

ROAR

November 1987

rev-up

Official Magazine of Radio Operated Auto Racing Inc.

1987 1/10 scale IFMAR/Parma World Champions

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2WD

MASAMI HIROSAKA

4WD



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10 TEAM ASSOCIATED

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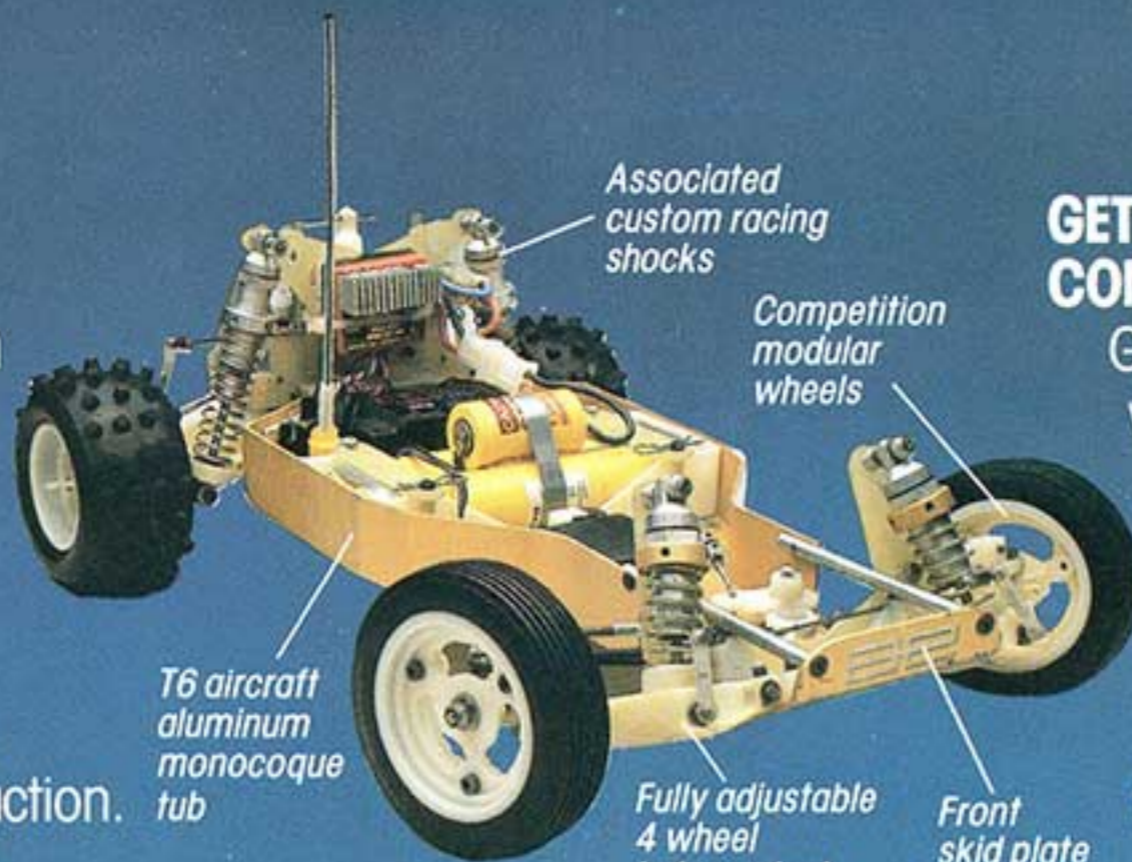
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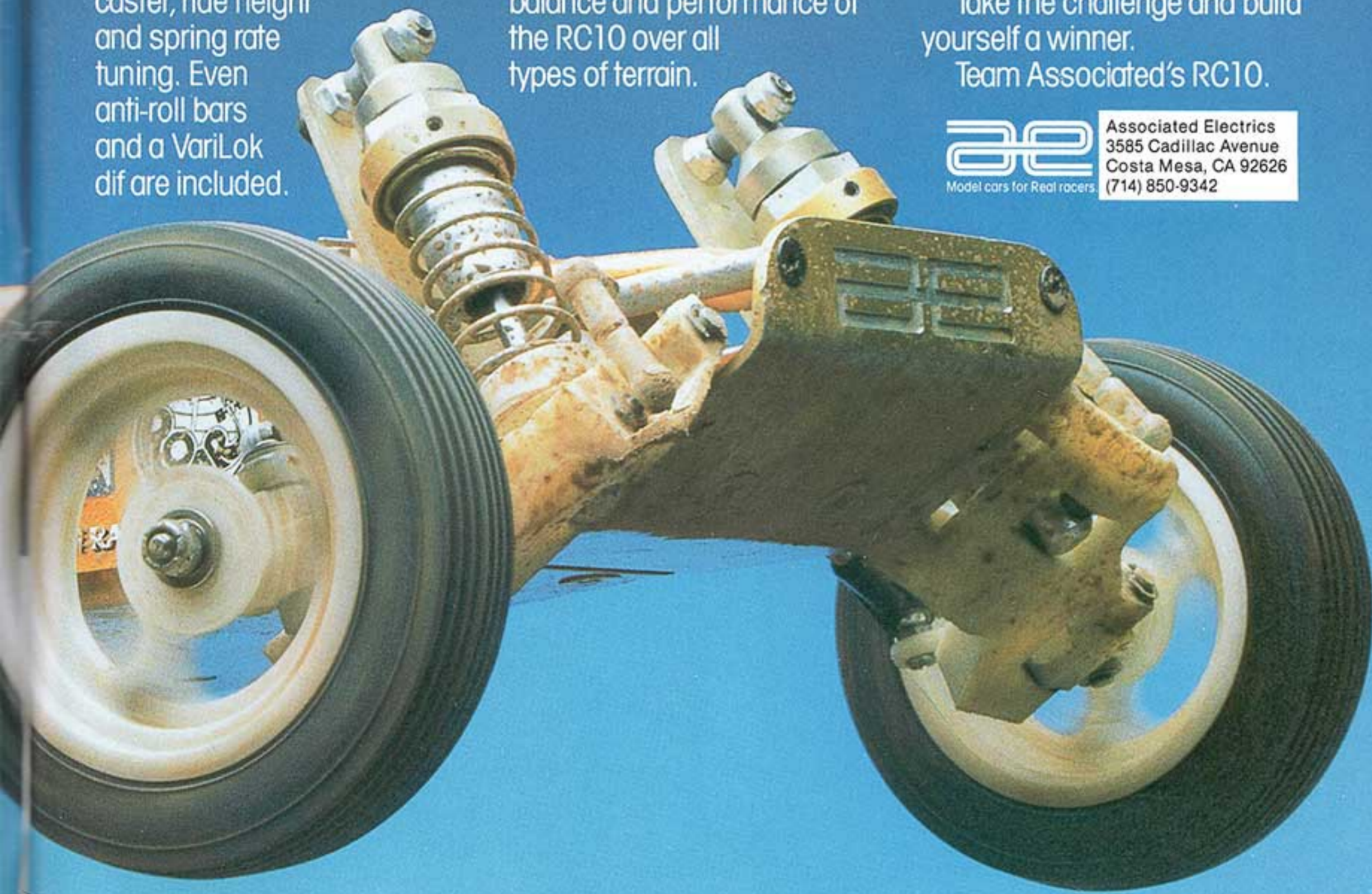
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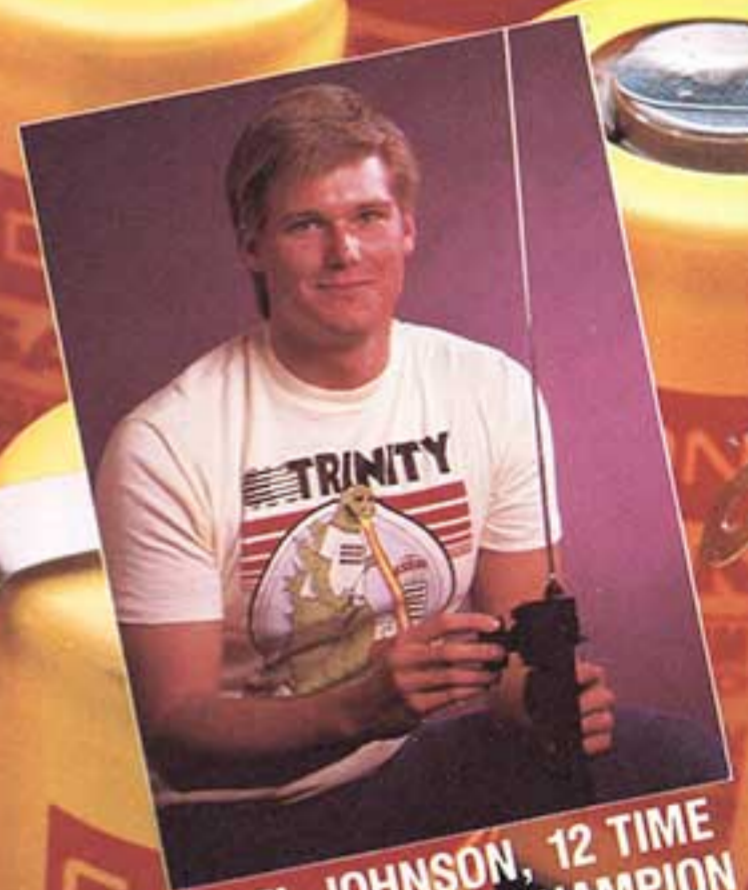
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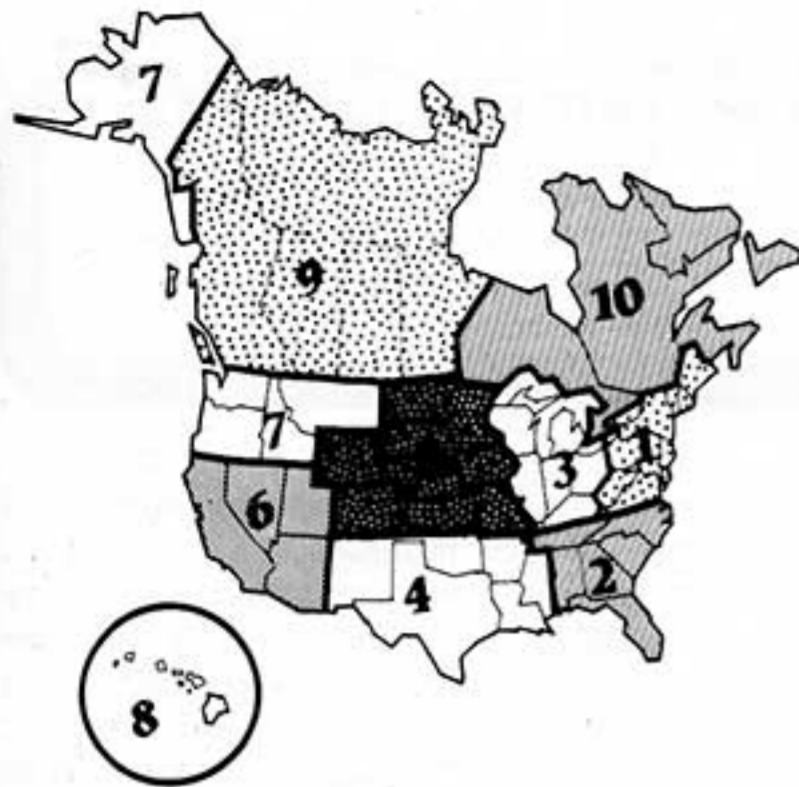


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Congratulations to Joel Johnson
 2WD World Champion, 1/10 scale,
 Masami Hirosaka, 4WD World Champ-
 ion.
 Photos by Gene Husting
 Artwork and layout, Steve
 Husting

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Deadlines: January 10th, March 10th, May 10th,
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 ADDRESS

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ROAR Information

President's Comments

Mike Reedy

With the first year of my term of office coming to a close, I would like to thank the Executive Board, elected officers and other volunteers who have spent so much of their time this year in implementing the programs ROAR has taken on. I feel ROAR has made a big step this year in developing ways that it can work towards helping you the racing membership. With your input and support ROAR can help make R/C car racing bigger, more competitive, and more fun. With solid racing programs available on all levels (local club, Region, National) the racers have many options on the competition they want to participate in. ROAR needs to maintain this type of activity by putting efforts into all levels of competition from the beginner with his first car on up to the National Championships.

By the time you read this you should have received your new membership book with the by-laws and rules. The book is made so that rule

updates can be easily added instead of requiring a whole new rule book. A big help to race officials is that up to date approved products lists will now be readily available. Soon to be added to the rule book will be more concise body specifications, 1/10 scale on road, 1/10 dirt oval, and 1/10 pavement oval rules. Congratulations and thanks to the committees, Regional Directors, and Assistant Directors for their effort in compiling this rule book.

In the last few months I have seen or heard various comments on how ROAR operates and the duties/authority of the ROAR officials. Although the by-laws clearly define all this, I feel now would be a good time for a short explanation of the operation of ROAR to clear up some of these misconceptions. The Executive Committee is responsible for the management of the affairs of ROAR. This committee is made up of five persons of which no more than two can be manufacturers or work for manufacturers in the R/C car industry. All decisions are by a majority vote after consideration of input from the various category committees and regional directors. The president of ROAR acts as chairman of the Executive Committee and has the responsibility of implementing the decisions and policies of the Executive Board on a day to day basis. The by-laws read "The president ..., subject to the control of the Executive

Committee". ROAR is too large and there is too much responsibility at stake to have one person setting policy and make rules. That is why the by-laws created the Executive Committee to which the president must look to for policy and direction and be responsible to for his actions. The Executive Committee meets either in person or phone conference every month to review and handle ROAR business.

The other common misconception is the Product Approval Committee. This committee also is comprised of five members of which no more than two, at any time, may be considered manufacturers. This committee relies on subcommittees (such as body, motor and battery) for technical reports on submitted products. The product approval reviews these reports, investigates any questions and are responsible for the recommendation of approval or dis-approval of products to the Executive Committee. This committee is presently made up of: Bob Rule, Joe Sullivan, Cliff Fisher, Lynn Fenton, and Mike Becker. An often heard comment is that the Product Approval Committee is all manufacturers. As you have just read, this is not so. The ROAR by-laws were specifically written and established so that only a maximum of two of the five members of either the Product Approval or Executive Committee can be manu-

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

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Lawrenceville, GA 30246-1536



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ROAR Info Cont.

facturers.

Two of our Nationals this year broke attendance records in a large way. The 1/10 scale was astounding with approximately 500 entries. Thanks and congratulations should go to the organizers of all the Nationals and the racers of Region Two for the great job they did. I can't thank each person involved individually but I would like to point out the effort of Eric Gudger who not only coordinated all the Nationals but as Region Two Director has established one of the largest and best organized racing programs I have seen.

I regret to say that after quite a few years of extra effort and work in taking Rev-Up from a simple club newsletter to the "class" publication it is today, that the editor Midge Husting is going to step down. Midge has done a valuable job for us these last few years and we are going to miss her a lot. She has agreed to remain through to the end of the year while we establish and find a replacement editor or possibly a new set up to share the work load. A seventy to eighty page magazine is, especially when done on a voluntary basis, is very time consuming. Rev-Up has been Midge's "Baby" for a long time and she has taken a lot of pride in it through the years. I hope we can continue on with the same high level and impartial way of reporting, and give you the membership a magazine you can and will take pride in. Anyone who would like to help in the preparation and editing of Rev-Up please contact me with a resume of your experience.

That's it for two months, I wish you all a good holiday season and lots of good racing.

NOTICE

The question concerning the possibility of incorrect wire size on some AYK/Race Prep motors has been resolved with the cooperation of ROAR, AYK, and Race Prep. Samples of current motors being imported and distributed were submitted to an independent test laboratory and the results meet with the ROAR requirements for stock motor wire size. All AYK/RacePrep motors being imported now have the asterik on each side of the "Race Prep" name and comply with the ROAR technical specifications for use in sanctioned Stock class racing.

BLOWIN' SMOKE

Merle Gardner

ROAR RULE PROPOSAL

At the recent World Championship event for 1/8 scale, discussions were held concerning the minimum weight requirements for 4 wheel drive cars. Previously, there had been no restrictions (primarily because of the EFRA group) and ROAR had kept its limit to 5 pounds to be competitive. IFMAR has now adopted a 5 1/2 pound minimum for this class.

The 1/8 scale rules committee feels that ROAR should also adopt this new weight limit to both keep in line with IFMAR and make the actual weight of these cars more realistic. Most cars available today weigh in at around six pounds out-of-the-box and in order to get down to the old minimum of 5 pounds required major surgery and expense. The new limit of 5 1/2 pounds should reduce the cost to the average racer trying to be competitive. It should also increase the durability of the cars, since the amount of frame material to be removed would be decreased.

We are recommending that this change be made immediately so that notification could be printed in the November Rev-Up as well as the January issue. Doing that, we could make the effective date of the change January 1, 1988 and racers should have plenty of time to adjust before any major winter events are held.

1988 IFMAR 1/12 World Champs

The 1988 IFMAR 1/12 scale World Championship is approaching fast and ROAR needs to complete its 40 man team for this event. As in the past, three main phases will be used to qualify the team members: (1) finalists in previous World Championships, (2) top ten finalists in Modified class at the 1987 ROAR Nationals (excluding previous qualified drivers), (3) Regional Championships with exact number from each region being determined by percentage of ROAR membership.

Drivers qualifying from a region must be selected from the top ten finishers in Modified class from that region (excluding previously qualified drivers).

Previously qualified drivers from finishes in 1986 World Championships and 1987 ROAR Nationals:

Tony Neisinger	Joel Johnson
Mike Lavacot	Bud Bartos
Bob Light	Dave Hoehler
Randy Hunter	Rick Hohwart
Kent Clausen	Skip Starkey
Andrew Comrie	Terry Rott
Fernando Belair	Frank Killam
Bob Schoenau	Andy Dobson

The breakdown for the remaining 24 positions to be qualified from the Regionals is as follows:

Region 1 - 3	Region 7 - 1
Region 2 - 4	Region 8 - 1
Region 3 - 3	Region 9 - 1
Region 4 - 3	Region 10 - 1
Region 5 - 1	Region 11 - 1
Region 6 - 3	South America - 2

The entry deadline for these qualified drivers is January 30th, 1988. After that date positions will be re-allocated to alternates. If you have qualified per above and have not received your entry form please contact your Regional Director or the ROAR Information Office.

Anyone wishing to participate, who is not on the qualified team, should send a brief resume to:

Mike Reedy
1136C Buckingham Dr
Costa Mesa, CA 92626

This resume must be in by January 20, 1988. Alternate drivers to fill any open positions will be selected from these resumes by the 1/12 scale IFMAR committee.



PRODUCT APPROVAL

The following bodies have been added to the Approved Body List:

- McALLISTER -
 1/12 Outlaw 'T'Bird
 1/10 Prototab Camaro
 1/10 Silver Bullet Sprint Car
 1/10 Wedge Mustang
 1/10 Nissan GTP
- BBR - 1/12 Lotec-BMW GPC
- MRP - 1/12 Porsche 944
 1/12 Fiero GT

The following motors have been submitted and are currently being reviewed:

- MRC/Tamiya - Techni Gold & similar Series
 Condor Trading - Modified Class

Important Rule Notice

The rule book you just received contains a few errors. Please note the following in your rule book:

1. 1/12 SCALE - The approved list for stock motors should be the same as the 1/10th scale due to the stock motors specifications for both classes having now been combined. Sections 20.3 and 22.02 "Distributor(s) should read distributor.
2. 1/10 SCALE - Sections C-15 and E.2 "Distributor(s) should read Distributor.
3. 1/4 SCALE - This is a new class and the rules are 1 year provisional and become affective January 1, 1988.

The following corrections to 1/4 scale:

1. Delete completely all drag racing rules and specifications.
2. Safety requirements #2. Should read:

2. It is suggested that a "fail-safe" type device capable of closing throttle upon loss of signal, battery power, or similar radio malfunction be utilized. Such devices are new in development and their suggested use is subject to proof that they work as claimed.

EDITOR'S COLUMN

Midge Husting

I would sincerely like to apologize to Victor Engineering Co. for leaving their ad out of the last Rev-Up. It certainly was an oversight and not intentional.

Please, Club Presidents or your secretary, do not send me your articles, they go to the Regional Director in your region. He has the right to know what goes in his column and his right to edit material so I don't get duplicates. I surely would appreciate your remembering that. Also I will only print one article per club. Please do not send two or three series races as I will only print one. And, Regional Directors, please do not send articles that are 5, 6 or 7 pages long. I do not have time to edit your material.

As you have probably read in the President's Column I will be resigning the position as Editor when he can get someone else to take over. I think it's time someone else had the opportunity to help ROAR out in this capacity, I have been doing it for six years. If you have an idea that you would like to be Editor, please call me if you have any questions as to what it entails. My number is at the front of the book.


I have accomplished almost all of what I wanted to in these six years. But, what I think are two of the most important things for the racers, I have not been able to get; (1) the Financial Statement, I think the members should know how much money there is and where it is being spent; (2) technical articles. Try as I might neither one has been forthcoming. Hopefully the next Editor will be able to get them. As for myself the hardest thing to get out of any of the treasurers or whoever handled the money was getting the check to cover the Rev-Up expenses. I have received it this month for next months Rev-Up but boy, is that a rarity!

Last, but certainly not least, I would like to thank Roger Curtis for all the work he has done on the Rev-Up. After I type it up he prints all of it on his Diablo machine getting it ready for me to paste up for the printers. It takes a lot of time for him to do that and I have never heard one complaint from him, ever. **Thanks, Roger,** you're a pretty special person.

Rev-Up Financial Statement

Balance as of 7-14-87	\$ 8624.20
INCOME	
ROAR Treasury	18000.00
Advertisers	7107.00
Interest	<u>91.68</u>
Total	\$25198.68
EXPENSES	
Postage	3352.86
Printing, Ballots	453.53
Printing, Rev-Up	14646.00
Misc Expenses	<u>40.18</u>
Total	\$18492.57
Balance as of 9-16-87	\$15330.31

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R.O.A.R. SANCTIONED EVENTS CALENDAR

Date	Level	Scale	Race	Club	Location	Phone
Oct 16,18	3	1/8	Gas Blast		Albuquerque, NM	505-299-6546
Oct 17,18	2	1/10, 1/12	Florida State Series		Miami, FL	305-631-8761
Oct 25	2	1/8	S. W. Series		Dallas, TX	214-840-2054
Oct 24,25	2	1/10	Dirt Oval		Ft Lauderdale Speedway, TX	305 472 1032
Nov 7,8	4	1/12	Region 1 1/12 4 cell Champs		Chantilly, VA	703-241-5466
Nov 7,8	4	1/10	Region 2 1/10 Dirt Oval Champs		Orlando, FL	305-788-2111
Nov 14,15	2	1/10, 1/12	Florida State Series		Orlando, FL	305-631-8761
Nov 26,29	4	1/12	U.S. Indoor Champs		Cleveland, OH	216-234-5161
Nov 26,30	2	1/10	1/10 Off Road Winter Championships		Bellaire, TX	713-661-7137
Jan 1,3	2		Challenge Cup Series -		Poor Boys Raceway, VA	703-241-5466
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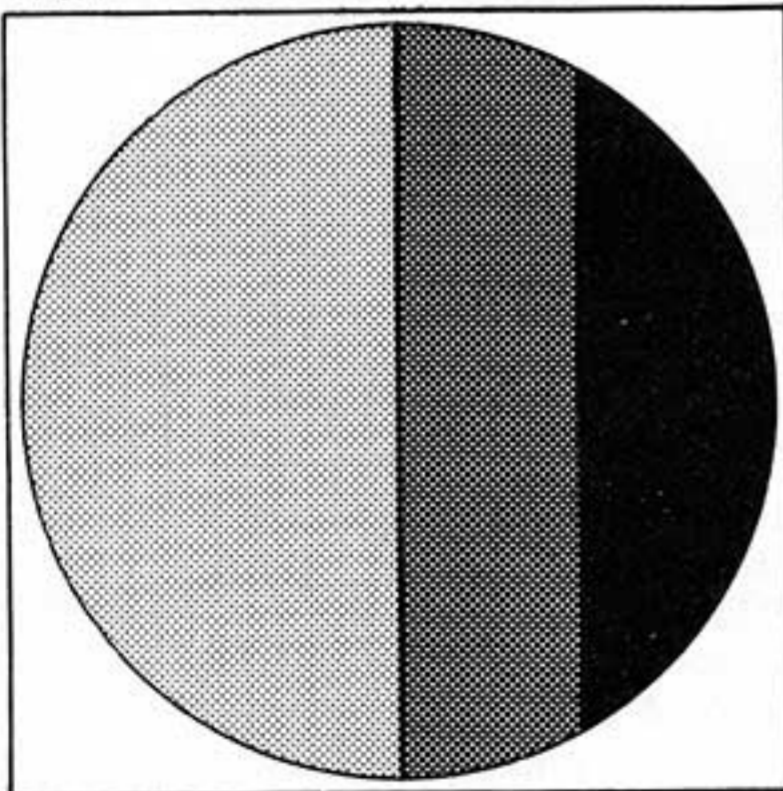
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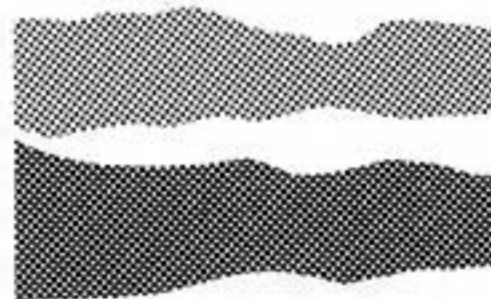
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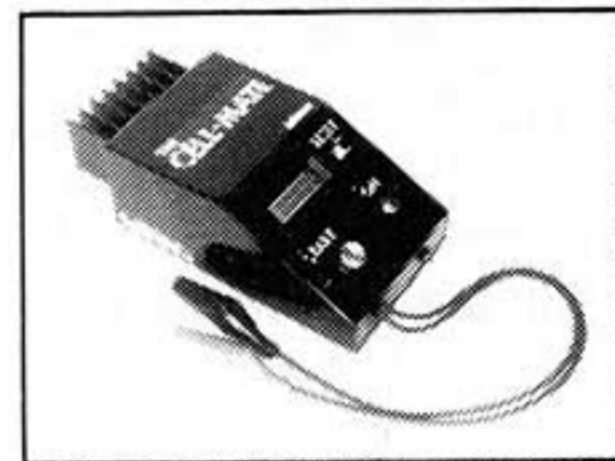
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The race was held during the week of August 3 - 9 at the Romsey Off Road Club circuit situated at the Malthouse Inn, Timsbury in Southern England. The event organizers Bill and Carol Jones worked extremely hard to provide the right facilities necessary for a World Championship event - particularly the sunshine! The track especially was in tip-top condition and lived up to its promise as a classic test of speed, skill and nerve for the 120 drivers.

The 2WD Championships held at

the beginning of the week proved once again that 2WD racing is extremely demanding - perhaps more than 4WD. The Romsey track's smooth, dusty and very quick surface meant that drivers are constantly on the limit to achieve the best qualifying score. Those drivers who achieved 16 laps in the five minutes can count that as a special achievement.

The final, run over three races, displayed an international line-up of drivers from Great Britain, USA and Japan. This race was also a battle for top honours between the car manufacturers Kyosho and Associated.

The result was a win for an American driver but not with an American car. Instead Joel Johnson, using a Trinity powered Kyosho 'Ultima', took the honours to become the 4WD World Champion. Kyosho cars were in fact placed 1st, 2nd and 3rd with Katsunori Kondo (Japan) in second followed by Chris Moore (USA).

The 4WD Championship was every bit as exciting but with a wider

spread of manufacturers involved in the chase for the top qualifying positions. Kyosho; Schumacher; Yokomo; PB Racing; MIP (Associated conversion); Mugen; TAG Models and AYK all had their products represented.

This time Japan produced the winner (the first ever Japanese World Champion) but again not with a home produced car! The Schumacher CAT, manufactured in England, was the car driven superbly by Masami Hirosaka. Hirosaka also took top qualifiers position with a 17 lap time. Following him in second place was another Japanese driver Katsunori Kondo with Jamie Booth of England third.

Parma International Inc. were extremely pleased to be involved in the Championships as main sponsors not only because the race was such a great success but also because the event was a magnificent advert for the sport of R/C car racing.

Parma has been involved in the model car racing hobby since 1964 and in fact their 25th anniversary year begins in only 18 months time.

