

ROAR

MARCH, 1987

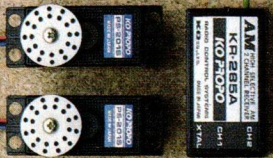
rev-up

Official Newsletter of Radio Operated Auto Racing Inc.



SYSTEM 1

MINI PRICE



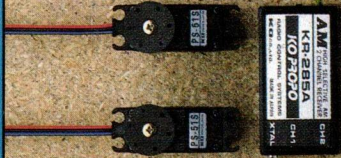
The perfect system for the beginner. Rugged PS-201S servos fit offroad and 1:12 scale cars; 2 channel KR-285A receiver; battery case and switch harness are included.

27MHz
(please specify).

\$99.99

SYSTEM 2

MINI SERVOS



High performance for the 1:12 or offroad racer. Uses high speed, mini PS-51S servos and KR-285A mini receiver for fast response and minimum weight.

27MHz
(please specify).

\$109.99

SYSTEM 3

KNOCKOUT COMBO



Match up our EX-5 with a PS-201S steering servo and brand new CX-IIR, MOS/FET electronic speed control (with reverse) and you've got the winning combination serious racers prefer. All for a price that's less than many speed controls. 27MHz
(please specify).

\$149.95

3 WHEEL DEALS!

ALL NEW EX-5 TRANSMITTER

- Fine Adjustment Panel for custom steering and throttle travel and direction adjustment.

- Wide range, adjustable dual rate.

- Instant brake – reverse button.
- Championship-proven KO Propo electronics.
- New balanced comfort pistol grip case design.

KO PROPO/HOBBY SHACK

Another tough combination to beat. All KO Propo EX-Systems are backed and serviced by Hobby Shack's expert staff of factory-trained technicians. That's your assurance of fast and convenient help for all your service and spares needs. Our RC car specialists are never more than a phone call away.



KO PROPO
KO THE COMPETITION

FOR FAST SERVICE ORDER TOLL FREE
Hobby Shack

18480 Bandilier Circle
Fountain Valley, CA 92728-8610

Order Toll Free
800-854-8471

In California 800-472-8456

VISA and MasterCard Welcome
Postage and handling: Add \$5.00.
California residents add 6% sales tax.

PACTRA®. THE FIRST PLACE FINISH

Introducing the R/C Car Racing Finish™ that bonds like nothing else!

There's really no competition. When it comes to bonding to Lexan® (Polycarbonate) radio control model car bodies, new Pactra® R/C Car Racing Finish™ is the winner every time.

Not only does it stay on perfectly, race after race, but it's available in the colors you've been wanting. 18 in all—including pearls and metallics. Plus, you finally have a choice—brush/airbrush or aerosol.

Pactra® R/C Car Racing Finish™ won't crack or chip in the wildest crash, dries fast

and has been tested and approved by radio control model car manufacturers and racing champions.

Pactra® R/C Car Racing Finish™—anything else is a second place finish.



Lexan® is a registered trademark of the General Electric Company.

pactra
A stroke of genius.
A **plasti-kote** Company

IMPORT FIGHTER.

THE TEAM DOES IT IN THE DIRT.

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

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

Our RC10 turned back the foreign car invasion with the

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

A RACE CAR, NOT A TOY.

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

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

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



Sealed gearbox
VariLok
differential

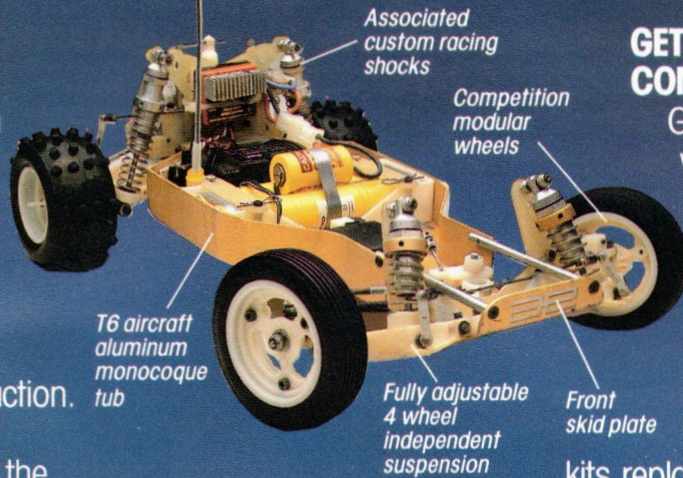
Smooth undercarriage for
maximum ground clearance

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

RACE-WINNING ENGINEERING.

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

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



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

GET THE JUMP ON THE COMPETITION.

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

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

Team Associated's RC10.



