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The Official Magazine of ROAR

March 1989

ROAR



NATIONAL TOUR 89



IMPORT FIGHTER.

THE TEAM DOES IT IN THE DIRT.

Race the car that beat the imports in the toughest kind of off-road competition.

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

Our RC10 turned back the foreign car invasion with the

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

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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

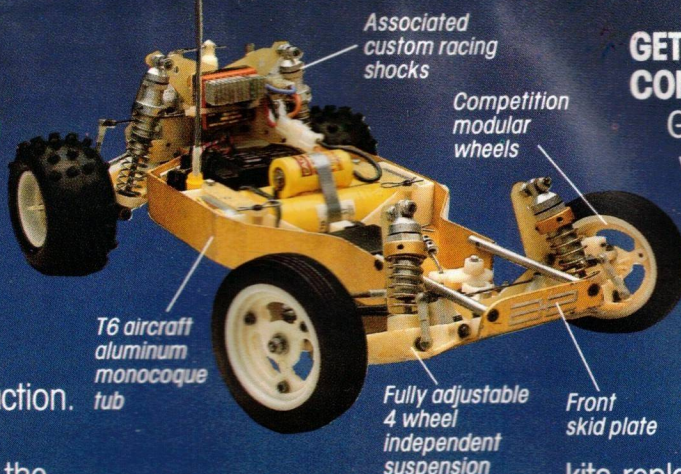
Smooth undercarriage for
maximum ground clearance

Full race rear suspension includes bulletproof
half shaft and u-joints with tapered and
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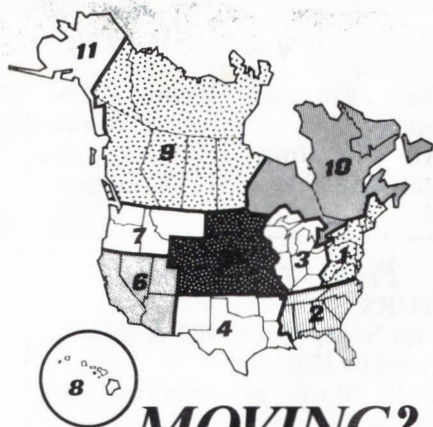


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COVER

The ROAR Nationals "ROAR Over America" logo was created by Romie Lucas. All of us at ROAR wish to thank Romie for his time and expertise in creating this cover. This is a prime example of a ROAR member giving of his time.

President's Column

Eric S. Gudger

Our world is one of constant change. Change is something we must all live with. Changes determine the winners and losers of today and tomorrow. ROAR, just like everyone else, is facing a time of change. A change that we have needed for quite some time. The time is now.

ROAR has a purpose. A mission to fulfill. Our By Laws state that our purpose is "to further the general interests of all persons engaged in the hobby/sport of scale model radio controlled auto racing." That is a tall order. While it seems to apply to everyone involved, realistically we have two basic groups to be concerned with; those that race under the ROAR banner and those on the outside. But they are a very important group. They represent the segment supplying us the growth and the new involvement. They are our future and as such they demand some of our attention. However, we also have a major responsibility to our current members.

The same purpose applies to both. While there are decidedly different approaches required, there are a few shared by each group; ROAR must remain financially solvent, it must be committed in SPIRIT and ACTION to its members, it must maintain a high sense of INTEGRITY, and ROAR must display a RESPONSIBLE image. There are other shared interests, but these are the four major ones that ROAR is firmly committed to. We have to be. Our existence depends upon it.

How do we get there? The first step is determining the necessary internal structure. Do we have that in place? In some cases the answer is "yes." In others it is a resounding "no." In most cases change is coming. It must.

One of these areas includes the level of responsibility held by the Region Directors. They are key players, our policy makers, and rule interpreters. Use them. If they do not have the answer, they will help you find it.

Other changes already in place include a revised structure to existing committees and four new committees. Further changes are in the

planning stages. Change is our only constant variable.

Probably the most important challenge facing us lies in our ability to communicate. Members need to know what is going on. Clubs need to know. Regional and scale directors and assistants need to know. Even those outside the ROAR organization need to know. We all need to know what is going on. Our plans are close to being final. Rev-Up is back on schedule for six issues a year. Directors are receiving information affecting them. Clubs will be brought in the loop soon with their own newsletter. National magazines are being sent on-going press releases to let them in on our plans. We are committed to letting everyone know what is going on. As soon as we know something, you will, too.

Yet, we must be constantly monitoring our direction. We must take our heads out of the sand and hold them high. We must stay current on the different issues affecting our hobby. We must recognize our mistakes, identify sensible solutions, and implement swift and complete corrective measures. We must be in control of our future.

This may all seem like an adventurous task. It is. There are some risks involved. But without these we will never grow. We are DETERMINED to succeed!

With your help and participation things will move along swiftly. Step forward and get involved. Let us know where you can help. Do not be bashful. You will be amazed at the personal satisfactions within this organization for a job well done.

I want to thank the many supporters of ROAR who have hung in there through the good times and the bad. Their determination in accepting some ownership is to be commended. We need more hard workers. Changes require a lot of work. Our time for change is now!

On behalf of the ROAR membership, we would like to thank Mike Reedy for his unselfish commitment and service as ROAR's President during 1987 and 1988. It is not an easy job to manage an organization of ROAR's magnitude. We appreciate the fine job Mike did.

We would also like to recognize Don Deutsch for his service on the ROAR Executive Committee, the Body Approval Committee and as

the former Director of Region 3. It is volunteers like Don that make ROAR the strong and growing organization that it is. Thank you Don!

Product Approval

MOTORS: STOCK

Kyosho Super Stock #20 & #34 as imported by Hobbico

Cyclone Stock as imported by Parma

AYK/Race Prep (update) Green endbell

Lazer Lite - AYK/Race Prep

Force One Motors - Dymond No. 101

MOTORS: MODIFIED

Speedworks #0001, #0002, #0003 & #0004 as imported by Trinity

Parma Cyclone

Lazer Lite - AYK/Race Prep

Force One Motors - Air Supply

BODIES:

89 T-Bird by MRP 1/10

Spice Fiero by BBR 1/10

Bolink '88 Buick 1/10 Grand National

Bolink '88 T-Bird 1/10 Grand National

Parma '88 Olds 1/10 Grand National

MRP '88 Pontiac 1/10 Grand National

MRP '88 Buick 1/10 Grand National

Bolink Areotech Misc.

Parma Tiga 1/12 SP (Sports)

Notice:

In an effort to simplify our rules process, and reduce trackside confusion, ROAR will be eliminating several classes of approved bodies. Criteria used for this include classes of bodies in a given scale wherein we have no rules applying to that class, and bodies that do not fit into a specific racing category, such as some of the vintage or classic body styles. Furthermore, ROAR will no longer approve any OFF-ROAD bodies. It is, in our opinion, no longer possible to objectively judge the actual scale appearance of this class of bodies. From this point on we will rely on our existing rule, D.6 "Any Off-Road or Dirt type body can be used, but body must resemble a true Off-Road vehicle."

Notice:

Stock Motor Rule Amendment. Any motor submitted and approved for use in the stock class must be easily identifiable by a permanent external means so as to distinguish the motor from all other motors not wound to

the specification for stock class, in the manufacturers line. Failure to comply with this rule can result in removal of the motor from the stock motor approved category.

Motor Rule Correction

For All Electric

Classes:

In addition to all other motor specifications, all motors are limited to three (3) pole armatures only. Armature stacks will be restricted to a 22.6mm maximum length, and maximum diameter of 23.2mm.

NOTE: The above rules were established by the Executive Committee earlier in the year. They were inadvertently left out of the latest printing of the rule book. Please note these changes in your book accordingly.

Rule Clarification: 14.01

To be eligible to enter any of the ROAR Nationals, you must be a citizen of the United States or Canada or have resided in a ROAR region for a minimum period of six (6) months prior to the Nationals. To be eligible for a Regional Championship, you must reside within that region for a minimum period of three (3) months prior to the event.

Important Notice

After careful consultation with ROAR officials, racers, and manufacturers, ROAR would like to address the issue of class placement for front wheel propelled two wheel drive cars in Off-Road and Dirt Oval racing.

It is ROAR's position that these cars should compete in the appropriate 4 Wheel Drive class for a probationary period throughout 1989. This will apply to both the Off-Road and Dirt Oval classes in the 1/10 division.

Inasmuch as ROAR would like to encourage the development of this technology, we feel this development should not come at the risk of creating obsolescence of the equipment currently being used in our most popular class, 2 wheel drive. It is our hope that this position will best serve our members and preserve the good competition we all enjoy.

Rule Book Correction

There should be a correction printed for the code on the Gates G-MAX battery. It should read Gates G-

MAX 188/180.

Insurance Notice

Liability Insurance:
Insurance Designers
Suite 300
120 E. Market St.
Indianapolis, IN 46204
Accident Medical Insurance:
Ayers Sierra Insurance Associates
13902 N. Dale Mabry Hwy.
Tampa, FL 33688

ROAR Insurance is only in affect when participating in a ROAR SANCTIONED event. All participants must be current ROAR members.

COMING SOON! NATIONAL RANKING SYSTEM

1989 1/8 Gas Worlds

The 1989 1/8 Gas Worlds will be held in Holland July 3 to 9. All drivers entering the race will be sent an information package with all available info about the race: dates, location with maps, hotel info, etc.

These are the ROAR drivers that qualified:

- 1 - Butch Kroells
- 2 - Arturo Carbonell
- 3 - Re-Pete Fusco
- 4 - Kevin Mercadante
- 5 - Tony Neisinger
- 6 - Gil Losi, Jr.
- 7 - Curtis Husting
- 8 - Ralph Burch, Jr.
- 9 - Barry Grossenbacher
- 10 - Ron Rossetti
- 11 - Butch Kloeber
- 12 - Mike Coffey
- 13 - Rusty Husband
- 14 - Cliff Lett
- 15 - Robert Andreotti
- 16 - Mike Cominski
- 17 - Gary Soltys
- 18 - Mike Swauger
- 19 - Aki Hisahashimoto
- 20 - Jim White
- 21 - Racer from Argentina
- 22 - Racer from Brazil
- 23 - Racer from Venezuela

1989 1/10 Off-Road Worlds

These are the drivers that qualified:

- 1 - Joel Johnson
- 2 - Eric Soderquist
- 3 - Kris Moore
- 4 - Jay Halsey
- 5 - Cliff Lett
- 6 - Mike Christensen
- 7 - Eustace Moore

- 8 - Chris Allec
- 9 - Mike Dunn
- 10 - John Koonce
- 11 - Rick Vehlow
- 12 - Butch Kloeber
- 13 - Gil Losi, Jr.
- 14 - Jim Dieter
- 15 - Jack Johnson
- 16 - Joe Schmitz
- 17 - Kyle Reed

Administrator's Column

I would like to begin this month's report by congratulating Eric Guder on his being elected to the office of ROAR President. I have had the pleasure of working with Eric on several projects, and I am certainly looking forward to working with him over the next two years of his presidency. I have personal knowledge that Eric has great plans and hopes for ROAR. You can be assured his goals are aimed at building a better and stronger organization. We now have a ROAR that is run by racers! I'm all for that! Good luck Eric!

Back in March when I first came on board as your Administrator, there were several projects that immediately consumed most of my time. At that time we were deeply involved in the issue of the now legal 1700 batteries. With the Nationals season upon us the Executive Committee instructed me to work with the hosts of the different events and attend most of the races. This was a great opportunity for me to get out and meet alot of racers and their families. It also presented a chance for me to talk to some of you and hear your input regarding ROAR and what you expected from YOUR organization. I found this to be a very rewarding experience. It became apparent to me after listening to what some of you felt, that ROAR has not done a good job of explaining our purpose. It seems a lot of people expect more from the organization. More than is economically feasible. It was also apparent that many racers have developed the posture of being a customer of ROAR as opposed to being a member of ROAR.

It is no secret by now that ROAR experienced some difficulties toward

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C. Bearing Cleaner

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D. Motor Cover Heat Sink

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E. Bond-On Heat Sink

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#400 C (gold)

#500 B

(black) (vert.)

#500 C (gold)

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#1000C (gold)

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the end of the last year. Economically ROAR exists in the real world like any other business must. When ROAR has a problem, we must all work together to solve it. After all we are all MEMBERS of this organization. We cannot afford to polarize and criticize. We are all in this together. Aligning the fault is a wasted effort. Our energies must be directed at indentifying our problems and finding a solution. This is our future.

One of our immediate problems is communication. No longer can we afford to wait for information to be channeled through REV-UP. We have just witnessed a period of going without REV-UP. I didn't like it. I am sure you didn't either. We need this vehicle for communication. That is why it WILL be published SIX times a year. But we must use this valuable tool wisely. It would be nice to carry race results of every main at every race. But we can't. It is just not economically realistic. Unfortunately our growth won't allow it. We are obligated to the vital information and communication that has the greatest effect on our membership. Information must be prioritized. Members must rely on a more localized networking for addressing these areas. You must use your local club newsletters.

There is a greater need than ever to communicate with your Region Director. He is one of the most useful tools available to the ROAR membership. Here is a MEMBER who has volunteered to help. ROAR will be communicating with him. Now more than ever. We realize his importance. You should, too!

We can all help increase the flow of information by following a few simple rules. There is a structure progression to follow. If you have a question, take it to your club officials. Try to solve it at the local level. If you find they cannot answer you, call your Region Director or one of his scale assistants. Remember they have already asked to help. They volunteered. If a Region Director has trouble with your inquiry, he will either contact, or help you contact, the National Scale Director. He is another volunteer who is anxious to help. If in fact, your problem or question is not answered at that level, myself or the President will be more than happy to step in and help.

You probably have noticed that the ROAR Information Center has not been included in this informa-

The True Facts About R/C Car Gears

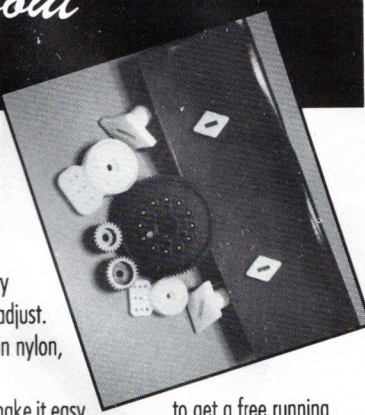
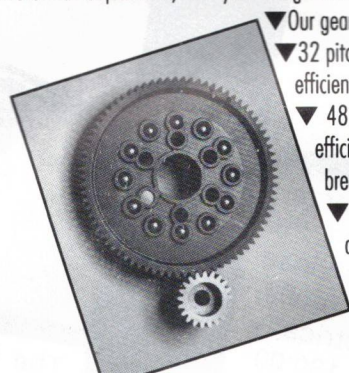
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tion chain. That is because the Information Center is not involved in policy making or race procedure rules. Their responsibilities are related strictly to membership functions that are of a clerical nature. If you have not received your ROAR card, or your REV-UP. Perhaps you have changed your address. You need to let them know. It is also better that you make your inquiries to the Information Center in writing. This creates a better record of your inquiry, and will help them process your request in a much more timely fashion. Please try to realize while the telephone may be convenient for you, it is very difficult for the people working at the Center to process their workload if they are constantly answering the phone.

So you see, we have the tools for communication. To accomplish this communication efficiently, you must use the right tool for the right job.

As I stated before, ROAR has some difficulties. Most of them stem from our growth. Virtually every program that was effective in the past now needs to be revamped. I wish I could tell you about all of the exciting things going on here at

ROAR. I can't. They are not exciting. They are extremely difficult projects. Projects that require alot of hard work. No glamour, no glory. Just plain old fashioned hard work. Most of these projects are long range. They will take time to be realized. But they will be accomplished. They will be realized.

The cover of this issue shows the locations and the theme of this year's National Chamionships. ROAR OVER AMERICA - NATIONAL TOUR '89. You'll find the actual dates and locations elsewhere in this issue. You have my promise, this year's Nationals will be the greatest ever.

In closing, I personally want to thank Mike Reedy for all the hard work and countless hours he has donated to ROAR over the past two years. Mike has withstood many criticisms from people who should only contribute as much as they criticize. Mike has stood firm in pursuing many changes. Changes from which we will all benefit for many years to come. For that we will always be indebted to him. I for one, will remember the "Reedy Years" as two of the greatest years in ROAR's history. Thank You Mike Reedy!



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R.O.A.R. SANCTIONED EVENTS CALENDAR

Date/Level	Scale/Race	Club/Location	Phone/Contact
March 4-5/4	1/12 Region 7 4-Cell Champs	Edmonds, WA	(206) 752-5367 Scott Hogue
March 23-26/3	Speedworks Sportsman Cup	Plymouth, MI	(313) 644-0669 John Thawley
May 20-21/4	1/12 Region 9 4-Cell Champs	Lloydminster, Alberta	(403) 875-4174 Garry Lamb

1989 ROAR NATIONALS

May 11-14	1/10 Dirt Oval Nationals	R/C Hobby Workshop Burlington, NC	(919) 228-6809 Dave Guerin
May 25-28	1/10 & 1/12 Pavel Oval Nationals	R/C Hobbies Snellville, GA	(404) 985-1448 Roy Kelley
June 8-10	1/12 On-Road Nationals	SRS Tempe, AZ	(602) 829-9117 Larry Stewart
June 22-25	1/10 On-Road Nationals	Magic City Car Club Birmingham, AL	(205) 841-6988 David Swearingen
July 25-30	1/10 Off-Road Nationals	SEMROCC Sterling Heights, MI	(313) 644-0669 John Thawley
August 7-13	1/8 Gas Nationals	St. Louis Car Club St. Louis, MO	(618) 462-5334 Joe Poole
August 25-27	1/4 Dirt Oval Nationals	Two Bit Racers Albuquerque, NM	(505) 345-7413 George Brazil
Aug. 31-Sept. 3	1/4 Paved Oval Nationals	Racers Haven Bakersfield, CA	(805) 835-0441 Marty Buchanon

BBR Wins Regional Championships with ALBA and LOTEK Bodies

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William Brown — Driver of Concours Winner, Top Qualifier and A-Main Winner

Steve & Bill of Kinetic Industries — Matched Gates Ni-Cad Batteries

Tim of Total Racing Connection — Race Wheels and Tires

Rick of Dialed Racing Products — Gears and Differential Parts

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* Important — Drivers with a 3-day pass (pre-registered) may enter (1) hour prior to open practice time. All helpers must purchase a show ticket for that day (\$8.00) or a 3-day pass (\$15.00) at the main show entrance. NO EXCEPTIONS.

Friday, March 17, 1989

1/10 Off Road Only	2:00 - 4:00 p.m.	Open Practice
Modified 2WD	4:00 p.m.	Concours Awards - 3 Places
Awards to follow Main Races	4:10 p.m.	Qualifying - 3 Rounds/Mains to Follow

Saturday, March 18, 1989

1/10 Off Road Only	11:00 a.m. to 2:00 p.m.	Open Practice
Stock 2WD	2:00 p.m.	Concours Awards - 3 Places
Awards to follow Main Races	2:10 p.m.	Qualifying - 3 Rounds/Mains to Follow

Sunday, March 19, 1989

1/10 Off Road Only	11:00 a.m. to 1:00 p.m.	Open Practice
Modified 4WD	1:00 p.m.	Concours Awards - 3 Places
Awards to follow Main Races	1:10 p.m.	Qualifying - 3 Rounds/Mains to Follow

SHOW RULES

- \$5.00 additional late fee if paid at show and **doesn't include show pass.**
- "Bo Link" computerized lap counting system/R.O.A.R. rules strictly enforced.
- All drivers must have current R.O.A.R. Card with them.
- All drivers must be on frequency as directed/Radio impound will be enforced.
- Radio impound infraction or failure to marshall will result in one lap penalty off your main qualifying event time.
- Body trimming and detailing will be per R.O.A.R. Rule Book.

Mail Entry Form & Payment To:
Questions Call: 914-343-2772

Northeast Truck Show
529 North Street, Middletown, NY 10940

EARLY ENTRY FEES: (Includes 3 day pass) \$25 each class - 2 classes for \$45 (Maximum 2)

Name _____ R.O.A.R. # _____ Frequency Choice 1. _____

Address _____ Phone () _____ Amount of Check 2. _____

City _____ State/Zip _____ \$ _____ 3. _____

Class ☐ Stock 2WD ☐ Modified 2WD ☐ Modified 4WD

(Each Class Limited to 100 Entries)

1989 R.O.A.R. NOMINATION FORM

1989 is election year for R.O.A.R. Vice President and Region Directors for all odd-numbered Regions as follows:

Vice President
Region Director - 1
Region Director - 3

Region Director - 5
Region Director - 7
Region Director - 9
Region Director - 11

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 Vice 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.

R.O.A.R. INFORMATION CENTER - P. O. Box 7308 - Athens, GA 30604

BBR Wins Western Regional Championships

Winner of A-Main Event — **LOTEC M1C**

Top Qualifier — **LOTEC M1C**

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1/12 Assistant
Terry Hardee
1704 Herford Way
Virginia Beach, VA 23454
(804) 481-5118

1/10 On-Road Assistant
Glen "Gizmo" Demont
18 Grapeseed Ct.
Baltimore, MD 21234
(301) 661-5488 After 7 p.m.

1/10 Off-Road Assistant
Dominick Incantalupo
8 Elm Court
Upper Saddle River, NJ 07458
(201) 934-9040 After 7 p.m.

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

Region 1

Well, here I am, writing a report on what is happening in Region I in mid-October for a mid-January Rev-Up. I wish there was something we could do to make things more current, but such is life.

The first week of October showed me a lot. Locally, we were dealing with our county on possibly building a permanent asphalt facility. The plans had been drawn and submitted. Everything was looking good for 1989. But, here is the kicker — one lousy week after we had gotten this far, two gentlemen who were professional lobbyist from the AMA held a meeting with the head of recreation. (AMA = airplanes) Guess what, we were moved to 1990 or beyond. Why? It wasn't the expense, it wasn't that we weren't professional. It was, I believe, a thing called "CLOUT". A hard word to

define but it is the ability to get what you want — not necessarily because you are right but rather because of "who" you are. Boy, let me tell you, I was a little upset! I mean, here we are, the hottest selling, fastest growing hobby probably in the world. There is more racing going on in this country than there ever was flying fields. Yet, we are still looked at as cute little toys. We still do not have any respect, any clout. Why can't ROAR have this kind of pull? Will ROAR ever have it? Yes — there is hope but the way things are done may have to change. By that, I mean we are trying to run a potentially powerful organization with a **Local Cut Mentality**. We are trying to depend on volunteer labor too much. This makes it easy to pass the buck when things don't get done. Those who are in charge don't have

any recourse because they are volunteers, too. The buck gets passed and the task never gets done.

Maybe ROAR needs to be run more like a true government. Paid elected officials and paid employees to carry out all the decisions of the ruling body.

Revenue vs expenses would be the main argument against this and it is a fairly good argument against this until you look deeper and you can see there are lots of revenue producing possibilities not yet tried.

