Experience the new standard of excellence in 1/10 scale racing. After two years of extensive research and development by Jerry and Brian Landgraff, the DOMINATOR IV has earned its name by becoming the ruling force in 4WD oval racing across the nation. This is the car that has broken the record at every track it has ever raced on by one full lap or more.

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The DOMINATOR IV is equally impressive as a hard surface road course car. Installation of optional adjustable ball-type differential, balancing the chassis with battery placement, and installing foam tires make this car a superb road car.
Open Comp Camaro body

Fully adjustable 4-wheel independent suspension

We have proven the DOMINATOR IV a consistent winner over the world's finest. Popular demand encouraged us to produce this custom built race car in kit form. The "unfair advantage" is now available to the public...

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Race the car that beat the imports in the toughest kind of off-road competition. The All-American Associated RC10 took home the gold in both the ROAR and ORRCA National Championships. Our RC10 turned back the foreign car invasion with the same racecar technology that has kept Team Associated on top of the RC car racing world for over 15 years.

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Sure, you’ve heard that before. But Team Associated designs and engineers only model RACE cars. The new RC10 features fully adjustable, four wheel independent suspension, an aluminum alloy monocoque tub and race-proven hardware throughout. And the RC10 doesn’t need expensive accessories and modifications to handle the roughest tracks. The strength and durability is standard equipment.

Smooth undercarriage for maximum ground clearance

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VariLok differential

Full race rear suspension includes bulletproof half shaft and u-joints with tapered and keyed modular wheels. Quick release knock off design for fast pit work and tuning.
RACE-Winning ENGINEERING.
For maximum traction the RC10 suspension is damped by long throw, oil-filled racing shocks. These custom shocks use machined alloy cylinders and drilled blank shafts for silky smooth action.

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

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ROAR 1:10 NATIONAL CHAMPION / ORRCA NATIONAL CHAMPION
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Can you find the winning match? At TRINITY we can!

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MATCHED BATTERY PACKS
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The Parma/PB Mini Mustang 1/10th off-road car, available in 2 or 4-wheel drive, and the Parma EuroPanther 1/12th on-road car are two-of-a-kind... winning wild cards!

Parma's computer-matched Sanyo battery packs give you a full house of power to endure and excel through every round of competition.

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#426 For Sand

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REGIONS

REGION 1

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NOT REC'D

Congratulations to Joel Johnson
2WD World Champion, 1/10 scale,
Masumi Hisakawa, 4WD World Cham-
pion.
Photos by Gene Hustan
Artwork and layout, Steve
Hustan

ROAR MEMBERSHIP FORM

Preliminary estimates show over 9000 copies of ROAR will be distributed at the RC Nationals. This is the largest circulation in the history of ROAR. Your input is important. Please complete the form and return it to ROAR to ensure that you receive next month's issue.

Please print or type neatly.

ROAR #

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CASH 1/8 SCALE 1/10 SCALE 1/16 SCALE

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9
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. 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 members of whom 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 making 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 is also 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 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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SPECIAL COMBO PRICE

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SHIRT SIZE sm__med__lg__xl__ TAPE VHS_BETA__

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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 Hustin 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 the end of the year while we establish and find a replacement editor or possibly a new set up to turn 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/Race Prep motors being imported now have the asterisk on each side of the "Race Prep" name and comply with the ROAR technical specifications for use in sanctioned Stock class racing.

---

**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
- Mike Lavacot
- Bob Light
- Randy Hunter
- Kent Clausen
- Andrew Comrie
- Fernando Belair
- Bob Schoenau

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

- Region 1 - 3
- Region 2 - 4
- Region 3 - 3
- Region 4 - 3
- Region 5 - 1
- Region 6 - 3

The entry deadline for these qualified drivers is January 30th, 1988. After that date positions will be re-assigned 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.
ROAR Info Cont.

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

BRR - 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 effective 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 91.68

Total $25198.68

EXPENSES
  Postage 3352.86
  Printing, Ballots 453.53
  Printing, Rev-Up 14646.00
  Misc Expenses 40.18

Total $18492.57

Balance as of 9-16-87 $15330.31

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LARGE FOR 1/8 & 1/10 SCALE

NO SLIP GRIP
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POSITIVE FINGERTIP CONTROL

from the makers of SERVO GEAR SAVERS
sold through distributors only

Kimbrough Products

13
Kyosho’s cars have been running and winning races around the world and now Kyosho Engineering has custom built a radio designed especially for R/C cars. The Kyosho Pulsar 2-Channel Precision Balanced radio system has been expertly designed to meet the needs of R/C drivers with great styling and many high-tech features. For controlling R/C cars, there’s no better radio made than Pulsar!

The transmitter features servo reversing switches, quick-change right/left-hand conversion, adjustable trigger centering, adjustable tension “sure-grip” steering wheel with built-in over-torque protector, fully-collapsible antenna, power output meter, NiCd charging jack, fast frequency change plug-in crystals and more. Racers asked for it, and Pulsar has it!

The Pulsar has been Precision Balanced, a unique design that places the center of gravity of the transmitter directly in the center of your hand.

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The Pulsar’s compact KS-88 serves fit in virtually any R/C car, but still have a big 34 oz.-in. of torque – power enough for almost any model. Kyosho knows weight and space are important in car installations and that's why they made the KR-2M Mini Receiver – it's one of the smallest and lightest (only 1 ounce!) in the world.

