asphalt Tires
W-5032 - Dirt Tires
W-5021 - Large Diameter
Wheels**Wheels/Tires**UM-27 - Ultima
Ultima ChassisUM-28 - Ultima
W-0101 - Optima
Motor Guard1972 - Rocky
1974 - Ultima
H-001 - Pegasus, Icarus,
H-002 - Cosmo
BearingsW-5040 - 10 Tooth
W-5042 - 12 Tooth
W-5044 - 14 Tooth
W-5046 - 16 Tooth
W-5048 - 18 Tooth**Racing Clutch**W-5051 - Stinger
W-0105 - Optima, Javelin
Belt KitOT-54 - Optima
RK-30 - Rocky
UM-29 - Ultima
StabilizersW-5061 - Optima, Ultima
W-5062 - Rocky
Swing ShaftsW-5009 - 9 Tooth
W-5010 - 10 Tooth
W-5011 - 11 Tooth
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R.O.A.R. SANCTIONED EVENTS CALENDAR

Date/Level	Scale/Race	Club/Location	Phone
Mar. 11 - 13/2	1/12 AHRW Challenge	Elm, NJ	(609) 561-9813 Larry Bishov
Mar. 18 - 20/2	1/10 Miesterbrau Baja Race	Suffern, NY	(914) 343-2772 David McCarey
Mar. 25 - 27/4	1/12 Region III Indoor Championships	Elkgrove Village, IL	(312) 639-7894 Rich Chivojka
April 30 - May 1/3	1/12 Trinity Shootout	Pomona, CA	(714) 623-1506 Gil Losi
April 30 - May 1/2	SEMROCC Road Race	Sterling Heights, MI	(313) 643-0509 John Thawley
May 14 - 15/2	1/10 Off-Road Hank Perry 240	Spokane, WA	(509) 928-0503 Dan Mors
May 19 - 22/4	1/10 Dirt Oval Nationals	Orlando, FL	(305) 788-2117 Keith Young
May 28 - 29/2	Bud's Memorial Day Challenge	Sterling Heights, MI	(313) 643-0509 John Thawley
May 27 - 29/4	1/10 & 1/12 On-Road Oval Nationals	Orlando, FL	(305) 277-8634 Bob Hosch
May 28 - 30/2	1/10 Challenge Cup Series	Poorboys Raceway, VA	(703) 241-5466 Shilo Goracoff
June 10 - 12/3	1/8 McCoy/Ranch Championships	Pomona, CA	(714) 623-1506 Gil Losi
June 16 - 19/4	1/10 On-Road Nationals	Tulsa, OK	Dave Cole
July 1 - 4/3	1/8 Gateway Invitational	Hazelwood, MO	(314) 937-7464 Joe Poole
July 7 - 10/4	1/12 Nationals	Plymouth, MI	John Thawley
July 28 - 31/4	1/10 2WD Off-Road Nationals	Antioch, CA	Jack L. Hanson
August 4 - 7/4	1/10 4WD Off-Road Nationals	Huntington Beach, CA	(714) 898-1543 Peter Barana
August 5 - 7/4	1/10 Off-Road Region VII	Spokane, WA	(509) 535-3322 Stephen Warner
August 8 - 13/4	1/8 Gas Nationals	Richmond, VA	Mike Coffey
August 12 - 14/3	1/10 Off-Road The War	Sterling Heights, MI	(313) 643-0509 John Thawley
August 27 - 28/2	1/10 Midwest Dirt Oval Champs	Portage, MI	(616) 381-6425 Judd Nichols
September 2 - 4/4	1/12 Region II Championships	West Palm Beach, FL	(305) 798-9493 Paul Knudsen
September 2 - 4/3	1/10 North American Indoor Championships	Huntington Beach, CA	(714) 898-1543 Peter Barana
September 3 - 5/2	1/10 Challenge Cup Series	Poorboys Raceway, VA	(703) 241-5466

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

March 3 - 5	Can-Am Sports	Orlando, FL
April 16 - 17	GTP	Ft. Lauderdale, FL
May 14 - 15	GTP	Tampa, FL
July 2 - 3	Sports	Pensacola, FL
August 6 - 7	Sports/GTP	Jacksonville, FL
Sept. 17 - 18	GTP	Tampa, FL
Oct. 15 - 16	Sports-Mod. GTP-Sportsman	Winterhaven, FL
Nov. 12 - 13	Sports/GTP	Sebring, FL

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JULY 4, 1988	RAIN DATE

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1/10 Dirt Oval Nationals
May 19 - 22, 1988
Orlando, FL
Hobby Box Raceway
Keith Young
3380 Sand Lake Road
Orlando, FL 32779

1/12 & 1/10 On-Road Oval Nats
May 26 - 29, 1988
Orlando, FL
Lake Whippoorwill Speedway
Robert H. Hosch, Sr.
12345 Narcoossee Road
Orlando, FL 32812

1/10 On-Road Nationals
June 16 - 19, 1988
Tulsa, OK
RC Auto Racing of Tulsa
Dave Cole
4423 E. 31st
Tulsa, OK 74135

1/12 Nationals
July 7 - 10, 1988
Plymouth, MI

S.E.M.R.O.C.C.
John Thawley
288 E. Maple, Suite 266
Birmingham, MI 48011

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

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

1/8 Nationals
August 8 - 13
Richmond, VA
S.A.R.A.
Mike Coffey
6714 Janway Road
Richmond, VA 23228

PRODUCT APPROVAL

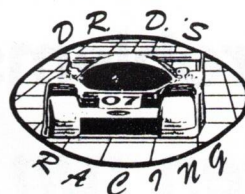
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Letters to the Editor

Didya ever notice that the guy that complains about the time it's taking to run a round of races, is the last one to get his car on the starting line, and has to be called twice to corner marshal.

Didya ever notice that the dude that complains about track conditions, never volunteers to help set it up, groom it, or clean it.

Didya ever notice that the people that complain about how a club or track runs its races, never volunteers to be a club officer or track helper.

Didya ever notice that the freeloaders that complain about the national rule making bodies like ROAR, only join to be eligible for a race, and then never vote, run for office, or do anything to change whatever they were complaining about.

Isn't it funny that if people

would put a little effort they could make things better for everyone, but they would rather just sit around and bitch.

I only know a few racers who make an effort to help out, but I do know one guy who has gone way beyond just helping out. This man has done more for model car racing than any other five people I can think of. That person is Mike Reedy, the President of ROAR.

I first bumped into Mike at a model car race sometime in the early 1970's, about fifteen years ago. Long before he was employed by Associated or there was Reedy Modifieds. Even though I have known him all that time, we are not real tight. I don't think we have ever pitted together and fifty percent of our conversations end in the kind of friendly arguments that competitors have.

Nevertheless, I know that Mike is not one of the didya ever people. He always offered his time and anything else he had to help fellow racers, race directors

and club officials. He volunteered time and materials for work parties to build driver stands, paint tracks and set up races. He was our local club president many times over. In the last ten years he must have donated more time than anyone else in the USA, planning, preparing for and being race director at R/C car races from club to international level.

On top of all of this he has put in hundreds of hours as a ROAR Director, ROAR President, and the US representative to IFMAR the world organization for Model Car Racing. All of it for no pay.

The next time you hear some freeloader bad mouthing ROAR or its officials, tell the dude that if he hasn't paid his dues and served his time he can only blame himself for the crime.

CHUCK KIMBROUGH
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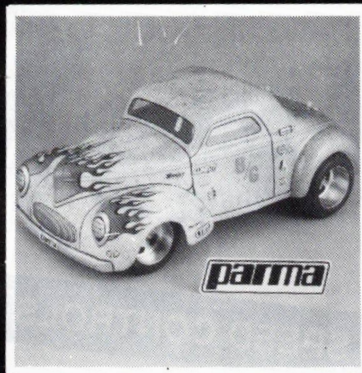
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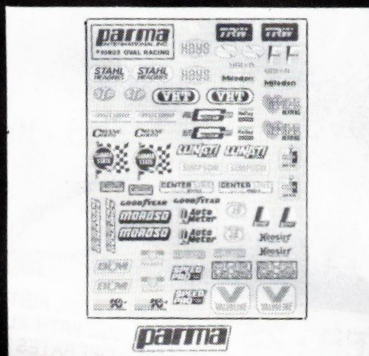
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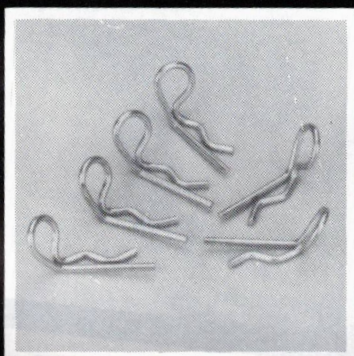
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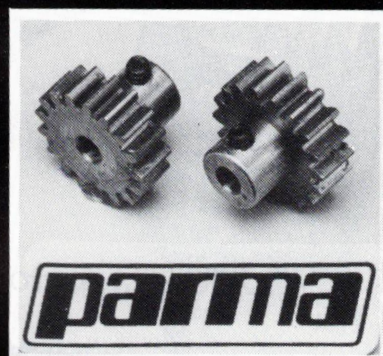
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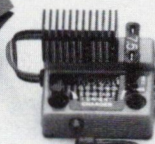
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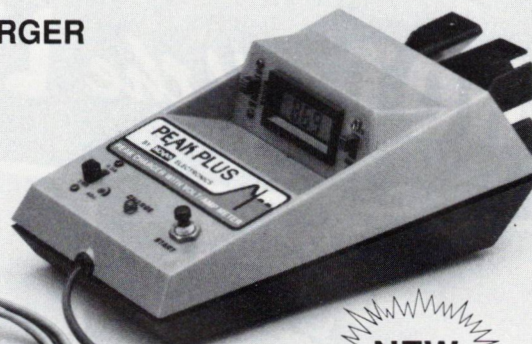


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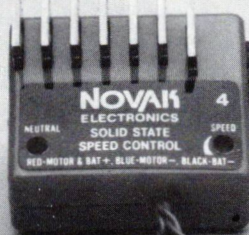
NESC-1X



NEW

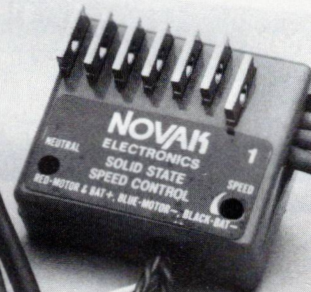
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NEC-3 ALL NEC-2 FEATURES PLUS: • BUILT-IN DIGITAL VOLT-AMMETER • VOLT-METER CAN BE USED SEPARATELY (e.g. SET UP ESC'S) • INTERNAL 9 VOLT BATTERY TO POWER VOLT/AMP METER.

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VOLTAGE DROP W/ 12 AMP LOAD	0.015V	0.03V	0.06V
VOLTAGE INPUT	4-10 CELLS	4-10 CELLS	4-10 CELLS
POWER CONSUMPTION	20mA at 7.2V	20mA at 7.2V	20mA at 7.2V
PLUGS INSTALLED	FUT.G, FUT.J, KO, AIRTR.	FUT.G, FUT.J, KO, AIRTR.	FUT.G, FUT.J, KO, AIRTR.

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Tampa, FL 33613
(813) 971-5273 PM

Rep. At-Large
Jeff Davis
28 Randia Dr.
Orlando, FL 32807
(305) 273-4015 PM

1/8 Scale Rep.
Mike Morse
6596 N.W. 26th St.
Sunrise, FL 33313
(305) 748-5416 PM

1/10 On-Road Rep.
Jim Fuller
1106 Sunwood Ln.
Orlando, FL 32807
(305) 277-8231 PM

1/10 Off-Road Rep.
Keith Young
3380 Sandlake Rd.
Longwood, FL 32779
(305) 788-2111

1/12 Scale Rep.
Denny Smith
6444 Camp Rd.
Riverdale, GA 30296
(404) 996-6220 PM

Region 2

Regional Championships have been completed with the Dirt Oval race held by the Hobby Box Raceway and the On-Road Oval race held by the Lake Whipoorwill Speedway. Recently crowned Regional Champions of the 1/10th scale Dirt Oval race are: Billy Blakeslee — 2 wheel stock, Jimbo Evans — 4 wheel stock, Lance Elbertson — 2 wheel modified, and David Timmerman — 4 wheel modified. From the On-Road Oval race the Region Champions are: Richard Pruitt — 1/12th stock, Tim Lanier — 1/10th stock, Jim Fuller — 1/12th modified, and Steve Swindle — 1/10th modified. Congratulations to our latest Regional Champions.

Speaking of Regional Championships, the South Florida Electric Auto Racers will hold the 1/12th scale championships over Labor Day weekend. This will give ample time for all racers to return home at a leisurely pace. The dates are September 2-4 with Friday set aside for open practice. A flyer will appear in Rev-up.

We still have locations and host clubs to pick for other Regional Championships. If you are interested, please contact the appropriate scale representative or myself.

I would like to see each state hold it's own championship in the various scales this year. It worked out very well last year and I would like to see it grow. To spearhead this I will need a representative from each state. If you are interested in working on this project, let me know soon. I would like to have scheduled races taking place by late spring or early summer.

Our Region was fortunate to receive two National races this year. Keith Young of the Hobby Box Raceway will be hosting the 1/10th scale Dirt Oval National Championship race. Bob Hosch of the Lake Whipoorwill International Speedway will host the 1/12th and 1/10th scale On-Road Oval National Championship race. Both of these gentlemen put on first class events. If your interests lie in this direction, then you should plan on being there. Flyers are in this issue. You will need to send them in early as both have a cut off date. A complete set of

rules and other information will be sent to you after your entry has been received.

It is time to start thinking about elections for Regional Director. Although the nomination forms will not be out for a while yet, if you are interested in running for this position, please check with the information center or myself about the duties involved.

Now for the listing of Region 2's 1987 Regional Champions:

1/12th Scale
On-Road Stock Denny Smith
On-Road Modified Mike Burnette
On-Road Oval Stock Richard Pruitt
On-Road Oval Modified Jim Fuller

1/10th Scale
On-Road Stock Kim Davis
On-Road Modified Art Carbonell
On-Road Oval Stock Tim Lanier
On-Road Oval

Modified Steve Swindle
Off-Road 2 wheel Billy Blakeslee
Stock
Off-Road 2 wheel Mark Novotney
Modified
Off-Road 4 wheel Tem Raskin
Stock
Off-Road 4 wheel Mike Burnette
Modified
Dirt Oval 2 wheel Billy Blakeslee
Stock
Dirt Oval 2 wheel Lance Elbertson
Modified
Dirt Oval 4 wheel Jimbo Evans
Stock
Dirt Oval 4 wheel David Timmerman
Modified

1/8th Scale
2 wheel drive Jeff Purse
4 wheel drive Larry McLendon

Florida State Series Race #6 Finish positions:

Modified A Main

- 1 - Mike Burnette
- 2 - Dan Salvatore
- 3 - Hugh Ebner

B Main

- 1 - Long Hoang
- 2 - Art Scarvelli
- 3 - Roy Bazin

C Main

- 1 - Kip Goolsby
- 2 - Darryl Jones
- 3 - Richie Rowley

Sportsman A Main

- 1 - Frank Trinchitella
- 2 - Steve Whitney
- 3 - Denny Smith

B Main

- 1 - Steve Krutsinger
- 2 - Ed Miller
- 3 - Henry Culpepper

1987 Florida State Series Final Standings Modified

- | | |
|-------------------|----------|
| 1 - Mike Burnette | 501 pts. |
| 2 - Jeff Davis | 491 pts. |
| 3 - Dan Salvatore | 481 pts. |
| 4 - Hugh Ebner | 479 pts. |
| 5 - Duane Adams | 478 pts. |
| 6 - Paul Knudsen | 472 pts. |
| 7 - Greg Barker | 471 pts. |
| 8 - Tom Licata | 456 pts. |
| 9 - Frank Duranza | 443 pts. |
| 10 - Roy Bazin | 440 pts. |

Sportsman

- | | |
|------------------------|----------|
| 1 - Denny Smith | 493 pts. |
| 2 - Dave Willits | 486 pts. |
| 3 - Steve Whitney | 484 pts. |
| 4 - Jim Fuller | 481 pts. |
| 5 - Steve Krutsinger | 481 pts. |
| 6 - Frank Trinchitella | 479 pts. |
| 7 - John Robinson | 475 pts. |
| 8 - Ron Byrd | 463 pts. |
| 9 - Ward Brower | 461 pts. |
| 10 - Ed Miller | 452 pts. |

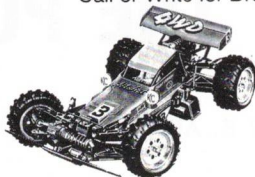
(Region 2 - Continued on Page 27)

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Russ Hawkins — Winner of the 1987 "Ascot Oval World Series". Russ also turned the fastest run ever recorded at Ascot. **#704 "Titan"**.

Larry Westcott — Winner of the 1987 "R.O.A.R. West Coast Oval Series". Larry won 4 series races as well as setting the track record at "The Ranch Pit Shop" (the most prestigious track on the west coast). **#704 "Titan"**.