Model flying and model car racing are **Just Hobbies**. The only one not accepted as being serious and getting no respect is ours, model car racing. I hope this will change soon. Maybe it will. Maybe our new leadership can gain the vision to take us to greater heights. (no pun

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We're experts who sell the best products in the business. We stock everything in specialty and racing parts. If you know what you need, we'll get it to you fast! **Orders are in and out the same day!** We ship to all 50 states, Puerto Rico and Military Bases! We accept VISA, Mastercard and Discover cards!

We cover all vehicle types: **On and Off Road, Cars, Trucks & Boats, 1/4, 1/6, 1/10, 1/12, 1/24.**

And don't forget, we specialize in 1/4 and 1/6 Scale!

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GONZO
HIGLEY

HI POINT
HOT TRICK
HOUGE ENTERPRISES
JG MFG
K&B
KIMBROUGH
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1989 PAVED OVAL

RADIO OPERATED AUTO RACING, INC.

NATIONAL CHAMPIONSHIPS MEMORIAL WEEKEND MAY 25 - 29

SANCTION NO. 02-89-10

HOSTED BY: Peach Bowl Speedway
2035 Westside Court
Snellville, GA 30278

(404) 985-1448
Phone for Information

CO-SPONSORED BY: TRC and BOLINK

ENTRY FEE: Stock Class - \$40.00 per entry/Modified - \$30.00 per entry
Entry deadline - May 19th

SCHEDULE: Thursday - May 25th - Open Practice
Friday - May 26th - 2 Round of Qualifiers
Saturday - May 27th - 2 Round of Qualifiers
Sunday - May 28th - Concourse, Mains
Monday - May 29th - Rain Date

BODIES: NASCAR ROAR Approved Bodies

CLASSES: 1/10, 1/12 Stock — 1/10, 1/12 Modified
On-Road ROAR Rules Apply (ROAR Membership Required)

LODGING: Accomodations and List of Hotels will be mailed back with Racer Acknowledgment Notices along with Track Information & Directions.

ENTRY FORM

RACE FEE: Non-Refundable

Make checks payable to: **R.C. Hobbies**

Mail to: R.C. Hobbies
2035 Westside Ct.
Snellville, GA 30278

NAME _____

ADDRESS _____

CLASSES: ☐ 1/12 Stock ☐ 1/10 Stock ☐ 1/12 Modified ☐ 1/10 Modified

FREQUENCY: 1. _____

2. _____

3. _____

ROAR NUMBER _____

CAR _____

MOTOR _____

SPEED CONT _____

RADIO _____

SPONSORS : _____

intended) We have come a long way in the last three years but let's take the next step. Let's get it to where when a ROAR official shows up at a FCC meeting, for instance, people sit up and take notice. We get what we want, not just what's left over. ENOUGH SAID.

Here is what's happening in our area...

That little car, the one that's quicker than a rabbit and harder to drive than a nail with a 10 lb. sledge hammer (1/12th) will once again revive on all the indoor tracks in our region through the winter. One-tenth on-road has moved indoors and many, varied series point races is under way.

The quarter scalers are patiently rebuilding for 89's season and a lot of one-eighth scalers are getting ready for Florida in February (Leigh and I are expecting a baby and will not be attending.)

A couple of quick notes: B & H Hobbies in Mechanicsville, VA has reopened under new management. Chesapeake R/C opened in September in Southside Richmond on Hill Street. Also, there is a new shop in central Richmond opening the first of November called Hi-Tech Hobbies. At least around here it is a Racers market.

Here are some of the other "goings on":

Welcome to our new 1/10th Dirt Assistant: Dominick Incantalupo. He is a heck of a nice guy and is willing to help all he can.

Mid-Atlantic Championship 1988

By Merle Gardner

Great weather and some great racing on Oct. 16 in Glen Burnie. The A-Main looked for a while like the top 4 cars would finish about 5 seconds apart. Tony managed TQ again but at the start he made an abrupt left turn and went through the boards! That left Mike, Ralph, A.B. and Earl to do battle and battle they did! As close a race as we've seen in quite a while. Mike looked like a winner until he ran out of fuel about 20 feet from the finish line letting Ralph sneak past for the victory. Jason Wooten took over Chuck Wiggins car and did a good job clinching the B.

2 WHEEL DRIVE

1-Ralph Phillips

10-Ed Amatucci

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MONDIAL, PICCO, O.P.S.

HEADERS & PIPES FROM McCOY & PICCO.

2-Tom Hayden
3-Jay Endicott
4-Mark Botto
5-John Gottschalk
6-Merle Gardner
7-Tom Hoover
8-Glen Shreve
9-Ed Reilly

11-Steve Detwiler
12-Ralph Case
13-Chuck Miller
14-Bob Card
15-Gary Gwinn
16-Buddy Taylor
17-Ed Nash
18-George Kearns

SPORTSMAN

1-Pat Yarosh
2-Sal Caruso
3-Dick Eliezer
4-Mike Hornberger
5-Russ Strayer

6-Mark Botto
7-Jason Wooten
8-Larry Wooten
9-J.D. Hignutt
10-Stan Stinchcomb
11-Walt Holloway

NOVICE

1-Glen Shreve
2-Dana Sargent
3-Kris Marlow
4-C.W. Sutton
5-Frank Becker
6-Billy Clark
7-Leigh Coffey
8-Al Francis

9-Jim Aikey
10-Ed Nash
11-Dave Cogan
12-Joe Hauge
13-Chad Thomas
14-Greg Ely
15-Mike Ely

Chesapeake Challenge

By William R. Rea

We all got a fine taste of watching some very fine competitors, in many instances following in their dust trails. Steve Shaughney with his Dominator not only had a fine looking car, but absolutely shattered all records in the 4-wheel classes.

Bob Pecker suffering with a herniated disc, didn't let the pain deter his driving abilities. Bob set an overall track in the 2-wheel stock class with 19.6 laps.

Bob Christy Jr., came with one thing in mind, to set a club record in 2-wheel modified. Bob set a new club record of 18.7 laps in the 2-wheel stock class.

My congratulations to all who raced with us...

Region I 1/10 On-Road Champs

By Rick Blouin

Friday brings an early fall day,

bright and cool. The parking lot behind Zelman's is transformed into the battle zone. Region One 1/12th stock and modified Champions, two US World Championship team members (1987) off-road, 1988 1/12th).

Saturday morning Stock class is up first with Cam motors as handouts. Round three Michael Ebert kicks it up to 17 and assures himself TQ. The mains get underway and the rain comes down during the B Main, in hopes of running the B and A on Sunday.

Drizzle greets everyone again on Sunday. Sunday is called with next Saturday as a rain date. Stock A and B mains go down in order of qualifying.

Saturday, October 1. The raindate for modified comes in clear. The heats get underway. Michael Ebert picks up where he left off in stock and sets a blistering pace.

The track is lined with drivers as the A main is set to go. Michael Ebert's green and white TOC is showing the line. At lap 11 Bob Dunlop gets tangled up with a back marker and drops out. Steve Wallace and Gary Warren have taken up the battle for second with Duane, Troy, and Perry all in the wings. Film at eleven shows Michael Ebert as the winner making it a clean sweep of the event.

STOCK A MAIN

1-Michael Ebert
2-Brian Hill
3-Steve Wallace
4-Bob Dunlop
5-Duane Hegy
6-Troy Blanton
7-Gary Warren
8-Perry Caswell
9-Roy Henderson
10-George Cole

MODIFIED A MAIN

1-Michael Ebert
2-Gary Warren
3-Troy Blanton
4-Steve Wallace
5-Perry Caswell
6-Duane Hegy
Vernon Houseman
Bob Dunlop
Gary Weber
Greg Klugh

1989 DIRT-OVAL NATIONAL CHAMPIONSHIPS

CUSTOM WORKS



Hosted By
R/C Hobby Workshop & Raceway, Inc.
Burlington, North Carolina

MAY 11-14, 1989

Level 4 Sanction # 028913

ENTRY INFORMATION

\$40.00 Stock w/one motor
(2WD or 4WD)
\$30.00 Modified (2WD or 4WD)
\$30.00 Modified Sprint

*2 Entry Limit
*Registration Ends April 22
*Sorry No Refunds
*Limited to First 300 Entries

For more information, Call Dave Guerin
At R/C Hobby Workshop (919) 228-6809

A MAINS - TROPHIES 1st THRU 10th ALL OTHER MAINS - TROPHIES 1st THRU 3rd
TOP QUALIFIER TROPHIES CONCOURSE AWARDS - 1st, 2nd & 3rd

RACE INFORMATION

CLOSED WHEEL BODIES - R.O.A.R. OUTLAW
WEDGE RULES APPLY.
SPRINT CLASS - SPRINT BODY RULES APPLY
REGISTRATION LIMITED TO 2 ENTRIES

FULLY STOCKED HOBBY SHOP ON SITE.

POWERED PIT BENCHES AVAILABLE TO EARLY
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R.O.A.R. RULES APPLY. R.O.A.R. MEMBERSHIP
REQUIRED. (MEMBERSHIP AVAILABLE AT
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AND ACCOMMODATION RATES AVAILABLE. AN
INFORMATION PACKET WILL BE SENT UPON
RECEIPT OF ENTRY. REGISTRATION CLOSES
APRIL 22.

ENTRY FORM

NAME: _____
ADDRESS: _____
CITY _____ STATE _____ ZIP _____
PHONE# _____ ROAR# _____
STOCK: 2WD _____ 4WD _____ CAR# _____
MODIFIED: 2WD _____ 4WD _____ CAR# _____
MODIFIED SPRINT: _____ CAR# _____
FREQUENCY CHOICE: 1st _____ 2nd _____
CONCOURSE ENTRY: YES _____ NO _____
AMOUNT ENCLOSED: \$ _____
TEE SHIRT SIZE: _____

THANK YOU

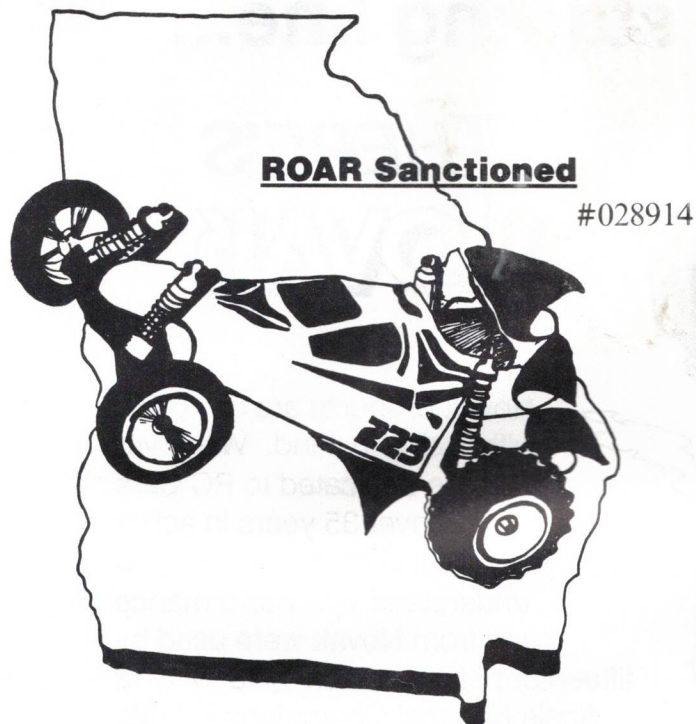
PLEASE
MAKE CHECKS PAYABLE TO:

R/C HOBBY WORKSHOP & RACEWAY, INC.
1358 SOUTH CHURCH STREET
BURLINGTON, NORTH CAROLINA 27215

ENTRIES CLOSE APRIL 22, 1989. ENTRY FORM
VOID WITHOUT PAYMENT. MASTERCARD &
VISA ACCEPTED. IF YOU WISH TO USE A
CHARGE CARD, PLEASE INCLUDE: CARD
NUMBER, THE NAME AS IT APPEARS ON
THE CARD, EXPIRATION DATE AND
YOUR TELEPHONE NUMBER.

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1989 GEORGIA 1/10 SCALE



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REEDY
Modifieds

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Team PIT STOP

OFF-ROAD CHAMPIONSHIP

LOCATION: Lake Mayer Raceway, Lake Mayer Park, Savannah, Georgia.

WHEN: April 28th, 29th and 30th*

CLASSES: 2WD Stock, 6 Cell ROAR Approved Stock Motor. 2WD Modified 7 Cell ROAR Approved Modified Motor. 4WD Stock 6 Cell ROAR Approved Stock Motor. 4WD Modified 7 Cell ROAR Approved Modified Motor. ROAR Rules Apply. ROAR Membership Required - May Join At Race.

ENTRIES: Enter Early. Registration Limited To 200 Cars. May Enter 2 Classes Only. Entry Deadline: April 1st, 1988.

AWARDS: Concourse Award - Trophies For All A-Man Drivers. T.Q. Trophy - Trophies For 1st Through 3rd In All Other Mains. AMB Cap Counting System. Additional Information Upon Receipt Of Your Entry.

FEES: \$25.00 Per Class By April 1st. \$5.00 Late Fee.

LODGING: Best Western Central, 45 Eisenhower Drive, Savannah, Georgia 31406. Phone 912-355-1000.

For More Information Contact
Ted Migchelbrink At 912-897-1944.

ENTRY FORM

MAIL TO: 215 CALLEY ROAD, SAVANNAH, GEORGIA 31410

Make Checks Payable To S.C.O.R.E. (Savannah Chatham Offroad Racing Enthusiasts).

Name: _____ ROAR # _____

Address: _____

Classes: 2WD Stock _____ 2WD Modified _____ 4WD Stock _____ 4WD Modified _____

Frequency: 1st _____ 2nd _____ 3rd _____ Amount Enclosed \$ _____

T-Shirt Size: Sm. _____ Med. _____ Lg. _____ XL. _____ XXL. _____

* April 28th: Practice, 29th Qualifying, 30th Qualifying and Mains

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between being ready to race and just
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If you're serious about racing, show up to the starting line prepared...
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- CHARGERS
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NOVAK
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Dwight Smith: Stock Class Winner using
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1/10 Dirt Oval Assistant
Johnny Bright
942 Mineral Springs Road
Charlotte, NC 28213
(704) 596-7763 Eves.

1/8 Assistant
Bob Hall
3417 W. Lemon Street
Tampa, FL 33609
(813) 870-1862

Region 2

Eric Gudger

It is with great reluctance that I announce the resignation of Keith Young as the Region 2 Director. Keith has been extremely active with Region 2 Off-Road racing right from the very beginning of this class. However, his new personal responsibilities preclude him from continuing as Region Director.

Mike Houge has volunteered and been accepted as the new Region 2 Director. His credentials are quite impressive and I know he will do a great job. Just give him a little time to get settled in.

Mike Houge

As the new Region 2 Director, I would like to say that I am dedicated to promoting R/C car racing in Region 2 and encourage all individuals and clubs to become active in our sport and ROAR. It is an honor

for me to hold this position and I am looking forward to the opportunity to share in our future growth.

By the time you read and receive this issue of Rev-Up we will have completed two of our traditional races. For those of you who have competed in the Winter Championships and the Southern Gas Championships, hope you enjoyed your visit to Tampa and Ft. Meyers. We have been awarded three National events in 1989. Our common goal in Region 2 should be to pull together to insure these events are successful.

I would like to emphasize at this time how important it is for all Region 2 race directors to forward all the race results to me. I would also like to request that any qualified individuals interested in being a scale assistant to please for-

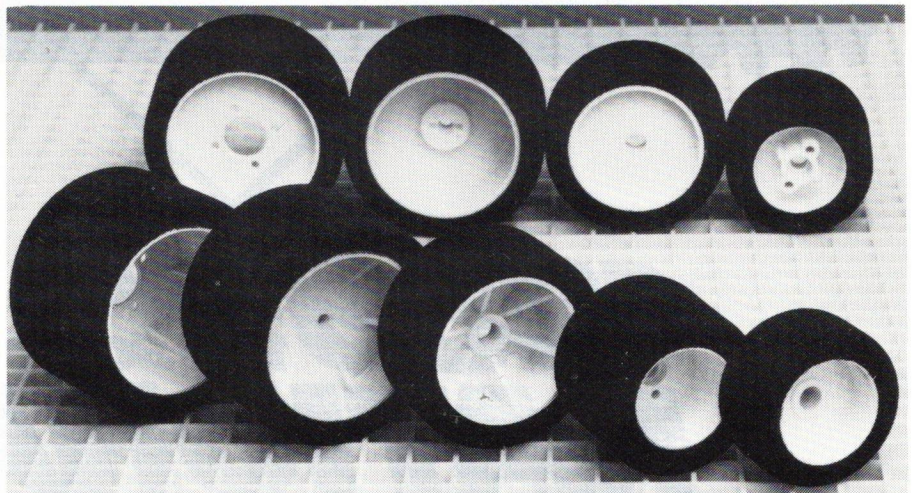
ward a brief resume. Any clubs interested in hosting a regional event should contact the appropriate scale assistant or myself for the necessary applications.

R.O.A.R 1988 Region II Dirt Oval Championship

Racers began arriving on Thursday to check out the racing facility at R/C Hobby Workshop in preparation for the 1/10 Scale Dirt Oval Championships in Burlington, North Carolina. Progressive Technologies, Inc., sponsoring the event, was on hand to welcome the racers. By the time Friday was over, the racers knew the track, their cars and equipment, and they themselves were ready for qualifying Saturday morning. Two rounds ran Saturday - the third qualifier Sunday, followed by the all-important Mains.

CARPET and ASPHALT RACERS **T.M.'s NEW LOW-PROFILE SPONGE TIRES**

T.M.'s low profile one piece sponge tires are available for most makes of 10th scale cars. A full 1 3/4" wide rear tires and 1 3/8" wide front tires for maximum traction. The one piece sponge is mounted on super tough nylon rims that need no adapters. Also available for 12th scale. T.M.'s new wheels and tires feature high impact nylon rims and one piece sponge tires which are available in a soft, medium and firm compounds.



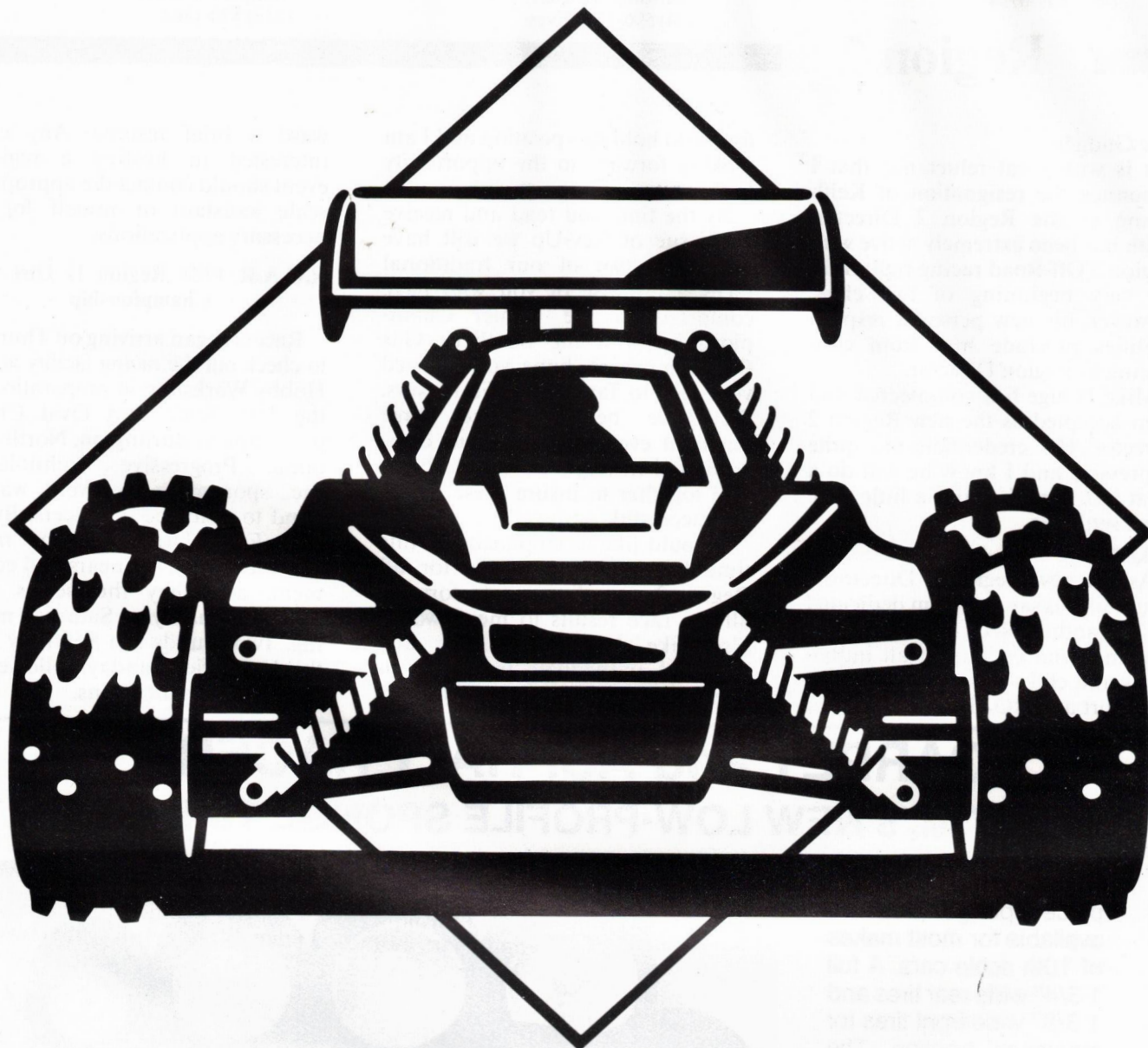
T.M. TIRES AVAILABLE FOR:
RC10, KYOSHO, TAMIYA,
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DELTA, and PRO-12.

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RPS • RCS • SPEED AND SPORT • TRINITY • UNIVERSAL •
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"Performance is our middle name"

Concourse competition was held Saturday evening after the racers had the first two heats under their belts. With a majority of cars entered, the concourse judging was quite a task for the three judges. Final decisions gave first place award to Robert Joyce, second place concourse to Chris Smith and third place to Johnny Bright.

After a bright practice session in the morning, the third and final qualifying round went on the track Sunday morning. By now the cars were flying and really hooked on the track!

Throughout the two day event names were being drawn from prizes generously donated by many R/C manufacturers. These drawings were concluded with each and every racer winning a prize! Grand prize of the weekend, a Turbo Optima Mid SE - donated by Kyosho and Great Planes.

The Mains went on the track early Sunday afternoon, with spectators jamming the bleachers. Pit crews and racers all felt the excitement and thrill of the competition heating up as they came down to the wire for the trophies and the championship.