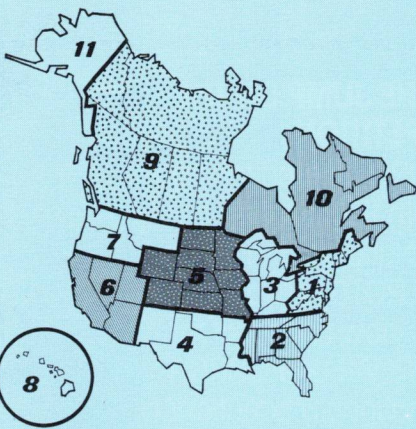
Associated Electrics
1928 East Edinger
Santa Ana, CA 92705
(714) 547-4986

Model cars for Real racers.



TEAM ASSOCIATED RC10

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



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The cover shows the beautiful Porsche GP C car of Dennis Calkins. It was in Concours competition at the Cleveland race in November, 1986.

Financial Statement Rev-Up

Balance on hand as of 11-22-86	\$11,118.70
INCOME	
Advertisers	\$ 4,660.00
Interest	98.03
Total	\$ 4,758.03
EXPENSES	
Return Postage	\$ 48.62
Postage	2,210.16
Rev-Up Printing, January	11,780.00
Misc. Expenses	44.12
Total	\$14,082.90
Balance as of 1-14-87	\$ 1,793.83

ROAR MEMBERSHIP FORM

OPEN FULL MEMBER \$20.00
 Includes all membership and competition privileges, liability and accident/medical insurance, subscription to Rev-up Magazine - Membership Package.

SPECIAL FAMILY RATE
 Full Membership \$20.00
 Each Additional Member \$5.00
 Includes all membership and competition privileges, liability and accident/medical insurance for all members of family dues are paid for. One copy of Rev-up will be mailed each issue. 1 Membership Package per family.



Radio Operated Aut. Racing
 P.O. Box 1536
 Lawrenceville, GA 30246-1536

This provides bulk mail delivery to members who have an address in the U.S. The following is a list of postage surcharges. Please add the appropriate amount to your payment.

- Canada and Mexico (First Class Airmail delivery) ADD \$8.00
- U.S. addresses preferring FIRST CLASS instead of bulk mail delivery ADD \$8.00
- Central America, Caribbean, South America, and Europe (Airmail First Class) ADD \$12.00
- Asia, Africa, Far East, Australia, and New Zealand (Airmail First Class) ADD \$15.00
- Address out of North America preferring surface mail may so specify. Delivery is not guaranteed ADD \$6.00

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

MOVING?

Please send change
of address to
Information Center.

Rev-Up Ad Rates

1 Page, 4 color	- \$300.00	8 1/2 x 11
1 Page, Blk & Wht	- 100.00	8 1/2 x 11
2/3 Page	- 70.00	6 1/8 x 11 3/4
1/2 Page	- 50.00	9 3/8 x 5 7/8
1/3 Page	- 35.00	6 1/8 x 5 7/8
1/6 Page	- 15.00	5 7/8 x 2 7/8

Deadlines: January 10th, March 10th, May 10th,
July 10th, September 10th, November 10th.

1/10 Scale Director

JIM HALSEY
4821 W. 134 Place
Hawthorne, CA 90250

1/12 Scale Director

ERNIE PROVETTI
1901 E. Linden Ave. #20
Linden, NJ 07036

1/8 Scale Director

MERLE GARDNER
318 Balsam Court
Williamstown, NJ 08094
(609) 629-4623

ROAR Information

President's Comments

Mike Reedy

By the time you read this column we will be well into the 1987 racing season. Racing and competition was tops in 1986 and will be hard to beat, but with the tremendous growth and the opening of many new facilities, I think we will see better racing/competition, more fun, and a lot of new people in 1987.

Work is underway for the 1987 ROAR Nationals. You will find entry forms for all three scales inclosed with this Rev-Up. They are coming out earlier this year to allow time for you to make your arrangements if you wish to attend. Last year ROAR started something new by assigning a ROAR official to oversee each Nationals. The duty of that official is to see that the Nationals follows ROAR rules and procedures. This policy will be used again this year and the officials will be announced prior to the Nationals.

The various rules committees are completing the up-dating of the rule books. The 1/10 scale draft has been sent out to the regional directors and their assistants for review and by the time this is published the 1/8 and 1/12 drafts should be out also.

There has been a lot of talk about ROAR involvement with 1/4 scale racing. The executive board is presently looking into the situation with both our insurance agent and the proper action with 1/4 scale racing. More information should be available in the next issue of Rev-Up.

ROAR Vice President, Gary Kyes, is finishing up the ROAR technical inspection equipment. There will be separate equipment boxes for each scale including scales, and dimensional measuring devices. This equipment will be used for major ROAR sanctioned events around the country. For the racers that travel around racing there will finally be a standard set of inspection equipment used at races.