Cont. on page 34

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
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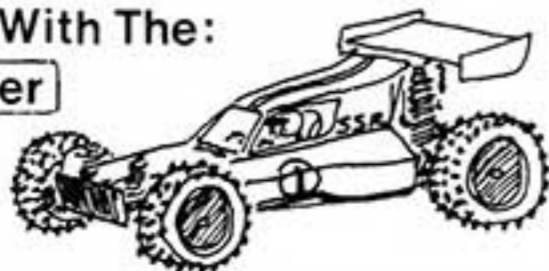
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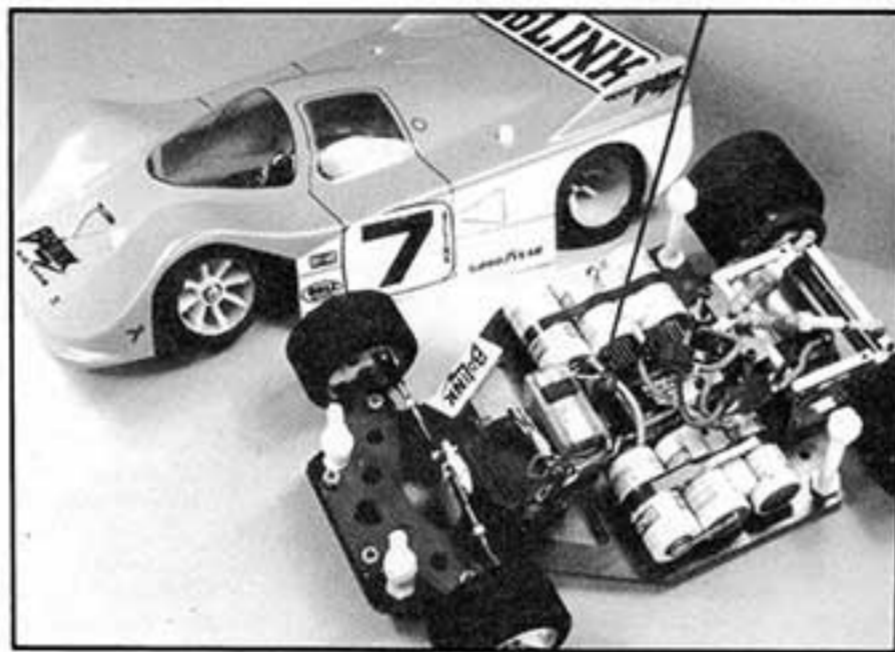
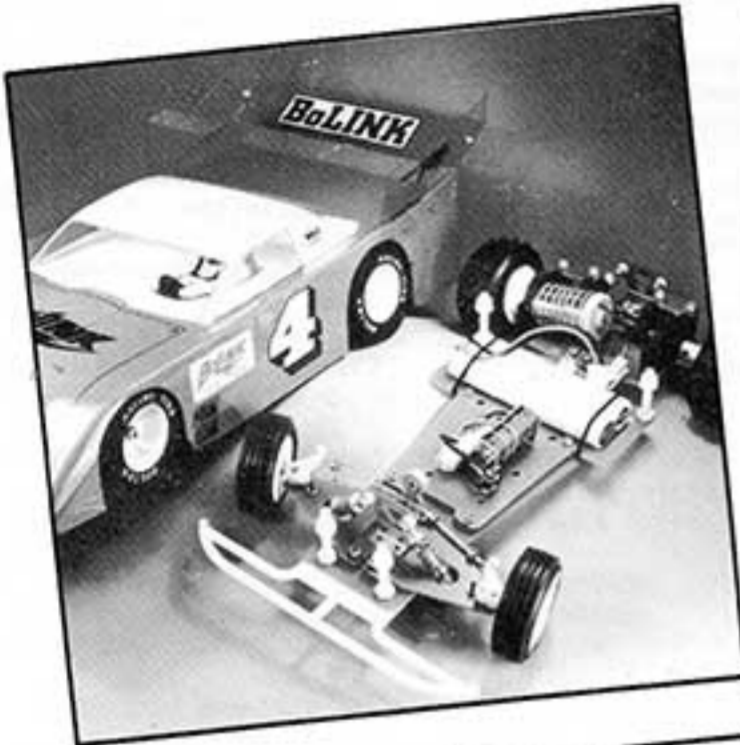
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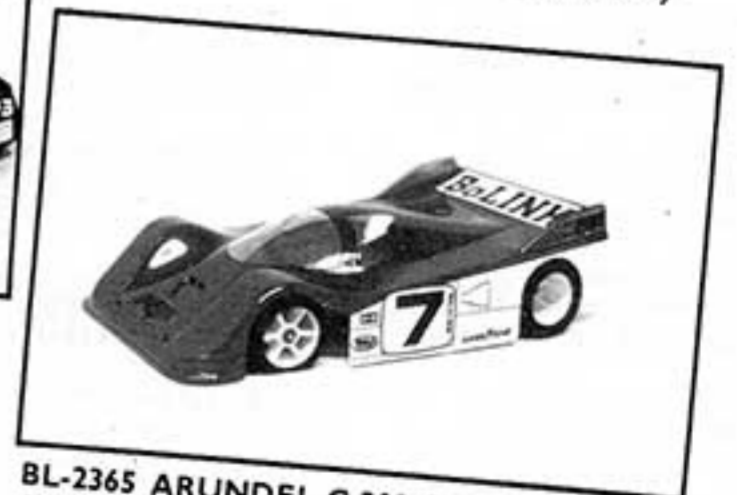
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MI, Houghton Lake Houghton Lake 1/10 Club Phone 517-422-5714	NJ, Millville Millville R/C Racers Club Phone 609-825-1627	OH, Cleveland N.O.R.C.A.R. Club Phone 216-441-5043	TX, Bellaire Action Racing Club Phone 713-661-7137	TX, Plano Plano Outlaws R/C Club Phone 214-985-5000	
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MI, Roseville Detroit R/C Car Club Club Phone 313-773-6043	NJ, Riverton Willingboro R/C Club Phone 609-786-2294	OH, Findlay Findlay Area RC Club Phone 419-523-6702	TX, Burleson Arrow Hobbies Racing Club Phone 000-295-2821	TX, Plano T & T Sprinters R/C Club Phone 214-517-0562	
MI, Roseville Da-Ca Racing Club Phone 313-778-6771	NJ, Vineland Vineland R/C Racers Club Phone 609-696-5790	OH, Lucas Mansfield Off Road Club Phone 419-892-2246	TX, Chandler Lone Star Racing Club Phone 214-849-3487	TX, San Antonio R.C.C.S.A. Club Phone 512-922-0672	
MI, Sodus Twin Cities R/C Club Phone 616-926-1343	NM, Albuquerque N.M.Q.S.A.C. Club Phone 505-294-4973	OH, Marion C.A.M.R.A. Club Phone 614-383-4399	TX, Clute R/C Rebels Club Phone 409-265-1234	TX, San Antonio River City R/C Club Phone 512-490-3554	
MI, Southfield MI 1/4 Scale Racers Club Phone 313-642-9669	NM, Albuquerque NM R/C Race Car Club Club Phone 505-265-0033	OH, Middletown Tri-State R/C Racers Club Phone 513-425-6920	TX, Clute Track Masters Club Phone 409-265-1234	TX, Victoria R/C Pro Racers Club Phone 512-575-3270	
MI, St. Clair Shores M.O.R.E. Club Phone 313-773-0568	NM, Albuquerque N.M.R.C.O.R. Club Phone 505-294-6016	OH, New Albany M.O.R.C.A.R., Inc. Club Phone 614-855-2546	TX, Corpus Christi C/B Sandblasters R/C Club Phone 512-853-6014	TX, Waco Lake Brazos R/C Club Phone 817-753-8522	

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Columbia, MD 20144
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Region 1

Region I Championships

Well hello again from Region I. By the time this is printed, all scales of Regional Championships will be history and new Regional Champions crowned. I will try to get reports from these races to you readers with some cooperation from the organizers.

I hope all you members have voted for your new Regional Director and Vice President. All candidates are equally capable, and I will assist the lucky fellow in his transition into the position.

1/4 scale racing seems to be catching on big in Region I. Q.S.A.C. of Pennsylvania, headed up by Barry Rosenberg, has a full racing schedule that goes into November with both Sprint and Grand National cars on a smooth 1/4 scale, 1/2 mile oval. The permanent track is located in Linfield, PA, about 10 miles West of the Valley Forge exit on the Pennsylvania Turnpike at Parson's Raceway. If you have never seen 1/4 scale or have an interest, call Barry at 215-368-1908 or Jay at 215-257-3725 some evening for information. October 18th and November 1st are the next races.

There are some big indoor 1/12 scale races scheduled this winter, including (3) three challenge cup races in Virginia. Contact: Shilo Goracoff at 703-241-5466. A Region I 4 cell Indoor Championship in Virginia. Contact: Mike Coffey at 804-264-4778. A National level 4 cell Indoor Eastern States Challenge Cup at the Franklin Institute in Philadelphia, PA, hosted by the South Jersey R/C Racing Assoc. The same club that held the Nationals a few years ago. Call Bob Kuss at 215-448-1179. A 1/10th Off Road Indoor race in New York at a Custom Truck Show, one week before Easter, details will follow at a later date.

As you can see, there is a lot of High Level, quality racing in Region I, so make plans to attend.

I have just received our new membership manual containing all ROAR Rules and Regulations, a terrific effort was expended by all upper ROAR officials and I personally would like to say - Great Job!! and thank you to all the people that worked on them. These will be distributed to all current members shortly I'm sure.

Until next time - Safe Racing!!

RC500 Raceway and S.A.R.A. brought the 1987 1/12th scale Region I Championships to Richmond, Virginia on July 17-19. Progressive Performance and McDonalds provided the sponsorship.

Track Director, Steve Monger, constrained only by his imagination, set up a track that placed equal emphasis on handling and horsepower. All was ready when the first out-of-towner arrived for Friday's practice session. At first, the drivers had difficulty negotiating the 180 deg turns and the lap times were in the 21 to 23 second range. However, by late afternoon, the good drivers had lowered their lap times to less than 18 seconds.

The several hundred spectators on hand to view Saturday's Modified race were extremely excited as the first qualifier went off at approximately 11:00 a.m. With the exception of a minor computer problem, the three rounds of qualifying went smoothly. In the end, the Top Qualifier was Tom Adams with second going to Mike Ebert. The Top Qualifying local driver was Mike Coffey, being seventh in the A Main. After a brief break for nourishment, it was time for the Mains to get underway. All of the Mains were very exciting and featured superb driving.

In the A Main, Tom Adams and Mike Ebert quickly established themselves as the class of the field. By the halfway point, only Adams and Ebert were in the lead lap. Adams gradually pulled away to claim the victory. Bill Davis edged Pat Arrington for third.

The most exciting race of the day was without a doubt the B Main. Robert Kuss, Jr., Gizmo, and Travis Johnson pounded on each other for the first seven minutes as the trio swapped the lead lap after lap. Just as he started to put some distance between himself and the second place car of Gizmo, Johnson's car had to go under the wrenches. Gizmo held onto the lead until Kuss staged a gallant charge on the last lap to capture the victory by less than a second.

In the C Main, Calvin Warren, following three surprisingly poor qualifying rounds, jumped to the early lead and repeatedly lapped the field. Mark Poore outdueled Duane Hesy for the

runnerup spot.

The combatants returned on Sunday for some very competitive Stock racing. Those that fared well on Saturday were full of confidence and those that had not fared so well had renewed enthusiasm. Tom Adams again emerged from the three rounds of qualifying as the top dog.

The A Main was almost a video replay of the A Main on Saturday. This time it was Bill Davis and Frank DePace that challenged Tom Adams. However, the smooth driving style of Adams allowed him to retain the Stock Regional Championship for another year. Davis slithered past DePace with about 30 seconds remaining to come home second.

At the drop of the green flag for the B Main, Rich Hawkes and dirt track ace Warren Darby quickly moved to the front of the pack. The two drivers battled on even terms until Darby got caught behind a slower car. Hawkes was quick to take advantage and went on to a one lap victory over Darby. Pat Arrington finished less than a second behind Darby.

Calvin Warren blasted away from the field to capture his second C Main of the weekend. Ray Earp edged Duane Hesy for second.

Special thanks go out to Janice Peroe, Ken Harris, Hershel Nelson, and Bill McDonald for assisting with the race.

Modified A Main

1	Tom Adams TQ	Corally/	Trinity
2	Mike Ebert	Delta/Futaba/PeakPer	
3	Bill Davis	Corally/Futaba/Trini	
4	Pat Arrington	Delta/Futaba/PeakPer	
5	Troy Blanton	Assoc12L/Kraft/---	
6	Frank DePace	Corally/Kraft/Trinity	
7	Gary Warren	TRC/Futaba/CAM	
8	Paul Marziani	Parma/Futaba/Parma	
9	Mike Coffey	Delta/Airtronics/CAM	
10	Steve Monger	Delta/Airtronics/CAM	

B Main

1	Robert Kuss, Jr
2	Gizmo
3	Shil Garacoff
4	Mike Foust
5	Roy Henderson
6	Rich Hawkes
7	Travis Johnson
8	Gene Kelly

C Main

1	Calvin Warren
2	Mark Poore
3	Duane Hesy
4	Wayne Warman
5	Larry Broughman

Region 1 Cont.

Stock A Main

1	Tom Adams TQ	26/8.01.6
2	Bill Davis	26/8.07.5
3	Frank DePace	26/8.12.2
4	Mike Ebert	25/8.07.8
5	Robert Kuss, Jr	25/8.14.8
6	Shilo Garacoff	24/8.01.1
7	Paul Marziani	23/8.00.6
8	Gary Warren	23/8.08.6
9	Mike Coffey	23/8.10.1
10	Gizzmo	23/8.11.5

B Main

1	Rich Hawkes
2	Warren Darby
3	Pat Arrington
4	Roy Henderson
5	Steve Monger
6	Travis Johnson
7	Mike Foust
8	Brian Hill

C Main

1	Calvin Warren
2	Ray Earp
3	Duane Hesy
4	Carter Bundy
5	Wayne Warman
6	Mark Poore
7	Harvey Shumate

Concours

1	Shilo Garacoff
2	Wayne Warman
3	Paul Marziani



Start of the B qualifier at the Regionals.



Steve Monger in the pits at the Regionals.

Next report sent in by William R. Rea President of the RC Buggy Boys.

As the East Coast summer has been reaching temperatures of 100 degrees,

what's better is, so is the racing. The heat hasn't hurt the attendance at all. The only drawback for a change is the absence of rain.

With large amounts of dirt recently brought in, the turns seem to have a 2 inch base of powder fine dust. Turn marshalls often have to wait for the dust to settle before they can untangle a pile-up. Driving ability has been put to a real test, especially in the two wheel drive classes.

We began a Wednesday evening trophy series the first of July. This has been met with a great deal of enthusiasm. Trophies are awarded to 1, 2, 3, of the feature final. We will continue into August and as we wait word on installing lighting we hope to continue into the late fall racing on Friday nights.

We have also awarded our first annual Driver Of The Year Award. the proud recipients are as follows:

Jon Wasserman	2 wheel Stock
Erric Bennett	4 wheel Stock
Jeff Thompson	2 wheel Modified
Bill Rea	4 wheel Modified

Wednesday night winners:

2 wheel Stock:	Gary Willingham
	Ed Schaffner
	Tim Mickey
4 wheel Stock:	Ken Willingham
	Greg Lord
	David Day
2 wheel Modified:	Greg Lord
	Gary Willingham
	David Day
2 wheel Modified:	David Day
	Bill Rea
	Greg Lord

RC 500 Race Trax

Racing at RC 500 Race Trax got off to a bang in August with a surprise appearance by Warren Darby. Considered by many to be the best dirt oval track racer in Virginia, Mr. Darby certainly lived up to his advance billing by setting a new track record of 33 laps.

In the Modified 4wd A Main, the Dominators of Darby and Jeff Floyd started on the front row. At the drop of the green flag, the two machines bolted away from the line in unison, entered the first turn side-by-side, slid through the second turn inches apart, and streaked down the back stretch as one. In the third turn, the cars touched, sending Darby's Dominator to a meeting with the Terminator - a mud bog created by an afternoon monsoon. Mr. Darby is now known as the best mud bog racer in Virginia. Floyd went on to an easy victory over John

Kendrick. Jay Endicott finished third.

The Stock 2wd A Main was a classic battle between Darby and Floyd. This time Darby was able to avoid the mud bog, however, he could not overcome the superior horsepower of Floyd's racer and finished second by a scant twelve feet. Ron Birkhead edged Neil Caputo for third by less than a lap.

The Novice A Main was the most hotly contested event of the night. Jim Richards quickly seized command and put a lap on the field. Phil Holden and Jason Holden hooked up in a torrid battle for the number two spot. While the Holden boys were pounding on each other, Richards was masterfully pulling away and chalking up an impressive victory. Phil Holden bested Jason by one lap.

Chris Thomas led every lap in besting Jerry Clark by two laps in the Novice B Main. Daniel Couch turned in a commendable performance in finishing third. Curvaceous Donnetta was unable to start.

The Goody's Headache Award goes to Warren Darby for having his Dominator go in smoke in the mud bog.

Novice A	Modified 4WD
1 Jim Richards	1 Jeff Floyd
2 Phil Holden	2 John Kendrick
3 Jason Holden	3 Jay Endicott
4 Billy Clark TQ	4 Warren Darby TQ
5 Todd Adderson	
Novice B	Stock 2WD
1 Chris Thomas	1 Jeff Floyd TQ
2 Jerry Clark	2 Warren Darby
3 Daniel Couch	3 Ron Birkhead
4 Donnetta Davis	4 Neil Caputo
5 Nelson Lane	5 David Carroll
	6 Bill Lepley
	7 John Kendrick
	8 Ken Swindell

Al Clark from the NYROC club sent in the next article.

The members of NYROC wish to apologise for its lack of information in the past, and pledge to improve the relationships and information in the future.

Series East race #2 was held July 19th. After many laps (and serious accidents) everyone "hooked up" and it was time for the Mains. After the C Main 2wd the rains came and we had to pack it in. Race finishes are compiled from qualifying.

A Main Open	
Pete Fusco TQ	Assoc/O'Donnell/N
Joe Jones	Assoc/Paris Novar
Tim Chin	Assoc/Paris Novar
Arch Paltrineri	Serpent/Novarossi

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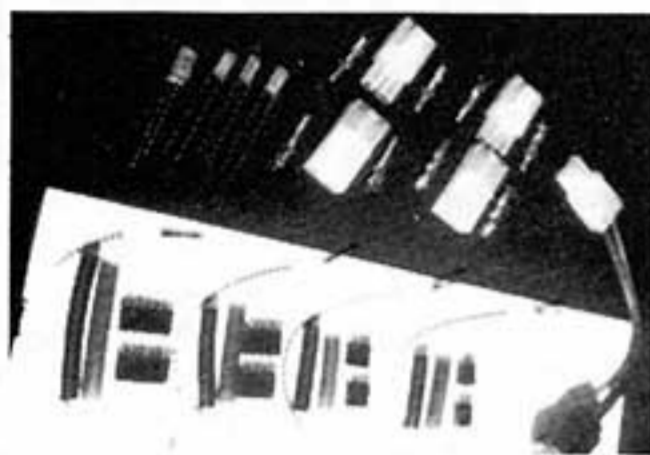


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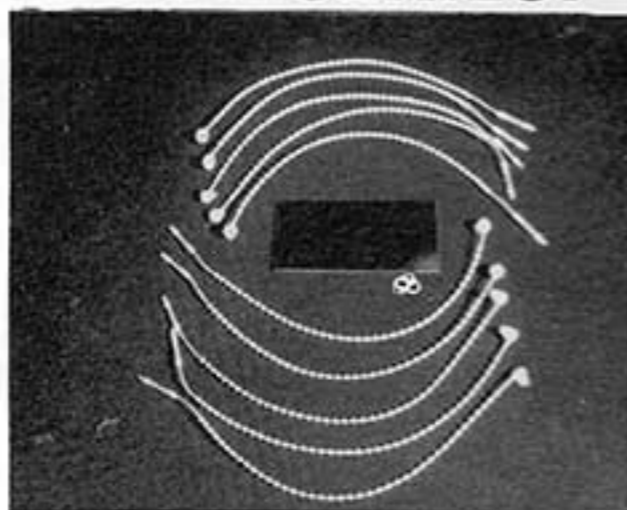
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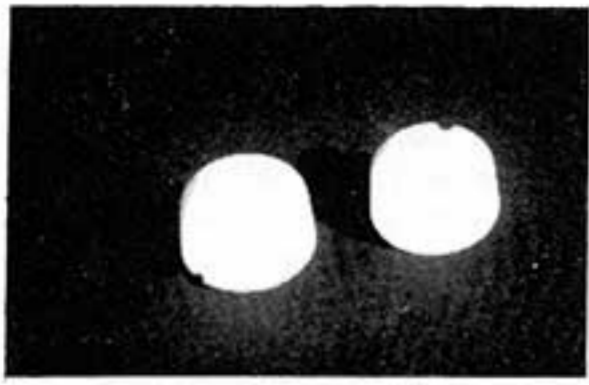
Mini Reusable Tie Wrap - \$2.25; 14 lb. Pull Weight and Reusable. Available in Black, Red and White 10 to package. So small they almost disappear when used.



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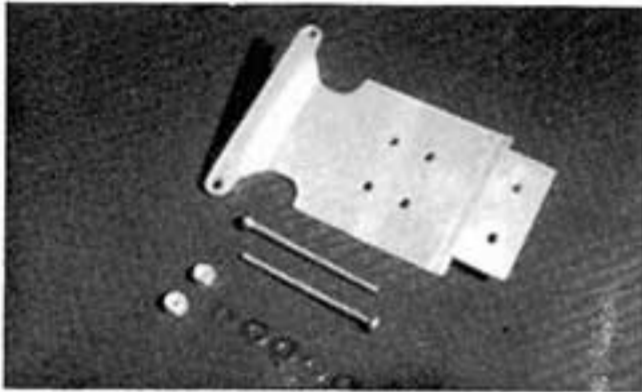
Precision Machined Fox/Falcon To RC-10 Wheel Adaptors - \$15.95.

9001:

**TO RC-10
WHEEL
ADAPTORS**

9002:

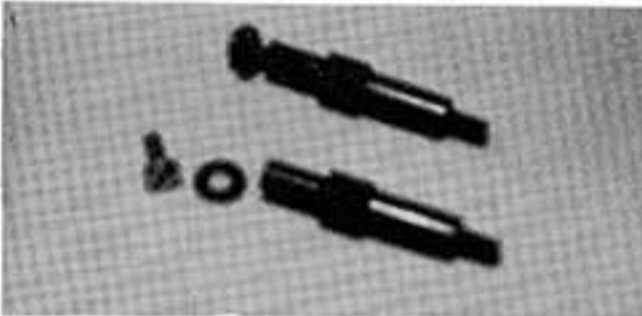
**FALCON FRONT END
REPAIR KIT**



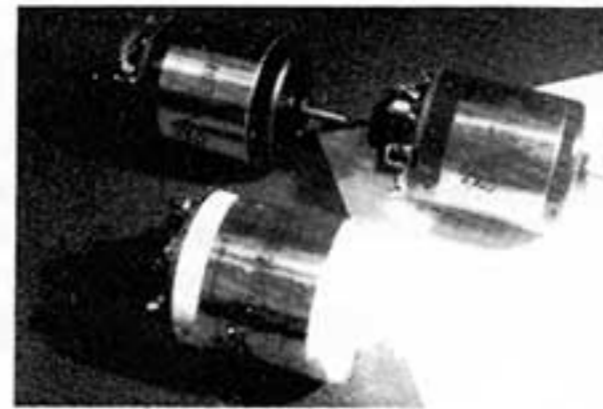
Falcon Front End Repair Kit - \$10.95; Kit Repairs the Tub, Bumper Mount, and Lower Front End Mounting to Tub, utilizing the damaged parts on your Falcon.

9003:

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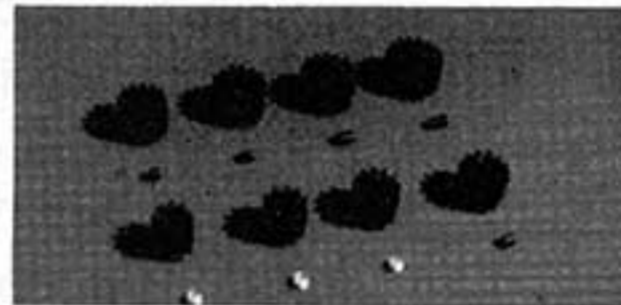
9021: RED ROCKET 21

Red Rocket-21 single wind for 1/10 scale 6 & 7 cell, 2 W.D.

9022: BLACK WIDOWER 19

Black Widower-19 single wind for 1/10 scale 6 & 7 cell 2 W.D. & 4 W.D.

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Region 1 Cont.

- B Main Open**
 Al Clark Assoc/Novarossi
 Gary Gervais Assoc/Novarossi
 Stuart Walerstein Assoc/Novarossi
 Kenneth Falletta Assoc/Novarossi
- A Main 2wd**
 Joe Fucile TQ Assoc/KB
 John Raymond Delta/Picco
 Mike Crespi Assoc/Novarossi
 Vinnie Campbell Assoc/ParisNovaro
- B Main 2wd**
 Brian Belcinski Assoc/OPS
 Dave Toth Cook /OPS
 Robert Denton Cook /Picco
 Eric Sharpe Assoc/Picco
 Robert Steffero Assoc/Picco
- C Main 2wd**
 Brooke Gervais Assoc/Picco
 A Bermudez Assoc/Irvine
 Vinnie Asselta Assoc/Picco
 Joseph Falco Assoc/OPS

Joe Fucile is tearing up the competition in the 2wd class with John Raymond hot on his heels.

We wish to thank everyone involved, and invite all interested to "Come On Down". For information call: Joe Jones (Bus.) 516-293-4717, (Home) 516-752-0461.



**Southern PA R/C Racing Club
 1987 Asphalt Series Results**

Production Class	Pts
1 Brock Myers	58
2 Ed Gleeson	41
3 Matt Rinehart	39
4 Steve Downs	36
5 Wade Portner	35
6 Larry Bailey	25
7 Keith Kauffman	19
8 Jeff Ellis	18
9 John Kerchner III	15
10 Terry Staley	14

11 Brian Bigsby	13
12 Frank Gurnauage	12
13 John Kerchner II	8
13 Jeff Bailey	8
15 Lonnie Mellinger	6
15 Neil James	6

2WD Stock	Pts
1 Bill Jones	66
2 Dave Allen	60
3 Doug Eckert	57
4 Paul Sweitzer	53
5 Chuck Jennings	51
6 Bruce Bigsby	47
7 Gene Shue	29
8 Bob Grubb	24
9 Dave Sweitzer	21
9 Nate Graham	21
11 John Kerchner, Jr	19
12 Steve Norcross	16
12 Rick Crone	16
14 Glenn Brubb	15
15 Tony Equirre	13
16 Lonnie Mellinger	9

2WD Modified	Pts
1 Doug Eckert	26
2 Dave Sweitzer	21
3 Bill Jones	9

4WD Modified	Pts
1 Dave Allen	54
2 Paul Sweitzer	40
3 Gene Shue	38



NYROC Club racers.

Series East Open leader Joe Jones won our first race in Connecticut. Mike Cominski has dominated the races since then with Tim Chin and Pete Fusco right in the thick of things. And Gary Gervais and "BIG" Al Clark are paying their dues moving up to the 4wd Open class.

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(305) 277-8231 PM

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

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

Region 2

Although it is hard to believe, the year will be drawing to a close shortly. If you have not renewed your membership or your club affiliation, now is the time to do so. You will not want to miss out on the exciting events set for 1988.

July 18th and 19th were the dates of this year's Region 2 1/8th Scale Championships hosted by race director Warren Jamison and the Suncoast Racing RC Club of Orlando, Florida. Jeff Purse and Larry McLendon emerged victorious in 2 wheel and 4 wheel classes. Congratulations gentlemen!

Our second National event of the year was hosted by Sanyo and PDQ Raceway in Mableton, Georgia. Action was HOT! Jack Bailey, Denny Smith, ET Davis, Richard Burdette, John Thawley, Bob Hosch, Linda and Rick Jordan, and the capable crew assembled by Jack Bailey did an excellent job of running the race. With over 500 entries present, their task was not easy. None the less, this came off as the best and largest ROAR 10th Scale Nationals.

Congratulations are in order for the Top Qualifiers of this prestigious event: 2 wheel Stock - Skip Starkey, Associated RC10/Trinity; 2 wheel Modified, Don Jones, scratch/Revtech; 4 wheel Open, Mike Geim, TRC/Schumacher/Revtech. These drivers emerged tops after 2 hard fought days of qualifying. The Super Stars of the event were those drivers that would wear the crown of National Champion. In 2 wheel Stock, Jay Katz took his Hi-Tech Racing RC10 to a most impressive win. Two wheel Modified saw Don Jones overcome the effects of the flu to stage a relatively easy victory in a class where the top 80+ drivers were all on 12+ laps. Don's Revtec powered and ignited scratch built car was just the class of the field. In 4 wheel Open action, James Dieter took his Revtec/TRC Schumacher Cat to a crowd approved victory. James has come close several times to a National win and this year he was not to be denied. Kyle Reed put together an excellent event with two 2nd place finishes in 2 wheel action.

The next major event on the National calendar was the 8th Scale Nationals hosted by FARCAR and the Ft. Lauderdale RC Speedway. Track owners Salum and Dorothy Cossaboon along with Mike Morse, Fran and Fred Peebler, Jerry Wynn, Bob Urban, and their

capable crew held a well oiled event for the gas powered crowd. Top Qualifiers were Ralph Phillips in two wheel and Ralph Burch, Jr in 4 wheel. By main event time, Jeff Purse and Ralph Burch, Jr took over the reins as National Champions in 2 wheel and 4 wheel action. In the 2 wheel A Main, Region 2 was represented by the new National Champion Jeff Purse along with Rick Ramos, Jack Jackson, Bob Urban, Bobby Hora, and Mike Morse. In 4 wheel driver A Main action, Region 2 was represented by Chuck Moon, Omar Formisano, Larry McLendon, and Art Carbonell. Way to go guys!

Late breaking news has the Region 2 1/12th Scale Championships being won and TQ'd by Mike Burnette in Modified and Denny Smith in Sportsman. These two Atlanta based TRC Pro-12 drivers have been the terror in their respective classes over the past two years. This victory just adds to their impressive wins. Full race report in the January issue.