Eddie Knoles, Jr. — New track records at the "Ranch", Ascot Raceway and E & L Raceway-Del Mar (the fastest dirt oval in the country). **#702 "Titan"**.

Erik Soderquist — Erik drove the "TWISTER Mobile" 4 wheeler to victory at the **TWISTER** Invitational Race and the "Hot Tracks" indoor offroad championships. **#704 "Titan"**.

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Glyn Peglar — T.Q., track record, winner Reedy International Race at Romsey, England. Winner French Grand Prix (Nationals). Winner Austrian Nationals. Glyn hits speeds equal to 7 cell cars with his **#704 "Titan"** powered 6 cell Schumacher car.

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Limit one class per driver

Stock class \$40.00 Modified class \$30.00

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Name _____ Roar no. _____

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City _____ State _____ Zip _____

Skill level: Beginner _____

Intermediate _____

Expert _____

Total amount enclosed \$ _____

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Send Entry To: NIROCC c/o LOU GRUPE, 5165 BARCROFT, BARRINGTON, IL 60010

STOCK _____ \$30.00 OR MODIFIED _____ \$25.00

Frequency 1. _____ 2. _____ 3. _____

Name _____ ROAR No. _____

Address _____ Phone _____

City _____ State _____ Zip _____

Skill Level: Beginner _____ Intermediate _____ Expert _____

Florida State Series — 1988

On Dec. 5, State Director Steve Whitney hosted the annual state meeting to set the schedule for 1988 and to make any needed rules changes. There will be an additional class this year (1/10 Modified) along with 1/12 Modified, 1/12 Sportsman and 1/10 Sportsman. The schedule calls for an eight hour race series with the first seven races counting toward year end points (two throw-outs). The final race will serve as a trophy race and the first points race of 1989. Any Florida driver needing further info contact your club President. Any out of state driver contact either myself at the phone number listed above or Steve Whitney at (305) 631-8761 between 7 & 10 pm.

Florida State Series 1988 Schedule

Mar 5-6/Orlando (carpet)/Can-Am

April 16-17/Ft. Lauderdale/GTP

May 14-15/Tampa/GTP

July 2-3/Pensacola/Can-Am

Aug. 6-7/Jacksonville/Can-Am or GTP

Sept. 17-18/Tampa/GTP

Oct. 16-17/Winter Haven/Can-Am (mod.)

GTP (Sportsman)

Nov. 12-13/Sebring/Can-Am or GTP

1988 Region 2 1/12 Championships

As all of you know, Region 2 covers a large area. Because of this, I believe the Championships should move around each year to a different location, if there is an active club who has the experience to host it. In 1985 and 1986 the Championships were hosted by the Magic City Auto Racers in Birmingham, AL. In 1987, by the Dixie Racers in Atlanta, GA. Whoever is interested in the 1989 Championships? Let me know!

The 1987 Orange Blossom Classic hosted by SFEAR

On Dec. 6, South Florida Electric Auto Racers held their final race of the year, the annual Orange Blossom Classic, sponsored by Orange Blossom Hobbies of Miami, FL. The race was run on an oval with the cars bearing open-wheeled sprint car bodies.

Mike McBride Jr. led qualifying with a 66, 8:00.8. The A main was exciting from beginning to end. At the gun, it was Mike McBride Sr., jumping into the lead, followed by Mike Bush and Joaquin DeSoto. Then disaster struck Bush and he was pulled off the track for minor repairs, moving DeSoto into second and Roy Bazin into third. While Bush was making his way back to the track, the leader collided with Bush's car and McBride Sr., was out. Roy Bazin quickly moved his way around DeSoto, taking over the lead, followed by DeSoto and McBride, Jr., who had worked his way into

third after a rough start. With two minutes to go, Bazin had a four lap lead on the field, and then, McBride passed DeSoto, moving into second. McBride was making laps up very quickly and with 45 seconds to go, he was right behind Bazin. On attempting a pass, McBride nailed a corner Hard and never recovered. Bazin took the checkered flag, with McBride Jr., second and DeSoto nailed down third.

A Main

- | | |
|-----------------------|-------|
| 1 - Roy Bazin | Delta |
| 2 - Mike McBride, Jr. | Assoc |
| 3 - Joaquin DeSoto | Delta |

B Main

- | |
|------------------|
| 1 - Marty Kaplan |
| 2 - Tom Licata |
| 3 - Mike Swan |

1/10 Scale

- | | |
|-------------------|----------|
| 1 - Kevin Hubbard | Scratch |
| 2 - Terry Buyea | Kyosho |
| 3 - Roy Bazin | Predator |

Dixie Racers

Sunday, Dec. 20, 1987, we ran the first truly serious modified class in quite some time. The participants in this class were Patrick Miller, Tim McNeill, Will Butts, Steve Pitts, John Buxton and Ken MacLeish. Before the races began, there was some discussion as to how the points would be counted, so these people would not lose what they already had in sportsman. It was decided to transfer their points they already

accumulated in sportsman to modified. Tim McNeill, Will Butts and Steve Pitts strongly lobbied Patrick's idea and after playing the devil's advocate for a while, I now not only agree, but I think this could be an actual milestone in the club's history.

At the next club race, (Jan. 3, 1988, Raceway Hobbies) I will transfer my points over and I would like to see John Buxton, Carey Christian, Scot Coleman, Paul Elliott, Edgar Quinones, John Reed, Larry Ross and Denny Smith also transfer. The only people this group is really interested in beating is each other anyway. This will leave the sportsman class open for the newer people, people with limited resources and the occasional racer.

This new division of classes would make the sportsman class open. This would be a real confidence builder for the individuals involved. This is very important at this time of year, with lots of new racers getting cars for Christmas. Also keep in mind that anybody can race in the expert class whenever they want, they are very welcome, however the people committed to the expert class cannot race sportsman. In the future, we may not want to run modified motors, but the

(Region 2 - Continued on Page 74)

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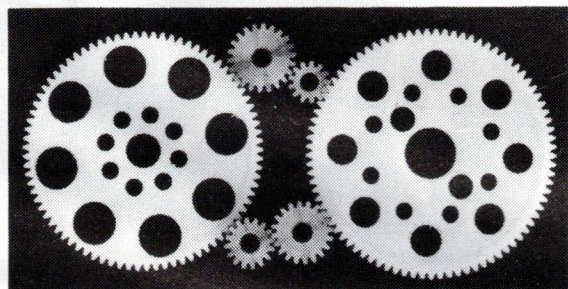
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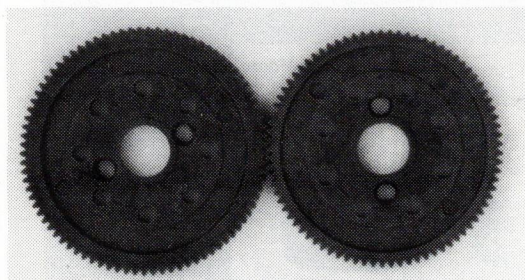
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18	5.00
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20	4.50
21	4.28
22	4.09
23	3.91
24	3.75

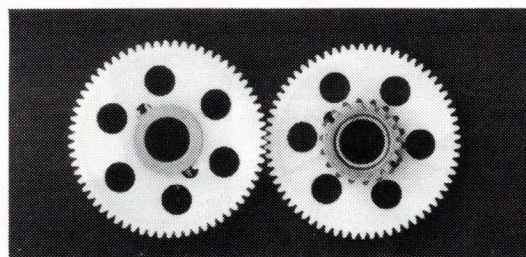


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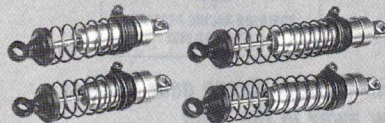
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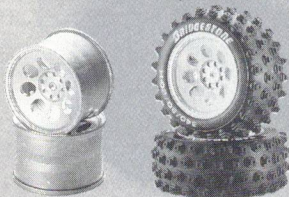
W-5002 – Gold Shocks-Rear
W-5001 – Gold Shocks-Front

Johnson, Kondo & Moore



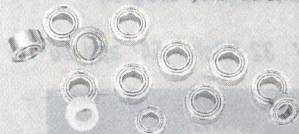
W-5021 – Large Rear Wheels
W-5032 – Low-Profile Rear Tires (Dirt)

Johnson, Kondo & Moore



1974 – Complete Bearing Set

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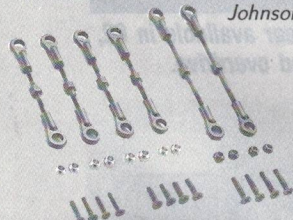
W-5061 – Universal-Jointed Shafts

Johnson & Kondo



W-5005 – Special Rod Set

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UM-26 – Tall Shock Tower Set

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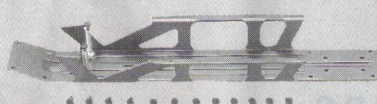
OT-76 – Hardened Final Pinion (F&R)

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UM-27 – Special Chassis

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UM-30 – Special Radio Plate

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WORLD



Team Trinity's
Joel Johnson

Ultima finishes 1 – 2 – 3 at Worlds

When the dust settled at the 1987 IFMAR 1/10 2WD Off-Road World Championship, the **Kyosho Ultima** had "BLOWN AWAY" the competition with a phenomenal 1st, 2nd, and 3rd place finish. Joel Johnson of Team Trinity took home the championship trophy, followed by Katsunori Kondo and Kris Moore – Kyosho Racing Team members.

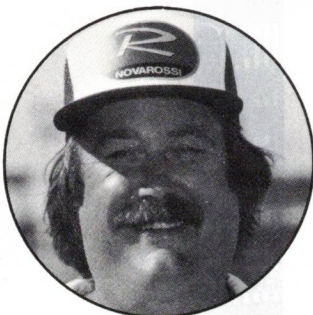
RE-PETE FUSCO



1987-1988

WORLD CHAMPION

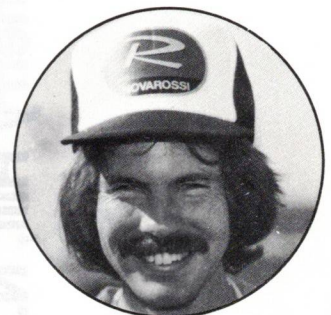
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Rich Lee
Car Builder

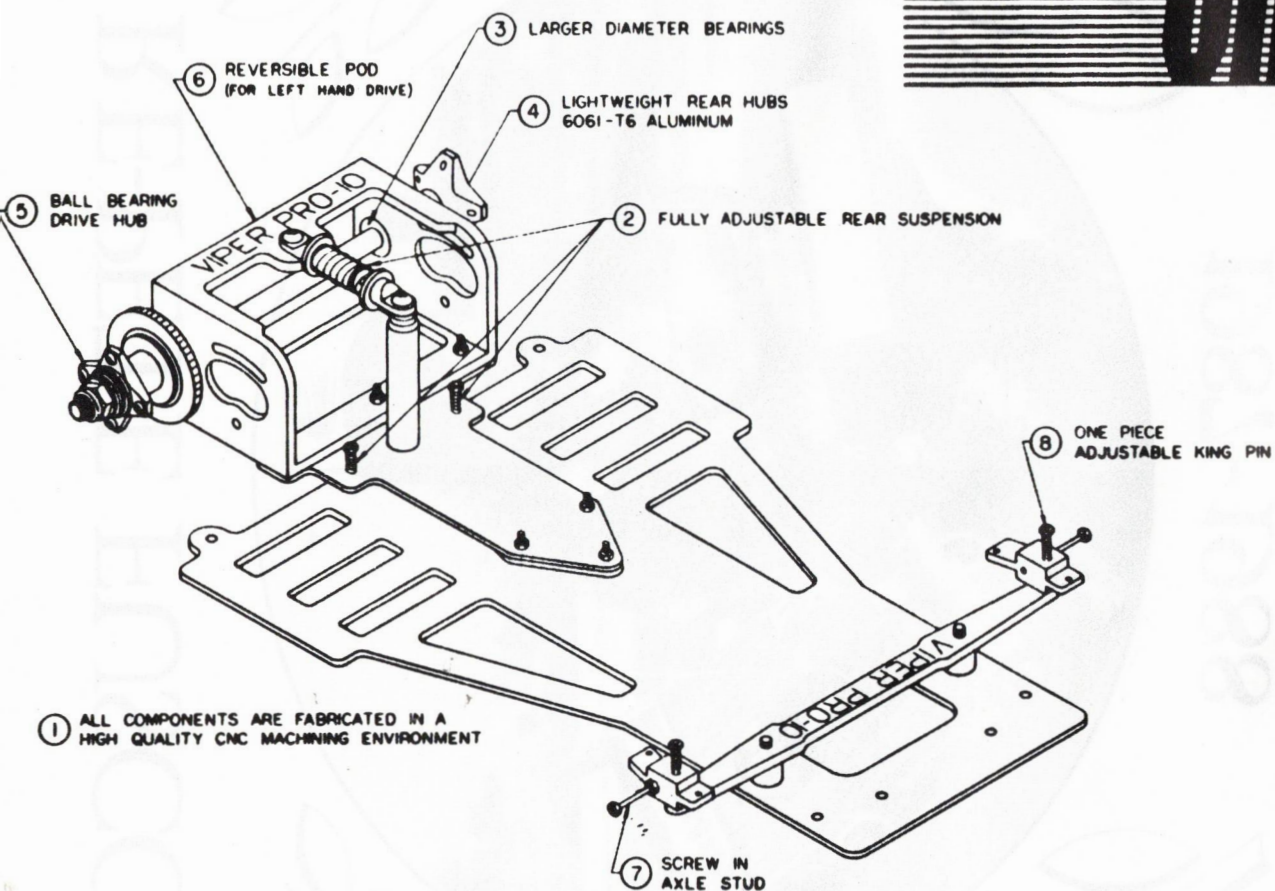
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(815) 436-8574

Region 3

I would like to open this issue's report by raising a very important subject to you the racer. In the January REV-UP, Mike Reedy asked for input regarding a new battery that SANYO will soon be releasing. This battery will have a 1.7 mah rating. That is about 30% more power than the existing 1.2 mah battery and that translates to about 2½ minutes more run time on a 1/12 scale car. Most racers I know will take that extra running time and convert it into more top end speed via a hotter wind motor and increased gearing. Granted, the higher output battery will reduce the need for matched cells, but only for a short time until the fast guys get the winds and gearing figured out and get the chassis set-up to handle the faster speeds and then we will be right back where we started from. At a projected price of \$15 per cell, I think we have to draw the line. Let's face it, the cars are going fast enough. A well set-up 6 cell 1/12 scale car is capable of nearly 40 mph. That's 480 scale mph. It is my opinion that all we will accomplish by allowing these new batteries to be run is increase the cost of being competitive and ultimately squeeze out new people at the entry level. When all is said and done, we will all be spending a lot more money, most of us will be going faster than we are able to drive and the same guys will still be winning. Please do your sport a favor, get off you !#%*#!# (chair) and let Mike Reedy or me know what you think! Write him or write me, take up a petition in your club or with your friends, please say something, don't let this one slip through the cracks! This one's important!!!

As I told you in my last report, I attended the Las Vegas Super nationals 1/4 scale race. They had 150 entries and I made the C main, but take it from me, racing for money is the pits!!! This race got very, very ugly!

As usual the U.S. Indoor Cham-

pionships had a whopping turn out of entries and the usual colorful, controversial and close competitions that this race has come to be known for. Congratulations to all the NOR-CAR crew, you guys sure work hard!

Lots of good racing is taking place at the USA Raceway in Bridgeport, Michigan this last few months as they are in the midst of their 1/12 Michigan Championship Series Race. Both Gary and Dave Killingsworth are doing a great job running races and seeing real good competition amongst the drivers on the track. Check out the report on that series and the U.S. Indoor Champs further on in this report.

The 4 cell indoor regional championships will be hosted by the NIRROC club this year just outside Chicago. You can bet on some good racing at this club since two of their members Tyree Philips and club president Dennis Moscatelli have both qualified for this year's IFMAR world championships to be held in Holland. Watch for the dates on this one, you won't want to miss it.

I reported last month that Steve Lazarus would be staying on as 1/8 scale assistant. Since that report Steve has been elected as president of his club and felt it would be unfair to split up his time. Steve has done a great job as scale assistant for several years and for that we thank him and wish him the best in his

new position. Our new 1/8 scale assistant comes highly recommended from Steve, please welcome aboard Jim Meach of Delafield, Wisconsin. Jim will not only report on 1/8 activity, but will also put forth effort into promoting ROAR in the Wisconsin area. Wisconsin is one of the weaker states in our region and we would like to build it up as we try to establish growth in the region. Kentucky is another problem area, as well, we have no affiliated clubs in that state. How about it Kentucky, are you out there?

