

REV-UP

The Official Magazine of ROAR

January/February, 1990

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IMPORT FIGHTER.

THE TEAM DOES IT IN THE DIRT.

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

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

Our RC10 turned back the foreign car invasion with the

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

A RACE CAR, NOT A TOY.

Sure, you've heard that before. But Team Associated designs and engineers only model RACE cars. The new RC10 features

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

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



Smooth undercarriage for maximum ground clearance

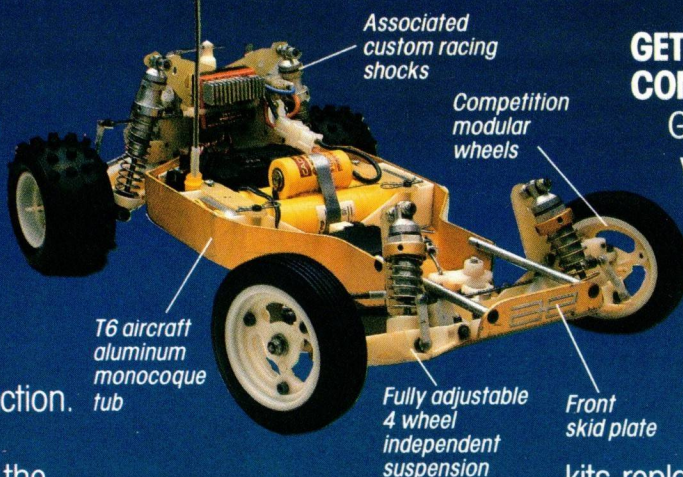
Sealed gearbox
VariLok
differential

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

RACE-WINNING ENGINEERING.

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

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



T6 aircraft aluminum monocoque tub

Associated custom racing shocks

Competition modular wheels

Fully adjustable 4 wheel independent suspension

Front skid plate

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

GET THE JUMP ON THE COMPETITION.

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

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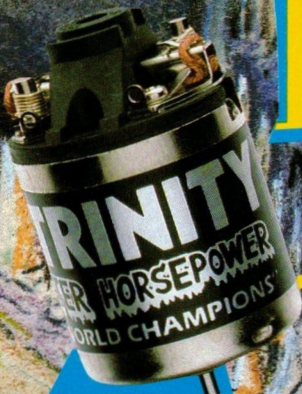
TEAM ASSOCIATED RC10

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

THESE MONSTERS Are KILLERS!



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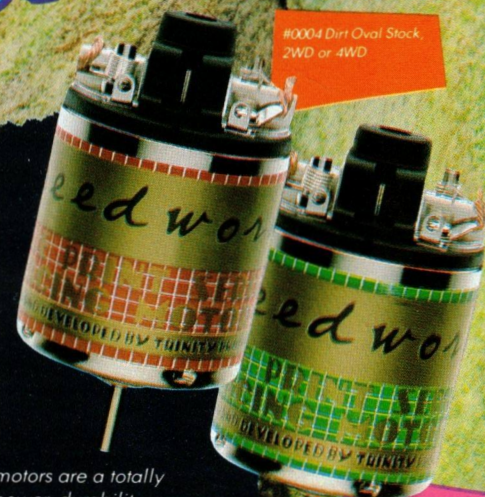


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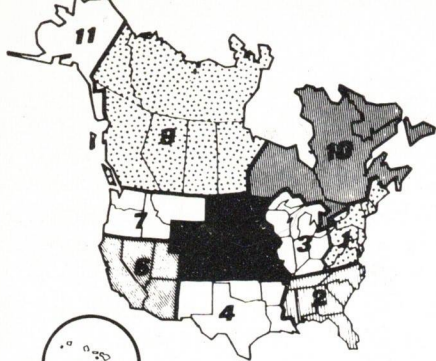
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ABOUT THE COVER

On the cover is Ralph Burch, Jr. the 4WD 1/8 Scale Gas National Champion. He was driving an Associated powered by a Paris Rex engine.

Photo By John Thawley

President's Column

Eric S. Gudger

For quite some time now, I have been mentioning "change" in this column. If you look back and reflect, it might be difficult to see where we have actually implemented any. You can now count that as past tense.

As we enter a new decade, we also welcome some changes. You have told us about your concern. We have listened. Hold on to your hats because here we come!

First and foremost, our changes center around products and services directed at each and every member. Rev-Up is moving to second class postage. The U.S. Postal Department indicates that with this class change they will be able to deliver Rev-Up across the country in ten days. This is certainly much improved over the typical thirty days with bulk mail. We have had to change our bookkeeping methods and financial policies. But if they can deliver, the related expenses and inconveniences will be well worth the effort.

As a new member, it has taken up to four months, in the past, to get your first issue of Rev-Up. Effective with this issue procedures are in place to forward current copies, to all new member, until our internal system catches up. Fact is starting January a new member should receive his membership card, the new Rule Book, a list of Affiliated Clubs in his state, a list of Regional and National Officers, and this issue of Rev-Up. Renewing members will receive the first four items and continued subscription to Rev-Up. You see we have been listening!

Furthering the communication emphasis, a monthly Newsletter will be available to Officers, Clubs, and Patrons. Those that have an interest in

working behind the scene and up front on issues will have that opportunity made available to them. Mike Reedy, John Thawley, and Peter Barana will serve jointly as initial editors.

To facilitate these changes, we have made some structural changes. First, we are consolidating most of the responsibilities of the Information Center with the Administrator's Office. We have out-sourced software development and maintenance to bring us up to industry standards. Actual membership processing will be handled by the same company. Overall we will increase our efficiency without being labored by the related burdens.

As mentioned in the last issue, we will adopt two new licensing programs. These are certainly not structured to take anything away from anyone. They are meant to further define our services and to have those that want these added services offset the increased expenses. Additional information will be in the March/April Rev-Up.

Speaking of Rev-Up, I will resume editing responsibilities while John works on the monthly Newsletter. If you have any cover material you would like considered, please submit samples directly to me. As through past policy, race articles should be sent to the affected Region Director or the National Scale Director. Other articles or "Letters to the Editor" should be sent to me.

Part of our regional changes for 1990, will include re-aligning Regions 1, 2, 4, 5, and 6. Our aim is to promote greater growth and improve the service to our affected members. If you are interested in working towards these goals as either an interim Region Director or Assistant, please let me or the current Director know.

Results of our 1989 elections have all running incumbent officers being re-elected. A big continued welcome to Mike Coffey, John Thawley, Arlynn Sim-

mon, Gary Lanzer, and Bob Peters. Also joining us this year is Don Pallett from Region 7. Don is actively involved in racing throughout Idaho and the region. He will be a valuable asset to continue our strong growth and presence in the NorthWest.

Joining in as Vice President is Don Looney. Don has been extremely active as National Club Director the last couple of years. He brings with him a vast knowledge of club related experiences and will be a valuable asset in our ever increasing sanctioning endeavors.

Leaving behind the responsibilities of Vice President is Gary Kyes. Gary has been an inspiration to any who want to get on with the task at hand and leave the politics behind. While his involvement will continue on several committees, the appreciation we can give him will do little to justify the many hours of devotion. Thanks Gary!

On the subject of National Club Director, anyone interested in being considered for that position should submit a resume to me.

We also want to welcome Joe Sullivan as new 1/8th Scale Gas National Director. Joe has long endured the rights and rigors of many scales. He will add greatly to our growth and continued stability with this scale.

I am in the process of reviewing Committee members for 1990 and ask that all interested parties get in touch with me as soon as possible.

To the remaining out-going officers Steve, Merle, Barbara, Carolyn, and Karen, we offer a "Thanks" for accepting the challenges during their term. The organization is ever in debt to them.

I hope you see that we really have been hard at work listening and responding to your issues and concerns. The problem we face is not the issue but the best solution. That is what takes so much time.

Now it is your turn to give us time to fully implement these programs. We have formulated the steps; now we need the time to roll out the programs. Please give us some time to identify and correct the problems that arise. We need this breathing room to get the momentum going.

Also, we need your attention focused with a true open mind. Our programs are aimed at providing you the services you want and require. Let's move through the 90's producing a stronger and more prosperous organization and sport.

Attention Advertisers

Please be advised. All accounts payable due for advertising placed in REV-UP Magazine should be forwarded to the following office:

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All correspondence regarding REV-UP billings should also be directed to this office.

In Memory

Our condolences are extended to the family of Rory Martin of Lakeside Hobbies. He will be severely missed by all his friends and family.

Product Approval

ROAR Approved Stock Motors:
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As imported by HPI

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Bodies:

Associated 1/10 Scale GTP

Jaguar XJR10

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Administrator's Column

John Thawley

If you read our President's Column this month you will have noticed his comments with respect to the consolidation of the ROAR Information Center. We are pleased to announce that all of ROAR's business will now be handled from one office. This consolidation is one more step toward making our organization more efficient and responsive to the needs of our members.

Needless to say we will have our hands full during the transition of merging the two offices into one. The process can be simplified through a little cooperation and understanding from you the member.

While it is very convenient to use the telephone to make your inquiries of ROAR it does slow down the work process here. In as much as we would like to answer you as quickly as possible the telephone can be our worst enemy when trying to schedule ongoing administrative and office responsibilities.

For instance, if you move and need to change your address it is very important you send the change to us in writing. This will assure the change is recorded properly. The same applies if you are making an inquiry about your membership or REV-UP. Club officers should send requests for information or club materials

in the same fashion. Making these requests in writing will help us help you more efficiently and effectively.

Rule inquiries should always be directed to your club officials first. If they are not able to answer your question you should then take it to your Region Director or one of his scale assistants. If there is still some confusion your Region Director will consult with the appropriate National Scale Director or refer you directly to him. Ultimately if your concern is still not resolved you should contact the Administrator or the President.

As we move forward with our task of streamlining the business end of ROAR please try to be patient. We are expanding our office space and our staff while we continue to address the growing needs of our organization. Needless to say we have our hands full. We are confident the end result will be well worth the extra effort!

For information write to:

ROAR

288 E. Maple, Suite 266
Birmingham, MI 48009

Send memberships and renewals to:

ROAR MEMBERSHIPS

9305 N. 56th Street, Suite 189
Temple Terrace, FL 33617

If you have been a ROAR member for any reasonable amount of time more than likely you will have had some contact with your Region Director. I would like to take this opportunity to talk about the role of Region Director and hopefully help everyone to better understand this all important position in ROAR's communication network.

As many of you know I am also a Region Director. This is a volunteer position and is in no way connected to my full time employment as ROAR Administrator. Please don't misconstrue this editorial to be self serving, but as a informative piece of dialogue about the role of Region

Director and hopefully help everyone to better understand this all important position in ROAR's communication network.

As many of you know I am also a Region Director. This is a volunteer position and is in no way connected to my full time employment as ROAR Administrator. Please don't misconstrue this editorial to be self serving, but as a informative piece of dialogue about the role of Region Director. Hopefully, my personal experience will lend some credibility to the discussion.

The role of Region Director can be very rewarding. You get to meet and communicate with a whole lot of people who enjoy the same thing you do. And if you're a person who gains satisfaction from helping others and making things better you can be doubly rewarded. I must say it's great to have people come over and introduce themselves and tell you thanks for your efforts. It can really make the job worthwhile.

But sometimes a Region Director can feel kind of like the "Maytag repairman." No one ever calls me unless they have grief. That's when we as members have to remember these guys volunteered. They are not getting paid. They are not there to answer your demands. You've got to treat them right. After all they are doing you a favor. What ever your question or problem is, more than likely the Region Director didn't cause it. Give him the opportunity to try and help. He's willing. After all he volunteered. He is not getting paid!

There also seems to be some confusion about the Region Director attending races, especially Regional Championships. While it would be nice to have the Region Director at each Regional it is not always possible. Sometimes he must call on his Scale Assistants. Here again we must remember, Region Directors are not compensated or reimbursed for their expenses when they travel to a race. They

paid their own way. This is why we try to pick hosts for our events that have the experience and knowledge to run races of Championship status. We can't expect Region Directors to travel 500-1000 miles across the Region just in case there is a rule discrepancy. These areas must be worked on collectively amongst racers, track officials, and ROAR officials when they are available. I am sure most Region Directors would love to attend all of the events. But they have families, time restraints and civilian lives as well. Try to work with them, after all they are working with you.

Now I know a lot of you are saying "well why doesn't ROAR pay their expenses?" Good point. But let's think about it. My travel expenses as Administrator when I attended different Naional Championships averages out to about \$500 per event. That is just for travel and accommodations. I take care of my own meals. (I think that is because Eric Gudger has seen me eat). Now, consider we have 11 regions holding about five regional events per year. I can hear the gears crunching now, that's \$27,500. To put that into perspective, you're looking at 10% of our annual revenues. That figures out to about \$2.00 per member. I know it may not sound like a lot but not all members attend the Regionals and these figures don't include other major events that require an official be in attendance.

So what does this mean? It means we owe a lot to those amongst us who continually volunteer to help out. Your Region Director. He is your main conduit in the structural chain of ROAR. Just as you need information from him he also needs input from you. He is not a mind reader. Many times I will get a call at my office complaining about a problem at a race within a Region. My first question is "have you contacted your Region Director?" More often than not the answer is no. You must com-

municate with your Region Director. Clubs will often complain about their races not being in REV-UP. I will ask if a race report was submitted to the Region Director. Again the answer is usually something like "well, no, because he was there." That does not matter. It is not his responsibility to write your report. Furthermore, your reports must be timely. REV-UP comes out only every other month. Reports in November about a race that took place in March isn't timely. Your Region Director has printing deadlines to meet. Call and ask him what they are. (Hint: they are the same as advertising deadlines printed in front of the magazine.) Help him do a job YOU elected him for. I'm sure if he didn't want to do a good job he wouldn't have run for office. By the way, if you didn't vote . . . well, you know the rest!

With the Approval of the Proposed By-Laws, Region Directors will be assuming more control of our organization than ever before. As a group your Region Directors will now have the ability to truly represent the membership. Although the management of the organization will lie in the hands of the President and the Executive Committee, under the new By-Laws members of the Executive Committee will be directly accountable to the Regional Directors through an annual vote of confidence. Ultimately this means your Region Director will decide who is running ROAR.

For all of this to work you must get involved. You don't have to run races, or write rules, or make any major commitments. All you have to do is work WITH your Region Director. Help him represent you. He has offered to do it. But he can't do it without your help. ROAR's a chain, like any chain, is only as strong as its weakest link. Don't be a weak link. Get involved with your Region Director. Help him get the job done.

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ROAR # LAST NAME FIRST NAME M.I.

ROAR # LAST NAME FIRST NAME M.I.

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Signature



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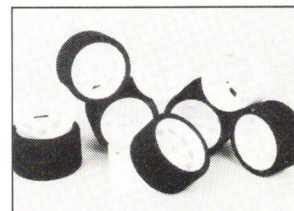
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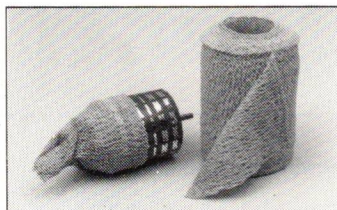
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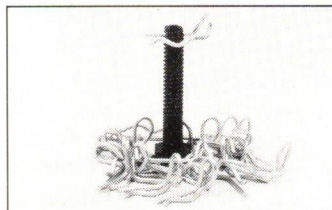
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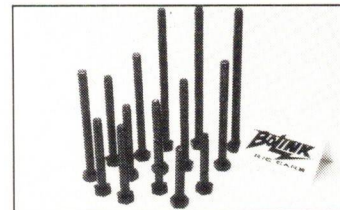
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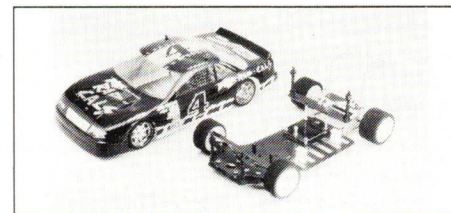
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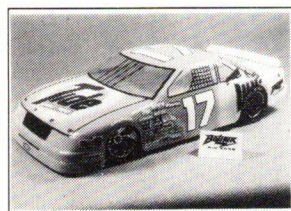
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Region 1

Well as I sit here cooling down watching Arsenio Hall (Great show), I'm taking time to reflect on 1989's outdoor season. My friends, it was a "very" good year. All you guys that worked your butts off sponsoring and organizing the various Regionals, hats off to ya! Ya'll did a fine job! Thanks again!

Something's troubling me. The other night I had a conversation with a racer about our Region. His concern was the lack of 1/10th news in our reports. I mentioned to him that we were in dire need of someone to help in this area. His response was don't have the time. Hummm.... This attitude seems to be predominant around here.

Everybody feels there should be more input but no one's willing to help do it.

O.K.! Here's my solution. I will report on what I receive in a timely fashion. If I don't get any information to use, there will obviously be no report on that subject. Please understand, I want to do a good job for you but if ya'll don't co-operate and forward stuff to me I simply will not know what's going on.

By the way, this has no bias because I'm a quote - unquote "Gas Racer"! I'm committed to all facets of this sport since I race both electrics and fuel competitively. So there, how about taking the first step.

Oh yeah, thank you for allowing me to continue as your representative. I appreciate your vote of confidence and I won't let you down.

On to some things of importance:

1. South Jersey R/C will be hosting our 1990 4-cell 1/12th Regional on February 17 and 18. Please call Bob Kuss for more information. This should be one

very competitive race. @ 609-697-0603.

2. All the 1990 Regional Hosts hopefully will be decided by the time you read this. Call me and we'll fill you in.

3. We'll be maintaining a "Master Regional Calendar" for all level 2 and higher events. This will also include major series events.

4. We need two individuals for 1/10th assistants. Only people willing to devote themselves need apply.

1989 East Coast On-Roads October 28 & 29 Richmond, VA

This race used to be called the Virginia Championships and we changed the name to encompass a larger segment of the racers. We also brought together two scales that according to some don't get along. 1/10th was run on Saturday with three qualifiers and mains for Direct Drive Stock, Tranny Stock and Modified.

1/8th ran Sunday with Novice, Sportsman, 2 Wheel Drive, and 4 Wheel Drive filling the field. The Promoters of this event, The Scale Auto Racing Association, were very fortunate to have Hyperion Racing Products, Winner's Circle Hobbies, Bob's Hobbies and Raceway, Neil's R/C of Fredrickbore, Twinn-K and Team Smooth as sponsors for this event.

The results are following showing the top three finishers in each class.

1/10th Tranny Stock A Main

1st - Steve KritakakosT/Q
2nd - Richard Willet
3rd - Neil Caputo

1/10th Direct Drive Stock A Main

1st - Bennie WilkersonT/Q
2nd - Chris Seats
3rd - Richard Willet

B Main

1st - Marty Boswell
2nd - John Gilbert
3rd - John Kendrick

C Main

1st - Jeff Forbes
2nd - Ray McMurray
3rd - Bernie Kandrack
1/10th Modified

A Main

1st - Michael CoffeyT/Q
2nd - Don Mason
3rd - Chris Seats

Concours

1st place - Ray MacMurray
1/8th Four Wheel
A Main

1st - Michael CoffeyT/Q
RC500/O'Donn/Air
2nd - Perry Botto
Serpent/NR/Fut
3rd - Ralph Phillips
RC500/Paris/Air

B Main

1st - Jay Endicott
2nd - Ken Harris
3rd - Curtis Goode
1/8th Two Wheel
A Main

1st - Dave Cogan
RC500/NR/Fut
2nd - Ben Dadds
PB/NR/Fut
3rd - Bobby WagnerT/Q
RC500/NR/Fut

1/8th Sportsman A Main

1st - Pat Yarosh
Serpent/NR/Air
2nd - Leonard Davis
PB/NR/Fut
3rd - Glen ShreveT/Q
PB/NR/Fut

1/8th Novice A Main

1st - Cosby EllisT/Q
Serpent
2nd - Brian Patterson
Cook
3rd - Russel Dadds
PB

Concours was won by Leonard Davis with a blue and white Phoenix.

In conclusion, it got dark real early and we had a 75 degree day this late in the year. Mark the last weekend of October for 1990 for the Second Annual East Coast On Roads.

South Jersey R/C Racing Association

The SJRCRA group is going strong and is having tremendous turnouts at all of their events. Great job guys!

1/10th Oval Sprint

1st - Ron Boorman

2nd - Fred Bender
3rd - Richard Bender
1/10th Oval Production

1st - Jason Bender
2nd - Wendy Hynes
3rd - Craig Hynes
1/10th Oval 2WD

1st - Chuck Morris
2nd - Fred Bender
3rd - Marty Morris
1/10th Oval 4WD

1st - Ron Fillman
2nd - Ron Boorman
3rd - Bill Dentsen
1/10th On Road 2WD
1st - Gary Alexander
2nd - Bear
3rd - Mark Gillen
1/10th On Road Production

1st - Jason Bender
2nd - Lou Fusco
3rd - P.J. Gargiulo
1/10th On Road Stock

1st - John Grove
2nd - Linda Vogel
3rd - Diane Irrgang
1/4th Grand National

1st - Nick Giorgio
2nd - Jim Mercurio
3rd - Joe Piro
1/4th Sprint

1st - Ron Boorman
2nd - Lou Carrozza
3rd - Bill Dentsen
1/4th Super Modified
1st - Ron Boorman
2nd - Nick Piro
3rd - Rich Schlosser

SARA Report

The 1989 SARA summer series finally came to a close on October 22. We had very tight races for the championships in all the classes. Here's the top three:

1/10th Tranny Stock
1st - Neil Caputo
2nd - Steve Kritakakos
3rd - Todd Stanfield

1/10th Direct Drive Stock
1st - Ed Latendresse
2nd - Chris Seats
3rd - John Gilbert

1/10th Modified
1st - Neil Caputo
2nd - Troy Blanton
3rd - Warren Darby

1/8th 2 Wheel Drive
1st - Chuck Groome
2nd - Billy Clark
3rd - Jay Endicott

1/8th 4 Wheel Drive
1st - Mark Poore
2nd - Ken Harris
3rd - David Carroll

1989 Mid - Atlantic 1/8th Championship Series

1/8th fuel, the Formula 1 class in R/C Racing is a far cry from being dead! With the influx of the extremely competitive out of

the box European cars, many new faces have joined the ranks. 1989 saw 96 different participants and 1990 will be even bigger. Top 3 in each class are:

1/8th 4 Wheel Drive
1st - Mike Coffey RC500/O'Donn/Air
2nd - Earl Nester PB/NR/KO
3rd - Perry Botto Serpent/NR/Fut

1/8th 2 Wheel Drive
1st - Jay Endicott RC500/O'Donn/Air
2nd - Tom Hayden PB/NR/Fut
3rd - John Gottschalk PB/NR/Fut

Sportsman
1st - Pat Yarosh Serpent/O'Donn/Air
2nd - Sal Caruso PB/NR/Fut
3rd - Dick Eliezer RC500/Paris/Fut

Novice
1st - Ben Dadds PB/NR
2nd - Leonard Davis PB/NR
3rd - Bill Sergent PB/NR

Series East Report

I have not yet received any tallies on their points totals. It will hopefully be printed in the next issue. Thanks for your patience.

Baltimore area 1/10th On-Road racers!

Where are you? Do you have a location? Do you have a group but don't know how to organize? Are you just plain tired of dirt races? Convert that RC-10 into a road warrior and give me a call. By spring we can have a group assembled with a schedule ready to kick off the 1990 season.

Rick Gondeck
31 Bryce Ct.
Baltimore, MD 21236
301-529-4878
6-9 PM

Region I 6-Cell 1/12 Championships

On October 7 and 8, racers from VA, CT, MA, NJ, PA, and NY battled for the Region 1, 6 cell 1/12th Championships at the fine facility of G.P. Racing in Rome, NY. A challenging carpet road course greeted the contestants.

Saturday was set aside for stock with Trinity handouts supplying the horsepower. Four rounds of qualifying heats were shuffled after two rounds, to keep drivers of equal ability racing together. After two rounds Frank

Calandra was on top with a 48/8:06.26 and 48/8:07.39 respectively. With 4 rounds complete Frank Calandra was TQ with a 49/8:07.18. The mains were set up and the C and D mains were covered by Sheets. What? The D main was won by Bob Sheets with his brother Jim Sheets taking the C main, with 32 and 40 laps respectively.

In the B main, Willy Decker won by 4 laps over Chris Weyer. Decker missed the A main by two seconds and won with 44 laps.

The A main was ready. DePace? Orr? Calandra? These three battled all weekend. Calandra led with Orr and DePace closely following. With one minute down, Calandra found traffic to be a problem and Orr and DePace got by. Orr opened up on DePace and Calandra. With six minutes down, Calandra took second from DePace but Orr was gone with a 3/4 lap lead.

Calandra put on a charge in the last minutes but came up short as Jon Orr won with a 47/8:00.51 to Frank Calandra's 47/8:01.63. Frank DePace was third with a 46/8:02.36. Congratulations to Jon Orr from NY, the 1989 Region 1, 6 cell Stock Champion.

On Sunday, the mighty modifieds hit the track for battle. And "mighty" they were as the increase in power sent drivers in search of traction.

Team Class drivers Calandra and Orr dominated qualifying with Calandra winning all four rounds with Orr close behind. After four rounds Calandra was TQ with a 49/8:08.00 with Orr second - 49/8:08.96. Frank DePace was third with 47/8:02.95.

After a short break to set up the mains, the D main was first to run. Justin Heitz won with a 33/8:14 and Barry Boyd with a 30/8:05 was second.

In the C main, Pat "Bubba" Manzi won with 38 laps and Stephen Giuliano was second



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(You may join R.O.A.R. at track – \$20.00 for a year.)

***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 30, 1990

1/10 Off Road Only	4:00 – 5:00 P.M.	Open Practice
Modified 2 WD	5:00 P.M.	Concours Awards – 3 Places
Awards to follow Main Races	5:15 P.M.	Qualifying – 3 Rounds/Mains to Follow

Saturday, March 31, 1990

1/10 Off Road Only	11:00 A.M. to 1:00 P.M.	Open Practice
Stock 2WD	1:00 P.M.	Concours Awards – 3 Places
Awards to follow Main Races	1:15 P.M.	Qualifying – 3 Rounds/Mains to Follow

Sunday, April 1, 1990

1/10 Off Road Only	11:00 A.M. to 12:00 P.M.	Open Practice
Modified 4 WD	12:00 P.M.	Concours Awards – 3 Places
	12:10 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. (SIGN UP EARLY)**
- "Bo Link" computerized lap counting system / R.O.A.R. rules 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.

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Questions Call: 914-343-2772

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ADDRESS _____ PHONE () _____ AMOUNT OF CHECK 2. _____

CITY _____ STATE/ZIP _____ \$ _____ 3. _____

★ MONEY ORDERS ONLY AFTER MARCH 1, 1990

CLASS ☐ MODIFIED 2 WD (Limit 80 entries) ☐ STOCK 2WD (Limit 96 entries) ☐ MODIFIED 4WD (Limit 80 entries)

with 36 laps.

The B main was a battle right down to the last turn. Chris Weyer was leading with Mark Melone a close second as the eight minutes ran out. As they approached the bridge for the last time, Melone made an outside to inside move on Weyer to take the B main in the last turn. Nice race guys!

Time for the A main! Calandra led from the TQ position at the start. Orr stayed a close second with DePace a fading third. At the two minute mark, Orr took the lead with Calandra following a close second. Orr would open up and Calandra would respond by closing the gap. At the 4 minute mark, the leaders hit traffic with Calandra coming out 5 feet ahead of Orr. Calandra opened up to 30 feet and Orr started closing in. At the 6:30 minute mark, the leaders were separated by one car length. Calandra held Orr at bay until the 7:30 minute mark when Orr began to slow.



A Main Modified, L. to R. Frank DePace, 3rd; Frank Calandra, TQ & 1st; Jon Orr, 2nd.

Calandra won with a 49/8:04 to Orr's 49/8:06. Third was DePace with a 47/8:03. Congratulations to Frank Calandra, the 1989 Region 1 6-cell Modified Champion.