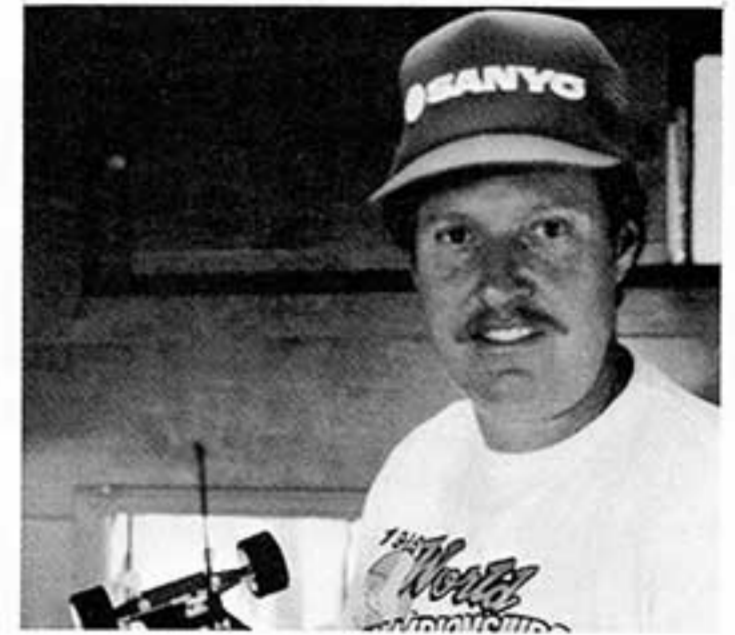
1988 action is already starting to take shape with the 10th scale Winter Championships being hosted in Tampa again. A date of February 3-7 is scheduled. Contact Bernie Glassen, Sr. at 813-837-8983 for further details. The Ft. Myers club will also host the Spring Championship 8th scale race. A date of February 9-13 is scheduled. Contact Jim Rice at 813-936-1528. Bob Rule is considering renewing the Spring Championships format in May with 10th scale cars only.

Do not forget to send in your membership renewal. The January issue promises to have some really hot racing action as the Regional Champions are decided in several additional classes.

Have a Merry Christmas and a Happy New Year!!!!!!!

Region 2 Championship 1/8th Scale Gas

4WD A Main	
1 Larry McLendon	Associated
2 Chuck Moon	Associated
3 Bob Hall	Associated
4 Rick Ramos	Serpent
5 Bob Urban	Associated
6 Omar Formisano	Mantua
7 Albert Botto	???
8 Dan Oleski	????



Larry McLendon 1987 Region 2 8th scale 4 wheel drive Champion.

4WD B Main	
1 Dan Oleski	Mantua
2 Jim Rice	Associated
3 Don Day	Cook
4 Gary Proia	Associated
5 Steve Maurice	Associated
6 Eric Abston	Delta
7 Scott Andrews	Delta
8 Butch Hall	Associated

2WD A Main	
1 Jeff Purse	Associated
2 Gary Harvey	Delta
3 Tony Rice	Associated
4 Bobby Horan	Cook
5 Matt Collins	SG



Denny Smith, left, and Mike Burnette took their TRC PRO 12 cars to run away victories after Top Qualifier in the 1987 Region 2 12th scale Sportsman and Modified classes respectively.

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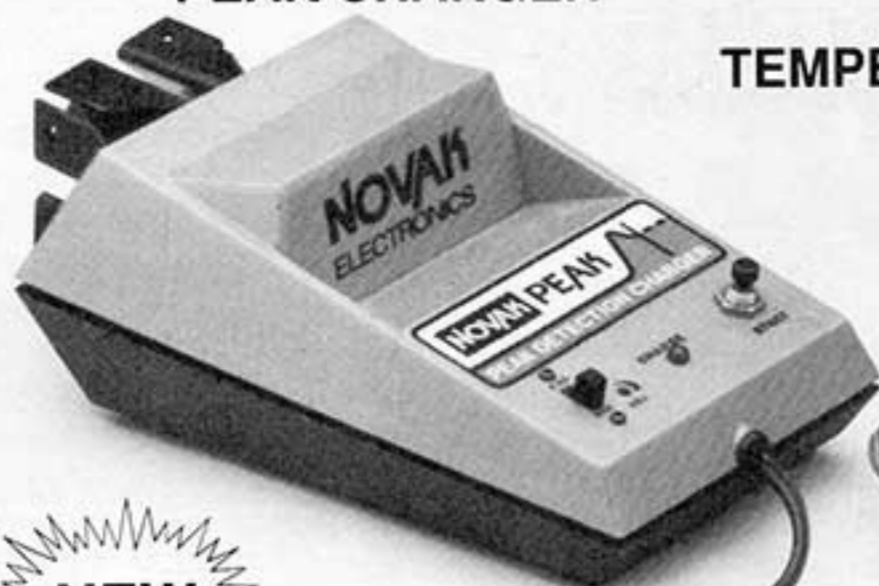
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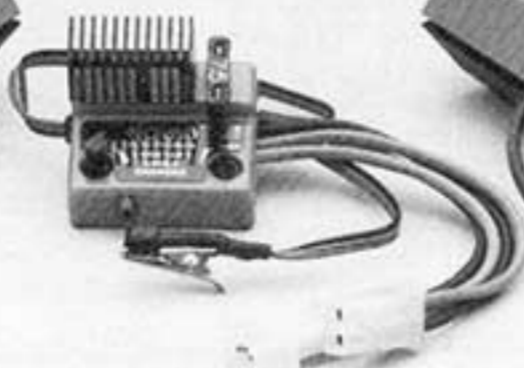
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Region 2 Cont.

1/10th Scale Nationals

Mains Finishing Position

2wd Open A Main	B Main
1 Don Jones	1 Leo Barana
2 Kyle Reed	2 Chris Doseck
3 Mike Martin	3 Dennis Dorrity
4 John Peterson	
5 Robbie Blackmon	C Main
6 Scott Montgomery	1 Brandy Dreifus
7 Randy Dale	2 Clay Collier
8 David Marvuglio	3 Donald Meade
9 Joel Johnson	
10 Ken Peterson	D Main
	1 Kris Moore
	2 Michael Ebert
	3 Ron Williams

2wd Stock A Main	B Main
1 Jay Katz	1 Jeff Harris
2 Kyle Reed	2 Dan Stokes
3 Michael Ebert	3 Mark Shimabukuro
4 Tony O'Reilly	
5 Brandy Dreifus	C Main
6 Skip Starkey	1 Chris Graetsch
7 Todd Fox	2 Steve Miniea
8 Ken Groat	3 Ron Williams
9 Steve Majors	
10 Mike Mcalliste	D Main
	1 Keith Hamilton
	2 Edwin Mctureous
	3 Eric Wasinger

4wd Open A Main	B Main
1 James Dieter	1 Lee Morrison
2 Joel Johnson	2 Mike Christensen
3 Andy Dobson	3 Donald Meade
4 Eric Soderquis	
5 Mike Martin	C Main
6 Eustace Moore	1 Scott Montgomery
7 Kris Moore	2 Greg Fox
8 Steve Dunn	3 Mike Burnette
9 Mike Dunn	
10 Mike Giem	D Main
	1 Tony O'Reilly
	2 Walt Siemens
	3 John Lawson

1987 Gas Nationals Race Results

Ft Lauderdale R/C Speedway and
Florida Assoc of R/C Auto Racing
(Story in Region 6)

August 25-30, 1987

Top Qualifier

2WD: Ralph Phillips 18 Laps 5:01.0
4WD: Ralph Burch Jr 22 Laps 5:07.1

4WD A Main

1 Ralph Burch
2 Dana Smeltzer
3 RePete Fusco
4 Chuck Moon
5 Mike Saputo

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6 Omar Formisano
7 Larry McLendon
8 Art Carbonell
9 Joe Sullivan
10 Ron Paris

B Main
1 Larry Martin
2 John Hall
3 Bob Wold

D Main
1 Greg Barker
2 Perry Botto
3 Jim Rice

2WD A Main
1 Jeff Purse
2 Ralph Phillips
3 Rick Rammos
4 Jack Jackson
5 Mark Botto
6 Bob Urban
7 Stuart Kay
8 Bobby Horan
9 Mike Morse
10 Thomas Huber

B Main
1 Mario Santiago
2 Mike Luck
3 Brian Stewart
4 John Dingman
5 Martin Tschesche
6 Ken Jones
7 Mike Alexander

C Main
1 Bob Hall
2 Dean Jameison
3 Stephen Maurici

E Main
1 Bob Urban
2 Butch Hall
3 Edward Mujica

Following report sent in by Denny Smith.

Florida State 1/12 Scale Series
- The Florida State Series continues to grow! On August 8 - 9 the Brevard Electric Auto Racers hosted race number 4 of the 1987 version of the series with their annual Red Lobster Classic. The weather was hot. But with a turnout of some 125 drivers represen-

ting three different states, the racing was even hotter!

In the Modified division a battle shaped up for Top Qualifier between Dan Salvatore of Miami, FL, Jimmy Simmons of Birmingham, AL, and current points leader Mike Burnette of Atlanta, GA. While all three had very good runs, it was Dan, in his best showing of the year, who proved to be the man to beat as he TQ'd in his very smooth handling Delta.

Greg Barker proved to be equal to the task with his win in the B Main, with Paul Knudsen second and Craig Rhodes, in his best race of the year, finishing third. Congrats to all!

In the A Main, Dan takes an early lead from the start, and is adding distance between himself and the rest of the field. It looks as if he is going to easily chalk up his first win of the year when disaster strikes and his car starts to behave 'strangely' in Dan's words and forces him off the track. In the meantime, Jimmy Simmons, Robert Carlton, Jeff Davis, and Mike Burnette are all battling each other. Now that Dan has retired from the race, can anyone break the stranglehold that Mike, who has TQ'd and won all three previous races, has had on the series this year? Mike, after a bad start, is moving up thru the field when disaster strikes once again in the form of radio problems. It seems he has no control over his car, despite best efforts by his pit personnel, for about two laps when suddenly all problems clear up and he is able to finish the race with no further problems. But he is too far back to be a contender. Jimmy Simmons takes the lead and the win with Jeff Davis, in his best run of the year, finishing second and Robert Carlton, nailing down third.

In Sportsman, the tightest class of the series, the TQ battle shape up

Region 2 Cont.

between Steve Pitts and Will Butts, both of Atlanta. It seemed every qualifier ended with a new TQ. When all of the dust had settled, Will sneaked by with TQ followed closely by Steve and in third spot, Steve Whitney of Cocoa, FL.

The B Main was a runaway for Jim Fuller with second going to Ward Brower of Tampa, and third to Ed Miller of Sebring, FL.

In the A Main, after the first turn crash, Steve Pitts takes a commanding lead while the rest of the field try to get sorted out. With a quarter lap lead, disaster once again strikes the leader in the form of radio problems as Steve loses all control over his car and is forced to withdraw from the race. Frank Trinchitella of Orlando, in the race of his life, takes the lead with Will Butts trying to close in. In the meantime, Denny Smith of Atlanta and Dave Willets of Tampa, the current points leaders, are battling each other for position back in the pack. Dave has trouble with a slower car which allows Denny around him and a chance to try to catch the

two leaders. But Frank is not to be denied as he takes the uncontested win with Will in second, Denny third, and Dave an all too close fourth.

Jim Fuller, once again, takes the win in 1/10th scale. While this is a new class this year in the Florida State Series, it seems that at almost every race, there is an increase in racers. It looks as if Jim is headed toward victory with an almost perfect score, but I'm sure Jeff Davis, Ron Benash, among others, still intend to have something to say about that. I'll leave the report on this race to Jim the Region 2 1/10 asphalt rep.

Thanks goes out to B.E.A.R. club for hosting this race, one of the largest of the year, job well done! Also, as always a very special thank you to Autographics, Sanyo, Futaba, Airtronics, Parma and of course for this race Red Lobster.

River City R/C Car Club, Jacksonville, FL. - Bill Fraden, long time 1/12 racer, is heading up a drive to start a new club in that area, and with the help of several local racers, seems to be well on their way. They recently held their "Jerry Lewis MDA Challenge", a race where all of the entry fees and

donations were donated to the MDA fund. Nice touch, guys! On July 5th they held their first club race despite what apparently was a minor hurricane during the Mains (or so it seemed to the drivers on the stand). Tents and shade cloths went flying thru the pits and all drivers lost their hats during the windstorm in the middle of the Main. What concentration it must have taken to stay out of the boards!

1/10 Scale A	1/10 Scale B Main
1 Ernie Bucci	1 Henry Norrel
2 Conlee Cower	2 Speedy Gonzalez
3 D Armstrong	3 David Lee
	4 Ari Myers

1/12 Scale
1 Erick Gonzalez
2 Bill Fraden
3 Michael Graves

International City Auto Racers - Warner Robins, GA reported by Larry Pryor. ICAR is in the middle of their Summer Series. At the same time as this series, we are already looking ahead. We are seeking a location for our 1st Indoor Winter Series. So far

REEDY

Modifieds

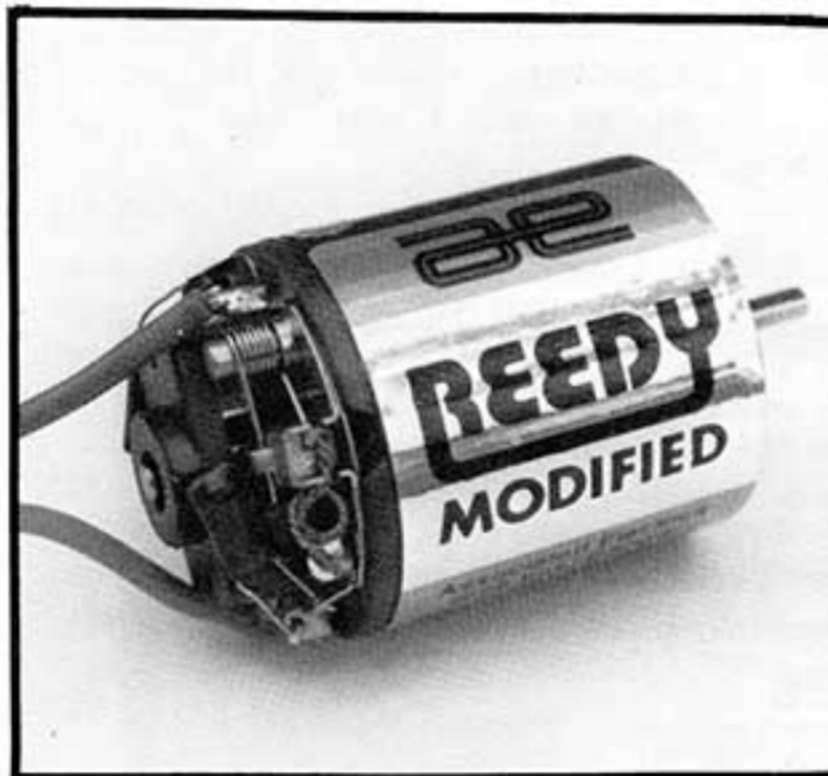
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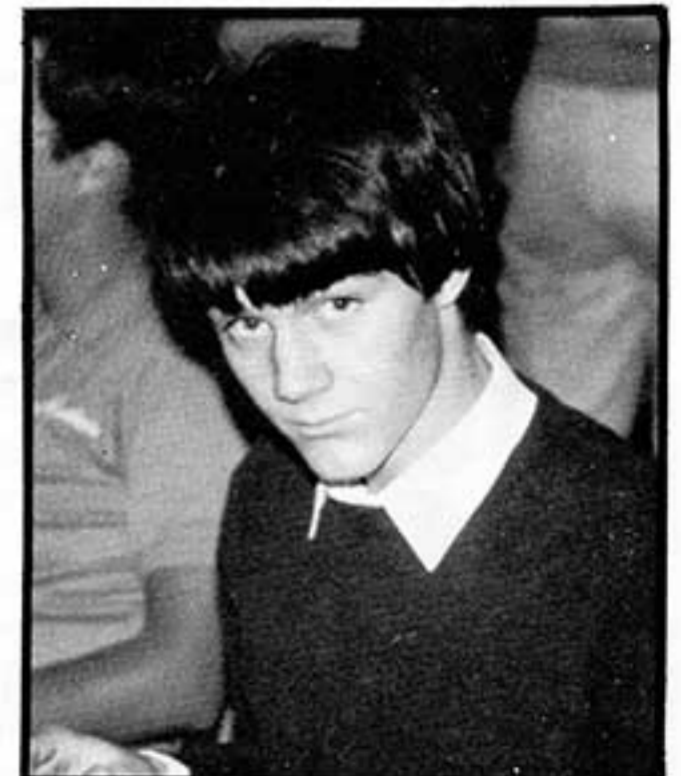
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Region 2 Cont.

though, nothing has turned up. As a new club, ICAR is going through a long growing period. Without a sponsor for some type of boost, we are progressing slowly. Driver turnout up to now has been moderate. Hopefully things will improve for us soon to where we will be known as middle Georgia's best.

As all of us who have ever been involved in starting or running a club knows, it is not the easiest thing to do. If any of you racers out there have any suggestions as to how to help Larry and crew out, I'm sure he would love to hear from you.

Dixie Racers - Atlanta, GA - No report from the Dixie Racers this month on their local club races as they have all been very busy getting ready for the Region 2 1/12 Championships to be held Labor Day weekend. Report on the race next issue.

No reports for this issue from the following clubs: ARCAR, Atlanta - BEAR, Cocoa - FEAR, Orlando - Tampa Bay R/C Outlaw, Tampa Bay - SFEAR, Ft Lauderdale - So. Miami Elec Racers, Miami - WHEAR, Winter Haven, FL - Magic City R/C Club, Birmingham - SEAR, Sebring. These are but a few of the clubs that I have not heard from, are you guys still racing???

First Coast Auto Racers - Jacksonville, FL sent in by Tom Harkey. Greetings, the summer is fast coming to an end and all you young racers will soon be back in school and us old guys can recover from our vacations and summer chores around the house.

We held Septembers off road trophy race and it was different. At least for us that haven't raced on a clay surface before. I had been placing in the A Main but on the slip n slide clay I made it into the C Main, so some of us have a lot of learning

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and practicing to do.

Here is how the A Mains for the race came out. Trophies were awarded for 1 - 3 place and ribbons were given out for the other Mains.

Division 1	Division 2
1 Randy Banks	1 Mike Ingles
2 Carlos Vicente	2 Ernie Bucci
3 Darrell Albertson	3 Brad Coursey

Division 3	Division 4
1 Mike Ingles	1 Brent Coursey
2 Mike Kohler	2 John Shields
3 Ray Vaslavsky	3 Mark Shields

Division 5
1 Dave Armstrong
2 Ernie Bucci
3 Keith Coursey

Those listed above are the people to beat so all I can say is get practicing.

Lots of fun at the August on road

trophy race, we had a good turnout with a lot of good competition. We held drag races for the first time and gave trophies to the first and second place winners. We are making the drags a regular event at the on road races and are looking forward to this area of competition.

Division 6 1/12 Stock
1 Joe Hadnot
2 Mike Ingles
3 Peter Clayman
4 Michael Sachs
5 Joe Hicks

Division 7 1/12 Modified
1 Ernie Bucci
2 D R Lightsey
3 Eric Gonzalez
4 Tom Marlowe
5 Tuffy Carrigg
6 Mike Ingles

Division 8 1/10 Stock
1 Ernie Bucci
2 Ari Myers
3 Henry Norrell
4 Peter Clayman
5 D R Lightsey

Dragsters
Division 1 1/12 Stock
1 Rick Kilgore
2 Bob Thompson
3 Peter Claymen
4 Ted Glover

Division 2 1/10 Stock
1 Gary Dickinson
2 Ton Harkey
3 Kelly Simpson
4 Dan Duke

Division 3 1/12 Ten Cell
1 Bob Thompson



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Region 2 Cont.

- 2 Dave Armstrong
- 3 Larry Eberhard

Division 4 1/12 Unlimited

- 1 Mike Ingles
- 2 Bob Thompson

Spring Cove Speedway

July 4th, 1987

A lot of drivers gathered at the track on Friday before the big race on Saturday the 4th of July.

They had to check their cars out and set them up for the track, some of the drivers had not been here before and because of the high bank corners there is some adjustment must be done.

Friday it rained off and on about five times during the day, but it did not dampen the drivers spirits. The first fifty drivers to register received a free Bar-B-Q plate.

In the transmission cars Jim Witt, out of Decatur, AL driving a RC10, had Top Qualifier with 29 laps in 4:09.1 minutes. In the 1/10 Stock on road, Kenneth May from Florence, AL, driving a D & D car topped the running with 30 laps in 4:00.2 minutes.

In the 1/10 Modified class, Jimmy Simmons from the Magic City club in Birmingham, AL, driving a D & D car sponsored by TRC and Peak Performance, drove his car 34 laps in 4:03.5 minutes to capture the Top Qualifier and also Jimmy did the same thing in the 1/12 Modified class with 44 laps in 5:02.9.

After having all kinds of trouble all day long David Wilson from Jackson MS driving a RC10 sponsored by Panasonic Batteries got it all together and won the A Main. Jim Witt from Decatur, AL was on his back bumper all day and came in second place. Jim Burke from Jackson, MS came in third.

In the 1/10 Stock class A Main Kenneth May, one of our local drivers, came in first place and another local driver Rick Holden, who hasn't been racing very long, held off the more experienced drivers to take second place. Eddie Hill, the little driver from Jackson, MS who always ends up in the winning circle at this track, had his troubles all day, but managed to pull out a third place.

In the 1/10 Stock B Main another driver that had trouble all day (like breaking your frame) and little things like that, David Swearngen of the Magic City Club got it all together and won this class. Another new driver was Alex McKenney out of Atlanta, GA took second place and David Wilson came in third.

The 1/10 Modified class A Main,

Jimmy Simmons came in first with two local drivers, Anthony White in second and Kenneth May in third.

In the 1/12 Modified class A Main Jimmy Simmons comes up with another first place win followed very close and giving Jim a hard way to go was Buddie Wolf coming in second out of Knoxville, TN and another driver from Knoxville, Hal Travis, came in third.

In the 1/12 Modified B Main, Jerry Evans from Hueytown, AL driving a BoLink Invader, and sponsored by BoLink Inc won first place, Kenneth May was second and Mike Sanders from Jackson, MS came in third.

We had a new class that three drivers from Jackson, MS wanted to try out on this track. They were the Wizard cars with Indy bodies. It was something new to watch and the drivers had a lot of fun racing. The drivers were David Wilson in first place, Chris Jones in second and Lane Crosley in third.

The last two main events were ran under a few drops of rain but it held off long enough to finish all the Mains, and have time to give out all the trophies, including trophies for all the tracks records set.

These trophies went to Buddie Wolf in the 1/12 5 min class with 45 laps in 5:03.3. Jimmy Simmons in 1/12 6 min class with 53 laps in 6:06.4. Jerry Evans in 1/10 Modified class with 34 laps in 4:01.2. Kenneth May in 1/10 Stock with 33 laps in 4:07.2. David Wilson in 1/10 transmission class with 31 laps in 4:07.4.

We would like to give many thanks to Tony Hill for giving her all to help with the race and also to our co-sponsors S & H Auto Parts Store, Action Vans, and Coca Cola.

Team Memphis - sent in by Denny Osenton, President of Team Memphis Club. My name is Denny Osenton, I would like to introduce you to the newest club in Region 2, Team Memphis "The Track Rats". We have just joined the ROAR organization and are welcoming everyone to come race with us.

Team Memphis is 6 months old and getting better all the time. We currently have over 45 members and we are continuously growing. Our favorite type of racing is 1/10 scale off road, however we do have a few 1/12 scale fans in our midst.

Our latest accomplishment has been the acquisition of a permanent race track for off road. The new track is located in nearby Germantown, TN at Cameron Brown Park. We plan to start racing at this new track by mid September. Our track will consist of a dirt oval with the off road track utilizing part of the oval.

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Region 3

By the time this column is read the election of Region Directors and Vice President should be completed. I hope you have all done your part so that you have whomever you wanted representing you for the next two years. Being November now the indoor racing will be in full swing all over the region and hopefully race results and information will be flowing in. If I haven't received your scheduals by now it isn't too late to send them in so the second half of your season can be shown.

When it comes to region races for the summer I don't think it is too early to ask people to think about hosting the region races for next year. Please, if you have any thought of hosting a 1988 race, please let me know as soon as possible.

Hopefully by now the new membership manuals will be in peoples hands and you'll see that there have been a lot of positive movement in the new ROAR management. There will be updates as time goes on with further clarification and new class rules, ie 1/10 on road, 1/8 sprint cars, etc.

1/12 scale NEWS

The Cleveland R/C Car Club has a new indoor site for the 86-87 season. They have contracted for the Euclidian Room at the Euclid Square Mall near 260th and the shoreway. At this time I don't have a schedual, but information can be obtained by calling 216-286-2612 and asking for Robin or Allen.

The following point standings are for the CRCCC club.

1	Jeff Lewis	566 pts
2	Alan Forro	477
3	Dick Bird	322
4	Peter Martone	256
5	Robert Smith	219
6	Tony Augusta Sr	183
7	Marty Waldhelm	176
8	Johnathan Smith	164
9	Paul Klich	146
10	Bob Baker	132
10	Robin Forro	132
12	Tony Augusta Jr	81
13	Jayson Dietrich	70

Reports from Dennis Moscatelli.

Well, here we go with another fine

issue of Rev-Up. As I write this, it is just two days after the 6 cell Nationals. The interesting point of this is that we have two new names in the winners circle. Rick Hohwart won the Stock class with a smooth and consistent run. In the A Modified, Randy Hunter held off a hard charging Mike Lavacot to be the 1987 1/12 National Champion. And in case you did not know, both Rick Hohwart and Randy Hunter are sponsored by Peak Performance. So, to the disappointment of some, the reign of Reedy and Trinity is at the least, put on hold for awhile.

The race was held in Orlando, Florida by the Florida Electric Auto Racers and was the finest race ever put on. They worked hard to put on this classy show, and it paid off. It should be mentioned that volunteers from NORCAR helped with the scoring procedures, which as usual, was faultless.

Our Region was finely represented by Skip Starkey, from Carbondale, Illinois who placed third in Modified. This Trinity sponsored driver has been the best kept secret, but now the cat is out of the bag, and Skip will get the recognition he justly deserves. All of us in Region 3 congratulate you Skip.

BAD NEWS

NIROCC has had to cancel its 1/12 asphalt schedule due to the lack of racer participation. This is very unfortunate as NIROCC is the only Chicago Club to have such a schedule. Maybe soon other racers will wake up and see the benefits of asphalt racing.

If anyone has comments or suggestions, please do not hesitate to contact me, as I am very interested in what is happening to 1/12 action throughout Region 3. Maybe someone can come up with an idea on how to inject new life in 1/12 outdoor.

Hi fellow Road Racers. There's much happening as we begin to wind up for the 87-88 indoor season. Although I can't mention the names of people or company's there is a lot of shuffling around of sponsored drivers and also new faces popping up.

The Midwest Series Showdown races will return to Chicagoland this season for the third year in a row. This year the 4 cell racing promises to be the

closest ever. Could it be that the rest of the U.S. (especially west coast) realizes the potential of drivers in Region 3? More sponsorships are becoming available from different company's so better equipment is more plentiful and more people are competitive.

While I'm on the subject of Region 3 super drivers, congratulations are in order for Jim Dieter and Don Jones. Jim is the new 4wd Modified National Champ and Don is the new 2wd Modified National Champ. Both of these guys live in the suburban Chicago area and have put on a good show all summer long.

The new indoor track "Thunderdome" has been very busy as they get ready to start their first full indoor season. They will alternate on a weekly basis dirty racing and carpet racing. This should satisfy the needs of everyone.

Although as I write, it is the end of August, but the vibrations in the air indicate that everyone is really getting ready for the U.S. Indoor Nationals in Cleveland hosted by the awesome club NORCAR. These folks do a super job in providing a National race for us northerners, and anyone else who wants to attend.

An idea has been thrown my way, and I thought I could bounce it off of you racers and maybe you could call with an opinion. The idea is "What about 6 cell indoor racing?"

Some of the prose that I heard were that the 4 cell cars of today are as fast as the 6 cells of yesteryear, so that might negate the idea that the 6 cell cars are too fast. Also if we ran 6 cell indoor, the US Indoor Nationals at Cleveland could then be used as a qualifier for the USA Worlds team. And for that matter, the Region 3 Indoors Championship could also be used for the same thing. It would make racing a whole lot faster and more exciting. Although we would need a few extra batteries, it seems that the pros outweigh the cons. But please call or write to me so I can get a feel of what the region wants, so I can then pass it on to the proper ROAR officials.

Remember, if you have any questions or concerns, please call or write, I love to hear from all of you.

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- TQ & 3rd Place 1/12 6 cell Stock, Asphalt
(Parma Europanther, Matched Sanyos, Osella)
- 4th Place 1/10 6 cell Modified, Asphalt
(New Prototype 1/10, Yokomo, Matched Sanyos, Osella)
- 2nd Place 1/10 6 cell Stock, Asphalt
(New Prototype 1/10, Matched Sanyos, Osella)



ANDY DOBSON

REGION I INVITATIONAL STOCK CHAMPS

- **WASHINGTON, D.C.**
- TQ, 1st Place 6 cell Stock, Carpet
(Parma Europanther, Matched Sanyos, Osella)
- 2nd Place 6 cell Modified, Carpet
(Parma Europanther, Yokomo, Matched Sanyos, Osella)



MIKE EBERT

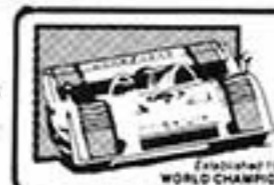
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- Parma Yokomo Modified

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Region 3 Cont.

1/10 scale NEWS

Region 3 1/10th Championships

by Don Meade

In two words, "Yes! Michigan"

After reading some race reports from previous SEMROCC races, I was led to believe these people run a tight ship. That's putting it lightly. The staff of this club are true pros in the game of putting on a race. John Thawley and his crew seem to be having fun while running a 194 entry race and making it enjoyable for everyone, both spectator and competitor. With John on the mike, you always knew where you were in the race and where the nearest competition was for you also. Back-markers were warned when the leaders were nearby, and it made for some really good racing.

Not once on the whole program did I hear a driver complain of a radio being on in the pits. Yes, they had a most efficient radio impound, but we all know there are more radios around other than those in the impound. But, knowing you would be "killed and eaten" if caught with a radio on in the pits, the problem never surfaced.