My last column discussed a new project where ROAR will be providing a "ROAR Championship Award" to the regional and national champions. Bob Rule of the executive board is handling this and has the awards ready for use starting with this year's Nationals.

PLAN AHEAD

I am going to talk about the 1988 Nationals. I know this 1987 Nats haven't even been held yet but now is the time to start planning and putting together a proposal for the 1988 Nationals. To do the Nationals right requires a lot of organizing and ground work. The 1988 Nats should, by past procedure, go to the Midwest. So if any organization or club is entertaining bidding for the '88 Nats now is a good time to start lining up sponsors, workers, race sites, etc. The next issue of Rev-Up will officially request bids for 1988. This year ROAR wants to announce by September when the next Nationals will be held in each scale. This will give you a year to make preparations and the hosts a year to organize and promote.

The last President's Column asked for volunteers to serve on the Product Approval Committee. In the past we have sometimes found it hard to find people willing to donate the time and effort needed to serve on committees. This time the response was great! Resumes were sent in allowing the Executive Committee a wide choice to choose from. I want to thank everyone who called and volunteered and even if you are not selected your offers were greatly appreciated.

Enough for this issue, so let's go racing and have some fun.

PRODUCT APPROVAL

BODIES

The following bodies have been placed on the ROAR Approved list.

MRP - 1/10 Corvette/Lola GTP
1/8 Lamborghini GTP

R/C Performance - 1/10 Mirage SS

Pro-Line - 1/10 Racing buggy,
hard body truck
Baja Buggy

BoLink - 1/10 ASA style Thunderbird
approved for ASA/Outlaw Oval

Desert Custom Works - 1/10 1987
Chevy - for ASA/Outlaw Oval

MOTORS

The Checkpoint "Platinum Series" motor has been approved by the Product Approval Committee. This was done after further verification of quantity available. Motor will be legal as of this issue of Rev-up.

1987 1/8 GAS

WORLD CHAMPS UPDATE

by Gene Husting

The 1987 IFMAR 1/8 Gas World Championships will be held at the Ranch Pit Shop track in Pomona, California. Dates are: practice - July 6 & 7; qualifying - July 8, 9 & 10; Mains - July 11 and 12.

EVERY driver on the ROAR top 40 Qualified Driver's list **MUST BE PRE-ENTERED** before April 1, 1987. **NO EXCEPTIONS!** You must send a cashier's check or money order for \$100.00 for your entry fee, made payable to ROAR to:

ROAR President
Mike Reedy
15701 Tustin Village Way, B5
Tustin, CA 92680

BEFORE April 1, 1987. Also send Mr. Reedy your full name, and address, as well as your ROAR number, all carefully printed out. If Mr Reedy does not receive this information and your check **BEFORE** April 1, 1987 he will figure you do not wish to participate.

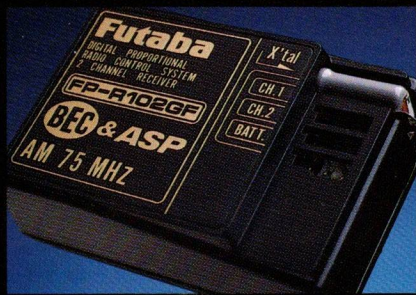
Any top 40 drivers who do not wish to participate, will have their places assigned to drivers on the alternate drivers list.

TWOS FOR OFFROAD.

Magnum and Attack are two familiar names with fans of fine 2 Channel RC systems.

Now Attack and Magnum have the perfect systems for RC beginners, or the racer on a budget.

Introducing our new Attack Series, Magnum/2P Sport and some special Futaba features every serious enthusiast should think about.



Attack systems include two S128 servos, switch harness and new R102GF (BEC) receiver, all equipped with Futaba J-Type mini connectors.

BEC. TAKE A LOAD OFF YOUR WHEELS.

One thing always slowed down RC electric models. The receiver battery pack.

Attack systems use our new R102GF, 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.

MAGNUM SPORT.

Wheel racers on a budget will want to get their hands on the new Magnum Sport/2P, a no-frills system that can still deliver Futaba quality and reliability.

And only the Magnum Sport has the better grip, feel and superb balance as our other Magnum models, even the steering wheel that is adjustable for spring tension and lock-to-lock throw.

REVERSE ATTACK.

Attack-NBR and Magnum Sport have another handy feature, servo reverse switching. If your model and your radio installation have a disagreement over the direction of servo rotation, each channel can be easily reversed by switches recessed in the transmitter's base. You'll never need special, reverse-rotation servos.

Get your two channel RC model on the right track. Choose a new Attack or Magnum Sport system from Futaba, the world leader in radio control.