Pulsar will give you years of smooth and reliable performance plus the realism, comfort, quality, and features that racers demand at a super low price! Ask for your Pro-2000 or EXP-2001 at your local hobby retailer today.
R.O.A.R. SANCTIONED EVENTS CALENDAR

<table>
<thead>
<tr>
<th>Date</th>
<th>Level</th>
<th>Scale</th>
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<td>3</td>
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<td>Albuquerque, NM</td>
<td>505-299-6546</td>
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<td>Miami, FL</td>
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<td>Dirt Oval</td>
<td>Ft Lauderdale Speedway, TX</td>
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<td>U.S. Indoor Champs</td>
<td>Cleveland, OH</td>
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<td>Bellaire, TX</td>
<td>713-561-7137</td>
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<td>Jan 23,25</td>
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<td>1/12</td>
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<td>Philadelphia, PA</td>
<td>213-853-3561</td>
<td>Bob Kuse</td>
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</table>

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1987 IFMAR/PARMA 1/10 Scale Off Road World Championships

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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 AKX 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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[Image of Schumacher CAT]

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MON. Closed
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THURS. 12 Noon to end of races
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Region I Championships

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 McDonal's 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-town arrived for Friday's practice session. At first, the drivers had difficulty negotiating the 130 degree turns and the lap times were in the 21 to 22 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., Giziamo, 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 Giziamo, Johnson's car had to go under the wrenches. Giziamo 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 Hesey for the runner-up 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 Hesey for second.

Special thanks go out to Janice Peres, 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 Assoc2L/Kraft/---
6 Frank DePace Corally/Kraft/Trinity
7 Gary Warren TRC/Futaba/CAM
8 Paul Marsalini Parma/Futaba/Parma
9 Mike Coffey Delta/Artronics/CAM
10 Steve Monger Delta/Artronics/CAM

B Main

1 Robert Kuss, Jr 1 Calvin Warren
2 Giziamo 2 Mark Poore
3 Shilo Goracoff 3 Duane Hesey
4 Mike Foust 4 Wayne Warnan
5 Roy Henderson 5 Larry Broughman
6 Rich Hawkes
7 Travis Johnson
8 Gene Kelly

C Main

1 Calvin Warren
2 Mark Poore
3 Duane Hesey
4 Wayne Warnan
5 Larry Broughman
6 Rich Hawkes
7 Travis Johnson
8 Gene Kelly
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 Garascoff 24/8.01.1
7 Paul Marziani 23/8.00.6
8 Gary Warren 23/8.08.6
9 Mike Coffey 23/6.10.1
10 Gizzmo 23/6.11.5

B Main
1 Rich Hawkes 1 Calvin Warren
2 Warren Darby 2 Ray Earp
3 Pat Arrington 3 Duane Reay
4 Roy Henderson 4 Carter Bundy
5 Steve Monger 5 Wayne Warman
6 Travis Johnson 6 Mark Poore
7 Mike Foust 7 Harvey Shumate
8 Brian Hill

Concours
1 Shilo Garascoff
2 Wayne Warman
3 Paul Marziani

Start of the B qualifier at the Regionals.

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 53 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 an exciting battle for the number two spot. While the Holden boys were pounding on each other, Richards was masterfully pulling away and chalked up an impressive victory. Phil Holden bested Jason by one lap.

Chris Thomas led every lap in the Novice B Main. Daniel Couch turned in a commendable performance in finishing third. Curious Donetta was unable to start.

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

Novice A
1 Jim Richards
2 Phil Holden
3 Jason Holden
4 Jay Endicott
5 Todd Adderson

Novice B
1 Chris Thomas
2 Jerry Clark
3 Daniel Couch
4 Donetta Davis
5 Nelson Lane
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
Joe Jones
Tim Chin
Arch Faltrinari

Assoc/0'Donnell/N
Assoc/Paris Novar
Assoc/Paris Novar
Serpent/Svarrossi
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ENGINEERED
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Joe Fucile is tearing up the competition in the 2wd class with John Raymond hot on his heals.

We wish to thank everyone involved, and invite all interested to "Come On Down". For information call: Joe Jones (Bus.) 516-293-7471, (Home) 516-732-0461.

Southern PA R/C Racing Club
1987 Asphalt Series Results

<table>
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<th>Production Class</th>
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<tr>
<td>1. Brock Myers</td>
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<tr>
<td>2. Ed Gleeson</td>
<td>41</td>
</tr>
<tr>
<td>3. Matt Rinchart</td>
<td>39</td>
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<tr>
<td>4. Steve Downs</td>
<td>36</td>
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<tr>
<td>5. Wade Portner</td>
<td>35</td>
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<tr>
<td>6. Larry Bailey</td>
<td>25</td>
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<tr>
<td>7. Keith Kauffman</td>
<td>19</td>
</tr>
<tr>
<td>8. Jeff Ellis</td>
<td>18</td>
</tr>
<tr>
<td>9. John Kerchner III</td>
<td>15</td>
</tr>
<tr>
<td>10. Terry Staley</td>
<td>14</td>
</tr>
</tbody>
</table>

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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<tr>
<th>GOOD</th>
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<td>TAMIYA HORNET</td>
<td>TAMIYA FOX</td>
<td>ASSOCIATED RC10 w/Bearings</td>
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<tr>
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<td>FUTABA ATTACK</td>
<td>FUTABA ATTACK</td>
<td>FUTABA MAGNUM JR. w/S32s</td>
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<tr>
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<td>LEISURE 107 AC/DC CHARGER</td>
<td>PROTECH 702 AC/DC CHARGER</td>
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<tr>
<td>TAMIYA 7.2V BATTERY</td>
<td>TAMIYA 7.2V BATTERY</td>
<td>TAMIYA 7.2V BATTERY</td>
<td>SANYO MATCHED 7.2V BATTERY</td>
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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 Trawley, 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 Ceim, TRC/Schumacher/Rvtech. These drivers emerged atop 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 1/4 laps. Don’s Revtech powered and ignited scratch built car was just the class of the field. In 4 wheel Open action, James Dieter took his Revtech/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 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 Cossaboone 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 2/12th 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 813-337-8983 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 Associated
5 Bob Urban Associated
6 Omar Formisano Mantua
7 Albert Botto ??
8 Dan Olesi ??