The racing was hot in 2WD Stock

with top qualifier, Sammy Blackwell, leading the pack with James Doby breathing down his back. Sammy was caught in a 4 car pileup on the back straightaway halfway through the race, giving James the lead to the finish line, despite Blackwell's efforts to catch him. James and Sammy finished with 28 laps, only 13/100's of a second apart, and a full lap ahead of the rest of the field.

In 4WD Stock A Main, top qualifier Art Austin was left behind on the start by Dennis Fields and Johnny Bright. Bright overtook the field early in the race and held on to a lap lead to the finish.

Top Qualifier Sammy Blackwell blew everybody's doors off in 2WD Modified A Main by hooking up early in the race. He took a hot lead with a first lap of 7.26 seconds and ran a steady race to the finish. Bobby Beard came in second a lap behind.

The race to watch in 4WD Modified A Main was between top qualifier Chris Smith and Johnny Bright. Chris ran a fast steady race with average lap times of 7.10 seconds. Bright gave it his best effort but a tangle in his seventh lap cost him his chance for the cham-

pionship and brought him to the finish line in second place.

The winners and 1988 Region II
Dirt Oval Champions are:

2WD STOCK A

- 1-James Doby
2-Sam Blackwell
3-Jim McCallum

B MAIN

- 1-Stephen Miniea
2-Robert Isley
3-Ronald Timm

2WD MODIFIED A

- 1-Sam Blackwell
2-Bobby Beard
3-Mike Boylan

B MAIN

- 1-Robert Isley
2-Randy Bartlett
3-Randy Martin

4WD STOCK A

- 1-Johnny Bright
2-Dennis Fields
3-Art Austin

B MAIN

- 1-Bill Radford
2-Cecil Collins
3-Joey Caldwell

4WD MODIFIED A

- 1-Chris Smith
2-Johnny Bright
3-Ken Corey

B MAIN

- 1-James Griffeth
2-Craig Perry
3-Dennis Fields

Rounds of applause echoed for the winners, for Progressive Technologies, Inc., for the track crew and for the R/C Hobby Workshop & Raceway, Inc. Putting Burlington on their racing map. Dave and Margaret Guerin, owners of the hobby shop and race facility, wish to extend their appreciation to their valued friends who helped organize and run the event and to each and every racer and guest who participated.

White Springs Radio Control Car Club

The White Springs Radio Control Car Club held their Second Annual Victory Children's Race at the White City Speedway. Race Director Jerry Landry put on a well organized and fun event.

Over 1,700 dollars was raised for the Victory Children's Home of Ft. Pierce, Florida. It is truly rewarding that such a great group of radio controlled car racers would get together and make it possible for some less fortunate children to have a nice Christmas.

Many thanks to the many supporters. Hope to see you there next year.

[illegible]



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Class: 1/12 _____ Age (optional) _____
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Wyandotte, MI 48192
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1/8 Assistant
Jim Meach
214 Glen Oak Ct.
Delafield, WI 53018
(414) 646-8033

1/10 Assistant
Don Meade
2214 Marybrook
Plainfield, IL 60544
(815) 436-8574

1/12 Assistant
Steve DiFranco
5900 SOM Center Rd.
Willoughby, OH 44094
(216) 943-2700

Region 3

I can't believe the year has blown by us so fast. My car should only go so fast! It's been a good racing season all in all, though. We saw plenty of good action here in the region, I hope you were in on some of it. As you probably read in the last issue of REV-UP, the 1/12 scale Nats were superb. I hope the guys that raced in them had as much fun as we did putting them on. It truly was a satisfying experience. This year's off-road regionals saw 300 entries over in Grand Rapids, MI. The Rivertown Racers did quite a job of holding off an onslaught of draw-backs that stemmed from weather conditions, and managed to crown 4 brand new champions. Congratulations go out to Dave "whoowee" Pulfer as 2WD Stock Champ, Andy Holub as the new 4WD Stock Champion, Don Jones the '87 2WD

National Champion adds the '88 2WD Modified Regional Championship to his list of accomplishments, and Joe Lawrence is the new 4WD Modified Champion. It was a great personal pleasure to watch Joe Lawrence grab this title, as Joe is a good friend and a member of my home club SEMROCC. Remembering Joe as he started racing less than 3 years ago and seeing all his hard work and dedication pay off was a thrill I don't think I'll ever forget. I sure am glad I was there to enjoy it with Joe and his family. Since it was also Joe's 16th birthday being crowned a Regional Champion had to be the icing on the cake. Once again congratulations to all the new Regional Champions, you should all be proud, as this is one of the most competitive regions around.

Two other classic off-road battles

also took place in the region. The SEMROCC "WAR" and the annual NORCAR OFF-ROAD CHAMPIONSHIPS. The "WAR" which was a modified motor only event drew racers from all over the midwest, northwest, and Canada. The winners in that event were, Chuck Lonergan in 2WD (REEDY powered) and Curt DeMars in 4WD (QT motors), both these guys were awesome! Another outstanding young driver at the "WAR" was Brian Fogt from Montreal, Canada. Watch out for this guy! The NORCAR event was a good time as always. A lot of good friends and a lot of good racing. Denny Butcher had them narrow the track down this year, so looking for a spot to pass was pretty tough. Victories went to Joe Lawrence in 4WD Stock, my good buddy (god he's fast) Mike

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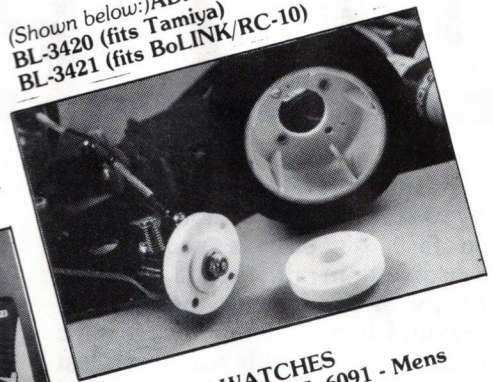


Santa

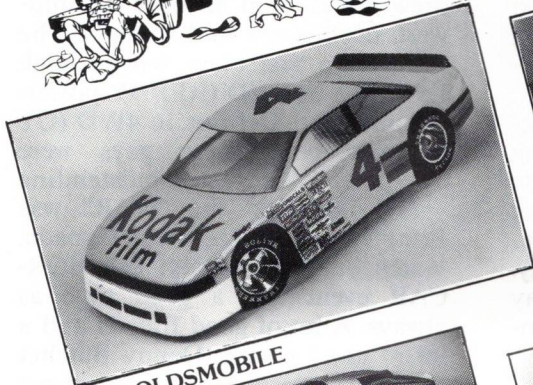
tries to please
everyone, but ...



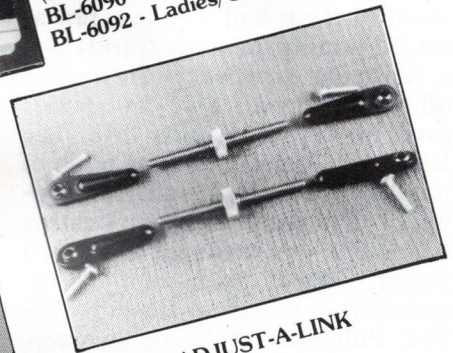
(Shown below:) ADAPTOR
BL-3420 (fits Tamiya)
BL-3421 (fits BoLINK/RC-10)



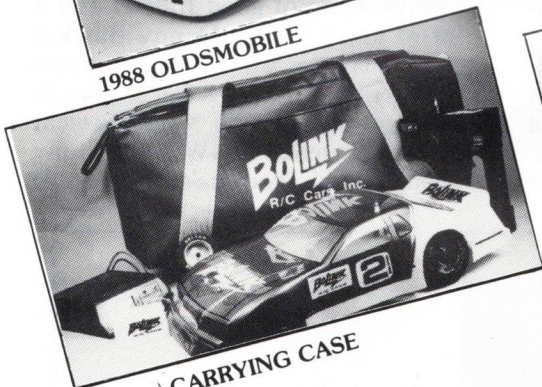
(Shown at left:) WATCHES
BL-6090 - Hand held/BL-6091 - Mens
BL-6092 - Ladies/Childs



1988 OLDSMOBILE



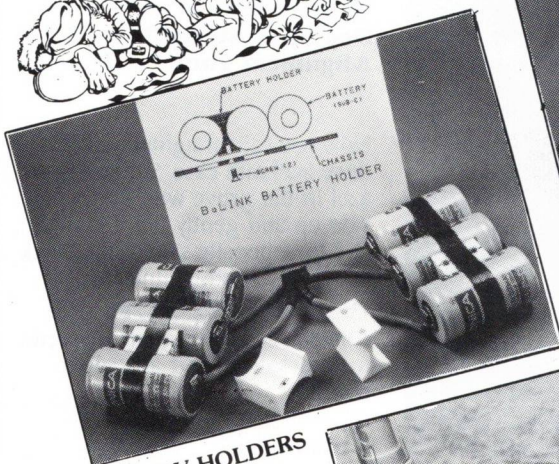
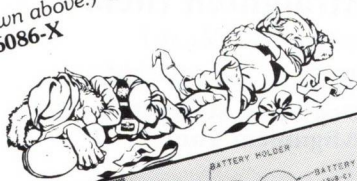
BL-5287 ADJUST-A-LINK



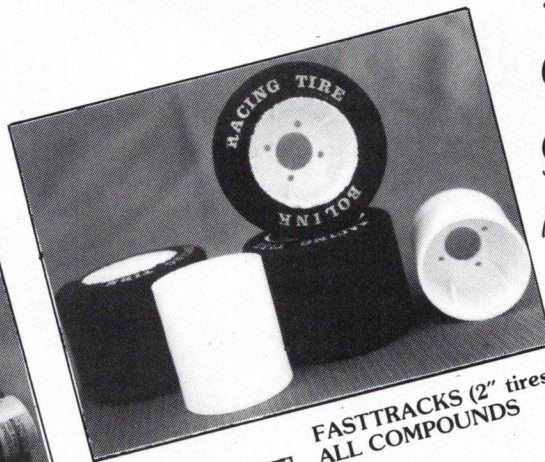
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Marshall in 2WD Stock. Parma's Bill Jeric grabbed the 4WD Modified win, and John Lawson took home the 2WD Modified award. Just to show you how humble I really am, I will not make any comments regarding my own spectacular 4WD Stock TQ run. I will say this, though, it is amazing how much fun you have when you make the "A" in both Stock and Modified. Well, thanks for indulging me for another month, guess it's time to dust off the 1/12 scale car...

One last thing, how about getting your club to host some Regional Championships. 1/10 Off-Road seems to be pretty well locked up, but what about 1/12 6-cell, 1/10 On Road, 1/8 Gas, 1/4 Scale, even a Dirt Oval. Get me bids now so we can start making plans.

NORCAR US Indoor Championships

By Steve DiFranco

All you guys who raced at the champs really got spoiled this year didn't you? You actually got some sleep this year! I know it's hard to race competitively with a good night's rest. Some of you were reluctant to break with tradition. This was evident by walking through the hotel lobby at 3 a.m.! Everybody was running around the hotel!

Denny, Rich, The Boy Scouts, and all the NORCAR Club members should be congratulated for a job well done. And speaking of a job well done, a special thanks to Mr. Computer Wizard - Don Holub. Talk about "get a life", Don makes up the race management software, and makes sure it functions during the race weekend. He does this at quite a few of our regional races, too. I'm sure Don would appreciate a thank you the next time you see him at a race. Without Don's help we would all be complaining about lost laps, frequency conflicts, etc.

I'm sure that I don't have to tell those of you who raced that the track was very challenging. It required skill, car set up, and lots of patience going around backmarkers. The track seemed to allow some of the better drivers to really show their stuff. The B, C, and D mains were extremely close in laps, and times. Did some of you notice that the skill level of the drivers has grown dramatically? And what about the sportsman TQ! This guy started out qualifying in the P main. Yes, I said P, as in Pretty far down. That should eliminate alot of complaining about what mains we all start qualifying in.

Christian Keil combined gymnastics with driving skill to grab TQ position. This guy crashed in front of the driver's stand, marshaled his own car (after only slight hesitation), and then went to TQ! I sure would like to know what magic spell he puts on his batteries.

As usual, I'm not going to go on and on about the race, you can read about more of the details in one of the R/C magazines. One thing I would like to mention is radios. There were some radio glitches at the Indoor Champs this year. Whatever the cause, it would benefit all of us greatly if we would keep our radios in tune. This includes having our crystals checked at least once a year, preferably twice a year. I know this is a pain, but we all know how frustrating radio hits are.

Don't forget to send me stuff to put in this article! It seems that I either get a truck load of stuff, or nothing. You know how cranky I get when I have to make up stuff.

RACE RESULTS

We apologize that due to space limitations we are only able to place race results.

Region III Off-Road Regionals

A STOCK 4WD

- 1-Andy Holub
- 2-Chris Doseck
- 3-Joe Lawrence
- 4-Gregg Brown
- 5-John Lawson
- 6-Don Jones
- 7-Darrel Binger
- 8-Lee Morrison
- 9-Curt DeMars
- 10-Mike Ankney

A STOCK 2WD

- 1-Dave Pulfer
- 2-Paul Morack
- 3-Chuck Lonergan
- 4-Josh Wiet
- 5-Mike Marshall
- 6-Mike Eckstein
- 7-Jim Dimmerling
- 8-Dan Fischer
- 9-Chris Doseck
- 10-Dan Vollmers

A MODIFIED 4WD

- 1-Joe Lawrence
- 2-Curt DeMars
- 3-Lance Majewski
- 4-John Lawson
- 5-Andy Holub
- 6-Greg Brown
- 7-Dave Pulfer
- 8-Chris Doseck
- 9-John Wiet
- 10-Mike Ankney

A MODIFIED 2WD

- 1-Don Jones
- 2-Colin Honeck
- 3-Chuck Lonergan
- 4-Josh Wiet
- 5-Ed Meyer
- 6-John Koonce
- 7-Mike Rennigare
- 8-Jim Dimmerling
- 9-Mike Ankney
- 10-Dave Pulfer

19th Annual Midwest Series 1988

FINALS

2WD OPEN

- 1-Jerry Argalas
- 2-Jerry Brugger
- 3-Al Rovel
- 4-John Miller
- 5-Bob Leckron
- 6-Mike Ross
- 7-Scott Taylor
- 8-J. Bartlebaugh
- 9-Scott Keckstein
- 10-Kevin Steward

SPORTSMAN

- 1-Larry Compton
- 2-Lon Burling
- 3-Bob Paradis
- 4-Jeff Leckron

4WD OPEN

- 1-Rich Potempa
- 2-Lou Przybyla
- 3-Howard Kemery
- 4-Marty Runge
- 5-Mike Graham
- 6-Marvin Davis
- 7-Larry Martin
- 8-Keith Reel
- 9-Chet Wieteci
- 10-Leonard LeDoux

- 6-Dan Dougherty
- 7-Tony Gagliardo
- 8-Roy Moody
- 9-Lon Burling II

5-Save Lazarus

10-Bob Pilsudski

CARBONELL CUP

- 1-Lon Burling II
- 2-Jim Horgan
- 3-Nate Weldon

- 4-Scott Pallus
- 5-Bob Snayko

ROAR REGION III 1/8TH SCALE CHAMPIONSHIP SPORTSMAN

A MAIN

- 1-Lon Burling
- 2-Dan Dougherty
- 3-Tony Gagliardo
- 4-Bob Paradis
- 5-Roy Moody

A MAIN

- 1-Jim Boehmer
- 2-Gerry Argalas
- 3-Greg Mason
- 4-"MOONDO"
- 5-Al Rovel

A MAIN

- 1-Rick Davis
- 2-Jim Przybyla
- 3-Marty Runge
- 4-Rich Potempa
- 5-Chet Wieteci

2WD MODIFIED

B MAIN

- 1-Bob Pilsudski
- 2-Cindy Wires
- 3-Bob Metallo
- 4-Lon Burling II

B MAIN

- 1-Bob Appelle
- 2-Jeff Beuthien
- 3-Dave DeCoster
- 4-Tony Metallo

4WD MODIFIED

B MAIN

- 1-Mike Graham
- 2-Jim Meach
- 3-Bill Futrell
- 4-Don Smith
- 5-John Dolezal
- 6-Vic Valderrama

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John Koss
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Stafford, TX 77477

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

1/10 North Rep.
Andrea Wasinger
1201 Storm Court West
Bedford, TX 70622
(817) 354-6274

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

Region 4

Hello from Region 4.

Racers in Region 4 have not lacked for races to go to in the past 6 months. We have had the 1/12 scale Championship in Beaumont, TX. won by Rusty Husband, the 1/10 Dirt Oval Championship at I & I Hobby in Bellaire, TX with the winners listed below:

Heavy Metal - Barry Raborn,
Sprint Cars - Ronnie Drew, 2WD
Stock - Jay Pena, 2WD Mod. Robbie
Blackman, 4WD Stock - Phillip
Brod, 4WD Mod. - Doug Fichuk.

Next we went to Grapevine
Raceway between Dallas and Ft.
Worth, TX. for the 1/10 Off-Road
Championship.

2WD Stock, - Freddie Rapuana, 2
WD Mod. - Scott Montgomery,
4WD Stock - Jonathan Morgan,
4WD Mod. - Doug Fichuk.

For the 1/8 scale gas it was back to

Dallas with Rusty Husband TQ and
winner in 4WD, Gay Sullivan TQ
and Mike Finley winner in 2WD
and Floyd Clark winner in Pan
class.

The last stop on the cham-
pionship trail was I & I Hobby in
Bellaire, TX for the 1/10 scale on-
road. Congratulations to all of our
Champions!

If you glance up at the regional
heading you will see Mike Hamilton's
name replaced by John Koss and the
addition of Andrea Wasinger, 1/10
North Off-Road Assistant. Region 4
owes a big thank you to Mike for the
long time he has devoted to ROAR
and them as the 1/12 Assistant. Lets
all welcome John and Andrea and
give them lots of support in their
new positions.

With the new year comes new
region championship races. I will

receive bids for 1/12 on-road, 1/10
on-road, 1/8 gas, 1/10 dirt oval and
1/10 off-road through the end of
March. If your club has the desire to
host any of the above races drop me
a proposal in writing telling me what
you can do.

That is all I have for now so
remember "There's more fun in
store if you race in Region Four!"

Introducing...

Hi,

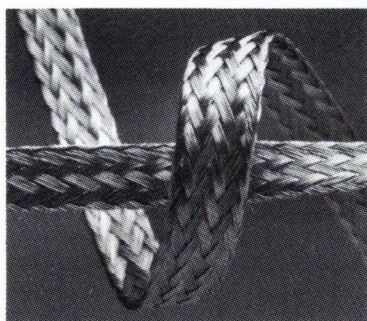
I'd like to introduce myself,
Andrea Wasinger, as your new
ROAR representative for North 1/10
Off-Road Region 4.

I've been racing along with hus-
band Fred, and son Eric, for over
three years. I drive a modified RC10.
I've been to the 1987, 1988 Nationals,
Pepsi Challenge, MO, Governors
Cup in Houston, 1986, 1987, 1988

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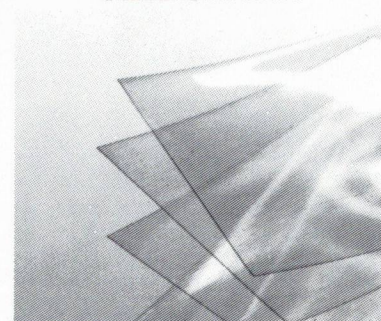
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- Beautiful chrome-plated hemi engine.

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Hi-Rider Corvette

- Specially molded Corvette body.
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 - Tough LeMans Stock 05 motor.
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Region IV 1/10 On-Road Championships

November 12 and 13, 1988 Texas Speedway/I & I Hobby Center hosted the Region IV 1/10 On-Road Championships in Houston (Bellaire), Texas. The race was presented by Action Racing Club and was directed by Issac and Israel Ben-Ezra.

The comfortable pit area, enclosed and air conditioned, proved a welcome site for the more than one hundred entrants who fought back the rain clouds for most of the weekend.

The club and shop were honored by the presence of many well known racers, including World Champion Bob Light.

Natalie Ben-Ezra, wife of Issac, provided an excellent barbecue shish kabob and salad dinner for the racers and the snack bar was a favorite meeting place for friends and racers alike.

Thanks to all the Racers, Sponsors, Staff and friends who made this such a great event! Special thanks to ROAR Region IV official Don Lyons; as always, Don provided much insight and assistance.

CANAM STOCK A
1-David Johnson
2-Justin Jenkins
3-Jerald Lewis
4-Terry Madiera
4-Jay Sewell

CANAM B
1-Charles Burns
2-Mark Buford
3-Jeff Ball

INDY STOCK

1-John Meyer
3-Robert Ingersoll

2-Jay Pena
4-Charles Burns

1/10 SCALE 6-CELL MODIFIED A

1-Bob Light
2-Rusty Husband
3-Louis LeBlanc
4-Frosty St. Clair
5-Kevin McIntyre

6-Craig Romero
7-Tommy Porfirio
8-Charles Le Blanc
9-Doug Fichuk
10-Wade Prvetz

MODIFIED B

1-David Johnson
2-David Milby
3-Jeff Gray

The Enduro

Racers! It was the last race of the year, "The Enduro." Twenty-two avid racers showed up to have a good time.

The heats were set up as signed in so a 4WD could qualify with a 2WD or pan just as the enduro would be run. After the two qualifiers, Heinz Meyer was top qualifier for the day with 19-16 laps.

With the teams set and the lunch break over, the first team drivers were called to the line. A surprise dead engine Lemans start was used. At the flag, pit men were off to a foot



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race for their starter box. Team 4 was first on the track and led the entire first leg with team 5 second and team 7 third.

Second leg was started after a 4 minute delay to get frequencies clear and drivers and cars charged. The second leg was won by Team 3 with Team 2 in second and Team 6 in third.

The third leg was a shoot-out between most of the 7 top qualifiers. With lots of close racing, Team 4 won with Team 1 in second and Team 7 in third place. Team Two Wheel (#7) put in a consistent set of runs to win overall.

Congratulations guys for an outstanding run!!

Race run down: Team 4 - 2nd place; Team 6 - 3rd place; Team 2 - 4th place; Team 3 - 5th place; Team 5 - 6th place and Team 1 - 7th place.

Ed Weatherby had a good run and turned 213 laps for most laps by a 4 WD and overall TQ.

John Tittle (Team Captain on Team Two Wheel) turned 207 laps for 2WD TQ. Mike Morey turned in a good run of 184 laps for the Pan TQ.

Race results to follow:

The year-end banquet went off well with a good dinner and entertainment. Almost everyone in the top 5 of every class attended. Thanks to Gay Sullivan.