MAGNUM ATTACK



Attack/T2NBL

Attack/T2NBR w/servo reverse

Magnum Sport/2P
(System includes:
R2GS receiver/2-S28
servos)

Futaba

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

Information Cont.

Drivers on the alternate drivers list will be notified as soon as possible when they are eligible to participate. I need the drivers on the alternate drivers list, who would like to race in the World Championships, to send me, printed clearly, your name, address, ROAR number and phone number. DO NOT send any money yet. You'll be notified by mail when to send it in to ROAR. Send this information to:

Gene Husting
10726 El Tiburon Avenue
Fountain Valley, CA 92708

ROAR Qualified Drivers for 1987 WC

- 1 Butch Kroells - W.C.
- 2 Arturo Carbonell - W.C.
- 3 Gil Losi Jr. - Japan
- 4 Curtis Husting - Japan
- 5 Ralph Burch Jr. - Japan
- 6 Gary Kyes
- 7 Butch Kloeber
- 8 Dana Smeltzer
- 9 Re-Pete Fusco
- 10 Tony Neisinger
- 11 Mark Miranda
- 12 Rich Lee
- 13 Barry Grossenbacher
- 14 Paul Nadeau
- 15 Bill Jianas
- 16 Ray Zabriskie
- 17 Kevin Mercadante
- 18 Rick Davis
- 19 Randy Ramsey
- 20 John Hodgson
- 21 Ruben Serrano
- 22 John Kelly
- 23 Tim Fleenor
- 24 Region 1
- 25 Dan Oleski
- 26 Larry Martin
- 27 Francisco Saenz
- 28 Mike Saputo
- 29 Jim Turner
- 30 Region 7
- 31 Region 8
- 32 Region 9
- 33 Region 10
- 34 Region 11
- 35 Argentina
- 36 Argentina
- 37 Brazil
- 38 Brazil
- 39 Venezuela
- 40 Venezuela

Alternates

- 41 Bob Dewald
- 42 Gus Gustafson
- 43 Bill Bowerman
- 44 Jim Przybyla
- 45 Lester Prather
- 46 Bob Block
- 47 Danny Wenzel
- 48 Joel Johnson

- 49 Robert Cavazos
- 50 Ken Francisco
- 51 Tom Wong
- 52 Lee Hall
- 53 Ron Paris
- 54 Gil Losi, Sr
- 55 Ron Williams
- 56 Rick Hohwart
- 57 David McCombes
- 58 Ron Rossetti
- 59 Jim Turner
- 60 Howard Roberson
- 61 Chuck Wiggins
- 62 Mike Jones
- 63 Mike Fox
- 64 Wayne Smith
- 65 Dave Vandalsen
- 66 Ralph Phillips
- 67 Kim Davis
- 68 Omar Formisano
- 69 Joe Alves
- 70 James Rice

DISCOUNT CAR RENTAL

TO: All ROAR members
FROM: Gary Kyes, ROAR Vice President
RE: Discount Car Rental Program

ROAR is delighted to announce that National Car Rental Co. is providing a special discount arrangement for ROAR members who rent cars on either business or pleasure trips. Each ROAR member will receive an I.D. card with information that will enable you to take advantage of this opportunity.

We are grateful to Bill Smidt and Fred Filippi, Los Angeles-based National representatives who have worked with ROAR to develop this program.

I'd like to take this opportunity as ROAR Vice President for 1987 to extend best wishes for a wonderful year of racing enjoyment to ROAR members, their families and friends.

INSURANCE DESIGNERS

by John Sullivan

The following is a summary of the insurance contracts Insurance Designers has in force with ROAR, Inc.:

The first coverage is the General Liability policy. This policy provides a \$1,000,000 liability limit for bodily injury and property damage claims. It provides coverage for the ROAR national

organization, its promoters and individual members for liability suits presented by a third party. This third party could be a race spectator or an innocent bystander or passerby. The policy does not cover suits between members of ROAR, their promoters or affiliated clubs. As mentioned above, the policy contains a \$1,000,000 single limit of liability each occurrence and aggregate (aggregate means the insurance company will only pay up to the \$1,000,000 limit in any one policy period). Also, coverage is included for independent contractors on an "if any" basis and for products liability in which concessions of food and drink are sold to the general public at a ROAR sponsored race, practice or event.

The policy insures for the use of radio cars ONLY. It does not cover model planes, model boats or model trains. The policy covers ONLY the territories of the USA and its possessions and Canada. It is important to note the policy covers ONLY ROAR sponsored events and practices as long as they are run under the safety rules and regulations set forth by the ROAR National Office. As mentioned above, the policy includes coverage for ROAR promoters, affiliated clubs, hobby shops, track owners and individual members as long as all of the above are current members of ROAR, Inc. and have good standing membership applications on file at the ROAR National Office. The above mentioned parties could jeopardize and void coverage under the policy in the event a non-ROAR member was responsible for a suit or claim. That is why it is of the utmost importance to only allow ROAR members to participate in your events and races. Proof of membership must be shown for ROAR sponsored events. This is the only way ROAR can assure that everyone racing in an event has valid insurance coverage.