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

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For more information contact NOVAK ELECTRONICS, INC., 128-C E. Dyer Rd., Santa Ana, Ca 92707
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 Minnea
8 Ken Groat 3 Ron Williams
9 Steve Majors
10 Mike Mcallister D Main 1 Keith Hamilton
2 Edwin McIntureus
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 Soderqvis
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 Gien D Main 1 Tony O'Reilly
2 Walt Siemens
3 John Lawson

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

B Main C Main
1 Larry Martin 1 Bob Hall
2 John Hall 2 Dean Jameison
3 Bob Wold 3 Stephen Maurici

D Main E Main
1 Greg Barker 1 Bob Urban
2 Perry Botto 2 Butch Hall
3 Jim Rice 3 Edward Murjica

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

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

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 Atlaville, 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 Berkner 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
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 tries 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 Trenchitella 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 shadecloths were 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 Ernie Bucci
2 Conlee Cower
3 D Armstrong

1/10 Scale B Main
1 Henry Norrel
2 Speedy Gonzalez
3 David Lee
4 Ari Myers

1/12 Scale
1 Erick Gonzalez
2 Mike Fadale
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
 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 turn out 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 - SPEAR, Ft Lauderdale - So. Miami Elec Racers, Miami - WHEAR, Winter Haven, FL - Magic City R/C Club, Birmingham - SEAR, Sebring. These are 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 September's 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 in slide clay I made it into the C Main, so some of us have a lot of learning 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
1 Randy Banks
2 Carlos Vicente
3 Darrell Albertson

Division 2
1 Mike Ingles
2 Ernie Bucci
3 Brad Coursey

Division 3
1 Mike Ingles
2 Mike Kohler
3 Ray Vaslavy

Division 4
1 Brent Coursey
2 John Shields
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

Division 7 1/12 Modified
1 Ernie Bucci
2 D R Lightsey
3 Eric Gonzalez
4 Tom Harkey
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 Clayman
4 Ted Glover

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

Division 3 1/12 Ten Cell
1 Bob Thompson
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 get 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 Decator, AL driving a RC10, had Top Qualifier with 29 laps in 4:00.1 minutes. In the 1/10 Stock on road, Kenneth May from Florence, AL, driving a D & D car topped the running with 35 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 4:03.4 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 Decator, 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 Swarengen 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 Buddy 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 he won first place, Kenneth May was second and Mike Sanders from Memphis was 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 run 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.

These trophies went to Buddy Wolf in the 1/12 5 min class with 45 laps in 5:02.5. 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 them 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. For information call me at 901-873-2419.
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, 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 schedules 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 1987 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, i.e. 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 Euclid Room at the Euclid Square Mall near 260th and the shoreway. At this time I don’t have a schedule, but information can be obtained by calling 216-286-2612 and asking for Robin or Allen.

The following point standings are for the CRCRC club.

1. Jeff Lewis 566 pts
2. Alan Forro 477
3. Dick Bird 322
4. Peter Hartman 256
5. Robert Smith 219
6. Tony Augusta Jr 183
7. Marty General 176
8. Johnathan Smith 164
9. Paul Klish 146
10. Bob Baker 132
11. 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 5 cell Nationals. The interesting point of this is that we have two new names in the winners circle. Rick Hoelth won the Stock class with a smooth and consistent run. In the A Modified, Randy Hunter held off a hard charging Mike Lavacott to be the 1987 1/12 National Champion. And in case you did not know, both Rick Hoelth 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 American 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. 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 Chicago land 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 for 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 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.
REGION III MODIFIED CHAMPS
- DETROIT, MICHIGAN
- 1st Place 1/12 6 cell Modified, Asphalt
  (Parma Europanther, Yokomo, Matched Sanyos, Osella)
- 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)

BILL JERIC

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)

ANDY DOBSON

REGION I MODIFIED CHAMP
- WASHINGTON, D.C.
- Mike Ebert uses Parma Horsepower for 1st time TQ's and takes 1st.
- 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, knowledge 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 2nd Region 3 titles he won over the weekend. Mr. 4 wheel Stock and Modified, nice job "Dudo".

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, 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, 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 region's 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-Jon 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, 3rd Modified Champ, Don-Jon Jones, 2nd 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 overall 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/Lenans
3 Chris Moore USA/Ultima/Trinity
4 Mike Christensen USA/M1PC15/Trinity
5 Jamie Booth UK/R110/Reedy
6 Kevin Moore USA/R110/Reedy
7 Jay Halley USA/R110/Reedy
8 Masami Hirokawa Japan/R110/HPI
9 Eddy Cull UK/R110/Reedy
10 Eustace Moore USA/M1PC15/Trinity

4WD A Main Final

1 Masami Hirokawa 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/PokkFerF
6 Joel Johnson USA/Trinity
7 Jay Halley USA/Trinity
8 Pete Stevens UK/Trinity
9 Eric Soderquist USA/Trinity
10 Mike Christensen USA/M1PC15/Trinity
Region 3 Cont.

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

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. Thaylou 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 thrilling 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 244.1 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.

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

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

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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 choked, 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.
Region 3 Cont.

Region 3 1987 Off Road Championships
by Mary Wartell

Stock Class - 4WD

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

Stock Class - 2WD

A Main
1 Mike Ankney
2 Rick Hunsaker
3 Paul Morack
4 Joe Lawrence
5 Keith Hamilton
6 Steve Koepp
7 Brian Kimball
8 James Dimmerling
9 Mark Bergeron
10 Dave Pulfer

B Main
1 Mike Marshall
2 Mark Davis
3 B Hoogstra
4 Paul Whitaker
5 Tim Wolski
6 Mike Wartell
7 Jim Gibbs
8 Robert Davis
9 Mike Eckstutn
10 Ralph Duncan

C Main
1 Howard Mottin
2 Troy L’Esperance
3 Mike Parker
4 Doug DuBois
5 Karl Schuneman
6 Tim Trinklein
7 Jack Poe
8 Kevin Betz
9 Chuck Kwing
10 Jim Reserick

D Main
1 Ed Hengesh
2 Jay Regan
3 Kris Lane
4 Brandi Whitaker
5 Roosevelt Maze
6 Dennis Webster
7 Bill Rees
8 Brian Klamar
9 Mark Steven

Modified Class - 4WD

A Main
1 Mike Marshall
2 Tim Hinko
3 Dan Vollmar
4 John Thawley
5 Mark Davis
6 Carl Schuneman
7 Steve Radecky
8 Don Davis
9 Curt DeMars
10 Chuck Lonergan