A SPECIAL THANKS to Chris Metheny and Francisco Saenz for their help in putting on the Enduro!!! "The Race Director"

TEAM 1
1-Ronnie Barton
2-Jim Anderson
3-Heinz Meyer
398-9

TEAM 3
1-Colin Jones
2-Bailey Whitley
3-Aaron Morey

TEAM 2
1-Don Satterfield
2-Ed Terrell
3-Craig Jessmer
467-15

TEAM 4
1-Bob Finley
2-Jack Leonard
3-Ed Weatherby

460-7
TEAM 5
1-Rich Price
2-Floyd Clark
3-Chuck Null
439-13

1-James Turbeville
2-Scott Barrerra
3-John Tittle
543-10

SOUTHWEST SERIES RESULTS

4WD
1-Sullivan
2-Meyer
3-B. Wold
4-Weatherby
5-Kennedy
6-Tittle
7-Dishong
8-Compton
9-Jesmer
10-R. Cook

514-4
TEAM 6
1-Les Daniels
2-Mike Morey
3-Mike Monte
494-14

TEAM 7

2WD
1-Terrell
2-Freeman
3-McNutt
4-Zervas
5-Bottoms
6-Tamburri
7-Null
8-Wold
9-Posey
10-G. Sullivan

PAN

1-Clark
2-M. Morey
3-Leonard
4-Monte
5-Finley, B.

6-Cook
7-Tamburri
8-A. Morey
9-R. Barton
10-Barrera

INTERSTATE-10 CHALLENGE II 1/12 SCALE EXPERT CLASS

1-Louis LeBlanc
2-Rusty Husband
3-Charles LeBlanc
4-Kevin McIntyre

5-Craig Romero
6-John Koss
7-David Milby
8-Tracy Broussard

1/12 SCALE SPORTSMAN
1-Bret Adams
2-Johnny Ber
3-Chris Solis

1/10 SCALE
1-Johnny Ber

LOUISIANA STATE INDOOR CHAMPIONSHIPS

1/12 SCALE

A MAIN
1-Louis LeBlanc
2-Charles LeBlanc
3-Craig Romero
4-Bret Adams
5-Rusty Husband

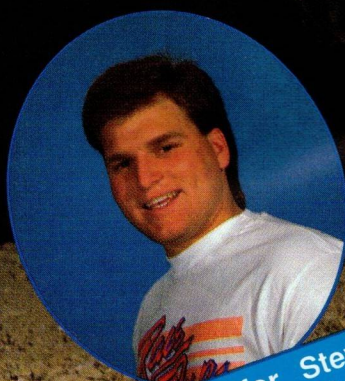
B MAIN
1-Chris Solis
2-Wade Pruetz
3-David Milby
4-Josh Kurtz

1/10 SCALE

A MAIN
1-Charles LeBlanc
2-Louis LeBlanc
3-Johnny Ber
4-Clay Swell
5-Terry Caswell

B MAIN
1-Robbie Sewell
2-Kurt Buchert
3-Bill Bishop
4-George Herrin

PRO RADIANT



Race Results for Steve Dunn Team Race Prep / Pro Radiant

1st Place 1987 1/10 Off Road Trinity Shoot Out
1st Place 1987 Western CRP Challenge
1st Place 1987 1988 Pro Line Cactus Classic
1st Place 1988 Illinois Indoor Championships
1st Place 1988 Roar Region 6 Series Race

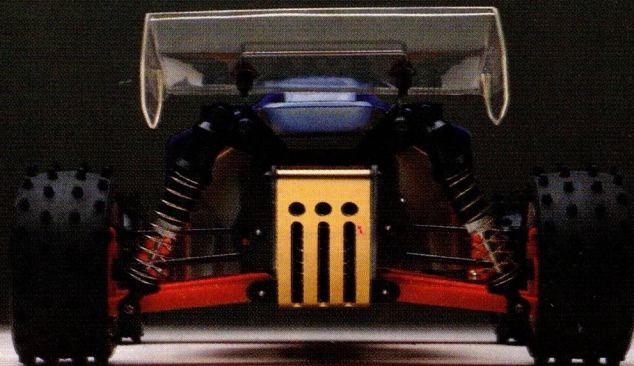
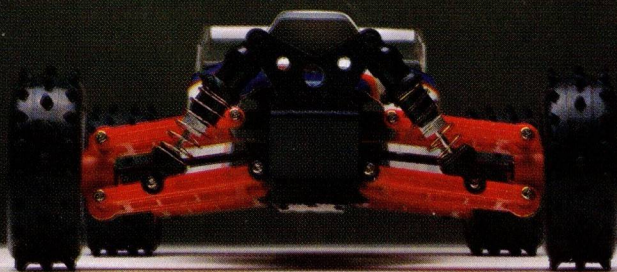
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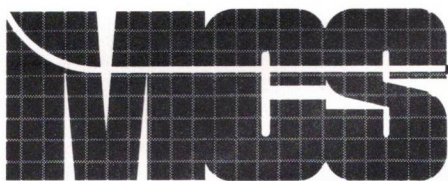
Region 5

Here we are starting 1989. Some new officers some old, but still all working towards the same goal, a better R.O.A.R. Yes, R.O.A.R. has had some problems but hasn't everybody? Thanks to all of you who cared enough about R.O.A.R. to vote. Those of you who didn't vote must not really care so don't go grumbling and complaining if you don't like something. Our new president has a big job ahead so let's do the best we can to help him.

I have a few race reports I'll send, some you may have already seen, some are new. First the 1/8 Region 5 Champs were run in Kansas City on Labor Day Weekend. Six Sportsman drivers, 10 2WD open, and 15 4WD open. Seeing as this was a three day race eight rounds of qualifying were held over two days with the finals on the third day. In Sportsman class

young Bruce Allman TQ'd with a 14 lap 330.9 sec. time. He was the only one to hit 14 laps. In 2WD open Phil Cotter TQ'd with 15 laps 299.3 sec. time. In 4WD Jim White ran a quick 15 laps 282.2 sec. time. In the first feature 2WD modified B main a new racer from K.C., Ron Swayze showed that slower and consistent could win the race as he was the slowest qualifier in the heat and went on to win by two laps. In 4WD B main once again the faster qualifier couldn't come out the winner as Ken Campbell got it all together and won the race. If you can see a trend beginning, your right, and as you will see it continued through the A feature also. As always being consistent and having no trouble paid off over speed. In the Sportsman race Ron Brittain of K.C. outpaced everybody and took a well

deserved win. Nobody was around to press him and it's just as well as he finished the race with very little rubber on the front wheels and in some places on the wheel there was no rubber at all. In 2WD A open Phil Cotter seemed to be the one to beat as he blasted off to a good lead but it was not to be as just past the halfway mark he was out for good. That left the race open to Bill Allman and Kim Daugherty and a good race ensued with Kim taking control in the last five minutes to stretch out a two lap lead. In 4WD A main it was a real fight for the first half of the race and then the gremlins stepped in and allowed O.V. Opheim to cruise to an easy six lap lead. As stated earlier, if you were the fastest qualifier in your feature you were in trouble because none of them won a feature all day.



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#1111
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#400 C (gold)
#500 B (blk) (vert)
#500 C (gold)
- F. Speed Control
Heat Sink
Half-round Round
#1000 B (blk) #2000 B (blk)
#1000 C (gold) #2000 C (gold)

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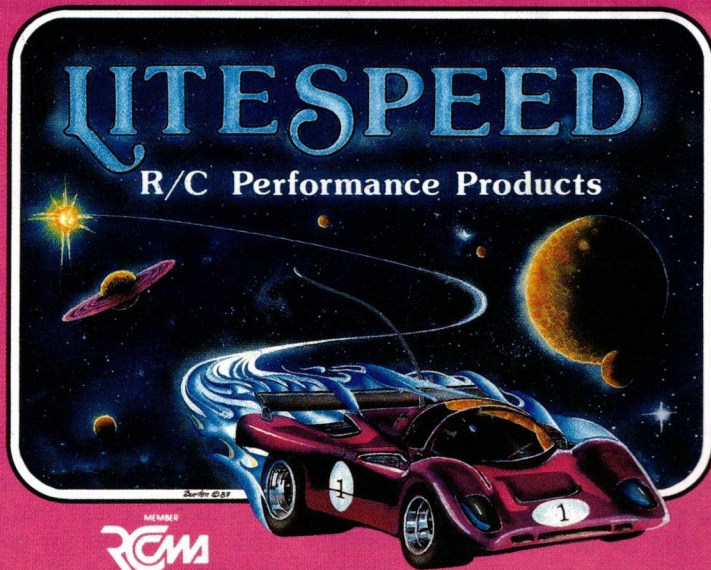
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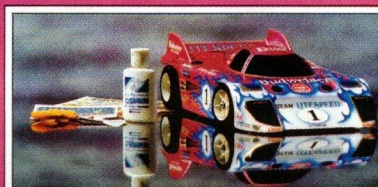
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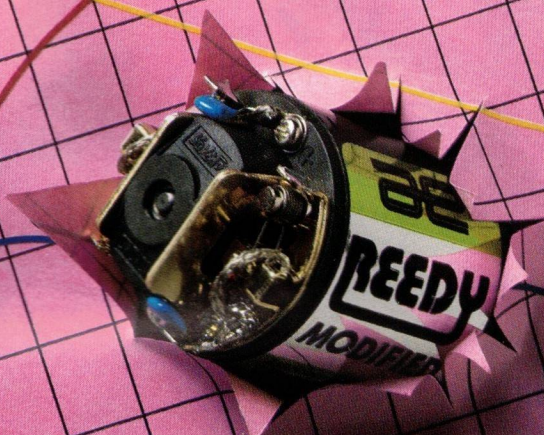
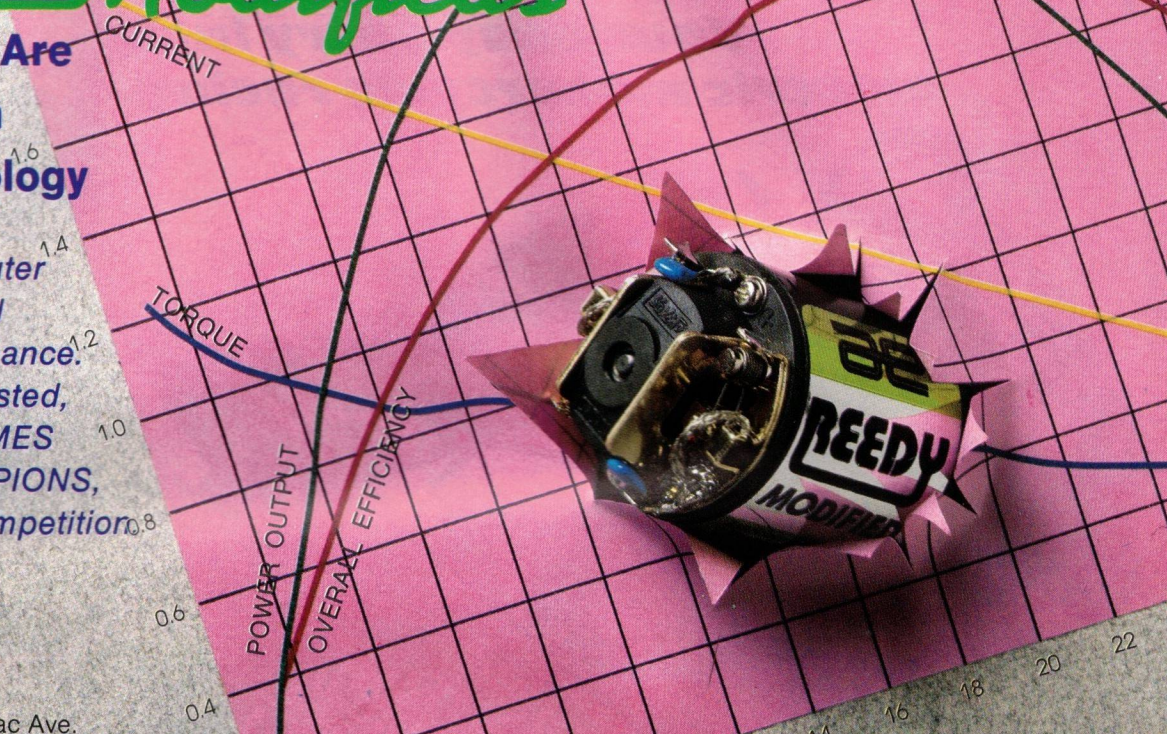
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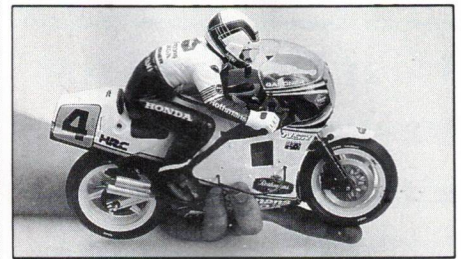
Both in looks and in function, the Honda NSR 500 matches its full-scale counterpart. Real chain drive, with three gear ratios for achieving top performance on all courses, powers the cycle as it leans realistically through the curves. The included DM-20 motor gives you plenty of power. Set the Honda on its side, stand back, and rev the throttle – the cycle rights itself and takes off

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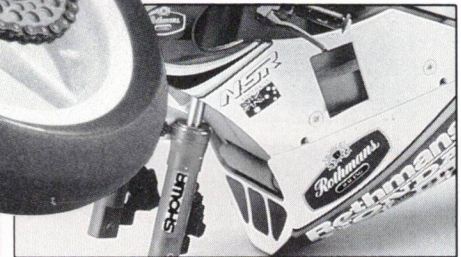
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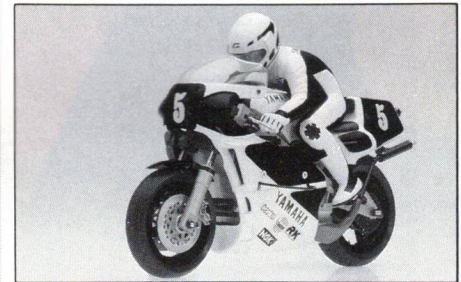
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the results are as follows:

4WD A	4WD B
1-O.V. Opheim	1-Ken Campbell
2-Jerry Driscoll	2-Dave Hasty
3-Sal DiFazio	3-Phil Leonard
4-Tom Fletcher	4-Leonard Ledoux
5-Jim White	5-Kim Hulse
6-Mike Saputo	6-Keith Reel
7-Bob Block	7-Arlynn Simon
8-Hatch	
2WD A	2WD B
1-Kim Daugherty	1-Ron Swayze
2-Bill Allman	2-Terry Christophersen
3-Daryl Klotz	3-Jim Lynch
4-Ron Swayze	4-Pete Neergaard
5-Phil Cotter	5-Kevin Stewart
6-Lance Simon	

SPORTSMAN

1-Ron Brittain	4-Max Klotz
2-Larry Gholson	5-Scott Simon
3-Elmer Schilli	6-Bruce Allman

I also received a brief report from the Region 5 1/10 off-road champs in Wichita, KS with a list of the A and B winners. Unfortunately the rest of the Mains were rained out. This was the first Region Championship I had attended for 1/10 off-road and although there were a few problems it went off pretty well and I don't think there were any complaints at all about the track surface and the track crew did a fantastic job keeping it in shape all weekend long. Steve Yamamoto the winner of the 4WD Mod and 4th in 2WD Mod will be our Region 5 Rep to the World Championships in 1989. Good Luck Steve! Larry Martin has also sent in the Heart of America results. I have not received any results from the Region 5 1/12 Champs so I can't tell you anything about them.

As you all know by now the 1/8 Nationals are to be in St. Louis in 1989 so make plans for it now.

I want to thank the O.N.R.O.A.D. Club of Omaha, Neb. for their fine newsletters on their activities. I have seen their race results in other magazines so I won't go into them here. They put out about a 6 page newsletter every month and do a super job. They seem to have their act together as good as any club I know of and are addressing problems before they get out of hand. Good job guys! That's about all for now so let's all work together to keep ROAR going forward.

1/10 REGION 5 OFF-ROAD

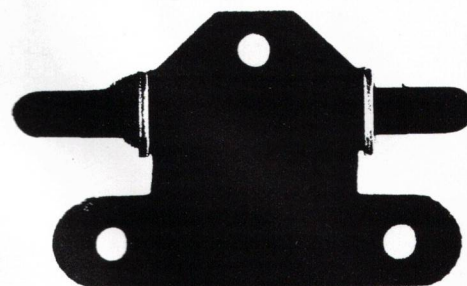
4WD MODIFIED	A MAIN	B MAIN
	1-S. Yamoto	1-M. Weaver
	2-J. Gifford	2-J. Adams
	3-S. Grebin	3-R. Beedy
	4-G. Garrison	4-B. Mayer
	5-B. Feuerstein	5-G. Phillip
	6-M. Younger	6-R. Brooks
	7-B. Lee	7-J. Horn
	8-N. Kopisca	8-D. Oliphant
	9-S. Rayfield	

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4WD STOCK A MAIN

1-G. Garrison	6-M. Younger
2-J. Gifford	7-A. Spreier
3-S. Rayfield	8-R. Beedy
4-R. Vague	9-R. Arena
5-B. Mayer	

B MAIN

1-R. McDonald	3-J. Hardy
2-R. Barnard	4-M. Barnard

2WD MODIFIED

A MAIN	B MAIN
1-B. Williams	1-R. Ronas
2-B. Feuerstein	2-K. Younger
3-R. Blackmon	3-G. Hendricks
4-S. Yamamoto	4-A. Ursch
5-T. Fagan	5-B. Miller
6-R. Boomsma	6-M. Weaver
7-D. Bonas	7-P. Richenburg
8-N. Magruder	8-S. Grebin
9-D. Trent	9-W. Nalls
10-J. Woeber	10-M. Nelson

Race #7 — Kansas City

By Larry Martin

The seventh and final race of the 17th Annual Heart of America Series took place across from Worlds of Fun at the Outlets Mall. The Kansas City Club again provided a nice location and deserves the thanks of the racers for hosting the event. The track layout was the same as that used at the Spring race. The popular "large version" layout offers long straightaways for speed, as well as, a smooth surface with good traction and tire wear.

Saturday's weather was overcast with temperatures in the lower 50's putting somewhat of a damper on the racing but Sunday was entirely different - 65 degrees and sunny! Perfect weather in which to compete. Would there be more first time A Main winners as there have been so often this season? Who would capture the still undecided season point titles? These and other questions gave the racers a slightly elevated spirit of competition.

Qualifying was close, especially in 4WD. T.Q. Jerry Driscoll, O.V. Opheim, and Jim White all had times that were within 1.5 seconds of each other. In 2WD and Sportsman the Father and Son team of Bill and Bruce Allman took the honors.

The last activity of the weekend

was the awarding of the very nice season point championship plaques. Joe Poole (St. Louis Club President) deserves credit for the overall design and Mike Saputo of Mico Racing gets the "tip of the hat" for the use of his laser to cut and "fire edge" the professional looking acrylic pedestals.

With all the awards presented, the 17th Annual Series came to a close. The season was highlighted by the largest participation in recent years, many first time winners, and by a spirit of sportsmanship and co-operation. The 18th Annual Series looks to be very bit as good. See you at the races!

SPORTSMAN A

1-Bruce Allman
2-Ron Britain
3-Elmer Schilli
4-Larry Gholson
5-Scott Simon
6-Ron Swayze
7-Jim Lynch
8-Lance Simon

2WD A

1-Bill Allman
2-Ed Frizzell
3-Remi Gormally
4-Tim Gormally
5-Jeff Simmons

4WD A MAIN

1-Jerry Driscoll
2-O.V. Opheim
3-Mark Blacketter
4-Mike Saputo

1-5-Randy Ramsey
6-Larry Martin
7-Jim White
8-Arlynn Simon

FINAL POINTS SPORTSMAN

1-Bruce Allman
2-Elmer Schilli
3-Scott Simon

2WD

1-Bill Allman
2-Ed Frizzell
3-Jeff Simmons
4-Tim Gormally
5-Daryl Klotz

4WD

1-Larry Martin
2-O.V. Opheim
3-Jim White
4-Jerry Driscoll
5-Mike Saputo

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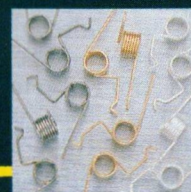
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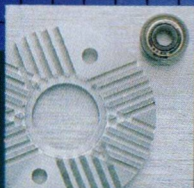
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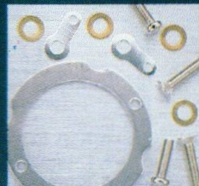


#4043 Motor Spacer,
#4031 Motor Bearing.

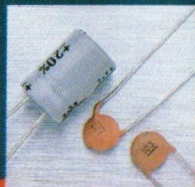
#0011 Sport Pack,
6 Cell Sanyo KR-1300SC



#4044 Motor Rebuild Kit.



#4011 Capacitor Kit.