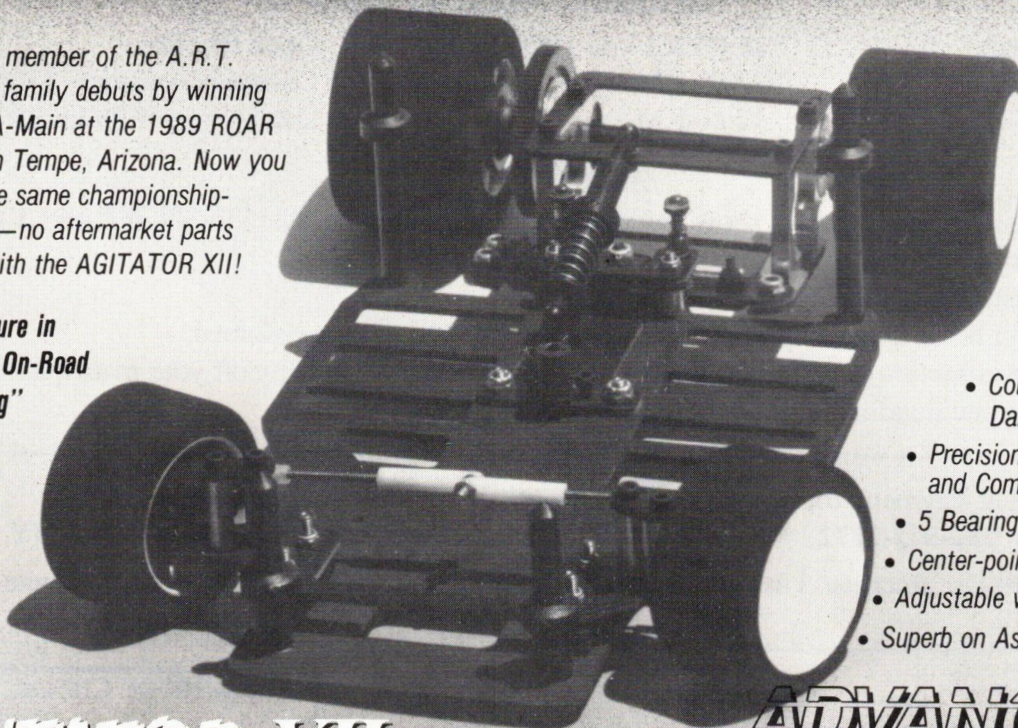
Modified A Main
1st - Frank Calandra/T/Q
2nd - Jon Orr
3rd - Frank DePace
Stock B Main
1st - Willy Decker
2nd - Chris Weyer
3rd - Kevin Kramer
D Main
2nd - Skip Govoni

Stock A Main
1st - Jon Orr
2nd - Frank Calandra/TQ
3rd - Frank DePace
Stock C Main
1st - Jim Sheets
2nd - Robert S. Kuss
3rd - Bruce Throne
1st - Bob Sheets
3rd - Jay Benton

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1/12 Assistant
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(407) 798-9493 eves.

Region 2

Region 2 Off-Road Championships Sep 29-Oct 1

A week prior to the Regional Championships, members of the local club, S.C.O.R.E., were watching closely as Hurricane Hugo headed straight for Savannah. As fate would have it, the storm veered North to Charleston, but not before leaving Lake Mayer Park and the track a soggy mess. Between continuing rains, club members worked diligently to keep the track in raceable shape.

As the first of over 250 cars began arriving on Thursday morning, the weather finally broke and the track got fast. In the pits, the search for horsepower to take advantage of the wide turns was on. Many thought that John Wong's all time record of 12 laps during the Georgia State Championships would fall easily. But such was not to be. A tricky new chicane just before the finish line saw to that.

The first qualifiers kicked off at 4:30 Friday afternoon and after finishing under the lights, the results looked like this: in 2WD Modified with 86 cars turning, the leader was Bill Jackson with 11 laps in 10.48, followed by Ed McTureous with 11:11.69 and Little John Walters at 11:12.34. In 4WD Modified with 61 cars, Ed McTureous headed the pack with 11:11.39 followed by the "Rice Rocket" John Wong at 11:13.46 and Savannah's own Alex Gilmore with 11:14.99. A total of 105 cars in 2WD Stock, Gary Fulp lead the way with 11:19.71. Second was Tracey Todd at 11:22.29 followed by Greg Rhodes with 11:24.26.

The weather on Saturday was overcast with a 50 percent chance of rain but the track was still excellent with no traction problems. After the second qualifier,

the leaders remained the same except for Bill Jackson who improved to 11:9.83 in 2WD Modified. By Saturday afternoon, the track was actually drying out and a little water was needed. When the third qualifier was done, there again was only one change in the top three. Jason Taylor edged into second in 4WD Modified with a fine 11:30.00. With qualifying done the TQs were Bill Jackson in 2WD Modified, Ed McTureous in 4WD Modified and Gary Fulp in 2WD Stock. The top ten in 2WD Modified were separated by 13.52 seconds, 2WD Stock was about the same but in 4WD Modified it was only 5.03 seconds. In this class, the first 15 cars were within 13 seconds of each other.

The stage was set for some great racing but Mother Nature would again play a key role. Early Sunday morning, the skies opened up, turning the track and pit area into a miniature Lake Mayer. Race Director Phil Hurd had no choice but to delay the mains while a maximum effort was made to drain and dry the track. Meanwhile, Concours judging took place for the 30 plus cars that entered. After much inspection, the three judges pulled five cars and then made their final selections. The winner was Art McBride's beautifully painted and detailed red, white and blue RC10 for Paul Fordham. Second went to Tony Tillis for excellent paint and matching wheels. John Shields took third with an innovative car featuring a radio controlled driver. All top cars had detailed interiors.

As the Concours trophies were presented, the rains came again and racing became very doubtful. When the rain stopped, the track was very sloppy. Any more

rain and it was all over. The Race Director set 1:00 p.m. as a decision time while futile efforts were made to dry the slick Georgia clay. Driver and A main announcer Larry Pollock suggested spreading sand to dry the track and then removing it. Dozens of club members and out of town volunteers went to work to cover the 6,000 square foot surface with sand. Once the sand was in place, it did the job, but clearly it could not be removed so it was walked into the surface. Would this work? As it turned out, it did. The A main winners all turned better times than the TQs.

Shortly after 1:00 p.m., the first race was flagged off, only to be aborted by a computer problem. Ditto the second race, and these were A mains! The problem; water again, this time inside the computer. While this was corrected, the 2WD Stock A main was run with manual counting. When it was over, Greg Rhodes had come from third to take the win.

2WD Stock A Main

1st - Greg Rhodes
2nd - Tracey Todd
3rd - Matt Nascea

In the 2WD Modified A main, reigning champ and TQ Bill Jackson got a great hole shot and appeared on his way to a repeat victory. But it was not to be. In the rerun, Bill got off third and was never able to improve. The win and title went to Ed McTureous with the fastest time of the week, 11:8.45.

2WD Modified A Main

1st - Ed McTureous
2nd - Gary Fulp
3rd - Bill Jackson

The rerun of the 4WD Modified A main was another McTureous show, again in record time. Both Ed and John Wong got off slowly but drove through traffic to record the only 11 lapers in this event. Note that less than 5 second positions three

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through eight.

4WD Modified A Main

1st - Ed McTureous

2nd - John Wong

3rd - Cliff Spangler

B Main 2WD Modified

1st - Peter Mitchell

2nd - Carl Zaniboni

3rd - Chris Wilbanks

B Main 2WD Stock

1st - Randy Dale

2nd - Mike Corley

3rd - Stephen Miniea

B Main 4WD Modified

1st - David Hill

2nd - Dean Vince

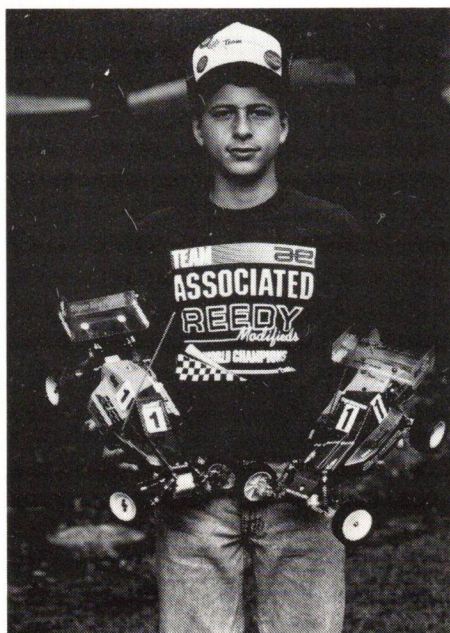
3rd - David Hitt, Jr.

The last of the 27 mains were run under fading light and heavy grey skies. Shortly after the trophy presentations, it began to sprinkle and a few hours later, it poured again. To the S.C.O.R.E. leadership it was like a miracle. Despite bad weather and other problems, there had been just enough time to complete the mains and a successful Regional Championship. Many lessons were learned that will be used to improve future events. Finally, our sincere thanks to those club members and other volunteers who made this event possible.

Recap of Edwin McTureous weekend: 1. Edwin was the only racer to turn 11 laps in all his qualifiers and A mains. 2. Edwin's time of 11:08.45 was the fastest time for the weekend and in doing so set a new track record in 2WD Modified. 3. Edwin's time of 11:08.52 also set a new track record in 4WD Modified. 4. Edwin TQed in 4WD Modified and won the A main. 5. Edwin qualified 2nd in 2WD Modified and won the A Main. Edwin won both classes with Reedy Motors. Edwin McTureous and Greg Rhodes (he won the A main in 2WD Stock) are both from Gainesville, FL. Edwin drives for Associated/Reedy-Houge - Team Pit Stop.

Sugar Bowl Fall Classic

When the sun came up in north Georgia on Saturday, November 11, race drivers had already started to prepare for a full day of heated competition at the Sugar Bowl Speedway. Hosted by the incomparable Baileys -



Edwin McTureous 2 & 4WD Modified Champion Region 2 Off-Road Championships

Shelley and his wife, Jan - this gorgeous clay track is settled among woods of towering Georgia pine. Don't let the serenity of these idyllic surrounds fool you, though. An exhilarating crackle of energy would soon come into play as drivers started pouring in for THE event.

Exceptionally heavy rains in the Atlanta area during the week had many drivers and aficionados fearing a literal wash-out, the track being submersed under what seemed a foot of water. Shelley, Russell Everett, and Roger Everett performed a near miracle, however, in preparing "America's Fastest Dirt Oval" for competition, and as usual, the hard-packed Georgia clay combined with foam tires would prove to be a very effective merger.

The first heat started at 10:30 a.m. with a real surprise for some dirt oval racers. Heat 1 was 2WD Stock Straight Axle (Bolink, TRC, Associated) asphalt cars. Most drivers would never have believed these cars would hook up on a dirt track. Too rough, you say? Well, John Coles (aka Wingnut) and Darrell Winslett both turned 31 laps, just one lap less than the 2WD Modified 7 cell track record. Needless to say,

the Sugar Bowl isn't your average dirt oval. Rather, it's 375 feet of driver heaven - silky smooth and light-speed quick.

Thirteen year old John "Wingnut" Coles TQed in 2WD Stock Straight Axle with 31 laps at 4:05.83 with Darrell Winslett in hot pursuit. John also TQ'd for 2WD Gearbox with 28 laps at 4:00.10. Ronnie Royston was second fastest with 28 laps at 4:02.06.

Joe Fay TQed in 427 6 cell Modified Open Wheel Gear Box with 27 laps at 4:06. Greg Baird placed 2nd.

Randell "The Saint" Winslett TQed for 2WD Modified with 31 laps at 4:01.28. His brother, Darrell Winslett, place 2nd with 30 laps at 4:07.70.

Craig Perry TQed in 4WD Modified with 33 laps at 4:05.70. Tye Gaskin placed 2nd with 32 laps.

With 3 heats completed, tension mounted. The 1989 Fall Classic Champions would soon be determined.

2WD was set to be a battle between John "Wingnut" Coles and Darrell Winslett. Drivers on the stand, If you're ready . . . Go! Wingnut pulled into the lead with Darrell in hot pursuit. A small, obscure puddle of water on the track had other plans for Wingnut, however, as it jumped out and grabbed John's TRC Pro 10. Darrell slipped by in an Associated 10L, followed by Mike "Taco" Porter. The finish: Darrell, Taco, and John respectively.

In 2WD Stock, Wingnut Coles, still dizzy from his fiasco in 2WD Straight Axle, felt he could make a comeback. One of those familiar, albeit cruel, ironies of racing, however, proved him wrong. After a 1st lap crash involving most of the field, Tye Gaskin took the lead and ran with it. Ronnie Royston and Wingnut Coles gave chase, but 4 minutes of chasing Tye seemed painfully short. Tye ran a near perfect race with his Associated

RC10. Ronnie and Wingnut put on a good show trying to run Tye down with only 8/100 of a second between 1st and 3rd place.

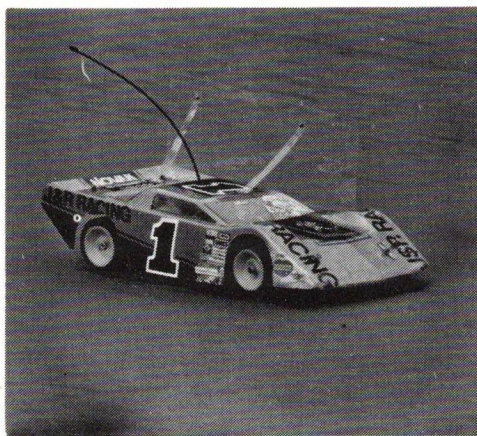
The 427 class is the Sugar Bowl's answer to all the new Direct Drive transmissions on the market today - 427 Speedwork Motor Stock Transmission (RC10, JRx2, Fox, etc.) and just for fun Northern Modified (Mud Bus) Bodies - add up to a real crowd pleaser. Open wheel racing can be a thrill a minute, and so it was. Wheel banging, car flying, ground pounding at its best! When the smoke settled, Joe Fay proved the victor. Greg Baird, 2nd Stanley Gordon, 3rd.

After TQing in 2WD Modified, everyone expected that Randell "The Saint" Winslett, with Redline Modifieds, would have a Sunday drive to the Winner's Circle, with his two wheel drive Dominator. It was only a matter of how skillfully he could move. So much for best laid plans . . . Randell overlooked one key factor: Spinning out off the starting line isn't conducive to winning! Randell fell behind Darrell Winslett and his Redline Power Machine was 1 lap down and in last place. The Redline Powered Winsletts turned it loose, with Darrell lapping everyone in the field (except "The Saint") twice. Congratulations Darrell! A new track record: 32 laps in 4:00.62.

4WD Modified's Craig Perry was hooked up and lethal as he held off an early challenge in the main by Tye Gaskin and Brian Hawthorne. After 3 minutes, Craig held the lead lap and cruised to victory.

The Sugar Bowl R/C Speedway would like to thank Buzz Godwin for announcing, and Jan Bailey for running the AMB lap counter to perfection.

The sun was setting low on the Sugar Bowl Speedway when trophies were presented. The winners were ecstatic, and those who fell in place behind the winners were already comparing notes and planning strategies for



John "Wingnut" Coles on his way to TQ in 2WD Stock.

the next event. As in every race - and, yes, even the major events such as the Fall Classic - and underlying spirit unites all dyed in the wool R/C lovers. It's terrific to win the race, and we all strive to be No. 1, but even when we don't quite make it, it's always one heck of a ride.

By Larry Winslett

2WD Straight Axle A Main

- 1st - Darrell Winslett
- 2nd - Mike "Taco" Porter
- 3rd - John "Wingnut" Coles

2WD Stock A Main

- 1st - Tye Gaskin
- 2nd - Ronnie Royston
- 3rd - John "Wingnut" Coles

B Main

- 1st - Marcus Mills
- 2nd - Brian Ardrey
- 3rd - Mike Hackett

C Main

- 1st - Jim Mills
- 2nd - Jeff Harris
- 3rd - Russell Landrith

D Main

- 1st - "Chicken" George Bearden
- 2nd - Donald Freeman
- 3rd - Richard Hamby

2WD Modified A Main

- 1st - Darrell Winslett
- 2nd - Randell "The Saint" Winslett
- 3rd - Craig Perry

B Main

- 1st - Sam Van Dyke
- 2nd - Robert Snyder
- 3rd - Buddy Mayo

4WD Modified A Main

- 1st - Craig Perry
- 2nd - Brian Hawthorne
- 3rd - Bill Baldwin

427 6 Cell-Modified A Main

- 1st - Joe Fay
- 2nd - Greg "Rolly" Baird
- 3rd - Stanley Gordon

The 1989 ROAR Region 2 Dirt Oval Championships

By Ginger Lyle

Despite a week of torrential downpours, the skies cleared and the sun came through for the 4th

of July weekend at FasTracks in Largo, Florida. Site of the 1989 ROAR Region 2 Dirt Oval Championships, FasTracks R/C Raceway could have been mistaken only days before as the site of the R/C Boat Championships. Over 150 racers gathered to compete for Region 2 titles in 2 Wheel Drive Stock, 4 Wheel Drive Stock, Sprint Car, 2 Wheel Drive Modified, and 4 Wheel Drive Modified. The pit area saw a lot of car action, too, as Darrin Stump pulled car after car out of the mud with his big red four wheel drive pickup. Each morning his truck reappeared clean as new and ready for more mud slinging action.

Local racers and early arrivals were able to register Friday evening and pick up their free "1989 Region 2 Dirt Oval Championships" T-shirt. Designed by Frank Pupello, these "T's" printed with the FasTracks Team sprint car on both front and back were a big hit.

FasTracks R/C Raceway is a 1/10 scale, half-mile, high-banked clay oval approximately 265 feet in the racing groove. With the help of some of the early arrivals on Thursday and Friday, the track was kept in good shape so a few practice runs could be made between storms. By Saturday morning, the sun was shining, the track had survived (though a little rough and muddy), and everyone was ready to run! Twister stock motors were the hand-out motor of choice, and boy were they hot! With one of these motors, Denvil McCallum sponsored by K & G Hobbies in Boca Raton, Florida, set a new track record in 2WD Stock with 29 laps in 4:07.5. With plenty of these motors available for sale, they sold like hot cakes. Handout of the motors as well as their nightly check-in was well coordinated with the practice and qualifying schedule so everyone had a chance to solder on their caps and install their motors. Under the supervision of Meade

Race Report

SPECIAL EDITION

LOTEC = The Fastest Car in America

(June 11) Phoenix, Arizona

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

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

BBR Lotec M1C Wins Futaba Grand Prix, Again!

(April 23) Riverside, Calif.

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

Lotec M1Cs dominated the starting grid as eight of the ten A-Main starters sported BBR's latest version of the Ger-

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

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

The best drivers in the world ask for BBR bodies by name — LOTEK...ALBA...CHAPARRAL...SPICE FIERO. The reasons are simple: Properly designed products that fit, dramatic styling and advanced aerodynamics. Order yours today!

BBR Scale Racing Products

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Derr, an experienced local racer, stock motor distribution and sale was quick and orderly with no long waiting lines. Practice which was organized by classes went off "smoothly" and on schedule. Organized in this manner, racers were able to practice with those who would later be competing with them.

The first round of qualifying began Saturday at 1:00 p.m. with Stocks at the top of the schedule. With the professional help of Keith and Patti Young, lap counting with the AMB computer system was a breeze. The first qualifier was finished by 5:00 p.m. with the "Top Qualifiers" in Sprint and both 2WD Stock and 2WD Modified setting a pace that would not be broken all weekend in those classes. Denvil McCallum, 2WD Stock, ran 28 laps in 4:07.9; Bill Jackson of Pensacola, FL. sponsored by Phoenix Motors and J. B. Killer Matched Sanyos, ran 29 laps in 4:07.9 in Sprint Car; sponsored by Redline Motors and Houge Enterprises, Nathan Wincek of Dunedin, FL, ran 29 laps in 4:02.0 in 2WD Modified. Don Hill of Tampa's LakeSide Hobby brought in the fastest time in the first run of 4WD Stock with 27 laps in 4:08.6. Running a Dominator with a sponsored Twister motor, Tony Wahlay of Ft. Lauderdale TQed 4WD Modified in its first run with 29 laps in 4:02.3. But both Don's and Tony's times were to be outdone before the weekend was over.

Sunday was a warm, clear day bringing with it much improved track and pit conditions. Second and third qualifiers went off like clock work with the action getting underway precisely at 9:00 a.m. By day's end, records were being broken. Denvil McCallum had broken the track record in 2WD Stock with 29 laps and had even bettered his run on Saturday. Nathan Wincek in 2WD Modified beat his Saturday qualifying run with 30 laps in 4:01.2 and took over the TQ spot



2WD Stock Winners: "Little" John Walters, Edwin McTureous, Steve Miniea, Denvil McCallum, TQ

in 4WD Modified as well with 32 laps in 4:03.9. Tony Wahlay who relinquished his hold on the TQ position in 4WD Modified to Nathan, upset Don Hill's Saturday hold on 4WD Stock to take the TQ position with 28 laps in 4:00.3.

These two qualifying heats were not the only excitement on Sunday. At the noon break with three highly qualified judges, Concours competition was held. Keith Young of Orlando, Mike Houge of Houge Enterprises, Orlando, and Lou of Braun Hobby Distributors, St. Petersburg, had an unenviable challenge on their hands. With 16 entries of exceptional quality, only three could emerge to win trophies. With this "You've Been Tazzed" flaming black sprint car, Boomer Balliett took third place. David Hunter, sponsored by Golden Oldsmobile of New Port Richey and LakeSide Hobby of Tampa, earned second place with his "Raisin Guy" Andy's wedge. But the outstanding entry in this competition was the car entered by Bob Shea who took first place. Bob, sponsored by Quarter Flash Motors and Batteries, won with his orange and yellow Superior wedge embellished with air-brushed raindrops. Congratulations to all of you!

Tension was mounting by Monday morning. Working at a

frenzied pace and fortified by coffee and doughnuts available at trackside, racers readied their cars for the fourth qualifier. Resorted by the standings after Sunday's third qualifier, this last chance at TQ was run as though it was "the main." Track conditions had improved to near perfection as the weather had taken heed of the importance of this weekend's activities. The racers could feel the weight of this last run as well. The competition was fierce in 2WD Stock with racers running three and four wide around the track. Mike Boylan and Denvil McCallum ran neck and neck vying for TQ honors. Denvil, a foot ahead of Mike at the 2:30 mark, got his left front wheel in the grass providing the opportunity Mike needed to pull around and finish in first place by a quarter of a lap. But Denvil had set a TQ pace on Sunday that Mike was unable to beat to capture that honor as well.

The rivalry in 4WD Stock was just as intense. Craig Carey of Hobby Mart, St. Pete, rising from last place with 23 laps, rested the TQ position away from Tony Wahlay with 28 laps in 4:00.2. Up last, the fastest cars on the track, 4WD Modified, showed an upset in TQ. With 33 laps in 4:00.3, Robert Conyers, Jr., in a Dominator sponsored by Peak Performance Motors took the TQ position 1.9 seconds ahead of the second place car driven by Dean Vince. Nathan Wincek who still held the top spot in 2WD Modified had lost the position in 4WD Modified to Robert.

A much needed noon breather for the racers was an intense period for those who performed the final track maintenance as well as the scorekeepers who ran the standings and set the main events. Glistening from the clay oval, a blue groove encircled the high-banked track reflecting the hard packed surface that beckoned the racers to their final competition. Precisely at 1:00

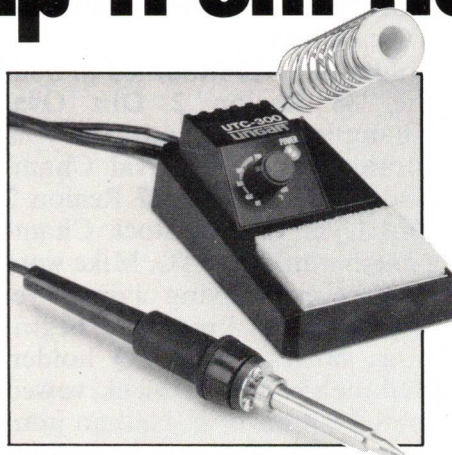


The Hot Tip from Hot Racers

When a solder joint can make the difference between TQ and DNF, you find America's top racers using only the best soldering equipment: Ungar's Super Race Station. Its incredible power not only makes soldering easier and faster, but makes joints flow better for greater reliability and lower resistance. And the quick transfer of heat will protect your sensitive race-ready batteries.

Secrets revealed

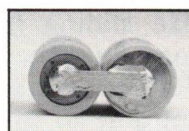
The key to the *Super Race Station's* incredible performance lies in its sophisticated electronics. Unlike conventional irons that have a fixed output rated in watts, the Ungar unit has an automatic variable output that keeps the iron tip at any temperature you select, all the way from a mild 400 degrees for precision work to a blistering 800 degrees.



The handy stand keeps the iron safely out of the way of car components in your pit area. Sponge helps keep a clean tip for the extra strong solder joints.



Unlike any other solder station, the Race Station comes equipped with a high mass thermal thrust tip that's perfect for R/C use.



Incredible output allows solder to flow all the way across this battery braid in seconds.

In fact, the *Race Station* has so much power that most racers adjust their temperature controls to about the 750 degree point.

You can buy the same unit

The pros you see use a stock *Race Station*, just like the one you can buy at your local hobby store or race track. Retailing at just \$119.95 for the *Super Race Station*, or \$109.95 for the smaller handled *Race Station*, they're an investment that will pay off handsomely... in better solder joints, and more TQ runs.

UNGAR®
The Hottest Tip in Racing

Exclusively distributed to your local shop through Horizon Hobby Distributors, Inc.

p.m., 2WD Stock E Main was called to the line. Competition in all mains was furious but the biggest upset was in A main when Denvil McCallum who broke the Stock record on Sunday went out in the first lap of the main. Second and third qualifiers, Mike Boylan and Art Wilson, had problems with getting traction and edged finishing sixth and eighth, respectively. "Little" John Walters, of Pensacola, FL, driving a Houge, Team Pit Stop sponsored car, took first place with 27 laps in 4:08.8. Edwin McTureous, of Gainesville, FL, sponsored by Associated, Reedy, TPS, and Houge brought in second place 2 laps down in 4:03.8. Steve Miniea of Team Pit Stop took the third place position 3.1 seconds behind Edwin.

Craig Carey who upset 4WD Stock to take the TQ trophy bettered his run in the main with 29 laps in 4:02.6. Rob Engle, also sponsored by Hobby Mart of St. Petersburg, followed in second 5.8 seconds behind Craig. Steve Miniea again brought in a third place trophy - this time with 28 laps in 4:00.4.

Bill Jackson of Phoenix Motors and J.B. Killer Batteries dominated Sprint Cars all weekend making TQ with 29 laps in 4:07.9 and winning the main with 27 in 4:05.6. FasTracks Hobbies' Scott Snyder held onto the second qualifying spot with 28 laps in 4:05.4 but dropped to eighth in the main when after 10 laps his front end broke. Fred Scadron and Jose Vera, both of Hans' Hobby of Tampa, took second and third place in the main with 25 laps - Fred in 4:01.3 and Jose in 4:05.3. Third qualifier, Randy Colvin, came in sixth, while fourth qualifier, Bob Hall of LakeSide Hobby, Tampa, held on to the fourth position in the main.

FasTracks Hobbies' Mike Boylan ran 2WD Modified with a vengeance. Holder of the '89 Florida State Dirt Oval 2WD Stock and Modified titles as well



2WD Mod. Winners: (L. to R.) Mike Boylan, Nathan Wincek, TQ, Darrin Stump.

as the TQs; the '89 Southeastern Dirt Oval Championships 2WD Stock and Modified titles and TQs; A main third place title holder in 2WD Modified in both the '88 Region 2 Dirt Oval Championships and the '88 Florida State Dirt Oval Championships; and the '87 Region 2 Dirt Oval Tamiya Stock Championship title and TQ, Mike went into the main laying claim to yet another title! From the beginning, however, the TQ holder, Redline's Nathan Wincek, vowed to make it his own. Nathan jumped into the lead early in the race but was never able to shake his rival. Three minutes into the main Nathan made his first mistake sliding high to open the door for Mike's "Richard Petty STP" car to take the lead. Nathan not able to thwart his adversary brought in second place with 28 laps in 4:00.2. Reedy's Darren Stump took third with 27 laps in 4:01.1 while D.L. Friedley who held third for a portion of the race followed in fourth with 26 laps in 4:06.2.

Nathan Wincek having lost

the top 2WD Modified title as well as the TQ in 4WD Modified was not about to let another title slip away. Competing with his Redline teammate, Paul Wynn, for top honors, Nathan set an all time track record of 34 laps in 4:07.0 to win the first place title. Paul, one lap down finished in 4:01.4, only .3 second ahead of Reedy and Hans' Hobby's Dean Vince. Bob Hall of Tampa's LakeSide Hobby followed in fourth also with an impressive 33 laps completed in 4:02.2 just 3.9 seconds ahead of Tony Wahlay in fifth. The speeds set by these cars were not only record breaking but they were incredible - and think only days before it looked as though track conditions would only permit average performance! Awesome!

This exciting weekend of racing was given a tremendous amount of support by members of the R/C industry with Region 2. We wish to thank all the sponsors and the manufacturers and distributors who donated a multitude of high quality of door prizes for this race. The enthu-

siasm over these exciting prizes was infectious with everyone dropping what they were doing to gather around the drivers stand.

FasTracks would also like to thank all those who worked tirelessly to make for a smooth running weekend of racing. Thanks to all of you! We couldn't have done it without you!

2WD Stock A Main

1st - "Little" John Walters
2nd - Edwin McTureous
3rd - Steve Miniea

B Main

1st - Paul Schaub
2nd - David Hunter
3rd - David Mosher

C Main

1st - Michael Collins
2nd - Gary Coker
3rd - Mark Chiampi

D Main

1st - Keith Scott
2nd - Charlie Pixley
3rd - Bob Cooper

E Main

1st - Mike Ivanics
2nd - Michael Dispensza
3rd - Chris McCallum

4WD Stock A Main

1st - Craig CareyT/Q
2nd - Rob Engle
3rd - Steve Miniea

Sprint A Main

1st - Bill JacksonT/Q
2nd - Fred Scadron
3rd - Jose Vera III

B Main

1st - David Husted
2nd - Craig Engle
3rd - Roger Brogan

C Main

1st - Scott Davis
2nd - Robbie Mai
3rd - John Swanson

2WD Modified A Main

1st - Mike Boylan

2nd - Nathan Wincek/TQ
3rd - Darrin Stump

B Main

1st - Scott Snyder
2nd - Kevin Mandeville
3rd - Randy Colvin

C Main

1st - Jim McCallum
2nd - Paul Schaub
3rd - Don Miller

D Main

1st - James Patterson
2nd - Bert Oemcke
3rd - Steve Platt

4WD Modified A Main

1st - Nathan Wincek
2nd - Paul Wynn
3rd - Dean Vince

B Main

1st - Frank Ciccarello
2nd - Don Hill
3rd - Steve Miniea

C Main

1st - Jimi Diaz
2nd - Dave Vince, Sr.
3rd - George David

1989 ROAR Region II Oval Championships October 7 & 8

The Region 2 Championships were held at the "Peach Bowl Speedway" in Snellville, Georgia. 138 racers were registered for this big weekend.