The most exciting thing that will be happening in the region this year will be the 1988 ROAR 1/12 scale Nationals. As race director and organizer of this event, I will go on record and promise you this will be the premier event of the decade. As this event takes place one month before the worlds, we will provide the U.S. team the finest track possible to tune up for their battle against the rest of the world. The race will take place inside the Plymouth Hilton in Plymouth, Michigan. Plymouth is a country like setting about ½ hour from Detroit. The track will be 110' x 48' with 9' lanes on grey Ozite carpet. Drivers will be treated to first class accommodations, factory seminars, good racing and will be the guests of host club SEMROCC for a lavish Sun-

(Region 3 - Continued on Page 39)

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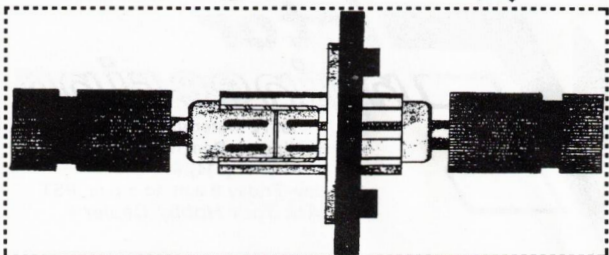
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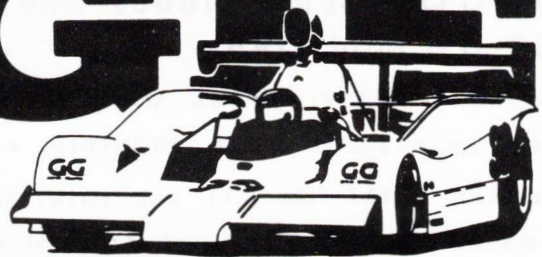
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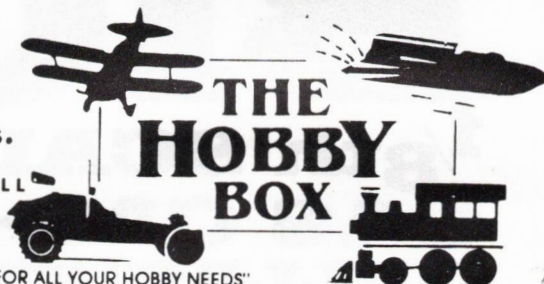


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(Region 3 - Continued from Page 35)

club SEMROCC for a lavish Sunday brunch before the mains. Don't miss this race!!!! July 7th, 8th, 9th & 10th.

Finally, I would like to thank the Rivertown Racers in Grand Rapids, Michigan for asking me to speak at their Christmas banquet. Ted McCarthy has a great bunch of racers out there and I really enjoyed the opportunity to meet and talk to them. I also wish them the best with their first major event, the '88 International Festival of Racing.

One last minute update. Don Meade (Mr. Region 3 2wd Modified Off-Road Champion) will be staying on as 1/10 scale assistant. Great to have a pro like Don helping out!

New U.S. Indoor Champ Crowned in Cleveland

NORCA's Eighth U.S. Indoor Championships were held at the Westlake Holiday Inn, November 26, 27, 28 and 29, 1987. A total of 330 racers were pre-registered for the event; 150 Modified drivers and 180 in the Sportsman Class. Manufacturers and local hobby shops set up tables in the hallway leading to the race room.

NORCAR members set up the track in the Main Ballroom, Wednesday evening under the guidance of Wayne Gerber, Sr. Thanks to all who helped set up the track.

Thursday was the day set aside for registration and practice. Chuck Mackin and crew were busy handing out driver's packets. Drivers who were entered in the Sportsman Class picked out their stock motor and had their motor number engraved on it. The race room was crowded all day and night Thursday with drivers waiting to practice. Many sat in the bleachers and watched, hoping to get some "HOT" driving tips. Others congregated around the pool relaxing before the race began.

Friday morning started with a driver's meeting. All drivers were in attendance, most of them clutching coffee cups and yawning! The rules of the race were explained by NORCAR's President and Race Director of this event, Dennis Butcher, and any and all questions were then answered. Don Holub, Race Central, explained the way the heat board would be changed that night.



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The drivers' best time would be used to seed him/her in a new heat — similar to setting up for a main. The mini-main idea worked well for those who were dissatisfied with their original qualifying positions. Neal Everhart discussed the radio impound system and Alex Gombach was on hand for technical questions.

Three rounds of Sportsman qualifying were scheduled with three rounds of Modified qualifying immediately following. Results of the first three rounds show Dan Louis of Joliet, IL., the top qualifier of Sportsman Class with 35 laps in 8:14.7. He was the only Sportsman driver to make 35 laps Friday! NORCAR's Andy Holub was second with a very fast 34 laps and Paul E. Martin, Jr., was third. In the Modified Class, Rick Hohwart was the man to beat to that point when he qualified with 37 laps in 8:05.5. In the third round of qualifying, Chris Doseck decided to go after the top qualifier spot and took it with 37 laps in 8:01:1.

Saturday came all too early with the fourth qualifier beginning at 7:00 a.m. At the end of the sixth qualifier, Dan Louis remained Top Qualifier of the Sportsman Class with 35 laps in 8:01.7. Jason McWethy of Minot, ND had won the second spot and Mike Seubert was third. In all, seven Sportsman entrants were able to turn 35 laps! Modified class T.Q. Chris Doesck retained his title until the sixth round of qualifying when Christian Keil flew around the track completing 38 laps in 8:00.9. That qualifier was more exciting than some mains.

Coming in second to Christian was Dave Hechler with 38 laps in 8:09.9. They were the only drivers able to turn 38 laps in qualifying. Mains were posted and everyone went to get some "shut-eye" before the BIG DAY.

During Sportsman qualifying Saturday morning, a concours was held for both classes. Winner of the event was R.A. "King" Jones of Whiting, Indiana, with his Kreepy Kraully car. Neal Everhart of Canton, Ohio, won second prize with a Silk Cut design. Third in the event was Kevin Gray of Columbus, OH, with a Goodwrench 'Vette.

Sunday's practice began at 6:00 a.m. The mains began at approximately 12:30 p.m. after a little track maintenance. As we worked our way from R to B, there were many exciting races and very good driving exhibitions put on. Unfortunately, I don't have the space to describe each main.

The cars were staged and the grid cleared for the start of the "A" Sportsman main. The drivers were announced and any pictures taken then so as not to disturb drivers during the event. Dan Louis (driving his new BoLink Eliminator 12) continued his domination of the Sportsman competition in the A main. Dan was the number one qualifier at the end of all six qualifying rounds. Dan was only challenged briefly in the main by Jason McWethy as he put on a "driving clinic" to win the championship by 5.4 seconds. Jason finished second and Wayne Penfold finished third 7.2 seconds back.

(Region 3 - Continued on Page 70)

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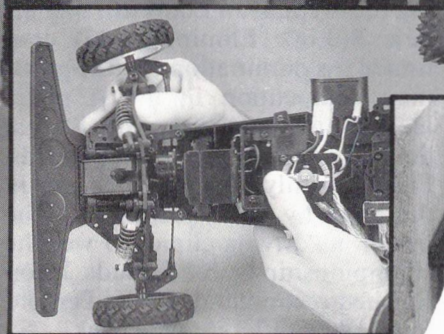
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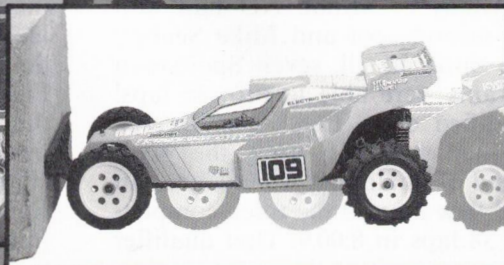
the wheel travel and bump absorption you need to keep all your rubber on the road. Newly-designed, block pattern front tires and pin-spoke rear tires supply you with fantastic traction. At the end of the Raider's run, the crowd will be shouting for encore after encore.

At this price, Raider's a real steal.

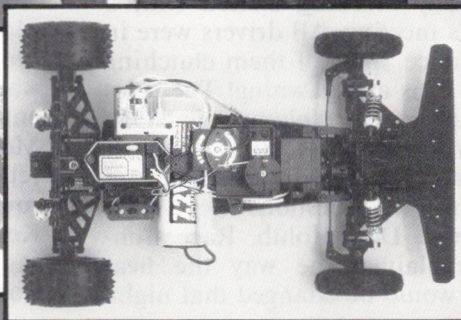
With a new design, high-level performance, and ease of assembly at a remarkably low price, Raider is a real steal for any new driver who's looking beyond the ordinary. For off-road adventure that's Kyosho all the way, see the scene-stealing, show-stopping Kyosho Raider at your favorite hobby dealer today.



Rugged front steering assembly retains its shape.

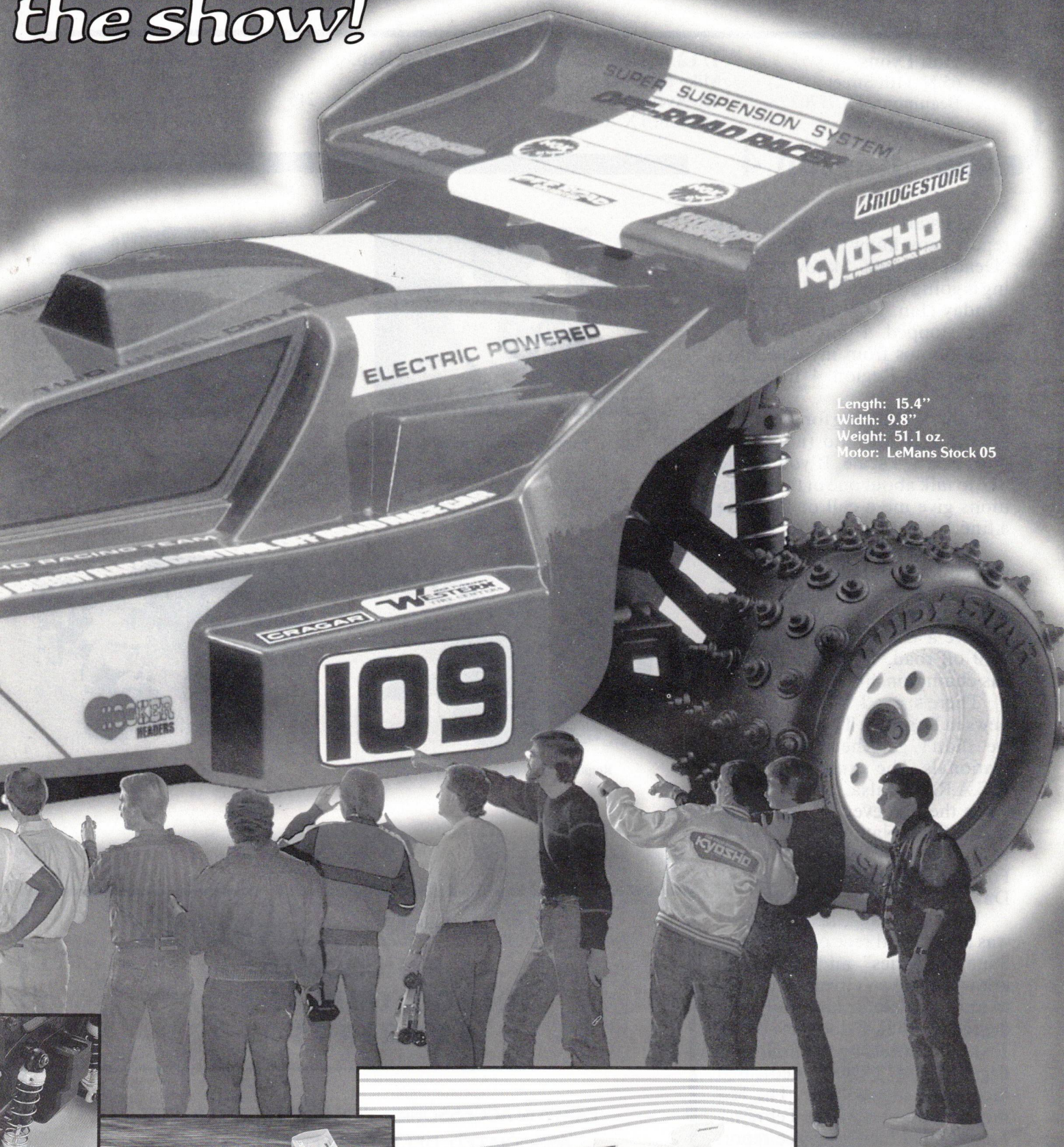


Full-width front bumper protects Raider in head-on collisions.

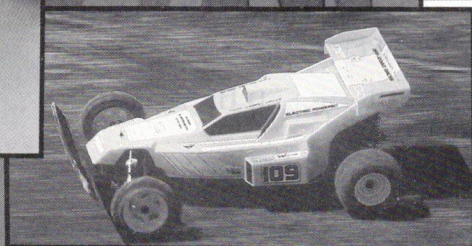


Flat-pan ABS resin chassis shows Raider's clean layout.

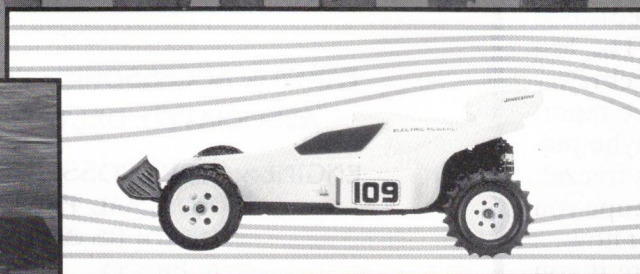
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Region 4

As I start to write this month's report I now know the meaning of "Dead of Winter". I know that racing is going on because I raced last Sunday (Jan. 10), but the reports have stopped. I have enclosed some photos from my collection of races in Region 4 from last year.

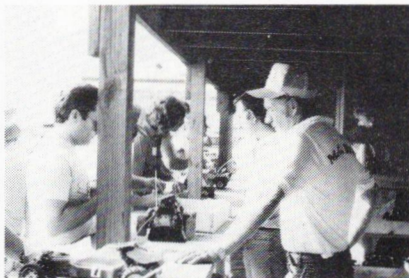
I am still looking for assistants for the 1/10 off-road (north section) and 1/4 scale. If you would like to talk about one of these positions give me a call or drop me a line.

Requests for the Region 4 Championship races are coming in slowly. If you would like to host one of the races write me. We want to have a 1/12 and 1/10 on-road, 1/10 off-road, 1/10 oval and 1/8 gas championship races.

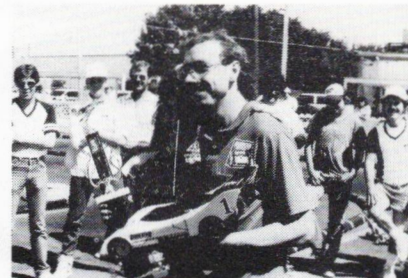
There's good news and bad news in Region 4. The bad news is we didn't get the 1/12 ROAR Nationals. The good news is the R.C.A.R. of Tulsa, OK has been given the first ever 1/10 scale on-road ROAR Nationals. The dates will be June 16-19 in Tulsa, OK. For more information contact Dave Cole at (918) 745-9898.

Back to racing, last Sunday I was at the third race of the "Inter-State 10 Series" and I want to know you haven't lived till you try to unroll escalator handrail in 27 degree weather. It does get cold in Texas! It warmed up to a high of 40 degrees and 20 very dedicated racers had a good time. The last race of the series will be February 7, so we will have the race report for you next Rev-Up. Maybe pictures if the camera didn't freeze!

Well that's all I have, hope you enjoy the pictures. And for now... "There's more fun in store if you race in Region four!"



It can't weigh that much!



Andy Dobson in Texas



Region 4 Director hard? at work



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1. WINTERNATIONALS

4WD — 1st, RALPH BURCH, JR.; 2nd, GARY KYES; 3rd, BUTCH KLOEBER

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

2. BUDWEISER 10 HR. ENDURO

THE RANCH BOYS HAD MORE FUN!

GIL LOSI, SR., GIL LOSI, JR., & GARY KYES DROVE TO WIN!

3. CHARBONNEAU CHARITY RACE

4WD — WINNER & "TQ" GIL LOSI, JR.

2WD — WINNER & "TQ" RANDY TENTSCHERT

4. McCOY RACE

4WD — TQ & 1st, GIL LOSI, JR.; 2nd, GARY KYES

The Top Four Qualifiers Used **PARIS POWER**: 1st, GIL LOSI, JR.; 2nd, BUTCH KLOEBER; 3rd, RODY ROEM; 4th, GARY KYES

2WD — 1st, MARK MIRANDA; 2nd, PAUL NADEAU; 3rd, RAY ZABRISKIE

TQ — KEVIN MERCADANTE

Seven Out Of Ten "A" Main Drivers Relied On **PARIS POWER!**

5. ROAR 1/8 NATIONALS

4WD — 1st, GARY KYES; 3rd GIL LOSI, JR.