B Main
1 Ed Gallagher
2 Howard Kemery
3 Mike Mikovsky

Modified Class - 2WD

A Main
1 Don Meade
2 Keith Hamilton
3 Bud Bartos
4 Steve Koepp
5 Ed McConnell
6 Mike Marshall
7 Chris Doseck
8 Mark Bergeron
9 Steve Manzocelli
10 Mark Davis

B Main
1 Paul Morack
2 Joe Lawrence
3 Curt DeMars
4 John Thawley
5 Kevin Smith
6 Ed Meyer
7 Kris Lane
8 Rick Hunsaker
9 Steve Radecky
10 Greg Whitaker

1/8 scale NEWS

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

<table>
<thead>
<tr>
<th>Open 2WD</th>
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<td>Vic Valaderra</td>
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<td>Stuart Kay</td>
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<td>Ken/John Melandy</td>
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<td>Rodger Eder</td>
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<td>Jerome Futeu</td>
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<td>Tony Malito</td>
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<td>Don Shilka</td>
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<tr>
<td>George Boldus</td>
<td>94</td>
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</tbody>
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Region 3 Cont.

Buddy Davis 91
Don Smith 234
John Dolezal 225
Rich Potempa 120
Gary Anderson 115
Mark Prolhaska 113
Steve Lazarus 113

SS Pan F1
Murry Filpichok 231
Al Novel 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 2wds present. Also, qualified but not in attendance at the race was Jim Przybyla from Detroit.

More detail will be provided elsewhere but young Pete Puseo 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 Roddy Romo 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 Wietencki 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:

The photos show the new Texas Speedway, racing facility, located next to I&I Hobby Center in Houston, Texas.

This beautiful site features a 1/12 scale on road track and 1/10 off road track. An elevated drivers stand offers a perfect view of either tracks. All scoring is done by an auto-count scoring system. Covered pit areas are furnished with work benches and A/C power. A snack bar and bleachers are also located by the tracks.

I&I Hobby Center is a fully stocked 12,000 square-foot hobby shop, open to serve the needs of the racer.

Texas Speedway and the Action Racing Club will host their first national class event by November 26 thru 30, 1987. For information about the race and weekly racing at Texas Speedway, contact I&I Hobby Center, 6707 Chimney Rock, Bellaire, Texas 77401. (713) 661-7137 or (713) 661-2270.
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SCHEDULE:
NOV. 26 THU. OPEN PRACTICE
NOV. 27 FRI. 2 QUALIFICATIONS
NOV. 28 SAT. 2 QUALIFICATIONS
NOV. 29 SUN. MAIN EVENTS
NOV. 30 MON. RAIN DAY
RACES START EACH DAY 8:00 AM

GENERAL:
ALL ROAR RULES & CLASSES APPLY
FOR INFO. CALL: 713-661-7137
RACE INFO., MOTEL & MAP WILL BE
SENT TO EACH ENTRANT.

FEES:
$15.00 FOR PROD. & MODIFIED
$25.00 STOCK (INCLUDES 1 MOTOR)
$10.00 ADD. FOR LATE ENTRY
$15.00 ADD. FOR SECOND MOTOR

ENTRY:
MUST REGISTER BY NOV. 15, 1987
MUST BE A ROAR MEMBER
ROAR MEMBERSHIP CAN BE
PURCHASED AT RACE SITE
ENTRY IS LIMITED TO FIRST 300

MAIL BOTTOM PART WITH CHECK TO ABOVE ADDRESS BEFORE NOV. 15, 1987.

Print Your Full Name: ____________________________ Roar #: ____________________________
Address: ________________________________________
City, State & Zip: ________________________________________
Phone Number: ____________________________ • __________
Classes: Production ________ 2 Wheel stock ________ 4 Wheel stock ________
2 Wheel mod. ________ 4 Wheel mod. ________
Frequency choice #1 __________ Choice #2 __________
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!!!
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   4WD — 1st, RALPH BURCH, JR.; 2nd, GARY KYES; 3rd, BUTCH KLOEBER
   2WD — 1st, GARY KYES; 2nd, MIKE COMINSKI; 3rd RANDY RAMSEY

2. BUDWEISER 10 HR. ENDURO
   THE RANCH BOYS HAD MORE FUN!
   GIL LOSI, SR., GIL LOSI, JR., & GARY KYES DROVE TO WIN!

3. CHARBONNEAU CHARITY RACE
   4WD — WINNER & "TQ" GIL LOSI, JR.
   2WD — WINNER & "TQ" RANDY TENTSCHERT

4. McCOY RACE
   4WD — TQ & 1st, GIL LOSI, JR.; 2nd, GARY KYES
   The Top Four Qualifiers Used PARIS POWER: 1st, GIL LOSI, JR.; 2nd,
   BUTCH KLOEBER; 3rd, RODY ROEM; 4th, GARY KYES
   2WD — 1st, MARK MIRANDA; 2nd, PAUL NADEAU; 3rd, RAY ZABRISKIE
   TQ — KEVIN MERCADANTE
   Seven Out Of Ten "A" Main Drivers Relied On PARIS POWER!