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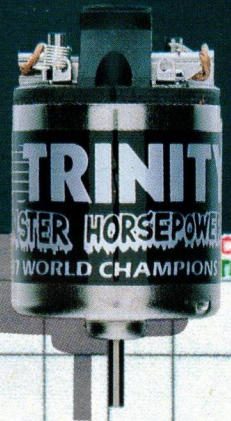
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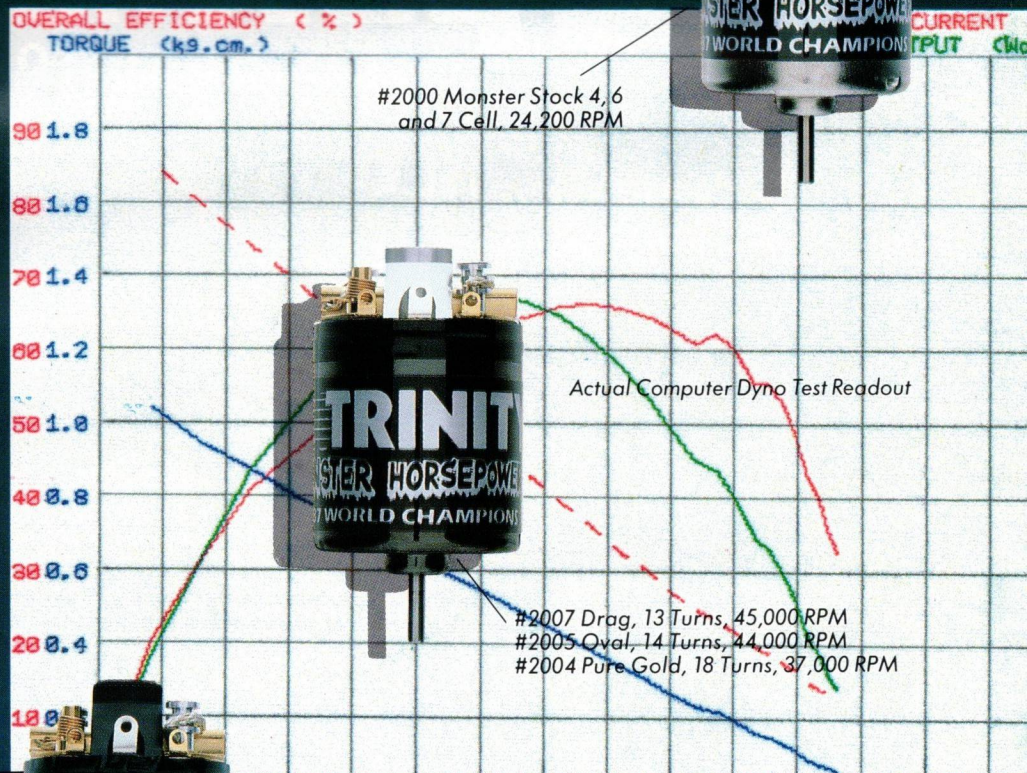
#5050 SCR 6 Cell Racing Pack
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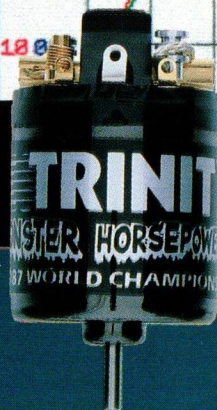
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- #2015 Godzilla, 12 Turns, 46,200 RPM
- #2002 Sprint, 15 Turns, 41,000 RPM
- #1010 4 Cell Single, 15 Turns, 40,000 RPM
- #2008 Whippoorwill, 16 Turns, 39,500 RPM
- #1004 4 Cell Double, 16 Turns, 39,200 RPM
- #2011 Joel Johnson, 17 Turns, 39,000 RPM
- #1005 4 Cell Triple, 17 Turns, 38,000 RPM
- #1006 4 Cell Quad, 18 Turns, 36,000 RPM
- #2003 Enduro, 19 Turns, 35,000 RPM
- #1011 6 Cell Single, 19 Turns, 32,000 RPM
- #1007 6 Cell Double, 20 Turns, 29,000 RPM
- #1008 6 Cell Triple, 21 Turns, 28,000 RPM
- #1009 6 Cell Quad, 22 Turns, 27,000 RPM

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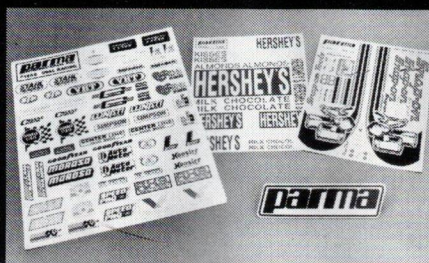
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Parma's 1/10 Ford F-150 body (#10244, \$19.00) is a direct replacement for the popular Tamiya Blackfoot. Enjoy the impact resistance and easy painting characteristics of a Parmalexan body. Fits other 1/10 cars with the use of a Parma #10450 (\$6.50) universal body mount kit.



Parma announces three new additions to its extensive selection of mylar decals. Pictured at left is the new large (9"×12") oval racing decal sheet (#1352, 5 color, \$6.50), great for 1/4, 1/8, or 1/10 use. Center is the new Hershey's in reg. (6"×8") size (#10630, 4 color, \$3.50) and at right is the new Snap-on Tools sheet (#10654, 6 color, \$4.50).



Fans of NASCAR racing will enjoy Parma's new 1/10 1988 Buick Regal (#10265, \$19.00). Molded in clear lexan with Parma's usual attention to detail, it fits all 1/10 on-road chassis with the use of a Parma #10453 (\$6.50) sedan body mounting kit.



The classic '49 Mercury is available in 1/10 scale from Parma (#10249, \$19.00). This "Boulevard Blaster" arrives clear with excellent detail. Fits most 1/10 cars with the use of a Parma #10450 (\$6.50) body mount kit.

parma NEW PRODUCTS

No. III



Parma is proud to release its' newest electric r/c aircraft, the Aero Sprint (#25500, \$149.95). This ARF (almost ready to fly) arrives pre-built and covered. Also included is motor, folding prop, spinner, wheels and all necessary hardware. All that's required is assembly of major components, a 2 or 3 channel aircraft radio and 6 cell battery pack. Total time from kit to flying field is less than 6 hours! Enjoy quiet, clean electric flight with a Parma Aero Sprint.



New from Parma is the direct replacement body and undertray for the Yokomo C-4 1/10 off road car (#10282, \$29.50). Available in clear lexan, a wing, mounts, and wing wire are included to give Yokomo owners a completely new look.



New from Parma are replacement wheels and tires for Tamiya Grasshopper, Grasshopper II, Hornet and others. Great for budget-minded enthusiasts, each set contains gold-plated wheels, molded rubber tires, and necessary hardware. Fronts (#12114, \$10.00) and rears (#12115, \$10.00) are available at your favorite Parma dealer.



Parma introduces a new 7 cell hump pack constructed with quality Sanyo SCR cells (#11264, \$43.00). Computer matched cells, hand soldered connections and a Tamiya connector combine to offer the quality that Parma's battery packs are famous for. Fits associated, Tamiya, and other 1/10 cars.

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- Dyno-test for maximum R.P.M. and minimum amp draw.

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- We pay shipping inside N. America!
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Parma's latest product for electric r/c boating is the lexan Ski Tiger basic kit (#20016, \$39.50). Containing the hull, deck, radio/motor compartment and deck cover, a boater is able to use his choice of motor, running hardware, and accessories. The crash resistance of lexan, along with the ease of painting (from the inside!) Afford the modeler a way to build a "custom" fast electric boat.

SEND \$2 FOR A FULL SET OF COLOR CATALOGS & 1/10 BODY POSTER

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(213) 988-1006

Region 6

Well its has been awhile since we last met in September of '88. Since that time we have had the ROAR elections. As you have guessed I am still the Region VI Director. Let me take just a second to thank you. . . . Thank You!

Now to the business at hand. With the exception of Ed Knoles, I have not heard from any of the other Assistants. Ed Knoles has informed me that he will no longer be able to fulfill his duties as the 1/10 Assistant Director. His diligence in informing me of his resignation was appreciated. His final assignment was introducing me to Cliff Soderberg. Cliff will be taking Mr. Knoles' position and as I say thank you and farewell to Ed Knoles, I welcome Cliff Soderberg as the 1/10 Oval and Off-Road Assistant Director.

As for the other Assistant Directors. Please if you are interested in being 1/12, 1/8 or 1/4 Scale Assistant Director call or write to me as soon as possible. It is very important to decide these positions early and open the channels of communication between us all.

Races to come . . . Many of you are already making plans to attend the many ROAR Nationals across America. The complete listings of dates, sites and scale appear elsewhere in this issue. A quick note to the National event our region will be hosting. The event is the 1/12 On-Road Nationals. SRS in Tempe, Arizona will be the organizers and the date is set for June 8-10. As in all of the National events, early sign up is imperative. SRS always runs an excellent race and this should be

one on their best.

One of Cliff Soderberg's first assignment was the organization of our 1/10 Oval and Off-Road Series event. Last year the series was not the most successful in our history. This was due in part to the lack of advertising of the series and splitting the series into Stock and Modified at different locations. Cliff has already set up the program and the dates are as follows:

OFF-ROAD SERIES

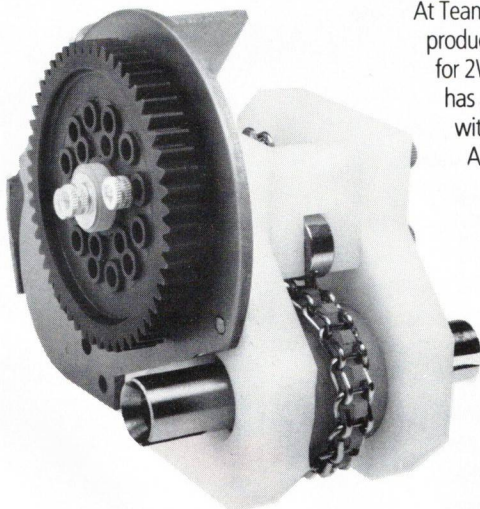
Stock and Modified

March 5, 1989 - Radio Controlled Race Cars, Riverside, CA

May 27, 1989 - Metro Raceway, Bakersfield, CA

July 8 & 9 - Stock Saturday, Modified Sunday, Radio Controlled Hobbies, Costa Mesa, CA

Second Place Is No Place.



At Team Pit Stop we are dedicated to providing the R/C race enthusiast with quality products to get to the top. Our latest high performance product is the TPS Transmission for 2WD cars. This transmission accepts 44 to 60 tooth Kimbro and Schumacher spurs, has an eight ball bearing differential and offers four output ratings. This, combined with quality engineering gives it the lowest drive friction of any transmission available. As with all of our products, dependability is unmatched.

If you have your sights set on first place you're ready for the TPS Transmission. Without it you may have to settle for second place. And second place is no place.

TPS Transmission Output Ratios

1.87 to 1	2.14 to 1
2.00 to 1	2.28 to 1

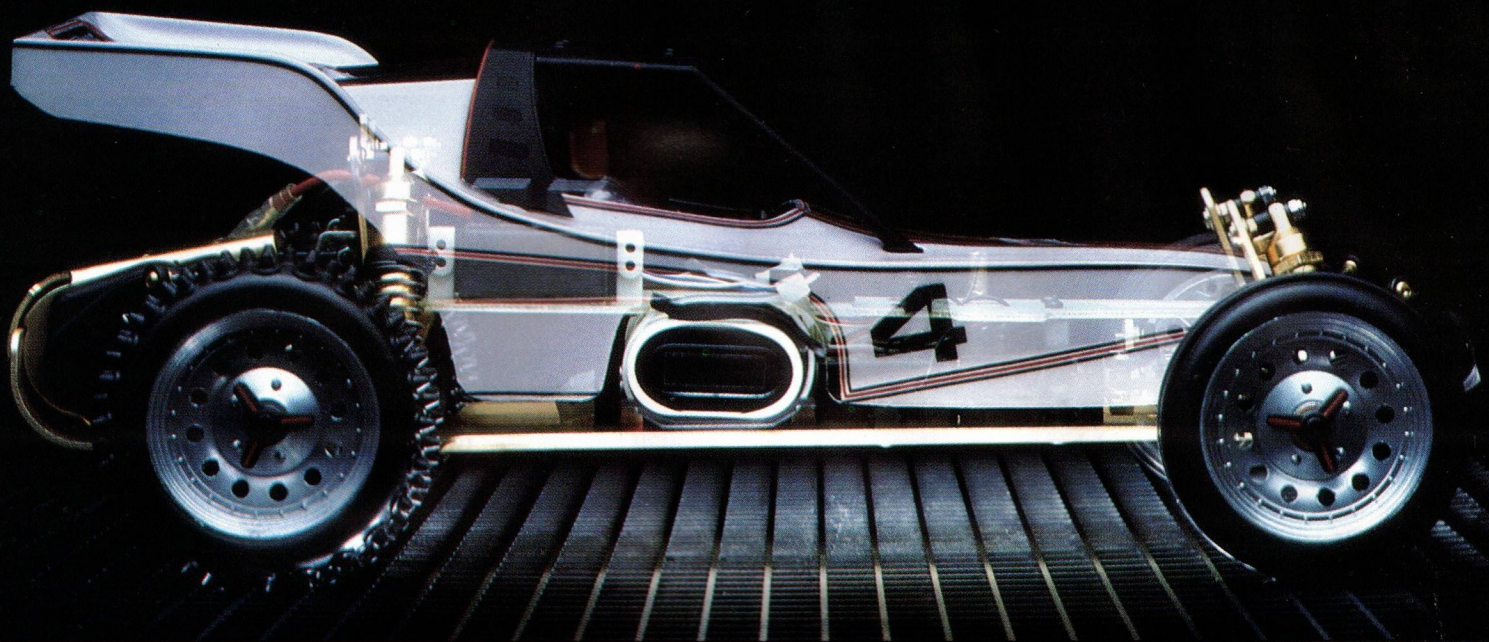
Congratulations to Mike Burnette on his A-Main 2 WD Modified 1st Place finish at the 88 Winter Nationals in Tampa, Florida. Mike got to the top using Team Pit Stop's chain driven TPS Transmission.



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IT DOESN'T GET ANY BETTER.

In the past, choosing a car capable of winning championships was limited to just one or two manufacturers. But now, there is a new choice, the Traxxas TRX-10 BULLET. The Bullet's philosophy is to combine the best components and racer-demanded features into one tricked-out package ready to compete for the world championship. The BULLET is one of the most complete high performance kits ever made available out of the box.

The shell of the BULLET is its gold anodized, aircraft grade, T-6 aluminum chassis, motor bracket, and shock towers. All of the countersunk screws

camber changes found in swing arm type arrangements. For tight, precision control, all ball connectors are machined within close tolerances and are secured with locknuts. Turnbuckle



adjustable front and rear sway bars are provided to reduce body roll.

The BULLET's specially designed coil-over shocks are also machined from T-6 aluminum. Their dampening effect may be adjusted by either using different viscosity oils or by selecting one of the three different piston heads that are provided with the car.

A non R.O.A.R. legal, 7522 modified motor is used to drive a virtually indestructible gear differential. Power goes out to the wheels through splined half drive shafts that incorporate metal ball u-joints at each end. This unique, race-proven design easily outperforms troublesome dogbone mechanisms. Speed is maintained by a precision four-step forward, one-step reverse mechanical speed control. The BULLET was designed to readily accept after-

market speed equipment, thus the only limit to its performance is your imagination.

The BULLET comes fully assembled, with pistol grip radio system, or as an unassembled kit, with or without radio system. Either is sure to be a powderkeg of explosive performance.

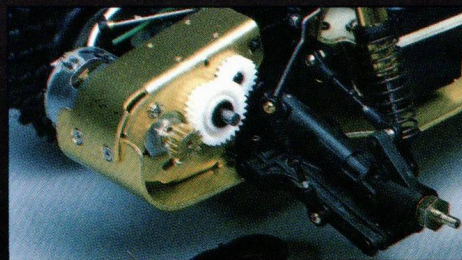
Call your local hobby shop and ask to see the new TRX-10 BULLET.

In its first-ever regional R.O.A.R. off-road competition, a pre-production prototype of the TRX-10 BULLET defeated a pack of over 150 race-built Ultimas and RC-10's and turned in THE FASTEST lap in 2WD competition!



in the chassis provide a snag-free, mirror-smooth undercarriage.

The BULLET is supported by four-wheel independent suspension. It is infinitely adjustable from the roughest off-road to the fastest oval, via handy turnbuckles. Both the front and rear suspension geometry have been designed to provide an extra-wide stance and to eliminate the excessive



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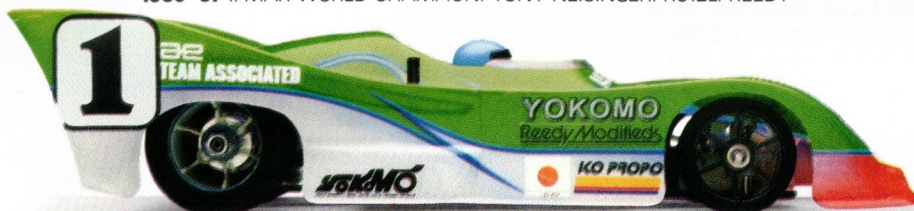
1982-83 IFMAR WORLD CHAMPION/KENT CLAUSEN/RC12i/REEDY



1984-85 IFMAR WORLD CHAMPION/TONY NEISINGER/RC12i/REEDY

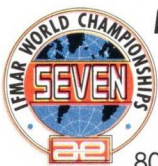


1986-87 IFMAR WORLD CHAMPION/TONY NEISINGER/RC12L/REEDY



1988-89 IFMAR WORLD CHAMPION/MASAMI HIROSAKA/RC12L/REEDY

CLEAN SWEEP OF THE EIGHTIES.



A WINNING TRADITION

One team, Team Associated, has won at every World Championship for 1:12 scale cars in the 80's. A clean sweep against the toughest competition anywhere.

And in 1988 the Team sweeps the top three places in the A main for the second consecutive time! In fact, Associated RC 12L's finished first, second, third and fourth in the IFMAR World Championships in Holland. You might say it was a real Baarn Burner of a race.

When the Team goes racing, we go racing to win. That's why top racers all over the world win with Associated cars. They know they have the edge with the only team to win seven IFMAR World titles.

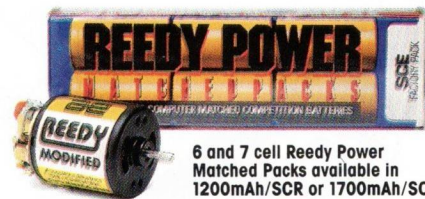
THE POWER TO WIN

World Class drivers know it takes more than a great

1988-89 IFMAR WORLD CHAMPIONSHIPS/BAARN, HOLLAND			
First	Masami Hirotsuka	Japan	RC12L/Reedy
Second	Tony Neisinger	USA	RC12L/Reedy
Third	Christian Keil	West Germany	RC12L/Reedy
Fourth	Kent Clausen	USA	RC12L/Reedy

car to win the World Championship. It takes great motors and great batteries, too. That's why Mike Reedy's motor lab is the nerve center for electric car racing at Associated. And that's why the Team depends on Reedy Matched packs and Reedy Modified motor for the extra power needed to win.

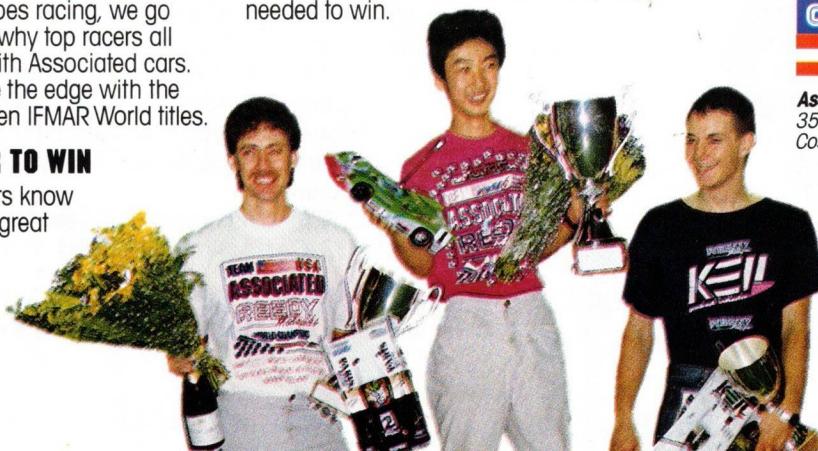
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Team Associated. Model Cars for Real Racers.



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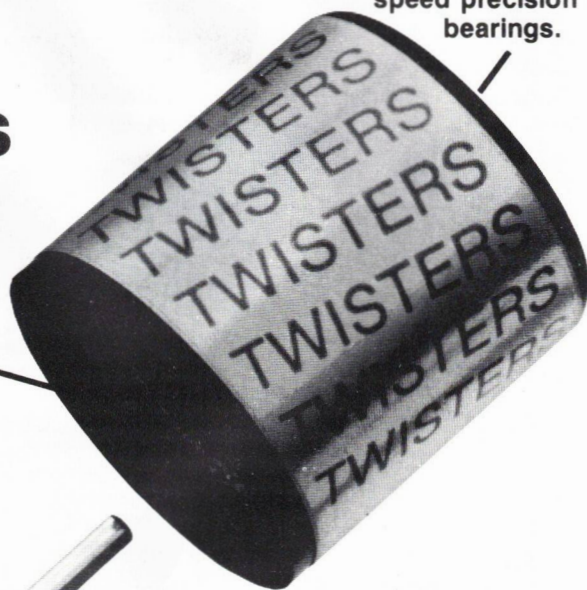


Masami Hirotsuka (center), Tony Neisinger (left) and Christian Keil (right) led a united nations sweep of the 1988-89 World Championships.

Twister

New from Twister "Wet Magnet" Motors

All modified motors are fitted with high speed precision ball bearings.

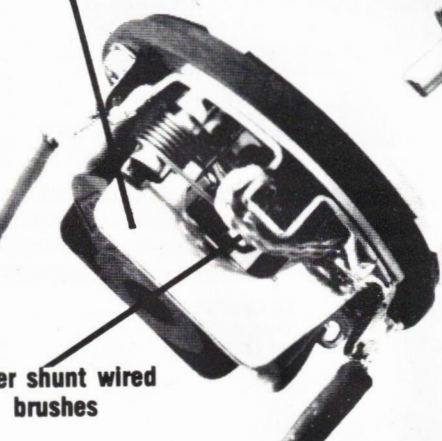


All Twister motors now have High Performance "wet magnets"

Dynamically balanced armature ensures smooth vibration free performance.

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5 TIME NATIONAL CHAMPIONS

- 88' R.O.A.R. Oval National Champions and Track Record at Lake Whippoorwill Speedway, the worlds fastest paved 10th scale oval.
- 88' N.O.R.C.C.A. Off-Road National Champions.
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- 88' N.O.R.C.C.A. Manufacturers Oval Team Championship.
- 88' Reedy Oval Invitational Champions.
- 88' Trinity Shoot Out Champions.
- 88' Reedy Off-Road Invitational Champions.
- 88' Hawaiian Open Champions.
- 88' Winner West Coast Truck Championships, 4 out of 5 classes.
- 88' C.R.P. Challenge 4 Wheel Champions.
- 88' R/C Car Action Weekend at Whippoorwill Champions.

Twister

THE UNFAIR ADVANTAGE !

Stock, Modified, and Sprint
April 1, 1989 - Metro Raceway,
Bakersfield, CA
June 3, 1989 - Racer's Haven,
Bakersfield, CA
August 6, 1989 - R/C Outlaw,
Highland, CA

I am looking forward to seeing you at these events.

Our final order of business is to start the Regional Championships bidding. Last year we asked for bids a little later in the year, this may account for the lack interest by the track owners/clubs to host a Regional. This year I would like all bids in by May 1st. I would like to hold a 1/12, 1/8, 1/10 Oval and Off-Road, 1/4, as well as a 1/10 On-Road Regionals.

On behalf of Region VI, I wish to extend my heart felt thanks to the outgoing President, Mike Reedy and to welcome the incoming President Eric Gudger, offering Region VI's support and assistance.

While talking about Mike Reedy, I recently came back from the Third Annual Reedy Race of Champions and as usual it will be one of the highlights of the year. Noone could have been more thrilled by the outcome than Mike Reedy, Himself, not only did he capture the Invitational class title, but also the 2WD and 4WD Modified titles. Mark Pavidis took home the 2WD crown and Christian Keil from Germany took home 4WD. The winner of the Invitational Class was Cliff Lett. Yes, bad news Cliff is not letting up on his '88 performance. Lett looks as if he is in form for other major titles this year.

In closing let me wish you all a Happy New Year, and hope to see you in '89. This could be one of our best years ever, lets make sure it is!