The Top Three Qualifiers Used **PARIS POWER**

TQ & New Track Record, RALPH BURCH, JR.; 2nd, JOEL JOHNSON; 3rd, GARY KYES

2WD — 1st, RAY ZABRISKIE; 2nd, TIM FLEENOR; 3rd, GUS GUSTAFSON

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Lake Whippoorwill, FL
The "Ice Man" Steve Swindle TQ's with Bolink's **ELIMINATOR 10** with an '83 T-Bird body. Steve was the only 1/10 car with 45 laps, to be the Top Invitational Qualifier. There were only 5.45 lap runs made - Bolink's **ELIMINATOR (10/12)** made two of them!

U.S. INDOOR CHAMPS

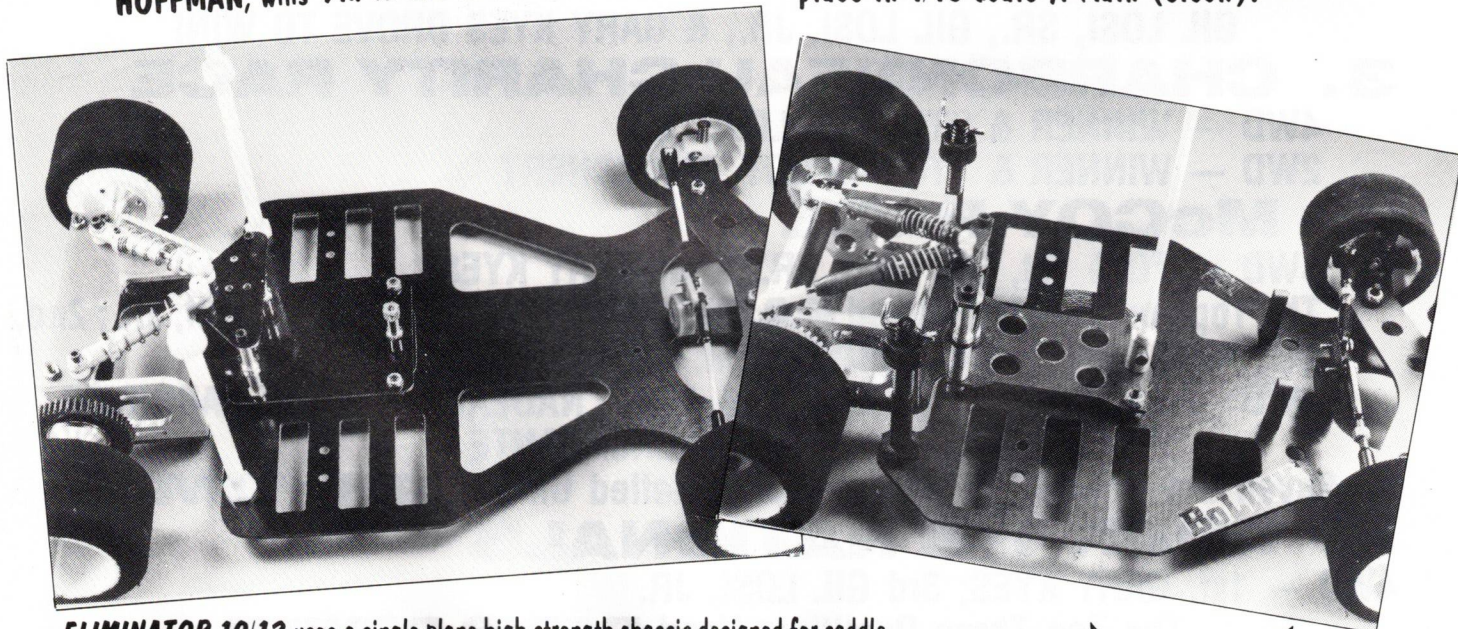
Cleveland, OH
Independent driver, **DAN LOUIS**, TQ's Sportsmans Class and wins every heat, including his A-Main with BoLINK's **ELIMINATOR-12**. **JIM HOFFMAN**, wins 9th in the A-Main.

ALABAMA OVAL CHAMPIONSHIPS

Springcove, AL
BoLINK's E-10 was the Top Qualifier and took the 1st (**TIM LANIER**) and 2nd (**RICK JORDAN**) in the A-Main (modified).

WHIPPOORWILL OVAL CHAMPS

Lake Whippoorwill, FL
ELIMINATOR does it again!! At the Oval Champs at Lake Whippoorwill, December 5-6, 1987, **STEVE SWINDLE** takes 1st place in 1/10 A-Main (modified) and **TIM LANIER** takes 1st place in 1/10 scale A-Main (stock)!



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Schedule: March 25, Fri. Nite 7:00 p.m.
Monthly Trophy Race
Qualifying Begins March 26, Sat. Morning
9:00 a.m.
March 27, Sunday 10:00 a.m. Main Events
and Awards

General: Most ROAR Rules and Classes Apply
Drivers must be able to change frequencies.
For Racing Info Call Wayne Rydzy 265-3939
Race Info, Motel and Map will be sent to
each entrant.

Fees: \$20.00 per car.
\$15.00 second car, second class.
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Entry: Must Register by March 11, 1988
Entry is limited to first 175 cars.

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Merritt Parkway South Exit 65 (1st Exit at Wallingford Tolls); Left at end of ramp onto Connecticut Route 150 (Hall Avenue); 4th traffic light take left onto North Cherry Street; 1st driveway on right is parking lot for 63 North Cherry Street — Industrial Building 3rd Floor.

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Merritt Parkway North to Exit 65; At end of ramp take left at stop sign; Go to traffic light and take right onto Connecticut Route 150 (Hall Avenue); At 2nd traffic light take left onto North Cherry Street; 1st driveway on right is 63 North Cherry Street — Industrial Building 3rd Floor

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2WD MOD. FREQUENCIES 1st _____ 2nd _____ 3rd _____

4WD MOD. FREQUENCIES 1st _____ 2nd _____ 3rd _____

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Region 5

Well here in Region 5 its time to start dusting off all the outdoor race cars and seeing if they will run. For those of us who don't get a chance to race indoors we get our first look at how much of our skill we have lost. In some cases we didn't have any extra to lose. I am still looking for applications from clubs wishing to hold Region 5 Championship races. If at all possible get your request to me by March 5th as we can get them in the next Rev-Up. Not to many requests for races yet. St. Louis R/C Car Club is planning a special race for the Fourth of July weekend and their ad should be showing up in this Rev-Up. Also the schedule for the 1988 Heart of America Series goes as follows:
April 23-24 Kansas City, MO
May 21-22 Sioux Falls, SD
June 4-5 St. Louis, MO
July 16-17 Minneapolis, MN
August 6-7 St. Louis, MO
Sept. 24-25 Minneapolis, MN
October 8-9 Kansas City, MO

As you can tell there are some new locations added this year. Four of the seven races still count towards the year end championship. This gives the guys from the northern part of the region a better chance at the title. Four wheel drive and two wheel drive open will be able to run any body. The Sportsman class will run GT bodies and for the time being a .200 carb restrictor. As the .156 restrictors become available we will change to that restrictor. If you have any questions regarding the 1988 HOA races contact Larry Martin (217) 732-4725.

I have received very little in the way of racing news except for the Region 5 1/12 Championships from Stan Witteman and a report on the North Dakota Challenge by Roger Lee. Thanks Guys!

If you have articles to send in get them to me by the 5th of every other month starting in March. I can always use the help. Lets keep Region 5 going strong in 1988 and most of all have fun!

NORTH DAKOTA CHALLENGE

On December 20, 1987 the first of what is to be a series of 1/12 scale races hosted by the various R/C race clubs in North Dakota took place at the club facilities of the R-Cart Race Club in Bismarck, North Dakota.

Racers were present from all but one race club in the state. Clubs represented were: both clubs from Fargo, R-Cart in Bismarck, Northern Mini-Racers from Minot, the Jamestown Club, the Oriska Club and the group from Mohall.

The basic ROAR rules were used with off-road stock motors, 4-cells and any body style. However, most ran Can-Am or GTP bodies. A few racers brought along their 1/10 scale cars but the big competition was in the 1/12 scale class.

The competition was stiff as in attendance were Region 5 Modified Champion Mitch Witteman who also placed second in the Sportsman B Main at Cleveland and Jason McWethy who placed second in the Sportsman A Main at Cleveland.

1/12 SCALE A MAIN

- 1st - Mitch Witteman
- 2nd - Jason McWethy
- 3rd - Mike Stewart

B MAIN

- 1st - Brian Gault
- 2nd - Roger Lee
- 3rd - Pat McWethy

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C MAIN

- 1st - Tom Kelder
- 2nd - Mike Butts
- 3rd - Tom Helbling

D MAIN

- 1st - Phil Christlee
- 2nd - Dan Geck
- 3rd - Rich Strankowski

1/10 SCALE

- 1st - Tom Helbling
- 2nd - Roy Burns
- 3rd - Chuck Mansfred

ROAR REGION 5 1/12 SCALE 4-CELL INDOOR CHAMPS

After a somewhat nebulous initial planning stage the ROAR Region 5 1/12 scale 4-Cell Indoor Championships was brought to a grand finale on Sunday, October 18th at the Bismarck-Mandan Radio/Control Auto Racing Teams (R/CART) permanent local track located above the Stage Stop Lounge, Grill & Bottle Shop in Mandan, North Dakota. The winner of the A Main and new ROAR Region 5 1/12 scale champion is Mitch Wittemen of Mohall, ND member of Northern Mini Racers (NMR) of Minot, ND and also holder of a dual membership in the host R/CART Club. Close behind in first and second runners-up spot were Peter Fitch and Norm Mead of the Twin Cities Radio Control Car

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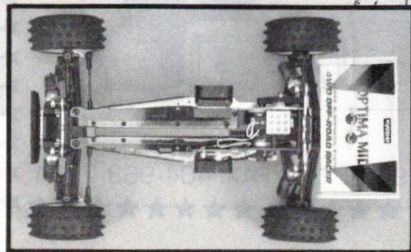
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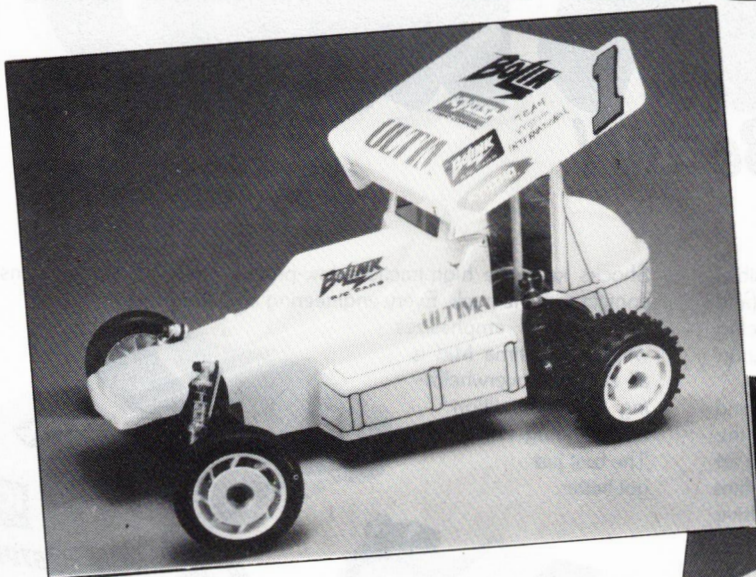
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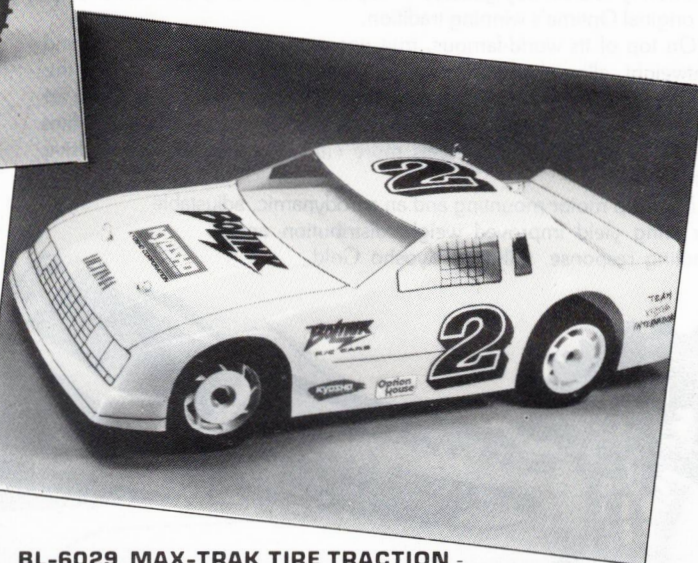
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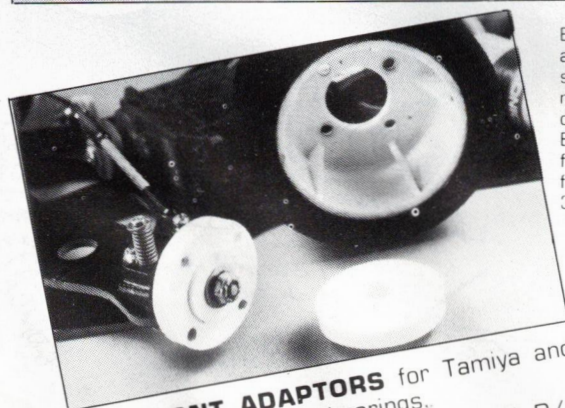
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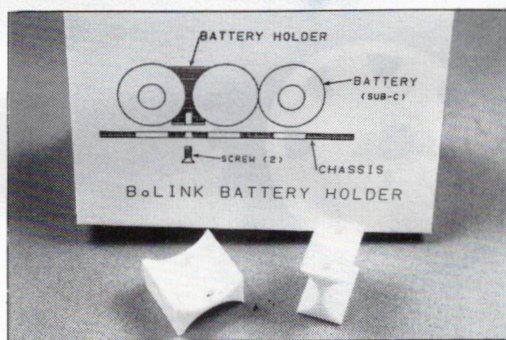
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BoLINK

(Region 5 - Continued from Page 47)

Club (TCRCCC). Jason McWethy of NMR & R/CART came in fourth while Steve Yamamota of Denver, CO was fifth followed by Ken VanBrocklin another member of TCRCCC.

The 50 x 36 commercial carpeted track (not ozite, nor olefin) was opened for practice from 5:00 p.m. til midnight Friday for the early arrivals to begin their dialing in. After awhile many determined that they must lighten up considerably on the use of traction compound. There is an outside stairway for the younger racers to enter without going through the lounge. The track was reopened Saturday morning with action getting underway about 11 a.m. with a full 8 minute controlled practice followed by five qualifiers ending in time to go downstairs to view the World Series on big screen TV while taking on some nourishment. Then for a few it was back upstairs til midnight for some limited wrenching.

Early TQ was Peter Fitch with a first round 50 lap 489.6. In the second round, Mitch Witteman brought in a 50 lap 482.5 which stood up through the day. The next two qualifiers did not advance TQ. The last round saw Mitch Witteman back up his earlier run with a 50 lap 484.4.

Winner of the Concours was John Weaver of NMR for the second win in a row with his Chevrolet Corvette GTP complete with mirrors, instruments, air scoops, wipers, rear suspension, and the driver's blue eyes. Second was the white green, and blue Schkee of Roger Flint. Third was Jeff Brustad with a red, silver, and blue lace design on his Arundel. R/CART extends their thanks and appreciation to Steve Yamamota of Denver and Rod Mull of Minot for fulfilling the roll of concours judges.

The A Main was set. At the computerized starting tone, Mitch Witteman came out of the chute with a slight lead, went a lit-

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tle wide at the end of the sweeper, showing a little excess traction, flipped up on his side for an instant and allowed the entire field to get by before punching the throttle again. Jason McWethy ran into the same problem at the hairpin on the far side of "the no-man's land" in front of the driver's stand, allowing Mitch to get by him. Meanwhile, up at the front of the race, Peter Fitch was leading Norm Mead. Steve Yamamoto was in third followed by Ken VanBrocklin. After a lap or two, Mitch overtook Ken, caught and passed Steve in another few laps and took off after Norm, then followed him closely for about three or four laps. Meanwhile, up at the front again, Peter had opened up about a half lap lead. This was nearly at about the midpoint of the race, and about the same time that Mitch's excited father, Stan Witteman, had to be chased away from the computer lap counting area. Norm let Mitch pass, and the chase was on. Mitch, for the next few laps, was opening up a lead on Norm, but appeared not to be catching Peter. Then he began reeling him in at 4 feet per lap, 8 feet, and then 16 feet. Peter gave Mitch the go ahead and he took a respectable, but not comfortable, lead. While this was going on, Jason had passed Ken, played several laps of cat and mouse with Steve, who exhibited the most straightaway speed and gave no

quarter there; but Jason was able to overtake and pass him in the hairpins and esses. This proved to be the finishing order, but there was yet a little more excitement to come. Peter caught up to Mitch when he clipped a dot and brushed a wall, only to have Mitch open up another lead. Mitch then had a little trouble lapping a backmarker, allowing Peter to catch up once more, only to have Mitch move out again. The leader was never threatened again as "battery dying time" effected the others more than Mitch. He finished strong going away by 2/3 lap, running on a pack of two-year-old "PL" Sanyos. A full lap down from Peter, Norm Mead successfully resisted a strong challenge for third spot when time ran out on Jason McWethy, who finished fourth. Steve Yamamoto finished fifth followed by Ken VanBrocklin. A Main drivers, as well as all other participants, are to be congratulated for good clean racing and exhibiting a high level of sportsmanship.