5. ROAR 1/8 NATIONALS
   4WD — 1st, GARY KYES; 3rd GIL LOSI, JR.
   The Top Three Qualifiers Used PARIS POWER
   TQ & New Track Record, RALPH BURCH, JR.; 2nd, JOEL JOHNSON; 3rd, GARY KYES
   2WD — 1st, RAY ZABRISKIE; 2nd, TIM FLEENOR; 3rd, GUS GUSTAFSON
   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. Giuseppe Ramano 32
4. Chuck Treat 6

4WD A Main
1. Jim Herndon 69 laps
2. Sandro Tamburi 66
3. Snuffy Smith 65
4. Ed Terrell 62
5. John Dishong 62
6. Dave Cole 60
7. Gene Goen 58
8. Steve Tomlinson 53
9. Rusty Husband 50
10. Gay Sullivan DNF

C Main
1. Mark Blackketter 32
2. Guillermo Amtmann 31
3. John Tittle 30
4. Aaran Antonio 27
5. Miguel Vasquez 25
6. Brenda Toffelmire 25

4WD A Main
1. Danny Wenzel 76/20:104.4
2. Joe Sullivan 76/20:15.3
3. Jim White 75/20:13.9
4. Heinz Meyer 75/20:13.1
5. Ralphie Burch 71/19:16.8
6. Rusty Husband 70/20:11.5
7. Sandro Tamburi 42/20:16.3
8. Francisco Saenz 23/7:30.5
9. John Sanchez 15/6:05.2

B Main
1. Jim Maze 53/15:10.9
2. Mark Hall 52/15:15.5
3. Ed Weatherby 50/15:10.2
4. Jeff Hammans 49/15:10.0
5. Chuck Berry 48/15:10.6
6. Roxanne Cook 41/15:10.2
7. Arnold Bodenheimer 28/13:35.4
8. Bruce Kennedy 10/2:34.9

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 Diamondback 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, 1 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 3wd 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 what he had won the 2wd A Main. Happy ending.

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

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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

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<th>15/4:09.3</th>
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<td>Randy Dale</td>
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<td>Doug Pichuk</td>
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#### 2WD Modified Class

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<td>Clay Collier</td>
<td>Steve Bost</td>
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#### B Main

| 1      | Bill Winn | 14/4:13.6 |
| 2      | Ron White | 14/4:12.9 |
| 3      | Ken Sibley | 14/4:15.2 |
| 4      | John McGarvey | 14/4:01.2 |
| 5      | Todd Fox | 14/4:08.4 |
| 6      | Steve Cross | 14/4:10.6 |
| 7      | Mark Lowrie | 14/4:14.0 |
| 8      | Fred Wasinger | 14/4:15.0 |
| 9      | Ken Groat | 14/4:15.7 |
| 10     | Steve Bost | 14/4:16.5 |

#### C Main

| 1      | Jerry Rabon | 14/4:10.9 |
| 2      | Quincy Hughes | 14/4:18.6 |
| 3      | James Campbell | 14/4:06.5 |
| 4      | Mike Jones | 14/4:10.8 |
| 5      | Gary Day | 14/4:17.8 |
| 6      | Dennis Harber | 14/4:08.9 |
| 7      | Roby Kish | 14/4:10.7 |
| 8      | Chad Gomley | 14/4:25.3 |
| 9      | James Prince | 14/4:05.5 |
| 10     | Randy Quick | 14/4:35.2 |

#### D Main

| 1      | Ron White | 14/4:08.3 |
| 2      | Randy Dale | 14/4:10.8 |
| 3      | Fred Wasinger | 14/4:03.3 |
| 4      | Gary May | 14/4:04.3 |
| 5      | Dennis Harber | 14/4:09.5 |
| 6      | Scott Montgomery | 14/4:10.6 |
| 7      | Bill Steen | 14/4:12.8 |
| 8      | Robbie Blackmon | 14/4:14.3 |

#### 4WD Stock Class

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#### 4WD Modified Class

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</tr>
<tr>
<td>4</td>
<td>Jeff Welch</td>
<td>Dan Kinnaird</td>
</tr>
<tr>
<td>5</td>
<td>Scott Montgomery</td>
<td>Cameron Kellogg</td>
</tr>
<tr>
<td>6</td>
<td>Bill Steen</td>
<td>Jeff Welch</td>
</tr>
<tr>
<td>7</td>
<td>Larry Pryor</td>
<td>Ray Pulido</td>
</tr>
<tr>
<td>8</td>
<td>Robbie Blackmon</td>
<td>Bill Winn</td>
</tr>
</tbody>
</table>

### Triple R Raceway Series 4

Series 4

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.

#### Production

| 1      | John Bottol | 597 pts |
| 2      | Rick Strickland | 595 |
| 3      | James Thornton Jr | 577 |
| 4      | Nathan Hauger | 569 |

#### Stock A Main

| 1      | Todd Fox | 595 |
| 2      | Quincy Hughes | 594 |
Region 4 Cont.

<table>
<thead>
<tr>
<th>Driver</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Steve Moss</td>
<td>588</td>
</tr>
<tr>
<td>Fred Waninger</td>
<td>582</td>
</tr>
<tr>
<td>Bill Fagan</td>
<td>582</td>
</tr>
</tbody>
</table>

(Fred won because he had more overall points than Bill.)

<table>
<thead>
<tr>
<th>Team</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stock B Main</td>
<td>512</td>
</tr>
<tr>
<td>James Rivers</td>
<td>509</td>
</tr>
<tr>
<td>Randy Quick</td>
<td>502</td>
</tr>
<tr>
<td>Doug Handel</td>
<td>493</td>
</tr>
<tr>
<td>Terry Gholson</td>
<td>485</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Modified 2WD</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kevin Pulford</td>
<td>591</td>
</tr>
<tr>
<td>Todd Fox</td>
<td>587</td>
</tr>
<tr>
<td>Doug Harris</td>
<td>586</td>
</tr>
<tr>
<td>Kurt Jones</td>
<td>569</td>
</tr>
<tr>
<td>Rob Ash</td>
<td>559</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Modified 4WD</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>David Costanzo</td>
<td>597</td>
</tr>
<tr>
<td>Robert Kaiser</td>
<td>593</td>
</tr>
</tbody>
</table>

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 nicely and about anything from the River Raft Race to 1/10th scale oval race 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 is 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 Doward Howard in third. The Stock B Main was almost as close as Dave Kibelberg edged Chris Beal at the end of 4 minutes. Jim Bucker 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 Brittain 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.