In 1/10th Stock qualifying, Kevin Lanier dominated 1/10th Stock qualifying turning 43 laps in 4:02.6 which gave him Top Qualifying honors.

In 1/10th Modified qualifying, Alan Fetta was tearing up the track turning 45 laps in 4:00.1 which put Alan in the pole position. In the last round of qualifying little Paul Kelley, one of those Kelley Boys, had a great run, turning 45 laps in 4:00.6, only 5/10th short of being top qualifier.

In 1/12th Stock qualifying, Chuck Rayburn was the man to beat taking top qualifying honors with 50 laps in 5:04.8.

In 1/12th Modified qualifying, David Timmerman was in a class by himself qualifying 54 laps in 5:03.7, two laps ahead of the rest.

At the end of qualifying Saturday there was a threat of rain for Sunday, but the clouds cleared off and it was a beautiful day. There was one final round of qualifying Sunday and then the mains were set.

In 1/12th Stock A main, we saw Chuck Rayburn driving his TRC Pro-12 on the pole. The race started when Doug Shirley jumped into the lead only to have radio problems. Jim Hollon then took over the lead only to have problems with a back marker. Chuck Rayburn finally moved his way back up front and held off charging Richard Price for the win.

In 1/10th Stock A main, Kevin Lanier was on the pole driving his Bolink LTO Eliminator. The race started when Ricky Jordan jumped into the lead and was never passed. The only man who had a chance of catching Ricky was Mike Moore who was driving the race of his life passing

cars high and low. At the two minute mark, Moore had Jordan in his sights, with 30 seconds left, Moore was making his move to pass Jordan when the two cars came up on some lap traffic. Moore caught up in traffic and Ricky Jordan went on to a much deserved win.

In 1/12th Modified, David Timmerman driving his CAM Powered - TRC Pro 12 was the class of the field. At the start of the race, Timmerman was gone. At about the 3 minute mark Timmerman slowed down after dropping a couple of cells. At about the 30 second mark Timmerman was really milking it. Then Trinity powered TRC car driven by Bob Williams started to reel him in, Williams waited till the last lap to make his move and win making him the Region 2 1/12th Modified Oval Champion.

In 1/10th Modified, Alan Fetta driving his TRC/Trinity powered car was in the pole position, with nine year old Paul Kelley on the outside pole with his TRC/Trinity powered car. The race started with D. Timmerman, P. Simms, A. Fetta, P. Kelley and Tim Lanier all in that order. On about lap 18, Simms was now in the lead followed by Timmerman and Fetta going into turn two when a lap car collided with the top three contenders. Leaving it open for Tim Lanier in his CAM powered Bolink LTO to breeze to victory, making Tim Lanier the 1989 Region 2 1/10th Modified Oval Champion.

We would like to thank Trinity for the 34 degree Trinity handout motors. The stock drivers were really pleased with the performance of the motors. We would also like to thank all of the drivers who attended the race.

1/12 Stock A Main

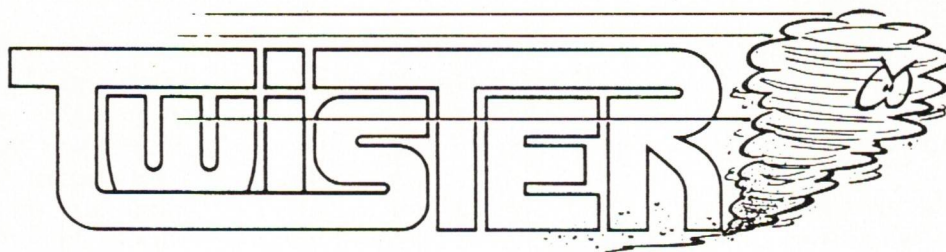
1st - Chuck Rayburn
2nd - Richard Price
3rd - Karey Slavin

1/12th Modified A Main

1st - Bob Williams
2nd - David Timmerman
3rd - Randall Carte Sr.

1/10th Modified A Main

1st - Tim Lanier



"POCKET ROCKETS"

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#3002 - 20T - Bushing 2WD Offroad \$28.00

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"BIG BLOCK" Motors and Matched Batteries Dominate "JG" Oval Race.

CURTIS STRAWN extended his winning record to 3 years in a row by winning 4 wheel drive. Curtis used a **"TWISTER"** **#2003** to whip the competition. ERIK SODERQUIST was top qualifier, also using a **#2003** motor.

JOHN PETERSON used the new 14 turn **"FLASH"** **#2004** to win the sprint car competition. **TWISTER** would like to thank these racers for their fine driving.

#2001 - "TYPHOON" - 12T - Triple - Drags, Oval

#2002 - "ANNIHILATOR" - 11T - Double - Drags, Oval

#2003 - "CAROLINA MOUNTAIN MOTOR" - 13T - Triple - Drags, Oval

#2004 - "FLASH" - 14T - Triple - Drags, Oval

TWISTER MATCHED BATTERIES

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#104 6 Cell Premium Matched SCE

#103 7 Cell Matched SCE

#105 7 Cell Premium Matched SCE

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#810 - Pro Cut Brushes

#811 - Pro Stock Kit

#812 - Ultra light copper battery braid for assembling packs. More power, less weight and its pre-fluxed for easy soldering.

#813 - Ultra light 1/8" Teflon motor shims in assorted thicknesses for maximum RPMs.

#814 - 14 Gauge lead wire - Maximum stranding for the most current carrying ability.

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TWISTER **#601**, and **#602** brushes and **#604** capacitors are now available in packages of 10 at a special price to help you save money. Ask for part **#601-10**, **#602-10** or **#604-10**.

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As part of **TWISTER MOTORS** ongoing consumer education program, we are pleased to announce the publication of our new **"RC MOTOR TUNING GUIDE"**. The Guide is available **FREE** to anyone. The **"RC MOTOR TUNING GUIDE"** covers the care and tuning of the Radio Control Race Car Motor, with tips explaining how to get peak performance and maximum life from ANY RC motor. To get your copy of the **"RC MOTOR TUNING GUIDE"**, call the **TWISTER MOTOR HOTLINE NUMBER: 818-914-6177**, write us or stop by our shop at 657 E. Arrow Highway, Suite H, Glendora, CA 91740



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WINDS x TURNS	MEGA MOTOR APPLICATION CHART									
	1/10 PAVED OVAL	1/12 PAVED OVAL	1/10 DIRT OVAL	1/10 2WD DIRT OVAL	1/10 4WD DIRT OVAL	1/10 4WD DIRT OVAL	1/10 4WD DIRT OVAL	1/10 4WD DIRT OVAL	1/10 4WD DIRT OVAL	1/10 4WD DIRT OVAL
12x2	★	★	★	★	★	★	★	★	★	★
14x2	★	★	★	★	★	★	★	★	★	★
16x2	★	★	★	★	★	★	★	★	★	★
18x2	★	★	★	★	★	★	★	★	★	★
20x2	★	★	★	★	★	★	★	★	★	★
22x1	★	★	★	★	★	★	★	★	★	★
360	★	★	★	★	★	★	★	★	★	★

★ = EXCELLENT FOR THIS APPLICATION. ▲ = VERY GOOD FOR THIS APPLICATION.
 * = ACCEPTABLE FOR THIS APPLICATION UNDER CERTAIN CONDITIONS.

2nd - Phil Simms
3rd - Bob Williams

B Main

1st - Ray Johnson
2nd - John James
3rd - Chuck Baader

C Main

1st - Brad Duncan
2nd - Jeff Sims
3rd - Steve Pitts

1/10th Stock A Main

1st - Ricky Jordan
2nd - Kevin Lanier
3rd - Mike Moore

B Main

1st - Joey Staples
2nd - Brian Painter
3rd - Jerry Evans

C Main

1st - Mike Sanders
2nd - Bob Simmons
3rd - Larry Bennink

D Main

1st - Richard Price
2nd - Richard Carpenter
3rd - Bill Walker

E Main

1st - Brian Bourke
2nd - Jason Babb
3rd - Bobby Howard

F Main

1st - Mike Chambers
2nd - Phyllis Ranson
3rd - Rodney Miles

G Main

1st - Greg Johnson
2nd - Joseph Walters
3rd - Brian Bourke Jr.

H Main

1st - James Brumfield
2nd - Bran Scoggins
3rd - Rob Mason

1989 - 1990

Florida State Series

Race #1

Sept 30 - Oct 1

(GTE World Challenge)

4WD A Main

1st - Chuck Moon 110 pts.
2nd - Art Carbonell 107 pts.
3rd - Tony Rice 106 pts.
4th - Omar Forminsano 105 pts.
5th - Gary Proia 104 pts.
6th - Bob Hall 103 pts.
7th - Richard Matthews 102 pts.
8th - Sean LueT/Q 102 pts.
9th - Larry McLendon 100 pts.

2WD A Main

1st - Carlos Rameriz 110 pts.
2nd - J.D. Gallagher 107 pts.
3rd - Johnathan KleinT/Q 107 pts.
4th - Bob Boetger 105 pts.

4WD A Main

1st - Chuck MoonT/Q 111 pts.
2nd - Art Carbonell 107 pts.
3rd - Sean Lue 106 pts.
4th - Bob Hall 105 pts.

5th - Ray Schneider 104 pts.
6th - Bobby Horan 103 pts.
7th - Gary Proia 102 pts.
8th - Tony Rice 101 pts.
9th - Neil Vegliante 100 pts.

2WD A Main

1st - Jonathan KleinT/Q 111 pts.
2nd - J.D. Gallagher 107 pts.
3rd - Gary Harvey 106 pts.
4th - Bob Boeiger 105 pts.

FL STATE 1/8 Gas Series

4WD

1st - Chuck Moon/221 pts.
2nd - Art Carbonell/214 pts.
3rd - Bob Hall/208 pts.
4th - Sean Lue/208 pts.
5th - Tony Rice/207 pts.
6th - Gary Proia/206 pts.
7th - Ray Schnieder/200 pts.
8th - Scott Andrews/196 pts.
9th - Jim Rice/194 pts.
10th - Lai-Koon NG/192 pts.
11th - Stephen Maurici/190 pts.
12th - Dean Jamieson/187 pts.
13th - Lye-Kok NG/180 pts.
14th - John Alexander/176 pts.
15th - Mike Alexander/171 pts.
16th - Butch Hall/170 pts.
17th - Jim Gallagher/169 pts.
18th - Omar Forminsano/105 pts.
19th - Richard Matthews/102 pts.
20th - Larry McLendon/100 pts.
21st - Neil Vigliante/100 pts.
22nd - Rick Rammos/93 pts.
23rd - John Hall/91 pts.
24th - Joe Wagler/86 pts.
25th - Ray Dixon/85 pts.
26th - Carlos Crescitelli/84 pts.



Tim Lanier,
First Place in 1/10th Modified.

27th - Wayne Jenkins/84 pts.
28th - Manny Sanchez/83 pts.
29th - Paul Knudsen/81 pts.
30th - Irshawnto Ongko/80 pts.

2WD CLASS

1st - Jonathan Klein/218 pts.
2nd - J. D. Gallagher/214 pts.
3rd - Bob Boetger/210 pts.
4th - Carlos Rameriz/110 pts.
5th - Gary Harvey/106 pts.

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640 - 659 **\$4.75** each (6 min)
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Region 3

Wow! A whole new decade of R/C racing to look forward to. What will the future hold? One thing you can count on is more great racing in Region 3. Any of you clubs interested in scheduling

"major" events would do well to contact me NOW. But please, don't call. Put together your proposals and sanctions and mail them to my address posted at the top of this page. We will need hosts for this year's Regional Championships in Off-Road, Dirt Oval, and Paved Oval. I've already gotten notice from two very strong groups for our 4 cell and six cell On-Road regionals but I still need something for 1/8 Gas On-Road. I know this Region has some of the strongest 1/8 Gas programs in the U.S. so finding a club willing shouldn't be a problem. Please! Let's get them scheduled early.

By time you get this issue there will be the first Off-Road race of 1990 going off down in Columbus with Ray Williams' COR-CAR group. These guys have been staging this event for about 3 years now and really put on a great show. Depending on when you get your REV-UP there still might be time to get in. Give Ray a call.

Also at the end of January Rivertown Racers will be hosting their Annual Winter Championships 4 cell 1/12 scale race. Another great example of the awesome competition going on in our Region. This event is also in its third year in the second leg of the Trinity Triple Crown and will probably once again force some of the west coast hot shoes to drag out their snow boots.

In closing I want to thank those of you who voted in the past election. Whether or not you voted for me is immaterial. The

fact you voted shows you care about this organization.

NORCAR'S Fifth Annual Off-Road Champs

Friday was the day to register and practice at the NORCAR Fifth Annual Off-Road Champs. People arrived at the track as early as possible to get a good spot to pit and set up their awnings. By late Friday afternoon, the parking lot of the Holiday Inn-Independence looked like "tent city" and drivers were changing tires, gears, motors, etc. trying to beat each other and themselves. The track is located right off Interstate 77. Many real, full-size cars went very slow to watch our "toy cars". I'm surprised there were no accidents of the freeway! Drivers tested out the hand-out Parma Cyclone motors for the stock classes. They seemed to be running strong and fast. NORCAR (and all stock entrants) would like to thank Parma International, Inc. for the super motors.

The first heat to qualify on Saturday morning was the 2WD Stock call, Heat I. At the end of the 4 minutes, Rick Oettinger was the Stock class first Top Qualifier with 13 laps in 4:13.5. Heat H racers tried hard to make a new TQ score. Three racers, Ken Miller, Joe Weeman and Danny Simms, were able to make 13 laps; but only Joe Weeman beat the time. Mrs. Weeman's "favorite son, Joe" (according to John Thawley) became Stock Top Qualifier with 13 laps in 4:06.6. Heat G racers John Kamps and Dan Lazor each made 13 laps, but couldn't beat Joe's time. Heat F drivers were unable to knock Joe Weeman out of first place; none of the drivers even made 13 laps! Heat E drivers also were unable to catch Joe. Five drivers in the D heat made 13 laps -

Shane Smith, Don Smolik, Robert Traut, Aaron Treppa (running a Thawley rent-a-wreck), and Robert Yeager fought the chance to become Top Qualifier of 2WD Stock class. Aaron Treppa tied Joe Weeman at the top to the 1/100th of a second! Dick Kramek and Adrian Melillo, in the C heat, both were able to turn 13 laps, but were a little short of TQ time. In the B heat, SEMROCC's own Kevin Betz came the closest to TQ with 13 laps in 4:09.9; but Joe and Aaron still held on to the top spot. Rob Dodd and Jason Edwards also turned 13 laps in the B, but they were slower than Kevin.

The 4WD Stock class began with Michael King and Jerry Ivancic, Jr. fighting to become the first Top Qualifier in the C heat. Jerry, Jr. became the first Stock 4WD Top Qualifier with 13 laps in 4:18.54. Heat B drivers knew they had to work hard and be fast to better the TQ time. Keith Tessmer came through with 14 laps in 4:15.02. The 4WD A qualifier drivers were all ready to do better than Keith; but after the time ended, only Darryl Bingner was able to meet Keith's 14 laps. Darryl's time was only 2.4 seconds behind Keith's, but it was enough to keep Keith Tessmer the 4WD Stock Top Qualifier of Round 1.

After three rounds of qualifying, the top ten in both classes had been sorted out. In 2WD Stock, Mike Marshall was the Top Qualifier with 14 laps in 4:05.13. He made the winning score in his first qualifier. In fact, Mike was the only driver to have 14 laps; interesting to note that 30 drivers had 13 laps, keeping everyone on their toes the entire day! Four of the A main drivers only made their way there in

their third qualifier. The "bubble" driver changed all day.

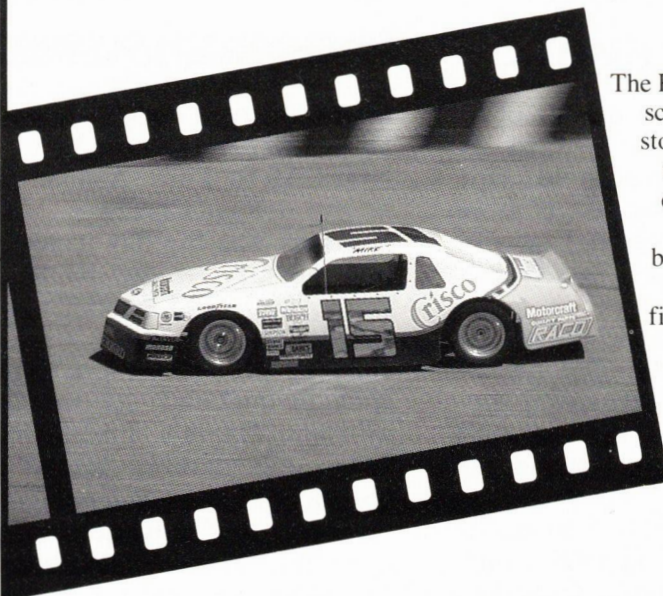
As mentioned previously, qualifying first for the A 2WD Stock Main was Mike Marshall. The rest of the field were, in order: Bob Joysey, Dave Pulfer, Frank Calandra (racing the entire weekend just out of the hospital and on crutches!), Jeff O'Malley, Kevin Betz, Joe Weeman, Aaron Treppa, Scott Belcastro and Brad Hughes. A moment's grace was needed for one of the drivers, so during the waiting period, John Thawley announced that "interviews for trophy girl will be held at 7:00 in his room, @ xxx"! On "drivers, less than 5... go!", Mike Marshall wasted no time in taking the lead. Frank Calandra was second with Jeff O'Malley chasing Frank. After one lap O'Malley crashed into Calandra and gave Mike Marshall a long lead. By the time 1:15 was passed, Mike Marshall began to lap the field. Due to the crash, the field behind Mike had changed. Scott Belcastro had moved into second, Joe Weeman was running third, and Kevin Betz was in fourth. With just about 30 seconds to go, Scott Belcastro passed Joe Weeman and went into second place. Frank Calandra also passed Joe for the third as time was called. The final results showed Mike Marshall to be the Champ of the 2WD Stock Class, Scott Belcastro (in his first A Main) second and Frank Calandra the third place finisher. Joe Weeman settled for fourth.

Now was the time to decide the Champ of the 4WD Stock class. Drivers in qualifying order were: Keith Tessmer, Dave Pulfer, Darryl Bingner, Bill MacTavish, Ari Rabanal, Mike Hampton, Brett Polivka, Chuck Habart, Brett Kasper, and Michael King. Dave Pulfer (running under an assumed name!) began as the leader. Darryl Bingner was close behind in second and Ari Rabanal (all the way from West Virginia) was third. Keith (TQ) Tessmer was battling Ari for 3rd/

4th position. Dave and Darryl were fighting for the lead, Keith had claimed the third spot and it looked like a demolition derby. Cars were on their lids, on the tubes and in the penalty box -one even went under the driver's stand! Marshalls were watching and laughing, but not doing anything. Shortly after the halfway mark, Dave and Darryl collided and Dave was first to be rescued by a marshall and set back on track. Darryl's car was ignored

and Keith passed him. Finally, Darryl was put back on the track, but he was then in third place. Brett Polivka was in fourth and had the hammer down. Brett passed Darryl and Keith, then went after Dave. Brett passed Dave near the one minute mark and flew around the track. With ten seconds to go, and a possible extra lap in the making, Car 9 would not move over for the leader to pass - even after being repeatedly asked to move over -

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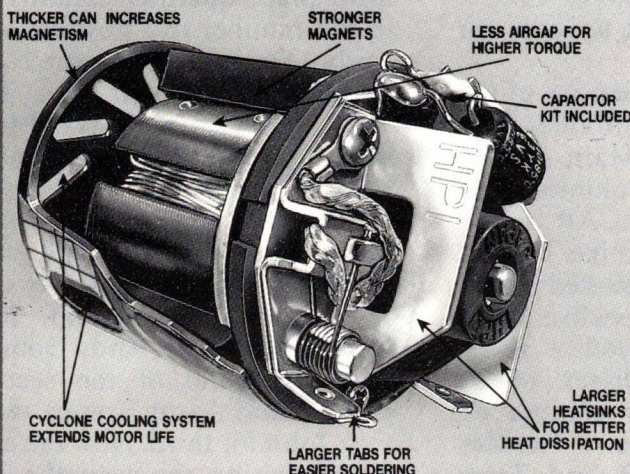
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and time ended with Brett Polivka the winner with 14 laps in 4:14.41. Dave Pulfer (14 laps in 4:18.15) was first runner-up and Darryl Bingner (13 laps in 4:01.45) took the third position, thanks to the marshalling.

Sunday's sky was cloudy most of the morning. Very dark clouds hovered over NORCAR's track, but the day turned out hot and sunny. Grant Koba-Nelson held his second-ever driver's meeting. NORCAR got the race underway as soon as possible, hoping to beat the rain.

The track was damp, and it was fairly cool. Drivers were planning to get supper fast. Two wheel drive Modified drivers raced the clock trying to become the fastest driver for the weekend. Mike Marshall, in his first qualifying run, was the TQ for this class. Mike had run 15 laps in 4:17.65. He was the only driver to reach 15 laps during qualifying. It is interesting that no A MAIN drivers were able to match Mike's TQ run -including Mike, but Wayne Gerber, Jr. (1989 ROAR Region III 6-cell On-Road 1/12th scale Champ) made 15 laps in 4:16.67 in his B main win! Poor Wayne had trouble all weekend and only made the B in his final qualifier. The TQ of the 4WD Modified class was Rob Dodd, and unsponsored driver from Brampton, Ontario. His first qualifying run of 16 laps in 4:14.36 stood up the entire qualifying time.

John Thawley began the A main with "Drivers, less than five - GO!". Mike Marshall took the early lead followed by Bob Joysey. Bob passed Mike early in the race. Tom Joysey pulled in third at about the one minute mark. Tom Joysey then passed Mike to take second right behind brother Bob. John Thawley asked if this race would prove if "blood is thicker than dirt", and almost had the microphone taken away! Tom Joysey did catch Bob, then Mike Marshall was able to pass Bob. Tom was

the leader, Mike was then second and Bob in third spot. Mike Marshall had somehow hurt his car shortly after reclaiming second place. Bob passed Mike, then Tom to regain the lead. Mike remained in the race, but just limping along, which allowed Frank Calandra to pass him for third place. Conan Honeck was right behind Frank, just waiting for a chance to pass. At race's end, Bob Joysey was the winner of the 2WD Modified Class with 14 laps in 4:05.52. Tom Joysey came in second with 14 laps in 4:10.29 and Frank Calandra took third with 14 laps in 4:11.89. Conan was right behind Frank for fourth with 14 laps in 4:15.57. Mike Marshall had to settle for fifth place.

Don Holub stepped up to the microphone to introduce the 4WD Modified A Main drivers. John Thawley had volunteered to announce if NORCAR could find him a clip-on mike. He was in the A Main and wanted to give the race a new perspective. Sorry we couldn't find you a mike, John. The first driver to be introduced was car number 10, the 10th qualifier, John Thawley who credits ROAR and Team

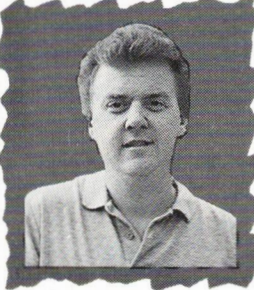
SEMROCC with helping him. Ninth qualifier was Tom Bach, sponsored by Racers Choice and Alcar, eighth qualifier was Mike Hampton, a CORCAR racer, who is sponsored by his Mom and Dad. Driver John Lawson, Jr., sponsored by Race Prep/AYK, R & R, Advantage, Ohio R/C Raceways, and VRP was the seventh qualifier. Sixth qualifier was Brett Polivka, sponsored by his Dad. In the fifth position was Darryl Bingner, sponsored by Parma International Inc. Aaron Treppa, an unsponsored SEMROCC driver, gave thanks to John Thawley and Power Push for help this weekend, was the third place qualifier. Qualifying in the number two position was Andy Dobson, sponsored by Parma International Inc. The Top Qualifier of the 4WD Modified class was Rob Dodd, sponsored by himself.

This race had a clean start! Rob Dodd took the lead with Andy Dobson and John Lawson, Jr. wrestling for second. Rob increased the lead, Andy Dobson took command of the second position and Aaron Treppa overtook John for third. Now the cars were running the way the lap



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counters like the race to proceed; Car #1 was the leader, Car #2 was in second and Car #3 was in third. Why can't you guys and gals keep the races in the proper order?? Andy Dobson had closed in on Rob, and Rob hit a pipe. Andy Dobson passed Rob and took the lead. John Lawson, Jr. was able to work his way back into the third spot with one minute to go. Finishing first was Andy Dobson with 15 laps in 4:01.73. Rob Dodd was able to claim the second spot with 15 laps in 4:01.84 and John Lawson, Jr. took third with 15 laps in 4:08.87.

Article by: Linda Carrubba

A Main 2WD Stock

- 1st - Mike Marshall/TQ
- 2nd - Scott Belcastro
- 3rd - Frank Calandra
- 4th - Joe Weeman
- 5th - Bob Joysey
- 6th - Aaron Treppa
- 7th - Kevin Betz
- 8th - Brad Hughes
- 9th - Jeff O'Malley
- 10th - Dave Pulfer

A Main 4WD Modified

- 1st - Andy Dobson
- 2nd - Rob Dodd/TQ
- 3rd - John Lawson, Jr.
- 4th - Tom Bach
- 5th - John Thawley
- 6th - Aaron Treppa
- 7th - Gary Okicki
- 8th - Brett Polivka
- 9th - Darryl Bingner
- 10th - Mike Hampton

4WD Stock A Main

- 1st - Brett Polivka
- 2nd - Dave Pulfer
- 3rd - Darryl Bingner
- 4th - Bill MacTavish
- 5th - Keith Tessmer/TQ
- 6th - Mike Hampton
- 7th - Brett Kasper
- 8th - Chuck Habart
- 9th - Ari Rabanal
- 10th - Michael King

2WD Modified A Main

- 1st - Bob Joysey
- 2nd - Tom Joysey
- 3rd - Frank Calandra
- 4th - Conan Honeck
- 5th - Mike Marshall/TQ
- 6th - Rob Dodd
- 7th - Dean Smith
- 8th - Chris Trenka
- 9th - Scott Belcastro
- 10th - Jeff O'Malley

We Had a Blast at Metro-Fast!

This past weekend we attended one of the most exciting races of the year. Hanover Park, Illinois was host to the 1989 ROAR Region III 1/10th and 1/12th 6-cell On-Road Championship at

MetroFast Raceways. MetroFast Raceway, 950 West Irving Rd., Hanover Park, IL, put on this outstanding event without additional sponsors. The motors, trophies, etc. were all provided by the Raceway, with prizes being donated by many, many manufacturers. This was MetroFast's first major race, and everything went smoothly. Great race, MetroFast crew! It is interesting to note that this was the first carpet Regional in ROAR history.

Top Qualifiers for the four classes were as follows: 1/12th scale stock - Stan Naymola, 1/12th scale open - Mike Seubert, 1/10th scale stock - Chuck Sommers, and 1/10th scale open - Mike Seubert. All qualifiers were run following the IFMAR format (staggered starting). One car would start, then a few seconds later the next car would start, etc. Each driver raced the clock - not the other drivers. It was hard for spectators to keep track of leaders, but the fastest times were announced throughout each heat to keep everyone up-to-date. Marshalls were seen napping, since there was little for them to do. The IFMAR system kept crashes to a minimum and let the racers get their best possible times.

MetroFast Raceway was now ready to start the four A Main events. The 1/12th Stock A was the first to race. Drivers were introduced and the horn sounded. Frank Killam announced that local favorite Stan Naymola was in the lead (which led to the spectators chant of "Stan, Stan"), followed by Bill Worrel and Mike Becker. As Frank said, "Stan is the Man" of the Stock A. He was impossible to catch. At the four minute mark, the top three remained the same and Ted McCarthy had worked his way into fourth. Fourth place was the only position to change for the first 7-minutes. Sean Cochran drove into the fourth position, then set his sights on Mike Becker. By the end of the race, Stan

Naymola became a local hero by winning the Stock class of the 1989 ROAR Region III 1/10th and 1/12th scale 6-cell On-Road Champs. His winning score was 34 laps in 8:12.5. Bill Worrel came in second with 33 laps in 8:06.5 and Sean Cochran passed Mike Becker to take third with 33 laps in 8:07.1.