I think NORCAR would be well advised to hire John to do the race calling at the Indoor Nats. Until you have heard John doing his thing on the PA, you would never realize how much fun this racing can be, both from a spectator and competitor's point of view.

At this time I would like to congratulate Chris Dosek on his 2 Region 3 titles he won over the weekend. Mr. 4 wheel Stock and Modified, nice job "Dude".

The more races I see at various tracks in this region, the more I feel we have drawn even with Region 8, both in organization and competition. Let's keep up the good work, and hope there are more clubs like SEMROCC forming for the betterment of the hobby. Nice going on your first big race to John Thawley and the whole SEMROCC club.

Open Letter to ROAR

from Donald Meade

ROAR has to do something about the format for 1/10th Nationals. I think 500+ entries is pretty impressive, but it makes for too long of a race day. I have been to a lot of races where I wish I had more time between runs, but have never needed 4-5 hours to get ready.

My suggestion is a simple cure,

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split the Nats into 2 events. Have a Stock Nats and a Modified Nats. You would probably have reasonable numbers of cars at both, and run each event more efficiently.

Format should be Tuesday, Wednesday practice, Thursday, Friday, 2 qualifiers each day, Mains on Saturday with Sunday as a rain date. Something along these lines would surely be appreciated by the race staff and competitors.

Off Road Update 1987 Nationals

Did you hear the one about the 2 guys from Region 3 who said they were going to the '87 1/10th Nats and clean house?

One of these guys just happened to be this regions best driver, James Dieter. Has anyone else in Region 3 ever won Championships in all 3 scales, 1/8th, 1/10th and 1/12th? Now we can add 1/10th 4wd Modified to this list, only this time it is National Champion. It's been 4 years since the wheel fell off in New Jersey, but, ah yes, sweet

revenge!

Then you have Don-Don Jones. Don has only been racing R/C for about 2 years, but under the guidance of James Dieter. We are still not sure how he did it, but TQ and a National Championships in 2wd Modified, once again, makes Region 3 look pretty good. Both of these drivers are regulars at the JOROCC track, making it one of the toughest tracks around from a competition standpoint. Like I have said in the past, if you wanna know how fast you are, come run with us.

Region 3 should be proud for the job they did at the '87 Nats. Skip Starkey, TQ 2wd Stock. James Dieter, 4wd Modified Champ. Don-Don Jones, 2wd Modified Champ. The A Mains had good Region 3 representation and there were some of us in the B Mains too.

As the Region 3 1/10th director, I was really pleased at our over all performance, 2 National Champions and some impressive high finishes in the upper Mains by other Region 3 drivers, nice job!

1987 World Champs Cont.

2WD A Main Final

1	Joel Johnson	USA	/Ultima/Trinity
2	Katsunori Kondo	Japan	/Ultima/Lemans
3	Chris Moore	USA	/Ultima/Twister
4	Mike Christensen	USA	/MIPRC10/Trinity
5	Jamie Booth	UK	/RC10 /Reedy
6	Kevin Moore	UK	/RC10 /Reedy
7	Jay Halsey	USA	/RC10 /Reedy
8	Masami Hirose	Japan	/RC10 /HPI
9	Rory Cull	UK	/RC10 /Reedy
10	Eustace Moore	USA	/MIPRC10/Trinity

4WD A Main Final

1	Masami Hirose	Japan	/CAT /HPI
2	Katsunori Kondo	Japan	/Optima/Kyosho
3	Jamie Booth	UK	/CAT /Reedy
4	Cliff Lett	USA	/CAT /Reedy
5	Junichi Koma	Japan	/Optima/PeakPerf
6	Joel Johnson	USA	/Optima/Trinity
7	Jay Halsey	USA	/YokomoC4/Reedy
8	Pete Stevens	UK	/Optima/Parma
9	Eric Soderquist	USA	/Optima/Twister
10	Mike Christensen	USA	/MIPRC10/Trinity

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Region 3 Cont.

(Editor's note: This is an edited version of a very well written, but too long, article sent in by Mary Wartell.)

REGION 3 1987 OFF ROAD CHAMPIONSHIPS

Hosted by: SEMROCC Club

The regional race, sponsored by Joe's Hobby Centers was held August 7-9 in Sterling Heights, Michigan.

The unpredictable Michigan weather, usually a major factor in outdoor races was merely a minor inconvenience for this well-managed event. Gale-force winds, sideways rain and hail followed by a power outage tried their best to shut SEMROCC down, but the club could not be beaten.

The first round of qualifiers got underway. There were two heats of 4wd followed by eight heats of 2wd. It began to rain lightly during the first round of qualifiers and rained off and on throughout the day. The rain was never hard enough to call off the day, but running the cars over the track in the rain began to take its toll on the surface.

After three rounds of qualifiers, Top Qualifier for 4wd was Chris Doseck and Rick Hunsaker was Top Qualifier for 2wd. During a short intermission SEMROCC officials set up the Mains. The track was groomed and everything was made ready for the main events of the day.

The A Main was called to the line. The crowd gathered to watch the best 4wd Stock drivers in the region. Thawley introduced the drivers and starter Tony Montalbano raised the flag. The race had a

clean start. Chris Doseck, Top Qualifier, was the first one up over the tabletop jump. At the end of the first lap Doseck was in first, followed by Joel Gish in second and Mark Davis in third. Doseck drove a nice clean race and stayed in first from start to finish. One and a half minutes into the race, John Lawson took over third and began a nerfing battle with Davis to make a bid for second. At the three minute mark, Gish had regained third place and Lawson was in fourth. Seconds later Lawson took Gish on a turn and

moved into the third spot. That's how they finished with Doseck in first with 12 laps in 244.6 seconds, Davis in second with 11 laps in 241.4 seconds and Lawson in third with 11 laps in 243.2 seconds.

Next up was the two wheel drive. Mains H-B were run. The crowd again gathered to watch the A Main drivers. The drivers came off the line looking like A Main drivers with a nice clean start. Rick Hunsaker took the lead with Mike Ankney right behind. Hunsaker got tangled with Keith Hamilton and Ankney was able to slip around. At the end of the first lap it was Ankney in first, Paul Morack in second and Joe Lawrence in third. On the straightaway, Hunsaker passed Lawrence and Morack and went after Ankney. After one minute the race for first was clearly between Ankney and Hunsaker. At 3 minutes Ankney had opened up his lead. With 35 seconds left in the race, Hunsaker flipped his car on its lid. The marshall was there as quickly as possible, but that mistake gave Ankney a free rein. Hunsaker rolled it again and had to settle for second. First place winner Ankney with 11 laps finished 10.8 seconds in front of second place winner



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Region 3 Cont.

Hunsaker. Hunsaker had 11 laps in 252.8 seconds. Third place went to Morack with 11 laps in 254.1 seconds.

Sunday morning brought a light, misting rain and the 2wd and 4wd Modified classes. The first two rounds of qualifiers went off without a hitch. The drivers optimistically broke for lunch at 2 pm with the sun shining. After lunch the third round began. With three heats yet to be run, the clouds again gathered and the rain that had been threatening all weekend fell in buckets drenching the racing site. Racing was shut down and drivers ran for cover. The winds picked up and the storm became a full blown thunderstorm with gusting winds and hail. The torrent lasted for about 1/2 hour.

After the results of the qualifiers were sorted out, Rick Hunsaker was the Top Qualifier for the 2wd and Chris Doseck was Top Qualifier for the 4wd. Doseck qualified with the only 14 lap run of the weekend, a track record.

First run was the 4wd Modified class. After the driver introductions, Montalbano started the race. Doseck pulled a typical hole shot

and immediately took the lead. Rick Hunsaker followed in second and Bud Bartos in third. After the second lap Doseck and John Lawson were battling for first and Don Meade followed in third. After one minute, Lawson was knocked back to third followed by Dave Pulfer in fourth. Lawson and Meade battled it out for second place. Rick Hunsaker came up to fight with Pulfer for third. At the two minute mark, Hunsaker took third and was looking to take over second. Pulfer moved up and made it a three-way battle between Meade, Hunsaker and Pulfer for second place. The race finished with Doseck in first followed by Pulfer in second, Hunsaker took third and Lawson took fourth.

Rain started falling during the 2wd B Main but the race continued. The soggy spectators lined up to witness the A Main and to cheer on their favorites. The start was hectic. After the first lap Curt DeMars was in first followed closely by Don Meade, Ralph Duncan and Chris Doseck. Meade and Doseck battled for second place. After 2 minutes DeMars chocked, flipped Doseck on his lid and Meade slipped by to take over the lead. Doseck and DeMars battled it out for second place as

Keith Hamilton slid up from the rear. At the two minute mark Doseck made a move on Meade, got tagged and stuffed it into the pipes. DeMars tried to slip by and flipped it on its lid. Doseck made a couple of mistakes and both Hamilton and DeMars moved past. With 45 seconds left it was Meade in first, Hamilton in second and DeMars in third. That's how they finished.

Congratulations are in order for all racers, whether they went home with prizes or just wonderful memories of participating in a first class event.

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Region 3 Cont.

Region 3 1987 Off Road Championships

by Mary Wartell

Stock Class - 4WD

A Main	B Main
1 Chris Doseck	1 Ed Gallagher
2 Mark Davis	2 Bill Burrow
3 John Lawson	3 Kirk Krikorian

Stock Class - 2WD

A Main	B Main
1 Mike Ankney	1 Mike Marshall
2 Rick Hunsaker	2 Mark Davis
3 Paul Morack	3 B Hoogstra
4 Joe Lawrence	4 Paul Whitaker
5 Keith Hamilton	5 Tim Wolski
6 Steve Koepp	6 Mike Wartell
7 Brian Kimball	7 Jim Gibbs
8 James Dimmerling	8 Robert Davis
9 Mark Bergeron	9 Mike Eckstein
10 Dave Pulfer	10 Ralph Duncan

C Main	D Main
1 Howard Mottin	1 Ed Hengesh
2 Troy L'Esperance	2 Jay Regan
3 Mike Parker	3 Kris Lane
4 Doug DuBois	4 Brandi Whitaker
5 Karl Schuneman	5 Roosevelt Maze
6 Tim Trinklein	6 Tom Joysey
7 Jack Poe	7 Dennis Webster
8 Kevin Betz	8 Bill Rees
9 Chuck Ewing	9 Brian Klamer
10 Jim Keserick	10 Mark Steven



2wd Stock A Main drivers.



4wd Stock A Main drivers.

Modified Class - 4WD

A Main	B Main
1 Chris Doseck	1 Mike Marshall
2 Dave Pulfer	2 Tim Hinko
3 Rick Hunsaker	3 Dan Vollmor
4 John Lawson	4 John Thawley
5 Don Meade	5 Keith Tessmer
6 Jerry Cyrul	6 Mark Davis
7 John Lebak	7 Karl Schuneman
8 Bud Bartos	8 Steve Radecky
9 Kevin Smith	9 Curt DeMars
DNF Wayne Gerber	10 Chuck Lonergren

C Main	D Main
1 Chris Vincent	1 Ted McCarthy
2 Eric Coleman	2 Howard Kemery
3 Mike Ryan	3 Chris Miksovsky
4 Tom Fredrick	
5 Tom Cyrul	
6 Ed Gallagher	
7 Dale Cauthen	
8 Vince Palazzolo	
9 Joey Palazzolo	

Modified Class - 2WD

A Main	B Main
1 Don Meade	1 Paul Morack
2 Keith Hamilton	2 Joe Lawrence
3 Curt DeMars	3 Bud Bartos
4 Steve Koepp	4 John Thawley
5 Ralph Duncan	5 Kevin Smith
6 Mike Marshall	6 Ed Meyer
7 Chris Doseck	7 Kris Lane
8 Bernard Hoogstra	8 Mark Bergeron
DNF Rick Hunsaker	9 Steve Mancinelli
DNS Dave Pulfer	10 Mark Davis

C Main	D Main
1 Mike Eckstein	1 Jim Dimmerling
2 Darryl Bingner	2 Howard Kemery
3 Scott Nelson	3 C Lonergren
4 Jerry Cyrul	4 Bob Joysey
5 Bryan Klamer	5 Perry Maniaci
6 Paul Whitaker	6 Chad Coppock
7 John Lebak	7 Mike Parker
8 Steve Radecky	8 Tom Joysey
	9 Dale Smith
	10 Greg Whitaker



4wd Modified A Main drivers.

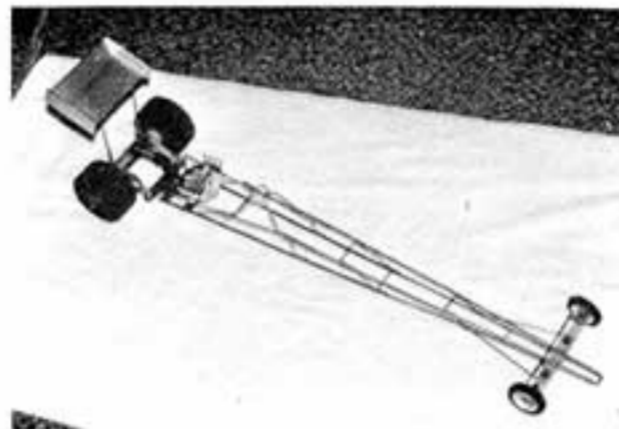


2wd Modified A Main drivers.

1/8 scale NEWS

The Chicago R/C Car Club send the following standings for their combined gas series.

	Open 2WD	GTP	Pts
Mike Melendy			236
James Boehmer			216
Jerry Argalas			216
Vic Valderrama			209
Kevin Van Pelt			120
Stuart Kay			116
Jon Brannon			111
Ken/John Melendy			110
Rodger Eder			109
Jerome Futel			105
Tony Metallo			100
Don Shilka			99
George Boldus			94



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Region 3 Cont.

Buddy Davis	91
Open 4WD Can Am	
Don Smith	234
John Dolezal	226
Rich Potempa	120
Gary Anderson	115
Mark Prolhaska	113
Steve Lazarus	113
SS PAN Fl	
Murry Pipchok	231
Al Rovel	231
Bob Paradis	120
Roy Moody	120

Mid-Season Review of Midwest Racing

from Steve Lazarus

A mid-season review of the Midwest racing seems in order with three Midwest Series races complete and the 1/8th scale World's run at Ranch Pit Shop in California. Region III had three representatives at the race, Rick Davis and Ken Francisco from the Detroit area and Larry Martin from Lincoln, IL. Perhaps the fastest racer from the Midwest, Rick represented us well finishing 32nd overall of the 120 racers. Rick lost a motor in his

move-up main depriving him of a shot at the final. Larry Martin made the upper half of the field with a 58th place finish overall; a good showing for Larry's first visit to a World event. Ken Francisco represented the pan class racers with perhaps the last visit of a 2wd version to a World's event. His qualifying pace was only one lap off that turned by the majority of the 2wd's present. Also, qualified but not in attendance at the race was Jim Przybyla from Detroit.

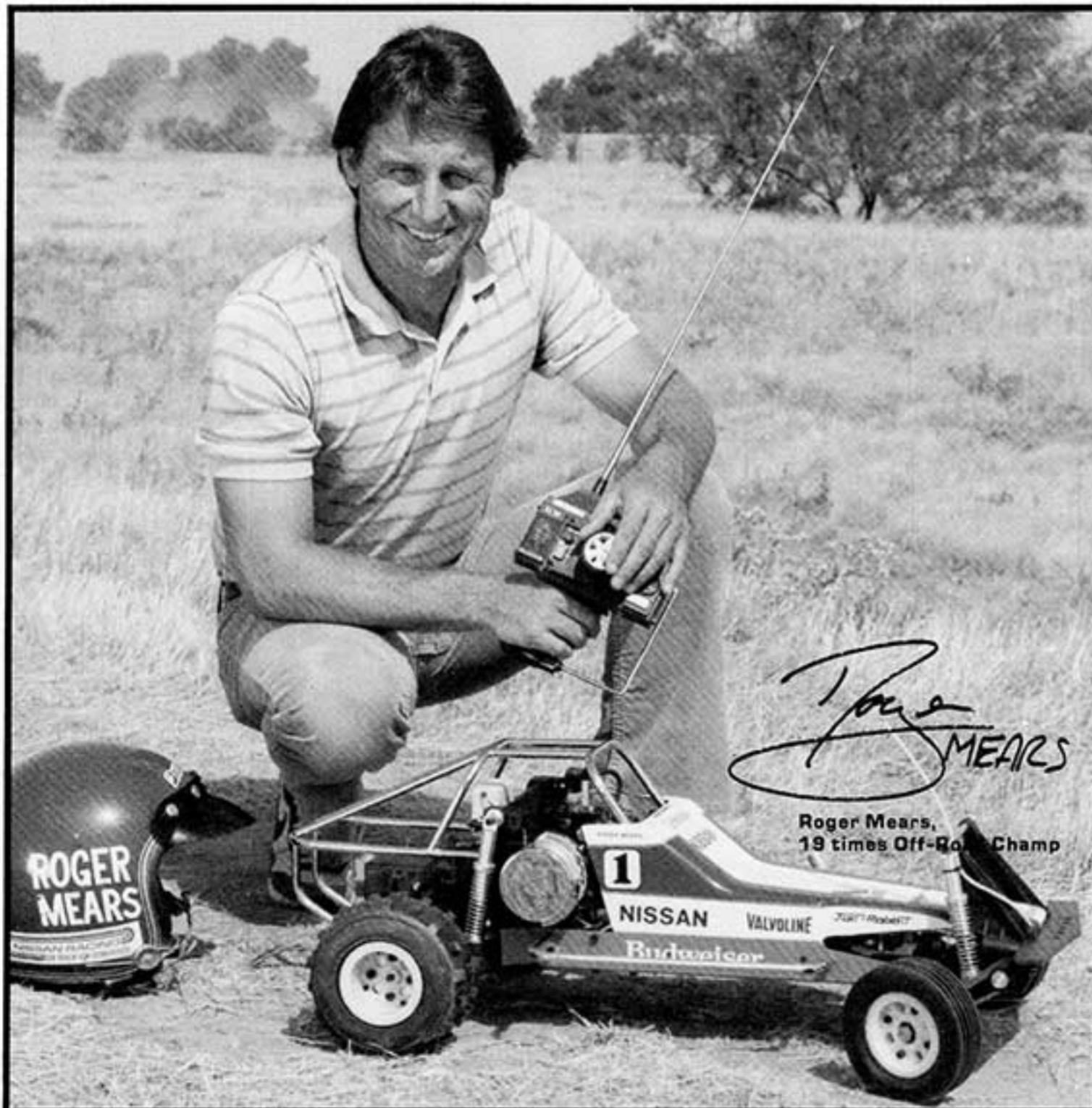
More detail will be provided elsewhere but young Pete Fusco was the somewhat easy winner of this race by 7 laps. While others were faster at times, RePete made no mistakes and stayed on the track while others were in the pits. Six Associated and 4 Serpent cars made the final. Nine of the 10 final qualifiers were Americans with only Rody Roem from Holland representing the rest of the world. Gil Losi Jr. was Top Qualifier.

Back in the heartland of our country, Lou Przybyla is the top points man in 4wd in the M/W Series followed by Jim Przybyla and Steve Lazarus. Marty Runge is top gun in 2wd followed by Rick Etter and Jerry Brueger (all from Cincinnati). The Pan Class is led by Jeff Leckron. This class hit an all time low for participation at the

Toledo race with only ONE participant. The death of this class appears imminent as no club in the Region 3 seems to have enough participants for one main. The 2wd and 4wd classes had almost equal participation at Toledo.

The Toledo race was well run and had 27 participants. Thanks to Marvin Davis, John Fong, Chet Wieteki and all the guys for a good effort. Encouraging to continue to see more new faces at this club. The new race site at Anderson's Genl. Mdse. Store was spacious and while the weather was hot there was no rain (first time in three years!). Congrats to Rich Potempa for his first win this year in 4wd and Marty Runge in 2wd. These guys both TQ'd as well.

A reminder that the Region III Director is up for election again this year. I am told that Don Deutsch intends to run again, whether other individuals have thrown their hats in the ring I am unaware. In any case be sure and VOTE. Because I am able to attend a number of races in Region III, I try to pass on your thoughts to Don and Merle Gardner (1/8th scale Natl. Rep.) but you need to contact them also and share your feelings on ROAR and the state of 1/8th scale in general.



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TRACK FEATURES:

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Region 4

This has been an extremely busy time for the racers in Region 4 as we have had all of our championship races in the past 2 months! Reports to follow but first some region business.

With regrets I have accepted the resignation of our 1/10 scale Northern Rep. Mike Reeves. Mike had a problem with the 1/10 scale rules at the Nationals this year so he feels he should step down from the rep position. Thanks for the good job you did Mike. I am now accepting applications in writing for the 1/10 scale Northern Rep position.

I have placed our bid for the 1988 1/12 scale Nationals with the officers of ROAR. The RCAR club of Tulsa wants to have the Nationals in Tulsa on an indoor track in 1988.

That's all for now but we have race reports from Kevin McIntyre, Austin Aqua Festival, Mike Reeves and myself. So for now "There's more fun in store if you race in Region four!"

Dateline: Tulsa, OK - August 8, 1987, Don Lyons. As I start to write this race report several new names for this race come to mind. Instead of Region 4 1/12 scale Championship race we might call it the "Let There Be Light" race or the "Charge of the Light Brigade" race, that's right! Congratulations to the 1/12 scale Region 4 Champion, Bob Light, Stock and Modified.

Now that you know who won I hope you keep on reading to see how the other 49 of us did. Ron Harrison, Bobby Brummett, Dave Cole, and the RCAR of Tulsa club deserve a big thank you from Region 4 for putting on this event. Dave told me the workers were mainly the 1/8 and 1/10 scale racers in the club working so the 1/12 scale racers could race. That's cooperation!

I raced in this event so I can't give you a race by race report but we had some close races both days. The following part was written by Dave Cole - Race Director.

Good Afternoon Racers!!!!

With the Region Four 1/12 Championship race sweat still lingering on my forehead, I thought I'd better get this letter out before I wake up and find out it was just a bad dream.

This is not a race report in the sense of who won what, but a retrospect

of what goes on behind the lap counting table.

I have been attending National, Regional and local races since 1979. I have been Race Director for weekly club outings to our Region Championships. Needless to say, if anything can happen at a race, I've probably seen it.

During our hosting of this race, it has given me somewhat of a picture of the "typical" racer if you will. Mind you though, not all racers are like this but if you were going to stereotype someone they may very well fit the description.

The lower main drivers are my favorite drivers. They work hard to get their car dialed in. They are seldom sponsored by the "factory" unless they have a buddy that is. They are anxious to help. They accept the way the cards fall whether or not it is in their favor. They rarely accuse anyone of anything devious. They believe this "sport" is just to have fun.

The middle of the main drivers. You know, the guys that have been racing about a couple of years, been to at least one big race, and may have driven for at least one "factory". They too are a lot of fun to be around. Most of their parts come from the local hobby shop since they only drive for the "team" in order to get the parts they use up a lot. Motors, batteries, tires, and sometimes not those. It just depends on what's hot and what's not. Just like the ol' saying, "sworn to fun, loyal to none". They yell at the corner marshalls, go too hot into the corner occasionally, and have been known to race through the turns with leader even though they are six laps down. Oh, don't forget; they will borrow your crystals so they can run in the same main, beat you and keep them.

The fast guys. The factory's best or so they think. For some, humbleness is something right up there with thank you or please. The slightest little thing sets them off. "Do I have to run with that guy? He's two laps slower!" "The tracks too bumpy". Funny, last time I looked, everyone had to run on the same course. They coach their buddies. "Push 'em out if he tries to come around you!" And they **never, never, ne-e-e-ver** get their laps counted right. "I never got passed." How in the hell would they know? They

were on the boards yelling at the corner marshall. If they would spend as much time race directing as they do telling a race director how, we'd all finish on time.

Again, let me reiterate, not all drivers, slow, fast or otherwise are like this. But you can be darn sure there will be at least one at your next race.

1/12 Scale Region 4 Championship

Stock Class

A Main		B Main	
1	Bob Light	1	George Martin
2	Mark Blacketter	2	David Johnson
3	Pat Miller	3	Brad Smith
4	Rusty Husband	4	Charles LeBlanc
5	Louis LeBlanc	5	Jeff Hammons
6	Joe Sullivan	6	John Skaggs
7	Mike Hamilton	7	Tracy Broussard
8	Jeff Jackson	8	Jay Andrews
9	Bobby Brummett	9	Rob Odell
10	Justin Crow	10	John Koss

C Main		D Main	
1	Gay Sullivan	1	Ray Dockrey
2	Charlie Burns	2	Don Lyons
3	Jeff Ball	3	Kevin Shafer
4	Allen Smith	4	Jack Ingram
5	Dwight Collins	5	Bryant Walker
6	Brian James	6	Mark Roggeman
7	David Milby	7	Jim Nance
8	Gene Roberson	8	Andy Ross
9	Chuck McMurray	9	Ron Harrison
10	Bob Finley	10	Scott Dickerson



1/12 scale Championships A Main Stock winners, R to L: Bob Light, Mark Blacketter, Pat Miller, Rusty Husband, Louis LeBlanc, Joe Sullivan, Mike Hamilton, Jeff Jackson, Bobby Brummett, Justin Crow.

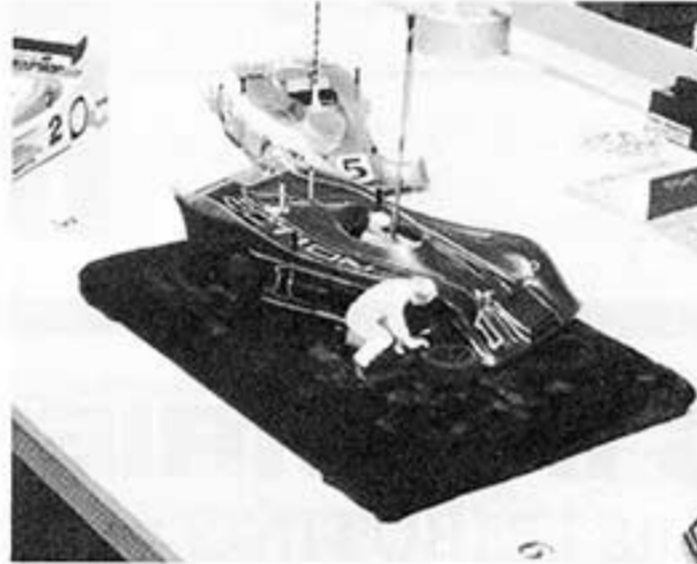
Region 4 Cont.



Don Lyons, Region 4 Director on left Bob Light on right receiving ROAR clock trophy for being the 1/12 Stock and Modified Region 4 Champion.

C Main
 1 Charlie Burns
 2 David Johnson
 3 Jay Andrews
 4 Mike Finley
 5 Gay Sullivan
 6 Don Lyons

D Main
 1 Tracy Broussard
 2 Chuck McMurray
 3 Bryant Walker
 4 Kevin Shaefer
 5 Bob Finley
 6 George Martin



1/12 scale Region 4 Championship 1st place Concours honors went to Scott Dickason. Car in foreground, lower right.

Region 4 1/8 Scale Championships September 12, 1987

Dateline: Houston, TX - by Don Lyons. The 1/8 scale Championship race

got rolling (no pun intended) in grand style as 55 drivers converged on the Roadrunner R/C Cars parking lot on the North side of Houston. There were drivers from Tulsa, New Orleans, Austin, Mexico (not Reg. 4 but welcome to race with us) Houston of course and many other far off places.

For the race director a fine gentleman, known far and wide in the 1/8 scale racing circles, Jim Cook of Cook R/C Cars had volunteered his services and he did a super job. Practice went fine but as we came to the end of controlled practice we were watching a big black norther approaching us. It came in on us about noon with 55 mph winds, more on that later, and rain which stopped us until 3:30. We got 1 round of qualifying on Saturday and a 2nd round on Sunday morning. After both rounds Ralphie Burch was TQ with 17 laps 4:00.6. Bobby Freeman won Concours and Heinz Meyer placed 2nd.

The results are printed at the end of this report but there are some stories to be told about them.

Hard luck trophy should go to Mike Queller, TQ in Pan class, who DNS because of stripping the threads in the head of his motor just before the Main.