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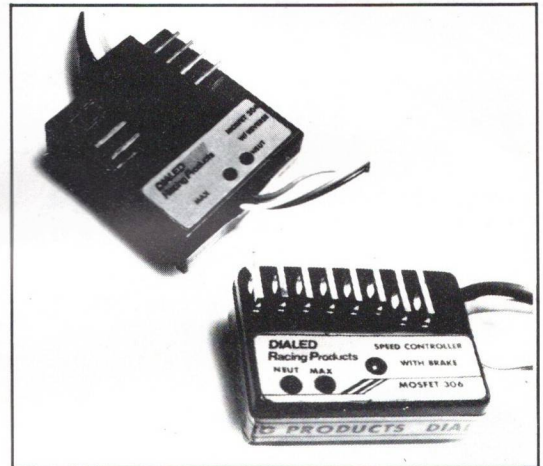
The 'Econo':
 90 Continuous Amps
360 Surge Amps
 290 Braking Amps

The 'Standard':
 180 Continuous Amps
480 Surge Amps
 290 Braking Amps

The 'Performer':
 306 Continuous Amps
960 Surge Amps
 320 Braking Amps

The 'Off Roader':
Built-in Reverse
 204 Continuous Forward
 204 Amps Reverse

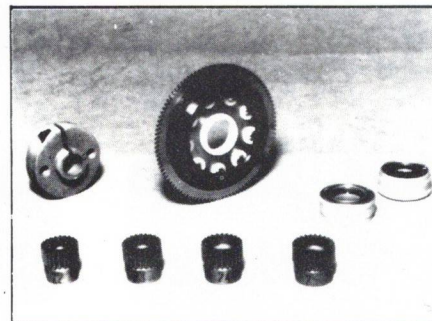
The 'Monster':
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1440 Surge Amps
 480 Braking Amps



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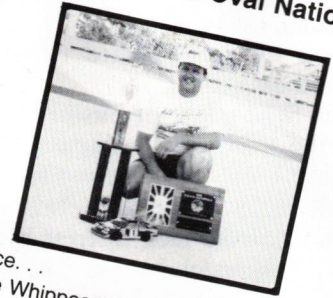
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1988 Paved Oval Nationals

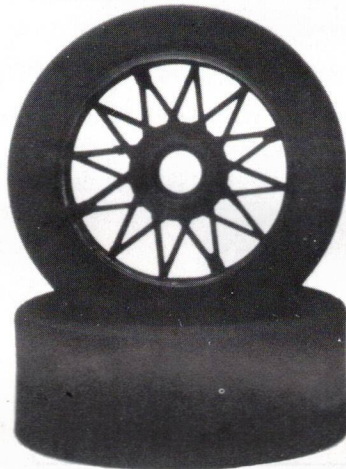
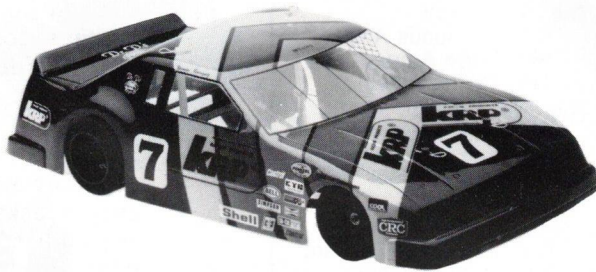


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Lake Whippoorwill International Speedway

The Winner...
Jeff Irish 1/12 Scale Champion

The Tire...

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1/10 & 1/12 On-Road Asst.
Ron Pielli
1100 Talche Loop Rd.
Sandpoint, ID 83864
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Tech Representative
Bob Welch

Region 7

Welcome to 1989 Region 7. Seems like an awfully long time since we've chatted. Things are certainly changing within and without ROAR. Although I haven't seen any "Official" results, it is my understanding that Eric Gudger is now ROAR President. Let us wish him well.

I am not sure if the results from the Regional Off-Road Champs will be included in this Rev-Up (I sent them in 4 months ago), I can only say they were awesome!!! And speaking of Regionals, as of this writing (Dec. 15, 1988), only two (2) Regionals have committed to, 1/12 and 1/8. I would like to hear from you other clubs in the Region regarding hosting the '89 Regionals. We need the Off-Road and Road Regionals for 1/10 scale locked up. I think having some more series races. Send your applications to me ASAP. Rev-Up will now be published six

times a year, so get the dates in as soon as possible. I have a new mailing address: P. O. Box 2145, Lynnwood, WA 98036. You can send stuff to that address and I'll get back to you.

Now before I turn the rest of the column to the articles, I would like to throw something out to Region 7. It seems that people are sharply divided on the current stock motors. Whether or not there should be a limit on the timing. I would like to hear (in writing, please) from those ROAR members that are concerned enough to respond. Are you or are you not in favor of timing limits on stock motors? Please send your responses to me and I'll print the results in the next issue of Rev-Up.

Speaking of sending me things, how about it clubs or lone members send me some articles for printing.

Lets fill the pages in the new Rev-Up.

Racing In the Pacific Northwest

By Scott Hogman

1/8 scale racing in this corner of the nation has been great this year. Our club in Seattle, Washington, S.A.R.C.A.R., (Seattle Area Radio Control Auto Racers) has had one of the most competitive seasons in history. Besides our local racers, who come from approximately a 30 mile radius of Seattle, we have enjoyed competing with quite a few racers from Oregon, British Columbia, and even Alaska. As of this writing our season has 7 club races in the books, with three more to go before it is time to tally the points and see who the victors are. We usually have an awards banquet in November around Thanksgiving, where trophies and awards from the 10 series races are presented to the lucky (?)

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IN THE WINNERS' CIRCLE!

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- RALPH BURCH JR. - 1987 ROAR National Champion & TQ, 1987 McCoy TQ & 1st, with **PARIS POWER**
- 1987-88 **WORLDS** - Seven out of 10 engines in the A Main were **PARIS POWER**, including S Power's
- BUTCH KLOEBER - 1987 Charbonnel Champion, 1987 Toys-For-Tots Champion & Region 6 Champion, ALL with **PARIS POWER!**

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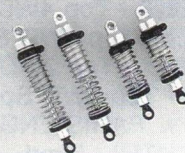


Totally Loaded to Blow Away the Competition!

With the Turbo Optima Mid SE, we've gone all out to give you a high-tech, high-performance car. All of the advanced hop-ups shown here are included as standard equipment. Combined they're a race-winning \$330.00 value!



Front and Rear Ball Differentials effectively distribute power to all four wheels. You can adjust the amount of differential for smoother operation. These ball differentials are the same units used by winning Kyosho team drivers and substantially reduce friction and power loss.



Platinum Adjustable Shocks let you instantly adjust internal dampening for any racing surface simply by turning the ball end. No shock disassembly is required. With quad-sealing, these anodized aluminum, oil-filled shocks are virtually leak-proof.



Kyosho Universal Swing Shafts are heavy-duty, one-piece drive shafts with a universal joint which efficiently deliver power from the front differential directly to the front wheels for reduced friction and drag. You'll never worry about losing a dogbone.

SE Special Edition

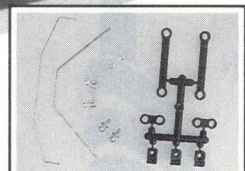
100% Pure Performance!

Kyosho has amazed the racing world again with their new **Turbo Optima Mid SE (Special Edition)**! The level of international racing success achieved by Kyosho's 4WD electric buggies is truly staggering. Starting with the overwhelming wins of the original Optima in 1985, through the hopped-up Turbo Optima, to the belt-driven Optima Mid prototype, which ran away with half of the top ten places at the 1987/88 IFMAR World Championships, Kyosho has enjoyed a steady parade of victory laps.

Kyosho has now taken their off-road successes to even greater heights with the unveiling of the Kyosho Turbo Optima Mid SE, a buggy that comes equipped with **100% pure performance**.

Fully loaded with 11 new hop-ups that would normally cost you hundreds of dollars extra, the Turbo Optima Mid SE has **everything** that you, as a serious racer, would want in a 4WD racer to reach the winner's circle. **Every** component, including belt drive technology, R/C's best true-geometry suspension with extra-long double wishbones, and a clean layout with a mid-ship mounted LeMans 240ST motor, has been designed and engineered to make you a winner.

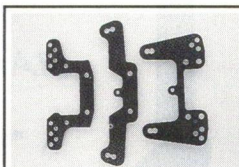
Join Kyosho, the leader in R/C buggies, and drive the high-tech road to victory with 100% pure racing performance – the Kyosho Turbo Optima Mid SE!



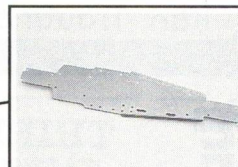
Races are won or lost based on the way you take the corners. With a **Front and Rear Stabilizer Set**, your steering and handling will be enhanced at these critical points of the track.



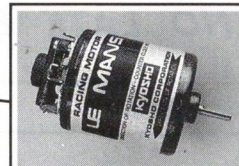
The metal-reinforced toothed belt in Kyosho's state-of-the-art **Belt Drive System** produces incredible power delivery that's also more efficient than traditional chain or shaft drive. An FRP upper chassis plate fully protects the belt.



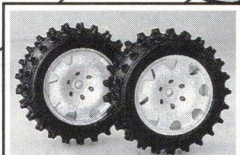
New **Carbon Fiber Speed Control Mount and Shock Towers** are stiffer and have less give than other materials, providing you with greater strength at a lower weight.



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



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



Three out of four drivers at the 1987/88 World Championships chose Kyosho **Low-Profile Pin Spike Tires**. Mounted on lightweight **Chrome-Plated Nylon Wheels**, you'll be driving on the perfect combination of race-winning traction and fashion.



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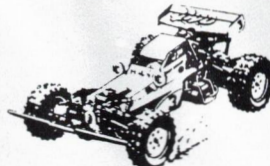
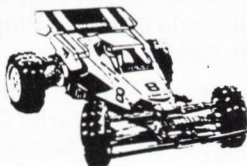
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2WD STOCK

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2WD MODIFIED

4WD MODIFIED

*TRUCK EXHIB.

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Limited to FIRST 240 Total Entries!!!

R.O.A.R. Membership required (available at track)
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Mail entry and fees to: R/C CAR CLUB

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TOTAL ENCLOSED (U.S.): \$ _____

*Run what you brung, NOT R.O.A.R. Prod. Class

**Pulling & Racing — No entry fee, No trophies

winners. Besides trophies for the winners, we present awards for most improved driver, rookie of the year, good sportsmanship, and kudos for our lap counters and race assistants. Last year, one of the favorite awards were the matched sets of polished aluminum connecting rods from Picco P-21 engines, beautifully transformed into earrings and necklace pendants for the ladies who helped out with lap counting and other thankless chores. These were created by one of our master machinists and an all around great guy, Gene Gager. Gene seemed to have quite a supply of these little con-rods that had given their all for his super fast Cook 4WD race car. You don't use up equipment if you don't try hard, and from the pile of spent pieces accumulating in Gene's pits, I know he is an intense, innovative racer, and I think he works harder than most of us to get that "competitive edge" on the rest of us. Besides our usual club races this year, S.A.R.C.A.R. has held a number of special event races, such as the Evergreen 500, a 500 lap oval race with Indianapolis car bodies, the Tear-Jerker 6 hour endurance race and the Surprise Lake Mall

Challenge. Many of our special events are held at shopping mall parking lots, which we feel does a great deal to promote the sport.

Our biggest and best special event of the year was the Region 7 Championships, which was held on August 14, in Renton, Washington. What a day of racing this turned out to be!! We had nearly 50 entrants in the 1/8 scale class, one of the biggest turnouts ever. We began track setup at 7:30 a.m., and racing started about 10:00. The air was tense as the heat racing began. This was not a day for the faint of heart — all the ambition, talent, racing savvy, and yes, guts inside each racer was summoned from within, because the best performance of the year was needed on this day. There were so many trophies stashed away in Sandy Varners' red Corvette, doors locked, alarm on, that all the racers were drooling on themselves trying to get a peek at which one(s) they would ride home with that night. With both 1/8 and 1/10 scale classes racing, it turned out to be night, indeed, before the track was torn down and the last trophy was presented. Congratulations to all you winners, and to those of you on which hard luck

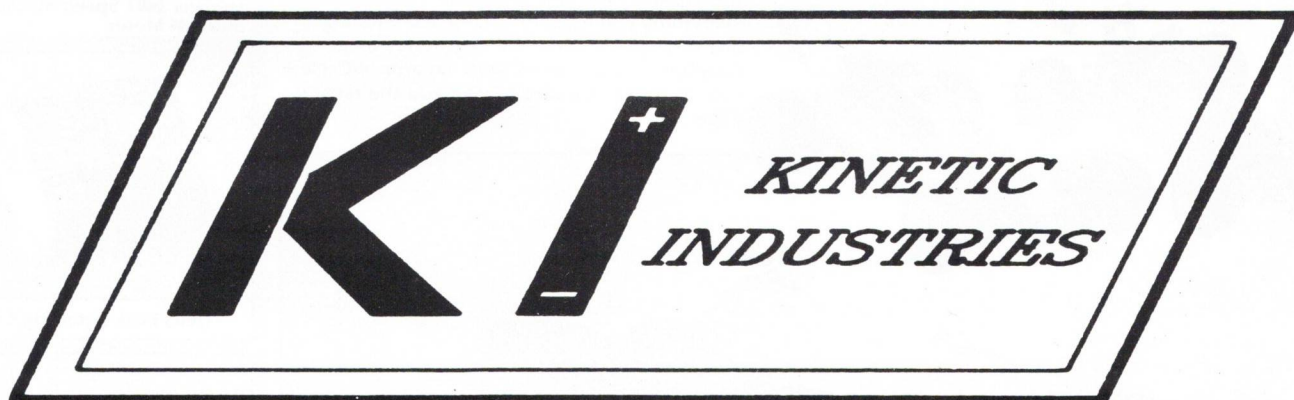
fell, better luck next time. For those of you who had a bad day, here's a tip for you, from probably the fastest big guy who ever raced in the northwest, Gary Kyes. (you thought I meant me, didn't you?) The secret is to EAT ONIONS!! If you eat lots of onions the day before the race, (or the morning of, is even better) you will undoubtedly go faster than ever before. (I hope you don't mind if I share your speed secret with a few thousand racers, Gary!!!) Anyway, the results from the regionals are below. Oh! One other thing about the Regionals - I'd like to personally thank Dr. Tom Tainer, the famous Dr. Tainer, a close, close personal friend of mine, for loaning me his MRP Pro 180 pan car, prepped by Proto Racing Enterprises for my use in the Regionals, as my car was on loan to Al Holbert for the Sears Point G.P.

**1/8 SCALE
GAS ON-ROAD
A MAIN**

- 1-Robert Andreatti
- 2-Bob Vogel
- 3-Scott Hogman
- 4-Roger Moore
- 5-Bob Welch
- 6-Terry Varner
- 7-Scott Bleakney
- 8-Gene Gager
- 9-Guy Wilson

**1/10 SCALE
ELECTRIC ON-ROAD
A MAIN**

- 1-Jim Welch
- 2-Roger Moore
- 3-Henry Cannon
- 4-John Aquino
- 5-Ted Lundsford
- 6-Chris White
- 7-Tim Roberts
- 8-Bob Welch
- 9-Bryon Bressel



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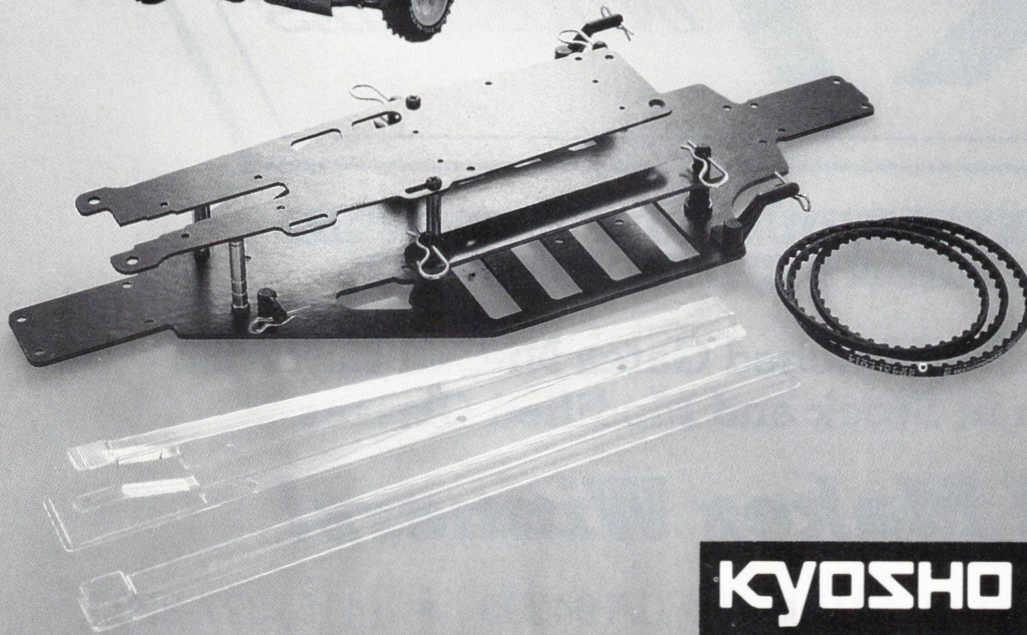
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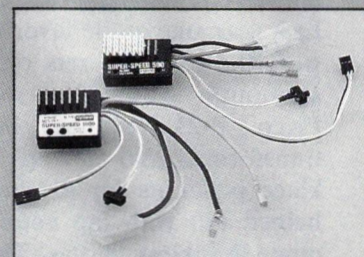
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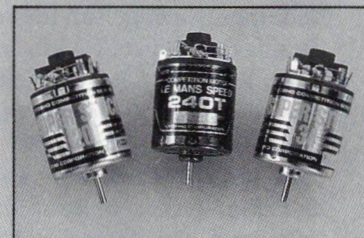
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KYOSHO[®]

Reynold Kam
3080 Hiehie Street
Honolulu, HI 96822

1/12 Assistant
Peter Okano
7431 Kamehame Place
Honolulu, HI 96825

1/10 Assistant
Roy Murakami
1258 Kaweloka Street
Pearl City, HI 96782

Region 8

7th Annual Hawaiian Open Off-Road Championships

It was time again for our Annual Hawaiian Open Off-Road Championships, and this year looked to be the best ever. With over 230 entries, it looked like it was going to be the biggest ever. There were a few California racers returning this year like Eustace Moore of M.I.P., Kris Moore, the Reigning Hawaiian Open Champ, Mark Shimabukuro, Kyle MacLeod, and new-comers Jeffrey Benmoin, Kurtis McElroy, and Rob Robinson of Robinson Racing Products. The race also attracted a few racers from the neighbor islands.

Qualifying was held on Saturday and early Sunday morning, and then the mains were set up. Top qualifier in the 2WD Modified Class once again was Kris Moore followed by Reynold Kam and Floyd Miyasaki. Top of the 4WD Modified Class was also Kris Moore followed by Kent Uyeunten and Reynold Kam. In the 2WD Stock it was Kurtis McElroy, Reynold Kam, and Peter Okano. And in the 4WD Stock Class it was Mark Shimabukuro followed by Peter Okano and Mel Lum Ho. This year we also included the Monster trucks in our Championships, and on top of the Modified trucks was Rob Robinson with Andrew Matsumoto on top of the Stock trucks.

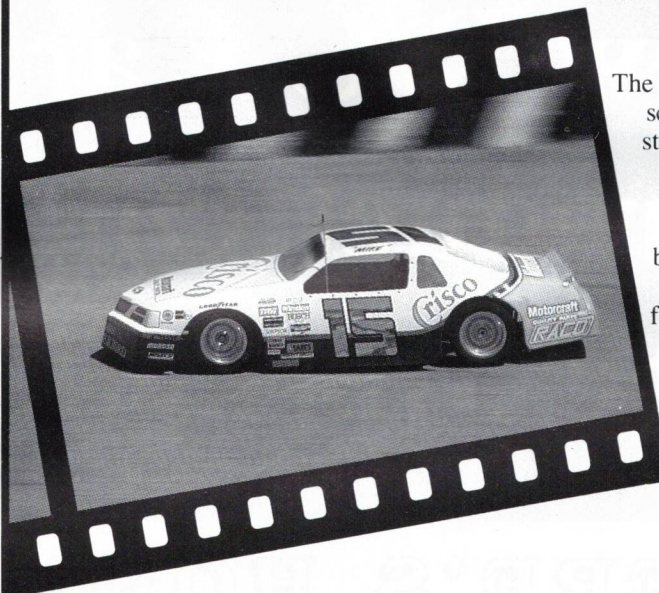
After the track was re-groomed by some helpful volunteers, the mains were started. First up was the 2WD Modified Kris Moore and local racer Reynold Kam, both with 13 lap qualifiers. Not far behind were Floyd Miyasaka, Wayne Onoyama, and Peter Okano. Lets not forget our other mainland guests, Eustace Moore and Kurtis McElroy. They had some early qualifying problems but it looked like they got their cars dialed in for the main.

At the start it was Eustace Moore with an early lead, followed by Kris Moore, Reynold Kam, and Wayne Onoyama. These positions held for the first half of the race, but then Kurtis McElroy slowly started mov-

ing up the pack to threaten Wayne and Reynold. Meanwhile disaster struck the leader Eustace Moore in the form of a plywood barrier. It happened in the worst part of the track, and by the time he was righted Kris was in the lead and Reynold

was right on his tail. Now Reynold had problems of his own with Kurtis breathing down his neck. They battled for about a lap and a half when Kurtis, who had a little bit more straightaway speed, passed Reynold for third.

A Proven Winner!

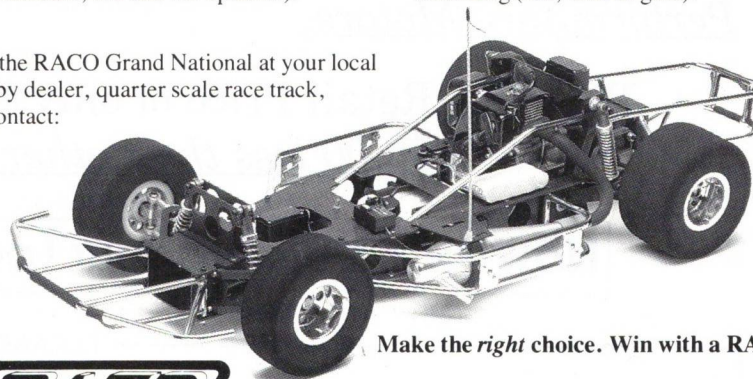


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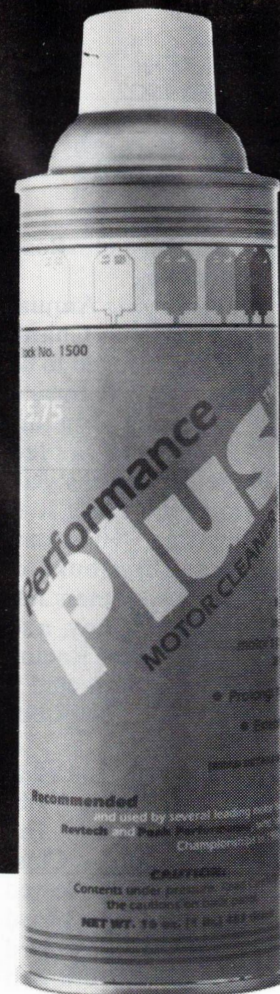


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At the end, it was Kris Moore holding on for the win, with Eustace Moore in second. In a real close battle it was Reynold edging out Kurtis McElroy for third. In fifth, and also on the lead lap, was Wayne Onoyama. Peter Okano finished sixth ahead of Mel Lum Ho and Floyd Miyasaki. And finishing up was Eric Aguinaldo and Kathy Okano, with an impressive A-Main showing.