Certificates of Insurance (Site Insurance): When a club becomes a member of ROAR, their races and race sites become automatically insured. However, this coverage applies only when the ROAR sponsored event is taking place. That is why track owners, hobby shops, etc., should still purchase their own insurance coverage locally to cover non-ROAR exposures. Only if the site-owner, lessor, landlord, etc., specifically requests to be named on the master policy, as an additional insured, does the club need to apply for the special site insurance.

It is important to note that it is the responsibility of each affiliated club to order the special site insurance if desired. A completed site insurance application attached with a check, made payable to Insurance

Information Cont.

Designers, sent directly to the Insurance Designers agency will enable us to process the Certificate(s) to the clubs directly, with a copy sent to the ROAR office for their records.

The second type of insurance policy written for ROAR is called an Accident Insurance policy. The limits of liability for this policy are as follows:

- A. Accidental death and dismemberment \$2,500.00
- B. Accident medical expense* \$2,500.00
(Dental coverage is limited to \$1,000.00)

Like the Liability Insurance mentioned above, this coverage is provided only to current members of the ROAR National Association. It covers injuries caused by accidents world-wide to a member while participating in a ROAR sponsored event.

Anyone having any specific questions regarding the ROAR insurance coverage not covered here, should feel free to contact me directly at the following:

John Sullivan
INSURANCE DESIGNERS
P.O. Box 1227
Indianapolis, IN 46206
Telephone: (317) 634-9640

1987 World Championships for R/C Auto Racing Slated for Pomona, California Raceway

The International Federation of Model Automobile Racing (IFMAR) has designated the Ranch Pit Shop Raceway, Pomona, California as the site for the 1987 World Championships of radio controlled, gas powered, 1/8 scale auto racing. National and regional champions from the Orient, Europe, South America and the United States will compete in a field limited to the top 120 qualifiers based on 1986 racing performance.

This World Championship event, acknowledged as the "Superbowl" of radio controlled, model auto racing is held every other year in the "odd" numbered years. The 1985 Championships were held in Tokyo, Japan, where Roddy Roem, European Champion from the Netherlands, drove his Serpent Quattro R/C car to victory. Roem will be in Pomona to defend his title against the world's best, including former World Champion Arturo Carbonell from Lorimar,

R.O.A.R. SANCTIONED EVENTS CALENDAR

Date	Level	Scale	Race	Club	Location	Phone
Feb 6,7 & 8	1/12		Region 3 R & R Raceway, Indoor Championships		Quincy, IL	217-228-1133 Roy Weast
Feb 15-22	3 1/8		1987 Southern Gas Championships Road Course, Trophies		Ft Myers, FL	813-926-3983 Gino Proia
Feb 27, 28	1/12		Alaska Open Egan Convention Center		Anchorage, AK	907-338-2103 Joe Mikus
Mar 7, 8	1/12, 1/10		Region 2 1/12 & 1/10 On Road Series		Sebring, FL	305-631-8761 Stephen Whitney
Mar 7, 8	1/10		J.G. Oval Ranch Pit Shop Championships		Pomona, CA	213-947-1206 John Gudvangen
Mar 20,21,22	2 1/10		1st Annual Spring Fever Oval Race		Burleson, TX	817-295-2821 K. C. Neubauer
Mar 22	1/10		Michigan 1/10 Indoor Champs.		Sterling Hts, MI	313-781-3607 Mike Eckstein
Apr 4, 5	1/12, 1/10		Region 2 On Road Series		Ft Lauderdale, FL	305-631-8761 Steve Whitney
May 2	1/10		North/South Oval Challenge		Brentwood, CA	415-754-6147 Manual Rodriguez
May 16,17	1/8		M.W. 1/8 Series		Cincinnati, OH	513-425-6920 Martin Runge
May 16,17	1/12, 1/10		Florida (Reg 2) On Road Series		Tampa, FL	305-631-8761 Steve Whitney
June 18-21	1/12		1/12 SCALE NATIONALS		Orlando, FL	305-282-8540 Lance Reynolds
June 27,28	1/8		M.W. 1/8 Series		St Louis, MO	513-425-6920 Martin Runge
July 3,4,5	2 1/10		1st Annual Firecracker Oval Race			817-295-2821 K.C. Neubauer
July 25,26	1/8		M.W. 1/8 Series		Toledo, OH	513-425-6920 Martin Runge
July 22-26	1/10		1/10 SCALE NATIONALS P.D.Q. Raceway, Mableton		Atlanta, GA	404-474-1123 Jack Bailey
Aug 25-30	1/8		1/8 SCALE NATIONALS Ft Lauderdale R/C Speedway		Ft Lauderdale, FL	305-748-5416 Mike Morse
July 6-12	1/8		1987 1/8 SCALE WORLD CHAMPIONSHIPS		Pomona, CA	714-326-1506 Gil Losi, Sr