Rick Myos, Mike Stewart, Nub Kopisca, Rod Mull, and Larry McKinney qualified for the B Main in that order. Rod jumped off to the early lead chased by Nub and Rick. Mike was fourth followed by Larry. After a couple of laps, Rod encountered mechanical problems but was out of it by the time he got back on the track.

(Region 5 - Continued on Page 67)

SECOND ANNUAL



CACTUS CLASSIC OFF-ROAD RACE MARCH 18, 19, & 20, 1988

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- Location: SRS Raceway, 1120 N. Hayden Rd., Tempe, AZ 85281
Lighted track for open practice.
- Classes: 2WD Stock 4WD Stock
2WD Modified 4WD Modified
- Awards: 1st thru 4th Each Main
1st thru 3rd Concours
- Racing Program: A-B-C System. Everyone runs a main event.
10 Car Mains — No Bump-Ups.
- Schedule: Fri. 3/18 — Open Practice All Day.
Sat. 3/19, 9:00 A.M. — Qualifying Begins.
Sun. 3/20, 9:00 A.M. — Concours Judging
9:30 A.M. — Last round of qualifying followed by mains
- Entry: \$20.00 per class, payable to Scale Racing Sports, 1120 N. Hayden Rd., Tempe, AZ 85281.
—**IMPORTANT DEADLINE**—All entries must be received by March 15, 1988.
- Rules: ROAR. All drivers must provide proof of 1988 ROAR membership. (Available at track).
- Information: Call Scale Racing Sports, (602) 829-9117



Cactus Classic Entry Form

Driver: _____ Street Address: _____

City: _____ State: _____ Zip: _____ Phone: _____

Class: (circle one) 2WD Stock 2WD Modified 4WD Stock 4WD Modified

Car: _____ Motor: _____ Radio: _____ E.S.C.: _____

Sponsor(s): _____ Frequency Choice: 1st _____ 2nd _____ 3rd _____

Please use separate form for each entry.

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Arizona Area

Dave Portz
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Tempe, AZ 85281
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Region 6

In case you haven't heard by now, I, Peter Barana have become your new Region 6 Director. I was appointed just before the new year and will serve until the end of this year.

Through my nine years of racing 1/8, 1/12 and 1/10 I have met many people and made new friends. Over the remainder of this term I hope to continue these relationships.

Since I am new at this position there is not much to report in regards to what has happened since the last issue of Rev-Up. My first assignment was to secure the final spots for this summer's 1/12 scale worlds. I want to congratulate all the drivers who have qualified from ROAR, and especially those from Region 6. Our region has been represented well at the Worlds with three out of the five 1/12 world championship crowns going to Region 6 drivers. Good luck to all in '88!

Now for some new business. We need to start thinking of clubs/tracks interested in holding the Regional Championships. We currently have an 1/8, 1/10 off-road, 1/10 oval, and 1/12 programs. Any party interested in hosting a Regional event, please contact me as soon as possible.

Also later this year our region will proudly host the 1/10 scale off-

road Nationals. The 2WD Stock and Modified program will be at Antioch R/C Raceway in Antioch, CA. The dates are July 28-31, 1988. After that event the 4WD Stock and Modified Nationals will move south to Hot Trax Raceway in Huntington Beach, CA. This will be the following weekend August 4-7, 1988. Because of the popularity of these events it is important to sign up early.

The most important thing in making Region 6 responsive to the racers' needs is communication. I can be reached at the number above Tuesday through Sunday. If I am not there please leave your number and I will get back to you. Should there be any problem you wish to address please let me hear from you. I cannot lead us in the right direction unless I hear from you. Until next time...

1987 Region 6 Championships Tempe, Arizona

The 1987 Region 6 Championships are now over, the turnout was a little less than expected, but the racing was very tight and fast! SRS Raceway in Tempe, Ariz. was the host of the event and as always, the track was well prepared and the program was well run. Thanks Larry Stewart, Allen Dove and Jim Silvy for running a super

race.

In 2WD, Joe Skorch dominated for the win, in 2WD sport was Bill Duffner, in 3rd was Eugene "tiny" Lewis. Out of the race very early was Bill Heyworth. Very disappointing for Bill, he was just flat flying, and would have been a serious threat for the win.

Now I'd like to talk about the eighth place finisher. This is not normal for me to do, but I just can't resist. This Racer is very new to R/C racing and she is just doing great. Ten year old Traci Esterline stole the 2WD show, keep up the good work and practice, practice, practice. Also, don't let the "big kids" intimidate you on the track, you are fast. Good luck Traci and congratulations to all the winners.

Now for the 4WD. Qualifying was very fast, SRS' own Butch Kloeber dominated by setting T.Q. on the very first run, then going faster each round. Butch wired 4 out of 5 runs, in the last run he had a tire separate and pulled off. Also very fast was Barry Grossenbacher and Tony Neisinger, for 2nd and 3rd qualifying positions respectively. There was a lot of talk in the pits when Butch and I switched from the ever popular Elfin body to the 30 KL. Some of the newer racers asked if it was a new body and were shocked when we told them it has been around longer than the Elfin. It is a very smooth body and it made the cars very easy to go fast with another factor being the new TL Q and M tires. They seem to lock the car in even better than the arrows 7's. Well on with the racing.

On the start, Butch jumped to the lead with Barry in 2nd and Tony in 3rd. Barry was pushing his car very hard and started with very small tires, we knew he would have to make at least one rear tire change and maybe a front as well in the 40 minute main. Most everyone else went out with large tires and

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planned on no tire stops, this also means their cars would keep getting better as the race went on instead of getting loose! At this point, Butch let Barry go, but soon after Barry had mechanical problems and dropped out. This put Butch back in the lead with Dana Smeltzer in 2nd and Tony in 3rd. Mechanical gremlins took Dana out. His servo saver came apart, this could only happen to Dana! By the 2nd pit stop the race settled down to Butch in 1st, Tony in 2nd and Curtis Husting in 3rd. Also running very good was Cliff (off-road) Lett now in 4th spot. At the 20 minute mark, everything was going great for Butch, his tires were now at optimum size, the 30KL body let him go very fast without getting the car lose and scrubbing off precious rubber plus the restrictor in the carb made the engine power band very smooth and useable. At the 25 minute mark, Butch had a lap lead over 2nd place Tony Neisinger, 3rd was still Curtis Husting and 4th was Cliff Lett. The man to watch was now Tony with approx. 15 to go and 1 lap down. Tony started putting the hammer down, he was pushing the

car so hard I thought he would never last, Butch let Tony go and kept up his pace with 5 minutes to go and all the pit stops completed. At the 3 minute mark, Butch was holding a 12 second lead and still had not made 1 single mistake. Then the announcer said 15 seconds to go, Butch will go one more lap. Butch put it on cruise and stayed right in the middle of the track for a 40 minute perfect race. Tony finished a very close 2nd approx. 8 seconds behind, with Curtis in 3rd.

4WD A Main

- 1 - Butch Kloeber
- 2 - Tony Neisinger
- 3 - Curtis Husting

4WD B Main

- 1 - Jim Turner
- 2 - Ruben Serrano
- 3 - Joe Skorch

4WD C Main

- 1 - Joe Skorch
- 2 - Daniel Harms
- 3 - Steve Ballew

2WD A Main

- 1 - Joe Skorch
- 2 - Bill Duffner
- 3 - Eugene "Tiny" Lewis

1987 Bill Campbell Enduro Tempe, Arizona

The 1987 Bill Campbell Enduro

is now over and in the record books. All of you whom were lucky enough to know Bill are very lucky people, those of you who were not fortunate enough to know him missed out on knowing one of the most caring and special people ever! The second annual race was again held at SRS Raceway in Tempe, Ariz. There were seven teams participating including the defending champion Associated, Paris, Airtronics team consisting of: SRS's Butch Kloeber, Ralph Burch, Jr., Tony Neisinger and new to the team this year is Curtis Husting. Pit men were Ralph Burch Sr., Gene Husting, and myself Ron Paris. Unfortunately, last year's 2nd place team of RPS, Serpent, Paris, were not able to attend, do to other business commitments. Last year the race was like a 10 hour sprint race, but sitting in for the awesome team of Gil Losi, Jr., and Sr., Gary Kyes and Rocket Ron Rossetti was RPS's own Bill, the bag Goldsmith with Scott Quaranta, Andy (R/C paint) Jacobson and SRS's own Jim Silvay. SRS also had a team entered with
(Region 6 - Continued on Page 72)

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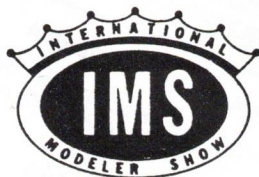
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4WD MOD.	Frequencies	1st	_____	2nd	_____	3rd	_____			
2WD MOD.	Frequencies	1st	_____	2nd	_____	3rd	_____			
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Stephen S. Warner

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(509) 535-3322

1/10 Off-Road Assistant**Steven P. Isaacs**

East 1410 11th
Spokane, WA 99202
(509) 535-1229

1/10 & 1/12 On-Road Asst.**Ron Pielli**

1100 Talche Loop Rd.
Sandpoint, ID 83864
(208) 263-4470

Region 7

Speaking for Region 7 and myself, I'd like to say thanks to Midge Husting. The time and effort that she has put into Rev-Up has to be some of the hardest work this young lady has ever chosen to do. It wasn't a thankless job, Midge, we in Region 7 take our hats off to you. You are leaving some pretty big shoes for someone to fill. And I wish them well and will try to help as much as I can.

As of the first of the year, Region 7 has two new assistants to help me in my efforts to get Region 7 organized. Representing 1/10th Off-Road is Steven P. Isaacs. His address is E. 1410 11th, Spokane, WA 99202. (509) 535-1229. Steve devotes most of his racing to two-wheel modified. He is the reigning 2WD Mod Champion in the R/C Car Club of Spokane. Winning back to back series in that club lets you know what kind of a competitor he is. He has traveled to a lot of races in the region and I'm sure a lot of you folks have met him at different races. Next time you see him, go on up and introduce yourself and let him know what kind of job you think we are doing. Any questions you have regarding 1/10th Scale, feel free to direct to Steve or myself. He and I are both here to help.

My second assistant is Ron Pielli from the P.R.O. (Panhandle Racing Organization) Club in Sandpoint. We've decided to have Ron wear two hats and call him the "On-Road" Assistant (1/10th & 1/12th). The thinking behind this is, with the growing popularity of 1/10th on road racing, the region could be better served by someone that is familiar with both scales and is really interested in road racing as opposed to someone who is more keen on off-road. Like most things, though it isn't cast in stone, and if we find it isn't working, we'll adapt.

Ron's address is: 1100 Talche Loop Road, Sandpoint, ID 83864. (208) 263-4470. He's currently looking for any and all ideas concerning a Series Race Schedule and any rules for 1/10th Scale Road Racing. If you've got any ideas, feel free to contact Ron and talk racing!

Looks like this year is getting off to a really great start. We've got one new club in the region, the "Pendleton Off-Road Racers". Located in the Pendleton, Oregon area, they are interested in hearing from any member that is interested in racing them. Contact their president, Curtis Nelson, (503) 276-6847 for track information and race dates. I'd like to welcome them to R.O.A.R. and I hope to get down there this year and compete.

From the phone calls I've received this past month, by the time you read this, we'll have 3 or 4 more clubs signing up, including one of the best known and largest in the northwest. That's super, don't you think?? Remember, you guys and gals that are in a city, town, or area without a club, just contact me and I'll be glad to answer all your questions and work with you to get something going. Remember, it only takes two to make a race. If you get a race started, other people will see it and get hooked and before you know it you have a club with scheduled races, events, write-ups in Rev-Up. All kinds of stuff. Keep in mind there are only three kinds of people in the world:

"Those that make it happen"

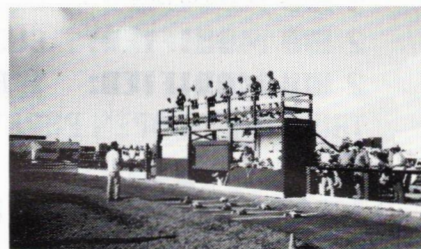
"Those that watch it happen"

"And those that wonder what happened?"

A late breaking story from Spokane, the Region 7 Off-Road Championships scheduled for Aug. 5-7, 1988, now have an official sponsor. "MPE Technologies" of Beaverton, Oregon has agreed to



A nice summer day at the Hank Perry R/C Raceway in Spokane.



A shot taken at N.O.R.A.'s track during the 1987 Region 7 Champs.

help underwrite the event. Makers of the "Avenger" and "Eliminator" battery packs, they are helping ensure this race is the best ever held in the region.

Here's the remaining portion of W.R.E.C.K.S. Indoor On-Road schedule. For further information, contact Lew Deeringhoff at (509) 525-9193. They race both 1/10th & 1/12th during these races so they've got plenty of action!! Jan. 31st, Feb. 7th & 21st, March 6th, 20th (Championship) and March 27th, they really begin to get their off-road

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track in shape by hosting a no-host work party at their really super track, located in Ft. Walla Walla Park.

The R/C Car Club of Spokane has got their summer schedule adopted for both Off-Road and Oval. It's listed below (I think). If you'd like a copy or need more information contact Bob Sargent at (509) 924-2143.

OFF-ROAD SERIES

April	2, 17, 30
May	14/15 Hank Perry II, 28
June	11, 19
July	2, 24
Aug.	5-7 Region 7 Cham- pionships 20
Sept.	4, 17

OVAL SERIES

April	10, 23
May	8, 21
June	5, 26
July	9, 17, 30
Aug.	14
Sept.	10, 11 & 25th
Oct.	2
Oct. 8-9	is an invitation Best-of- Bunch Showdown

If you look up these dates on you own calendar, please note the Saturdays are night races, under the lights. The two series are the best 7 of 14, so a person can join a little late and still compete for the trophies.

You'll also see the R/C Car Club of Spokane is once again going to host the Hank Perry II. If you didn't attend last year's race, you really missed a great season opener, so my advice to you is make a point of attending the 1988 Hank Perry II.

The folks at P.R.O. are racing every Sunday at the new Bonner Mall, north of Sandpoint. Its road and both 1/10th and 1/12th are racing. They really did a neat thing right before Christmas. They held a race and charged (3) cans of food as an entry fee and then donated the proceeds to the local Food Bank. Now if that isn't a great thing to do, I don't know what is.

I hope that by the time you read this, you folks that are involved in a club have taken time to respond to

my survey on these new batteries. For you that aren't affiliated with any clubs, I need your help!!! Looks like there is going to be new 1700 mah batteries on the market. Very similar in size to the standard now available, the biggest difference, (besides power, of course), is the price. What R.O.A.R. and I need to know is your thoughts. Let us know what you think, if the only people that respond are in favor of one thing or another and you disagree but didn't let us know, that's too bad. This organization can only make rules by listening to those that get involved. If you don't like something, get involved and help change it, don't sit around and snivel.

Contact me by March 20th, 1988 with your views. Do you want the new batteries irregardless of price or not?

Hey gang, as of this writing, we are still in need of a 1/8th Scale Rep. And if there is anyone out there running 1/4 Scale in Region, how about being your regional 1/4 Scale Representative? Don't just let the other guy make something happen!!

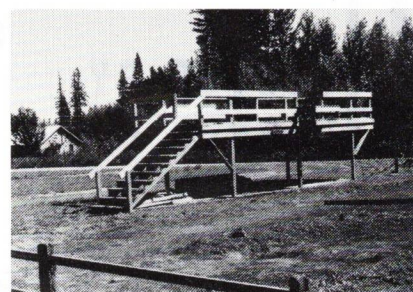
I've included photos of some of the really fine racing facilities in the northwest. By the time you read this, some of them will be under 3-4 feet of snow and I thought you might need a "pick-me-up" in the middle of the winter blahs. The photos are from the P.R.O. (Panhandle Racing Organization) of Sandpoint, Idaho, W.R.E.C.K. (Wheeling Radio Enthusiast Car Club) from Walla Walla, WA, the R/C Car Club of Spokane, based in where? (Spokane).

To all you clubs in Region Seven (7) that wish you were written up in this column and your tracks displayed, hey get off the dime and send me your stuff. By now I'm sure you've received my newsletter pleading for material, well help me and send it to me. You've got somebody that wants to make things happen, well I can't do it alone. Work with me. Send me your stuff about your clubs, Region 7, send me your photos of your cars, your names, interest-

ing stuff that you are doing. If the clubs won't take the hint, how about you??? Lets pull together and get some things moving.



The fine facility at Ft. Walla Walla, WA.
W.R.E.C.K.'s home court.