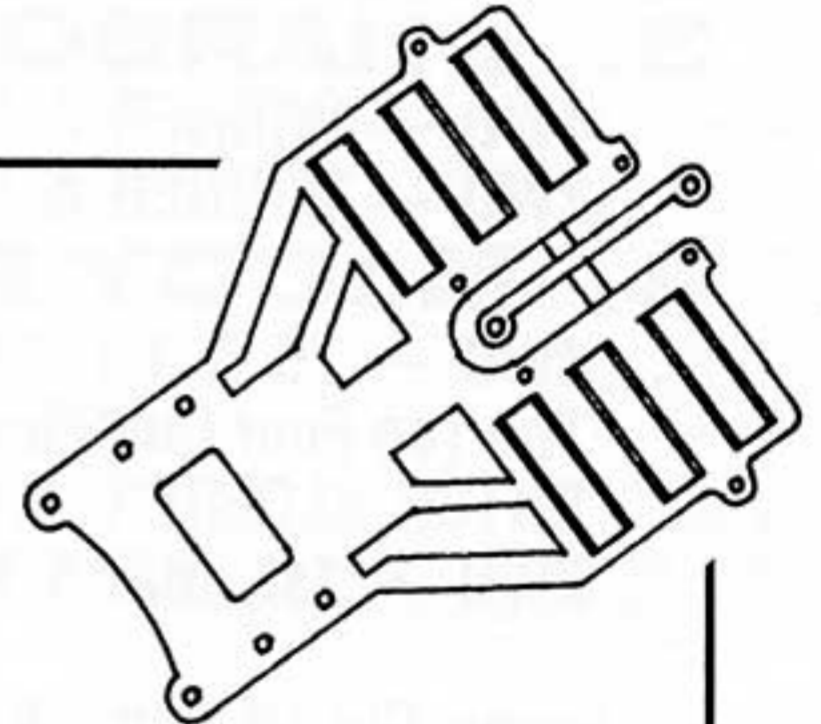
Most laps run trophy should go to Joe Sullivan. A computer mix-up caused Joe to start in the C Main. He won the

Modified Class

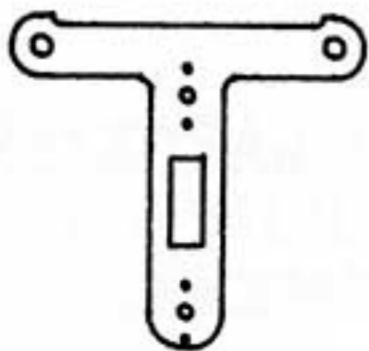
A Main	B Main
1 Bob Light	1 Charles LeBlanc
2 Rusty Husband	2 John Koss
3 Jeff Jackson	3 Brad Smith
4 Mark Blackketter	4 Jeff Hammons
5 Bobby Brummett	5 Jeff Ball
6 Pat Miller	6 David Milby
7 Mike Hamilton	7 John Skaggs
8 Justin Crow	8 Gene Roberson
9 Joe Sullivan	
10 Louis LeBlanc	

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

2. BUDWEISER 10 HR. ENDURO

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3. CHARBONNEAU CHARITY RACE

4WD — WINNER & "TQ" GIL LOSI, JR.
2WD — WINNER & "TQ" RANDY TENTSCHERT

4. McCOY RACE

4WD — TQ & 1st, GIL LOSI, JR.; 2nd, GARY KYES
The Top Four Qualifiers Used **PARIS POWER**: 1st, GIL LOSI, JR.; 2nd,
BUTCH KLOEBER; 3rd, RODY ROEM; 4th, GARY KYES
2WD — 1st, MARK MIRANDA; 2nd, PAUL NADEAU; 3rd, RAY ZABRISKIE
TQ — KEVIN MERCADANTE

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

5. ROAR 1/8 NATIONALS

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

The Top Three Qualifiers Used **PARIS POWER**

TQ & New Track Record, RALPH BURCH, JR.; 2nd, JOEL JOHNSON; 3rd, GARY KYES
2WD — 1st, RAY ZABRISKIE; 2nd, TIM FLEENOR; 3rd, GUS GUSTAFSON
Eight Out Of The Ten "A" Main Racers Used **PARIS POWER!**

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Region 4 Cont.

C Main with 37 laps and because of the move-up he went to B Main. He won that one (55 laps), went into the A Main and placed 2nd with 76 laps. That's 168 laps. Fine job of driving I'd say.

Congratulations to our new 1/8 scale Champions; Pan class - Floyd Clark, 2wd - Jim Herndon and 4wd - Danny Wenzel. Our Rev-Up deadline was too short for pictures but I hope they make the next one.

This report would not be complete without thanking the man from the RACE of Houston club who spent more of his time and money to make this race a success. Thank you, Carlos Sanchez, from Region 4.

About the 55 mph winds on Saturday. At any of the next races you see me at and we have strong winds you will not find me holding onto any pipes of a sunshade canopy! They now call me "Don Lyons, The Fat-Lip Kid".

Pan Class Results

A Main

1 Floyd Clark	65 laps
2 Sandro Tamburi	64
3 Tracy Broussard	56
4 Bobby Freeman	55
5 Keith Bull	49
6 Harry Bishop	29
7 Mike Queller	DNS TQ

B Main

1 Manny Soto	37
2 Daniel Koch	35
3 Guiseppe Ramano	32
4 Chuck Treat	6

2WD A Main

1 Jim Herndon	69 laps
2 Sandro Tamburi	66
3 Snuffy Smith	65
4 Ed Terrel	62
5 John Dishong	62
6 Dave Cole	60
7 Gene Goen	58
8 Steve Tomlinson	53
9 Rusty Husband	DNF
10 Gay Sullivan	DNF

B Main

1 James Zerves	48
2 Fred Schmidt	47
3 Jerr McNutt	42
4 John Dingham	35
5 Lynn Cramer	33
6 Ralph Bishop	27

C Main

1 Glen Benton	21
2 Russell Hudson	17
3 Canceruso Marcelo	14
4 Guillermo Amtman	13
5 Dick Imhoff	3

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4WD A Main

1 Danny Wenzel	76/20:04.4
2 Joe Sullivan	76/20:15.3
3 Jim White	75/20:03.9
4 Heinz Meyer	75/20:13.1
5 Ralphie Burch	71/19:16.8
6 Rusty Husband	70/20:12.5
7 Sandro Tamburi	42/20:01.3
8 Francisco Saenz	23/ 7:30.5
9 John Sanchez	15/ 6:05.2

B Main

1 Jim Maze	53/15:09.2
2 Marty Hall	52/15:15.5
3 Ed Weatherby	50/15:01.2
4 Jeff Hammons	49/15:01.0
5 Chuck Berry	48/15:08.6
6 Roxanne Cook	41/15:01.2
7 Arnold Bodenheimer	28/13:35.4
8 Bruce Kennedy	10/ 2:34.9

C Main

1 Mark Blacketter	32
2 Guillermo Amtmann	31
3 John Tittle	29
4 Aaron Antonio	27
5 Miguel Vasquez	5
6 Brenda Toffelmire	1

1/10 Scale Championship September 5, 1987

Dateline: Houston, TX by Don Lyons. The weather man in Houston, Texas had predicted fine weather for Labor Day weekend and the Houston Association of R/C Auto Racers (HARCAR), under the leadership of Steve Bost, had predicted fine 1/10 scale racing in the dirt. Both predictions came true.

Henry Lee's Checkered Flag Raceway had been selected and groomed for this event for all the 1/10 scale racers of Region 4 and as I drove up Saturday morning that's what it looked like! All of the Region 4 1/10 racers had come to race! Steve had his crew ready

and a good crew it was. I saw Road-runner R/C, Checkered Flag and Diamond-back R/C t-shirts on the workers which told me a lot of people were cooperating to make this a premier event.

Everything went like clockwork, controlled practice, 4 qualifiers, I thru B Main of 2wd Stock. Then disaster struck! The computer missed the last lap of the 2wd A Main Stock and this meant no sleep for Steve or Henry that night but this story will have a happy ending later.

Sunday dawned bright? and early! with the Modified 2wd and 4wd to do their thing today. A few new racers came but not as many as on Saturday. There were 126 2wd Stock and 24 4wd Stock on Saturday. 87 2wd Modified and 29 4wd Modified on Sunday.

Steve and crew set to work running the Modified races but Steve had still not answered the 2wd Stock A Main problem from Saturday night. He had remarked to me that if he could locate someone that had a video of the race that would be his answer. About noon that video was found. It proved who had won the 2wd A Main. Happy ending.

Congratulations to our new Region 4 1/10 scale Champions for 1987.

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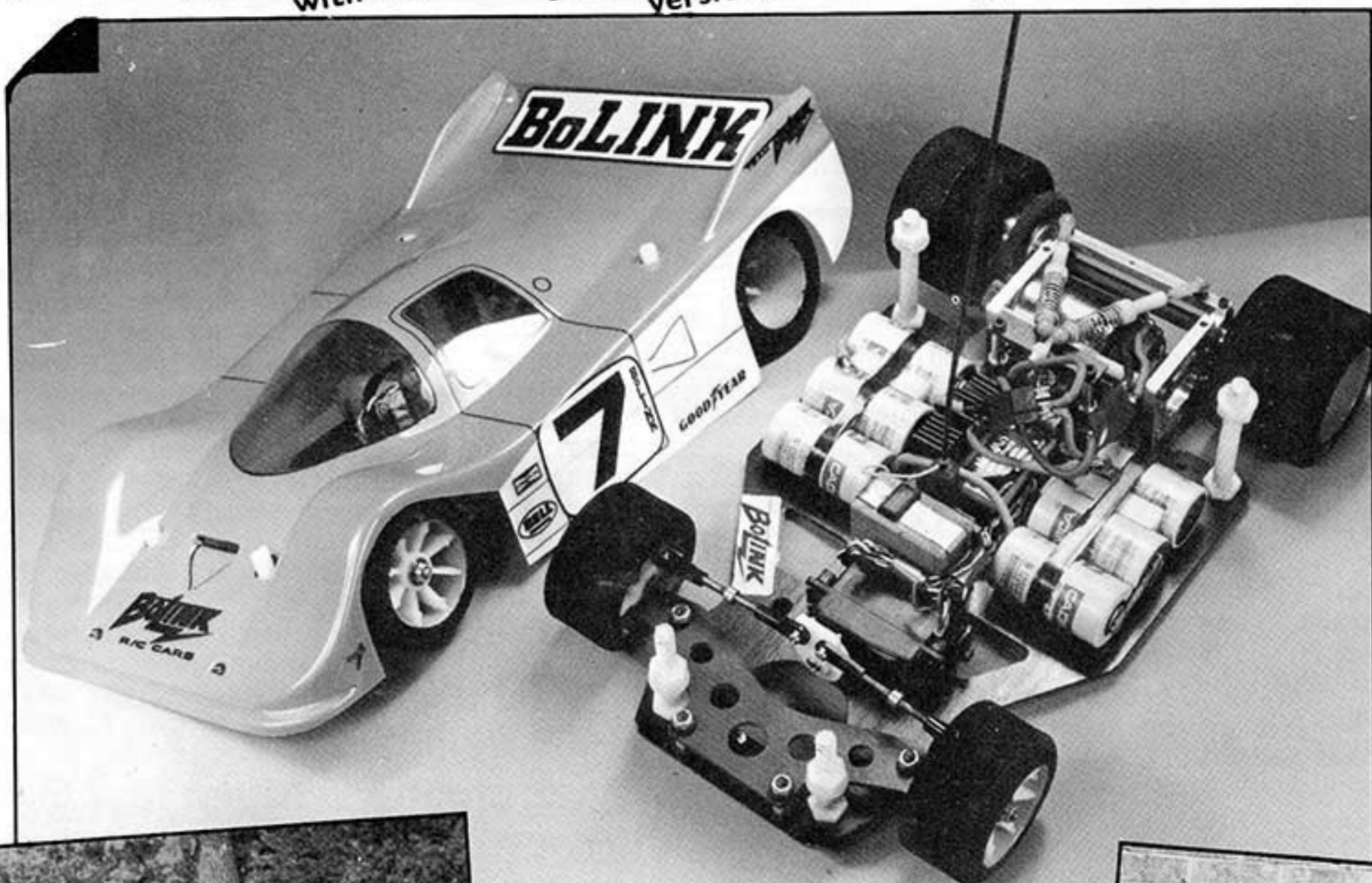
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STEVE RULE driving the ELIMINATOR-12, with an Arundel body, placed 4th A-Main.



RICK JORDAN finished 9th place in the A-Main, driving an ELIMINATOR-12.

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Region 4 Cont.

2WD Stock Class

A Main		
1	Randy Dale	14/4:07.0
2	Doug Fichuk	14/4:13.5
3	Don Kinnaird	14/4:15.2
4*	Cameron Kellogg	14/4:18.0
5	John JWalters	14/4:18.2
6	Greg McGarvey	13/3:52.1
7	Wade Pruetz	13/3:59.2
8	Bill Fagan	13/4:18.7
9	Frosty St Clair	12/4:25.1
10	Clay Collier	DNF

B Main		
1	Bill Winn	14/4:13.6
2	Ron White	14/4:14.2
3	Ken Sibley	13/4:01.2
4	John McGarvey	13/4:08.4
5	Todd Fox	13/4:10.6
6	Steve Cross	13/4:14.0
7	Mark Lowrie	13/4:15.0
8	Fred Wasinger	13/4:15.7
9	Ken Groat	13/4:16.6
10	Steve Bost	13/4:17.0

C Main		D Main	
1	Barry Raborn	1	Brent Roycroft
2	Quincy Hughes	2	Paul Conover
3	James Campbell	3	Mark McBride
4	Mike James	4	Eldon Byars
5	Gary Day	5	Robt Ingersoll
6	Dennis Harber	6	Ed Harmon
7	Robt Kaiser Jr	7	Bob Lee
8	Chad Gormly	8	Scott Nielsen
9	James Prince	9	Johnny Miller
10	Randy Quick	10	Keith Wilhelm

4WD Stock Class

A Main		
1	William Stein	14/4:09.9
2	Dan Kinnaird	14/4:18.6
3	Chris Mehteny	13/4:06.6
4	Randy Minchew	13/4:10.8
5	Ted Norton	13/4:17.8
6	Richard Garcia	12/4:08.9
7	Brian Taylor	12/4:10.7
8*	DoveFichuk	11/3:25.3
9	Clay Collier	4/1:05.5
10	Robert Kaiser Jr	4/1:35.2

B Main		
1	Henry Lee	13/4:04.4
2	Jim Anderson	13/4:06.7
3	Bob McGennis	13/4:14.7
4	Paul Low	13/4:19.5
5	Hal Semple	12/4:02.7
6	Steve Bost	12/4:04.0
7	Mike Houstong	11/4:16.7
8	Mike Bell	10/3:16.6
9	Todd Handel	3/1:14.2
10	Sandro Tamburri	0 DNR

C Main		
1	Jeff Foster	
2	Michael Schmidt	
3	Chuck Harrell	
4	Darren Kine	

2WD Modified Class

A Main		
1	Larry Pryor	15/4:09.3
2	Kevin Pulford	15/4:11.1
3	Greg McGarvey	15/4:16.0
4	Steve Cross	14/4:01.9
5	Scott Montgomery	14/4:04.1
6	David Schneider	14/4:05.5
7	Robert Follmer	14/4:12.8
8	James Campbell	13/4:06.4
9	John McGarvey	13/4:06.7
10	Doug Fichuk	13/4:14.3

B Main		
1	Scott Barrera	15/4:17.5
2	Wade Pruetz	14/4:00.4
3	Robbie Blackmon	14/4:04.6
4	Dan Kinnaird	14/4:10.1
5	Cameron Kellogg	14/4:11.8
6	John Walters	14/4:17.3
7	Jeff Welch	14/4:18.4
8	Clay Collier	14/4:21.2
9	Ray Pulido	13/4:07.2
10	Bill Winn	13/4:14.6

C Main		D Main	
1	Ron White	1	Chris Metheny
2	Randy Dale	2	Bill Fagan
3	Fred Wasinger	3	Kendal Roy
4	Gary Maley	4	Frosty StClair
5	Dennis Harber	5	Jerald Lewis
6	Coe Griffin	6	Robert Kisser
7	Billy Reynolds	7	William Stein
8	Mark Lowrie	8	Mark McBride
9	Brad Smith	9	Jim Eversole

4WD Modified Class

A Main		
1	Doug Fichuk	15/4:08.3
2*	Ron White	14/4:00.8
3	Clay Collier	14/4:03.3
4	Jeff Welch	14/4:04.3
5	Scott Montgomery	14/4:09.5
6	Bill Stein	14/4:10.6
7	Larry Pryor	13/4:DNF
8	Robbie Blackmon	11/4:DNF

9	Hal Semple	10/4:DNF
10	Coe Griffin	9/4:DNF

B Main		
1	Robert Kaiser Jr	14/4:12.9
2	Dave Costanso	14/4:18.0
3	Roy Cos	14/4:18.6
4	Ralph Bishop	13/4:00.8
5	Johnny Miller	13/4:15.0
6	Ted Norton	12/4:DNF
7	Dan Kinnaird	12/4:12.7
8	Danny Speegle	9/4:DNF
9	Jim Anderson	4/4:DNF
10	Craig Schmidt	1/4:DNF

C Main		
1	Brian Hale	
2	John Farmer	
3	Mark Lowrie	
4	Roland Thompson	
5	Jim Neumann	
6	Billy Reynolds	
7	Todd Handel	
8	Scott Nielsen	
9	Brian Taylor	

**Triple R Raceway
Series 4**

by Mike Reeves

Well after a long grueling 8 weeks the series is over. The dust has settled and here are the results. The series was 8 races long, you must have made 6 of the 8 to qualify for a trophy. Trophies were awarded 1st thru 5th places.

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John Bottkol	597 pts
Rick Strickland	595
James Thornton Jr	577
Nathan Hauger	569
Stock A Main	
Todd Fox	595
Quincy Hughes	594

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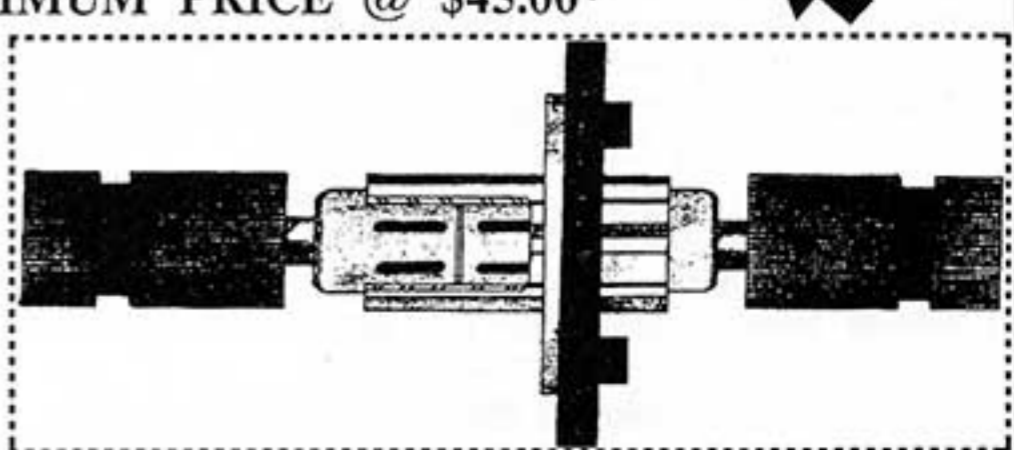
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Region 4 Cont.

Steve Moss 588
 Fred Wasinger 582
 Bill Fagan 582
 (Fred won because he had more overall points than Bill.)

Stock B Main
 James Rivers 512
 Randy Quick 509
 Doug Handel 502
 Terry Gholson 493
 Kevin Mikulenlak 485

Modified 2WD
 Kevin Pulford 591
 Todd Fox 587
 Doug Harris 586
 Kurt Jones 569
 Rob Ash 559

Modified 4WD
 David Costanzo 597
 Robert Kaiser 593

There was a lot of very good driving. Sportsmanship was very high and even though we did a Level 2 ROAR sanction race with full tech, weigh in, and strict time limits I feel we all had fun.

Austin Aqua-Festival 1/10th Scale Oval Race

One says, "How can you have an Aqua-Festival car race"? Let me give you a little background on Austin's annual affair. Every year during the last week of July and the first of August Austin has a festival that encompasses the whole town. It brings in top name entertainers to play nitely and about anything from the River Raft Race to 1/10th scale oval racing occurs.

Enough about the festival. Brian Hale, owner of Action Hobbies, got together with the Chamber of Commerce and made the pavement race an official event. The racing started with qualifying at 11:00 in the already 100 degree weather. At the end of three rounds Team Trinity's Tommy Porfirio was the Top Qualifier. Tommy was running a locally built car, the RPM Magnum. This car was clearly the dominate car of the race.

The Stock C Main was the first Main to run and was the closest finish of the weekend. At the end of 4 minutes the horn sounded and three racers raced to finish line. Maurice Beal edged Dick Sparks for the win, with Dawn Howard in third. The Stock B Main was almost as close as Dave Kielberg edged Chris Beal at the end of 4 minutes. Jim Bunner was third a couple

of laps down.

In the Stock A Main Fred Schmidt got the hole shot and led every lap to take the win with his RPM Magnum. Mike Breaky was second, third was Milton Kretch.

The Modified Mains got under way with the D Main. Richard Crosby was first, with Joey Britlain second, and John L third. The C was another close race with Ed Kirk taking first by a nose over Rusty Voight. One lap down was Buddy Howard in third. The B was next and Ralph Posey won the race. Jim Daily finished second, third was Jerry Gardner.

In the Modified A Main Tommy Porfirio took the early lead and the win. Eddie Dryden drove to a consistent second, with Steve Carnahan in third.

If you're ever in Austin you can get in touch with Brian Hale at his shop and he can tell about any pavement or off road racing.

A Main Modified	Motor /Car/Laps
1 Tommy Porfirio	Trinity/RPM/32
2 Eddie Dryden	Ckpt /RPM/29
3 Steve Carnahan	? /RPM/25
4 Jeff Posey	Trinity/RPM/23
5 Tommy Thompson	? /RPM/ 1



Winners at the Aqua Festival, l to r: Ralph Posey, 1st Modified B Main; Tommy Porfirio, 1st & TQ Modified A Main; Eddie Dryden, 2nd Modified A Stock.

B Main	C Main
1 Ralph Posey	1 Ed Kirk
2 Jim Dailey	2 Rusty Voight
3 Jerry Gardner	3 Buddy Howard
4 Chuck Treat	4 Garry Jones
	5 Mickey Higgs

A Main Stock	RPM	BoLink
1 Fred Schmidt	28	
2 Mike Breaky		25
3 Milton Kretch		25
4 P R Maldonado	23	
5 Brett Kretch		21



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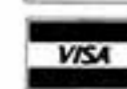
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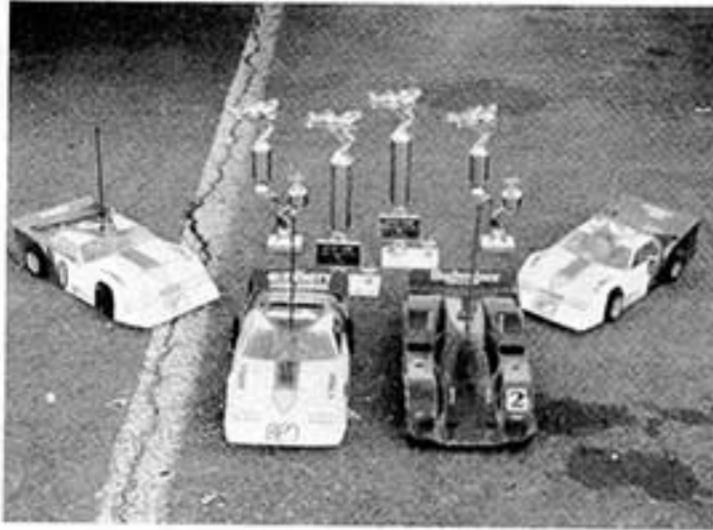
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Region 4 Cont.

- | | |
|-----------------|----------------|
| B Main | C Main |
| 1 Dave Kielberg | 1 Maurice Beal |
| 2 Chris Beal | 2 Dick Sparks |
| 3 Jim Bunner | 3 Dawn Howard |
| 4 James B | 4 Melissa |
| 5 Bob M | 5 Steve D |
| | 6 Bob Gilde |



Concours winners at the Aqua Festival.

71 South Speedway
Fort Smith, Arkansas

Sent in by Ozella Cross
U-Drive-Um Raceway
W.A.R.C.A.R.

71 South Speedway held its second official program and saw a new winner in the A Modified Main, with Shelby Dillard of Ft. Smith nailing down the win. Wild Bill Jackson of Alma, AR took second when Big Steve Cross fell to third with front end problems.

Mike Emery remained King of Stock class winning convincingly for the second week in a row in the A Main. Second was Chris Cross of Ft Smith followed by Grant Baird of Springdale, AR.

B Main Stock winner was also a repeat with Duane Davis winning with a strong comeback on Brett Barr of Dallas, Texas. Third was James "Legs" Jones of Ft Smith.

- | | |
|------------------------|----------|
| Modified A Main | |
| 1 Shelby Dillard TQ | Fox |
| 2 Bill Jackson | RC10 |
| 3 Steve Cross | Fox |
| Stock A Main | |
| 1 Mike Emery TQ | Ultima |
| 2 Chris Cross | RC10 |
| 3 Grant Baird | Falcon |
| Stock B Main | |
| 1 Duane Davis | Fox |
| 2 Brett Barr | Kangaroo |
| 3 James Jones | RC10 |



June 28th race winners at the 71 South Speedway race. Left to right: Michael Emery, Stock A Main winner; Mike Bell, Modified A winner.



Lineup of the A Modified feature.

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1/10 Assistant
William M. (Mike) Bayless
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Springfield, MO 65804
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Region 5

Well, another summer season is coming quickly to an end. We've had some excellent racing here in Region 5 so far and we still have some more excellent racing ahead.

The Region 5 1/12 race will probably be held in November in North Dakota but I have not gotten the application yet. The 1/8 Regional race will be done by the time you read this and it looks like it will have been a good one. The 1/10 Regional race was completed in August but I have not received any news on it yet.

Look for a major race for your 1/10 off road coming up early next year at R.C. Hobby Village and Raceway in Riverside, MO.

Elections are over by the time you are reading this. I hope that you took the time to cast your vote. I received a number of calls concerning my running for office again. Seems as though a rumor was started that I didn't want the office any more which was 100% wrong.

Mid America Formula I race has been completed. We were not able to advertise it in K.C. as we have in the past and the turnout was very disappointing. Thanks to Heinz Meyer for making the trip to K.C. Mike Saputo of St. Louis was first in 4WD, Jim Hulse of Independence won 2wd and Lance Simon of Blue Springs captured Super Stock. There was some super racing so if you missed it this year start making plans for next years Labor Day race.

I hope you have all gotten your rules by now. A lot of work was put into these rules to make them as good as possible. You may not agree with all of them but give them a try or modify to meet your clubs special needs but try to stay as close as possible to the rules so that people can come in from other areas and still be able to race.

The following are some race accounts that I have received for this Rev-Up. Keep the shiny side up and have fun.

Mohall, ND - Stanley Witteman of Kountry Kiln Hobby sends in this report.

The Greater Mohall School Reunion Race for 1/12th scale electric R/C race cars was to be held Saturday and Sunday June 27-28. Specifications were 4 cell Modified, run what you bring for motors

and bodies. The Jason McWethy designed track was set up in the northeast quadrant of the double tennis courts.

Sixteen racers were registered for the three rounds of qualifying which began about noon on Saturday. Three came from Saskatoon, Sask. two from Minneapolis, MN, one from Bismarck, three from Minot and three from Minot AFB, ND. The remaining four were from Mohall, ND.

On about three occasions during the day a couple 1/8th scale gas powered cars were fired up on the south half of the courts for demonstration purposes only. Much spectator interest was aroused.

Traction was hard to come by on the rubberized tennis court track. Sugar water was sprayed on the track for traction and rubber conditioner applied to the sponge rubber tires on the cars. It was not working for sour apples. When the third round came around Mitch Witteman had switched from his new Associated 12L chassis to his old Lucas Tech chassis, did not treat his tires and proceeded to go out and TQ for the day.

The day was warm and beautiful as was the evening. All racers adjourned to the Kountry Kiln Patio for barbequed burgers and all the trimmings, sponsored by Northern Mini Racers Club of Minot and Marilyn Witteman. Everyone wrenched on their cars and swapped tall racing stories till the wee hours before turning in to tents, motor homes, or sleeping bags on the Witteman family room floor.

Alas, we experienced heavy rain Sunday morning. The motor home occupants thought the tenters had turned the garden hoses on them and visa versa; the tenters thought the motor homers had the hose. Consequently the Sunday qualifier and Main events were washed out. The trophies were handed out on the basis of Saturday qualifying times as follows.

	Laps/Time
Mitch Witteman, Mohall	41:482.3
Gary Lanzer, Sask	41:489.6
Bob Cooper, Minneapolis	41:490.6
Mike Stewart, Bismarck	38:480.2
Kelly McMeekin, Sask.	38:480.5
Larry McKinney, Minot AFB	38:482.5
Brian Chun, Minneapolis	38:491.3
Jason McWethy, Minot	37:491.8

Dean Haughn, Sask	36:480.1
John Weaver, Minot AFB	35:497.2
Rod Mull, Minot AFB	34:481.3
John Haglund, Minot	33:489.3
Stan Witteman, Mohall	32:487.8
Bobby Sequoyah, Mohall	29:484.9
Pat McWethy, Minot	11:DNF
Royce Talley, Mohall	0:DNS

The trophies consisted of a wooden shape of North Dakota to which was applied a silk screened metal outline map of North Dakota upon which Mohall was indicated by a stylized star. This was all attached to a wooden base beside a golden car on a pedestal. This made for a very nice looking trophy, promoting Mohall, ND.

Next year we expect to race on a 75' x 36' carpet in the old school gymnasium, the last weekend of June, 1988.

Heart of America Series #4

Race number four of the seven race Heart of America Series took place in Hopkins, Minnesota July 18 and 19 at the annual Raspberry Festival. The Raspberry Festival is a celebration sponsored by the local Chamber of Commerce and consists of various activities including parades, outdoor food stands, and live entertainment. The Twin Cities Club moves to the downtown location at the Hopkins Office Center once a year to be a more integral part of the Festival and to show our sport to the people in attendance.

The Festival setting makes for a very pleasant atmosphere in which to race. Sizeable numbers of spectators gather to watch the races and with just the slightest encouragement from the announcer will give a fine round of applause for the racers.

This was the Fifth Annual Raspberry 100 R/C Race and it was a good one. The Saturday night picnic, in the park next to the track, was excellent. The entire club deserves a "tip of the hat", especially Don Block for cooking the hamburgers and hot dogs. Also, thanks are in order for Hub Hobby for donating the prizes given away at the picnic.