Iowa who won the race in 1981; current US National Champions: Gary Kyes from Ontario, California and Ray Zabriskie from Fontana, California; Gil Losi, Jr from Ontario, California, current World's Champion in the 1/10 scale, off road division and winner of the prestigious 1986 McCoy Race; Ralph Burch, Jr. the teenaged Texan who was Top Qualifier at the U S National Championships and Tony Neisinger, current World's 12 scale Champion.

The week long event will begin with two days of practice for the 120 entrants on July 6 and 7, 1987. Six rounds of ten minute qualifying heats will be run on July 8-10 with the top 10 performers moving into the 60 minute Championship "A" Main. All other racers will be assigned to "Mains" according to their best qualifying time. Winners of main events lower than the "A" Main will have the opportunity to "bump-up" to higher Mains. Main events are scheduled for Saturday and Sunday, July 11 and 12.

Details regarding the corporations who will be involved with major sponsorship of this event will be announced soon.

Gil Losi, Sr., Chairman
World's Championship Planning Comm
& Ranch Pit Shop
1655 E Mission Blvd
Pomona, CA 91766

MAIL FOUL-UP

The R.O.A.R. Information Office has not been getting all their mail for approximately 2 months. If you sent in checks or changes of address and have not been getting your Rev-Ups please contact Barbara at the Information Office and let her know. She has notified the post office and hopes this will not happen again.

NEW — 1/10th Scale Universal Mini-Mags® & Hubs by ADVANCE

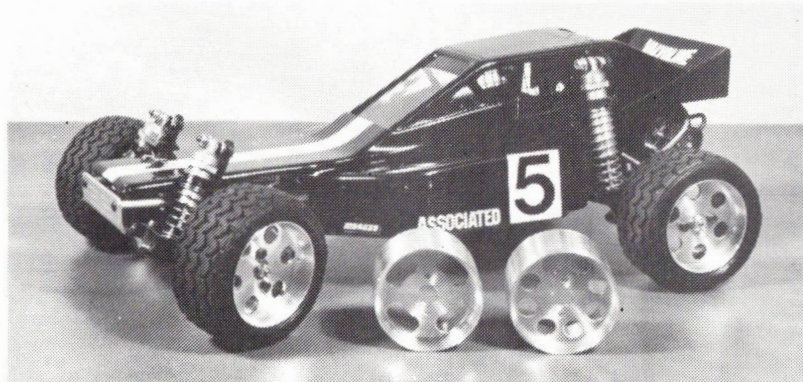
ALL of these wheels & tires will fit on ALL of your cars by using our NEW hubs!



Universal Mini-Mag Hubs are made for: Assoc., Bolink, Hirobo, Kyosho, Mugen, MRP, Tamiya & Yokomo cars. Full set \$9.95.



Universal Mini-Mags for Stock Tires are made in 2 styles & in 3 widths. All have 1 3/4 in. diam. rim X 3/4 in. wide \$27.95; 1 1/8 in. wide \$28.95; 1 1/2 in. wide \$29.95 per pair.



Universal Mini-Mags for Grand Prix Tires (fronts) are made in 2 styles - 2 1/8 diam. X 1 1/2 in. wide \$31.95 per pair.



Universal Mini-Mags for Hot Shot-type Tires are made in 2 styles and 2 widths. Fronts \$31.95; rears \$34.95 per pair.

GRAND PRIX TIRES FROM ADVANCE—□ Grand Prix Tires are 1/8th scale molded rubber tires with molded in fabric body available in Slick & 3 Street Treads.

■ Send \$1.00 for a complete Brochure ■ Dealer Inquiries Invited.

ADVANCE ENGINEERING & MFG. CO.