Drivers of the 1/12th Open A Main were next introduced. At the horn, Wayne Gerber, Jr. took the lead with Mike Seubert, Jason Temme, Mike Blackstock and Dwight Smith freight-training behind him. Wayne turned 13.00 second laps for the first minute and extended his lead. Mike Seubert kept the pressure on him and Lee Morrison tried to catch them. One of Lee's laps was clocked at 12.7 seconds in his effort to catch the leader. A little after the 4-minute mark, Wayne remained in the lead, Mike remained second and Andy Dobson and Lee Morrison were fighting for third. At the 5-minute mark, Mike Seubert had a problem with a board and Wayne took off with no cars close behind. With only a minute to go, Wayne was 2 turns up on Mike Seubert in second place. Joe Lawrence, Andy Dobson and Mike Blackstock all battled for third (or better?). By the final horn, Wayne Gerber, Jr. became the 1/12th scale Open Champ with 36 laps in 8:05.2. Joe Lawrence drove his way into second spot with 36 laps in 8:10.2 and Michael Blackstock (and his borrowed equipment!) came in third with 36 laps 8:10.9. Oh my gosh! It was like a major, totally-happening race!

The track was set and the 1/10th A Stock main drivers were introduced. Scott Linder jumped into the lead. Joe Fitzpatrick and Chuck Sommers were running second and third until Chuck bumped a wall about halfway through the race and Aaron Treppa took over the third spot. With only one minute to go, Scott Linder remained in the

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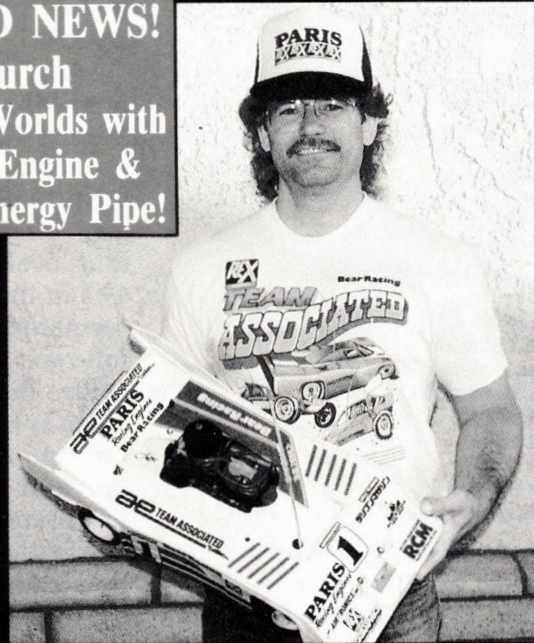
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lead with Joe Fitzpatrick close behind. Chuck Sommers had skillfully and quickly worked his way back into third. Scott Linder went on to become the Stock Champ with 17 laps in 4:02.5. Joe Fitzpatrick came in second with 17 laps in 4:04.3 and Chuck Sommers held on to third with 17 laps in 4:05.0. Aaron Treppa had to settle for fourth with 17 laps in 4:05.3.

The last race of the day was ready to go. The 1/10th Open A drivers were introduced in qualifying order and the race was on. Mike Seubert got the early lead, followed by Bud Bartos, Frank Killam and Dwight Smith - in that order. Unfortunately, Dave Pulfer had car trouble on the line and had to pull out of the race. Sorry, Dave. Mike Seubert cut a corner a bit too tight and hit the wall. Bud Bartos took quick advantage of this and took the lead. Dwight also got around Mike and took second place. Mike was in the third spot. At the halfway point Bud had a half lap lead on the second place car of Dwight Smith and Dwight was about 1/2 lap ahead of Mike. Carl Christy, Bill Jeric and Joe Lawrence were right behind Mike just waiting for a mistake or a chance to pass. Bud was really awesome in this run. He never slowed up in the 4-minute race. His driving was flawless and the car was a rocket. No one was able to even come close to Bud in this one. At the final horn, Bud Bartos was the 1/10th Open Champ with 19 laps in 4:08.5. Dwight Smith came in second with 18 laps in 4:00.5 and Mike Seubert was third with 18 laps in 4:01.8. Fourth place winner Carl Christy had 18 laps in 4:09.0, fifth place winner Bill Jeric had 18 laps in 4:09.9 and sixth place winner was Joe Lawrence with 18 laps in 4:14.3. Very, very close and exciting racing.

Immediately after the racing, all trophies were handed out to all eligible drivers. Mike Seubert and Team Gonzo/Wimpy gave

away Mike's batteries and motors from both top qualifying runs. Wayne Gerber, Jr. and Power Push gave away Wayne's batteries from his 1/12th Open A win. This is a gesture well-liked by all racers. I know the winners of the batteries and motors are totally thrilled. I think this should become an R/C tradition at all major races!

Story by: Linda Carrubba

1/12th Stock Class

A Main

1st - Stan Naymola
2nd - Bill Worrel
3rd - Sean E. Cochran

B Main

1st - Neal Everhart
2nd - Tony Mancinelli
3rd - Mike Carter

C Main

1st - Frank Boling
2nd - William Shorts
3rd - Mark Sager

1/12th Scale Modified

A Main

1st - Wayne Gerber, Jr.
2nd - Joe Lawrence
3rd - Mike Blackstock

B Main

1st - Glenn Ornat
2nd - Bill Jeric
3rd - Chad Coppock

C Main

1st - Ryan Moore
2nd - Conan Honeck
3rd - Dave Arnold

D Main

1st - Matt Ledger
2nd - Chuck Pfahler
3rd - Matt Dahm

E Main

1st - Spaceman Spiff
2nd - Pete Eichler
3rd - Jeff Jansen

1/10th scale Stock

A Main

1st - Scott Linder
2nd - Joe Fitzpatrick
3rd - Chuck Sommers

B Main

1st - Scott Greger
2nd - Nick Cacciola
3rd - Ed Reuter

C Main

1st - Tom Alff
2nd - Dan Dubrule
3rd - Keith Madelung

D Main

1st - Darrell Fuller
2nd - Tom Bourne
3rd - Jon Tidey

E Main

1st - Aaron Alexander
2nd - Jason Haab
3rd - George Heyder

F Main

1st - Michael Soonhein
2nd - C.J. Fisher
3rd - James Meach

1/10th Scale Modified

A Main

1st - Bud Bartos
2nd - Dwight Smith

3rd - Mike Seubert

B Main

1st - Dennis Waszak
2nd - Eric Whitrock
3rd - Steven Verona

C Main

1st - Steven Mancinelli
2nd - Glenn Ornat
3rd - Chris Kueng

D Main

1st - Paul Johnston
2nd - Larry Papi
3rd - Rick Alexander

Region 3 1/12 Scale Report

By Steve DiFranco

Boy has it been a long summer! Lots of things have been going on during the past few months, and I'll try to keep you up on them all.

On the home front, NORCAR has undergone a complete reorganization since the last time you have heard from me. New President Don Smolik along with new officers: VP Grant Koba-Nelson; Treas. Rich Dyke; Sec. Ray Cifani; and a new executive board are working like crazy to bury the "old" NORCAR. I don't think I have to tell you people about how rotten things were getting with the "old" NORCAR. Things sure have changed a lot. There is a new attitude, lots of enthusiasm, and lots of new ideas with this new group. A lot more people are getting involved and caring about what is going on with this club. All of the changes won't happen overnight. It's going to take some time. Already there is a new club racing track facility (I know all of you will miss the dark, cold, non-ventilated, cramped legion hall. And on a personal note I sure will miss getting up at 5:00 a.m. to be at the legion hall at 6:39 a.m.). The new NORCAR club racing facility is located at: The Independence Recreation Center, 6305 Selig Bl., Independence, Ohio. This new location will hold the winter 1/12 scale races only (contact NORCAR President Don Smolik at 216-826-3088 for schedule information). The off-road races and the NORCAR U.S. Indoor Championships will be held at: The Holiday Inn Independence on Rockside Road.

The Holiday Inn people were nice enough to let us use a parcel of their land for off-road racing. **THANK YOU HOLIDAY INN INDEPENDENCE!** Everybody at the "new" NORCAR should be commended for their fine efforts and enthusiasm.

Also on the home front Team Parma is rumored to be without the services of Andy Dobson, I hear he likes the weather down south a little better than Ohio weather. But, rumor also has it that they have acquired the services of Andy Holub, Jeff O'Malley, and Steve Radecky. It's nice to see companies like Parma giving the "up and comers" a chance.

In the technical rumor department - I hear that certain charger manufacturers are offering to change their chargers (at a fee, of course) from the present "pulse" charging mode to "constant current" charging mode. This is supposed to offer more run time (so we'll be light fingered on the throttle).

Also rumors of a new tire development in air. This development might hit the fan by the time you read this column (along with all of the usual stuff that hits the fan when a super new go-fast widget is developed).

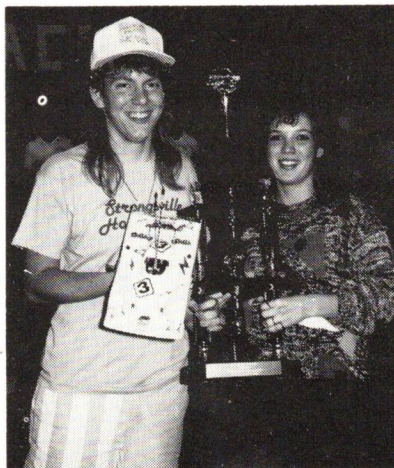
That's it you guys, I'm all gabbed out (hard to believe, I know). Let me know what's going on out there!

Region 3 Paved Oval Championship

reported by Jay Bowman

The 1st ever Region III Paved Oval Championship was held at Machesney Park Raceway, Machesney Park, Illinois. Typically the home of quarterscale racing, this facility opened up for the "flashlight cars" and some incredible shows of speed.

The 1/12th scale cars ran 5 minutes on the banked asphalt and Wisconsin's Chris Kueng and Ohio's Dave Pulfer pulled off TQs in Stock and Modified respectively. In the mains it was bad luck for Kueng and Chuck "Mr. Tires" Rencurrel took the win with his first 1/12th scale



Wayne Gerber, Jr. 1989 ROAR Region 3 6-Cell 1/12 Modified On-Road Champion and trophy presenter, Lori.

drive! Dave Pulfer kept up the pace and put up 50 laps for the victory in the modified division.

The boys from Michigan put on a show in the 1/10th Stock class as the top four qualifiers are regular club racers at Sideways City in Wayland, Mi. Larry Oppenhuizen posted TQ in the last heat by nipping teammate Mike Johns at the line, thereby setting a new track record at 38 laps. In the A main they swapped places as Mike roared onto the victory with his close friend in a close second spot.

In a Modified class filled with some heavy hitters, it took Bernie Piatt until the final heat to reset the track record at 41 laps (previously held at 40 by Dennis Vindedahl). Sporting a Michael Jackson driving glove, Bernie never let up in the A main as he soared to the winner's circle as the Region III champ.

Announcer Hal Empey introduced an on-road Sprint class for this event, using the existing ROAR dirt oval rules and it was a real crowd pleaser. Joel Gish had the field covered by 3 laps in qualifying, but a few nasty bumps by a quarterscale sprinter in an exhibition match, followed by a rough A main forced him out early. This gave Jeff Jameson the match in the feisty finish of the 1st Region III paved ovals.

1/10th Modified A Main

- 1st - Bernie Piatt/T/Q
- 2nd - Dave Pulfer
- 3rd - Bob Schoenau

Modified B Main

- 1st - Chris Schneider
- 2nd - Ray Birmele

3rd - Scott Quintel Modified C Main

- 1st - Bob Husted
- 2nd - Tom Earixson
- 3rd - Jason Willham

1/10th Stock A Main

- 1st - Mike Johns
- 2nd - Larry Oppenhuizen/TQ
- 3rd - Jed Moore

Stock B Main

- 1st - Craig Pairons
- 2nd - Jay Moore
- 3rd - Shane Winchester

Stock C Main

- 1st - Mark Eckos
- 2nd - Mark Ludois
- 3rd - David Cobb

Stock D Main

- 1st - Greg Scharf
- 2nd - Mark Larson
- 3rd - Jack Hada

1/12th Modified A Main

- 1st - Dave Pulfer/TQ
- 2nd - Joel Gish
- 3rd - Casey Wibbert

1/12th Stock A Main

- 1st - Chuck Rencurrel
- 2nd - Jed Moore
- 3rd - Chris Kueng/TQ

World of Outlaws Sprinters

- 1st - Jeff Jameson
- 2nd - Casey Wibbert
- 3rd - Jay Bowman

Region 3 Dirt Oval Report Region III Bud's Dirt Oval

The inaugural Region III Dirt Oval featured limited attendance but fierce competition with drivers entering from throughout the Midwest. The staff at USA Raceways worked hard to maintain their track and new records were set on the fast surface: Jay Bowman posted 27/4:02 in 2WD and 29/4:02 in 4WD. Michigan's Scot Quintel picked up both wins in the Sprint car division, but not without some controversy. Scot lost a portion of his body in the main (his car still made weight) but was replaced before the finish and therefore the win was justified. In 2WD Stock George James drove flawlessly and the Ohio native picked up the win. Bob Leech from Fort Wayne raced a direct-drive Intimidator to victory in 2WD Mod. Milwaukee's Jim Lehman beat Kalamazoo's Jay Bowman to the line by 0.7 seconds for the most exciting finish of the day as Dominators reigned in 4WD Mod.

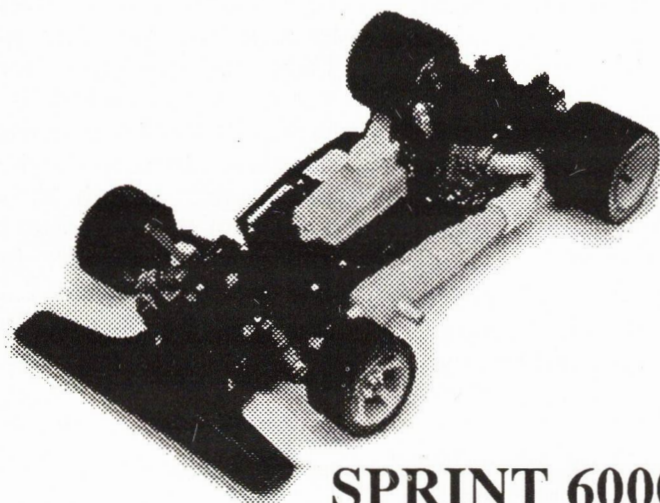
Stock Class A Main Winners: George James (Ohio) 2WD, Jay Bowman (Michigan) 4WD, and Scot Quintel (Michigan) Sprint.

Modified Class A Main Winners: Bob Leech (Indiana) 2WD, Jim Lehman (Wisconsin) 4WD, and Scot Quintel (Michigan) Sprint.

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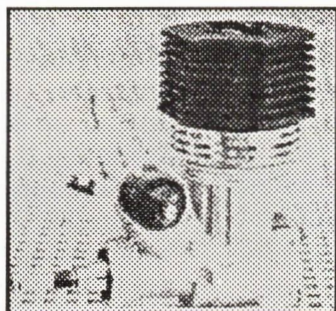


SPRINT 6000

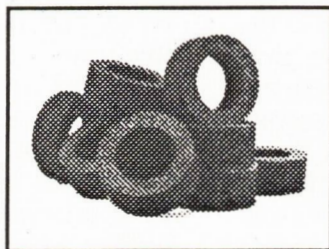
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Region 4

ROAR Region 4 1/12th Scale On Road Championship

Friday afternoon when the track was opened, the word was defending 1988 Regional 1/12th Scale Champion would not be able to make the race. Many drivers and spectators were observed with stopwatches running in the hopes to find out what kind of lap times would be needed to be the front runner.

At first it appeared that one of the local favorites, Charles LeBlanc, of Lafayette, LA, winner of the 1/10th Scale Regionals held the previous month, was the driver with the fast line around the track. This seemed to hold true for a time, then someone noticed the arrival of another entry, the defending champion, Rusty Husband of Houston, TX, was in the pit area setting up his car. When Rusty dialed in his car, another local racer, 15 y.o. Bret Adams from Youngsville, LA, got his car right. Bret, Charles and Rusty went out and turned nearly identical lap times. At this point, everyone knew the racing would be close.

Saturday morning began with the stock motor handout and then the Concours judging. With a number of sharp looking cars entered, the judges had a difficult time picking the top three. The judges maintained their diligence and chose the top three cars:

1st place - Ken Taylor, San Antonio, TX.
2nd place - Mike Patterson, Houston TX
3rd place - Bret Adams, Youngsville, LA

Next the racing began in earnest for the Stock Championship. After the 3rd round of qualifying was over, Rusty Husband of Houston, TX, was the Top Qualifier. Rusty placed his Associated/Reedy sponsored 12L in the top spot by squeaking under the timing bridge just seconds before the 8 minute

mark buzzer sounded, to go 32 laps. Bret Adams, the up and coming 15 year old, just missed going under the bridge in time so he was 2nd qualifier with 31 laps. Ed Billheimer took the 3rd spot with the quickest of the 30 laps turned by most of the remaining qualifiers that made the A Main:

4 - Kevin McIntre
5 - Charles LeBlanc
6 - Chris Solis
7 - Jay Pena
8 - Craig Romero
9 - Randy Minchew
10 - Richard Choate

For the mains the cars were lined up in Formula 1 fashion, beginning with D Main. The racing was fast and furious, but attrition took its toll. The top 3 spots in the D were grabbed by:

1st - David Joor
2nd - Kenny Arceneaux
3rd - Don Lyons

In the C Main the racing was great and attrition was not as bad. Coming out in the top three were:

1st - Glenn Gaspard
2nd - Doug Anderson
3rd - Tommy Porferio

In the B Main the tension was building almost as high as the A Main drivers. Many of the B Main drivers had been out of racing for a couple of years and were just starting back or were nervous. Top 3 were:

1st - Alan Dyches
2nd - Jim Hartnett
3rd - Tom Holt

Now it was time for the A Main. The drivers were announced and took their place on the driver's stand. The flagman gave the start signal and they were off. At the 1st corner, someone bobbed and the #1 car of Rusty Husband was in the rear. In the 2nd corner Bret Adams' #2 car got stuck on the wall and had to wait for the traffic to clear before the corner marshall could get him going again. Bret tucked his car right behind Rusty and both passed 4 cars on the back

straight. Jay Pena was able to lead the pack around the 1st lap, with Chris Solis hot on his trail. After the 1st lap, Rusty and Bret, who were still running nose and tail began picking off the other cars one by one. It was obvious they were the fastest on the track. They soon pulled themselves back to 1st and 2nd position. Then the pressure began to mount as Bret looked for a way to pass Rusty. Rusty relied on his experience to keep the door shut and stayed smooth throughout the rest of the race. Bret tangled with a back marker but still managed to hold onto 2nd place by .02 seconds over the 3rd place finish of Craig Romero. Top 3 order:

1st - Rusty Husband
2nd - Bret Adams
3rd - Craig Romero

Sunday morning dawned early for the drivers that worked late Saturday night preparing their cars for a shot at winning a slot to the World Championship in Singapore. The pressure was intense on Rusty as he was the Modified Defending Champion and is planning on leaving Radio Controlled racing to pursue full scale racing. Bret was determined not to run 2nd to Rusty two days in a row, but the pressure was showing on him and his age. Craig, Charles, Kevin, and many others were determined not to let Rusty and Bret dominate 2 days in a row.

During the 1st round of qualifying, Rusty showed everyone that he was the Defending Champion by beating everyone by a minimum of one lap. The biggest shock of the weekend came up at that time. Rusty's 1st qualifying run with the modified motor was one lap slower than his best qualifying run on Saturday with a stock motor. Lap

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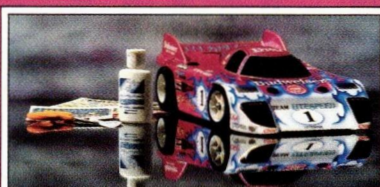


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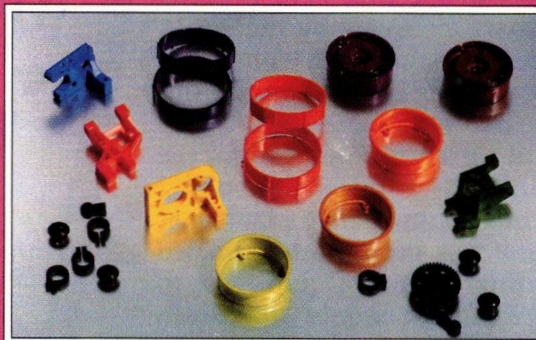
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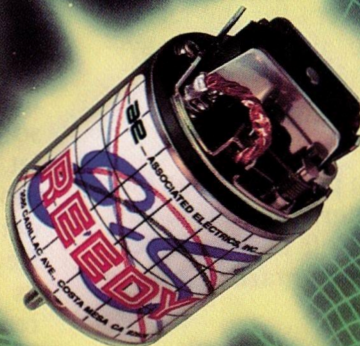
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times, lap count and everything else was double checked and triple checked and found to be correct.

As qualifying continued the drivers in the pits were working furiously to overcome the shock caused by the run with stock motors being faster than the run with the modified. In the 2nd round Bret Adams won the qualifier, but he was about 7 seconds behind Rusty's 1st run.

Now was the time for the 3rd and final round of qualifying to see which car would start from the coveted #1 position in the Modified A Main. The determination of young Bret Adams was apparent from the moment his car was gridded. At the start signal his car leaped into the lead never to look back, leading from start to finish, running at a pace that would have given him 32 or more laps. But it was not to be, for on the final, his batteries, that were pushed beyond their limits, simply gave out and Bret had to settle for the #2 spot only 3 seconds behind Rusty's 1st run, Kevin McIntre displaying his calm driving style pushed his car to the #3 spot 9 seconds behind the tremendous effort of Bret. Charles LeBlanc took the #4 spot, just missing the 31 laps of the top 3 qualifiers by less than .02 seconds.

The 30 minute break was called to allow for reseeding of the mains and checking of track conditions. The activities in the pits resembled that of the National Championship race just a short 2 months previous, as cars and motors were checked and rechecked. Batteries were brought out of ice chests, air conditioning and who knows from where, in preparation for the run for the gold.

Break time ended and the D Main cars were called to tech. The cars were gridded and the start signal given. The car of Shane Hicks, the youngster from Carencro, LA, failed to start. Though the look of disappoint-

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ment was great on Shane's young face, he maintained his composure as he called for a corner marshall to get his car off the track before the lead cars came around to it and were slowed up. Top three in the D Main:

1st - Wayne Moncla
2nd - Harvey Cox
3rd - Jim Hartnett

The C Main proved to be exciting as the auto lap count system decided to act up in the middle of the race. No one knew who was in the lead except for the leader. After the race, the back up system verified the top three as:

1st - Tom Holt
2nd - Ken Taylor
3rd - Tom Mankin

The B Main proved to be a battle of the batteries as most cars began to level off at about the 7 and 1/2 minute mark. Coming out on top were:

1st - Ed Billheimer
2nd - Randy Minchew
3rd - Scott Enderle

The introduction of the A Main drivers showed the motors of Reedy, Cam, Trinity, Peak Performance and Twister to have at least one sponsored driver from each. Who would be the victor and claim the Region 4 12th

Scale Championship? Each driver was certain that he had the perfect set up in his car. The #1 and #2 drivers wished each other good luck as they climbed on the driver's stand. As each driver settled in his position a hush fell over the crowd of spectators as they also felt the excitement of the moment. The starter checked his corner marshalls and drivers. Everyone was ready. The command, "Drivers, in the next 10 seconds" caused almost everyone to hold their breath until the start signal was given. At the first corner, Rusty had about 1/2 car lead so Bret and Kevin backed off to let him have the corner. At that moment it began to look like a demolition derby instead of a Regional Championship Race, as the cars in the rear failed to realize the front cars were trying to get around the corner clearly. Rusty, Bret and Kevin were knocked into the walls. Charles, Craig, and Chris all were tagged pretty hard but Chris, the 13 year old driver from Lafayette, LA was able to get back on his line 1st and took over the lead. On the back straight most drivers realized

that it was race time instead of derby time and got back in their lines. Chris maintained his lead for a few laps before Rusty passed him on the back straight. Then Tommy Porferio began to challenge Chris for 2nd place. As they were battling, Bret moved up to challenge them both but brushed an inside wall and fell back for a short time. Then Bret passed them both at the same time coming out of the last corner before the starting straight and began looking for Rusty. Rusty in the meantime had gone on cruise control. Tommy began to fall back off the pace and Charles LeBlanc moved into 4th and began to challenge Chris for 3rd. Chris and Charles put on a show for the spectators as they ran nose and tail and side by side for a number of laps. Chris held his line extremely well not giving an inch to Charles for about 7 laps then he faltered just a bit giving Charles a shot at the inside corner. Charles went for it but broke the rear end of his car loose and stuffed a wall. From that moment on, no one gave Chris a good challenge for 3rd. Bret, meanwhile, had closed Rusty's lead down to 2.8 seconds and was running his line like his car was on rails. Rusty had been forced off cruise and was going all out to maintain his lead. Bret's valiant effort was being cheered by the spectators as he and Rusty showed tremendous driving skills as they weaved their way through slower traffic and backmarkers. Now it was Rusty's years of experience against Bret's determination. Bret lost ground to Rusty as he brushed a wall while avoiding a dumped car. Rusty breathed a sigh of relief as his lead increased to 6 seconds, but became concerned on the next lap as Bret closed to 3 seconds. Rusty, however, was able to stay out of trouble as more cars began to dump. The pressure took its toll as Bret was unable to maintain his speed due to traffic. Rusty went on to a well

deserved win, claiming his Regional Championship in grand style. TQ and Champion in Stock Class and TQ and Champion in Modified Class. During congratulations, the retiring Rusty breathed a sigh of relief, proclaiming his admiration for the competition presented to him by a rookie. When it was brought out that both Chris Solis and Bret Adams have only been racing slightly over one year, Rusty seemed glad he was retiring! All of this goes to show: THERE IS MORE IN STORE IF YOU RACE IN REGION 4.

1/8 Scale Regional Championships

Kinnison Speedway was the site of this year's 1/8th scale Regional Championship in Austin, Texas. For those of you not acquainted with this location the track is situated in a park with shade provided for the pit areas by a massive highway overpass. The site was excellently prepared with a fresh coat of paint and orange plastic fencing surrounding the entire perimeter for crowd control.

PAN racing's quick cars appeared to be the two-speed converted scratch - built driven by John Harrison and Sandro Tamburri. John was both TQ and the A Main winner; a sweep.

In 2WD qualifying Scott Barrera, driving a 2WS version of the Cobra III, and Mike Finley, this year's TQ at the ROAR Nats with his Associated, battled with Scott taking fast qualifier and Mike winning the A Main. Incidentally, Scott's fastest time was good enough to make the 4WD A Main. Hmmm.

4WD qualifying was a see-saw affair between Mike Queller driving his Cobra III and Oklahoma's Mark Blacketter with his Associated. When the dust settled both had set new track records with Mike taking top honors by 0.8 seconds over Mark. The 4WD A Main looked to be a strong race as six of the qualifiers were in this year's ROAR Nationals A and B Mains. That, however,

never materialized for TQ Queller due to a blown throttle servo in the practice session prior to the start. With Queller out, Blacketter got a good jump at the start and at the halfway point, built a comfortable one lap lead over second place Rusty Husband. Rusty was obviously feeling more comfortable with his car at this point and was turning some good lap times until he flipped over a corner disc, killing the engine in the process (he later autographed this disc to commemorate the occasion). This became more significant a few laps later when Blacketter ran out of fuel on the pit straight late in the race.

With both Rusty and Mark in for restarts Bob Wold, who had been a steady third place the entire race, found himself in the lead with just a few laps to go. The question was whether or not he could hold on with Blacketter driving qualifying laps in an effort to retake the lead. At the finish it was Wold by just 4 seconds over Blacketter and one lap back, Jesmer over Husband for third by a scant .9 seconds.

Region 4 Director, Don Lyons, was on hand for the trophy presentations as special plaques were awarded to the race officials for their outstanding efforts for this well-run race. Deserving mention were Allen Andrews - Race Director, Joe Wessels - Impound and Tech Inspection, Mari Queller - Scoring, and Brian Williams - Track Steward. Volunteer efforts like this are always greatly appreciated. Congratulations to the new Region 4 Champs.