The racing was competitive all weekend. One of the closest races of the 1987 series took place in the 2wd A Main. Norbert Kopisca and Neil

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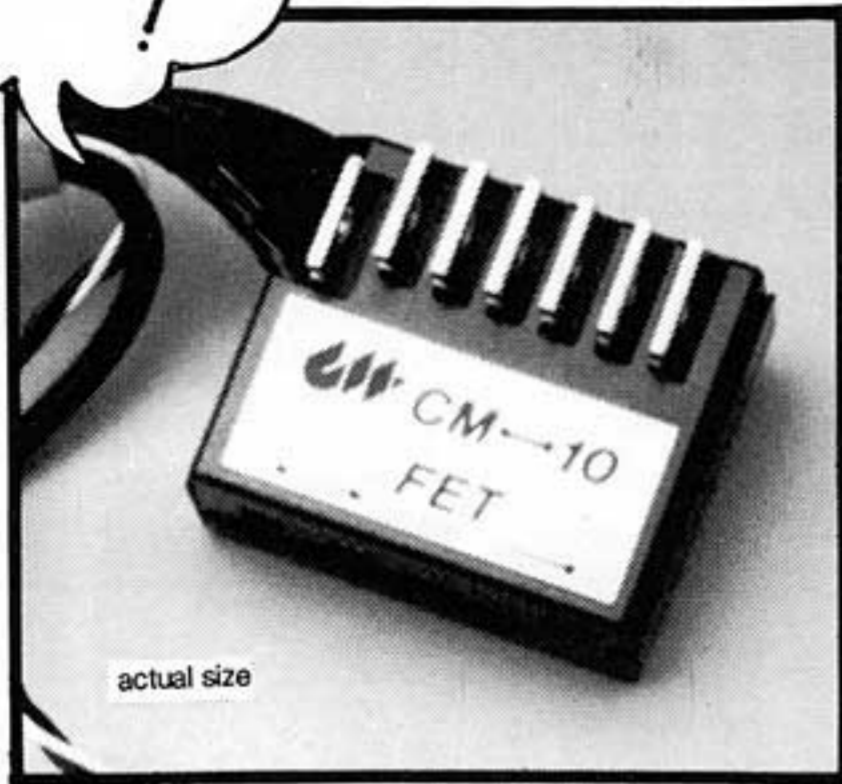


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Randy Crane (AK) Alsaka Open Championship:

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*TQ 4WDS (A Main 2nd)

*Modified 4WD (A Main 3rd)

*We commend Randy for his sportsmanship

John Kenny (IL) Setting 2WD track record at

Thunderdom Grand Opening Race (Joliet)

Rich Jones (IN) 1st North Side Racing

1st concours Reg.III Champ

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Larry Wescott (86 OCCRA 2WDS Champ):

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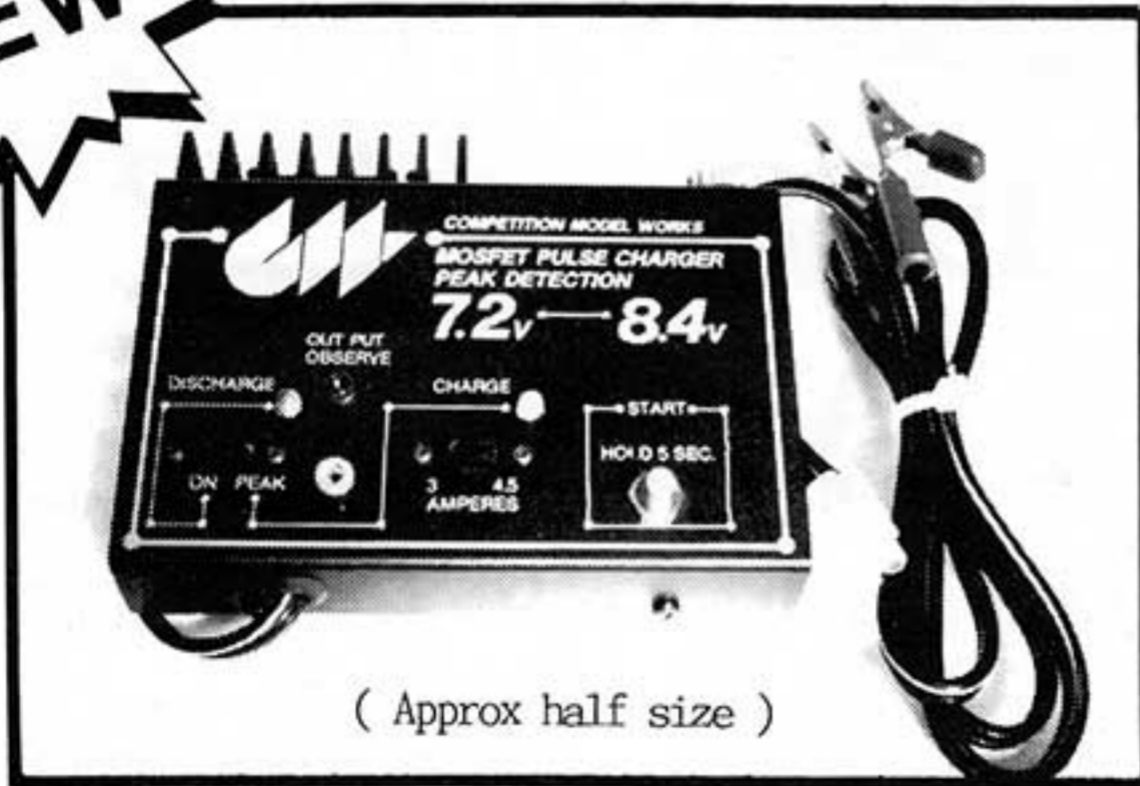
Special thanks to WIZARD MOTOR RACING TEAM for using the CM10 and the new CMW Peak Detection Pulse Charger at the JG Championship Race:

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*Peak-detection auto cut-off system

which auto switch to trikle charge with LED flashing

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*Volt-meter jack to monitor output

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Region 5 Cont.

Youngren battled the entire 100 laps with five lead changes. At the finish, Norbert led by twenty feet over Neil. Good racing!

The racers wish to thank the Twin Cities Club (Hopkins is a suburb of Minneapolis - St Paul) for putting on the race. A special thanks to Barry Downs for being the race director. Good job!

If anyone can be in the Twin Cities in mid-July next year, stop in and race the Sixth Annual Raspberry 100. You will certainly enjoy the weekend of activities!

Raspberry 100 Results

2WD A Main

- 1 Norbert Kopisca Delta/Picco/Fut
- 2 Neil Youngren Assoc/K&B/Kraft
- 3 Stuart Kay Assoc/O'DonOPS/
- 4 Harold Hoover Cook/Rossi/KO
- 5 Lance Simon PB /K&B /KO
- 6 Pete Neergard Assoc/K&B/Airtr

2WD B Main

- 1 Pete Neergard
- 2 Elmer Schilli Delta/Rossi/Kra
- 3 Terry Christopher Assoc/Picco/Fut
- 4 Remi Gormally Delta/HB/Futaba
- 5 Norman Mead Delta/Picco/Kra
- 6 Dave Kemp Assoc/K&B/Kraft



2wd A Main winners, L to R, at the Raspberry 100: Stuart Kay, 3rd; Norbert Kopisca, first; Neil Youngren, second.

4WD A Main

- 1 Larry Martin Assoc/O'DonOPS/
- 2 Mike Saputo Cook/Rossi/Airt
- 3 Jim White Cook/Picco/Kraf
- 4 Wayne Hoover Delta/Rossi/Airt
- 5 Arlynn Simon Delta/Picco/KO
- 6 Bob Block Delta/Picco/Kra
- 7 O V Opheim Delta/ParisMond:

4WD B Main

- 1 Wayne Hoover
- 2 Don Tornquist Cook/O'DonOPS/Fi

- 3 Terry Driscoll Delta/Picco/Futa
- 4 Barry Downs Delta/Picco/??
- 5 Don Block Delta/Picco/Airt
- 6 Pat Shaver Delta/Picco/Futa
- 7 Bob Cooper ? ? ?



4wd A Main winners, L to R, at the Raspberry 100: Jim White and number one assistant, third; Larry Martin, first; Mike Saputo, second.

Northern Mini Racers' Sixth Annual 12 Hour Enduro for MDA

by John R. Weaver

The date; September 6, 1987. The

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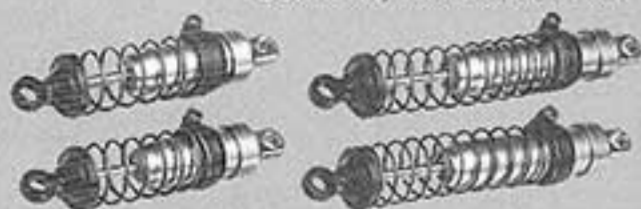
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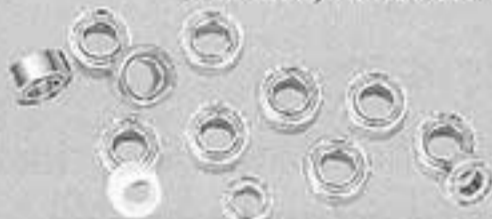
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W-5032 – Low-Profile Rear Tires (Dirt)

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Johnson, Kondo & Moore



W-5061 – Universal-Jointed Shafts

Johnson & Kondo



W-5005 – Special Rod Set

Johnson & Kondo



UM-26 – Tall Shock Tower Set

Johnson, Kondo & Moore



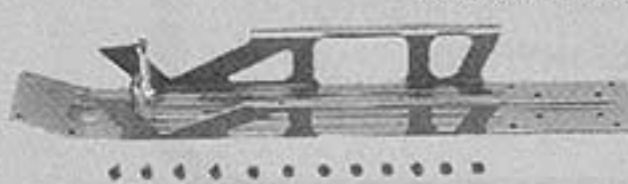
OT-76 – Hardened Final Pinion (F&R)

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Team Trinity's
Joel Johnson

Ultima finishes 1 – 2 – 3 at Worlds

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Region 5 Cont.

place; the Sheraton-Riverside Hotel in Minot, North Dakota. The event; the Sixth Annual 12 Hour Enduro for the Muscular Dystrophy Assoc. This annual racing extravaganza, hosted by the Northern Mini Racers, has set new records again.

The weekend started on Saturday. Track set up took most of the morning with open practice starting at 12:30 pm. Throughout the day drivers registering from Minneapolis, Edmonton, Saskatoon, Fargo, Bismarck and Mohall started fine tuning their cars. Practice went well while race director John Weaver set up the heats with Roger Flint's race program and computer. Thanks to Roger for bringing his system and helping with set up and lap counting.

Practice lasted till 10:00 pm to enable the drivers arriving late a chance to get dialed in on the 48' by 48' track. With eight foot lanes, on a course resembling the Elkhart Lake track in Wisconsin, the racers had plenty of room to drive. Before the day was over a new attendance record was established with 50 registered drivers ready to race on Sunday morning.

Sunday morning started with Concours de'elegance judging. Eleven cars entered setting another record for this event. The task of judging the assembled cars fell to Nub Kopisca of Minneapolis, Tory Bliss of Edmonton, and Rod Mull of Minot. Their pick for third place was Peter Fitch's fine looking C-100 Ford with desert/mountain landscapes on both sides and top. Second place went to Tim Brustad with a good looking Mirage done in red, white, blue, and silver stripes and stars with working headlights. Judges choice for first went to John Weaver's excellent rendition of Chevy's Corvette GTP. His details of mirrors, instruments, air scoops, windshield wiper, rear suspension, and the driver's blue eyes really won the day.

The drivers' meeting started at 8:30 am with the reminder that total number of laps was the overall goal of the day. Cooperation, courtesy, and patience was stressed for all with thanks to the drivers' tolerance. Racing started at 9:00 am with heavy competition for the top qualifier trophy causing some tempers to flair. Very close racing set the tone for the day's racing with two minutes separating each eight minute heat. Controlling the pace were Don Ridolfi and Brad Roan, two non-racers that volunteered to lap count and did an outstanding job. Thanks to Don and Brad for their fantastic efforts and patience with us

racer types.

Early Top Qualifer went to Rod Mull with 41 laps set in the second round. This held until the fifth round when both Mitch Witteman and Peter Fitch got 41 laps. This three way tie held until the 10th round of heats when Peter Fitch got in 42 laps to take home the Top Qualifier trophy.

Throughout the day door prizes were distributed by random drawing of the registered drivers names. The Northern Mini-Racers say thanks to the following manufacturers for contributing their wares for door prizes; Associated, BoLink, Futaba, Leisure, Twinn K, Radio Control Model Cars Magazine, Speed/Sport, SR Batteries Inc., Astro Flight In., and Parma. Special thanks goes to the Sheraton-Riverside Hotel for donating their convention room for another great racing event.

This years' Enduro provided 10 heats of racing for 44 out of the 50 drivers present. Endurance racing took its toll on six of the drivers or their equipment. Seven types of chassis competed with all seven types finishing in the top ten. The racing wasn't dominated by any one type as only 20 laps separated first thru tenth place.

Peter Fitch Delta 1-12/C100Ford
Neil Youngren Assoc 12L /C100

Mike Stewart	Stewart Tech/C100
Ken VanBrocklin	Delta P-12/C100
Gary Lanzer	Delta P-12/C100
Rick Myos	CUT???
Bob Cooper	Assoc 12L /Corvett
Kelly McMeekin	BoLink /??
Larry McKinney	TRC Pro-12/Porsche
Jeff Wertanen	Assoc 12L /??
Rod Mull	Delta P-12/C100
Dean Haughn	Assoc 12L /?
Brian Chun	Assoc 12L /Corvett
Kim Adam	TRC Pro-12/BMW GTP
Loren Gerhardt	TRC Pro-12/C100
Norm Mead	BoLink/Arundel
Brandon Lee	??/?
Steve Carlton	Delta P-12/C100
Renie Wall	TRC Pro-12/Porsche
Roger Flint	Delta/Lamborghini
Jeff Brustad	TRC Pro-12/Mirage
Dave Brustad	??/?
Drew Pierce	Assoc 12L/?
Jim Peterson	TRC Pro-12/BMW GTP
Jason O'Fallon	??/?
Nub Kopisca	BoLink/Arundel
Doug DelaSalle	TRC Pro-12/Porsche
Mitch Witteman	Assoc 12L/BMW GTP
Dan Olivarez	Assoc 12L/BMW GTP
Mike Cartabiano	BoLink Bandito/C10
Royce Talley	Assoc 12L/?
Bill Neuhauser	Assoc 12L/Arundel
Roger Lee	Delta P-12/?
Pat McWethy	Parma/?
Tory Bliss	Delta/Porsche
Brian Galt	Parma/Porsche
Jon Snider	BoLink/Mustang Pro

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Region 6

Apologize for those who tried to get in touch with me during the last part of August and first part of September but I was out of town partially on business and on vacation. If you are unable to contact me, try and get in touch with the Assistants. They are able to answer most questions.

For those who did not attend the recent 1/8th scale World Championships they don't know what they missed. Some of the best competition you would ever want to see. I was privileged to be one of the referee's. Met some of the most interesting people in the world. It is a shame that some of the politics in the world is not the same as it is in the competition in our hobby. I did not see any major conflicts for the entire week. If you ever have the opportunity to attend or compete in one of these events, do so.

Recently received a complaint from a potential participant. This person took his son to a track and they were told that they would have to join ROAR prior to racing. They paid the dues to the track operators but did not receive a receipt. The following day they went to another track and since they did not have a receipt they had to sign up for ROAR again. They found out later that this track operator was an outlaw and is not even ROAR sanctioned. If you sign up for ROAR, make sure you obtain a receipt and if you are in doubt if the track is ROAR sanctioned ask them for their sanction papers. Should you not receive your membership within four to six weeks please contact me.

By the way, the San Diego Stadium R/C Raceway has their new asphalt track in. So you 1/8th scalers get ready to head for San Diego. This is in addition to their 1/10th scale dirt track. For race information call: 619-465-2848.

You should have received your new membership manual by now. If you have any questions or did not receive yours, contact me.

Antioch R/C Raceway

Antioch R/C Raceway, with its new coat of yellow and orange paint, is alive and well here in Northern California. The hobby shop has grown to twice its size, the scoring stand has been enlarged and raised three feet because of the new oval track around

the off road track. The new oval is 12 feet wide and has a 130 foot straightaway. More lights have been added to make night racing even better.

The First Annual ROAR sanctioned 1/10 scale Nor-Cal Oval Championships were held July 18th. The 85 drivers drove hard and fast all day and when it was over the big winner of the day was a local driver Dave Krider. He won the 2wd Modified A Main, 2wd Stock A Main, TQ in the 2wd Modified and over all TQ for the day. He told me before the race he has not driven oval very much but he would give it a try. Dave is a constant winner here at Antioch Raceway driving 1/10 off road.

The best race of the day was the 2wd Modified Sprint cars A Main. The lead changed hands 5 times. Troy White from Reno was the early leader with a lot of speed, right behind him was Casey Roy from Santa Rosa. Troy and Casey ran wheel to wheel and the lead changed 4 times. With 3 minutes down Leland Casto, who is known to all as Racer X had come from a last place start was now running in third and about 30 feet from the leaders. Casey and Troy tied up with each other and went end over end, Racer X drove through the pileup and took over the lead. It was all over at that point. With 30 seconds to go Racer X held on to the lead and took the checkered flag. Casey was 2nd and Troy finished 5th.

There were trophies in all Mains. The A Main trophies went to 4th place, all other Mains to 3rd. TQ trophies for all classes and one big trophy for overall TQ. The Concours had 3 places. 1st place went to Robb Ship, 2nd place to Barbara Lemar, 3rd to Allen Monteer.

The 1/10 oval racing at the Raceway has been getting bigger each week. Friday night oval racing starts at 7:00 PM, sign ups start at 5:30 PM. 80 to 100 drivers for the Friday night races. Three heats and the mains. Trophies are given for all mains. TQ Stock and Modified trophies are also given.

Race Results

Novice A Main	2wd Stock B Main
1 Jim Hewett	1 John Barthall
2 David G	2 Allen Monteer
3 Mark VanAntwerp	3 Robert LeDonne

4 Debbie Harris	4 Ken Clark
5 Jamie Martin	5 Dean Lemar
6 John Lind	6 Tom Johnson
7 K. B.	7 Rick Freeman
8 Joe K.	8 Robb Shipp
	9 Mike Swauger

2wd Stock A Main	2wd Mod A Main
1 John Easley	1 Dave Krider
2 Allen Monteer	2 Mike Shrode
3 Mike Swauger	3 Leland Casto
4 Dean Lemarr	4 John G
5 Greg Brown	5 Jeff A
6 Mike Schlueter	6 Jerry Piland
7 Jack Hanson	7 John Barthall

2wd Mod Sprint A Main	B Main
1 Leland Casto	1 Rick Freeman
2 Casey Roy	2 David C
3 Jeff R	3 Robert LeDonne
4 Dean Lemar	4 Jerry Roy
5 Troy White	5 Dennise M
6 Ed Berringer	6 Bill Coulter
7 John Barthall	7 D Shortridge
	8 Ron Goforth Sr

4wd Mod A Main	B Main
1 Mike Jones	1 Dennis M
2 Mike Shrode	2 David C
3 Mike Swauger	3 John G
4 Doug Hembroff	4 C Swauger
5 Ken Clarke	5 Doug Hembroff
6 Bob Harris	6 Bill Rickard
7 Mike Solaegui	7 Tom Johnson
8 Stan Nelson	8 Scott Goforth
9 Ben Tibbits	9 Mike Paden
10 John Wheller	

4wd Stock

1 Mike Solaegui
2 Joey Tibbits
3 Vincent Poggi
4 Bob Burr
5 Bill Coulter
6 Jonnie Shortridge



Region 6 Cont.



Antioch R/C Raceway located on 2 acres at the Antioch airport. The trophies are flown in each Saturday for the races, also some drivers fly in.



Antioch R/C Raceways John Canada shows us how to corner marshal.

Ft Lauderdale 1987 Gas Nationals August 25-30

by Ron Paris

The 1987 Nats are now over, it was a terrific race and it was a great opportunity to meet some new faces and make some new friends. Mike Morse and members of the FARCAR club did a terrific job of running the race. It was very organized and well thought out. The entire week went off without a hitch. They also held a banquet in the top floor of the Days Inn Lauderdale that had a breath taking view of the city and ocean (the prime rib was good too)! I'd also like to thank Salem and his lovely wife for making this terrific event. Salem is the proprietor of Ft. Lauderdale R/C Speedway, let me tell you a little about the facility.

The 1/8 track is very fast and well laid out, it also is easy on parts which is important to us who crash on occasion. The driver stand is simply awesome, it is way up there (about 20 feet) in the air with a wheel chair ramp and stairway. It is also quite large and I will tell you that I sure appreciate that! There is also plenty

of bleacher seating for spectators. The Speedway also features a very nice 1/10 off road track and oval with a Georgia clay surface for great traction. On the other end of the lot there is a drag strip. I understand drag racing is starting to make a come back! Salem is also in the process of constructing a brand new 1/12th track. They also maintain a full snack bar with hot sandwiches and cold drinks. Also on premises is a large trailer retail store stocked with all the parts and kits you could use. R/C News is holding R/C Speedweek there this December, try and make it, you won't be sorry.

In 2wd qualifying we saw long time racer Ralph Phillips put in a great run of 18 laps in 5:01.0. In 4wd we saw Ralph Burch put in 3 consecutive 22 lap runs, the best being 22 laps in 5:07.1. A note: Ralph was the only driver to run ANY 22 lap runs! 2nd qualifier was Art Carbonell with 21 laps in 5:04.2, it looks like Art is getting his new Mantua ride dialed in.

In 2wd Jeff Purse put on a great drive to become the 1987 National 2wd Champion, Ralph Phillips and Rick Rammos also did fine jobs to pick up 2nd and 3rd respectively.

In 4wd we saw Ralph Burch Jr put in a wire to wire win. Ralph was really on at the first pit stop. He had a 1 lap lead over 3rd place and was about to put a lap on 2nd. Art Carbonell was in 2nd running great when his car just stopped! After the race, Art said everything looked OK and there was still fuel in it. Maybe too lean or a bad fuel line? Anyway, a tough break for Art as he was running very good. 2nd was now RePete Fusco, the World Champion, he was OK but I could tell the car was not up to par. After the race Rich Lee (RePete's mechanic) told me he had lost a front dogbone early on

in the race. By now Dana Smeltzer had made up tons of time he lost in a very ROUGH start, and was jamming. He put a move on RePete and took over 2nd spot but the bad start cost too much time. It would be very hard to catch Ralph this late in the race. Chuck Moon was now in fourth behind RePete and was running very good but the World Champ, RePete, held on for 3rd with his wounded car.

All in all, a very exciting race. Congratulations to all. Again, let me thank all the neat folks in Florida (our home away from home). And a very special thanks to my good friend Dana Smeltzer who lent Ralph one of his awesome cars to use in practice and the first day of qualifying (UPS lost all Ralph and my cars and parts and they didn't show up till late Thursday).

Race Results are in the Region 2 column.



Ft. Lauderdale 1987 Gas Nationals 4WD Class winners: (L to R) RePete Fusco, 3rd Place, Ralph Burch 1st Place and Dana Smeltzer, 2nd Place.

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Region 7

Region 7 1/10 Regionals

Aug. 1-2, 1987
Mt. Vernon, WA

Rich Blake reporting

This year's Regional Championships was held at Cedardale Raceway in Mt. Vernon, WA. The track is operated by the Northwest Off Road R/C Association (NORA). With over 170 registered entries, this was probably one of the biggest races NORA has ever hosted. The NORA club did an excellent job of preparing and organizing the event. Incidentally, the track was completely built from the ground up (or down, whichever way you look at it) for this year's Regionals. Many hard working hours went into completing the facility on time. Our hats are off to the NORA club for one heck of a race weekend.

The track itself is 426 ft. around with 10 corners, shaped similar to a large W with a straight on the bottom. One feature of the track that I thought was interesting was the optional main jump. Drivers could either choose to take the jump (which is over 2 1/2 ft tall) or drive around it. Either way takes considerable driving effort, so driving line speed remained pretty much even on or off the jump. The driver's stand is 30 ft long and about 9 ft tall which gave the drivers an excellent view of all portions of the track. A large scoreboard and lap counter area is incorporated underneath the stand. Accommodations for over 200 radios in impound is also included.

The racing schedule began with open practice on Friday, heats on Saturday and mains on Sunday. Saturday's heats began with the driver's meeting at 8:00 AM running until almost 8:00 PM. The AMB lap counting system was used, but problems arose during the first heat and had to be run over again. All other heats and the mains were scored by manual input. Special thanks to June Sager and Carol Goodell for their unsurpassed manual dexterity in the lap counting process.

Sunday began with Concours judging, 6 cars were nominated. Drivers were asked to vote for the cars while they were racing the heats, then the top three cars were voted on by the drivers vote again. I thought the

whole Concours process was really fair for the people that not only paint 'em but drive 'em too. The Concours winners received some very respectable trophies with first place also receiving a set of BoLink Concours paints. Great job guys.

Some of the teams or clubs involved in the race that I know of were: NORA (of course), Island Racers Association from Whidbey Is. WA, Team Green of WA., TEAROR of Tacoma, WA, Performance R/C of Mt Vernon, WA, Team Hobby Hive from Bellingham, WA., The Frasier Valley Dirtburners from B.C. Canada, Raceway Hobbies of Everett, WA., and the R/C Club of Spokane. Racers from the Eugene R/C Club of Oregon and some folks from Montana also showed up. Apologies to the clubs that I may not have mentioned, if you don't report I don't know who you are.

The mains began with the two wheel Stock F Main at 9:00 AM and worked up to the 2wd Open A Main at about 6:00 PM. I was really impressed on how smooth everything went, 18 mains plus track grooming is a lot for one day. There isn't going to be any race reporting as I was too busy working on my own cars to pay any attention.

There are some drivers who deserve mention. For instance there should have been a bump-up trophy awarded to Ted Benner and Cliff Epler. Cliff, driving the 2wd Stock class, started in the F Main, won that and eventually moved to take the 1st place in D Main. Who knows, he may have made it to the A Main if he kept going. On the other hand, Ted Benner in the 2wd Open class was trying for the A Main from the start of the D Main. He went from D and then took second in the B Main. Anyone who can bump up two times or more deserves mention, it takes guts for anyone to sacrifice the first place trophy and bump up.

The only guy who TQ'ed both classes he entered was Mike Tapp from the Frasier Valley Dirtburners in B.C. Canada. By the way, all TQ'ers received jackets from Snap-On Tools and Gary Trampleasure, stuff from Speed/Sport, MPE Technologies and CRP. Great job to the TQ terrorists; Mike Tapp - 2WD Stk and 4WD Open, Bob Trampleasure - 4WD Stk and Barry Torseth - 2WD Open.

One award that was not expected went to Mike McDougal. He travelled all the way from Colorado to race in

the Northwest. Mike received a jacket from Snap-On Tools.

Something else that I think should be incorporated into all ROAR races was the Sportsman Trophy. This award was given to the person who sustained the highest standard in overall sportsmanship throughout the weekend. This tends to keep people from yelling at turn marshalls among other things. The award went to Chris Kinkel from Whidbey Is. who was probably one of the happiest guys I noticed, broken car or not. Outstanding effort goes to Chris for a well deserved award.

Special thanks goes to the NORA tech committee, who expeditiously teched and recorded the cars. Headed by Bob Welch of MRP, the top three stock motors in both Stock A Main classes were torn down, wire measured and winds counted. Fair warning, one orange endbell Race Prep motor was disqualified because the wire was too large, (over 22 ga.). Hopefully Race Prep will resolve this problem before all of their motors are illegal. All of the torn down motors were replaced with the same brand of new motors by Island R/C Racing and Performance R/C Products, at no additional cost to the drivers. Others on the regional tech committee were: Steve Ramsey, Gordon Toll, Charles R Randall, Karl Lang and Rich Blake.

Off Road Championships Results

Concours: 1 Stephen Warner
2 Mike McDougal
3 Gary Trampleasure

2WD Stock A Main
1 Mike Stanton RC10/Trinity/Tek
2 Bryan Butler RC10/Trinity/Nov
3 Karl Lang RC10/Trinity/Nov
4 Rich Blake* Scratch/Trini/Nov
5 Carlos Gonzales RC10/Trinity/Tek
6 Ray Tai RC10/? ?
7 John Oswald RC10/RacePrep/Te
8 Kevin Tapper RC10/Trinity/Tek
9 Tony LaTour RC10/Trinity/Nov
10 Mike Tapp TQ Ultima/Revtech/V:

2WD Stock B Main C Main
1 Tony Isaacs 1 Richard Sull:
2 Ron Steen 2 Jim Patmore
3 Ted Benner 3 Brian Bodine
4 Travis Goldston 4 Tom Jones
5 Tony Kirschner 5 John Hill Sr

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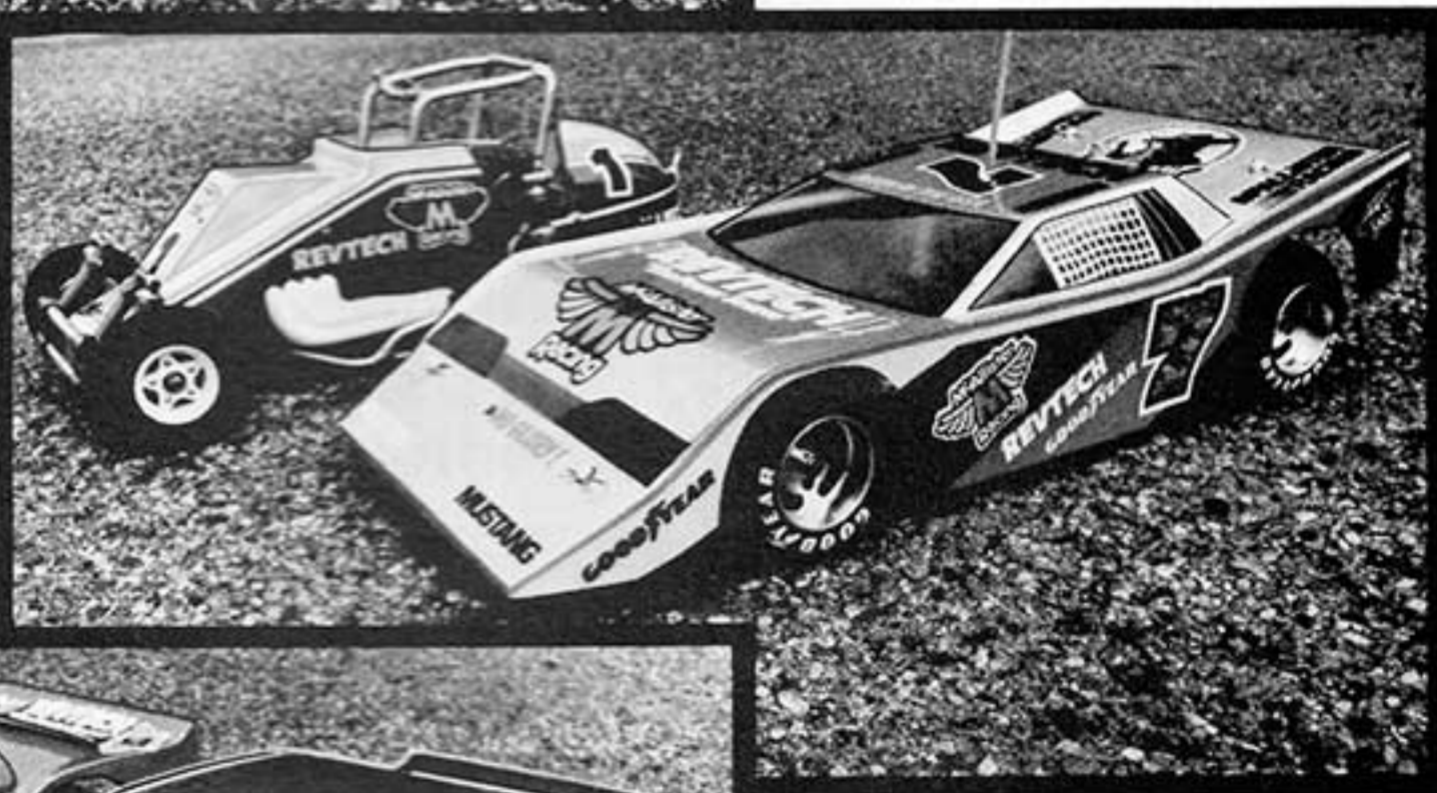


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Region 7 Cont.