<table>
<thead>
<tr>
<th>Team</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Main Modified</td>
<td></td>
</tr>
<tr>
<td>1 Tommy Porfirio</td>
<td>Trinity/RPM/32</td>
</tr>
<tr>
<td>2 Eddie Dryden</td>
<td>Ckpt /RPM/29</td>
</tr>
<tr>
<td>3 Steve Carnahan</td>
<td>? /RPM/25</td>
</tr>
<tr>
<td>4 Jeff Posey</td>
<td>Trinity/RPM/23</td>
</tr>
<tr>
<td>5 Tommy Thompson</td>
<td>? /RPM/1</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Team</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Main Stock</td>
<td></td>
</tr>
<tr>
<td>1 Fred Schmidt</td>
<td>RPM 28</td>
</tr>
<tr>
<td>2 Mike Breaky</td>
<td>BoLink 25</td>
</tr>
<tr>
<td>3 Milton Kretch</td>
<td>BoLink 25</td>
</tr>
<tr>
<td>4 P R Maldenado</td>
<td>RPM 23</td>
</tr>
<tr>
<td>5 Brett Kretch</td>
<td>BoLink 21</td>
</tr>
</tbody>
</table>

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

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Region 4 Cont.

B Main
1 Dave Kielberg
2 Chris Beal
3 Jim Bruner
4 James B
5 Bob M

C Main
1 Maurice Beal
2 Dick Sparks
3 Dawn Howard
4 Melissa
5 Steve D
6 Bob Gilde

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.

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.

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

Lineup of the A Modified feature.

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THANKS TO KRIS MOORE FOR SETTING “TQ” IN BOTH THE 2WD AND 4WD OPEN CLASS AT LAS VEGAS SPEED WEEK.

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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 read 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 started that I didn’t want the office any more which was 100% wrong.

Mid America Formula 1 race has 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.

Movah, ND - Stanley Witteman of Kountry Klin Hobby sends in this report.

The Greater Mohall School Reunion Race for 1/12th scale electric R/C race cars was held Saturday and Sunday June 27-28. Specifications were 4 cell Modified, run what you brung 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 12V 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 Klin Patio for barbequed burgers and all the trimmings, sponsored by Northern Mini Racers Club of Minot and Marily 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 vice versa; the tenters thought the motor homes 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.

<table>
<thead>
<tr>
<th>Name</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mitch Witteman</td>
<td>Mohall</td>
</tr>
<tr>
<td>Gary Lanzer</td>
<td>Sask</td>
</tr>
<tr>
<td>Bob Cooper</td>
<td>Minneapolis</td>
</tr>
<tr>
<td>Mike Stewart</td>
<td>Bismarck</td>
</tr>
<tr>
<td>Kelly McWeenik</td>
<td>Sask</td>
</tr>
<tr>
<td>Larry McKinney</td>
<td>Minot AFB</td>
</tr>
<tr>
<td>Brian Chun</td>
<td>Minneapolis</td>
</tr>
<tr>
<td>Jason McWeenik</td>
<td>Minot</td>
</tr>
</tbody>
</table>

The trophies consisted of a wooden shape of North Dakota 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 2nd A Main. Norbert Kopisen and Neil
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Car Builder

Steve O'Donnell
Engine Builder

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Randy Crane (AK) Alsaka Open Championship:
* TQ 2WDS (A Main 2nd)
* TQ 4WDS (A Main 2nd)
* Modified 4WD (A Main 3rd)

* We commend Randy for his sportsmanship
John Kenny (IL) Seting 2WD track record at
Thunderdom Grand Opening Race (Joliet)
Rich Jones (IN) 1st North Side Racing
1st concours Reg.III Champ

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:
Team-mate Rob Cutman (PA) took Sprint Class A Main 2nd
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MOS/FET Pulse Charger
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* 4.8V - 8.4V auto charge
* Pulsed quick charge with LED light on
* Pulsed trickle charge with LED flash
* Peak-detection auto cut-off systm which auto switch to trickle charge
  with LED flashing
* Discharge mode with discharge LED to
  indicate level of discharge
* Volt-meter jack to monitor output
* Fused for protection
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* Compact size (approx. 5x3.5x1 ")

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* Space-age tilted panel design engineered for maximum
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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'DonOBS/K
4 Harold Hoover Cook/Rossl/KO
5 Lance Simon PB /K&B /K
6 Pete Neergard Assoc/K&B/Airtr

2WD B Main
1 Pete Neergard
2 Elmer Schilli Delta/Rossl/Kra
3 Terry Christopher Assoc/Picco/Fut
4 Remi Gormally Delta/K&B/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'DonOBS/K
2 Mike Saputo Cook/Rossl/Airtr
3 Jim White Cook/Picco/Kraft
4 Wayne Hoover Delta/Rossl/Airtr
5 Arlynn Simon Delta/Picco/KO
6 Bob Block Delta/Picco/Kra
7 O V Ophaim Delta/Paris/Mond

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

The Doctor

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W-5001 – Gold Shocks-Front
Johnson, Kondo & Moore

W-5021 – Large Rear Wheels
W-5032 – Low-Profile Rear Tires (Dirt)
Johnson, Kondo & Moore

1974 – Complete Bearing Set
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)
Johnson, Kondo & Moore

UM-27 – Special Chassis
Kondo & Moore

UM-30 – Special Radio Plate
Kondo & Moore

Ultima finishes 1 – 2 – 3 at Worlds

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

More drivers are racing and winning with the Ultima than ever and it's easy to see why. The Ultima has a simple design that works. High-tech materials decrease weight and add durability. True-geometry suspension provides excellent handling on any race course. A clean layout makes trackside adjustments quick and easy — this buggy is the racer's dream come true right out of the box.

The Ultima has accepted, and in fact welcomed, the challenges of other highly-rated 2WD off-roaders and has produced a track record that speaks loud and clear. Win after win, leading up to its impressive, sweeping victory at the Worlds. Find out what drivers like World Champion Joel Johnson already know — if you want to WIN, you must drive a Kyosho Ultima!
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 Minaries, 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 Mollin started fine tuning their cars. Practice went well while race director John Weaver set up the laps 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 Biskar 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 laime judging. Eleven cars entered setting another record for this event. The task of judging the assembled cars fell to Nub Kopisca of Minneapolis, Terry Bliss of Bismarck, 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 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 flare. 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 Qualifier went to Rod Mull with 41 laps set in the second round. This held until the fifth round when both Mitch Wittman 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 Minaries say thanks to the following manufacturers for contributing their wares for door prizes; Associated, BoloLink, Futaba, Leisure, Twinn X, 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 year’s 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 the first thru tenth place.