4WD A Main

1st - Bob Wold
2nd - Mark Blacketter
3rd - Craig Jesmer

4WD B Main

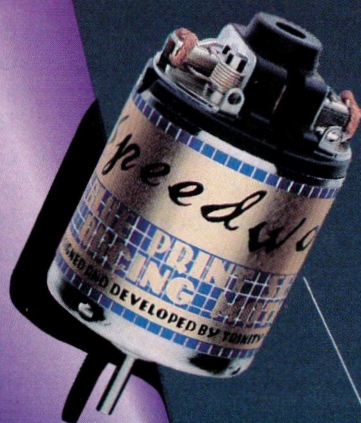
1st - Jerry McNutt
2nd - Randy Compton
3rd - Dave Ericson

2WD A Main

1st - Mike Finley
2nd - Scott Barrera/TQ
3rd - Gay Sullivan

2WD B Main

1st - Bobby Freeman



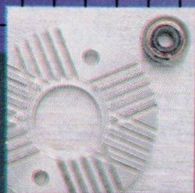
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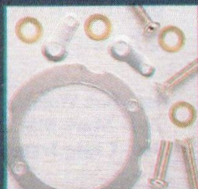


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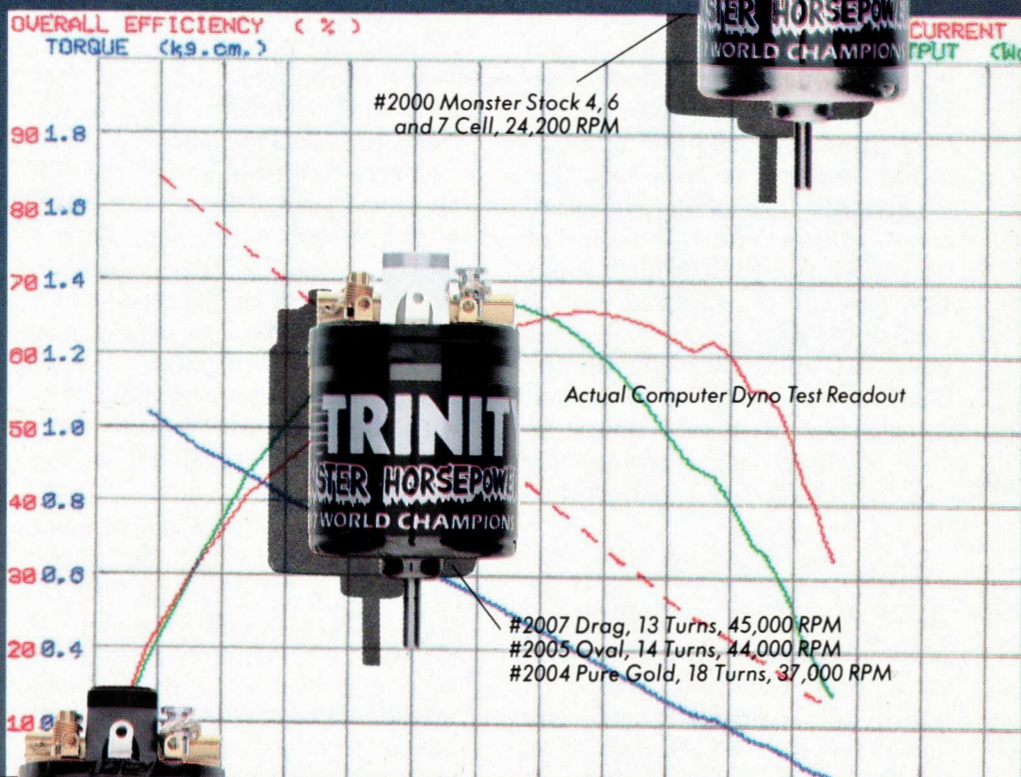
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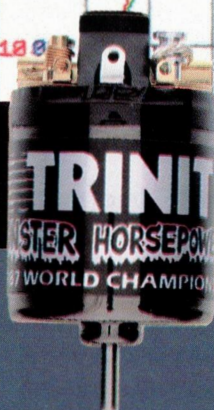
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- #2011 Joel Johnson, 17 Turns, 39,000 RPM
- #1005 4 Cell Triple, 17 Turns, 38,000 RPM
- #1006 4 Cell Quad, 18 Turns, 36,000 RPM
- #2003 Enduro, 19 Turns, 35,000 RPM
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2nd - Ed Terrell

3rd - Leisha Burks

PN A Main

1st - John Harrison/TQ

2nd - Dave Murray

3rd - Sandro Tamburri

PN B Main

1st - Jason Barton

2nd - Steve Stone

3rd - Leisha Burks

United States 1/10 On Road Championships

By Dean Densmore

As that famous Texas sky turned bright with daylight, anticipation of the first ever US 1/10 On Road Championships was high. Some of the best drivers in the nation had converged on the Dallas area for what proved to be a premier event for one of the fastest growing classes in R/C car racing today, namely 1/10 road racing.

The concrete surface track was deceptively fast with plenty of room to pass. The action started on practice day when Bob Light smashed the existing track record by over a full lap. This seemed to put everyone on the lookout for more horsepower. As practice grew to a close the entrants were all hurrying for one last chance to try their particular set ups.

Saturday morning saw the start of qualifying for both stock and modified classes. There was no doubt about it. This was a fast track and the first round of qualifying proved it. Bolink driver Jeff Ball started by setting the standard with 22 laps in 4:08.3 in stock class and Bob Light turned 24 circuits in 4:04.5 in modified, both new track records.

The second round saw more of the same with everyone going even faster. The hot setup seemed to be medium compound tires and lots of traction compound. No one could come close to Bob Light, he seemed to be on a mission for speed. In the second round he not only added another lap to his TQ position but also lapped the field. His dedication the day before in practice was paying off with advantages the

rest of the modified drivers could only hope for.

The second round saw no changes in the stock class as no one could touch the 23 laps turned in by Jeff.

Round three produced changes to the TQ positions but the driving was becoming very exciting as different lines were becoming known. The top three drivers in stock class were only seconds apart. In modified Bob was in his own class but several drivers were very tight for second.

As qualifying concluded, anticipation turned to the events scheduled for that night. The evening started with a traditional Texas barbeque. The food was great and so was the topic at the table, namely R/C Racing.

After everyone had their fill, attention turned to the concours and best paint judging. Darrel Horny won the true concours event with a beautiful replica of a 962. This edged out J.D. Crow and his GTP Jaguar. "Super Dave" Costanzo walked away with the best paint honors with his air brushed rendition of the universe.

From here the night turned back to racing as the wives of the Plano Outlaws put on a powder puff race. This proved to be the hit of the evening as eight corner marshalls did not know which way to turn. Just think about it! Seven new drivers using their husband's pride and joy.

The laughing didn't stop until the next day.

Sunday began with one more round of qualifying. In the stock class Bolink driver David Johnson found the right combination as he established the standard with 23 laps in 4:03.4 seconds. After a shuffle of the board the mains were set. David Johnson would sit on the poll for the stock class and Bob "The Bullet" Light was the modified pacesetter.

The stock class was the first class to run and right from the start everyone was excited. In the E Main Jason Downs proved a

lap better than the field as he cruised to victory followed by Glen Noel and Jon Evans. The D stock main was closer as Grant Nelson came away with a win followed by Bode Porter and Wayne Caldwell. The C main saw Neil Weinberg turn 21 laps on his way to victory over John Lee and Larry Blockshear. And the B Main saw Mike Taylor finish only two seconds ahead of Mark Buford with both of them being followed by Jim Frahm.

The stock A Main lived up to its billing. Justin Jenkins jumped into the lead with Jeff Ball, Harvey Cox, and Scott Bruce dead on his heels. At the two minute mark the leaders started to encounter some back markers and the tension grew. Michael Caffrey caught a dot right in the middle of the leaders and everyone gasped as all four made it through the trouble. Then at the 20 second mark Justin apparently started dumping and Jeff Ball passed him for the lead with only two laps to go. From there Jeff was home. Congratulations to Jeff Ball, the 1989 Stock Class US 1/10 On Road Champion.

Up next came the modified class. In the D Main Paul Simoneaux pulled out a two second victory over John Cloutre and both were followed under the wire by Dave Costanzo. Bob Ingersoll captured the C Main by nearly a full lap over Mark Buford and Keith Beasley. In the B Main Vinnie Raviele walked away with a three second victory over Dave Johnson and Harvey Cox.

In the A Main the question was how fast could they go. Bob Light catapulted into the lead followed by Jeff Ball, Mark Blacketter, and Charlie Burns. At the two minute mark Bob had things much the same as he had had all weekend. Pulling away from the pack it was obvious that only mechanical problems would stop him. He finished a full lap ahead of the field turning in a blistering

4:03.9. Congratulations to Bob Light, the Modified Class US 1/10 On Road Champion.

The event concluded with the trophy presentations and pictures and as always talk of next year. Special thanks need to be given to the Plano Outlaws for the great job in staging this annual event.

**Modified
A Main**

1st - Bob Light
2nd - Mark Blackshear
3rd - Jeff Ball

B Main

1st - Vinnie Raviele
2nd - Dave Johnson
3rd - Harvey Cox

C Main

1st - Bob Ingersoll
2nd - Mark Buford
3rd - Keith Beasley

D Main

1st - Paul Simoneaux
2nd - John Cloutre
3rd - Dave Costanzo

**Stock
A Main**

1st - Jeff Ball
2nd - Justin Jenkins
3rd - Harvey Cox

B Main

1st - Mike Taylor
2nd - Mark Buford
3rd - Jim Frahm

C Main

1st - Neil Weinberg
2nd - John Lee
3rd - Larry Blockshear

D Main

1st - Grant Nelson
2nd - Bode Porter
3rd - Wayne Caldwell

E Main

1st - Jason Downs
2nd - Glen Noel
3rd - Jon Evans

**1989 Region 4 Off-Road
Championships**

If you couldn't come or even if you were there these memories are for you! Each Labor Day Weekend for the last several years 10th scale off-road enthusiasts have gathered to determine the Top Guns for Region 4. The '89 race was held in Midland, Texas, the home of the Radio Control Car Club of Midland and Power International Raceway. This fine off-road facility is the result of 5 years of dedication by the Midland club members. We hope everyone enjoyed racing in Midland as much as we enjoyed hosting the race.

Excitement began to build as

racers began to arrive Thursday and Friday to get themselves familiar with this west Texas track. The track itself measures 65' x 120' overall with a wide front straight that goes into a left hand sweeper then a sharp left into the double "s" section. This portion of the track can be made fast unless the racer overshoots the first corner leading into the "s" then it took him twice as long to get through that section. They then leave the "s" through a 180 degree right hander onto a short straight which included a set of triple jumps in the middle. At the correct speed the cars would clear the second jump and be set up for the third. Too much throttle and they would crash on the third jump. After the triples the cars were pitched into a 90 degree left hander, then hard on the brakes for a 180 degree left and up over a large mound. The cars tended to wheelie off the back while the drivers tried to maintain control to set up for the right hand sweeper that followed. At the end of the sweeper there was another large mound with a smaller one on the other side and a large valley in between. Successful cars normally braked at the top and throttled down the back side through the valley and up the second mound. If they tried to jump across, the cars would either crash or overshoot the 180 degree left that followed. The cars then crossed the finish line and back onto the straight. The modified A Main cars took about 21 - 24 seconds to complete a lap on this long and fast course.

Stock class racing day started at 5:30 a.m. with motor hand-out. You could feel the excitement building as racers sipped coffee and choked down a donut while waiting their turn to draw a motor under the night sky. The qualifiers began at 7:45 and after the dust cleared Cameron Kellogg had the TQ with 11 laps in 4:13. Doug Harris finished .01 seconds behind. 2WD Stock A Main started with Cameron, Doug and

Tyrone Clark on the front row, Kevin Pulford, Mike Hamilton, Caton Cobb and John O'Banion on the second, Dennis Harber, Cliff Pennington and Mickey Higgs in the back. At the start Tyrone Clark took the lead racing was neck and neck as Caton Cobb and Doug Harris tried to find a way by. Then on lap 10 Caton found a way around for the win with Tyrone less than a second behind and Doug Harris right behind in third.

4WD Stock saw Ron White take the TQ and start on the pole. Also on the front row was Glenn Jennings and Cliff Pennington. The second row consisted of Kevin Schepel, Ken Bachus, Billy Reynolds and Chris Allison while Hal Semple, Danny Spiegle and Kyle Rains were on the third. Glenn Jennings got the hole shot with Chris Allison on the chase, on lap 2 Chris crashed and Cliff and Kevin got by. On lap 7 Kyle made a charge and moved into second, Kevin later crashed and Chris came back around. Glenn lead all the way and held on for first followed by Kyle, Cliff, Chris, Kevin, Danny, Billy, Hal, Ron, and Ken in that order.

After the trophy presentation most of the racers went to their motels to prepare for Sunday's Modified racing. The maintenance crew hit the track to get it ready for the abuse to come. The tractor was definitely something to behold. It was painted bright yellow and had a Nitrous Oxide fuel tank, 8 horse tuned, ported and polished high compression engine, an on board H2O spectator squirting system, siren, strobe warning lights, Hurst shifter and a high downforce rear wing to keep the rear wheels firmly planted. We would like to thank Ronnie Low, Billy Reynolds and all the guys at Midland Tool Speciality for all the work they did on this rad ride.

Sunday the racers were given the luxury of sleeping in since radio check-in did not begin



1988 ROAR National & IFMAR World Race Results

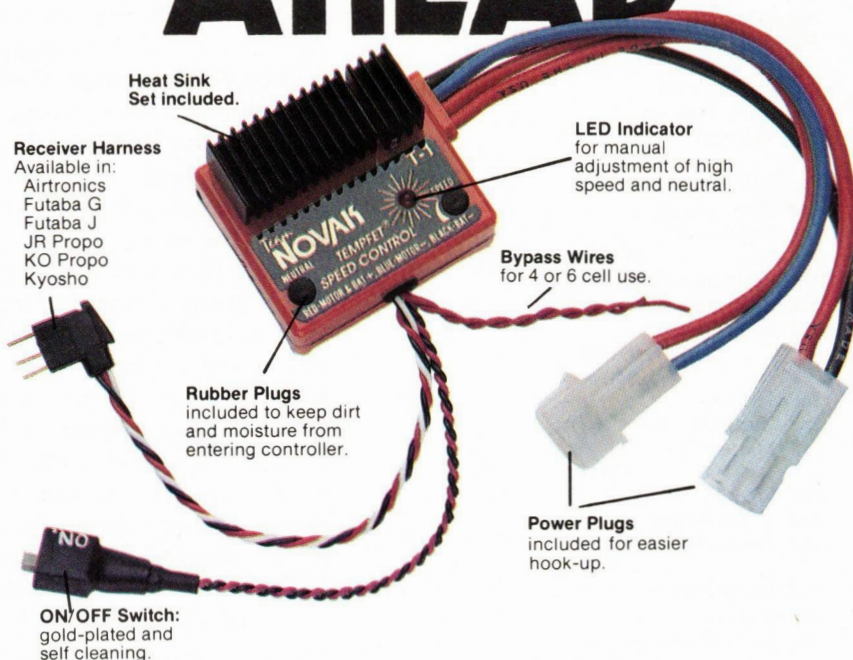
Class	Champion	Speed Control
Off-Road 1/10 Scale Oval (Orlando, FL)		
2WD Stock	Sean O'Campo	NESC-1X
4WD Stock	Chris Doseck	NESC-1X
2WD Modified	Scott Quillen	NESC-1X
4WD Modified	Cliff Lett	NESC-1X
Sprint Car	John Smith	NESC-1X
On-Road 1/10 & 1/12 Scale Oval (Whippoorwill, FL)		
1/12 Stock	Jeff Irish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

And the Winning Continues...

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

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Voltage Drop (V/A)	0.0045	0.0030	0.0015
Continuous Current (A)	176	276	576
Voltage Input (cells)	4-10	4-10	4-10
Braking Power (A)	26	26	52
Response (msec)	15-20	15-20	15-20
Current Efficiency	99%+	99%+	99%+
Motor & Battery Plugs	yes	yes	no



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until 8:00 a.m. With Saturday's racing so close it was hard to believe it could get any better, but it did. Robbie Blackmon TQ'd 2WD Modified with a CAM motor. Two seconds behind him was Caton Cobb of Austin RC Center using Trinity power, and the outside front row had Kevin Pulford with a Lightspeed motor. Jeff Welch was on the inside of the second row with Johnny V's Traig Clark, Tommy Golsen of Loupe's Custom RC running a Peak Performance motor, and Team Traxxas' Cameron Kellogg. On the third row we had Doug Harris running Lightspeed, Quincy Hughes and Capital RC's Mickey Higgs running Twister. On the start Cameron Kellogg lead the first lap but on lap 3 a very hooked-up Jeff Welch took the lead. Robbie Blackmon got past Cameron on lap 4 to move into second. Cameron got him back on lap 5. These two had everyone on their feet as they battled back and forth but while these two were locked in their dogfight Tommy Golsen closed in and got by. On lap 11 Cameron gambled and failed. It cost him two positions as Robbie and Kevin Pulford got by. Jeff blistered the track and took first with an 11 lap effort in 4:03. Tommy Golsen took second followed by Robbie, Kevin, Cameron, Mickey Higgs, Caton Cobb, Quincy Hughes, Traig Clark and Doug Harris who broke on lap 4 after being in contention.

Our last event was 4WD Modified and Jeff Welch took TQ turning an unbelievable 12 laps in 4:12. Quincy Hughes qualified second and Ron White of the RC Pro Shop was third using a Lightspeed motor. On the second row we had Trinity powered Caton Cobb of Austin RC Center, Mark Rodgers with a Lightspeed, Paul Conover of Ch Motor Co., and Checkered Flag's Tony Gee using a Lightspeed. The third row consisted of Glenn Jennings for Performance Hobbies, Rod Peterson and Mile High Raceway's Mike McDougall.

The crowd roared at the start

as these babies screamed down the straight to the first corner where a pile up caught four cars including Midland's Ron White. Out of the pack were Caton Cobb, Quincy Hughes, and Jeff Welch. On lap 3 Caton bobbled and Quincy got by. Glenn Jennings moved to 3rd on lap 5. Jeff Welch pulled out all the stops while turning three 20 second laps in a row trying to catch a well hooked-up Quincy Hughes but got caught by the buzzer turning 11 laps in 4:02 for second. Quincy got the win by turning the second 12 lapper of the weekend in 4:21. Quincy showed how consistency wins races by turning 10 of his 12 laps in 21 seconds. Coming in third was Glenn Jennings followed by Paul Conover, Caton, Mark, Rod, Tony, Ron, and Mike.

As president of the RCCC of Midland I would like to thank all those who participated in this race and hope that you can return to race someday in the near future. Until next time, keep racing and having fun.

By Ted Norton

Modified 2WD A Main

- 1st - Jeff Welch
- 2nd - Tommy Golson
- 3rd - Robbie Blackmon

2WD B Main

- 1st - Barry Raborn
- 2nd - Tyrone Clark
- 3rd - Randy Minchew

2WD C Main

- 1st - Robert Ingersoll
- 2nd - Danny Speagle
- 3rd - Ken Bachus

2WD D Main

- 1st - John Vititoe
- 2nd - Fred Wasinger
- 3rd - Coe Griffin

2WD E Main

- 1st - Jack Hopkins
- 2nd - Glenn Jennings
- 3rd - Dennis Harber

2WD F Main

- 1st - Gilbert Villarico
- 2nd - Rod Peterson
- 3rd - Brad Burks

2WD G Main

- 1st - Brian Daspit
- 2nd - Tye Dorsey
- 3rd - Fred Martinez

2WD H Main

- 1st - Greg Mitchell
- 2nd - Jerald Lewis
- 3rd - Kevin Schepel

2WD I Main

- 1st - Bruce Rickard
- 2nd - Cheryl Domorden
- 3rd - Tim Minteer

2WD J Main

- 1st - George Tirner
- 2nd - Mark Minteer

3rd - Robert Follmer 4WD A Main

- 1st - Quincy Hughes
- 2nd - Jeff Welch
- 3rd - Glenn Jennings

4WD B Main

- 1st - Marshall Vicknair
- 2nd - Hal Semple
- 3rd - Tommy J. Stommel

4WD C Main

- 1st - Norm Mazzola
- 2nd - Michael Chellso
- 3rd - Chip Lewis

4WD D Main

- 1st - Gary Maley
- 2nd - Wyatt Dillard
- 3rd - Tim Minteer

Stock

2WD A Main

- 1st - Caton Cobb
- 2nd - Tyrone Clark
- 3rd - Doug Harris

2WD B Main

- 1st - Fred Wasinger
- 2nd - Robert Ingersoll
- 3rd - Terry Yarbrough

2WD C Main

- 1st - Tommy Golson
- 2nd - John Vititoe
- 3rd - Chris Allison

2WD D Main

- 1st - Frosty St. Clair
- 2nd - Wyatt Dillard
- 3rd - Fred Martinez

2WD E Main

- 1st - Brian Daspit
- 2nd - Tommy Stommel
- 3rd - Justin Muckridge

2WD F Main

- 1st - Barry Raborn
- 2nd - Ronnie Barnett
- 3rd - Paul Conover

2WD G Main

- 1st - Derrick Pursley
- 2nd - Gilbert Villarico
- 3rd - Nelson Smith

2WD H Main

- 1st - Jay Pena
- 2nd - Buford Tanniehill
- 3rd - Carroll Peters

2WD I Main

- 1st - Lynn Barnett
- 2nd - Tim Ferguson
- 3rd - Michael Crawford

2WD J Main

- 1st - Kyle Rains
- 2nd - J.R. Malin
- 3rd - Rapid Ronnie Low

2WD K Main

- 1st - Peter Reddien
- 2nd - Lynn Marchant
- 3rd - Richard Sommerville

2WD L Main

- 1st - Johnny Osborn
- 2nd - Asa Mooney
- 3rd - Ken Bold

2WD M Main

- 1st - Brian Bink Creech
- 2nd - Orphie Neathery
- 3rd - Dale Vandy

2WD N Main

- 1st - Robert Glover
- 2nd - Mike Moore
- 3rd - Brent Rhoton

4WD A Main

- 1st - Glenn Jennings
- 2nd - Kyle Rains
- 3rd - Cliff Pennington

4WD B Main

- 1st - Jason Parish
- 2nd - Norm Mazzola
- 3rd - Gary Maley

4WD C Main

- 1st - Wyatt Dillard
- 2nd - David Rowland
- 3rd - John Gebman

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Charles Leinbach
544 Eagle Circle #A
Aurora, CO 80011
(303) 367-9137

Region 5

Here in Region 5 most of the outdoor racing is over with and plans are being made for next year. If anybody in Region 5 is interested in holding a Regional, let me know as soon as possible because I would like to get them set as soon as I can.

If you will notice by the heading of my column you will see that my electric on-road assistant has moved. If you need to get in touch with him please do. His new address is: Charlie Leinbach, 544 Eagle Circle #A, Aurora, CO 80011. Tel. (303) 367-9137. I'm sure the group in Omaha, NE is going to miss him, but the groups in and around Denver are going to benefit a lot.

As of this writing a couple of off-road tracks in KC look as if they will be closing in the near future. Hate to see any of them close. I have not recieved any race reports from the Regionals at all. Mr. Ron Paris did write up the 1/8 Nats report for me, though, and it should follow this note. I thank Ron for his time and effort as I know the St. Louis Club and myself were too busy at the Nats to make a report. This was the biggest happening in Region 5 since ROAR was started. Thanks again, Ron.

1989 1/8th Scale Nationals St. Louis, MO

By Ron Paris

The first thing I must say about this race is what a pleasant surprise! To be honest, I was not looking forward to racing, so soon after back to back McCoy and the World Championship races. Many of us were very tired and the thought of 100 degree temps and 98 percent humidity was not very appealing. When we arrived there, we were very pleased to find out St. Louis and surrounding areas were experiencing a rare high pressure

weather condition. The temperatures were in the high 70s and low 80s with 30 to 40 percent humidity (awesome racing weather). Not only that, race director Mike Saputo had a tarp, tables, chairs, and a power cord with a large box fan waiting for us (talk about the royal treatment, it was great)! Even the motel was good with brand new large rooms, what else could one ask for?

A permanent track you say? Not necessary, the St. Louis Club has one of the finest facilities I've ever seen. Permanent or parking lot portable. The track is located just a couple of miles from Lindenberg field airport in the back lot of Levitz Furniture. I would like to take time to thank the management of Levitz for this. It is really neat to see such a large national chain to donate valuable space for us to use. I encourage any racer next time you are considering a furniture purchase to remember the folks who came to our needs! Thanks again, from all of us.

Let's talk about the track itself. In a word BIG, this track is huge with 22 turns! Think about it! The lanes were nice and wide with boards that stayed in place (something rare for a parking lot track). The infield was painted green with white stripes bordering the race track. The driver's stand was also very large and high (permanent). Traction was also very good with the aid of some V.H.T. The entire area was fenced off (temporary) to control the crowd. Both Ralph Burch and Mike Swauger said it was a really fun track to drive. Talking to Ralphie he said you have to go slow to go fast on this track. Let me explain, the circuit is very unique. One end is super fast like European tracks and the other end is more like a large 1/12 scale

indoor track, very technical. Ralph said it was a challenge not to over drive the track. It was so big and with good traction you have a tendency to use too much throttle. When Ralph TQ'd, he said the only place he gave the engine full throttle was on the back (very long) straight-away. Like I said, Ralph Burch Jr. was TQ with a new track record in 4WD.

In 2wd there was a awesome battle between Mike Finley and Ralph Phillips. Every round they would take turns setting a new TQ. But in the end Mike just squeaked out Ralph Phillips for TQ, it was going to be a good race.

In the Sportsman class, Edward Watson with his Serpent, Rex, Airtronics set-up looked like the man to be setting TQ in that class. Speaking of qualifying, I was standing under the driver's stand during Ralph's run, some of the racers were asking me what it would take to buy an engine like the one in Ralph's car, they said it must be special. My answer was it is true that many times we run prototype components, but that is how we and all manufacturers develop new products and upgrades, but as a matter of fact, Ralph and Mike Swauger were both running engines off my inventory shelf. It's not that the racers did not believe me, but they said "Oh come, on" really? I said this is a perfect time to prove it, I said come with me. We went up to Larry Martin (the Tech Inspector) and I said Larry, when Ralph's car comes off the track I would like to impound it and engrave the engine, flywheel, header and pipe. At first I thought I would tear down the engine to prove it, then Ralph said we've talked about giving

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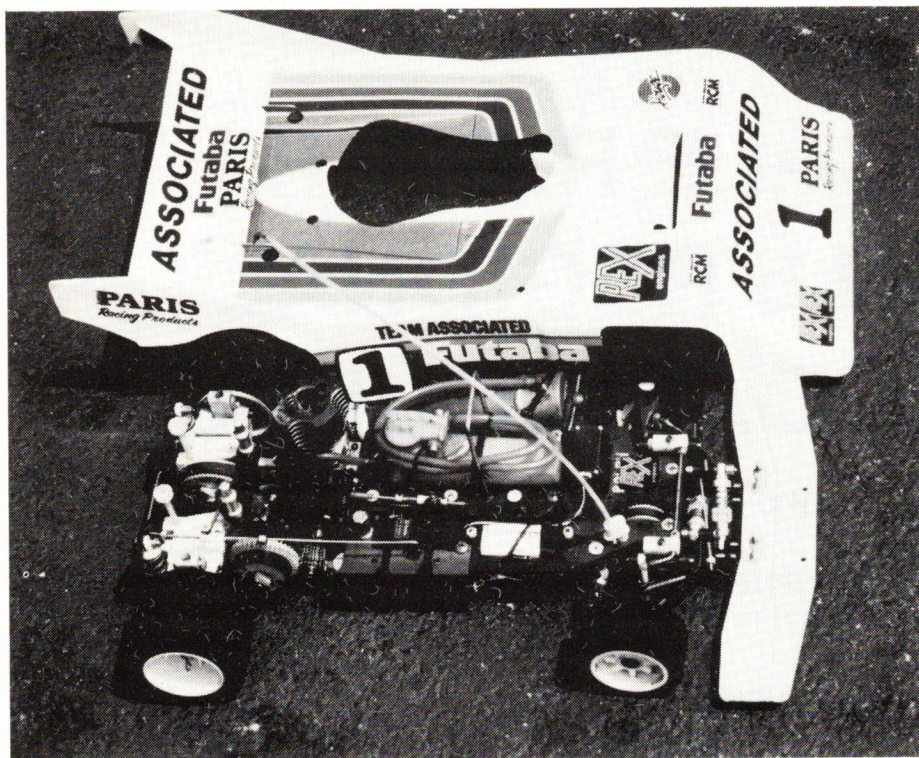
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Ralph's 4WD TQ, Track record and winning car with the giveaway engine.

one of my engines away after a race. So win, lose, or draw we would pull the power train from the car and give it to Larry for a door prize at the banquet.

Missing from the event were Associated/Paris Team members Cliff Lett, and Curtis Husting who were preparing for the 1/10th Off-Road World Championships in Australia (being run as I write this article). Barry Grossenbacher, Rick Davis, had a lack of vacation time. Other notable were Butch Kloeber, I hear he is taking a break from 1/8 scale to concentrate on 1/10 racing. He, too, is preparing for the Worlds being also one of the top 1/10 scale racers in the world. We will miss him but wish him the best of luck in Australia. Also missing was Re-Pete Fusco, his dad told me he just is not racing right now. Too bad beside's being an incredible driver and competitor, he is a good friend. Hope to see him in Florida in Feb. 1990.

But someone who was racing there that did not race the worlds was Art Carbonell racing a Delta

car! Now don't start reading all kind of things into that, Art is still with VicFor and Mantua, but as many of you know, Art was with Delta for many, many years, and he was invited to race with them to celebrate their 20 year anniversary in the R/C industry. And celebrate they did, Art was flying putting in a third qualifier right behind Mike Swauger. On with the racing.