Two wheel drive car coming off THE JUMP! at the 1/10 scale Championship race in August at Cederdale Raceway.



Heavy 4wd class action in turn 1 of Region 7 Championship race course.

R/C Car Club of Spokane

The RCCCCS celebrated the end of their Spring/Summer Series with a festive picnic, August 22nd. What made the event special was the awarding of some of the finest trophies anybody had ever seen.

After battling through a 12 race series, where the drivers encountered everything from rain and snow to bristling hot 100+, the best 7 finishes were counted toward the final places. The club made the racers really earn their awards by combining an oval series with an off road series and on top of that alternating directions every week. The end result was improved driving skills and the winners have to be considered the best all round drivers within a 100 mile radius.

The trophies were awesome!! The first place were close to five feet tall, and 2nd and 3rd weren't that far behind. As of this writing, the club is about 1/3rd of the way through the Fall/Winter series, and because of the interest stirred up by the first series, the racing should be even closer.

The final positions for the Spring/Summer Series are listed below. (Top 15)

Production	2WD Stock
Mike Kennedy, Jr	Tony Isaacs
Steve Guy	Rich Schram, Jr
Mike Degeiso Tie	Stephen S Warner
Bruce Ely Tie	Li Isaacs
Todd Paxton Tie	Jeff McClain
Joel Wilwert	M Berroteran
Nelson Brown	Rob Bowen
Eric Kinsel	Brian Saling
Craig Saling	Dan Mors
Pat Hoffer	Rick Schram, Sr
Mark Resleff	Steve Thompson
Marcus Ridgely	Walt Bowen
	Kevin Witter
	Scott Franklin
	Dean Earls

4WD Stock	2WD Modified
Cory Gilbert	Steve Isaacs
Rob Bowen	Stephen Warner
Boe Bergeson	Jerry Schram
Dean Earls	Mike Berroteran
Mike Ellis	Marty Devore
Scott Franklin	Tony Isaacs
Stephen Warner	Don Dotson
Mike Kennedy, Jr	Ron Pielli
Bob Knapp	Ron Rouse

In the first series, there wasn't any interest stirred in the 4wd Modified class, but since the trophies were unveiled, the class is suddenly beginning to get contested.



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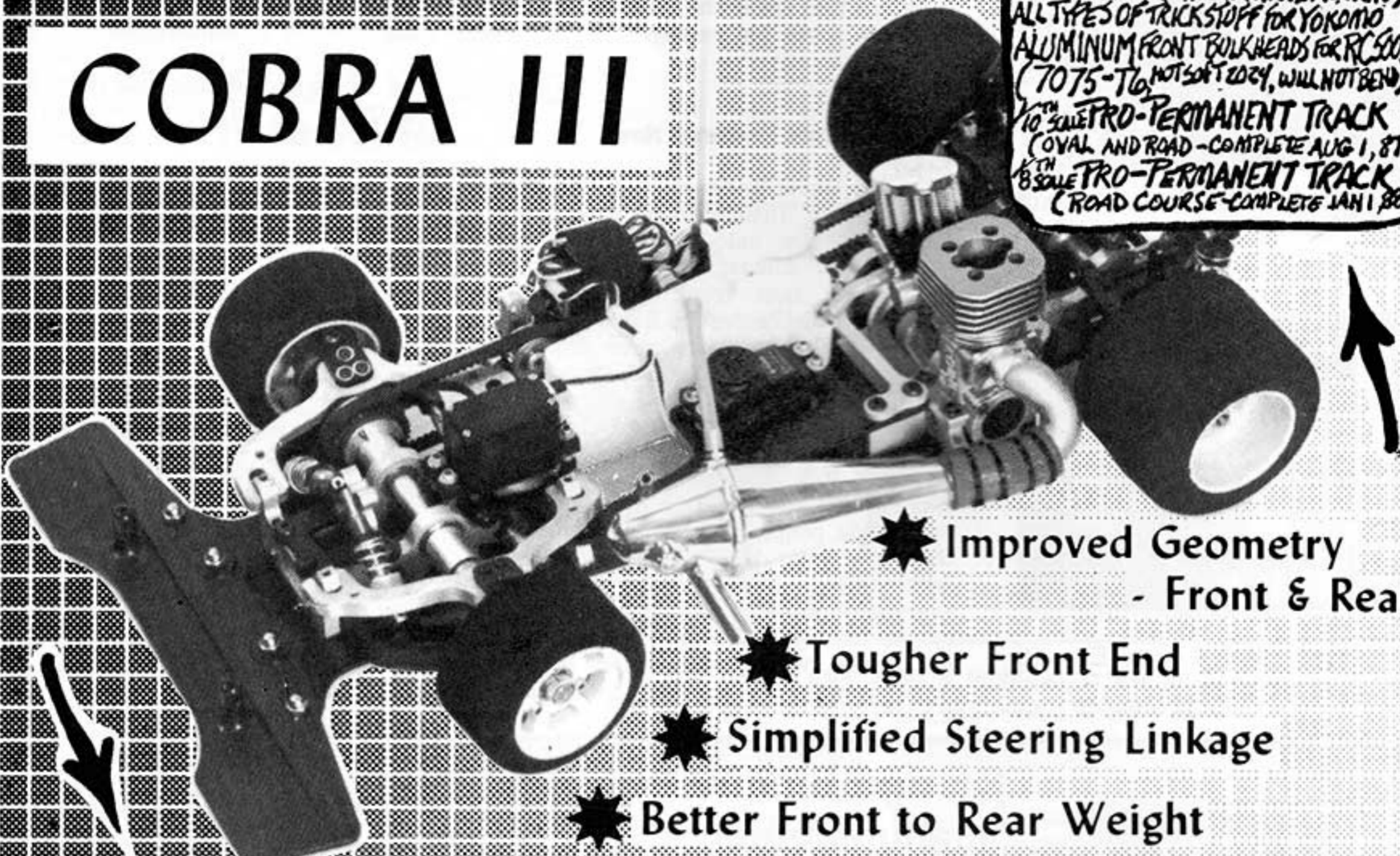
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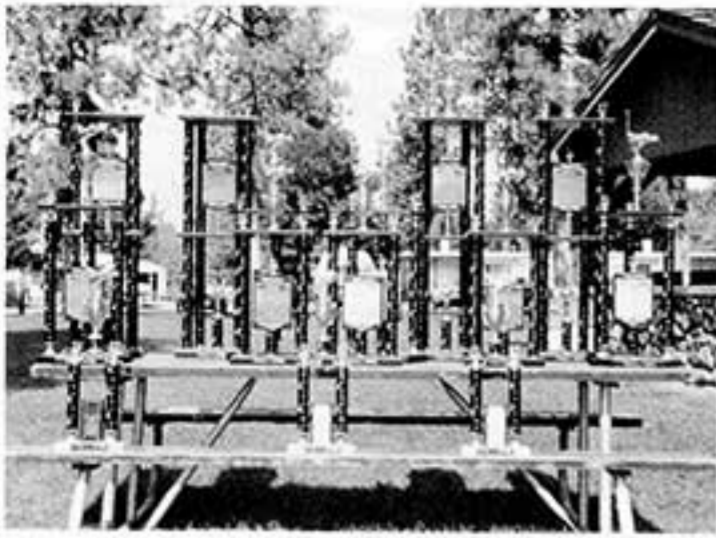
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Region 7 Cont.



Three to five foot trophies were given out at the Spokane race.



Mike Kennedy, left and Bruce Ely with their beautiful trophies in the Production class at the Spokane race.

As seen in the photos, the club had a wonderful time and the event was enhanced by the beautiful trophies, that were designed and donated by Litespeed, R/C Performance Products.

The RCCCS certainly extends a welcome hand to any and all ROAR members that are in the neighborhood to join us in some fun racing.

Ohadi Raceway News

The Ohadi Raceway is open!!! The very first invitational off road Challenge was held in Sandpoint, ID August 23rd. Almost 50 drivers came to the newest race track in Region 7. Hosted by PRO (Panhandle Racing Organization). Some drivers came from as far away as Seattle, Spokane, Deer Park and Kalispell, MT.

Bright, clear skies greeted the racers Sunday morning as the president of PRO, Ron Pielle, opened the race track to the racers. One of the things that made people attend was the fact that everyone did indeed receive at least a plaque. The heats opened with everyone unused to this new track, but by the time the 2nd heat got started, the racers were truly dialed in and racing like this was an old established track.

This track has to be considered one of the finest in the country. It truly is a driver track, where skill and not brute horsepower dictates the outcome. By the looks on the racers faces, one can tell that the guys had a good time. At the end of the races, everyone agreed that the Ohadi off road should become an annual event.

While you are in the panhandle area of Idaho, be sure and drop in at the track. If you want or need info contact PRO at 1100 Talache Rd., Sandpoint, ID 83864.

(To let you folks in on a little secret, Ohadi is Idaho spelled backwards.)



Everyone is a winner at the Ohadi race!



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GP-10

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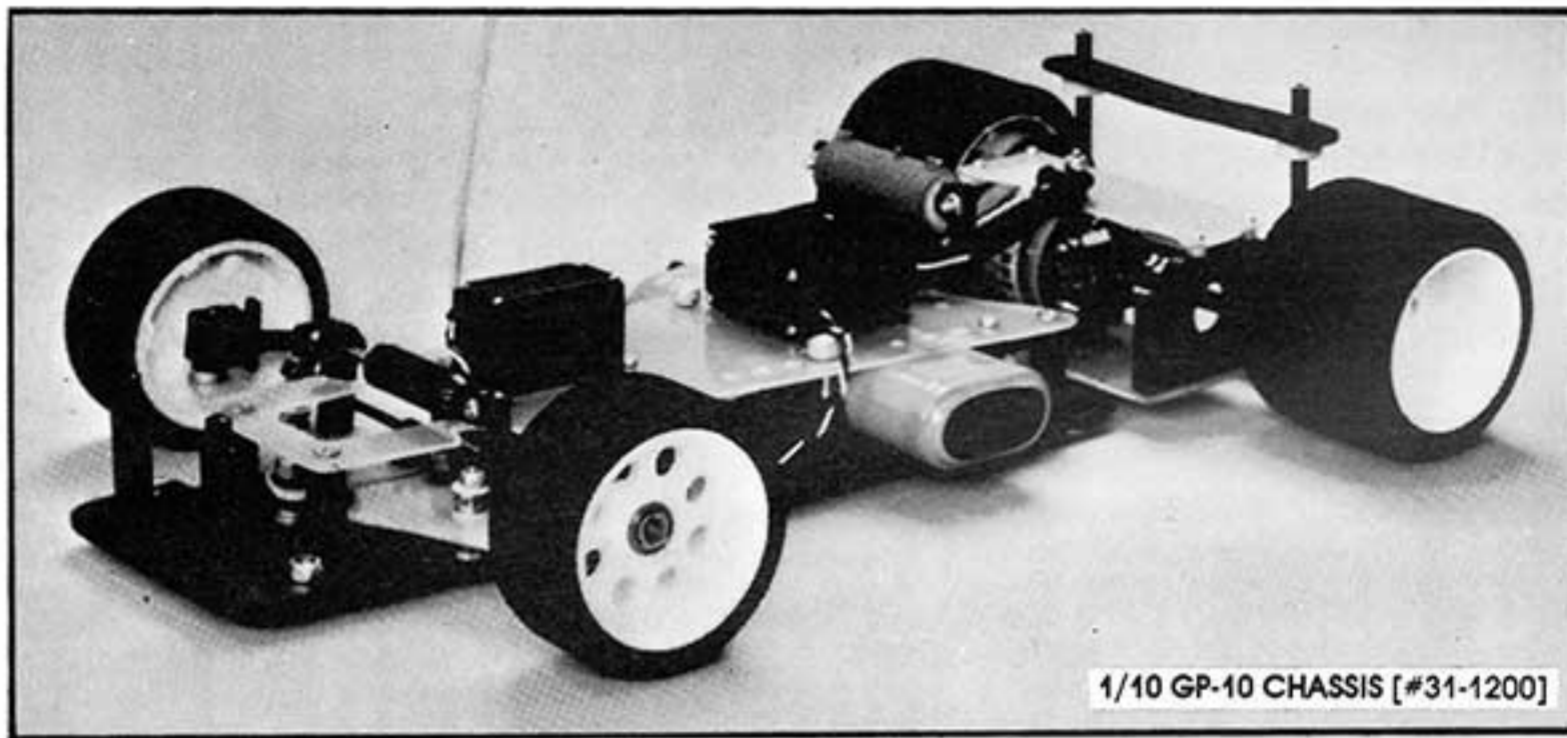
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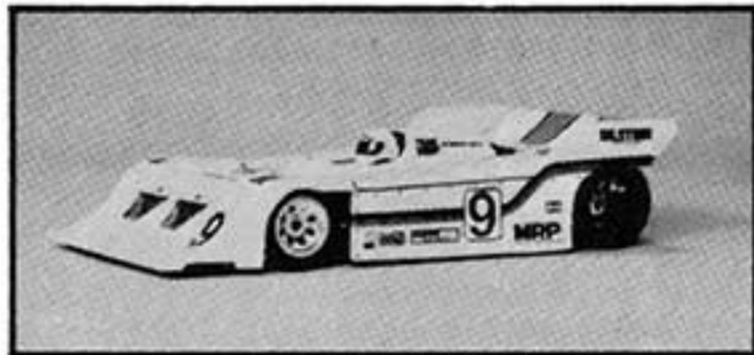
The chassis has already demonstrated phenomenal performance out distancing all other 1/10 scale challengers at every race entered by 2 to 4 laps.

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

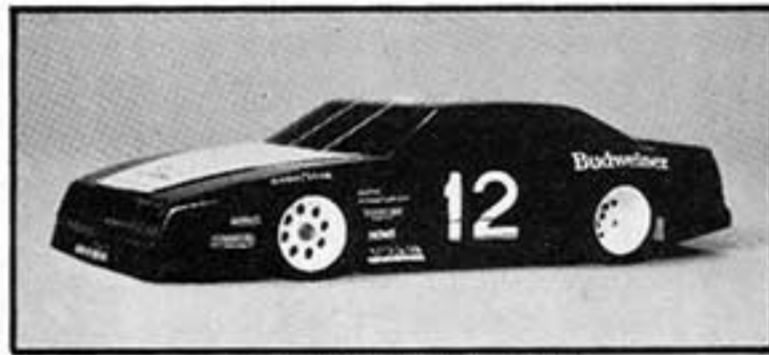


1/10 GP-10 CHASSIS [#31-1200]

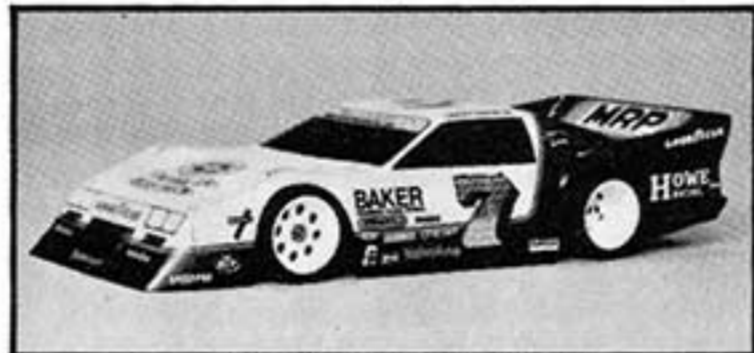
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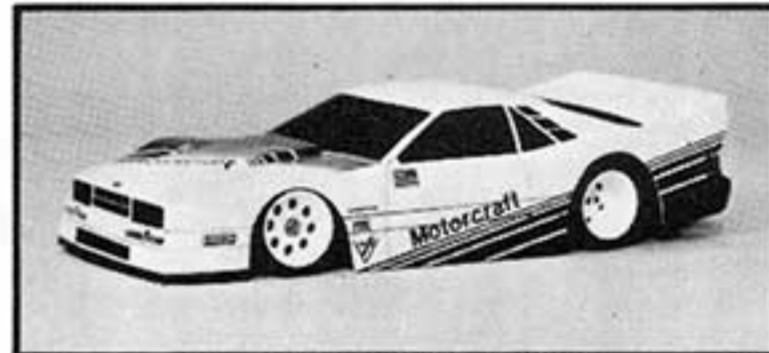
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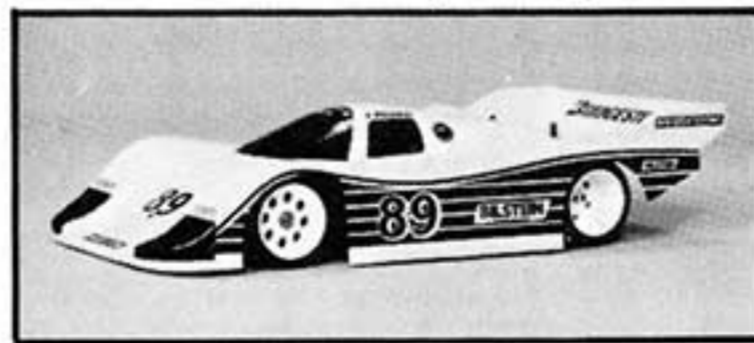
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Region 8

I just received my ROAR membership booklet! This is an outstanding job by all ROAR officers and committees!

Aloha from Region 8. A busy racing season again this year. I'm writing this article the day after the Hawaiian Open Off Road Championship so I'm still a bit tired after this very well run two day event.

The R/C Electric Car Club must be commended for an exceptional job putting on this event again. The club has in it, a small group of very dedicated racers, who did all the work preparing the track and running the race. Unlike many mainland tracks, which are run and controlled by hobby shops, our off road track is located in a public park with almost no control over who uses it between races. This means constant grooming of the track and periodically replacing the top soil as required, all at the expense of the club. The financial and logistical support that we get from Butch and Paula Farm of the Hobbietat is also a point that I think must also be mentioned here. I am sure we all appreciate the job that these special people do.

Well, it's time now to get my 1/8th scale car ready for the 1/8th scale Regional Championship on September 27th and then I must start work on my 1/12 scale car so I can race in the Regionals here on October 18th. Whew! Like I said earlier in this article, a busy racing season again in Region 8.

Now for those informative race reports from Peter and Roy.

Hawaii R/CECC 1/10 Off Road August, 1987

by Peter and Roy

The August series race marked the last chance to get ready for the upcoming Region 8 Championships. Many racers were trying different combinations, hoping to find the right one that would take them to the top in the Regionals.

The track was once again in immaculate shape, though the toughest to negotiate as the jumps held some surprises for those who were caught unawares. Thank you, Glenn Muraoka and the "off road crew" for your hard work!

The A Open lineup had Reynold Kam in the TQ spot as he completely domin-

ated qualifying with his Turbo Optima. He was the only racer to turn 12 laps in qualifying. Peter Okano and Kent Uyuenten were in the front row with Reynold, both just missing the 12 lap mark with their RC10 2wd cars. Butch Farm, Francis Aki and Brian "The Brain" Young were in the 2nd row, ready to take advantage of any mistakes made by the front three. Roy Murakami, Russ Char, Wayne Onoyama and Royce Racoma were in the 3rd row, also ready to take the win. Congrats to Russ and Royce, two new racers who drove extremely well and qualified for the A Main.

In an unusually clean start, Reynold, Peter and Kent led the field to the first turn and down the straight. The 2wd RC10's of Peter and Kent were no match for the 4wd Optima of Reynold's, as he powered through the turn and flew down the straight.

Reynold just swallowed the bumps and jumps, stretching his lead, leaving Peter and Kent to battle for the #2 spot. The field was fairly well spaced so there was no real traffic problem, as everyone was driving a relatively clean line. Brian fell out of the race due to some malfunction, leaving a nine car field.

The minutes went by as Reynold kept adding up laps. Peter, meanwhile, was having his hands full as Kent was on his tail lap after lap just waiting for an opening.

The 4 minute horn announced the end of the Main with Reynold once again turning in a great 12 lap drive. Peter held on to take the 2nd spot with Kent in 3rd. Fourth place was taken by Francis, followed by Roy in 5th, with Wayne holding the 6th spot over Butch 7th. Royce finished 8th ahead of Russ, with Brian in 10th.

B Open	C Open
1 Kimo Smith	1 Craig Hanes
2 Cory Chock	2 Felix Racoma
3 Blaine Oguma	3 Steve Wong-Leong

A Modified had none other than the "Iceman" Francis Aki in the TQ spot. Francis is known as the Iceman because he's not super fast or dynamic but because he never makes a mistake. In the front row with Francis was Peter Okano and Kent Uyeunten, just seconds behind Francis' TQ time. Glenn Muraoka, Kimo Smith and Wayne Onoyama

were in the second row while Brian Young, Royce Racoma, Keevan Inouye and Russ Char comprised the 3rd row.

At the horn Kimo took off with Peter and Kent in hot pursuit. As Kimo got clean of the "First Turn Plague", TQ Francis got caught in the first turn and had his work cut out.

Peter and Kent flipped in the infield as Keevan, Wayne and Francis drove by. Keevan now held the second spot with Francis 3rd and Wayne 4th.

Kimo now had a comfortable lead with Keevan in a solid 2nd. Francis was awesome in the infield but lacked the speed on the back straight to catch Keevan. Wayne had a slim lead as Peter and Kent were hot on his tracks. Meanwhile Glenn and Russ were sidelined due to breakage.

Kimo cruised over to take the win with Keevan 2nd and Francis just 1 second behind in 3rd. Wayne edged Kent for the fourth spot, followed by Peter in fifth. Brian took the 7th slot with Royce 8th, and both Glenn and Russ were unfortunately DNF.

B Modified	C Modified
1 Reynold Kam	1 Darren Park
2 Vince Bauer	2 Steve Wong-Leong
3 Clyde Alexander	3 Andrew Lum

A Stock had Vince Chang pull off a big win in a really tough race. Avery Tsui took the 2nd spot with Bill Waldron 3rd. John Ornelles did some fast driving and caught up to the 4th spot ahead of George Suetsugu. Gail Isono nailed down 6th with Ernie Espiritu seventh. Alan Nagao edged Keith Katada for 8th. The TQ, Chris Takai, broke two minutes into the race and was forced to watch. Tough break for Chris.

B Stock first place went to Lance Payanal, second Masa Taketa, and third to Mark Wood.

*Happy
Holidays*

Pat Doherty
 P O Box 54 - Armdale
 Halifax, Nova Scotia
 Canada B3L 4J7

Region 10

I am sure that it has been an active summer in the region, however, one can only report events that have been reported or viewed, therefore:

MAKARIC (2wd) and ARMSTRONG (4wd)
 WIN PREMIER EVENT!

Assembling a representative sample of Canada's gas racers to contest a national championship appeared to be like holding the Olympic 100 Meters going the wrong way on an escalator. Due to the layout of the country, this activity is pretty well restricted to a corridor 100 miles wide and 5,000 miles long running along our border with the U.S.

To the great pleasure of the organizing club, the R/C Race Car Ass'n of Nova Scotia, at the appointed hour the appropriate sample of racers converged on the club facility in rural Shubenacadie, some 40 miles west of Halifax, and the event was duly contested.

Racers were put up at very reasonable cost at a local university residence, where they were forced to endure simultaneous occupation by a large group of fashion models with the attendant states of undress and frenzied activity that seems to follow these poor souls wherever they go. The burden was borne manfully, I am happy to report.

The moderate entry assured everyone of lots of track time and by the time the virtually unlimited practice was over, most had learned the track quite well. The feeling that the locals had a real home track advantage was beginning to subside.

The track was a challenge to those who had never run on it before, as it features 16 turns with a lap length of 1,050 feet. Happily no barriers are employed as the dead area is grass, and corners are defined by ramp-like curbs. The drivers' stand is quite high and affords a commanding view of the racing surface.

At the end of the first round of qualifying, local Bruce Armstrong was in first place with a 12/5:03.1 performance using his SG Columbia MK.4/Picco outfit. The writer, with a Delta P 4/Picco combination managed a 12/5:07.7 effort for second. Brad Makaric of Windsor, Ontario, Associated RC300/Picco placed third with 12/5:12.8

and Quebec City's Pierre Ruel, Delta Super Eagle/Picco was fourth at 12/5:17.6.

Round two saw Armstrong improve to set the event's TQ with a 13 lap run in 5:24. However, Makaric moved into second with a 12 in 5:01.9. Joining the 12 lap club at this time were Ron Tougas, of Thunder Bay, Ontario (SG Mk.2/Picco) at 5:22.6 and Fraser Heighton, of Dartmouth, N.S. with a 5:21.7, with his SG Columbia Mk.4/Picco.



Not too many spectators, but Mr. & Mrs. Roger Blanchette came 800 miles to watch the action.

Rounds three and four saw Calgary's Don Johnston climb onto the 12 lap step at 5:21.3 (Delta Super Eagle/K&B) with Martin Lefebvre of Quebec City whose Delta Super Eagle/Picco made it in 5:30. Doherty improved to 12/5:02.1, which proved to be his best effort.

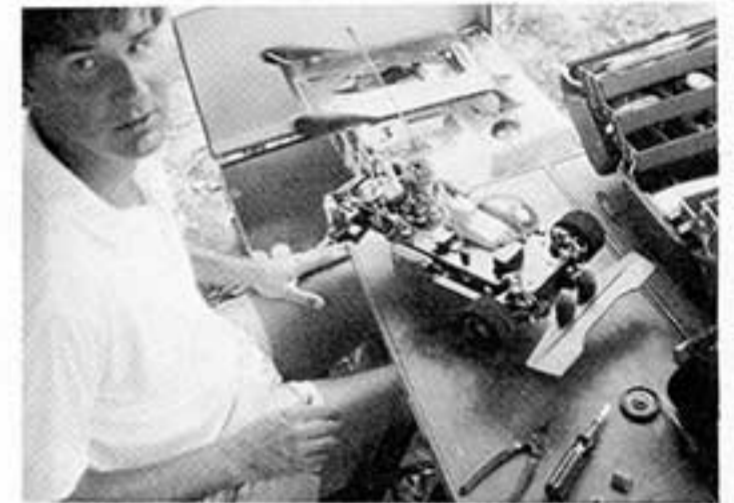
Round five saw Ruel improve to a 12/5:09.7, his best, while Edmonton's Lorne Rochon's Delta Super Eagle/Picco made 12/5:23.9 in the same heat. Ron Tougas followed suit with a 12/5:18.1.

Round six saw Johnston improve to 12/5:16.4, while Enfield, N.S. resident Geoff Davis (tiremaker to the stars) finally turned a decent 12/5:08.5 with his SG Mk.4 in round seven.

Last round action saw Makaric finally join Armstrong in the 13 lap bracket with a 13/5:24 just .098 seconds slower than the leader. Bedford's Lou Blondin, a first year racer, scored 12/5:13.7 in his final heat, faster than he has any right to go in his Delta P-4/Picco. Barrie Stanbury of Orangeville, Ontario, was close at 11/5:02 using SG Mk.4/OPS.



Pierre Ruel prepares Delta S.E. during qualifying. Despite using different motors at different times, Pierre consistently had best straight line performance during qualifying. What does he know???



With Associated on altar, 2wd TQ Brad Makaric prepares for another polishing session.

First final to run was for 2wd (exclusive of Makaric, who ran with 4wd and scored with 2wd). The race was over 30 minutes and for the most part was a close contest between Pierre Ruel who was chased for some 35 laps by Ron Tougas who never seemed to be more than 100 feet behind the leader. Ron's finish was premature though, as a broken exhaust system forced his retirement just a little too soon. Third place went to Lorne Rochon who ran a bit slower than Tougas, but fast enough to stay ahead of Yvon Petilliot's Associated. Early fast runner Don Johnston withdrew on lap 21 with the famous extra vent hole in the K&B crankcase.