Peter Fitch Delta 1-12/C100 Ford Mike Stewart Stewart Tech/C100
Neil Youngren Assoc 12L/C100 Ken VanBrooklin Delta P-12/C100
Rick Myos Delta P-12/C100
Delphia Bennett Delta P-12/C100
Jeff Cooper Associated 12L/Covett
Kelly Mckeeen BoloLink
Larry McKinney Track Pro-12/Porsche
Jeff Warden Assoc 12L/Porsche
Rod Mull Delta P-12/C100
Dean Haugn Assoc 12L/Porsche
Brian Chun Track Pro-12/BMW GTP
Kim Adam Track Pro-12/C100
Loren Gerhardt BoloLink/Arudel
Norm Mead Track Pro-12/BMW GTP
Brandon Lee BoloLink/Arudel
Steve Carlton Track Pro-12/Porsche
Rene Wall Track Pro-12/Porsche
Roger Flint Delta/Lamborghini
Jeff Brustad Track Pro-12/Mirage
Dave Brustad Assoc 12L/Porsche
Drew Pierce Track Pro-12/BMW GTP
Jim Peterson Track Pro-12/BMW GTP
Jason O’Fallon Track Pro-12/BMW GTP
Nub Kopisca Track Pro-12/Porsche
Doug DeSalle Track Pro-12/Porsche
Mitch Wittman Assoc 12L/BMW GTP
Dan Oliveretz Assoc 12L/BMW GTP
Mike Cartabiano BoloLink Bandito/C100
Royce Talley Assoc 12L/C100
Bill Neuhauer Assoc 12L/Arudel
Roger Lee Delta P-12/C100
Pat McWhethy Parma
Tory Bliss Delta/Porsche
Brian Galt Parma
Jon Snider Parma
BoloLink/Mustang Pro

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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, I 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 referees. 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 took 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 exchanged 4 times. With 3 minutes down Leland Casto, who is known to all as Racer X had come from a last place start to now running in second and about 30 feet from the leaders. Casey and Troy tied up with each other and went on and over and, 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-up starts 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 trophys are also given.

Race Results

Novice A Main 2nd Stock B Main
1 Jim Hewett 1 John Barthal
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 B. K. 7 Rick Freeman
8 Joe K. 8 Robb Ship
9 Mike Swaffer

2wd Stock A Main 2wd Mod A Main
1 John Emary 1 Dave Krider
2 Allen Monteer 2 Mike Shrobe
3 Mike Swaffer 3 Leland Casto
4 Dean Lemar 4 John G
5 Greg Brown 5 Jeff A
6 Mike Schlueter 6 Jerry Piland
7 Jack Hanson 7 John Barthal

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 Dennis H
6 Ed Berringer 6 Bill Coulter
7 John Barthal 7 D Shortridge
8 Ron Goforth Sr

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

4wd Stock
1 Mike Solaeugu
2 Joey Tibbits
3 Vincent Foggi
4 Bob Burr
5 Bill Coulter
6 Jonnie Shortridge

Arizona Area
Dave Portz
1449 S. Bucolic Dr.
Tempe, AZ 85281
(480) 886-4419
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 Raceway. 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, also it 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 5:01.40. 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.
Rich Blake reporting

This year's Regional Championships was held at Cedarford 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 years 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 Godell 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 voting the heats, then the top three 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, TEAR 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 1st place in D Main. He also made it to 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 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 TQed both classes he entered was Mike Tapp from the Frasier Valley Dirtburners in B.C. Canada. By the way, all TQ'ed drivers received jackets from Snap-On Tools and Gary Trampolulence, stuff from Speed/Sport, MPE Technologies and CRP. Great job to the TQ terrorists; Mike Tapp - 2WD S1 and 4WD Open, Bob Trampolulence - 4WD S1 and Barry Toshet - 2WD Open. An 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 incorerated 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 expediouosly teched and rechecked 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 windmotes. 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 Trampolulence

2WD Stock A Main
1 Mike Stanton RC10/Trinity/Tekki
2 Bryan Butler RC10/Trinity/Nov
3 Karl Lang RC10/Trinity/Nov
4 Rich Blake Scratch/Trinity/Nov
5 Carlos Gonzalez RC10/Trinity/Tekki
6 Ray Tai 7
7 John Oswald RC10/RacePrep/Tekki
8 Kevin Tapper RC10/Trinity/Nov
9 Tony LaTour RC10/Trinity/Nov
10 Mike Topp TQ Ultima/Revtech/Vi

2WD Stock B Main C Main
1 Tony Isaac 2 Richard Sull
2 Ron Steen 3 Jim Fatmore
3 Ted Benner 4 Brian Bodine
4 Travis Goldston 5 Tom Jones
5 Tony Kirschner 6 John Hill Sr
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<td>9 Milt Latihan</td>
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<td>2WD Open A Main</td>
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<tr>
<td>1 Bryan Cutler RC10/Race/Prep/No</td>
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<td>2 Barry Torseth RC10/Ckpt/Kot/Trl</td>
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<td>3 Guy Davie Ultima/Ckpt/Tea</td>
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<td>4 Tom Jones RC10/PR/Tea</td>
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<td>5 Bob Tramplar RC10/Losi/Vict</td>
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<td>6 Roger Moore Ultima/MP/Novak</td>
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<td>7 Carlos Gonzales RC10/Trinity/Tea</td>
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<td>2 Mike Tapp TQ  Optima/Ckpt/Vict</td>
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<td>3 Roger Moore Optima/Ckpt/Tek</td>
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<td>6 Wes Turnball Optima/Losi/Vict</td>
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<td>7 Brian Bodine Optima/Ckpt/Tek</td>
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<td>8 Dave Parker * Optima/ ?  ?</td>
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<td>8 Roland Chua</td>
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<td>9 Daniel Smith*</td>
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|                | * Denotes bump-up from previous main