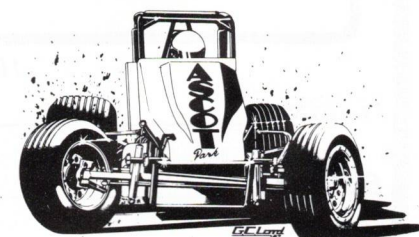


P.R.O.'s drivers stand in the ol' days of summer.

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S7L 3C5 Canada

1/10 Assistant Director
Dean Simpson
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Edmonton, Alberta, Canada T5T 3S7
(403) 481-8639

Region 9

As I look at the calendar it comes to my attention that it's time for another one of those exciting play by play reports from the largest geographical regions in R.O.A.R. So I start to look for my club newsletter folder, could it be under the 16 pairs of front tires waiting to be trued. Nope. I guess I'll leave those for another couple of months. Maybe it's under that box of Sanyo's that I've been meaning to match for the last 3 months. Nope. Maybe, just maybe I put it with that neat package of stuff I got at Cleveland in November. Not a chance, come to think of it, I wonder what's in that bag anyways? Neat. Now where was I, oh-yeah, the missing file

folder, where the heck did I put that thing? Oh-oh, what's that under the kids playdough, the missing folder, ah crap, what's this? The thing has been empty for so long my son has cut paper airplanes out of it. Guess I'll get on the phone and see if any body is really going to send me something this time. Ring, ring. Hello? Oh, you did? Oh, you will? Next week for sure, ok. Click. Sound familiar? No? Well you are probably one of the fortunate people that doesn't have to beg, steal, or borrow one of those super valuable and very rare newsletters that so many of us (Region Directors) hear about, but rarely see.

Enough with the humor, I just

hope some of you get the hidden message. For those of you that have sent in articles, I thank you. Now don't forget the next Rev-Up.

Well, I finally got myself a volunteer, and I didn't even have to bribe the guy. Believe it or not, the fellow volunteered all on his own. The person to which I am referring to is none other than Dean Simpson from Edmonton Alberta. Dean will be my 1/10th scale assistant. If anyone has questions pertaining to that particular scale of racing, give Dean a call as I am sure that he will be more than willing to lend a hand. Thanks again, Dean (P.S. Your Porsche is in the mail).



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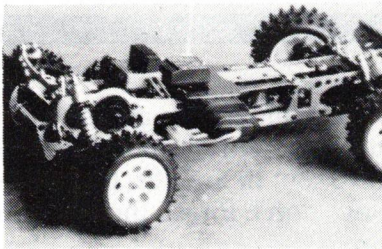
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It's kinda funny, just when your done complaining about your region, you get bombarded with not one, but three bids to host the 4-cell regionals. Now comes the hard part. who do I give the nod to? Stay tuned, cause right now I'm banging my head against the wall, while I try to pinch myself at the same time.

Well, that's it for this article. Remember to join R.O.A.R. and get affiliated. (Watch for the next Rev-Up where I discuss how Black and Decker has become a vital link in battery care and maintenance.)

REGINA OUTLAW RACERS

by Renie Wall

I know that it's late, but I've never written for any type of mag before, and I have yet to figure out this time lag bit (or how to write for that matter). so, when you read this I have no idea of the date, but

its the thought that counts.

The following are the top results for our Stock Vintage series:

Craig McWilliams	97 pts.
Renie Wall	96 pts.
Bill Solomon	87 pts.
Kim Richardson	82 pts.

Running the vintage bodies proved to be great laughs as well as some DIFFERENT racing.

NEWS FROM NASCAR

(Edmonton)

by Steve Carlton

Our first series in Edmonton was stock car with stock motors.

The results are as follows:

1 - Steve Carlton	171 pts.
2 - Dennis Cryderman	165 pts.
3 - Doug Delasalle	158 pts.
4 - Hartley Brown	156 pts.
5 - Penny Carlton	141 pts.
6 - Mark Ekland	126 pts.
7 - Darrel Ekland	125 pts.
8 - John Welter	117 pts.
9 - Craig Ekland	108 pts.
10 - Lorne Rochon	103 pts.
11 - Tory Bliss	91 pts.
12 - Fred Davis	76 pts.
13 - Don Smith	64 pts.
14 - Dean Simpson	51 pts.
15 - Andrew Comrie	35 pts.

Concours winner for stock car was Fred Davis. Good job Fred. Lets all remember to keep on coming racing and having fun.

NEWS FROM THE SASKATOON PRAIRIE DUSTERS

by Kim Adam

Well, it's halfway through the indoor season here in Saskatoon. So far, its been a hotly contested local season. With the end of the first short points series, GTP bodies and stock motors the results are as follows:

1 - Gary Lanzer	360 pts.
2 - Kelly McMeekin	350 pts.
3 - Brad Shimingelski	334 pts.
4 - Dave Newbigging	322 pts.
5 - Kim Adam	318 pts.
6 - Lyle Drysdale	288 pts.
7 - Dean Haughn	264 pts.
8 - Howard Love	184 pts.
9 - Don Gheisbrecht	152 pts.
10 - Brian Blair	136 pts.
11 - Scott Matwishan	96 pts.

12 - Brian Cook	92 pts.
13 - Luke Schultz	88 pts.
14 - Cheryl Lanzer	84 pts.

Thanks to Gary Lanzer for the point totals for this first 6 out of 8 series.

The Saskatoon Dusters sent three members to Cleveland for the indoor championships. Once again it was a learning experience for all involved, what with battery wars and some very wild to say the least mod motors. Gary Lanzer fought his way to 2nd H main mod, Kelly McMeekin 5th K main mod, and Kim Adam 9th H main sportsman. A good showing by all the Duster members.

The upcoming months are looking to be exciting, what with invitations to put on one day demo races at some of the surrounding towns, a few invitational "Grudge" race dates as well as the upcoming 4 cell regionals. So that's all from Saskatoon for now.

The Blasters and R.O.A.R. 1/10 Scale Assistant Director

by Dean Simpson

In December of 1987, Gary Lanzer informed me that I am the new 1/10 scale Assistant Director. My job duties include promoting and organizing 1/10 scale events in Region Nine, and then reporting these activities to Gary. I am also active in 1/12 scale road racing, but my first love is 1/10 scale off-road. Currently, I am the President of the Blasters 1/10 Scale Off-Road Car Club of Edmonton. Our club has 53 members and growing, which is proof that you can be R.O.A.R. organized and affiliated and still maintain large membership.

On the opening page of this Rev-up Magazine, you will find a map of North America. On this map you will see that Region Nine covers more land area than any other region, yet our R.O.A.R. 1/10 scale off-road membership following is so small. A big job lies ahead for me to convince all the other 1/10 scale clubs to become R.O.A.R. affiliated. I also know of a

(Region 9 - Continued on Page 68)

Bob Peters

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

1/8 Assistant**Kim Fleetwood**

7015 Whitehall Street
Anchorage, AK 99502
(907) 248-6682

1/12 Assistant**Tony Glenn**

801 Airport Hgts. No. 413
Anchorage, AK 99508
(908) 278-9132

Region 11

Spring is on the way and summer racing is not far off. At least when this is published, that'll be the case. As I'm putting this together, however, there's three feet of snow on the ground and it's COLD.

Even if it's still cold, the good news is there's an indoor track in Fairbanks called R/C Speedway in the Lathrop Business Park. I believe it's open 4 p.m. to 10 p.m. weekdays, and longer on the weekends. They've contacted me about becoming affiliated with ROAR and run to ROAR rules. Their track is carpet.

Also good news, our affiliate in Palmer, PARCC, is going again. They're running in the armory there, on tile, so you know it's slippery. I'm not aware of their race schedule, but if anyone in PARCC reads this, give me a call and send in some race results so I can get them in our report.

Speaking of getting race reports, the 1/10 off-rollers here in Anchorage still don't have a rep and aren't getting me any info to put here.

Congratulations to the new ARCORR officers, recently elected. Re-elected as Secretary/Treasurer was Steve Campbell, new President is Don Dockum and the new Vice President is Jim Raffuse. The club, as usual, has expanded considerably over the winter, but not to the degree of past seasons.

The 1/12 Indoor Regionals and the AROARA 1/12 Enduro will be history as of this publication but articles will follow.

AROARA has announced that it will include a series this summer for the new and growing 1/10 road cars. They will be run between 1/8 rounds on Sundays this summer. Heats will be six cell open motor lasting five minutes. AROARA will be using modified

1/12 rules until the ROAR road racing rules are published.

An important safety note. ROAR has included graphite composite wings along with metal wings on the no longer legal lists. *Ed. Note (ROAR is considering the potential problem caused by these wings, however, ROAR has not issued sanctions against graphite and metal wings.)* Lexan wings are the choice for now, so all clubs should immediately check for their use and inform the drivers that, for safety reasons, the metal and graphite wings can no longer be run. This applies to all scales.

Clubs desiring to host the 1/10 Off-Road Regionals should contact me as soon as possible. The summer's race is a World qualifier for the modified classes and requires advanced sanctioning for a Level 4 event. The 1/8 Regionals will be hosted by AROARA and its tentatively scheduled for July. The 1/8 Regional is also a Worlds qualifier for the 4WD winner.

Congratulations to Somphol Tiattrakul who won our Worlds fund raffle. We extend our thanks to the companies who donated products for this raffle! TRC for the Pro12 Graphite Kit, Airtronics for a XL2P radio, CAM Pro Motors for a modified motors, and the Slot Shop for a painted body and Gonzo matched battery. The proceeds

of the raffle go to a fund to help send Regional Champions to World Championship events.

Several special events have taken place since the last report, including the International Inn Grand Prix, Hobbycraft Grand Prix and Annual Joe Mikus Snowball Derby.

International Inn Grand Prix

Probably the biggest surprise of this race was the fact that the motel changed the carpet between the time the room was booked and when the race was held. They put in a softer carpet which made ground clearance for 1/12 cars marginal and tolerable for 1/10 cars. A surprise bump about three quarters the way down the main straight also provided an attention getter as cars launched into the sweeper.

With lane widths of about 7 feet and large heats, there was a lot of bumping and crashing. For some of the 1/10 drivers, it was their first time on a complex road course. This certainly made for close racing and fun.

The 1/10 stock class was pretty much a run away as James Prop borrowed Jeff Adzima's car and flew away. Jeff's car has been dominate in club racing all winter and proved again to have the hot stock setup. Somphol Tiattrakul, James' brother, came from behind to take the 1/10 modified class

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after TQ Bob Peters tangled with a turn marshal and lost while leading by a lap.

The 1/12 classes provided exciting and close contests. Verne Monette came back from a bad start and slipped in a two lap win over Curtis Kile running only his second 1/12 race. John Benthien, on the strength of Vickie Peters' borrowed car, took third. John hasn't raced 1/12 in several years but showed what he could do when the car was right.

It was a brotherly duel for the 1/12 modified title as Ernie and Terry diced it out. ET had set up Terry's car and obviously did too good of a job as it was the closest win for Ernie in about nine months. Tony Glenn ran his strongest race of the season coming from the fourth qualifying position to finish third when Kim Fleetwood had a gear go bad with only a minute left and dropped out.

After racing was over, we enjoyed a buffet dinner and finished

up our bench racing and 'if only's'.

Hobbycraft Grand Prix

What was hoped to be an exciting new place to race turned out poorly as no matter how hard the club tried, we just couldn't get any traction. The surface was a new concrete floor in a large shopping mall. Although the space was large being over 50' by 200', the dust wouldn't stay away. Even with mopping, three applications of sugar water, cola syrup and antifreeze, the traction just wasn't there.

The race was still a great deal of fun and was definitely for those who were smooth on the throttle and through the corners.

With our largest turnout of the year and biggest crowd of spectators, the A main drivers fought for trophies donated by Hobbycraft. The A Main First Place trophies had been autographed by Mario Andretti the day before and were coveted prizes. Also

donated by Hobbycraft in a grand prize drawing was a new Tamiya Fox kit won by Steve Rutherford who came up from Soldotna for the race.

To summarize the event, it was one when top qualifiers had a lot of trouble in the mains. Only Tim Gebhardt on his Schumacher CAT totally dominated a class. Tim pounded the field of two and four wheel drive stock cars and turned in better runs than the modified cars.

Jim Raffuse found a workable tire combination as the main started and TQ Bob Peters had his speed control go down early. Jim coasted to an easy win and took home a signature trophy.

Bumping up from a B main win after a totally frustrating round of qualifying, Verne Monette overtook TQ Bruce Lyons early and took a two lap win. The extra main certainly helped get more practice running on the very slippery surface.

(Region 11 - Continued on Page 69)



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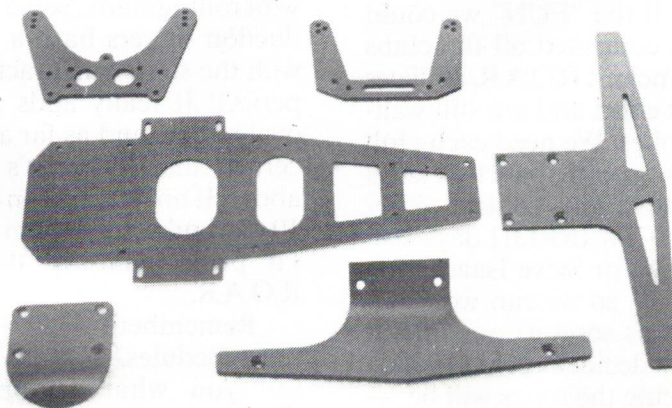
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- Shock Mounts: P/N 9002, 9003
- Radio Tray: P/N 9005
- Oval Body Mounts: P/N 9006, 9007
- Front & Rear Upper Adjustable Links: P/N 9004



RON PIELLI

For all of you Region 7 racers that don't know me, my name is Ron Pielli. I became addicted to R/C racing in 1978, mainly 1/12 and some 1/8 road racing. There's never been very much serious racing here in Sandpoint, ID, especially 1/8 scale, so I soon dropped that aspect of R/C and concentrated on 1/12 scale. I've always had to drive out of town and usually out of state to fill the need to compete, so I've grown accustomed to never knowing what to expect at the next race. R.O.A.R. has sure minimized that aspect of racing and I'm glad to see more and more clubs joining this super organization. Also, I'm happy to say we've formed a local club, P.R.O. and have joined the ranks of R.O.A.R. to provide quality sanctioned races to our neck of the woods. Growth in membership has been painstakingly slow, but hopefully with time and the awesome facility of Ohadi R/C Raceway things will pick up. Personally, I actually enjoy traveling to other tracks for the new faces, tech tips, and drivers-ed. While I'm on the subject of traveling, I'd like to mention to all the R.O.A.R. clubs in Region 7 that we're trying to put together a circuit series which would consist of each club that's involved to host one race during the series. We're looking at a possible 9 or 10 race program that would really boost the host clubs exposure in their own area, not to mention all the "FUN" we could have! I've contacted all the clubs except the newest R.O.A.R. affiliates about this effort and am still waiting for replies. We need each club that wants to participate to select a representative and contact either myself at, 1-208-263-1311 days 208-263-4470 eve. or Steve Isaacs at 1-509-535-1229, so we can work out the details as soon as possible. It hasn't been decided yet as to which type of racing the series will be, — off-road, road-course, or oval, or a combination, let us know.

Right now I don't know of any

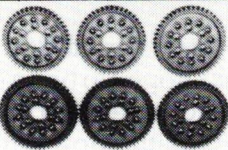
1/12 and or 1/10 scale *road racing* that's happening in the region, but I do know that P.R.O. is racing both scales at the Bonner Mall, Sandpoint, ID. on a small concrete oval. We're racing every other Sunday starting Jan. 3rd at 10 am. Also, they're running 1/10 scale oval in Burlington, WA at the Rolle Frolic Flying Carpet Race. For more info. contact Susan Thornton at 1-206 755-9150.

I'm sure there's more activity out there in our region but unless you let me know I can't report it.

By the way, R.O.A.R. still doesn't have any rules governing 1/10 scale road racing. P.R.O. has adopted a set of rules for 1/10 road consisting basically of 1/12 with the exception to dimensions. We chose to extend the length to 21 in., width to 11 in., and lower the min. weight to 44 oz. Race length to be 5 minutes. We also run the same rules for 1/10 oval except run time, and then we run single car qualifiers, 4-10 lap heats, inverted and 25 lap mains all with rolling starts. Some of the production drivers have a hard time with the starts but, practice makes perfect! It really adds realism to oval racing, and as far as I'm concerned that's what it's all about! If anyone has an idea for 1/10 road rules send them to me and I'll push them up the line to R.O.A.R.

Remember!! Without your racing schedules, nobody will know but you what's happening in REGION 7!!!! HELP ME OUT GUYS!!!!

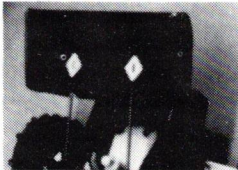
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P.R.O.

by
Debi Pielli

Happy New Year to all from P.R.O. Hope each of you have a happy and health 1988.

We ended our outdoor season the end of October and began the search for some place to race indoors. Finally it all came together and we secured an indoor race site at a local shopping mall. What's even neater is that the space and electricity are donated by the Bonner Mall. Many thanks to a fine lady, Pat McGlauphin, for helping P.R.O. so much. The exposure in the mall is fantastic!!!