2WD

	LAPS	TIME
1 Pierre Ruel Quebec City, P.Q.	62	30:01.9
2 Ron Tougas, Thunder Bay, Ont.	58	30:30
3 Lorne Rochon Edmonton, Alta	55	30:23.5
4 Yvon Petilliot Quebec City, P.Q.	50	30:10.8
5 Martin Lefebvre Quebec City, P.Q.	48	30:26.4

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VIC-3A	Ultimate 1/1/2sc. S/C	0.004 V/A	4 to 10	200 A	120 A	1.0 oz.	1x1.9x.5
VIC-4A	Ultimate Competition S/C	0.002 V/A	4 to 10	320 A	180 A	1.3 oz.	1x1.9x.5
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Region 10 Cont.

6	Glen Tate Lr. Sackville, N.S.	47	30:30
7	Jo Dias Thunder Bay, Ont.	31	30:07.6
8	Django Purdy Halifax, N.S.	27	30:30
9	Lloyd Hanton Thunder Bay, Ont.	26	30:09.6
10	Don Johnston Calgary, Alta.	21	30:30



2wd finalists pose for posterity, L to R: Lloyd Hanton, Joe Dias, Yvon Petilliot, Brad Makaric, Pierre Ruel, Martin Lefebvre, Don Johnston, Ron Tougas, Glen Tate, Django Purdy and Lorne Rochon.

A slightly smaller field lined up for the 4wd final, supplemented by Brad Makaric in a 2wd Associated car.



Starter Jack Robaczewski eyeballs grid as pit technicians (L to R) Glen Tate, Greg Wagner, John Vissers, Peter Fisher, Don Johnston and Lorne Rochon prepare to release 4wd finalists.

All was well until turn two. At that point, the writer went for a tight pass on Armstrong. It was a mistake, trying to win on turn two. Doherty's car lifted Bruce's SG's rear wheels which resulted in that car flipping. The effort moved the offending car sideways, whereupon Geoff Davis, right

behind, T-boned the Delta, which ended up inverted and comatose.

When the smoke had cleared, Makaric had a five second lead over Lou Blondin and Geoff Davis. Quick marshalling work had restored Armstrong to the field some ten seconds back. Stanbury had avoided the incident due to a poor (or prudent) start. Heighton and Doherty sat out three laps attempting to restart their cars.

Makaric settled down to a comfortable 25.5 second pace and Armstrong carved his way through the field after him. Lou Blondin's 26/27 second laps allowed him to maintain third while Stanbury circulated without incident circa 27/28 seconds eventually consolidating fourth. Heighton was going quite well but endured three flameouts, each of which cost him a couple of laps.

Geoff Davis ran well, mostly in the mid 25's, but had a four minute pit stop which took him out of contention. Doherty retired early after a couple of pit stops to affix a chronically loose carb which did not respond to treatment.

At the front, Makaric was circulating smoothly, under constant pressure from Armstrong, who finished some 16 seconds back.

4WD

		LAPS	TIME
1	Brad Makaric (2wd) Windsor, Ont.	69	30:19.2
2	Bruce Armstrong Waverly, N.S.	68	30:11.3
3	Lou Blondin Bedford, N.S.	63	30:22.4
4	Barrie Stanbury Orangeville, Ont.	61	30:10.5
5	Geoff Davis Enfield, N.S.	59	30:17.8
6	Fraser Heighton Dartmouth, N.S.	48	30:09.6
7	Pat Doherty, Halifax, N.S.	13	DNF

In summary, an auspicious beginning to what is hoped to be an annual event. Plan to attend next year!

Montreal Activity

ACCAR's summer series is now finished, but the club meets to race on the first Sunday of each month. Electric oval is the popular format, with Daniel Drapeau's Associated RC12L the car to beat. Daniel will be running the new multi-track installation in St Jean sur Richelieu, Pro Hobby Speedway.



4wd champ Armstrong creates photo opportunity by accepting trophy from Davis.



2wd winner Makaric accepts congrats from RCANS Pres Geoff Davis, while the writer prepares to upstage them by ingesting microphone!

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Region 11

UPCOMING EVENTS

A couple new special events are being run by AROARA for 1/8 scale and are scheduled for September. Since this won't be published until after they are run, they will be reported on at that time. No other events are on the current calendar as the outdoor racing season winds down. The final standings and report on the 1/8 scale 1987 AROARA season is in this column, and the 1/12 scale summer season final results will be in the next issue.

The 1988 version of the Alaska Open Championships (4th Annual) is tentatively scheduled to be held at the Egan Convention and Civic Center on March 18, 19 and 20, 1988. Although the dates are firm, there is question as to whether our co-hosts, The Midnight Sun Street Rod Association and World of Wheels, will be able to finance the show. Due to large losses last year, they have yet to pay off all debts. They seem certain to try and do it but money must be resolved first. Our costs for use of the facility will be substantially higher and entry fees will rise to \$20 per car entered.

In the event that the race cannot be held at the Egan Center, AROARA will host a three day 1/12 scale indoor championship race at Stellar School. It will be limited entry due to space considerations, allowing probably 50 cars. ARCORR would likely do something similar for 1/10 scale.

OFF ROAD RACING

No reports or articles or race standings, etc have been received from the off road clubs in Anchorage or Palmer.

1/8 REGIONALS

The gas cars had an improved turnout at this years' race even though many top participants were out of town. The weather was good and traction came up fast due primarily to a smaller track layout.

Even though most cars should have been in mid-season form, they looked quite ragged for the most part. Most had few or no good qualifying runs. Jim Raffuse TQ'd the four wheel drive class for the first time this year

leaving consistent fast runner E T Nidiffer in the second spot. In two wheel drive, Tony "K&B" Glenn ran an easy TQ against a decimated field. The 2wd class has lost many racers to 4wd and to apparent retirement. Many stalwart racers such as Brad Streeter, Kim Fleetwood, Tim Gebhardt, Tim Higdon and Jeff Adzima didn't show for one reason or another.

The 4wd B Main had veterans Terry Nidiffer and Dean Nix putting their RC500's through the paces against first time 1/8 racer Vickie Peters and her Cook Cobra. Dean's had a lot of trouble getting it going this year whereas Terry has had some untimely problems. Vickie just kept her car between the boards and stayed going the entire 30 minutes to record the win by several laps over Terry who was forced into a catch up role with numerous problems. Dean just never got going.

The A Main for 2wd saw Tony jump to the lead and start to cruise away until a tire rolled off his left front rim. He had forgot to glue it on, but it even stayed on through one qualifier. He rapidly changed it and was back out still in the lead. Sean Raffuse ran into a number of small problems but had more than enough time to take an easy second. James Brown, a newcomer this year, only ran about 10 minutes of the 40 minute Main, but still held off another novice, Alex Huro, to take third. James and Alex have had piles of problems in their first year, but they've stuck it out and improve each week. I'm sure we all remember that first year in gas car racing as it can be very frustrating.

The A Main for 4wd was a race for the pits. All cars were off the track with problems. E T Nidiffer raced into the lead and was blowing the field away at the midpoint when his radio gave up. Bob Peters dropped out next with a blown receiver. Al Watson and TQ Jim Raffuse were left to battle for the outcome. Jim also suffered a radio problem while Al's Serpent started eating belts. At the end, Jim edged Al by a scant margin, both finishing in the same lap. Vickie's B Main laps, if prorated to 40 minutes, probably would have been enough to win the A, as she had the only car all day to run a complete Main with only fuel stops.

4WD A Main
1 Jim Raffuse RC500
2 Al Watson Serpent
3 E T Nidiffer RC500
4 Bob Peters Cook Cobra

4WD B Main
1 Vickie Peters Cook Cobra
2 Terry Nidiffer RC500
3 Dean Nix RC500

2WD A Main
1 Tony Glenn Delta Eagle
2 Sean Raffuse RC300
3 James Brown RC500
4 Alex Huro RC250



Concours winner and 1/8 4wd Regional Champion Jim Raffuse of House of Hobbies.



1/8 2WD Region 1 Champion Tony Glenn.

Region 11 Cont.

2WD Open		
1	Tim Gebhardt*	RC500 97
2	Tony Glenn*	Delta 86
3	Sean Raffuse	RC300 37
4	Brad Streeter	Delta 32
5	Joe Mikus	Delta 32
6	Tim Higdon	RC500 31
7	Alex Huru	RC250 16
8	Kim Fleetwood	RC500 11
9	Jim Raffuse	RC500 10

4WD Sportsperson		
1	Brad Johnson *	SGMK4 105
2	S Tiatrakul	Cook 44
3	Vickie Peters	Cook 43

2WD Sportsman		
1	James Brown	RC? 60
2	Gary Peterson	RC300 41
3	Jeff Adzima	Delta SJ 34
4	Sean Raffuse	RC300 23
5	Mark Braunstein	MRP180 22
6	Alex Huru	RC250 21
7	Tim Higdon	RC300 11
8	Adam Williams	RC500 8

* indicates completed minimum races/points for trophy

FINAL STANDINGS

AROARA 1/8 Summer Series 1987

4WD Open	Car	Points
1	Ernie Nidiffer*	RC500 105
2	Terry Nidiffer*	RC500 81
3	Bob Peters*	Cook 81
4	Tim Gebhardt*	Delta 80
5	Al Watson	Serpent 64
6	Jim Raffuse	RC500 48
7	Dean Nix	RC500 30

The following article was sent in by Kim Fleetwood.

It's been a long time since I have submitted anything for Rev-Up but our Regional Director has been aware that the last several months has been a real trying time for me and he and the capable Joe Mikus filled in and provided reports that I should have done. Finally after moving to a new abode and getting settled in to a new job I have at last been able to dig through the boxes and fish out the computer, blow the dust out of the disk drive, and load in the word processor. I didn't race for half the season until I was able to make it to the 6 Hour Enduro. Bob didn't get a report but did send in the results that were listed in the Sept. issue. It was an easy win for the first place team as their Super Eagle performed flawlessly. Every other team had mechanical problems to some degree with the last place team having the worst luck and

blowing two engines before giving up 1 1/2 hours into the race. Congrat's to the winners Tony Glenn, Ernie Nidiffer, and Tracy Slatten. This is the second year that these three guys have teamed up for this event and they won it both times using the same car. It's powered by a K&B (remember those?) and ran like a champ all day. Too bad they have been discontinued because they were a good engine for your money.

1/8 REGIONALS

Rain postponed the event scheduled on the 28th of June so it was reset for July 19. What a day! After what seemed like a month of nothing but rain the sun burned away the clouds and we were blessed with clear skies and shirtsleeve temperatures. I had elected not to race so I manned the PA and ran the autocount. Turnout for the event was rather slim but that's been the trend for the whole season. The surprise was that E T didn't win. Although he did lead most of the race his car had problems and this allowed Jim and Al to pass and go on to a very exciting finish. Jim is a long time racer and he really deserved to win this race. Another surprise was to see 1/12 racer Vickie Peters show up with her new Cook Cobra and proceed to win the B Main. Right on Vickie! Her husband Bob did an outstanding job getting the car set up and running so well the first day out. Tony Glenn had an easy win in the 2wd with his trusty old Super Eagle. The irony is that had he entered Open instead of 2wd he would have won the event. All the cars in the Open A Main had some problems of some kind and were off the track briefly so Tony turned more laps in his main than the winner of the A Open.

That about covers it for the time being. Our series races for this summer are about to be concluded with the results up-coming. It won't be long and we will be up to our knees in snow and all of our clubs activities will move indoors. I am looking forward to our indoor season this winter as I just got my new P12 and can't wait to get it on the carpet. See you at the races.

AROARA 1/12 2 Hour Enduro

AROARA hosted the first two hour enduro for 1/12 scale cars. Although it was a runaway for the Anchorage House of Hobbies squad of Jim and Sean Raffuse and Tim Higdon, the other entries vowed to return and match the ultrafast pit stops of the winning teams. The event was quite a success,

with all cars still running, at or at least near, the end.

The third place team of Ernie Nidiffer and Bob and Vickie Peters moved into the early lead, but one and a half minute pit stops for battery changes quickly put them behind the AHH #1 crew who were averaging about 30 seconds. Team Slot Shop #2 (The Class ACT) pulled into third by running slightly more than a minute per pit stop and still being fast on the track.

All the teams behind third place suffered enough chassis problems that, coupled with long pit stops, put them out of the running for a top three finish.

The runners up immediately set out to devise rapid battery change technology to try and break the phenomenal electric enduro domination of the AHH Team that Jim Raffuse has led to numerous victories.

Enduro Results

TEAM	CAR	LAPS
1 AHH #1 Jim & Sean Raffuse Tim Higdon	12E	468
2 Class ACT (Slot Shop #2) Jeff Adzima Steve Campbell, Oowan Tiatrakul	TRC	415
3 CAMs (Slot Shop #1) E T Nidiffer, Bob & Vickie Peters	TRC	412
4 Slot Shop Vern Monette, Terry Nidiffer, Tony Glenn	Delta	372
5 Dean Nix, Tim Brass, James Brown	12E	270
6 Kim Fleetwood, Mike Sawada, Reinhard Howard	12E	261
7 Steve & Vince Rutherford, Bruce Lyons	TRC	228



Class Act - L to R: Second place 1/12 Enduro team.



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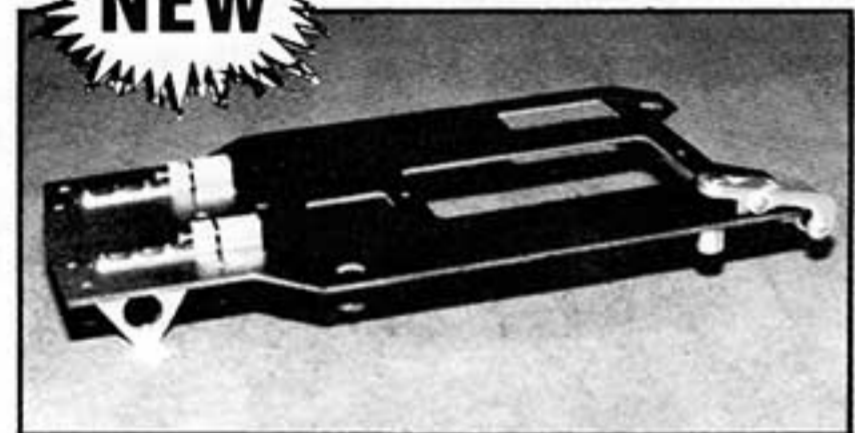
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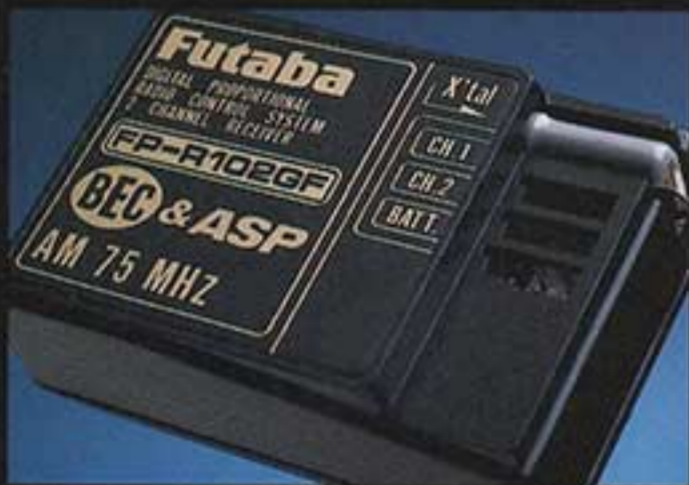
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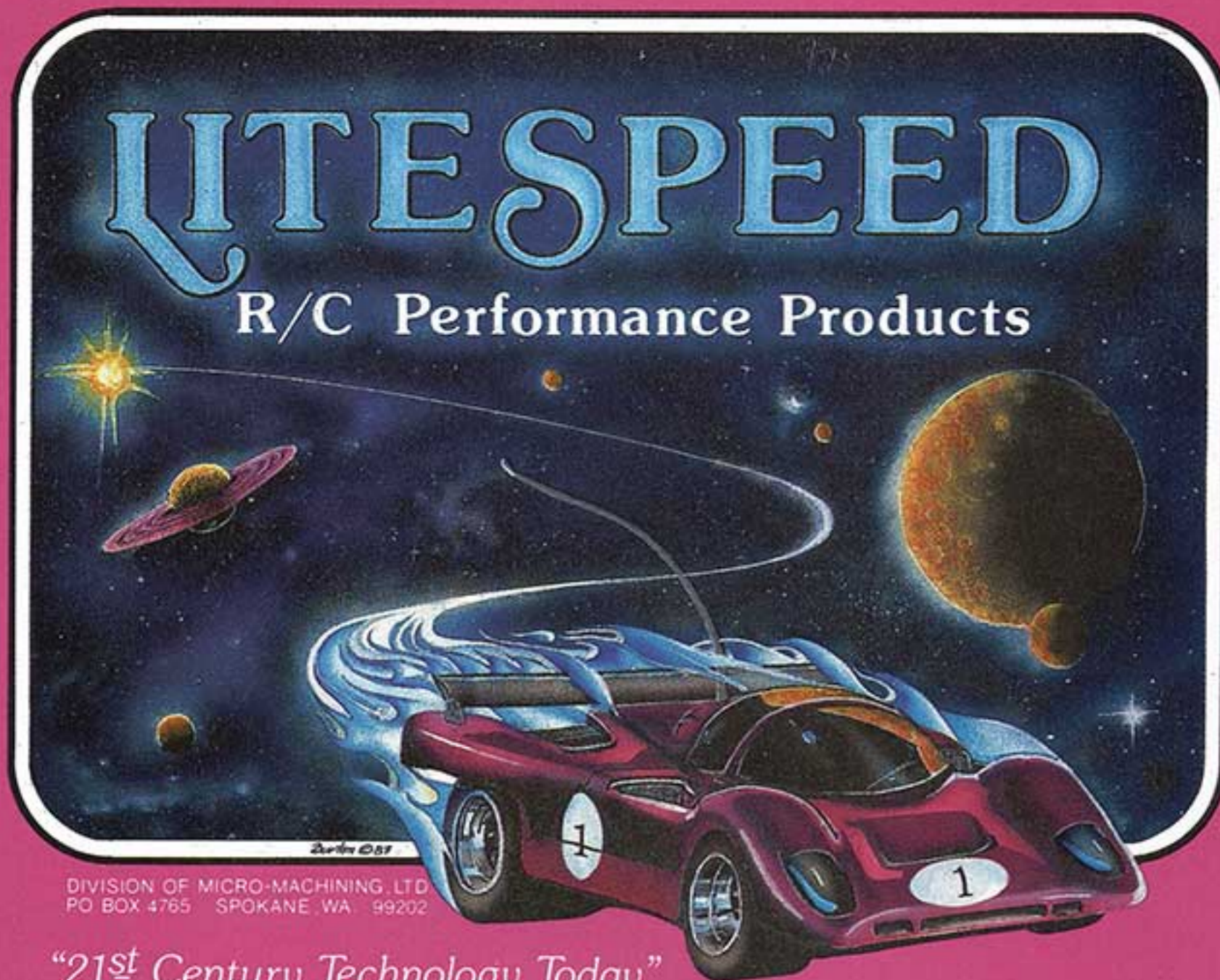


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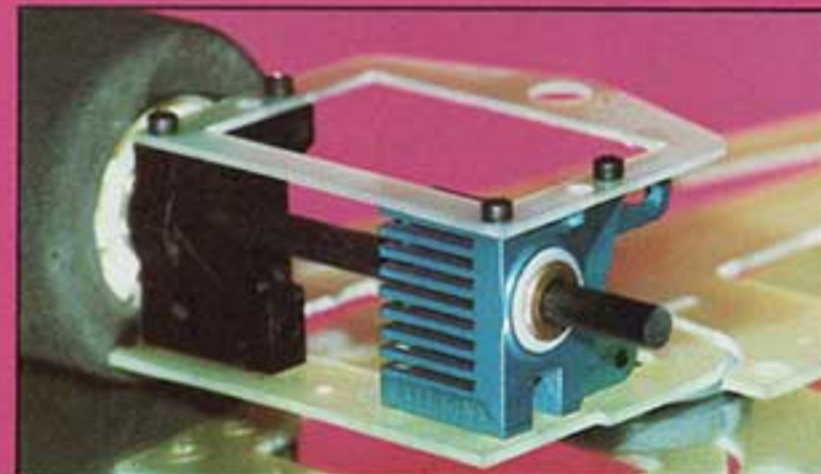
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RACE NIGHT SPECIAL

Friday night. Saturday night. Whatever night you want to be at your fastest.

That's when you'll want to reach for your new KO Propo EX-7, the RC car system ready to handle all comers when race night comes around.

Got enough power? The EX-7 transmitter

For speed and response the EX-7 system includes new PS-701 IC servos and KR-288 high selective receiver.



The EX-7 easy to read LED's.

uses unique, self-diagnostic circuitry to constantly monitor battery condition and RF output with three, easy-to-read LED's. And this is no stripped down outfit, buckaroos.

We're talking precision fine trims for steering and throttle, servo reversing, dual

position trigger and even a built-in charging jack to simplify NiCd conversion.

Get yourself ready to win on race night. Show up packing an EX-7 system on your side and KO the competition.

KO PROPO

KO THE COMPETITION

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POWER ON DEMAND... ...CATCH IT IF YOU CAN!



Finally. After 10 years of research and development, you can have a high-performance, computer-matched battery pack that uses a **NEW** technology.

The **ELIMINATOR™** from **MPE Technologies®** and **PANASONIC®** was designed to power electric motors. That's its only job, to unleash all the available potential of high current drain electric motors, like the one in your R/C race car.

Built to the same high standards as the **AVENGER™** battery pak, the **ELIMINATOR™** is best teamed with modified electric motors.

From the start, you'll see that this is like no other battery pack you've ever used before! We caution that this is not meant for the novice driver, but if you're interested in **POWER** and if you mean to **WIN**, then the **ELIMINATOR™** is for **YOU!**

You can get the **NEW ELIMINATOR™** and the **AVENGER™**, as well as all the finest power accessories from **MPE Technologies®** and **PANASONIC®** at your favorite R/C hobby store. Put the winning team on your team, today!

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TEAM LOSI PERFORMANCE

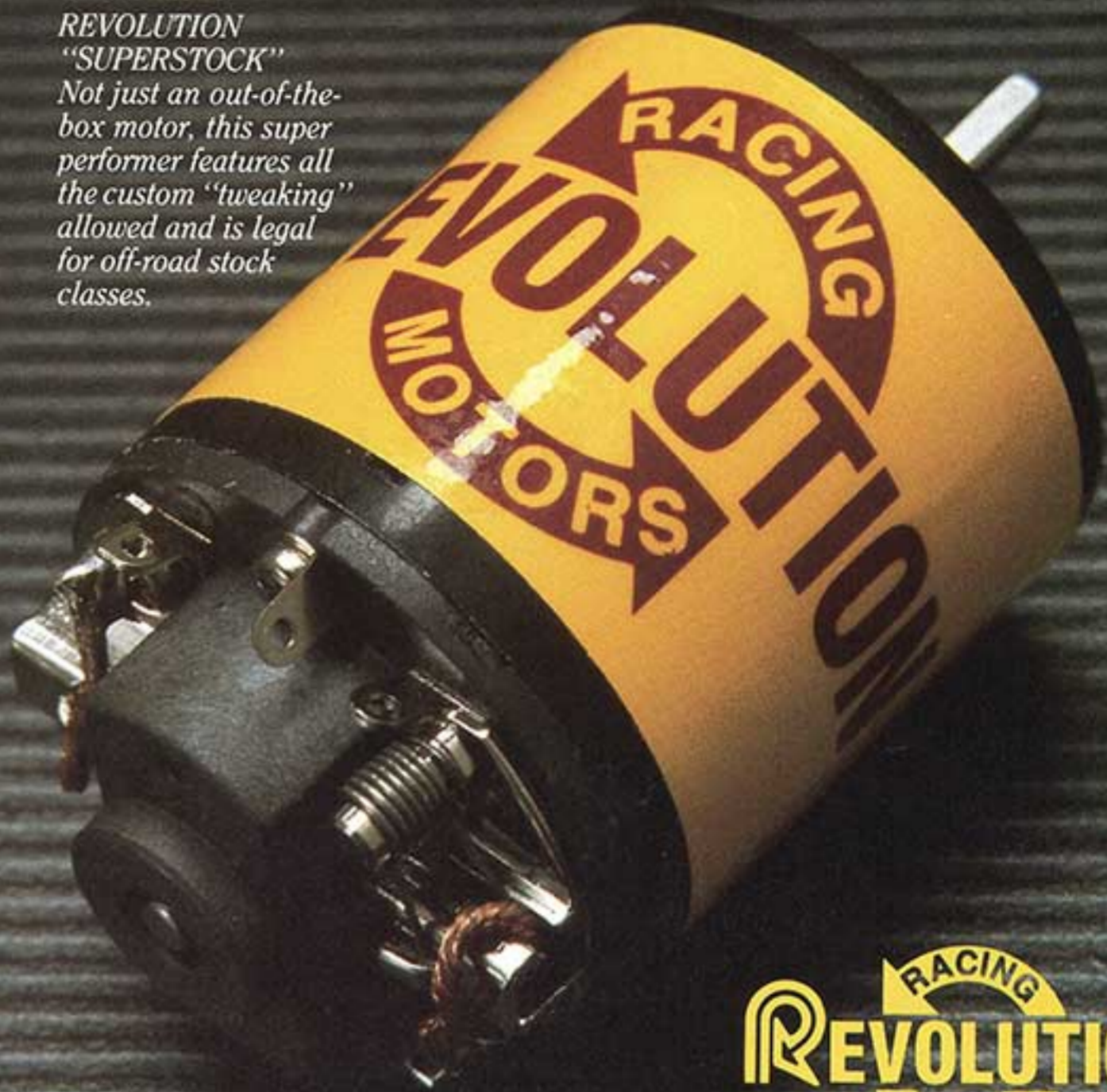
Whether you're an experienced champion or a promising novice ... There's a TEAM LOSI Revolution Motor that's right for you! A range of five race tested motors including one "Super-Stock" and four modifieds are all products of TEAM LOSI's R&D program ... engineered to deliver nothing but TEAM LOSI performance.

Superstock motors are built from select stock motors which are broken-in and solution-dipped to seat the brushes to maximize commutator contact. Bushings are reset and armature alignment adjusted to eliminate parasitic drag. Brush hoods are sized to eliminate hang-ups; shunts are re-routed for optimal reliability; brush springs are re-arc'd for tuned pressure. Timing is calibrated to the maximum setting allowed by R.O.A.R. Magnets are super-charged and every motor is dyno-tested.

Modified motors begin with World Champion Yokomo motor components. The finest quality ML wire is used to produce the best short-resistant-armature available. All commutator connections are welded — not soldered or crimped and the commutator is diamond-trued to a micro-finish. The armature is dynamically balanced and set into the motor casing with its super-charged, forged magnets and held in perfect alignment by precision ball bearings. The current is conducted through specially installed high-efficiency TEAM LOSI brushes (not the stock variety) which function freely in fully-aligned brush hoods.

#6060

REVOLUTION "SUPERSTOCK"
Not just an out-of-the-box motor, this super performer features all the custom "tweaking" allowed and is legal for off-road stock classes.



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(714) 620-0164



#6040

REVOLUTION "II"
Ideal two-wheel drive motor featuring a smooth power band with low current draw. Also fine for 4WD cars running on super, high bite or longer races.



#6046

REVOLUTION "IV"
All the power a 4WD car needs while still retaining a responsive power band. This combination of low-end power and super top-end speed is also well-suited for 2WD cars running on good bite or really "hooked up."



#6054

REVOLUTION "OVAL"
A very special motor for special application. Not uncontrollable RPM's — But, a power band that lets you maneuver through and past traffic.



#6056

REVOLUTION "INSANE"
A radical power plant for ultimate wheel spinning. Unreal power for super traction conditions. A real test of driving skill. It's insane!

RPS
DISTRIBUTING

An easy to assemble buggy...that can easily set records.

Designed as only CAD can

Only Tamiya, with their impressive resources and engineering skill, could have crafted the advanced Boomerang. Tamiya used Computer Aided Design (CAD) to put in all the out-of-this-world performance features. And did it so efficiently that even a flighty rookie can put this kit together easily.

It's light speed ahead of the competition

The Boomerang is the leanest machine you've ever seen. Most lightweights bounce, jump and are generally hard-to-handle, drifting while you're shifting. We used our sophisticated CAD to engineer a new, superior suspension system that keeps The Boomerang down-to-earth, running responsively. And a single, adjustable oil-filled shock in front and two in the rear make it hug the off-road.

Component-by-component, we sliced off the grams to let it slice thru the air. In addition, our Battery Eliminator Circuitry (BEC) lightens the load still more while operating optimally on just one battery.

Another reason is the resins

Our lightweight, ABS resin, contour-type molded frame is a tour de force. It's a study in sturdiness that closes off the underside while leaving the insides easily accessible. And the space-age, aerodynamic polycarbonate body and wing are featherlight delights. They're engineered to minimize strain and drain on the engine, yet are virtually indestructible.

Soup-it-up-and-up-and-up

Upgrade The Boomerang's 540 type motor to one of Tamiya's advanced, super-charged powerplants, and you'll be controlling a rocket that rolls on well-grounded wheels. Slip in a few sets of slippery ball bearings and you'll boost your drive so it's even more alive.

The sky's the limit

While the competition is still trying to copy our other hot 4-wheel drive buggies, The Boomerang is going to throw them for a loop.

But that's nothing new for Tamiya. We're the R/C off-road technology leader and we plan to stay there.

MODEL RECTIFIER CORPORATION
2500 Woodbridge Avenue
Edison, N.J. 08817

The Boomerang



The height of space age 4x4 technology