Next was the 4WD Modified class, and again Kris Moore was on top bumping off early to Kent Uyeunten. At the start, though, Kris broke a steering arm and was out of the race. In the lead was Eustace Moore followed closely by Mark Shimabukuro. Mel Lum Ho, Kent Uyeunten, and Rob Robinson all were in contention for third.

At the end it was Eustace with an awesome 14 lapper with the win. Mark finished second over Rob Robinson. Mel edged Kent for fourth place, followed by Joe Pizur and Brian Young. Reynold and Kris finished eighth and ninth with DNF's and Blaine Oguma was DNS.

Next up we had the Stock Class, which we just started a month ago, and many of the racers weren't used to the slightly lessened speed of only six cells. This was hardly evident though with qualifying runs only a few seconds off the 7-cell runs we were used to. The track was beginning to dry up, and the 2WD Stock Class looked a bit loose. But that's how it usually gets here in Hawaii, and local racers have come to expect this.

In the 2WD A Main, a really close race had developed throughout the qualifying between mainlander, Kurtis McElroy and locals, Peter Okano and Reynold Kam, all of them only a few seconds apart. Also in contention were Mark Shimabukuro, Kent Uyeunten, and neighbor island favorite, Mel Lum Ho. Darren Park, Wayne Onoyama, Butch Farm, and Kathy Okano also qualified for the A Main, all with 15 lap runs.

At the start, Reynold jumps into an early lead followed closely by Kurtis, Mark, Peter and Kent. Not far behind were Butch, Wayne, Mel,

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Darren and Kathy. With a minute down, Kurtis takes the lead as Reynold gets loose on the woop-de-dos. Moving up now is Kent and Butch, 4th and 5th, with Mark in 3rd. The battle for 1st is now even closer than ever, as Kurtis and Reynold dice at every corner for the lead. At the finish it was Kurtis just edging out Reynold for the win by less than a second. Third went to Kent. Butch just gets by Peter at the horn for fourth. This class may seem a little slow in speed, but it does seem to provide some very exciting racing.

The 4WD Stock Class was next and the TQ was Mark Shimabukuro with his Yokomo C-4. Peter Okano, Mel Lum Ho, and Reynold Kam also were in the hunt for the first place trophy. The horn sounded and Mark shot into the lead followed by Reynold, Peter, Mel and Charles Hernandez. With a minute down Mark makes a mistake and allows Reynold to get by and pull out a comfortable lead. Mark was in second followed by Mel. At the end it was Reynold pulling it off with a 16 lap run, ahead of Mark who held off Mel til the end.

This year's Championship was the first time we allowed the Monster Trucks to compete. We had two classes that were separated by chassis design. The Modified Class were trucks that were made out of cars modified to accept the big tires and truck bodies. The Stock Trucks

were stock chassis trucks such as the Blackfoot and Big Bear. Both classes were allowed to use modified motors and 7 cells. Finishing on top was James Allred in the Stock Truck and Rob Robinson in the Modified.

After the race, we all went to the awards banquet at the Flamingo Chuckwagon. Before the prime rib buffet we had a lucky number drawing in which we gave away over \$2,000 in prizes and gift certificates. We would like to thank all the people who donated prizes and all those who helped put on the race. Til next year, from Hawaii, aloha.

2WD Modified
1-Kris Moore
2-Eustace Moore
3-Reynold Kam
4-Kurtis McElroy
5-Wayne Onoyama
6-Peter Okano
7-Mel Lum Ho
8-Floyd Miyasaki
9-Eric Aguinaldo
10-Kathy Okano

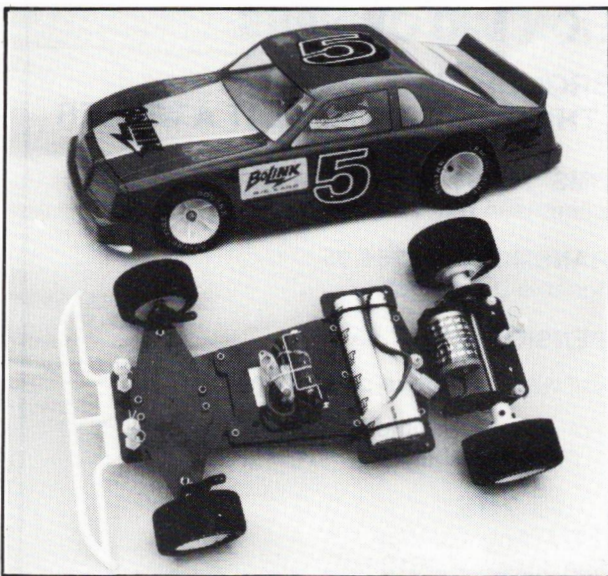
4WD Modified
1-Eustace Moore
2-Mark Shimabukuro
3-Rob Robinson
4-Mel Lum Ho
5-Kent Uyeunten
6-Joe Pizur
7-Brian Young
8-Reynold Kam
9-Kris Moore
10-Blaine Oguma

Stock Truck
1-James Allred
2-Dave Gillespie
3-Kalei Bowman
4-Bob Hidano
5-James Torres
6-Chris Allison
7-James Bell
8-Lance Racoma
9-Marc Wood
10-Andrew Matsumoto
11-David Bell

2WD Stock
1-Kurtis McElroy
2-Reynold Kam
3-Kent Uyeunten
4-Butch Farm
5-Peter Okano
Mel Lum Ho
7-Darren Park
8-Wayne Onoyama
Kathy Okano
Mark Shimabukuro

4WD Stock
1-Reynold Kam
2-Mark Shimabukuro
3-Mel Lum Ho
4-Chris Takai
5-Jeffrey Benmoin
6-Avery Tsui
7-Peter Okano
8-Charlie Hernandez
9-Glenn Muraoka
10-Dan Auhoy

Modified Truck
1-Rob Robinson
2-James Torres
3-Mike Kojia
4-Butch Farm
5-Willy Hew
6-Garret Gouveia
7-Mike Kaneshiro
8-Craig Katada
9-Lance Payanal
10-Ernest Guzman
11-Kalani Lee



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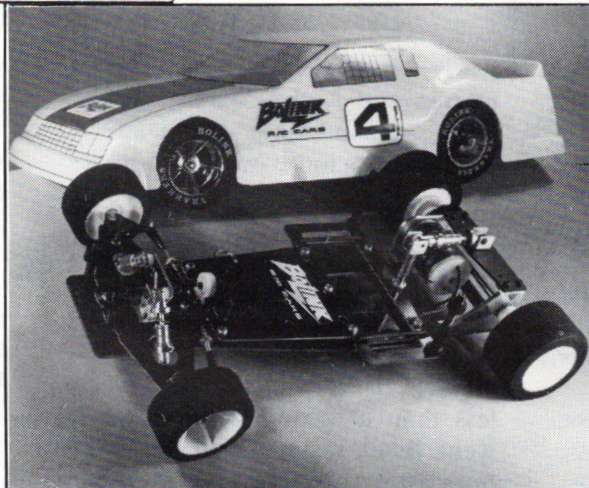
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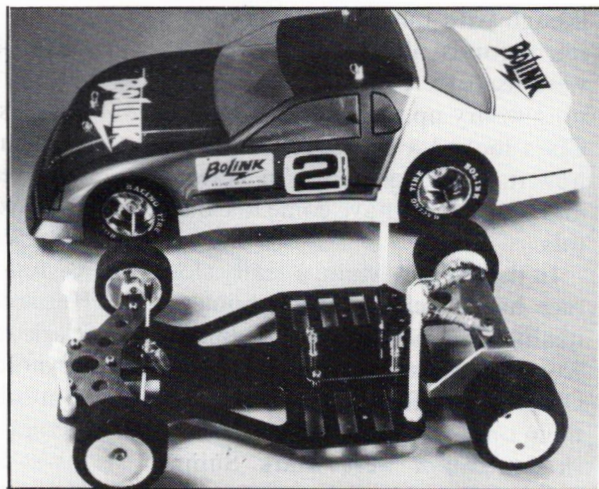
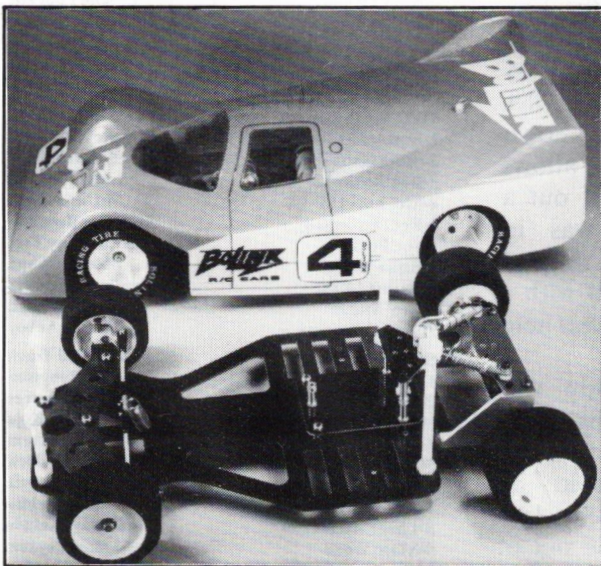
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BL-1370 (KIT, LESS BATTERIES)/BL-1371 (KIT, LESS ELECTRICS)

BL-1359 (KIT, LESS ELECTRICS - 1/12)

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(306) 384-5618

1/10 Assistant Director
Dean Simpson
17319 69th Avenue, Apt. 707
Edmonton, Alberta, Canada T5T 3S7
(403) 481-8634

Region 9

Back in civilization once again and its time for another REV-UP report. Lots of racing all over the place, the Saskatoon Prairie Dusters first points series is halfway done and things are shaping up quite nicely, see final results in next REV-UP. The intercity series is well underway and halfway results should be available for the next REV-UP as well. The proposed 1/12 regionals are for the month of May and the site will be in Lloydminster, Alberta. Final dates will be made public soon. So till next time here's looking at you.

An Editorial

By Dean M. Simpson

In September, I attended the NASCAR's (1/12 scale club) General Meeting. One of the subjects that appealed to me the most was the 1/10 scale On-Road idea.

Happily, this idea was approved, and will go ahead next summer for the NASCAR 1989 Outdoor Season. NASCAR will race both 1/10 and 1/12 scale On-Road cars next summer. The club members also voted in the idea of allowing Off-Road "conversions" to participate.

NASCAR has always been known as the "On-Road" club. I think the decision to allow Off-Road "conversions" to race with them was a smart move. It will help bring the two clubs closer together. With the new executive changes voted in just recently for both clubs, it will be a chance to start fresh.

Something that I would like to do when the Blasters Off Road Car Club have their Road Racing series indoors this Winter Season, is to allow 1/10 scale on-road cars to race with them also. Whether these cars

will work on our scatter rugs remains to be seen, but we must allow these cars the opportunity to race with the off-road cars. If NASCAR will allow Off-Road conversions to race with them, I think it's only fitting that 1/10 scale On-Road Cars be allowed to race with the Blasters.

The idea of a bunch of 1/10 scale Stock Cars screaming around a huge oval, man, I can't wait till next summer. Until then, I hope that "Jammin" Santa R.C. Claus got you everything that you wanted for Christmas. Merry Christmas everyone, and a Happy New Year.

NASCAR

By Steven Carleton

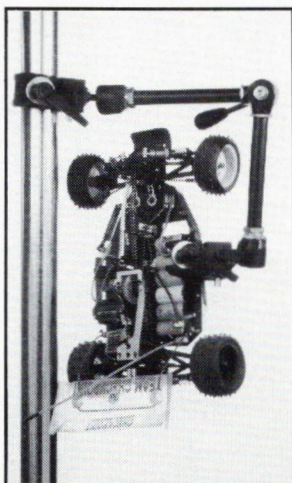
The racing schedule for this winter is as follows:

1st - GTP-Mod Motors

2nd - Stock Car-Stock Motors

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Parma announces the release of new large 9" x 12" decal sheets. Useable for 1/4, 1/8 and 1/10 scale, these mylar sheets are perfect for use where a "regular" 6" x 8" decal just isn't large enough. Initial releases include Hardee's (#1350, \$5.50), Folgers (#1351, \$6.00) and NASCAR (#1353, \$6.50).



Parma's latest pickup truck body is the 1/10 Outlaw '56 Ford (#10258, \$19.00). Molded in clear lexan, this body features a combination of "classic" looks and wild Aerodynamics. Fits most 1/10 chassis with the use of a #10450 (\$6.50) body mounting kit.

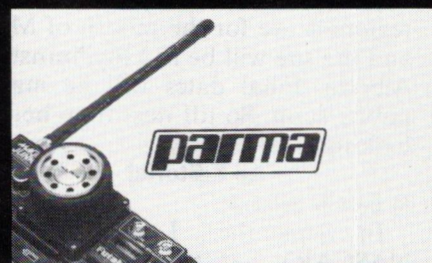
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New off road tires from Parma! Shown are new "small spike" tires for the Schumacher Cat, and others using 2.1" rims. Fronts (#12036, \$12.00/pr.) and rears (#12037, \$12.00/pr.) are available at your local Parma dealer.



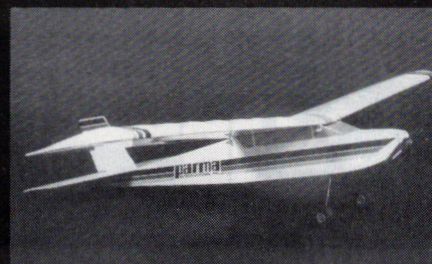
Parma's Jeep Honcho (#10250, \$19.00) is popular with owners of 1/10 monster trucks. Available in clear, with excellent detail and realism molded in. Fits most 1/10 cars with the use of a Parma #10450 (\$6.50) body mounting kit.



Parma announces the arrival of new flexible transmitter antennas! Designed to fit Futaba Magnum Jr. and Magnum Sport series transmitters, they're available on 27 mhz (#11803-A, \$20.00) and 75 mhz (#11803-B, \$20.00). These antennas offer excellent range, and keeps your antenna out of other driver's way.



Parma introduces new pin-spiked monster truck tires and wheels for Blackfoot, Monster Beetle, and others. Available as wheels and tires: front (#12040, \$25.75/pr.), rear (#12041, \$25.75/pr.), tires only (#12042, \$18.00/pr.) and wheels only front (#12043, \$8.00/pr.) and rear (#12044, \$8.00/pr.).



Parma is proud to release it's new electric r/c aircraft kit, the Aero Tiger. This sport/trainer kit features machine cut and sanded balsa and ply parts, full size plans and instructions. Stable flying characteristics make it an ideal first aircraft. Designed for 2-3 channel aircraft radios, the Aero Tiger is available in basic (#25000, \$59.95) and deluxe (#25100, \$149.95) kit versions.



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3rd - Formula 1-Mod. Motors
4th - Stock Car-Stock Motors

All series are 6 weeks long and we start on Oct. 7, 1988 at D.S. Mackenzie Jr. High. There was some discussion concerning 1700mah batteries and they will be useable for club races. Everybody quick rush out and get some now.

There have also been a few rumblings of NASCAR hosting the 4-cell REGIONALS this year. I guess this will be a wait and see item.

A promotional race was held at Londonderry Mall on Sept. 24 and the crowd enjoyed it very much. Since I wasn't able to attend the race myself the following report was written by Doug de la Salle.

The race was run in a smaller than usual amount of space which called for a steady hand and a good eye. With the lanes being less than 5 ft. wide, and 4-5 cars to a heat, there was some very close and tight racing. A big thanks to Tory and Darryl for hauling the track over and to all those who helped to set it up the night before.

Since this was the first indoor race for some people, since last spring, there were a few problems to work out. The only casualty of the day was a cremated speed control of Craig Ecklund. After being hit from behind by his brother Mark there was a puff of smoke and the fire started. The crowd loved the realism of everything such as flames, smoke and fumes. (I don't think Dad was to impressed though) A big thanks to the safety committee for putting out the fire but alas the speed control died.

Since this was an Endurance Race there were 2 classes of racers, Sportsman and Expert. This helped to give the younger racers more of a chance. The winner of the Expert class was John Welter and for Sportsman it was Fred Davis. A special mention should go to Corwin Senchuk who ran his first race on carpet and managed to finish third overall in Sportsman.

The winner of the Concours was Hartley Brown, which doesn't really surprise anyone. We would also like to thank the sponsors of the race who were Hobby Lobby, Northern Hobby and Hartley Browns Pit Stop. Good racing until next month.

Lloydminsters Scale Car

Well, we're back indoors again. This year we are in the other section of the building. It has a lot more

open space so the pit area is not in separate rooms.

Again, I would like to thank all the people that drove down to our 2nd Annual Midwest Indy Open. We had people from some pretty far distances, but I hope it was worth it. Also I'd like to thank Derren Weimer for lap counting and well, organizing the races for us.

It went really well this year. We had 25 drivers and I don't recall any radio problems except Kevin and I. But we've driven this whole season with them so we're used to depression.

And well, I guess I better say it, Kelly McMeekin cleaned up again. We are going to have to call a meeting and decide whether or not to raise his entry fee to pay for the trophies we feed this guy. Oh well, he deserves them, but I don't think it's necessary to break your T.Q. everytime you race Kelly. (Ha! Ha!) All kidding aside, we appreciate you showing up and all the neat little tips you've given us. Thanks Kelly.

Well, that about sums it up except for saying the 4-cell regionals will be held here in May sometime. We'll be sending notices out soon.

Hope to see you all there!!! Bye Bye.

CONCOURS

1-Hartley Brown
2-Darcy Weimer
3-Dean Simpson
A MAIN

1-Kelly McKeekin
2-Kim A.
3-Gary L.
4-Vladmir
5-Darcy W.

B MAIN

1-Reg R.
2-Kevin R.
3-Steve C.
4-Dean H.
5-Todd C.

Blasters Off-Road Car Club 1/10 ROAR Regional

By Dean M. Simpson

Region Nine's first ever 1/10 scale Off-Road Regional was a success. The weather was hot and so was the racing, too. People from Saskatoon, Regina, Calgary, Lloydminster and from the Vancouver area were on hand to make this a truly regional event.

A special thanks goes out to all the sponsors of our first ever Region Nine Off-Road Regionals.

Also, the Blasters Club would like to thank the NASCAR 1/12 scale club of Edmonton for their generosity in letting us use their Computer and P.A. System. I also thank all those involved for their behind-the scenes work, which without it, this meet would not have been possible.

CONCOURS - BUGGIES

1-Glenn Swann
2-Hartley Brown
3-Robbie Drew



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1-Dean Simpson

2WD Stock

A MAIN

1-Kevin Rothenburger
2-Jamie Lourich/TQ
3-Sheldon Eggen
4-Kelly McKeekin
5-Wayne Babkirk
6-Joe Mudroch
7-Jim Hillier
8-Steve Carlton

B MAIN

1-Dave Evans
2-Jeff Boyer
3-Mike Seniak
4-Gary Lanzer
5-Glenn Swann
6-Willie Ocampo
7-Trevor Baker

2WD MODIFIED

A MAIN

1-Mike Tapp/TQ
2-Jamie Lourich
3-Rod Chong
4-Terry Yeo
5-Gary Lanzer
6-Alan Ofstedahl
7-Kevin Rothenburger

B MAIN

Don Johnston
2-Mark Hughes
3-Joe Mudroch
4-Jim Hillier
5-Hartley Brown
6-Renie Wall
7-Dean Simpson

4WD STOCK A

1-Sheldon Eggen
2-Bernie Casey
3-Roger Brown

4-John Welter
5-Robbie Drew

4WD MODIFIED

A MAIN

1-Mike Tapp/TQ
2-Bernie Casey
3-Sheldon Eggen
4-Roger Brown
5-Randy Yeo
6-Terry Yeo
7-John Welter

B MAIN

1-Renie Wall
2-David Helgeson
3-Kelly McKeekin
4-Glen Stewart
5-Robbie Drew
6-Darcy Weimer

MONSTER TRUCKS

1-Dean Simpson
2-Brian McKenzie/TQ

3-Paul LaRue
4-Ted Sookachoff

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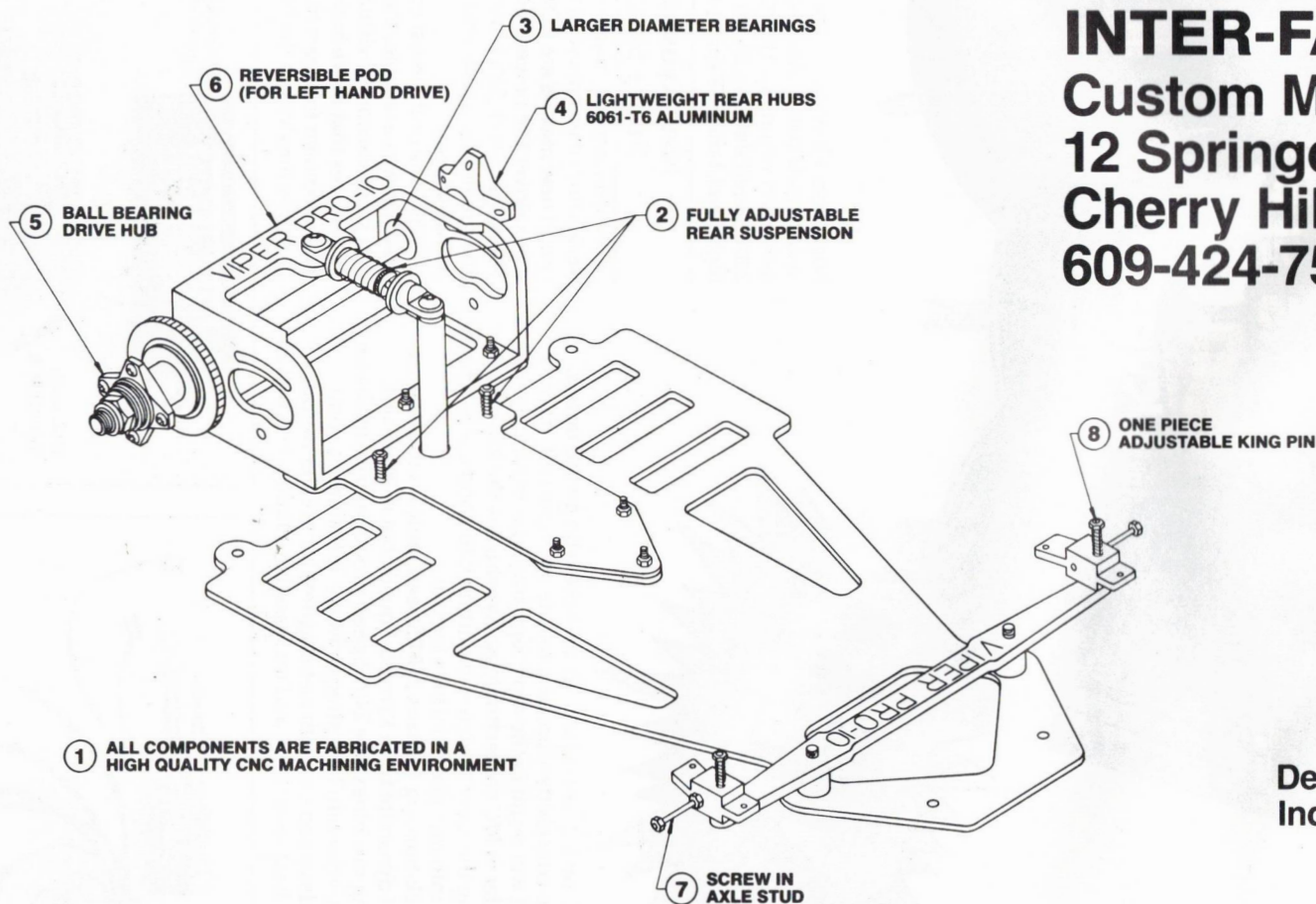
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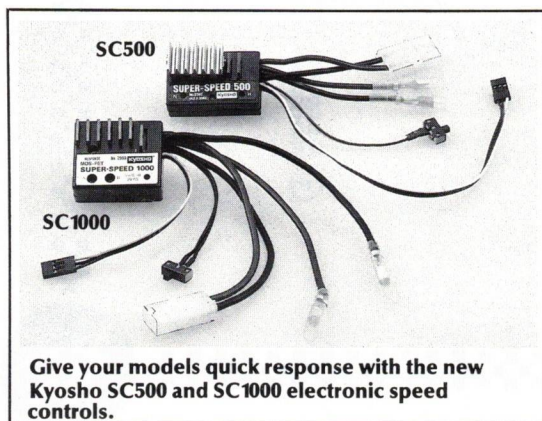
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Region 10

The most exciting event in the region this summer happened when gas racers returned to the home track of Canada's easternmost R/C racing club to contest the 1988 edition of the Canadian Championships for 1/8 scale cars. Almost everyone who attended the first ever event in 1987 was back for a second try, with the exception of our representatives from Alberta, where gas racing is said to be pretty comatose.