The first event held was a demonstration of the cars with a bake sale where all the proceeds going to the Bonner County Food Bank. Of course, the cars were like magnets and people loved to watch them run. There seemed to be a lot of interest and hopefully the club will grow.

In January, our club will vote on a schedule for the '88 Outdoor Season. We're all busy thinking about entry fees and race dates so as soon as we adopt a schedule, we'll send it in and let everyone know what we are up to. We will vote Jan. 19th.

P.R.O. wants to say "Congratulations" to the R/C Car Club of Spokane for hosting the 1988 Region 7 Off-Road Championships. We're all looking forward to running in the regional championships in August, in Spokane, Washington.

That's all for now, keep the shiny side up & happy racing!!!

(Region 5 - Continued from Page 51)

Mike his way to the front, lapped everyone but Nub, and had pulled up behind him, when the old juicers started to go. With only part of a lap left, he glitched into the boards and proceeded to limp across the line .7 of a second behind the B Main winner, Nub Kopisca, who was able to make up the lap and beat Mike to the line. Rick Myos had unlapped himself and finished only 3.5 seconds behind Mike for third place. All three were on the same lap. Larry McKinney finished fourth followed by Rod Mull, who had suffered from the mechanical problems.

Mitch's winning car we will have to call a "K-12" from Kountry Kiln Hobby. The car consists of a special chassis plate designed by Stan Witteman in collaboration with Mike Stewart which was then executed in graphite by Dave Inkel of Mr. DA Graphite. Basically the special 4 cell chassis plate allows the mating of a standard Delta 1/12 front suspension with

an Associated 12L rear pod along with a few custom parts fabricated by Mike with his "trusty" Sherline equipment.

R/CART and all the participating members of ROAR Region 5 would like to thank the Helbling Family members for providing their facility and especially Tom Helbling for providing the liaison between us.

R/CART would like to thank the following for their generosity: Associated Electrics, Autographics, BoLink, Futaba, Litespeed, Paragon and Parma.

A MAIN

- 1st - Mitch Witteman
- K-12/Race Prep
- 2nd - Peter Fitch
- P-12/RevTech
- 3rd - Norm Mead
- Proto/RevTech

B MAIN

- 1st - Nub Kopisca
- 2nd - Mike Stewart
- 3rd - Rick Myos

C MAIN

- 1st - Jeff Brustad
 - 2nd - Tom Helbling
 - 3rd - Roger FLint
- #### D MAIN
- 1st - Royce Talley
 - 2nd - Bill Neuhauser
 - 3rd - Brian Galt

E MAIN

- 1st - Roger Lee
- 2nd - Jon Snider
- 3rd - Stan Witteman

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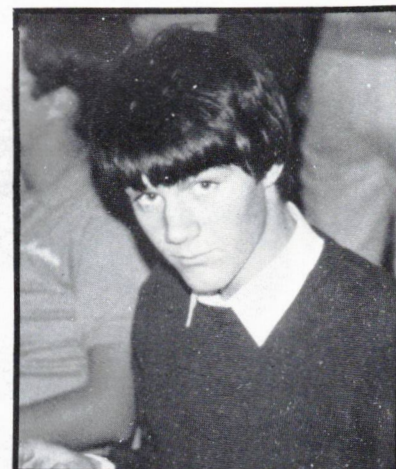
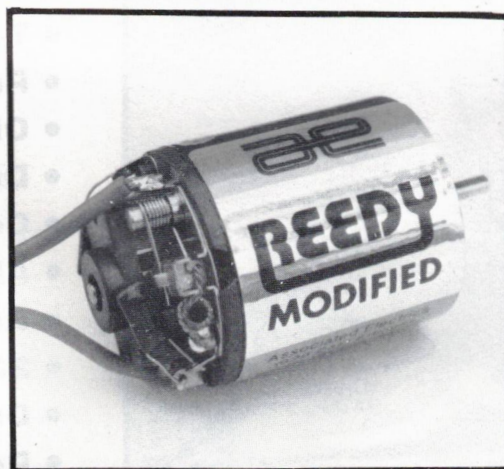
Modifieds

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(Region 9 - Continued from Page 62)

few people who are R.O.A.R. members, race by R.O.A.R. rules, but yet their club is not R.O.A.R. affiliated. This puzzles me... because their insurance coverage is not valid unless all of the members in the club have joined R.O.A.R. and their club gets affiliated.

Anyways, I look forward to meeting new people and seeing old friends. If you have any concerns that you would like to discuss, write or phone me. Remember, there is no such thing as being a stranger... you're just a friend I haven't met yet!!!!

BLASTERS 1/10 SCALE OFF-ROAD CLUB OF EDMONTON

By Dean Simpson

Series No. 5, the first one indoors was a success. Racing was done in a Gym on a mild off-road style carpet track. This series was 6 weeks long because the school was closed the last two weeks of December.

Stock class was won by Glenn Swann and his RC10. He is a testimonial to the act that if you attend

every race date and race clean, you can pull a first place every time. Second spot was taken by Jeff (Spike) Boyer and his cars. He started the series with a RC10.

The Modified ("Point and Shoot") class was dominated by Joe Mudroch and his RC10. The detailing in Joe's car boggles the mind, everything is precise and exact. Giving him a scare on the track was second place Roger Brown and his Hot-Trick Super-Shot. Gary Royea and his Javelin was third. Pulling of 31 laps in a race was the norm for these guys. They were "jammin".

The Gloss Cup for Concours Series Winners sponsored by Dean Simpson ("Mr. Gloss") was won by Joe Mudroch. The next series starting in January is car and truck body styles only. Should be interesting...

Points for the top three in each class are as follows...

Stock

- | | |
|--------------------|------------|
| 1 - Glenn Swann | 191.7 pts. |
| 2 - Jeff Boyer | 140.9 pts. |
| 3 - Richard Dionne | 132.4 pts. |

Modified

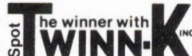
- | | |
|-----------------|------------|
| 1 - Joe Mudroch | 215.7 pts. |
| 2 - Roger Brown | 140.9 pts. |
| 3 - Gary Royea | 137.9 pts. |

WINTER SCHEDULE

March — 6, 13, 20, 27. indoors, carpet, circuit, rough off-road track layout, buggy body style only, points for plaques, four week long series.

April — 3, 10, 17, 24. Indoors, carpet, circuit, mild off-road track layout, truck body style only, points for plaques, four week long series.

May — Maybe indoors or outdoors, weather permitting, details to be announced. Executive elections in May. Think about being one.


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(Region 11 - Continued from Page 65)

Ernie Nidiffer dropped back early when he gambled and lost on tire selection and lost his first race in close to a year. His brother, however, locked into a duel with Kim Fleetwood that waged throughout the race. Terry had just enough edge in traction to slip in for the win, his first in quite a while. Ernie pulled in third a few feet in front of Bob Peters, both a couple laps back.

Joe Mikus Snowball Derby

With an astounding turnout of 102 entries on a brisk 15 degree day, another Snowball Derby became history. Originated by Joe about four years ago because he thought it would be a race he could actually win, it has caught on as a tremendous annual event anxiously awaited by all 1/10 racers.

Held in the parking lot of Alaska Fish and Farm products, the racers settle in with their woolies to brave the weather and the hot competition. In the Stock class, Curtis Kile blew off an armada of RC10's with his box stock Frog which just seemed to hook up like it was on tracks. His driving talent and ability to set up for icy conditions proved too much for other racers.

John Benthien took his first class win in some time as he cruised to an easy win in a congested modified field. There was something about his MIP special that had it nailed to the ground. It's uncanny reliability made him stand out.

The light field of Big Bear's didn't deter Jeff Adzima from going all out to hammer to a well deserved class win. Although he had to battle from behind on several occasions, and pulled out of many a wreck, he stood tall when taking home the win.

Tim Gebhardt had the closest battle of the day as he slipped and slogged his CAT through a rough and tumble pack. Always in close duels, Tim somehow managed to nose through for a win.

Of course the racers who act-



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

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

A. THEY ALL INSIST UPON RC PERFORMANCE SPECIALTIES PRODUCTS

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ually showed up for this insane race know what actually happened and also know that there a couple small fabrications in this report, but we won't tell anyone, will we? After the race, all repaired to Bob Peters' about the time this report was written.

1/12 Modified

- 1 - Ernie Nidiffer
- 2 - Terry Nidiffer
- 3 - Tony Glenn

1/12 Stock

- 1 - Verne Monette
- 2 - Curtis Kile
- 3 - John Benthien

1/10 Modified

- 1 - Somphol Tiatrakul
- 2 - Bob Peters
- 3 - John Benthien

1/10 Stock

- 1 - James Prop
- 2 - Jon Clines
- 3 - Janet Kile

1/12 Modified A Main

- 1 - Terry Nidiffer
- 2 - Kim Fleetwood
- 3 - Ernie Nidiffer — TQ

1/12 Stock A Main

- 1 - Verne Monette — bump up

- 2 - Bruce Lyons — TQ
- 3 - Sean Raffuse

1/12 Stock B Main

- 1 - Vickie Peters
- 2 - Steve Campbell
- 3 - Rich Carson

1/10 Modified A Main

- 1 - Jim Raffuse
- 2 - Rob Cameron — bump up
- 3 - Tim Brass

1/10 Modified B Main

- 1 - Jerry Cameron
- 2 - Somphol Tiatrakul
- 3 - Duke Jarvis

1/10 Stock A Main

- 1 - Tim Gebhardt — TQ
- 2 - Tom Reed
- 3 - Jerry Cameron — bump up

1/10 Stock B Main

- 1 - Mike Cucinotta
- 2 - Ken Bozeman
- 3 - Jeff Barnes

Tamiya/Big Bear

- 1 - Chad Wanger
- 2 - Tom Reed
- 3 - Damon Campbell

(Region 3 - Continued from Page 39)

We were fortunate in that we were able to have Bill Jeric of Team Parma International announce the "A" Modified main. He does such a good job! Thanks, Bill. All drivers were announced as well as their sponsors. The grid was cleared—all we needed was a drum roll! On "Go", NORCAR's Bud Bartos, TRC/CAM, took the early lead, followed by Associated/Reedy's Terry Rott., Christian Keil was third and Joel Johnson fourth. Ron Schuur passed Joel and then Hohwart got around Joel. The positions changed instantly through the early part of the race. At the 1 minute Bud Bartos led with Keil second and Rott third. The fourth, fifth and sixth cars, driven by Schuur, Hohwart and Joel Johnson, in that order, were quite a distance away. The top three cars held their positions throughout the race, but fourth, fifth and sixth places changed every few seconds.

At the 5-1/2 minute mark, Christian Keil was right behind Bud Bartos and trying to find a way around him. Rott remained in third with Hechler and Hohwart battling for fourth. On the next lap Keil and Joel touch, which gives Bud a little breathing room. Hohwart tries to move out of the way of Bartos and they touched letting Keil take the lead. With less than a minute to go, the line-up is Christian Keil, Bud Bartos, Terry Rott, Dave Hechler. The race ends with Christian Keil the new Champ of the U.S. Indoor Championships with 38 laps in 8:05.9. Second position was claimed by Bud Bartos, Dave Hechler coming in third. All three drivers had 38 laps. Congratulations to all!

NORCAR wishes to thank all who helped with this race, DiFranco Jewelers, American Modeler Hobby Shop, American Racing Products, Associated Electrics, Autographics, BoLink Industries, Bud's Products, Cichon Racing Products, Family Hobby, Futaba, Gonzo Batteries, NorCal Avionics, Novak, Parma International, Pro-Line, Pro Track, R & R Hobby, Race Prep, Reedy, Scale Racing Products, Shadow Racing Products, Strongville Hobby, TRC, Trinity, Tekin, Victor Electronics, WLTF and WRMR Radio.

The eighth NORCAR U.S. Indoor Champs is now in the annals of history. Thanks to all 330 drivers

who raced and their friends and families who spent Thanksgiving weekend with us. Many, many thanks to all the NORCAR people who gave so much time in so many areas. You are too numerous to list in this article; but, believe me, the race could not happen without each of you.

Modified Class Results

A Modified

- 1 - Christian Keil
- 2 - Bud Bartos
- 3 - Dave Hechler

B Modified

- 1 - Tyree Phillips
- 2 - Kevin Mercadante
- 3 - Bob Light

C Modified

- 1 - Bill Jeric
- 2 - Greg Fox
- 3 - Mark Blackketter

Sportsman Class Results

A Sportsman

- 1 - Dan Louis
- 2 - Jason McWethy
- 3 - Wayne Penfold

B Sportsman

- 1 - Fred Wheeler
- 2 - Mitch Wittman
- 3 - Mike Pulfer

C Sportsman

- 1 - Jeff Nidd
- 2 - Chuck Mackin
- 3 - Justin Temme

Region III Electric Road Racing Championship

Even with the threat of adverse weather conditions, the race was held on a dry track. Mark Parus got 14 companies to supply awards and we had a fantastic 98 entries for the 4 classes.

For you 1/10 scale racers, you should note that ROAR supplied only 1/12 scale first place awards. The trophies given to the 1/10 scale winners were supplied by DRCCC. Do you feel like sending a letter to ROAR and your Region Director?

In addition, DRCCC also offered a GE 19-inch color TV for the best overall performance by a driver in all 4 classes. Congratulations to Bill Jeric from Cleveland, who narrowly won over Terry Rott. In the final race on Sunday afternoon, Terry needed to move up from 5th to 3rd place in the 1/12 modified "A" main to win the "Hard Charger" award and the TV.

Stock 1/12 "A" Main

- 1 - Tyree Phillips
- 2 - Dennis Moscatelli
- 3 - Bill Jeric

1/12 "B" Main

- 1 - Tom McGarry
- 2 - Glenn Libtow
- 3 - Tom Frederick

1/12 "C" Main

- 1 - Mario Morello
- 2 - Rick Rottach
- 3 - Bill Worrel

1/12 "D" Main

- 1 - Jerry Stocking
- 2 - Robert Shuchman
- 3 - Jeff Corns

1/10 "A" Main

- 1 - Terry Rott
- 2 - Bill Jeric
- 3 - Paul Morack

1/10 "B" Main

- 1 - Jim Farrington
- 2 - Chuck Sommers
- 3 - Dave Learmonth

1/10 "C" Main

- 1 - Jerry Stocking
- 2 - John Clyma
- 3 - Joey Palazzolo

Modified 1/12 "A" Main

- 1 - Bill Jeric
- 2 - Three Phillips
- 3 - Dennis Moscatelli

1/12 "B" Main

- 1 - Barry Zulkowski
- 2 - Tom Frederick
- 3 - Jerry Stocking

1/12 "C" Main

- 1 - Tom McGarry
- 2 - Mario Morello
- 3 - Jeff Beuthien

1/12 "D" Main

- 1 - Todd Kellner
- 2 - Nate Weldon
- 3 - Tim Wiacek

1/10 "A" Main

- 1 - Bud Bartos
- 2 - Terry Rott
- 3 - Paul Morack

1/10 "B" Main

- 1 - Mark Anderson
- 2 - Vince Palazzolo
- 3 - Dave Learmonth

1/8 Scale Information

It is again time for our year end wrap-up of 1/8th scale activity. It has been a very busy year in our region! Unfortunately, it is all over for another year. With the winter lay-off, I know each of you will be enjoying the break. I have resigned as 1/8th Asst., due primarily to other priorities and the feeling that with new regional leadership should come fresh ideas. I wish John the best of luck and know that there are many of you out there that will assist him. Thank you for the opportunity to have served ROAR and, more importantly, you the racer.

On with the show. 1/8th on-road activity was again active at each of our local clubs and the midwest series tied them together again. Congratulations to the winners of each category:

4WD Suspension:

- | | |
|-------------------------|----------|
| Lou Przybyla (Detroit) | 391 pts. |
| Rich Potempa (Chicago) | 383 pts. |
| Steve Lazarus (Chicago) | 361 pts. |

2WD Suspension:

Marty Runge (Cin.)	387 pts.
Rick Etter (Cin.)	380 pts.
Jerry Bruggert (Cin.)	350 pts.

Pan Class:

Jeff Leckron (Indy.)	389 pts.
Mike Ross (Cin.)	381 pts.
Al Rovel (Chicago)	366 pts.

Lou Pryzbyla was a very deserving winner after a late, but concerted effort by Rich Potempa in 4WD. Marty Runge had to be one of the busiest guys in the Midwest this year, but he had it together in 2WD. In fact, the Cincy crew was too much to handle in 2WD period. Jeff Leckron accomplished something which is hard to do in any form of motorsports — he won his second championship in a row in the PAN class. The series was well attended this year and next year promises even more.

The 1/8th Sprint activity was also hot and heavy again his year. And this series is growing with more race sites and more racers than last year. Their series ended up at follows:

Greg Zielinski (Chicago)	477 pts.
Roy Moody (Chicago)	453 pts.
Carl Mollitor (Ohio)	426 pts.