180 S. Highway 67, Unit G ■ P.O. Box 766 ■ Woodland Park, CO 80866
(303) 687-2626

Affiliated Clubs Listing

AK, Anchorage
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AK, Anchorage
Alaska Snow Scorcher

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Club Phone 205-987-8642

AL, Florence
Spring Cove Speedway
Club Phone 205-757-5998

AL, Selma
Dixie Dirt Trackers
Club Phone 205-874-8809

AZ, Chandler
A.R.C.C.
Club Phone 602-821-1272

AZ, Mesa
Chandler Racing Club
Club Phone 602 962-6296

AZ, Phoenix
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Club Phone 602-465-9257

Canada, Calgary Alb.
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Club Phone 403-271-0352

Canada - Edmonton, Alberta
N.A.S.A.R.
Club Phone 403-481-4431

Canada, Saskatoon
Saskatoon Prairie Dusters
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CA, Antioch
A.A.A. R/C Raceway
Club Phone 415-634-03

CA, Antioch
Antioch R/C Raceway
Club Phone 415-754-5700

CA, San Bernardino
Outlaw R/C Racing
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CA, Mt. Shasta
Mt. Shasta R/C Racer
Club Phone 916-926-5211

CA, Merced
Merced RC Club
Club Phone 209-383-5504

CA, Placerville
Motherlode R/C
Club Phone 916-622-5335

CA, San Jose
California Auto Racers
Club Phone 408-973-9622

CA, Sacramento
Capital Auto Racers
Club Phone 916-421-4794

CA, Yuba City
N.V.R.C.R.C.
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CO, Englewood
Queen City R/C
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CO, Louisville
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FL, Brooksville
Brooksville R/C
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FL, Cocoa
Brevard Elec. Racers
Club Phone 305-631-8761

FL, Cocoa
F.S.E.A.R.A.
Club Phone 305-631-8761

FL, Davie
F.A.R.C.A.R.
Club Phone 305-473-4552

FL, Jacksonville
First Coast Auto Racer
Club Phone 904-268-1948

FL, Naples
Naples R/C Car Club
Club Phone 813-455-5434

FL, Daytona
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FL, Orlando
Florida Electric Auto Racers
Club Phone 305-281-0624

FL, Pinellas Park
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FL, Ft Myers
Ft Myers R C Car Club
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FL, Tampa
West Coast R.C.C.
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FL, West Palm Beach
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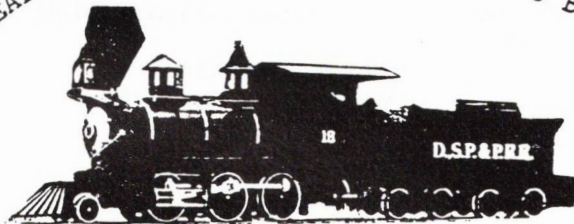
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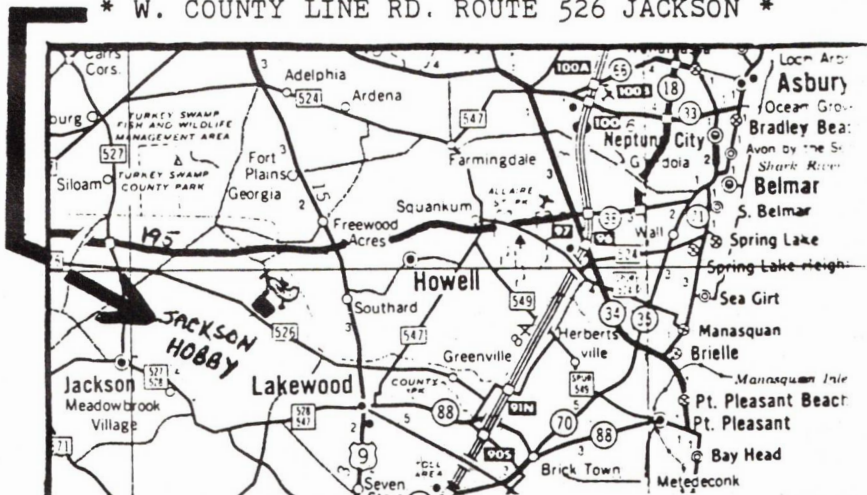
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Club Phone 314-677-8170

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MO, Springfield
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MS, Meridian
Meridian Fast Trackers RCCC
Club Phone 601-679-7877

MS, Jackson
Team Race R/C Club
Club Phone 601-924-6416

NC, Asheville
Asheville Hobby Spwy
Club Phone 704-274-1437

NJ, Bridgewater
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Club Phone 505-294-6016

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No. New Mexico R/C
Club Phone 505-672-9590

NV, Las Vegas
Vegas R/C Racing
Club Phone 702-798-8615

NY, Huntington Station
Small Torque R.C. Off Road Racers
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NY, Mineola
Nassau R/C Speedway
Club Phone 516-742-5599

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ROAR of Rochester
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NY, Rome
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Club Phone 315-336-5140

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Rensselaer Co. R/C
Club Phone 518-283-6767