Sportsman class saw a heated battle, but in the end Pat Yarosh was the winner with Glen Shierue in second and Sal Caruso rounding out the top 3. In second TQ Mike Fimery shot off to the lead and was flying. He was running at a qualifying pace, this made me wonder if his car would stay together for 40 minutes on the other hand, Ralph Phillips and Tony Rice were running a very fast main event pace. Then at about the 15 minute mark, disaster struck Mike. He got involved with a wall and it pulled his manifold bolt loose. It kept getting louder and louder not to mention leaner and hotter. He finally had to pull

in for a pit stop and with that, Ralph Phillips pulled out a nice lead. Ralph was running a very fast smart race, staying out of trouble. He never made a mistake. Awesome job now second place Tony Rice was having mechanical problems as well. This let Mike Finely move back up to second spot. Tough break for Mike and Tony, but they did a good job hanging on to finish in the Gold, never the less. Complete results later.

In 4WD we saw another awesome job by Ralph Buch Jr. He shot out in the lead and never looked back. He was putting on an awesome show. Also never looking back was 13 year old Mike Swauger or the "Swagel Master" as we call him. He also was super fast and never gave up second spot. But now for third, this spot was being battled for by 3 or 4 people. One bad break was Art. He had to be considered a top contender but something went wrong in the 3 minute

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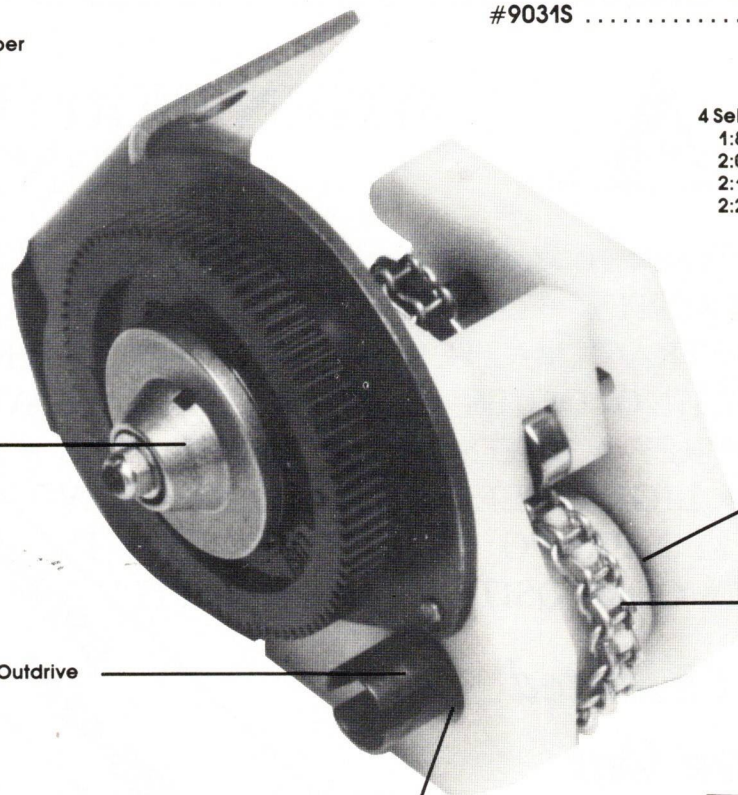
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warm-up. Also having trouble was Mark Blackketter. Mark is new to 1/8 scale (he is a top 1/12 racer) but was very fast in qualifying. Unfortunately he got tangled up in a first turn crash and broke something on his car. Tough break for Mark. Also running very good was Sean Lue driving Art's Mantua car. But after the ace sorted out Dave Diehl settled into third spot and was running very strong. The only thing I noticed is his car was not blowing smoke, a sign of a lean engine. I suggested to his pit crew they might richen up his top-end on the next pit stop! They did and his car got even faster. We would now be able to lock up third spot.

Well that's it for the '89 Nats. It was without a doubt one of the best run and finest races we've been to. The St. Louis Club did an excellent job. Thank's to Levitz Furniture again for providing the race site. The banquet

was very good and we all had a great time. By the way Ralph's engine was won by a 1/12 scale racer who said that by Monday he would have a 1/8th scale car! Also thanks to all the manufacturers for donating goods for the banquet drawings.

If you have a chance to attend a race here, do not hesitate. We hear they put on a fantastic 4th of July race. Maybe we will see you there!

4WD A Main

1st - Ralph Burch Jr./TQ
Assoc/Paris/Rex/Futaba
2nd - Mike Swauger
Assoc/Paris/Rex/Airtronics
3rd - Dave Diehl
Serpent/OPS/Futaba
4th - Ken Shcueler
Serpent/Rex/Airtronics
5th - Sean Lue
Mantua/Paris/Rex/KO Propo
6th - Heinz Meyer
Serpent/Paris/OPS/Kraft
7th - Mark Blackketter
Assoc/Paris/Rex/Kraft
8th - Sal DiFazio
Assoc/Paris/Rex/Futaba
9th - Art Carbonnel
Delta/Paris/Rex/KO Propo
10th - Rusty Husband

Assoc/Paris/NR/Airtronics 2WD A Main

1st - Ralph Phillips
Assoc/Paris/Rex/Airtronics
2nd - Mike Finly
TQ/Assoc/OPS/Futaba
3rd - Tony Rice
Serpent/NovaRossi/Kraft
4th - Kevin Vanplet
Cook/??/?
5th - Lance Simon
Delta/NovaRossi/KO Propo
6th - Harry Hover
Cook/Paris/NR/Airtronics
7th - Jeff Leckron
Delta/Picco/KO Propo
8th - Phil Cotter
Cook/NovaRossi/Airtronics
9th - Ed Frizzel
Cook/NovaRossi/Airtronics
10th - Bob Leckron
Delta/NovaRossi/Airtronics
Sportsman A Main

1st - Pat Yarosh
Serpent/NovaRossi/Airtronics
2nd - Glen Sherve
??/?/?
3rd - Sal Caruso
??/?/?
4th - Pauline Gottfried
Delta/Picco/Airtronics
5th - Dave Broadway
Delta/Paris/NR/Futaba
6th - Mike Alexander
Serpent/??/?
7th - Mike Randell
Assoc/NovaRossi/Futaba

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8th - Scott Simon
 PB/K&B/KO Propo
 9th - Edward Watson
 TQ/Serpent/Rex/Airtronics
 10th - Larry Gholson
 ??/??/??
 11th - Elmer Scitrili
 Delta/??/??

Region 5 1/12 Scale 6 Cell Championships

Held Labor Day weekend at German Auto Specialties parking lot, Omaha, Nebraska. Excellent asphalt surface and large track. Perfect weather, but poor attendance due to rescheduling of dates to accommodate 1/10 Regionals.

Race hosted by Omaha's O.N.R.O.A.D. Club, and co-sponsored by Hobby Town. Nearly all entrants were ONROAD members so most everyone was accustomed to racing with their competition. Naturally this produced extremely tight racing.

Thanks to Hobby Town and German Auto Specialties and, of course, all those manufacturers

who contributed.

Stock A Main

- 1st - Jim Zwiebel
- 2nd - Vern Bertlesen
- 3rd - Tom Zwiebel
- 4th - Paul Rhodes
- 5th - Charlie Leinbach
- 6th - Mark Zordell

Stock B Main

- 1st - Merle Hayes
- 2nd - Jim Culora
- 3rd - Gregg Hellerich
- 4th - Bob Roegge
- 5th - Todd Fitzpatrick

Stock B Main

- 1st - Rick Robinson
- 2nd - David Miller
- 3rd - Bob Foster
- 4th - Theresa Wulf
- 5th - Mike Morris

Modified A Main

- 1st - Tom Zwiebel
- 2nd - Jim Zwiebel
- 3rd - Thom Walla
- 4th - Mark Zordell

Modified B Main

- 1st - Gregg Hellerich
- 2nd - Vern Bertlesen
- 3rd - Paul Rhodes

Concourse

- Running: Jim Culora
 Non Running: Thom Walla

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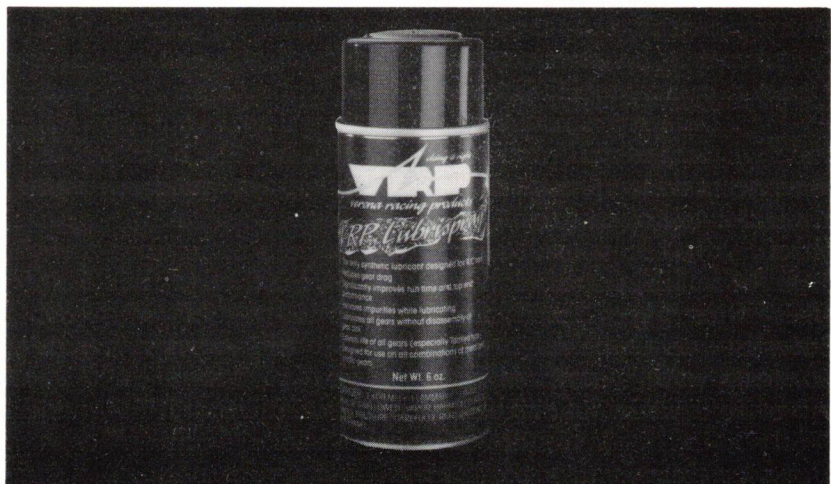
3 National Titles

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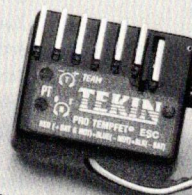


BC100S CHARGER - 2 types of output. Soft pulse for SCE cells, and hard pulse for SCRs. Get more power, life, and run time from your cells. From the inventors of peak detection charging.



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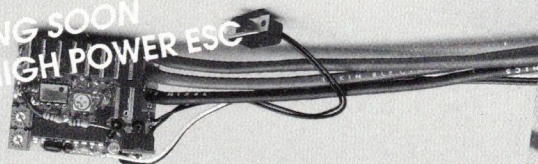


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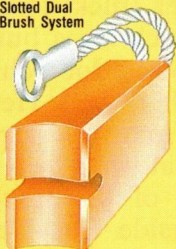
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Trinity brushes are molded, not cut like cheap copies, which are prone to stress related breakage. These brushes are designed as replacements for all Trinity, Orion, Yokomo, Kyosho and Air Supply motors.

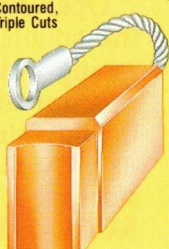


Slotted Dual Brush System



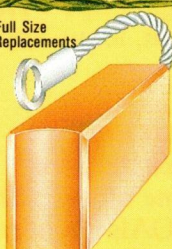
The first new brush designed for today's motors! Dual shunts for lowest resistance, new non-glazing formula. Slotted face for less arcing, less heat build-up and a more positive brush to commutator contact area. These are the only brushes that allow the hottest 8 thru 14 turn modified motors to produce maximum horsepower. **#4103 - \$3.50**

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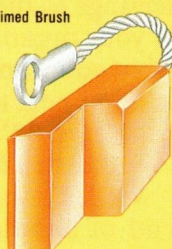
For 1/12 scale, on-road cars. Gives more torque and less arcing by maximizing the ratio of current draw vs friction on the commutator. For 14 to 20 turn motors. Speedworks 0007, 0012. **#4034**, soft compound for 4-cell **#4037**, for 6-cell **\$4.99**

Full Size Replacements



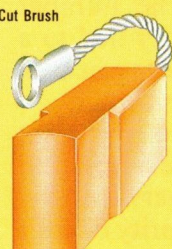
#4005, \$5.25 Soft compound comes in stock Trinity and Speedworks motors. w/springs. **#4038 \$3.00** Hard compound for longer life in off-road motors. In Trinity modifieds 1700 to 1704. **#4046 \$3.00** Soft compound produces higher rpms in stock and on-road motors. **#4065 \$1.99** Same as 4038 but without terminal.

Timed Brush



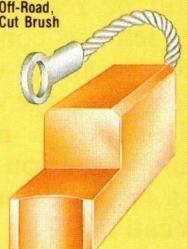
Shape increases timing and RPM's in stock motors. These work so well they should be illegal! For Trinity 2000, 2020, Speedworks 0004, 0005, 0444 and all Yokomo and Kyosho stock motors. **#4007 - \$4.79**

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The narrow face increases RPMs, reduces arcing. Designed for oval racing or motors with lots of timing advance. **#4006 - \$4.79**

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Region 6

Now that 1989 is over we can look forward to an exciting 1990. For it to be successful, however, we need to look back at some of the problems in '89 and make the necessary changes. For starters our 1989 Regional program had some of the best, and unfortunately, problem races in a long time. Our Dirt Oval Regionals hosted by the Sonoma County Raceway was spectacular. All of the feedback I received from the racers who participated in the event was positive. Our Off-Road Regionals also went very smoothly.

Where improvements need to be made is in our On-Road racing program. Without getting too involved in the troubles of the 1/12 Regionals for 1989, let us simply state that better communications on the event's progress would have been great. Unfortunately, the 1/12 club's first attempt at hosting the Regionals was rained out. Nobody's fault! Their second attempt never materialized because of the major San Francisco quake. Again this was obviously not the fault of the club. When the race finally did get underway it was in December.

Where the club could have helped their cause is with leaving a phone number where a person could be reached. The number they left was constantly tied to a recorder, and it was days at best when a message was returned.

This brings me to my next point. When you have a question on a race, date or otherwise, why not call me? The majority of calls I receive are on the order of a complaint because a Race Director could not be reached, or I can't find out when a race is, etc.

One such example was from an unknown racer in regards to the 1/12 Regionals. After the quake I received a letter from the

host club as to the details of the new race dates and the like. This was a full 3 weeks before the event was scheduled.

Two days before the event I received a call from a gentleman screaming about why nobody told him. He said he was trying to get a hold of the host club and so on.

My answer was why didn't he try to get a hold of me, before he got his blood pressure up.

The point is simple, use your Regional Director, and Scale Assistants as a reference, not just a complaint department.

Finally, it is here that we are suppose to have called for all Regional bids for 1990. To date I have one bid for 1/12 and a second bid for Dirt and Paved Oval. That's it! How can we build a successful Regional program when we don't have clubs interested in holding events. Hopefully, I will be getting more in soon. The sites for the Regionals that I have bids for will be announced in the March Rev-Up.

Finally, ROAR is asking for your input on a proposed change in the 1/10 rules. This would call for a limit of 6 cells maximum, in all classes. What do you think? Let me know so I can relay your feelings to the "higher ups". This is your organization, let us know what you want.

Until next time!

Series 89' ROAR Region 6 Off-Road Series Race #4

Well, it's that time of year. The end of another ROAR Region 6 Off-Road season. The turn-out was not as I had hoped but maybe next year it will be better.

2 Wheel Drive Stock A Main:
At the sound of the horn, Kyle Reed, who was top qualifier took the lead. He had to look back as Adam Warnke was close on his

heels. It stayed this way for the entire race but Adam had to watch out for David Potter, who was in third place. Kyle took 1st place with 11 laps at 4:00.7 followed by 2nd place finisher, Adam Warnke also with 11 laps at 4:00.9, a real close race!

4 Wheel Drive Stock A Main:
This class was small but it had great racing! Jeffrey Benmoin who was the top qualifier took the lead and never looked back. Th only time he did was to check on "Swirv" Irving Norwood, who was in second place. Irving was being pushed real hard by Ed Asher in third. This race was real important because it decided the 4 wheel drive champion. The results were: First place went to Jeffrey Benmoin with "Swirv" Irving Norwood taking second and Ed Asher taking third.

2 Wheel Drive Open A Main:
Here we go again. Kyle Reed, top qualifier, took the lead and never looked back at all. In second place was Gene Mason followed by Steve Ozuna in third.

4 Wheel Drive Open A Main:
Jeffrey Benmoin, top qualifier, took the lead from the start of the race and never looked back. Irving "Swirv" Norwood was in second followed by third place winner Dominic Sellers.

Open Monster Truck: This was the smallest truck class but the racing was good as Joe Schmitz was unreal with 12 laps. He was the only driver to turn 12 laps all day. Quite a feat when you consider the size of the track at RCRC of Riverside. Gary Sellers of Team A & L followed in second.

Ultra Stock Monster Truck B Main: This main was filled with all oval drivers trying their hand at off-road racing. Here goes! First place was taken by John "The Hammer" Smith, three time

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Warren Reed at (702) 871-RACE (7223)

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3240 Sirius Avenue, Building H

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RACE SCHEDULE:

Wednesday, Feb. 28 & Thursday, Mar. 1 - Open Practice

Friday, March 2 - First Round of Qualifying starting at 7 p.m.

Saturday, March 3 - Three Rounds of Qualifying starting at 9 a.m.

Sunday, March 4 - All Mains Starting at 11 a. m.

ENTRY DEADLINE FEBRUARY 17, 1990

Name _____ ROAR Number _____

Address _____

City, State, Zip _____ Phone () _____

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

Freq. 1. _____ 2. _____ 3. _____

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

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Oval National Sprint Car Champion. Second place was taken by Dan Popp with the Phred "The Mouth of the South" Gebauer taking third.

Ultra Stock Monster Truck A Main: This main was real crazy. There were 7 trucks and a lot of hammering in this class.

Ed Josties took the lead at the sound of the horn. He had to keep looking back to see where second place was. Ryan Reed was pushing Ed real hard throughout the race, but Ryan was being followed by John Reichling who was in third. All three drivers were on the same lap the entire race.

I would like to thank Mike Reedy of Reedy Modifieds for sponsoring the Off-Road series for 1989. I would also like to thank Warren Reed and his staff at RCRC of Riverside for hosting the race. Special thanks also go to the staffs of Metro Raceway and Racers Haven for their hosting of previous races.

*By Clifford Soderberg
Asst. Race Director*

**Stock
2WD A Main**

1st - Kyle Reed
2nd - Adam Warnke
3rd - David Potter

4WD A Main

1st - Jeffrey Benmoin
2nd - "Swirv" Irving Norwood
3rd - Ed Asher

**Modified
2WD A Main**

1st - Kyle Reed
2nd - Gene Mason
3rd - Steve Ozuna

4WD A Main

1st - Jeffrey Benmoin
2nd - Irving "Swirv" Norwood
3rd - Dominic Sellers

**Truck
Ultra Stock A Main**

1st - Ed Josties
2nd - Ryan Reed
3rd - John Reichling

Ultra Stock B Main

1st - John "Hammer" Smith
2nd - Dan Popp
3rd - Phred Gebauer

Modified

1st - Joe Schmitz
2nd - Gary Sellers

**Series 89' ROAR Region 6
Oval Race Series Race #4**

Well here we go again! The last oval race of 89' Series. I am sad to say the turnout was very low, but racing was still great. I hope to

see a better turnout next year. I will try to get the 1990 schedule ready as soon as possible so it can be posted early so everyone can plan to attend. Now on to racing.

2 Wheel Drive Stock A Main: This main was to determine the 2 Wheel Drive Stock Oval Champion. At the sound of the horn top qualifier, Art Hernandez took the lead and never looked back except to check out where second place Phred Gebauer was. He was real close to Art's rear bumper, but Phred had a real problem with third place finisher Sean Sinclair. This was a great A Main. Great racing guys. The hard luck award should go to Rick Noel, the points leader for most of the season. Great racing Rick!

2 Wheel Drive Open A Main: At the sound of the horn top qualifier, Jim Gouge took off in the lead. He lead the race for quite a while until a back marker got in his way. Sean Sinclair then got past Jim for the lead and never looked back until the race was over. Jim got back in the race to finish second with Shane Passoth finishing third. Great racing guys!

4 Wheel Drive Modified and Stock A Main: These two classes were the smallest ever at a series race. Three cars in Modified and one in Stock, so we ran them together. The 4 wheel drive Stock car took first place in his class.

The open cars were the fastest cars there overall with 32 laps. First place was taken by Top Qualifier, Cliff Soderberg while Gilbert Aguilar followed in second with Mark Turner taking third with his 4 wheel drive Stock car. Great racing guys!

Sprint Car A Main: This was a wild and wooly race. At the sound of the horn, Top Qualifier, Mike Bodman took the lead. He held onto the lead until a back marker got in his way, then Craig Rau took over the lead. Behind Craig was a heated battle for second between Steve Redd and

Mike Bodman. Craig Rau finished the race with the win while Steve Redd finished second and Mike Bodman in third.

I would like to thank Bob Novak of Novak Electronics and Ron Young of Superior Racing Products for the sponsorship of the 1989 Oval series. I would also like to thank Al Hess and the staff of the Ranch Pit Shop for hosting the race. Special thanks go to the staffs of Metro Raceway, Racers Haven and Outlaw R/C for hosting previous races.

Sprint Car

1st - Craig Rau
2nd - Steve Redd
3rd - Mike Bodman

2 Wheel Drive Stock

1st - Art Hernandez
2nd - Phred Gebauer
3rd - Sean Sinclair

2 Wheel Drive Modified

1st - Sean Sinclair
2nd - Jim Gouge
3rd - Shane Passoth

4 Wheel Drive Modified

1st - Cliff Soderberg
2nd - Gilbert Aguilar

4 Wheel Drive Modified

1st - Mark Turner

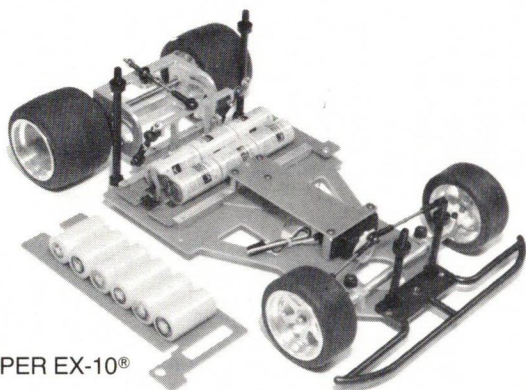
**1/8 Scale Championships
San Diego, CA - October 3,4,5
1989**

We'll here we go, another Region Championship is in the books. The race was put on by M & M Racing Hobbies and held at the El Cajon Speedway which features a very fast track that was originally built for 1/4 Midgets and is used now for 1/4 Scale R/C. For 1/8th scale they laid out a tight but fast infield also used is both sweepers and one long straightaway. Needless to say, the mph is very high. There were two guys there with radar guns that said a few cars were exceeding 55 mph! The traction was actually too good, cars were rolling over needless to say, everyone was thrashing on their chassis set-up. The weather was perfect, Friday was open practice, Saturday we had three rounds of qualifying. The top qualifiers were:

Pan Class - Mark Rebello
2WD Suspension - Louis LeBlanc
4WD - Mike Swauger

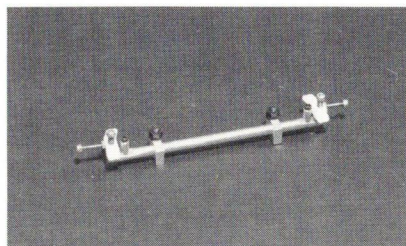
Sunday morning there were

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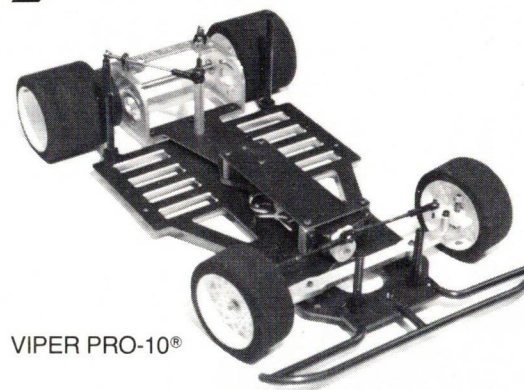


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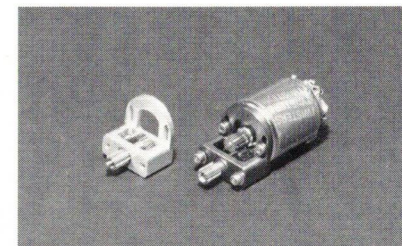
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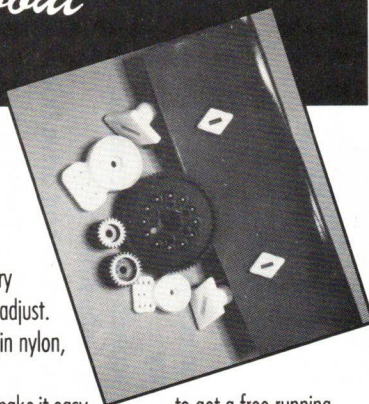
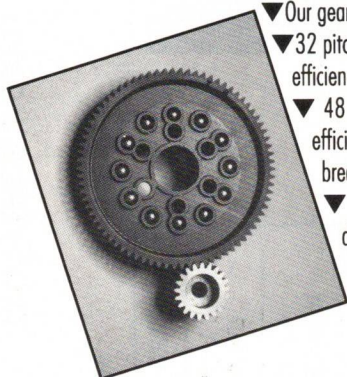


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- ▼ The twelve 12 ball bearing hole circle and Teflon lubrication make it easy differential adjustment, so your car gets more tire bite when powering out of the corners.
- ▼ Our gears can be purchased with or without 12 ball bearings pre-installed.
- ▼ 32 pitch gears for high strength and long lasting off-road use with good efficiency.
- ▼ 48 pitch gears for oval or on-road racing at high speeds with high efficiency, and still tough enough to take a banging without breaking.
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two more rounds of qualifying scheduled. Would the qualifiers stay the same? Lets see...

In Pan Class, Mark Rebello hung on for TQ, in 2WD class would Louis LeBlanc TQ in his first 1/8 race? Louis is one of the top electric racers in the country and was driving flawlessly. Where was Terry Ballard? Terry had to be considered the number one seed after winning the McCoy race and TQing and winning every series race so far this year. It seems Terry's car had so much steering with the sticky track conditions, it was impossible to drive a smooth consistent line. Then there was Mark Miranda, who really is running so close with Terry you could throw a hat over them. Mark said he was up till 4:00 a.m. resetting up his car and shop! He felt very confident the extra power and new chassis set-up was going to push him to the top. We all watched in his qualifier and I have to tell you his car looked

awesome! But the biggest thing was his driving. It looked more like a 1/12th electric race I've never seen a 2WD gas car run such tight lines. An incredible drive for a new TQ that would hold up. Mark Miranda was first qualifier. Louis LeBlanc 2nd and the #1 seed Terry Ballard 3rd. What would happen in the main? Stay tuned.

4WD was another tight battle. 13 year old Mike Swauger was sitting in the #1 spot with Barry Grossanbacher hot on his heels. This was it, the final round Barry decided to make a major change to his set up less dampening, softer springs, lighter sway bars, etc. When the horn went off, Mikey got the hole shot. But Barry was hot in his heels, Barry's car looked totally different than in the other rounds. He could go in deeper and punch the throttle sooner without the rear end getting crossed up. Don't get me wrong Barry's ability to throw a car around the track is unsur-

passed. He is one of the fastest drivers in the world. But it's very hard to be consistent with the rear end hanging out. Well, Barry went on to take TQ honors and afterward he said he felt like he was going slow. Gene Husting smiled and said that's exactly what we've been preaching. When your car is hooked up and your driving smooth that's when your going fast!

Well on with the mains.

Sorry I can't give detail of the Pan race, but I was preparing the cars for the 4WD main. Also, Bob Dewald and I were taking a close look at Terry's 2WD car, trying to figure out how to get rid of steering and keep the car from rolling over. Also adding to the problem was the fact that we had a 40 minute main and tires were was going to be a huge factor. We decided to put very hard front tires on (Associated 40s) and go with large tires so as not to make a tire stop. Well, we will see what happens, like I said, I didn't get to watch the Pan class but I do know the top qualifier had a problem and only ran one minute of the main. Tough break to go out so early for the TQ. I do know George Rebello (Marks brother?) went on to win quite happily by 3 laps. Putting in 99 laps in 30:03.50, 2WD was Rick Bartley with 96 laps in 30:17.49 and Lester Moore followed with 91 in 30:04.57 for third. Pan class is alive and will in Southern California! Complete results later.

2WD Suspension class. Would TQ Mark Miranda hold on for the win? Would new to gas racing Louis LeBlanc make his presence felt even further by pulling off a first time out win? Or would the #1 seed Bear Racing entry redeem themselves? Lets find out.

In warm up, I was busy helping tune 3 or 4 engines, but I did notice Terry's car looked very good. Mark was just putting around saving his tires. Louis had his car shut off with a smile

on his face, he must have been satisfied. The announcer Larry Stanclift said 30 seconds to the line. The cars all pulled into the starting spots. When the horn went off, Terry Ballard pulled off the most awesome hole shot from the second row. It was hard to believe after the first run he had a 30 foot lead. Then going into the infield he turned in too soon and stuck his car under the boards. Wow, going from first to last in one lap. Not a good way to start a race. Bob Dewald yelled up to his driver and said it's OK Terry, it's a long race get it out of your system now. On to the leaders, Mike Gagen was in the lead running very strong. Mike is getting better with every race. In second was Louis LeBlanc, Butch Feco was in third and flying. Butch also had to be considered a threat. He is a top 4WD racer that decided to give 2WD a try. But where was TQ Mark Miranda? It seems in warm up he got slammed big time and it broke his car. It was a hand full but Mark was determined to finish. Now Terry had worked his way back to third spot and was putting pressure on Louis. Louis went a little wide and Terry was gone. Now setting his sights on the leader Mike Gagen. Terry was putting a lot of pressure on Mike and it was obvious the changes made to his car agreed with him. He was flying, I'm not sure, but I think Mike let Terry go figuring he was the faster car and it would probably be a mistake to try and hold out like that for 40 minutes. Terry went on to put a 3 or 4 lap lead over the rest of the pack by the 1/2 way mark. Bob Dewald has to get some of that credit, his pit stops were incredible. The car never stopped moving, he would grab the car and run toward the pit exit as he was filling the tank! Bob told Terry put it on cruise and drive defensively. The battle for 2nd was over and Louis had a comfortable lead over 3rd and was pushing his car to the limit. He was

driving super, but it's very hard to keep up that kind of pace for 40 minutes. Now the race was for 3rd, Mark Miranda was dicing it out with Mike Gagen and managing to get by for third with his wounded car. Louis was still driving his heart out and managed to get back a lap. Terry just let him go very wisely with the lead he had, it would be foolish to race with someone who had little to loose! So it ended up 1st Terry Ballard 158 laps in 40:06.32. 2nd, Louis LeBlanc 156 laps 40:02.81, Mark Miranda 149 laps 40:09.37. Complete results later.