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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 trophys 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 placements. 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 around 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)

<table>
<thead>
<tr>
<th>Production</th>
<th>2WD Stock</th>
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<tbody>
<tr>
<td>Mike Kennedy, Jr</td>
<td>Tony Isaacs</td>
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<td>Steve Guy</td>
<td>Rich Schram, Jr</td>
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<td>Brian Saling</td>
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<td>Craig Saling</td>
<td>Dan Mors</td>
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<td>Pat Hoffer</td>
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<td>Mark Rosleff</td>
<td>Steve Thompson</td>
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<td>Marcus Ridgely</td>
<td>Walt Bowen</td>
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<td>Kevin Witter</td>
<td>Dean Earls</td>
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</tbody>
</table>

4WD Stock
Cory Gilbert
Rob Bowen
Boo Bergerson
Dean Earls
Mike Ellis
Scott Franklin
Stephen Warner
Mike Kennedy, Jr
Bob Knapp

2WD Modified
Steve Isaacs
Stephen Warner
Jerry Schram
Mike Berroteran
Marty Devore
Tony Isaacs
Don Dotson
Ron Pielli
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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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 Kalspell, 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 Taloche 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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- Radio Tray: P/N 9005
- Oval Body Mounts: P/N 9006, 9007
- Front & Rear Upper Adjustable Links: P/N 9004
MRP has released the GP-10 Circuit Racing Chassis #31-1200 for 1/10 scale on road racing. The larger 1/10 scale road racers quickly replace the small 1/12 scale cars as everyone's favorite when it comes to flat track racing.

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

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

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

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- MONTE CARLO [#30-1124]
- ASA CAMARO [#30-1109]
- ASA CAPRI [#30-1119]
- LAMBORGHINI [#30-1126]
- PONTIAC [#30-1123]
- CORVETTE GIF [#30-1127]
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. Wow! 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 races 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 unaware. Thank you, Glenn Murakami and the "off road crew" for your hard work!

The A Open lineup had Reynold Kam in the TQ spot as he completely dominated qualifying with his Turbo Optima. He was the only racer to turn 12 laps in qualifying. Peter Okano and Kent Uyentien were in the front row with Reynolds, 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, 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 Reynolds, 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 Reynolds 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 Reynolds once again turning in a great 12 lap drive. Peter held on to take the 2nd place 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.

A Modified had none other than the "I scream" Francis Aki in the TQ spot. Francis is known as the I scream 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 Uyentien, just seconds behind Francis' TQ time. Glenn Murakami, Kimo Smith and Wayne Onoyama were in the second row while Brian Young, Royce Racoma, Keesen 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 Keesen, Wayne and Francis drove by. Keesen now held the second spot with Francis 3rd and Wayne 4th.

Kimo now had a comfortable lead with Keesen in a solid 2nd. Francis was awesome in the infield but lacked the speed on the back straight to catch Keesen. 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 Keesen 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 Lam

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. Gall Isono nailed down 5th with Ernie Espiritu seventh. Alan Nagao edged Keith Kata 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 Payan, second Masa Takets, and third to Mark Wood.

Happy Holidays

66
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 12/5:08.1 performance using his SG Columbia Mk.4/Picco outfit. The writer, with a Delta P4/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 events' TQ with a 13 lap run in 5:24. However, Makaric moved into second with a 12 in 5:01.8. Joining the 12 lap club at this time were Ron Tougas, of Thunder Bay, Ontario (SG Mk.2/Picco) at 5:29.8 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&E) 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 12/5:00.7, his best, while Edmonton's Lorne Rochon's Delta Super Eagle/Picco made 12/5:55.9 in the same heat. Ron Tougas followed suit with a 12/5:16.1.

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 12/5:50.5 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 .998 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 P4/Picco. Barrie Stamford of Orangeville, Ontario, was close at 11/5:02 using SG Mk.4/OPS.

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

<table>
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<td>30:26.4</td>
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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??
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<table>
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<th>MODEL</th>
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<th>TYP. VOLT. LOSS</th>
<th>NO. OF CELLS</th>
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<td>Best Entry Level S/C</td>
<td>0.009 V/A</td>
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<td>160 A</td>
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<td>240 A</td>
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<td>120 A</td>
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<td>RM-20/B</td>
<td>Reverse Option Module</td>
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<td>4 to 10</td>
<td>80 A</td>
<td>50 A</td>
<td>0.9 oz.</td>
<td>1 x 1.1</td>
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2wd finalists pose for posterity, L to R: Lloyd Hanton, Joe Dias, Yvon Petillot, Brad Makaric, Pierre Ruel, Martin LeJeune, 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.

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

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.
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 1987 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 Road 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 can 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. ARCRR 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 consistant 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 Adelma 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 Huru, to take third. James and Alex have had piles of problems in their first year, but they 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 Huru RC250

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 Tlatrakul 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 MRPL80 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

2WD 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. Congrats to the winners Tony Glenn, Ernie Nidiffer, and Tracy Slaten. 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 thats 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 endurance 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 endurance domination of the AHH Team that Jim Raffuse has led to numerous victories.

Enduro Results

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

Class Act - L to R: Second place 1/12 Enduro team.
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One thing always slowed down RC electric models. The receiver battery pack. Attack systems use our new RT02GE, 2 channel receiver with integrated BEC (Battery Eliminator Circuitry) to extract the highest level of performance from your model. Futaba BEC provides regulated power to the receiver and servos from your model’s motor NiCd pack, reducing your car’s weight for improved handling response and quicker acceleration.

Getting rid of the four ounce battery even helps you brake deeper entering corners.

**REVERSE ATTACK.**

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Attack systems include two S28 servos, switch harness and new RT02GE/323 receivers, all equipped with Futaba J-Type mini connectors.

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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 flyby 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 lightweight bounces, jumps 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 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 inside 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.

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The Boomerang

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