The excellent facility at Atlantic Motorsport Park, in Shubenacadie, N.S., was in fine shape, with the addition of two final corner berms, a "down" staircase on the spacious drivers' stand, and an 1,800 sq. ft. awning covering the pit area.

The three day event was structured in the traditional manner with practice each morning, and four qualifying heats on each of Friday

and Saturday afternoons, with finals set for Sunday afternoon. The host club had arranged for newspaper advertising covering the event as well as 50 radio spots courtesy of Coca Cola.

Friday's qualifying showed that things were going to be very tight in the 4WD class, while Glen Tate gave evidence of clear superiority in the 2WD class. He had a time of 12/5:04, more than a lap lead over Django Purdy's time of 11/5:14. Lloyd Hanton was in third with a time of 11/5:25.

In 4WD territory it was a different matter. Eventual top qualifier Geoff Davis had set the pace with a new track record of 13/5:20. Second best qualifier was Pierre Ruel at 12/5:03, one second ahead of Pat Doherty, who was in third.

On Saturday, things tightened up.

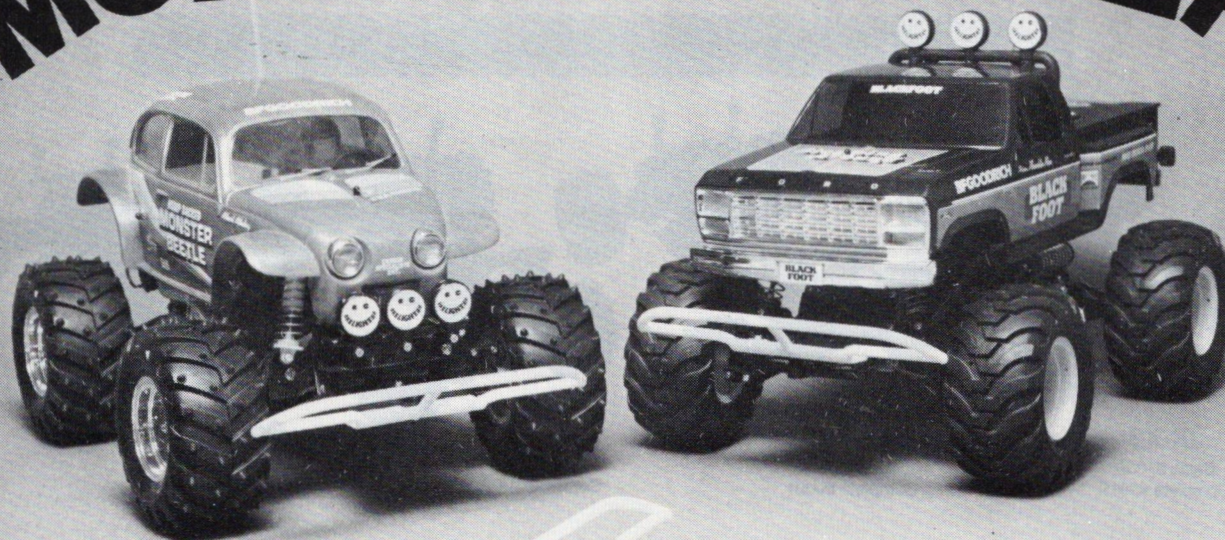
Tate was unable to improve on the mark he established on Friday, however, Karl Ferguson was able to pull into second place with a 12/5:12. Purdy, Hanton, and Simard stayed in line, although now behind Ferguson.

In the 4WD class, Ron Tougas advanced to second spot with a 12/5:01. Ruel and Doherty were third and fourth, respectively.

On Sunday the nine cars lined up for the 2WD A Main under a threat of rain that encouraged the organizers to see that the schedule moved along briskly. Traction was good and the temperature was comfortable.

The field was flagged off without drama and Tate leaped into the expected early lead. Lloyd Hanton encountered problems quickly and blew the first five laps in the pits.

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First Place - Gary Guest

1988 WESTERN OFFROAD CHAMPIONSHIPS

T.Q. & First Place - Rob Robinson

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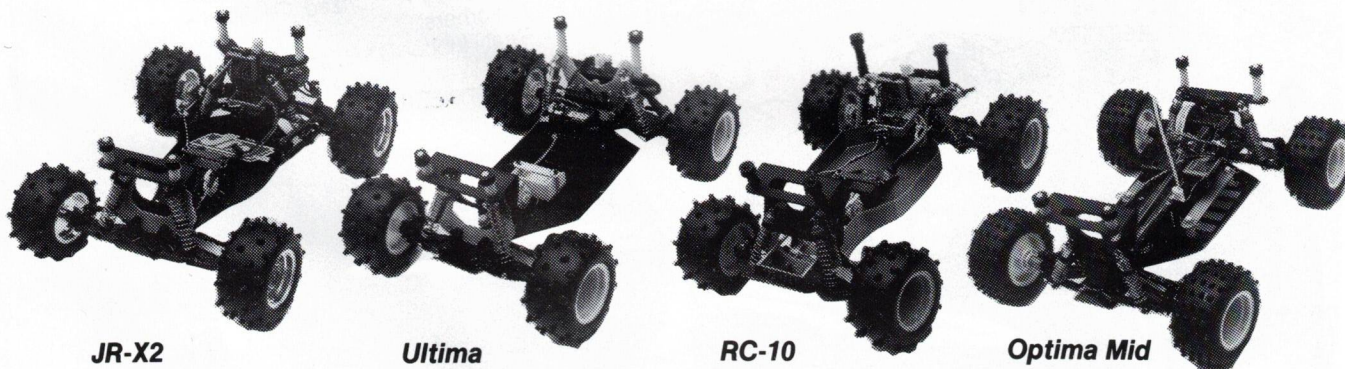
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BYRON BRESSEL - 3RD QUAL. 1/10 ON-RD REGIONALS

Rick Davis also took a holiday on lap one. They were joined on lap two by Pierre Blondin.

Tate built up a four lap lead by lap 28 when disaster struck! However, he did rejoin with hopes intact, knowing that his lap times were good enough to make up the deficit. After a few minutes his was back in the pits, this misfortune relegated him to midfield and left the crown open to Luce Simard and Karl Ferguson. Ferguson took the lead on lap 40 and was able to hold off Simard to take the victory. Following Simard, in third place was Jacques Fleury.

By the time the 4WD final rolled around, all eyes were on the so-far friendly skies, hoping the forthcoming parade would not be rained on.

The first few laps were spent jostling for position to reflect the few changes that had been made in set-up since qualifying. Lefebvre led the initial six laps, with Tougas, Armstrong, Blondin, Davis, Doherty, Fisher, Makaric, Dias, and Ruel following in that order.

On lap seven, Tougas passed Lefebvre. Tougas continued to lead until lap 46. Armstrong soldiered on in second and Blondin was third. On lap 47 Armstrong slithered by Tougas and assumed the lead that he was never to relinquish. Tougas stayed in second but Armstrong opened the gap on him by about a second a lap until the end. Geoff Davis was well set up in third by this point and he chased the leading pair till the end.

God marked the conclusion of the event in His normal way, opening the zipper on the large dark cloud that had drifted over the track during the final race, forcing entrants to engage in about an hour of bench racing after RCANS President Geoff Davis awarded the trophies.

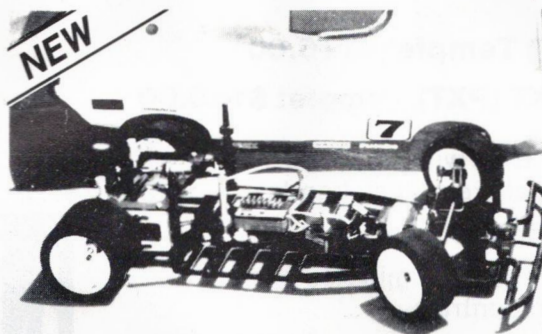
Stay tuned for information on our 1989 event which will be held in Quebec City.

2WD A MAIN
1-Karl Ferguson
2-Luce Simard
3-Jacques Fleury
4-Rick Davis
5-Django Purdy
6-Glen Tate
7-Pierre Blondin
8-Lloyd Hanton
9-Glen Libtow

4WD A MAIN
1-Bruce Armstrong
2-Ron Tougas
3-Geoff Davis
4-Brad Makaric
5-Pat Doherty
6-Peter Fisher
7-Martin Lefebvre
8-Louis Blondin
9-Jo Dias
10-Pierre Ruel

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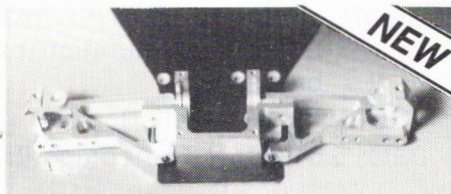
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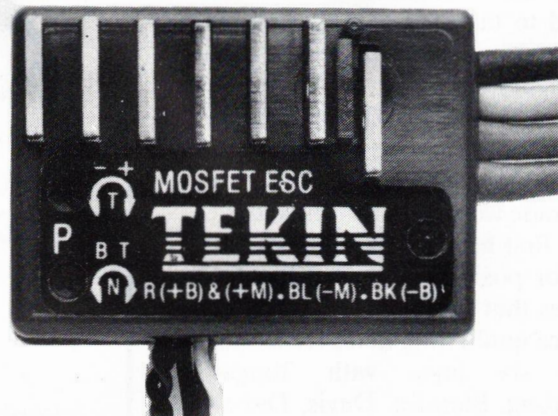
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Region 11

It's been a long time, it seems, since I last put this column together. I'm having a tough time remembering what I wrote last and what I had planned for this issue, so I've decided to go with what's current at the time I'm writing this in December.

I've got a report by Karen and John Helton about ARCORA's summer activities, the first I've had from that group since Joe Mikus left for the south. I hope to hear more, but I won't hold my breath.

AROARA started their indoor winter series for 1/12 and 1/10 on-road cars and ARCORA has completed their first indoor series.

AROARA and Hobbycraft have sponsored a special three race Sunday series for all electric scales at the Dimond shopping mall. The first race was held December 11 and is reported on here. The next race is January 15 and the final race is February 19. The last race coincides with the end of Fur Rendezvous, our winter carnival, and is an official Fur Rendezvous event. We've tried for several years to get a Rony event and now we have it.

I've been getting monthly newsletters from MVRCCC up in Wasilla and am glad to get the news. Their new officers are Mick Shea, President, Tom Rutigliano, Vice-President, Yvonne Martinson, Secretary and Linda Shea, Treasurer. They just completed their first fall series and the results are:

PRODUCTION	STOCK
1-Jody Schachle	1-James Niles
2-Jeremy Parker	2-Pat McMichael
3-Jeremiah Schachle	3-R.C. Shea
BIG BEAR	MODIFIED
1-Tom Rutigliano	1-Mick Shea
2-David Balthazore	2-Josh Martinson
3-Bryan Rutigliano	3-Richard Donovan

We wish MVRCCC success and hope their turnout improves so they may keep their facility open.

No word from Valdez and Don Stelling lately, I assume winter's got a hold on them by now and the outdoor track is buried in snow, as ours is in Anchorage.

I stopped for a moment here, to search my computer files for the last article I wrote, but no luck. I guess

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it's lost in computer heaven someplace. So it's on to what's new and race 1 in the Hobbycraft Diamond Center series.

Hobbycraft/Diamond Center Race Series #1

With 45 entries, it was our largest single event in quite some time. The entries were spread over 7 classes and provided a lot of close and exciting racing.

The races are being held on the Diamond Center mall which has over 200 stores and shops. One of those stores, Hobbycraft, Inc. is our principal sponsor. DuMor R/C has also joined as a main sponsor for the event.

The race site is 800 sq. ft. of bare concrete. In order to get some bite, AROARA members applied a con-

crete sealer and topped it with five gallons on Mountain Dew syrup. I walked across the track the day before the race and it pulled my shoes off. On race day, the surface had glazed over somewhat and had a light tack, but was slick for some cars. We then misted the track with water and a hand sprayer and found it would bring up some great traction if you let it set a few minutes. If you ran too soon, it would glaze up any tire that didn't have pooky on it.

The twelfth scale heats were the largest and provided some of the most crowd pleasing action. The longer heats allowed for more extended duels amongst the racers, and the speeds wowed the spectators.

In 1/12 stock, Steve Campbell was the hot car all day, with TQ honors

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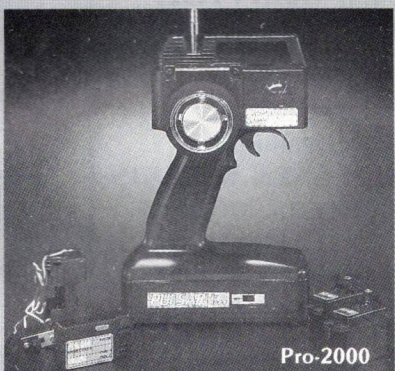
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and the A main win. Vickie Peters was second qualifier, but lost all traction in the main with glazed tires and was passed in the last two corners by a hard charging and rapidly improving John Helton, who was hooked up.

A surprise in 1/12 Modified occurred when Bob Peters TQ'd by 6 seconds over Ernie Nidiffer. Third qualifier, Tony Glenn was a lap back. In the main, Bob Peters stripped a gear at the starting line and stopped for repairs. Ernie overpowered his car and couldn't hook up. A duel settled in between Terry Nidiffer and Tony with Terry leading about three quarters the way through. Tony passed Terry when he stopped to get his wing back on and Tony went on for a lap victory. Bob Peters came back for third.

In 1/10 On-Road, Ernie Nidiffer was the class of the fleet, TQing and winning by a lap on second finisher Tony Glenn. Al Watson slipped into third. The on-road cars, all running six cell stock, outlapped the 1/10 off road 4WD modified cars.

Speaking of the off road classes, the 2WD modified class went to the Wasilla contingent. Mick Shea was TQ and took the main with fellow Wasillans Rick Kinman second and John Martinson third. In stock, the Anchorage contingent struck back

with Tom Rollmain taking the main but tying in points with Sean Cresap who TQ'd and pulled in second. Brian Shea, from the valley, slipped into third overall.

The 1/10 4WD stock class saw Steve Rutherford come up from Kenai to take the main with his brand new CAT. Steve beat his son who had TQ'd but broke to finished fourth and come in third in points. Paul Griffith took home second after the demise of Vince's Rocky.

The 4WD modified saw the best clash of all of the off-road classes. Don Dockum and Marc Cresap battled throughout the main. Don snatched the lead with less than a minute left but vaulted the boards down the main straight and Marc cruised by for the win. They ended up tied overall as Don TQ'd and made second. Jerry Cameron struggled with a disintegrating car to finish third and remain in the points chase.

With the first series race completed, and no drops in the three race series, those who entered have a clear advantage for the final trophies. At the race on February 19, trophies will be handed out and prizes drawn for. No doubt, the last race will be the most intense.

"ARCORR" Report

By Karen & John Helton

The leaves are falling off the trees and we are back to scraping windshields in the morning, thus signalling the closing of another exciting summer season of off-road 1/10 scale racing in Alaska. The first summer series was quite exciting in a battle of the Blackfoot trucks in the Heavy Metal Class. Newcomer John Helton blistered the track with his Blackfoot fondly dubbed "High Roller." John took first place narrowly edging out Dean Thompson who after a series of problems with his truck came in second place. Another newcomer on the track, Paul Nielson took third place. The second summer series was just as exciting as the first. This time "veteran" racer John Helton again took first place followed closely by his significant other, Karen who took second place (but not without a fight). Dean Thompson who still hadn't quite got his truck together took third place.

We were quite lucky to have good weather all season although our annual Sears Mall Grand Prix was rained out on Saturday and all

events had to be run on Sunday. We had a new event this year which was the truck pull. John Helton again took first place in the pulling event for two wheel drive trucks pulling 15 pounds twenty-five feet. Sean and Ryan Raffuse took first place in the four wheel drive class with their Clod Buster which pulled 25 pounds twenty-five feet beating out a Toyota Bruiser by one foot.

Don Dokkum and Jim Rafuse controlled the four wheel drive modified class. Jim Andres drove away with top honors for the four wheel drive stock class. Two wheel drive stock class was dominated by Dave Holt, Mike Frye and Nikki Holt, Dave's 5 year old daughter.

We race two series of 8 weeks each for a total of 16 weeks of off-road racing here in Alaska. Summer turnout is usually disappointing as everyone is off pursuing activities in the great outdoors (i.e., racing after the almighty King Salmon). We are now preparing to move indoors to run our winter series. We race on carpet in a local gymnasium. Some of us will be moving on to Bob Peters' club which is 1/12 scale on-road racing. 1/10 scale off-road racing will see an increase of drivers as there is very little else to do in Alaska in the winter. R/C racing takes the edge off of cabin fever.

HOBBYCRAFT/DIMOND CENTER RACE SERIES STANDINGS

1/12 MODIFIED

1-Tony Glenn
2-Terry Nidiffer
3-Bob Peters
4-Ernie Nidiffer
5-Mike Sawada
6-Kim Fleetwood
7-Al Watson

1/12 STOCK

1-Steve Campbell
2-John Helton
3-Vickie Peters
4-Brian Shea
5-Jerry Cameron
6-Cort Phalp
7-Steve Rutherford
8-Bill Laflen

1/10 ON ROAD

1-Ernie Nidiffer
2-Tony Glenn
3-Al Watson
4-Steve Campbell
5-Bob Peters
6-Don Dockum

1/10 4WD MOD.

1-Marc Cresap
2-Don Dockum
3-Jerry Cameron
4-Jim Andres

1/10 4WD Stock

1-Steve Rutherford
2-Paul Griffith
3-Vince Rutherford
4-Don Martinson

1/10 2WD MOD.

1-Mike Shea
2-Rick Kinmon
3-Josh Martinson
4-Rob Camerson

1/10 2WD STOCK

1-Tom Rollman
2-Sean Cresap
3-Brian Shea
4-Peter Steen
5-James Niles
6-Cort Phalp
7-Nate Smith

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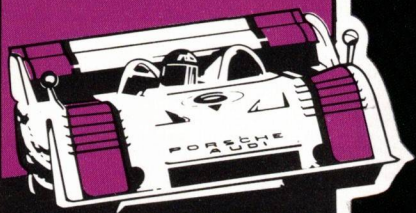
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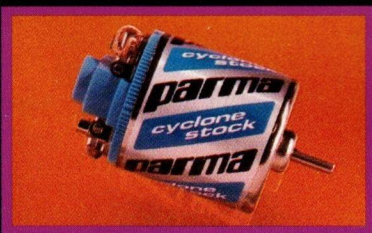
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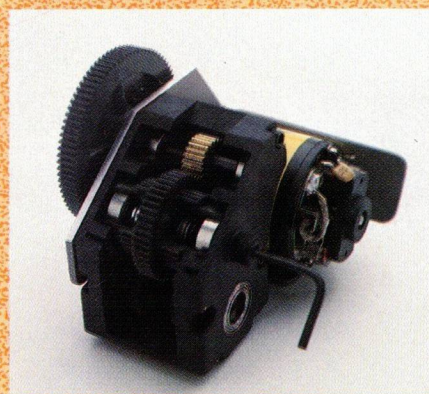


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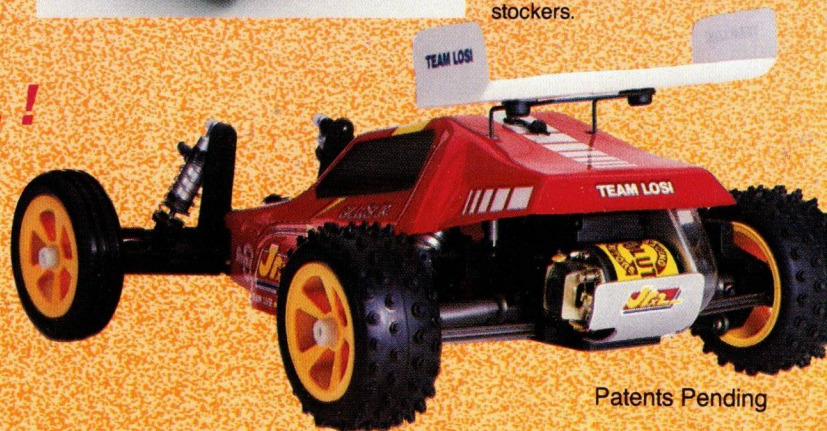


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See the 4-Wheel Steering Clod Buster at your hobby shop, now... and let the competition steer clear.



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(This is no illusion. It's an actual photo of the Clod Buster climbing over 1/10 scale off-road cars. Note the size difference.)