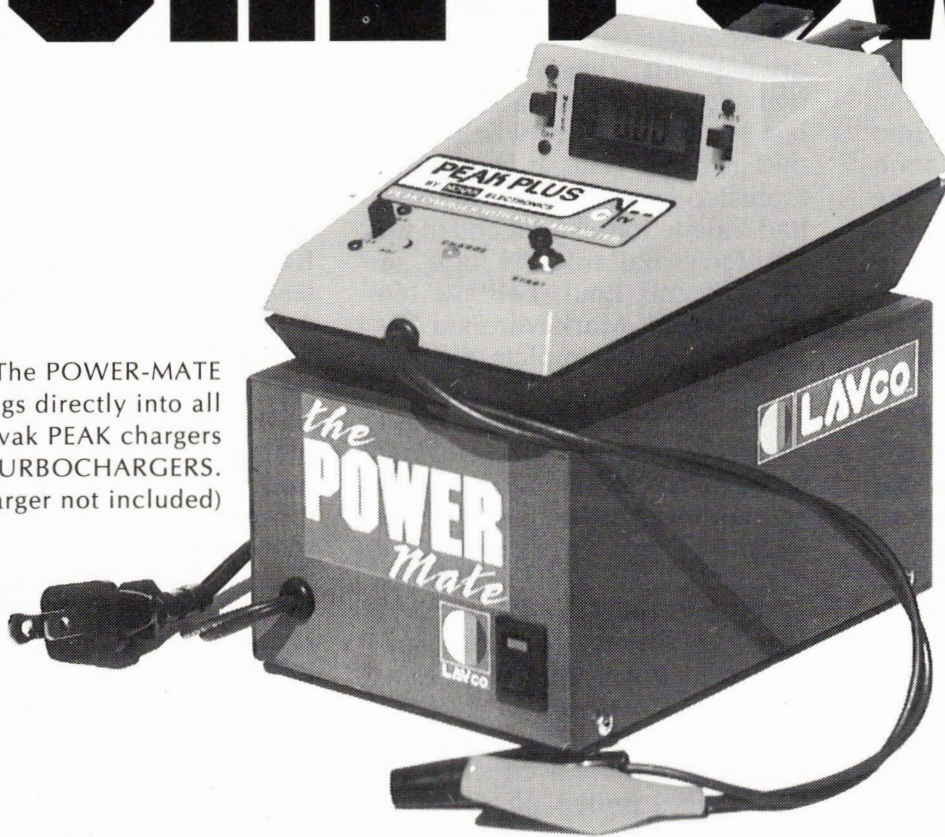
Now it was time for 4WD and guess what, it was dark outside! In warm up Mike Swauger said he could not see the car so (San Diego Mike) a local electric racer who comes out to help the Paris Team ran around in the pits and managed to come up with a can of white spray paint. So here we are with 3 minutes to the line and 3 cars lined up for the Earl Shibe special. When the horn went off Mike Jones pulled off the hole shot and was gone. Behind him was Barry Grossanbacher, Mike Swauger and Tom Wong. Speaking of Tom he and his wife/pit crew Mary have been racing 1/8 scale for Delta since long before I even started racing. Tom can get 110% out of his car and Mary is one of the best pit men, awh, make that pit persons around! Tom also is currently organizing a new 1/8 club and track see Tom for details. In the meantime, Mike Jones was getting with the program, he was driving awesome. Mike Jones, Barry Grossanbacher, Mike Swauger and Tom Wong were pulling away from the rest of the pack. This went on for 3 or 4 minutes. No one was catching Jones! Mike is more noted for his building ability than his driving, but not now, he was hauling. But then it happened, trying to lap a slower car Mike got tangled up and cartwheeled the car violently breaking a dog bone and his sway bar.

Needless to say, after that his car was a hand full. Now his only chance was to finish and hope others had problems as well. Too bad, Mike was putting in a super drive. I'm not sure how it happened, but Mike Swauger got by Barry and was now in the lead. They both were pulling away from the pack. It went on like that for 15 minutes. Swauger first, Barry second, Tom third. Then around the 23 or 24 minute mark, Barry got by Swauger for the lead. Those two had about a 5 or 6 lap lead over third spot Tom Wong, Barry and Swauger both pitted at the 25 minute mark. I was pitting Mikey and Lou was pitting Barry. Lou is Barry's dad and is a very capable mechanic/pitman whom has brought a lot of knowledge to the Associated/Paris Team. Lou's background in full size racing has been very helpful. Another note: Barry's brother Gary is one of the engineers on the Truesports/Budweiser Indy Car! I guess the point I'm trying to make is to show this is a team that works together and anyone on the team is capable of winning. There are no driver instructions when the race starts, their all going for the win.

The race for first was close. Barry had about a 10 or 11 second lead over Swauger and they both had about 6 laps over third. But at the 28 minute mark, Swauger's car died. It was out of fuel with only three minutes run time on that tank? We got fueled up and back on the track only about 2 seconds ahead of third Tom Wong. The only thing we could figure for him running out of fuel at 3 minutes after already running 4 prior tanks 5 to 5 1/2 minutes is about two laps before he ran out, Mikey got upside down and slid backwards down one of the hoses (the track's hose instead of board in the infield). The tank lid must have been pulled open! After that we pitted Mikey at 5 1/2 minutes. No problem anyway, that pretty much

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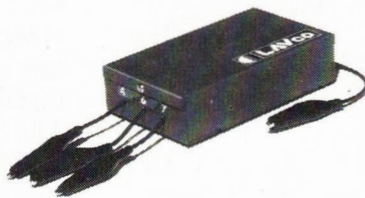
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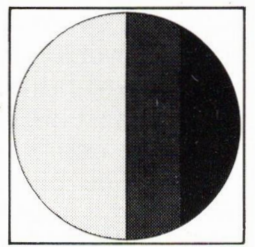
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finalized the race.

Barry drove flawlessly. It might be the best drive of his career. He was very smooth and drove a defensive race. I think Barry will be seeing a lot of wins in 1990, he has always been fast but now his race savvy is starting to kick in!

Swauger went on to finish 2 laps ahead of the third place car. What can I say about Mikey. He just keeps getting better at every race. I had a lot of people ask me why I asked Mike to race with us, well at the time I said he was a diamond in the ruff, and in just a short time, Mikey has become a fine gem!

Tom Wong went on for a super third place finish, despite the problems he had. Tom is a very determined driver.

Pan A Main

1st - George Rebello

2nd - Rick Bartley

3rd - Lester Moore

2WD Suspension A Main

1st - Terry Ballard

2nd - Louis LeBlanc

3rd - Mark Miranda

2WD Suspension B Main

1st - Norman Piligrino

2nd - Doug Rheume

3rd - Greg Miranda

4WD Suspension A Main

1st - Barry Grossenbacher

2nd - Mike Swauger

3rd - Tom Wong

4WD Suspension B Main

1st - Ed Millen

2nd - Daniel Reese

3rd - Eddie Lagrue

4WD Suspension C Main

1st - Oscar Valenzuela

2nd - Kirby Wostler

3rd - Don McDavitt

1/10th Scale On Road Region 6

October 7-8,

Tempe, Arizona SRS Raceway hosted the Region 6 Championships and the facility never looked better. It has been some-time since I have been there. The first thing I noticed was the very large and high driver stand, also provided for this event were two large shade canopy's (much needed unless your a descendant of a Geela monster of a cactus). The track surface was prepared to perfection, it was cleaned and sprayed with VHT each day. The circuit was ready for record setting times and that's exactly what happened. Read on!

The entry list looked more like a Nationals than a Regionals event. As you know, Region 6 has a very high concentration of factory and world class drivers in it and for many this would be the last chance to qualify for the world team!! This was going to be an awesome event. When I arrived Friday midday, I was surprised to see how many big names were there practicing. Everyone seemed to be running good. Examples in point: Tyree Phillips (Novak, Revolution, Composite Craft) had to be considered a serious threat coming off a win and new track record at the Pit Shop two weeks ago. Rick Hohwart (RC 10L, Peak Performance) Rick looked as always, very fast. Tony Neisinger of Trinity (everyone worries about Tony), he came from nowhere and strikes. Maybe the most intense driver in the world today. Cliff Lett, who is the holder of the current track record set last year on the same layout (15 laps in 4:07) using his then prototype RC10L was very confident. The very minor timing changes he made to his car after the last race at the Pit Shop would put him right in the middle of the battle for TQ. There were other top racers as well that I'm not familiar with, as many of you know I primarily report on 1/8 gas racing, but I will learn more about the electric racers as I'm attending more electric races of all scales.

The schedule was 3 rounds each of Stock and Modified on Sat. and two rounds on Sunday with all mains on Sunday. On Saturday, we ran all the Modified rounds first then the Stock. After round one of Modified, Cliff Lett led the pack and in fact went faster each and every round it looked like he was going to be the man to beat in Modified. Now on to stock.

Well, it was pretty much the same story, Cliff just dominated all three rounds going faster each time. Don't get me wrong. There

were others going very fast, but no one with the consistency of Cliff. His car was awesome, it just stuck to the ground and his horsepower was evil to sat the least! I also have to talk about his driving, if you follow electric on road racing you must know that having the best car certainly helps, but with the caliber of drivers at this race you had to drive awesome lines. Well Saturday qualifying was over and the track was opened for practice, but Cliff decided to go back to his room to look for even more speed. His thoughts must have been these guys are going to get it together and it will be even tougher tomorrow. It's now Sunday qualifying, I would go into detail but actually it was almost the same story as Saturday. Cliff just went faster with each round when qualifying was over, Cliff set two new records and at one point actually had the 3 fastest times in Modified. Modified 15 laps in 4:00 flat and in Stock 14 laps in 4:00 flat. I think that just about took off another lap in both classes! Second qualifier was Gil Losi, Jr. Gil like Cliff, does not race electric on road very often, but when he does, he does it in a very impressive way. Gil, in my opinion, is one of the top 5 drivers in every class of racing in the world. Also qualifying very fast (third) was Tony Neisinger. Even though he was having terrible gremlin problems. Another guy who had an awesome run going was Randy Hunter. All of a sudden his car just stopped dead! Tough brake, it would have been probably a top three run.

In Stock class qualifying the top three were Cliff, Rick Hohwart, and Randy Hunter. By the way, the stock motors were supplied by Race Prep and seemed very consistent and fast. After qualifying was over, a lot of nice prizes were given away. Like I said earlier, there were so many factory drivers there, it was hard to give away the prizes. Some

very generous things were donated like Novak speed controls, lots of goodies from Rev Tech and a RC10L. The factory drivers names would be drawn but they would just say put the prize back in the pot for a non sponsored driver. Andy Jacobson of Andy's RC Products and maker of the TOJ Body which seemed to be the body of choice by most of the top drivers, said give the RC10L to the one with the lowest qualifier. That turned out to be Jim Lord, he was currently driving a third hand car that had seen better days. You can bet he will be running good by the next race.

Time for the main events.

In the Stock A Main, Cliff and Rick Hohwart jumped out to the lead, but Cliff was able to hold the inside line in the sweeper and was able to pull just ahead of Rick. These two guys seemed to pull away from the rest of the pack. Then Cliff started slowly pulling away from Rick and that is how it finished. Cliff first, Rick second, and running very strong third was Randy (not such a bad guy) Hunter.

Now for the biggie, this is the one that was going to be the last chance to qualify for the Worlds Team. Would Cliff be able to make it a clean sweep TQ and win both classes? We will all know in 4 minutes! There, they sat on the grid, it was very tense, the horn sounded and Gil Losi, Jr. got the hole shot with Cliff and Rick Hohwart hot on his tail going into the in field Jr. clipped a dot which sent his car into Cliff. That let Rick by for the lead. Cliff then got going very quickly and was in hot pursuit of Rick. They both pulled away from the rest of the field, Rick was running every good, but Cliff's car was just awesome! He was all over Rick looking for a way around him. This went on 3 or 4 laps, they were running just a few inches apart. I've never seen such clean driving, these two guys were putting on a super show. But then, coming on to the

sweeper Rick went just a touch too wide and that's all that was needed for Cliff to take advantage. He turned inside of Rick and pulled away. Cliff was putting about a 1/2 second per lap lead over Rick. I'm sorry, I can't give details of the other in the mains but I couldn't take my eyes off the leaders. I saw that Tony Neisinger's Gremlins were still haunting him, his car never left the line.

Well to no ones surprise Cliff went on to win. What a weekend, Top Qualifying both classes and setting two track records and winning both classes. You know they say when it's your time, it's your time.

Rick did a super job and finished second with Bruce Hickman in third.

Well that's about it, I'd like to thank the guys at SRS for putting on a great race.

By Ron Paris

Modified A Main

1st - Cliff Lett
2nd - Rick Hohwart
3rd - Bruce Hickman

B Main

1st - Lucas Garneau
2nd - Mike Hickman
3rd - Tim Neja

C Main

1st - Randy Locken
2nd - Barry Baker
3rd - Al Chuck

D Main

1st - Mike Chavez
2nd - Dave Arellano
3rd - Lee Criger

Stock A Main

1st - Cliff Lett
2nd - Rick Hohwart
3rd - Randy Hunter

B Main

1st - Jim Rose
2nd - Steve Prichett
3rd - Mark Drake

C Main

1st - Al Chuck
2nd - Andy Jacobson
3rd - Mike Critelli

D Main

1st - Jim Lord

Region 6 Dirt Oval Championship

Who ever heard of Sonoma County Raceway, or Santa Rosa for that matter? Oh well, it was the Regionals and they may be ranking for the Nats next year, so I sent in my entry. And who could believe that package they

sent? "A smooth track, run foamies" they said. "Parking for 30,000 cars" they said. "Plenty of pits", "nearby accomodations", "beautiful area", they said it all. And that practice schedule for Friday, could you buy that? They had four rounds of thirty-five timed four minute runs on a chart that was figured to the minute, and my race numbers. Heck, I'd been to lots of big races. I knew they'd be lucky to stay within an hour of schedule! Big surprise, folks, they lived up to it all! That track up there had us all doing double takes, touching it to be sure it wasn't concrete. See, they've got this guy they call "The Flyin' Hawaiian", Joe Baybado, who thinks the track ain't fit to race if it's not just like a pool table. Well, I've lost lots of money on tables that were rougher than Joe's track! They run dirt oval 1/12th scale up there, and they chew up the Dominators. AWE-SOME! Anyway, I could hardly wait to see that

"structured practice" crap blow up. What can I say..it started on the button and stayed true to the second from 7 a.m. until 11 p.m. They really had it together. Now I had to wait until qualifying started to see these country yokels screw up. I never got the chance. I went to bed under clear skies full of stars, but my ZZZs were short-lived. About 4 a.m. there came a-crashin and a-flashin' that had me thinking the San Andreas had finally let go! The lightning was hitting so close that my knees were knockin' like dice in a cup, and my dog wouldn't even come out from under the bed. I haven't seen a light show like that since Winterland in '65, except for the time I tried to charge my SCE batteries with my arc welder. Well, about daylight the bottom fell out of the clouds and rain fell on that beautiful track like it was the proverbial flat rock under the proverbial cow. Every time it let up a little, the crew would pump and sweep and shovel, but it just

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kept on coming. You coulda just cried for how hard they tried but finally it was postponed . . . **FAST FORWARD.**

Two weeks later, same place. It had been raining all night Thursday and the track - it was under water. To make matters worse, some low-down kids on bicycles had snuck on during the rain and put deep ruts in the surface. But I tell you, those guys in Santa Rosa never give up. Same old story . . . pump, sweep, shovel, drag and smooth. A dang miracle, but the track was perfect by 5 Friday afternoon and they opened it for practice. And I tell you what, those people were still smilin' and lookin' forward to races the next day. Seems to me that they're either all a big bunch of liars or they're more R/C crazy than I am! Anyway, let's get on to race day . . . **FAST FORWARD.**

Now I don't know about you but I'm a little tired or reading race reports that all sound like this:

Jim was hard on the throttle and got a clean hole shot with Joe right on his tail, followed by Jerry and Jerome. This order held for five laps until Joe got distracted by a mini-skirted spectator and dropped his radio off the 'drivers' stand, allowing Jerome to spit on it. Since Joe "wouldn't touch that yucky thing", and in fact started barfing on Jim and Jerry's shoes, Jerome stole the lead and held it until the finish. Repeat as needed for the number of races.

Y-A-W-N.

So if you don't mind I'll skip the blow-by-blow and let you read the race results. I'd rather tell you in my own colorful way about the event in general.

I hear they raise a lot of chickens up in Sonoma County, so maybe that's why they had a check-in scheduled for 6 a.m. Where I come from, that's a good time to be just getting home, not

up. Anyway, the rain had caused practice problems, so they got rid of one of the qualifying rounds to allow for Saturday morning practice and moved check-in up to 9 a.m. (still tough on us old fellas). But I tell you, that was a slick check-in, a regular assembly line. They had all our names on little file cards with race numbers and frequencies, and they handed those to us. They checked our radios and gave us chits. They engraved the hand-out stock motors (they had chosen the reliable and consistent Trinity 2000), and they answered at least a million questions. The best part was the free gifts. These folks decided to be different and not hand out T-shirts. Instead they gave us and embroidered jacket patch and a special mug. You should see 'em. Still, I would have liked a T-shirt, too. Mom always said I'd fuss at St. Peter for making me wait in line.

The first round of qualifying started at Noon. The track was perfect, the program ran without a hitch through two rounds, and was so good I can't even think of any smart cracks. They had us headed for the showers by 5:30 p.m.! Heck, I had time to take in a little of the "night scene" in Santa Rosa, and I ain't seen so many pretty girls since the last Bon Jovi concert. **FAST FORWARD.**

Now I gotta tell you about one suspicious thing. Sunday morning at the drivers' meeting they gave away a Dominator kit from Custom Works. All the way up to Santa Rosa I had a feeling about it. You know, how you just **KNOW** when it's your turn? Well, those skunks must have cheated, 'cause they gave it to some guy named Chuck Frowein from Fairfield. More about this later. Anyway, it was great after that. The last round of qualifying was good as the first two, and we had a nice lunch break before

the mains. All during the qualifiers they were drawing impound numbers and giving away prizes, and they must have had a semi haul it all in. I think everybody there but me won at least two things. (Yeah, that's another suspicious thing). They started the Mains at 2 p.m., and once again sailed right through. Then they **DID THE AWARDS.** Man, did they do it! Those trophies were taller than some of the racers, and there were a pile of them. They even saved the biggest one of all for their track engineer, "The Flyin' Hawaiian". I tell you, those guys got **CLASS.** But, they cheated again, and gave another Dominator (this one **HAD** to be mine) to some guy from Sacramento, Nick D'Amico. Then they kept on giving away prizes for another hour (to everyone but yours truly). I tell you, it was fixed!

Like I said before, I been to a lot of big races. I bet Bob Rule couldn't even say yo-yo when I started. Heck, John Thawley hadn't even seen a pair of pastel shorts and Mike Walker didn't have anyone to take unfair advantage of. I seen 'em all. This one has to go right up there with the best. They may be country up there at Sonoma County Raceway, but they sure put on a good show. Why, even the racers were caught up in the hospitality. If I hadn't of had such a good time, I woulda got sick listening to the talk on the driver's stand. You never in your life heard so many "I'm sorrys" and "My faults" and the like. If we're not careful, places like this could take the intimidation right out of our sport. Now that's someting to make you take stock!

Dadgummit, it's even affected me! I feel positively driven to tell you about a bunch of other smarmy goings-on. Those guys from Custom Works, Brian and Jerry Landgraff and Dave May,

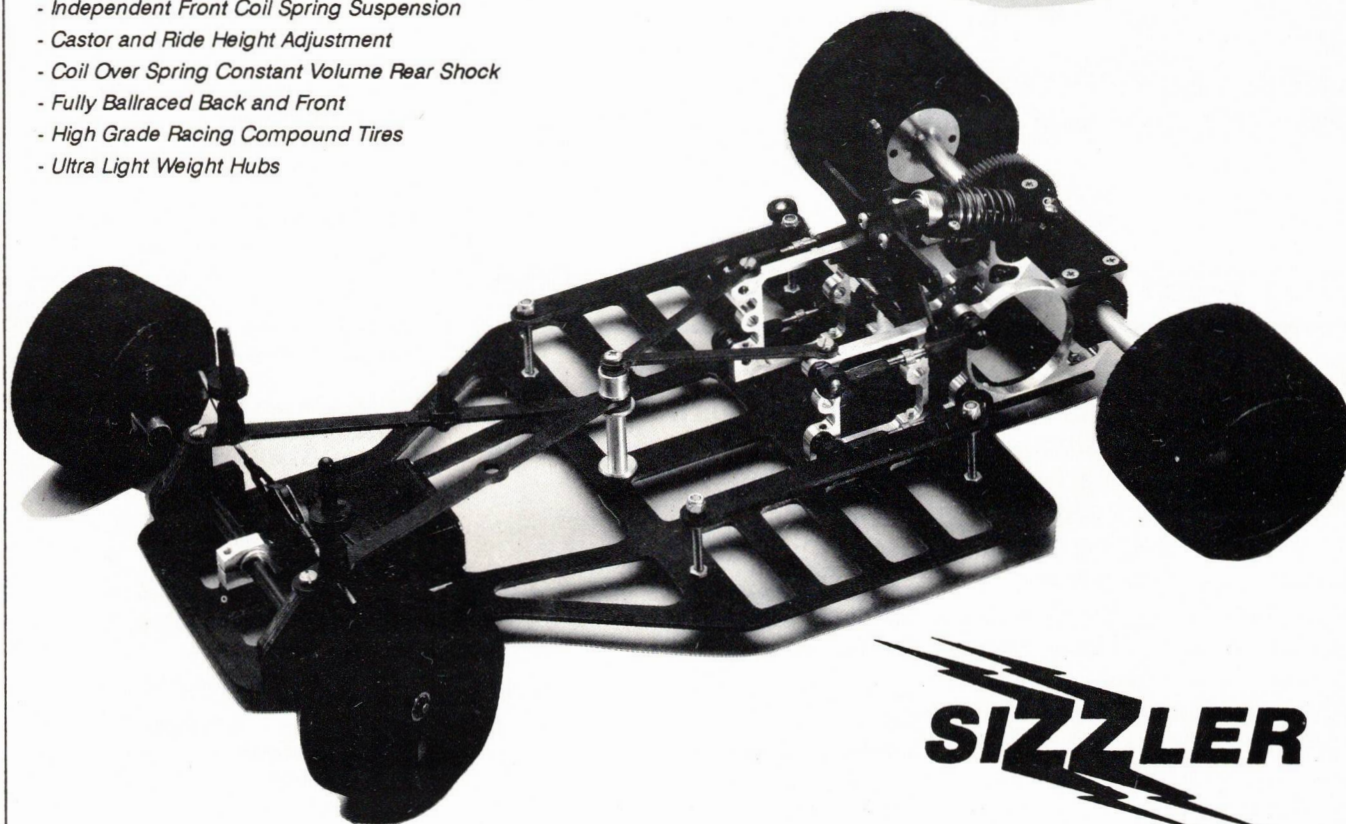
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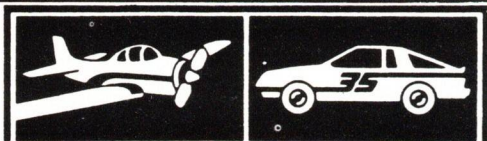
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acted like winning wasn't the only thing. Not only did they donate TWO complete Dominators as give-aways (which, by the way, I didn't get), they spent the whole weekend helping other racers. And let me tell you about Twister's hot shoes, Jim Gouge and Eddie Knoles. These two supposedly top level drivers actually spent time talking to the little people! Shoot, I saw them giving secret stuff (the only kind of stuff Twister has) to those less fortunate than themselves. Where will it end? And I'll tell you the real kicker, though you won't believe it. All weekend from start to finish, there was not one fight. Dang, there wasn't even one good argument. Now, that just gives you a taste of where this sport might be headed. Wake up and smell the brushes!

To all of you who didn't make this race I quote from my good friend, Bill the cat... "PHBLLLLT!"

YOU REALLY MISSED IT! As for ole P.H., you'll definitely see me at the next one. Stop by and say "How do"!

By P. H. Factor

**Sprint
A Main**

1st - Mark Figuerado
2nd - Johnny Guiliani/TQ
3rd - Dan Yetter

B Main

1st - Steve Alexander Jr.
2nd - Jeff Smith
3rd - Richie Rodriguez

C Main

1st - Darrell Burnsed
2nd - Paul Andris
3rd - Chris Burnsed

**2WD Stock
A Main**

1st - Stan Smith
2nd - Robert Sorensen
3rd - Scott Barber/TQ

B Main

1st - Wally Woodson
2nd - Geno Garcia
3rd - Vince Poggi

C Main

1st - Sherman Wong
2nd - Sarah Cheal
3rd - Jeff Maxwell

D Main

1st - Ken Bronsert

2nd - Craig Paoli
3rd - Tom Kelley

E Main

1st - Dixon Cheal
2nd - David Sternitzke
3rd - Randy Hogg

F Main

1st - James Ford
2nd - Mike Crocker
3rd - Brian Morris

G Main

1st - Brian Haffeman
2nd - Pat Brandon
3rd - Jeff Amos

H Main

1st - David Blanc
2nd - Mark Garner
3rd - Will Clark

I Main

1st - Bill Bickford
2nd - Julie Tavares
3rd - Ron Perry

**4WD Stock
A Main**

1st - Dave May/TQ
2nd - Jerry Winkelbauer (Firehawk)
3rd - Brian Landgraff

B Main

1st - Jerry Roy
2nd - Bill Reeder
3rd - Brian Morris

**Modified Sprint
A Main**

1st - J.D. Beckwith
2nd - Mike Bodman
3rd - Joe MacGregor

B Main

1st - Mark Figuerado
2nd - Rico Boccoleri
3rd - Leon Shaw

C Main

1st - Johnny Boccoleri
2nd - Bill Scheuneman
3rd - Charles Sparks

**2WD Modified
A Main**

1st - Eddie Knoles/TQ
2nd - Scott Quillen
3rd - George Vardzik

B Main

1st - Wally Woodson
2nd - James Ford
3rd - Dixon Cheal

C Main

1st - Rich Albright
2nd - Tim Lepley
3rd - Bob Toops

D Main

1st - Ken Davis
2nd - Will Clark
3rd - Mike Kagley

**4WD Modified
A Main**

1st - Brian Landgraff/TQ
2nd - Dave May
3rd - Casey Roy

B Main

1st - Nick D'Amico
2nd - Matthew Spivalo
3rd - Jerry Casado

Don Pallett
512 5th Street
Lewiston, ID 83501
(208) 743-6319

Region 7

Hi! My name is Don Pallett. I am the new Region Director.

Thanks to all ROAR members that voted. There are a few big races coming up to prepare for the Nationals and Regionals. They are:

Varoom! - Banana Belt Springs Challenge on April 21 and 22 in Lewiston, Idaho and the Hank Perry (240) on May 19 and 20 in Spokane, Washington.

Anyone wanting to help me as an assistant, please contact: me as soon as possible. Phone: 208-743-6319. My address is: 512 5th St. Lewiston, Idaho 83501.

If you have any races going on please let me know I will try to help any way possible. Please contact me if you need any information about Region 7.