I have had the opportunity to

race against Greg Z. in several scales and I doubt there is anyone more versatile than this guy in the midwest. Greg won the series going away and won every heat and main at the Sprint car nats in both classes! Nice job, Greg! Ron Moody (the Bill France of Sprint racing) also showed he can get around with the best of them yet. Carl Mollitor kept them honest and upheld Ohio contingent's honor as well.

Another phase of gas racing that has finally established itself firmly in the midwest is 1/4th scale. With ROAR now officially recognized, this activity and issuing rules, some coverage of activity this year seems appropriate. The Rockford, IL area is the home of raceway hobbies (actually Machesney Park, IL) and the only permanent 1/4th scale track in the midwest. Their summer series yielded the following winners:

Grand Nat'l Stocks:

Mike Taylor	605 pts.
L.J. Henricks	599 pts.
Glen Butz	575 pts.

Open Wheel:

Romy Baus	615 pts.
Ron Ewald	608 pts.

Dave Pirrelo

597 pts.

Jack Henricks is the man responsible for making the track and the series happen and deserves a lot of credit for his efforts.

Action in the Detroit area was run under the auspices of the Michigan quarter scale racers. Their standings for the year were as follows:

Sprints:

Jerry Grasby	11,500 pts.
John Druskinis	11,100 pts.
Stubby Wilfong	10,100 pts.

Super Modifieds:

Jack Jacobs	11,500 pts.
Rich Meeker	7,900 pts.
Jim Blaha	5,100 pts.

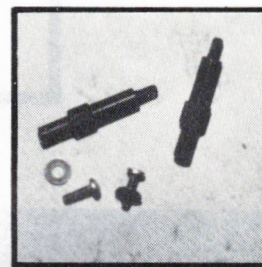
Grand Nat'l's:

Jerry Grazby	15,500 pts.
John Druskinis	11,100 pts.
Jerry Jacobs	8,300 pts.

With the possibility of another permanent track in the midwest area it appears a series of some sort will likely be established in the scale as well. While our season may be shorter than some other parts of the country, we do have a lot of options.



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super-fast Barry Grossenbacher. Big John Hodgeson, Lee Hall and Larry Stewart driving with expert mechanics Barry and Dad Lou Grossenbacher. Delta had two teams entered. Delta orange consisting of Jim Rose, "Hatch", Tom Gaines, and Georgia Campbell. Delta Blue with Allen Dove, Ken Campbell, Gary Campbell. Cook race cars had a team consisting of Phil Cotter, Chuck Wiggins, Chuck "Doc" Berry and Norma Cotter. Also entered were the super fast local team E.V.T. with Jim Turner, Chuck Esterline and David J. Van Dalsen.

It was a Le Mans type start so the defending champion Associated Team got the pole position. When the horn went off, all the cars left and it was a clean start. The Association car seemed to slowly pull away to a small lead, but there was a tight race going for 2nd spot between the RPS and SRS team. The other teams appeared to settle into a slightly slower but consistent pace. I won't be able to tell you a lot of details on the other teams. I was concentrating on running our race strategy. The Associated team went into this race

slightly different than last year. Last year's car was 2WD, we were depending on having no mechanical problems to make up for slightly slower lap times which indeed worked out as planned. This year we were going for it and ran a 4WD car. I spent 3 days prepping this car with quick change servo's radio tray, etc. We were going to be ready for anything, but much to my surprise, we did not need any of the special preparation, the car ran 10 hours without one component failure!

By now, the race for 2nd was the one to watch. The RPS team was now in 2nd spot, but not by much. The 3rd place team of SRS had a radio problem and destroyed a front bulk head but were back on the track with Barry "the jet" Grossenbacher, pushing hard to take up time, then disaster struck the RPS team. Their 2 speed blew high gear and was stuck in low with the engine screaming down the back straight about 40 zillion rpm, they thought it best to bring it in for repairs. The SRS team now took over 2nd spot, but not for long, soon after that they lost a belt and that see-saw battle

went on. At the 8th mark we had enough of a lead to have first spot locked-up. The guys wanted to see how fast they could go. They talked me into bringing the car in and stepping it up to kill, so I lightened the clutch shoes, took the .200 restrictor out of the carb, put on small tires and leaned out the engine. The car was now screaming around the track. By now RPS had a comfortable lead over the SRS team as the 10 hour mark fell. So ends another great race at SRS.

1st - Assoc./Paris
Butch, Ralph, Curtis & Tony
Assoc. 4WD/Paris/Mondial
2nd - RPS/Serpent
Bill, Jim, Andy & Scott
Serpent 4WD/Paris/Mondial
3rd - SRS
Barry, John, Lee & Larry
Assoc. 4WD/Paris Mondial
4th - Delta Orange
Jim, Hatch, Tom & Georgia
Delta 4WD/Picco
5th - Team E.V.T.
Jim, Chuck & David
Assoc. 4WD/OPS & Rossi
6th - Delta Blue
Allen, Ken & Gary
Delta 4WD/Picco
7th - Cook Racing Team
Phil, Chuck & Doc
Cook 2WD/Rossi

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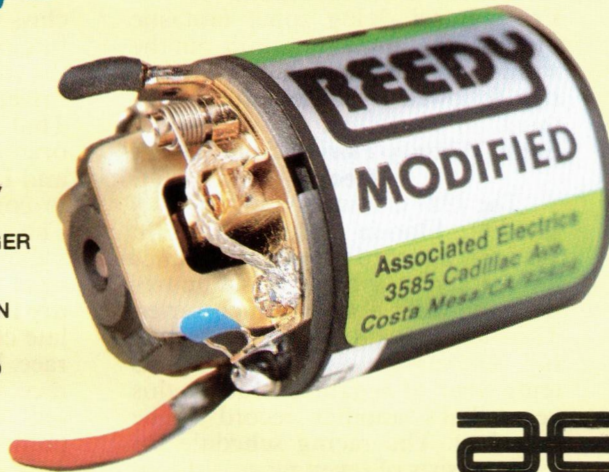
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1/10 SCALE

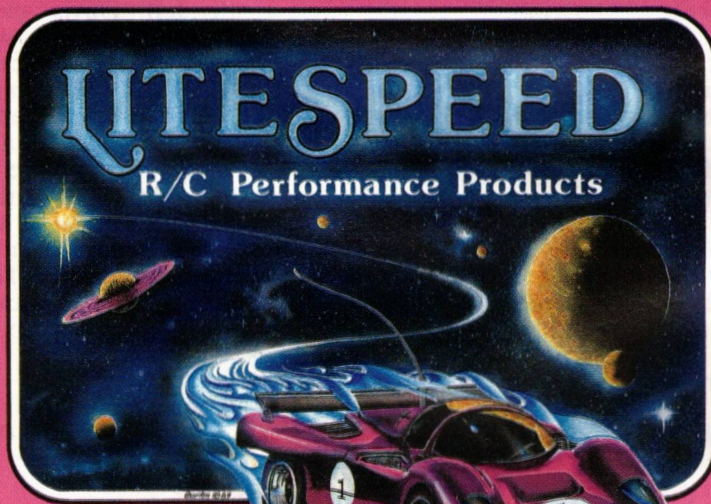
- 6521 -- STANDARD -- OFF-ROAD
- 6522 -- SPRINT -- OFF-ROAD
- 6523 -- ENFORCER -- OVAL

1/12 SCALE

- 3520 -- HIGH TORQUE
- 3521 -- HIGH RPM



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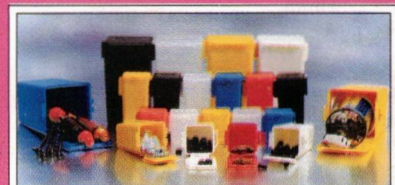
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(Region 2 - Continued from Page 27)

rate class, the expert class for a's sake, should still exist.

As the new year approaches, I have come to a conclusion that we have probably the best racing environment anywhere. I don't want to just credit the club, but also the principal hobby shop owners, all of who I feel we have an excellent relationship. They also have a great relationship with each other, considering that they are competitors. I want to take my hat off to you guys Chet, Ken, Richard and Dave. The Dixie Racers want to continue to provide, along with each of you, the best racing environment for all.

River City R/C Car Club

Our state race is scheduled for August 6-7th, and our race site is Park Central Plaza. One other item the state is experimenting with is the 1/10th modified class.

As of the last club meeting, we've decided to race off-road. We also have several track sites available to us. Hobbyworlds track, and Art's Hobby Shop. Our first race will be at Hobbyworlds track, to see if there is enough interest.

We also have the IROC SERIES. Everyone needs to get their bodies painted. We picked the colors and what type of bodies were to be used. For the 1/10th class everyone will use the MacAllister ProFab Camaro and the 1/12th everyone will use the Parma 1984 Corvette.

Our last official race of the 1987 year was held at Tuffy's track. This was the first time we have ever tried to run the early and late model cars (20's - 1969), and without a wing. Even though this was Tuffy's home track, these bodies made everyone equal.

We got started around noon. First we had the Best Painted judging and it was Mike Kohler with a beautifully painted 1957 Chevy for the 1/10ths and Mike Sacks with a 1930's for in the 1/12ths.

Now it was time for racing. It was Henry Norrell with 1955 Chevy T.Q. in the 1/12th scale with 50.03 laps. In the 1/10th class it was Tuffy with a 40.02 as the T.Q.

1/12 A Main

- 1 - Henry Norrell
- 2 - Tim Lowman
- 3 - Mike Sacks

1/10 A Main

- 1 - Tony Carrigg
- 2 - Tuffy
- 3 - Leon

On December 20th, our club was invited to race at Nas Jax. After the races finished several of us toured the hanger.

We started racing about 12:30. In

the first 1/12th qualifier, we saw Ernie Bucci with the new Bolink Eliminator 12 take the lead. But it was Tuffy that came up with the win. In the B qualifier it was Bill Fraden with the T.Q. (49.02). In the 1/10th class, we had Ernie Bucci take the T.Q. honors with 24.03. In the 1/12ths, it was Bill taking the whole shot with Tuffy and Ernie coming up strong. At the 5 minute mark, it was Tuffy, Bill and Ernie. Then Bill's car crashed into the wall. The A Main ended as follows: Ernie, Tuffy, Erick, and Bill. The 1/10ths were all combined into one main. It was Ernie Bucci doing some fantastic driving for 4 minutes coming out the winner. In second it was Leon Carrigg followed by Mike Molberg in third.

Steve Whitney/Florida State Series Director

The 1987 is history now and so is the 1987 Florida State Series. Last year was a record year in attendance for the series, averaging 105 entries per race over a six (6) race series. The Florida State Electric Auto Racing Association is celebrating its tenth year of organized racing this year, that's another record to be proud of. The racing schedule for 1988 consists of seven races with two throw-outs, there is also an eighth race in 1988, which is the year-end trophy race and also is the first "points" race for the 1989 season.

Along with the new year, there is another new class to add to the series, the Modified class was added to this scale to encourage even more participation in the series.

I want to welcome a newcomer to the Florida State Series. It is John Bobe and the racers from Pensacola, Florida. Pensacola will be hosting their first State race ever on July 2nd and 3rd. Because Pensacola is so far away, we hope that by having this race on a holiday weekend it will bring more racers out to the track. The host clubs of the Florida State series will be receiving the fliers for the first race in Orlando soon, if you are planning on racing at that race, contact the club representative in your area, if you do not know your representative contact me for information at this number. (305) 631-8761. Please give us your name, type of information you would like to receive.

Well, that's about it for now. I hope to see you all at the series this year. Come out and be a part of the Florida State Series' tenth year and see how much fun and competition there is in road racing.

Jim Fuller/1/10 on-road Rep.

The introduction of the 1/10th on-road class into the Florida State Series proved to be very successful in 1987. It started out slow, and gained popularity as the year went on. Many 1/12th scale drivers were impressed enough to start running the new class also. As the season progressed, so did the number of 1/10th entries. Asked why drivers were entering this class, they commented on the speed of those larger cars. Although they run for 5 minutes, they weigh 11 ounces more than the 1/12th cars.

Pretty much dominating the class was Jim Fuller, with Jeff Davis in close pursuit and Ron Benash in the third spot. We had about 45 drivers in the class for the series. That was quite a jump from the original 7 drivers. Eddie Herman and Daryl Jones proved to be forces to contend with in the final races. The qualifiers were getting a lot tighter and these guys seemed to be right up there in every round. Landry Frasco and Ron Bazin were also late chargers in the run for the final race. It finally came down to the last race, (Orlando-FAER Club) the 1st and 2nd top drivers were only 3 points apart and the 5th and sixth only 2 points apart. Top qualifier was Jim Fuller in the final race. As the mains get underway, it was Jim Fuller in the front for almost half the race with Jeff Davis close behind. While working his way through traffic, Fuller is knocked out by a lapped car setting him back to 5th position, letting Davis take the lead. Bazin moved into 2nd and Frasco in 3rd. This left little time for Fuller to regain the lead. Fuller managed to get as close as 2 car lengths to the leader but ran out of time thus leaving him in 2nd. This put the 1st-2nd point spread to only two points. Listed are the top six in both mains and top six overall.

Orlando #6 A-Main

- 1 - Jeff Davis
- 2 - Jim Fuller
- 3 - Roy Bazin
- 4 - Landry Frasco
- 5 - Ron Benash
- 6 - Eddie Herman

B-Main

- 1 - Ron Byrd
- 2 - Bill Fraden
- 3 - Ari Meyers
- 4 - David Davis
- 5 - Rob Eugle
- 6 - Bob Posey

Overall

- 1 - Jim Fuller
- 2 - Jeff Davis
- 3 - Ron Benash
- 4 - Daryl Jones
- 5 - Eddie Herman
- 6 - Bill Fraden

With all of the new 1/10th on road cars being introduced this year, I feel sure the class will prove to be even more competitive and much larger than the '87 season.

In closing, I would like to thank all of the drivers who participated in the 1/10th racing this '87 season as well as all of the people who help to support the Florida State Series organization and helped it to be the most successful State Series in the ROAR organization.

1st 1/10 & 1/12 Oval Champs

December 5th and 6th will be remembered as one of the greatest R.O.A.R. races ever held. There were 88 entries, 61 1/10th scale cars and 27 1/12th scale. Four Region 2 champions were crowned and a special thanks to Bob Fulwider of "Bob's Hobby Center" for the beautiful trophies that were rewarded.

1/12 Oval Stock Champion

Rick Pruitt of Bradenton, Florida. Not only was Rick crowned Champion with a 42 lap run, but won the pole with a blistering 44 lap qualifier. His average speed in the "A" main was 38 mph. His qualifying speed was 42 mph. That's moving! Pruitt was driving a TRC Pro 12 powered by a Losi motor.

1/12 Oval Modified Champion

Jim Fuller of Orlando, Florida. Jim Fuller set the pole qualifier with 45 laps which is an average speed of 43.5 mph. He won the championship with 44 laps with an average speed of 42 mph. Jim was driving a brand new Trinity Lynx powered by a Trinity power house.

1/10 Oval Stock Champion

Tim Lanier of Woodstock, Georgia. Tim climbed into his Bolink Thunderbird powered by a Losi motor and won the championship with 32 laps. Tim was also the pole setter with a 32 lap run. His average winning speed for 4 minutes was 36 mph.

1/10 Oval Modified Champion

Steve Swindle of New Smyrna Beach, Florida. Steve was driving a Bolink Eliminator Thunderbird powered by a Twister motor. His average speed for 4 minutes was 40 mph.

1/10th STOCK A Main

- 1 - Tim Lanier
- 2 - Bob Urban
- 3 - Tim Raskin

1/10th STOCK B Main

- 1 - Jimbo Evans
- 2 - Drayton Kines
- 3 - Raymond Lambert

1/10th MODIFIED A Main

- 1 - Steve Swindle
- 2 - Jeff Davis

3 - Jim Fuller

1/10th MODIFIED B Main

- 1 - Richy Schaeffer
- 2 - Rick Jordan
- 3 - Tim Lanier

1/12th MODIFIED A Main

- 1 - Jim Fuller
- 2 - Jimmy A. Simmons
- 3 - Kevin Perry

1/12th MODIFIED B Main

- 1 - Steve Miniea
- 2 - Sandy Strunk
- 3 - Ron Ratoff

1/12th STOCK A Main

- 1 - Richard Pruitt
- 2 - Joe Higgins
- 3 - Guy Amy

1/12th STOCK B Main

- 1 - Richard Cooper
- 2 - John Gross
- 3 - Sandy Strunk

1987 Oval Championships

A-Main 2WD Mod.

- 1 - Lance Elbertson
- 2 - Ed Beeler
- 3 - Bill Blakeslee

A-Main 2WD Mod.

- 1 - David Timmerman/TQ
- 2 - Tem Raskin
- 3 - Tye Gaskin

A-Main 2WD Stock

- 1 - Bill Blakeslee
- 2 - Keith Abbott
- 3 - Ed Beeler

A-Main 4WD Stock

- 1 - Jimbo Evan/TQ
- 2 - Tony Wahlay
- 3 - Chad Casey

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