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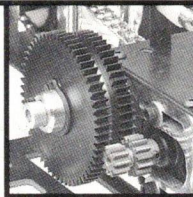
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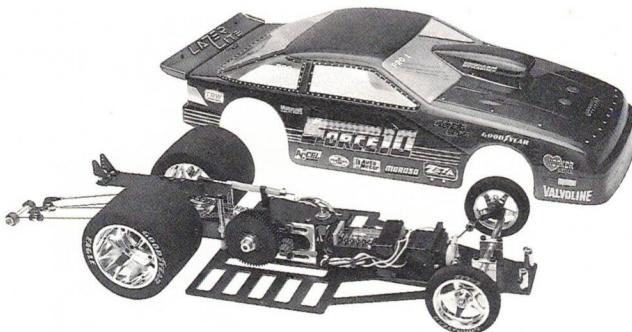
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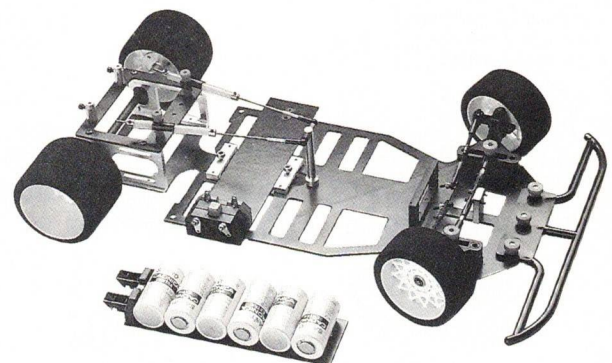


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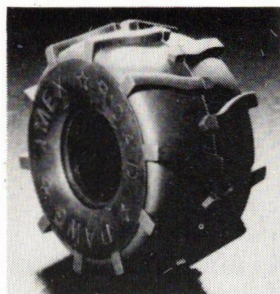
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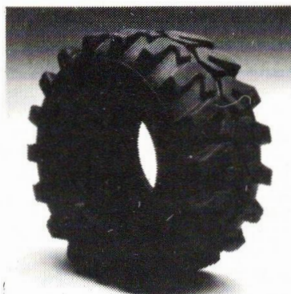
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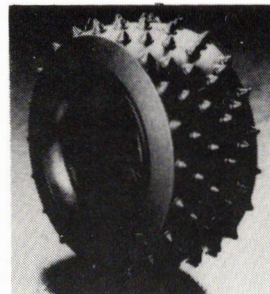
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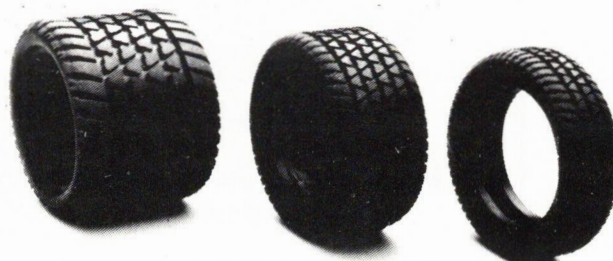


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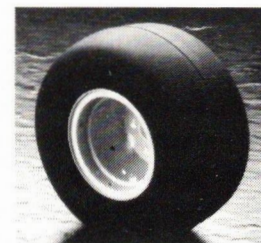
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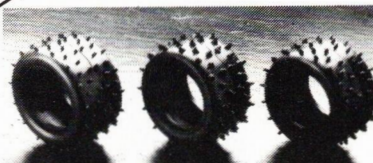
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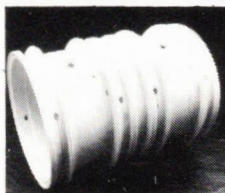
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Region 8

NO REPORT WAS RECEIVED.

ROAR FINANCIAL STATEMENT

(As of September 1, 1989)

DEPOSITS — This Month

Memberships	\$16,117.00
Affiliated Clubs	385.00
Equipment Rental	—0—
Interest Earned	318.52
Rev-Up	12,715.00
Postage	241.50
Rules/Manuals	665.00
Mailings	414.55
Miscellaneous	3,733.40
Total This Month	34,589.87
Total Year To Date	249,374.47

Opening Balance	26,924.09
Deposits	34,589.97
Disbursements	45,248.97
Closing Balance	16,265.09

EXPENSES — This Month

Payroll	5,131.70
Telephone	1,016.27
Printing & Typesetting	2,148.20
Office Supplies	49.86
Rev-Up	23,739.64
Federal & State Payroll Taxes	1,106.93
Professional Services	585.50
Insurance	6,380.00
Postage	2,053.86
Total This Month	45,248.97
Total Year To Date	235,761.34

A new Financial Statement was not received this month due to the changing of officers.



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Once again it's time for another Rev-Up article and once again I have little or not reports from any of the clubs in this Region. If somebody out there knows a way of extracting reports from the people that race please give me a shout because this is getting a little ridiculous. Enough said.

Saskatoon Prairie Dusters

city Series. This year we have expanded the series to include Lloydminster which in turn will bring us several new and old faces in competition, a welcome sight in any situation. Just to prove that the series is prosperous the first race brought out 25 racers and since then the local races have maintained that number of people, if not more.

Modified	Sportsman
1st - Gary Lanzer	1st - Dave Newbigging
2nd - Darcy Weimer	2nd - Greg Gherasim
3rd - Maro Vangool	3rd - Darrel Lamb

Modified	Sportsman
1st - Gary Lanzer	1st - Scott Drake
2nd - Marc Vangool	2nd - Ron Fournier
3rd - Dave Newbigging	3rd - Geoff Dodd

the year, in reality it should have read Dave Newbigging. Sorry Dave.

On a final note, any club interested in hosting any of the Regionals should get your applications in as soon as possible.

It's as simple as 1 - 2 - 3!

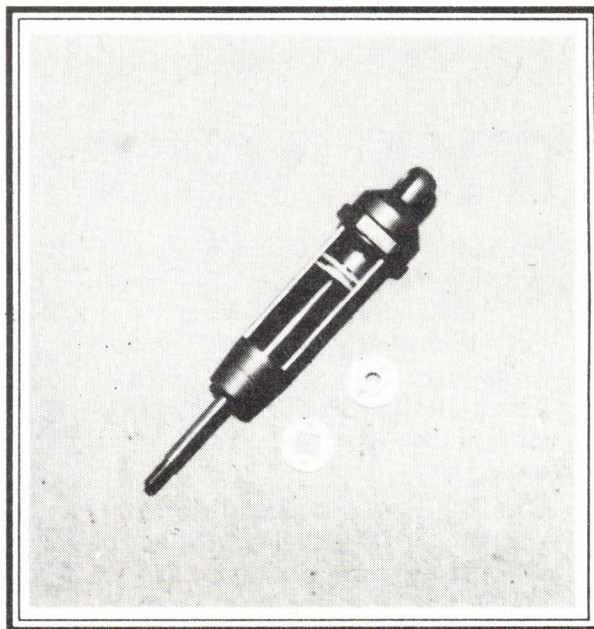


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Pat Doherty

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Region 10

The major fixture on the region's 1/8 gas racing calendar occupied the July 28-30 weekend this year and because of its central location in Quebec City, drew entries from both ends of the country as well as the northeastern U.S. The Canadian Gas Championships attracted some three dozen entrants competing in 2WD and 4WD classes on the compact Aquarium track in Quebec. This facility is contained in a perimeter measuring about 225' by 80'.

The key to a fast lap was the ability to negotiate the long, ever-tighter corner onto the straight at a high speed resulting in a much greater terminal speed at the straight's end. It was quite interesting to watch the very good handling cars and with brave drivers trying to apply full power at the start of this corner. More prudent and/or less skilled operators used partial throttle openings for this section.

After eight qualifying rounds in 4WD, Tom Ramundo, of Albany, N.Y., sponsored by Aljo Racing of Bridgeport, PA., had placed his Serpent/Nova Rossi in first with a best of 19/5:08.6, set in round six. Second place was the property of Quebec City's Martin Lefebvre by virtue of his final round score of 19/5:14.5 with his PB/OS rig.

Brad Makaric (Associated/Rex Paris) of Windsor, Ontario lay third, less than two seconds adrift with a score of 19/5:16.3 and slightly ahead of American Gary Soltys of Ballston Lakes, N.Y., whose PB/Nova Rossi equipment took him to fourth place in qualifying courtesy of his second round 19 lapper in 5:17.8.



"Track condition reports were provided to the racers during the event after close inspection by the maintenance crew!"

Track record holder Claude Letourneau used a Serpent/OS combination to score 18/5:01.2, good enough for sixth place. In seventh spot, Ramundo's sponsor Arch Paltrineri recorded 18/5:16.5 (Serpent/Nova Rossi). Halifax's Glen Tate employed the Texaco-liveried SG Space with Picco P5 and a run of 17/5:01.2 to qualify eighth, while defending champion Bruce Armstrong, also of Halifax, occupied ninth place with his SG/Picco 3.5. Rounding out the A main field was Thunder Bay's Ron Tougas, who used equipment similar to Armstrong's to record a qualifying best of 17/5:05.8.

Of the B main qualifiers, local Pierre Ruel just missed out on the A main as he qualified eleventh with 17/5:06.3 (SG/Rex Paris). Next was Thunder Bay's Jo Dias (Associated/OPS Paris) with a best of 17/5:06.7. Thirteenth place was the preserve of Gerald Cloutier of Ste. Foy, P.Q., (PB/OS) with a 17/5:13.3 recorded.

Fourteenth was Roger Schwind of Toronto (SG/OPS) at 17/5:14.8 edging out Halifax's Pat

Doherty (Delta/Rex Paris) who did a 17/5:15.5. Sixteenth placer was Halifax's Geoff Davis (SG/Rex Paris) at a similar time, set later.

Seventeenth man was Jose Dias, Thunder Bay, (Associated/OPS Paris) at 17/5:16. Next came Glen Libtow of Detroit whose Associated/Rex Paris recorded 17 laps in 5:16.9. In nineteenth spot resided Scott MacFarlane's SG Mk. 4, with Picco power recording 17/5:16.9. Final B runner was Peter Fisher of Toronto, also SG Mk. 4 with OPS at 16/5:00.8.

In 2WD, Calgary's Don Johnston (Delta/K&B) set best qualifying time in round seven at 16/5:10.2. Second place went to Rick Davis, Jr. of London, Ontario whose RC300/Nova Rossi scored 16/5:17.4. Pierre Letourneau of Montmagny, P.Q. was third at 15/5:04.9. Melanie Ruel of St. Jean Chrysostome, P.Q. was fourth.

When Sunday rolled around it was easy to see that it was the most important day as almost everyone had broken out their best T-Shirts. The first event was the Concours D'Elegance which was won by Don Johnston's starry blue Associated Elfin, a popular choice with lovely paint and design. Jose Dias used a similar body for his second placing entry. Martin Lefebvre's Parma Lola was third.

Car competing in the event, by make looked like this: 8 PB/9 SG/8 Associated/4 Serpent/1 Cook/4 Delta

By motor, the breakdown was: 7 Nova Rossi/5 OPS/5 Picco P21/5 Rex Paris/6 OS/3 OPS Paris/2 Serpent/2 Picco P5/1 K & B



Rick Davis (R) punishes new 2WD Champ Pierre Letourneau for beating him in final. Gaetan Chapados (L) patiently waits his turn.

By radio, here is what was used: 22 Futaba/6 KO/5 Airtronics/1 Challenger/1 JR/1 Kyosho

The day's first racing event was the 4WD C Main. This 30 minute contest was won by Sylvain Buisson (RC500/OPS Paris) with a substantial lead over second place finisher Barrie Stanbury's SG Mk. 4. Third place finisher Luce Simard battled manfully with Yvon Petillot, beating him by only by 1.3 seconds.

C Main Results 4WD

- 1st - Sylvain Buisson
- 2nd - Barrie Stanbury
- 3rd - Luce Simard
- 4th - Yvon Petillot
- 5th - Gaston Lefebvre
- 6th - Daniel Rouleau
- 7th - Michael Pereira

The upcoming B Main looked like a bit of a dog fight as almost all runners were in the 17 lap category. If the main was to run at qualifying pace the winner should go about 93 laps in the 30 minutes allowed.

After a few laps to sort out the poor starts the order on lap 4 was Jose Dias leading over Glen Libtow, Pierre Ruel, Gerald Cloutier, Pat Doherty, Geoff Davis, Roger Schwind, Jo Dias, Scott MacFarlane and Peter Fisher in that order.

They stayed that way for a few laps until MacFarlane's SG Mk.4 went to sleep allowing him to watch the action unfold for the rest of the race. On lap nine Leader Dias began a series of long pit stops that immediately dropped him to the back of the pack and put him out of contention as he finally retired just before the 15 minute mark with only 14 laps completed.

By lap 20 Glen Libtow has moved up to the lead with Davis nipping at his heels as early front runner Ruel's 90 second pit stop had relegated him to sixth and a long upward climb that eventually netted fourth spot for him. Doherty was in third, with Schwind a few seconds back, then Cloutier, Ruel, and Jo Dias.

The positions then remained static until lap 29 when Davis and Libtow switched positions for sixteen laps while Doherty struggled to hang on in third with his P-4 robbed much speed by an exhaust manifold that had been traumatically rotated rearward to rub against the left rear tire of the

QUICK PIT

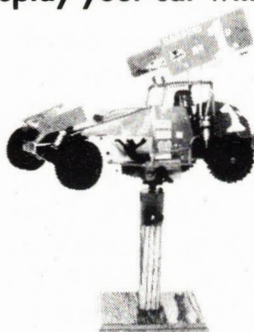
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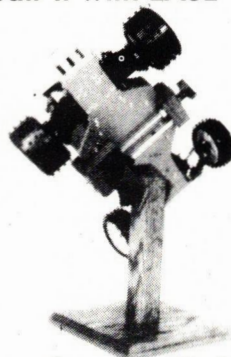
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Davis and Libtow continued to run about 2 seconds apart till close to the end when Glen increased the cushion to 11 seconds. Doherty finished three laps back but three laps ahead of Ruel and 4 up on Cloutier.

B Main Results 4WD

1st - Glen Libtow
 RC500/Rex Paris
 2nd - Geoff Davis
 SG Space/Rex Paris
 3rd - Pat Doherty
 Delta/Rex Paris
 4th - Pierre Ruel
 SG Space/Rex Paris
 5th - Gerald Cloutier
 PB/OS
 6th - Jo Dias
 RC500/OPS Paris
 7th - Peter Fisher
 SG Mk4/OPS Pro
 8th - Roger Schwind
 SG Space/OPS
 9th - Jose Dias
 RC500/OPS Paris
 10th - Scott MacFarlane
 SG Mk4/Picco

The 2WD A main was a close contest between Pierre Letourneau and Rick Davis whose Associated cars led all laps. A glance at the lap times indicated that both enjoyed rather clean runs with Letourneau averaging about a third of a second per lap faster than eventual second place

finisher Davis. Gaetan Chapados (Delta/OS) picked up third spot ahead of Melanie Ruel's Picco powered Super Eagle. Shawn Fowler was fifth ahead of Don Johnston.

A Main Results 2WD

1st - Pierre Letourneau
 2nd - Rick Davis, Jr.
 3rd - Gaetan Chapados
 4th - Melanie Ruel
 5th - Shawn Fowler
 6th - Don Johnston

Finally it was time to settle the 4WD affair. The race was preceded by a 20 minute warm-up session and the contestants were introduced to the large crowd of spectators who gathered to see the race. This time was one of great urgency for the defending champion, Armstrong who fractured and inner dog bone driver on his SG Space during warm-up and had to do some very quick wrenching to make it to the line on time for the 60 minute final. his quick work paid off and he was ready when starter Gilles Theriault flagged off the 4WD A Main.

Tom Ramundo led off the line and after a few laps to settle down to race paces the order

behind him was, on lap five: Brad Makaric, Gary Soltys, Claude Letourneau, Arch Paltrineri, Glen Tate, Grant Toman, Ron Tougas, Bruce Armstrong and Martin Lefebvre.

First man to have his parade rained on was Ron Tougas whose SG Space stripped a gear in its 2 speed on lap sixteen and his day was done! Nine contenders left.

By lap seventeen Letourneau had moved up to second over Soltys who had earlier passed Makaric: Toman, Paltrineri, Tate, Armstrong, and Lefebvre followed.

These positions were quite constant until lap thirty-seven when Letourneau eased by Ramundo to head the leading group in which Makaric and Soltys had changed places. Makaric continued his upward climb and on lap fifty-four also passed Ramundo, two laps before defending champion Armstrong's SG brake driver melted causing him to impact the vertical speed brake at the end of the straight with terminal results.

By this time, leader Letourneau was up by almost a lap and the field were roaring around in an orderly manner. In fact it was hard to believe that some of these guys were the same people who enlivened the qualifying sessions with some wild driving. Ramundo in the meantime was on the comeback trail and by lap sixty-six he was back in front but his lead lasted only seven laps as Letourneau fought back to first, pulling Makaric ahead of Ramundo too. Soltys, Toman, Tate, Paltrineri and Lefebvre followed. On lap 91 sixth place runner Glen Tate saw the invisible hand hurl his Space into the barrier at the end of the straight causing a twelve minute pit stop during which time he and pitman Geoff Davis replaced most of the car's front

end components as well as the steering servo. Paltrineri also was forced into the pits for some emergency repairs when a crash on lap 104 reconfigured his pipe and required a broken shock to be replaced. Letourneau then led for sixty laps while Makaric and Ramundo swapped places nine times until Ramundo again regained the lead on lap 133. However, at this point, the 40 minute mark, it was anybody's race. The leaders were right together on the track and Makaric was but a blink behind. Ramundo had decided not to lose the lead again, though, and he held it till the end, although Letourneau dogged him for all but the last few laps when he had to pit to repair a loose pressure tap, thereby allowing Soltys, who had passed Makaric on lap 179, and Makaric to go by to finish second and third. This main was a very closely raced contest with few retirements and a very high



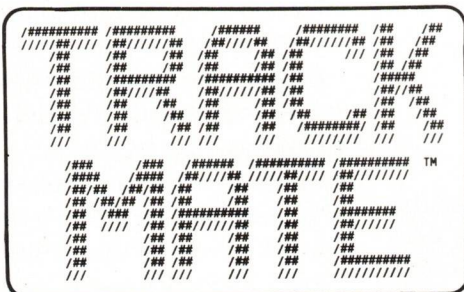
Another great victory for the machinists' union. A Main winner and new Canadian 4WD Champ Tommy Ramundo, flanked by third placing Brad Makaric (L) and runner-up Gary Soltys (R).

standard of driving, a show that the audience really appreciated.

A Main Results 4WD

- 1st - Tom Ramundo/TQ
Serp/NR/Fut
- 2nd - Gary Soltys
PB/RexPar/Air
- 3rd - Brad Makaric
RC500/RexPar/KO
- 4th - Claude Letourneau
PB/OS Fut
- 5th - Grant Toman
PB/NR/KO
- 6th - Martin Lefebvre
PB/OS/Fut
- 7th - Glen Tate
SG/Picco/Fut
- 8th - Arch Paltrineri
Serp/NR/KO
- 9th - Bruce Armstrong
SG/Picco/Fut
- 10th - Ron Tougas
SG/Picco/Fut

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Region 11

First, I'd like to take all of those who supported me in my re-election as your Regional Director. I plan to aggressively pursue growth for ROAR and the sport of R/C car racing here in Region 11 for another two years just as I have since before the creation of our region. Again, thanks for your continued support.

Well, winter is setting in and the indoor seasons have begun for the Alaska clubs. MVRCCC has moved back to their old location in the Cottonwood Creek Center in Wasilla and is racing 1/10 scale on Friday nights. ARCORA in Anchorage has begun racing 1/10 scale on Tuesday in the Stellar School gymnasium and AROARA has begun 1/12 scale racing on Fridays and 1/10 scale racing on Wednesdays at Southtown Hobby and Raceway. Additionally, Southtown has 1/10 and 1/12 racing on Sundays and 1/10 Stadium racing on Tuesdays.

Coming up October 28 is AROARA's 1/10 2 hour enduro at Southtown and on November 11 and 12 the 1/10 indoor regionals will be held at Southtown. The on-road portion of this event is the 1989 Regional Championship. The 1990 1/12 scale Regional is set for February 17 and 18.

With the ending of summer, the clubs have wrapped up their outdoor seasons. C's Hobby in the Valley completed their outdoor schedule but I haven't received any race reports yet for their sanctioned series. AROARA completed series in 1/8, 1/12 and 1/10 on-road classes.

Speaking of series results, Jerry Cameron has yet to write the report on the 1/10 Off-Road Regionals. Hello, Jerry . . . are you out there? Speak to me.

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Mick Shea was race director for the State Fair Off-Road Championships hosted by MVRCCC and sponsored by York Hobby in the Valley and Southtown Hobby in Anchorage. The race was postponed one week due to rain and wet grounds. The weather broke for the second shot and the event was a tremendous success.

I've had a few reports about members not getting their RevUp. Please contact the ROAR's Administrative offices, in writing, if you're not getting your magazine. **RACE DIRECTORS TAKE NOTE.** You must sanction your races if you want your ROAR insurance to be in effect. Merely requiring membership is not enough!

STATE FAIR CHAMPIONSHIPS

The race was a challenge between the off-roaders from Anchorage and the local host club in the Valley. Since the event was on a

temporary track at the Fairgrounds, no one had a true advantage going in, which made for good racing. The most popular class was 2WD stock, as usual. The B Main was won by James Niles with Tim Kinmon taking second. The A Main was an Anchorage sweep with Curtis Kile in third, Nate Smith (TQ) in second and Jim Andres the winner. Not bad for Jim and Curtis who hadn't raced in dirt all year.

In two wheel drive modified, Anchorage's Dave Holt TQ'd but came in second behind the Valley's Pat McMichael. Paul Thacker, also a Valleyite, was third. Four wheel drive mod also showed a strong Valley contingent as Clay Arterburne TQ'd and won and Gary Lewis took third. Don Dockmun, from Anchor town slipped into second.

In Monster Truck, Tom Tomazivic and George McCone finished one-two in the B Main

and Anchorage's Jim Raffuse and Jay. Dr. Irving headed Rich York of Wasilla. Truck weight pulling was a family affair as John Helton bested wife Karen for first and also outpulled their protege Eric Larson who finished third. To add to the Helton family's winning ways, Karen took first in concours with a hot bug and Rick Kinmon of the Valley took home second.

Congratulations to our MVR-CCC hosts for a fine event, we're looking forward to doing it again next year.

AROARA 1/8 SERIES

Not to say that this was a sort of a rerun of last year, but it was pretty close. The weather for most of the summer was pretty wet. At least it was wet on Sundays when we went to produce some nitro fumes for all to smell. I'd estimate we had seven rain outs. It would have been worse, as it rained on some of the rain dates and open days, too. Eventually, we ended up not running the last race of the series or the Team Race or the Enduro. We were lucky to get in the eight races we did.

It was a great battle for honors in the 4 wheel drive open class. Ernie Nidiffer finished strong to eventually take the title but not before Tony Glenn and Al Watson pushed hard. Tony led the standings until drops came in and Ernie's numerous TQs and wins finally gave him the advantage. Tony edged out Al by one point for second and Al beat Bob Peters by one point for third. Those four were the only ones to complete the minimum series races for trophies.

In Sportsman division, Don Dockmun had it basically to himself as Vickie Peters only had time for a couple of races all summer and Dave Holt only made two.

AROARA 1/12 SERIES

AROARA's summer series was held indoors for the first time. Having clean carpet and no rainouts made it the most com-

plete series in a few years. Attendance was on a par with the outdoor seasons but only a few racers had enough races to qualify for trophies. In the newcomer class of 1/12 Stock, Jim Andres took the title with Charley Tuna in second and Travis Bylsma in third. Since Jim also won the Stock 1/12 Regionals, he's on the way up. Travis will be a force to be reckoned with as he's a natural.

In Super Stock, it was a battle of old rivals Steve Campbell, Vickie Peters and John Helton. Reversing last winter's results, Steve finished first and moved up to Modified. Vickie failed to recapture her Superstock crown and came in second and John moved up from Stock to finish third in Superstock. Nice going John.

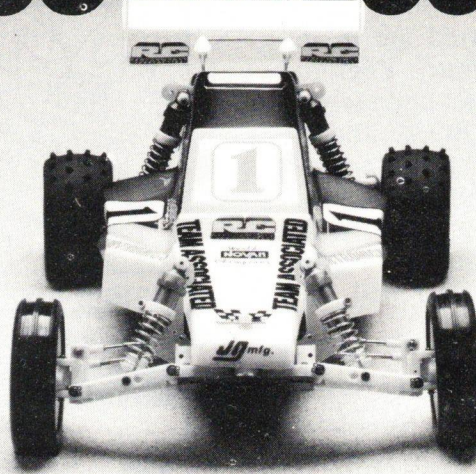
Tony Glenn won the summer series for the second year in a row winning four of his six counting races. Bob Peters was second having just completed six and ET Nidiffer was third only

showing up for five. This winter's series looks to be hotly contested as a lot of new equipment is showing up in the starting grid and in the pits.

AROARA 1/10 ON-ROAD SERIES

This was a more popular series than first expected as the 1/10 on-road cars are now coming on strong. The latter half of the series especially showed strong attendance and the winter series shows continued strength. We ran two classes for 1/10, Stock and Superstock. We've avoided Modified in order to keep things close and competitive. It worked. In Stock class, Charlie Tuna won all races, which pretty well means he won it all. Mike Irving was just getting going and ended up second. In Superstock class, Bob Peters raced more times than anyone else and had five wins to take overall first place. Tom Tomazivic pulled three seconds to take second and Brad Johnson jumped in to finish third. Watch out for Brad, he's hot and he's definitely going to be or is one of the best in this class.

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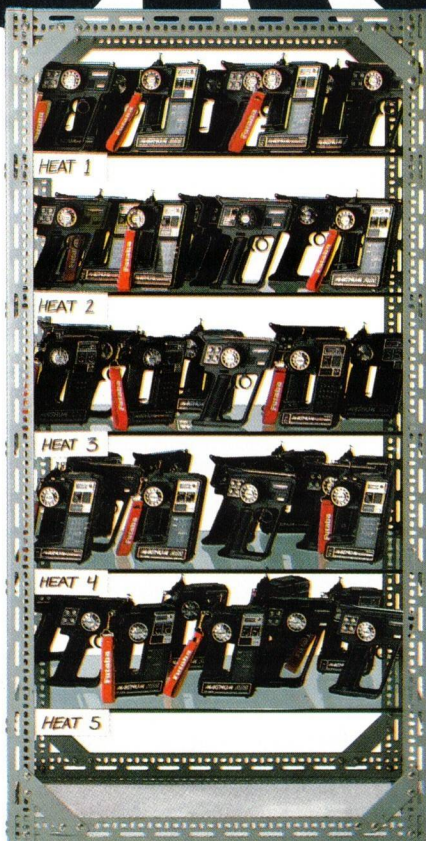


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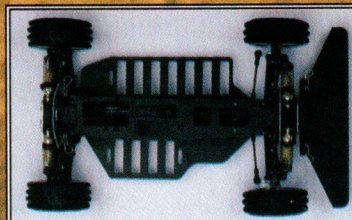
teries can also be loaded as usual for regular on-road or off-road tracks.

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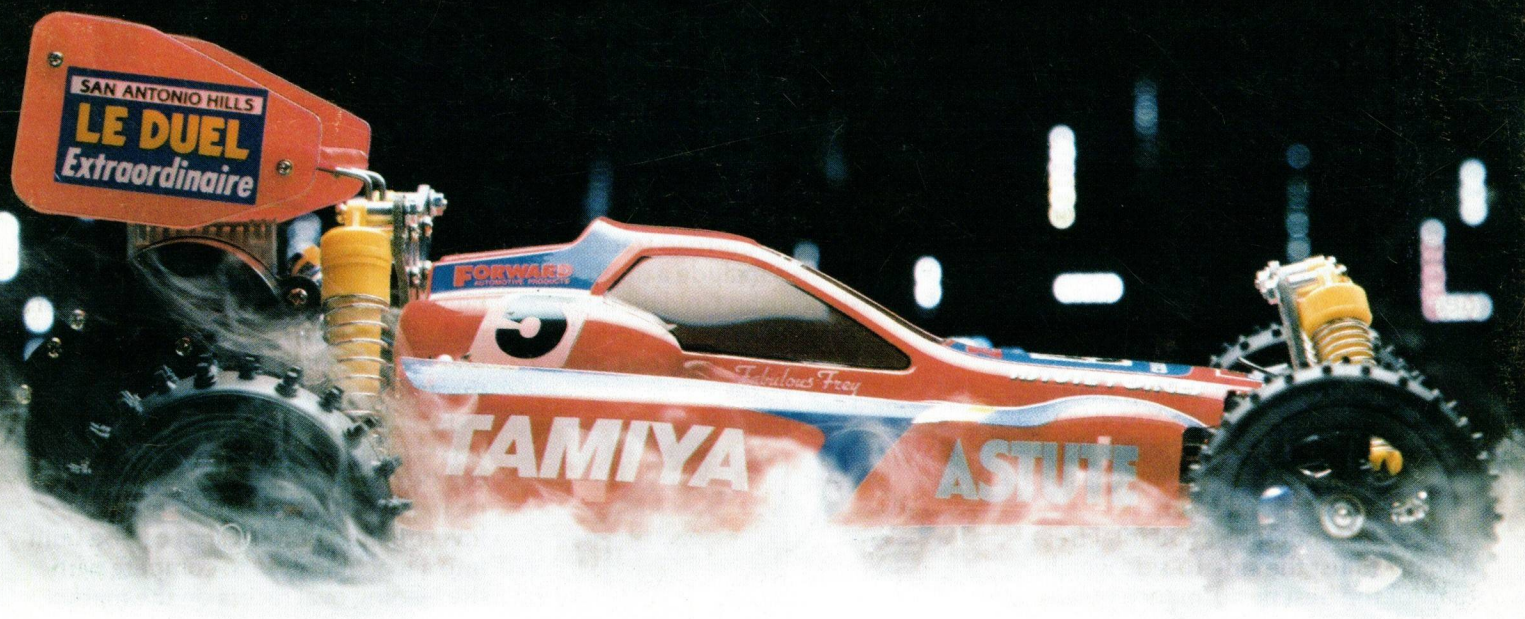


Slingshot oval racer shown with Andy's Corvette body.

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