NY, Brice
C.O.R.C.A.R.
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TX, Dallas
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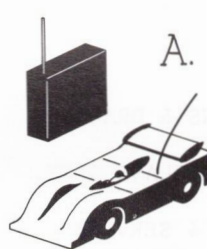
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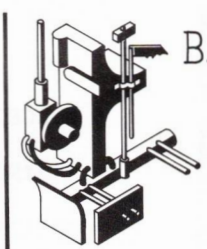
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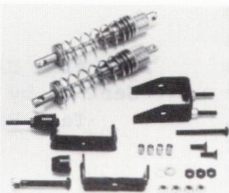
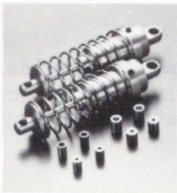
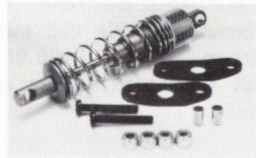


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- OP-32 Front/rear, fits UH-07 tires for Optima
- IP-10 Front-chromed, fits most Tamiya cars
- IP-20 Rear-chromed, fits most Tamiya cars
- IPG-10 Front-gold color plated, fits most Tamiya cars
- IPG-20 Rear-gold color plated, fits most Tamiya cars

HD OIL DAMPERS: (outstanding performance)

- TH-8511 Front-fits Hornet, Grasshopper, Attack, Pajero
- TH-8513 Rear-fits Hornet
- TM-8411 Front-fits Frog, Lancia Rally, Subaru Brat
- TM-8414 Rear-fits Frog, Lancia Rally, Subaru Brat
- UH-05 Rear-fits HotShot
- UH-06 Front-fits HotShot
- UX-09 Rear-fits Fox
- UX-10 Front-fits Fox
- HR-01 Long-universal, fully adjustable (4" extended)
- HR-02 Short-universal, fully adjust. (2.75" extended)
- HR-03 Long-hard, springs set-fits HR-01
- HR-04 Long-soft, spring set-fits HR-01
- HR-05 Short-soft, spring set-fits HR-02
- HR-06 Damper mounts-aluminum for Optima
- HR-07 Competition, fully adjustable, damper set for Optima

BUMPERS, UNDER-GUARDS, WINGS: (improves protection & performance)

- UH-01 Front bumper for HotShot
- UH-03 Adjustable wing set for HotShot
- OP-31 Adjustable wing set for Optima
- EX-05 Adjustable wing set for Fox
- EH-01 Front underguard for HotShot
- EX-01 Front underguard for Fox

NERF BARS: (anodized, lightweight aluminum)

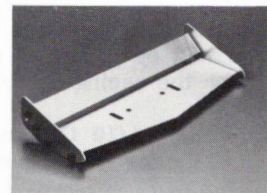
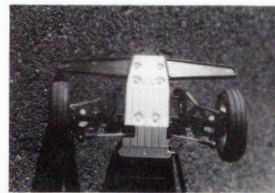
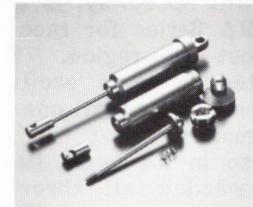
- TM-8415 Fits Frog
- TH-8514 Fits Hornet

DAMPER OIL: (specially formulated)

- TM-8401 SP30/SP50 one bottle each density

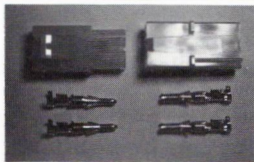
TIRES: (designed for maximum traction)

- TF-8411 Front-fits Frog, Hornet, Grasshopper
- TR-8412 Rear-fits Frog, Hornet, Grasshopper, Buffalo, RC-10, Yokomo, Cox
- UH-07 Front/rear-low profile, fits Hotshot (f-r), Fox (r), Wild One (r)



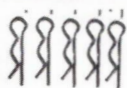
ANTI-ROLL BARS: (strong, lightweight)

- TH-8512 Rear-fits Hornet
- TM-8413 Rear-fits Frog, Lancia Rally, Subaru Brat
- UG-1000 Front-fits Progress, Gallop
- UG-2000 Rear-fits Progress, Gallop



BATTERY CONNECTORS

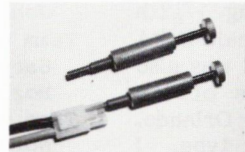
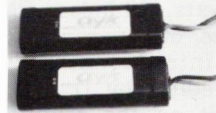
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- 30540 BATTERY HEAT SHRINK TUBING
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- 30030 BALL LINK
- 30031 BALL LINK CONNECTOR

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Region 2

The pace in Region 2 continues to be hectic. We now have three major series planned for the year. Steve Whitney is directing the Florida State Series. Denny Smith has revived the Mid-South Series and Bob Hosch, of Lake Whipporwill Speedway, is heading the new SERA Series for raceway racers throughout the region. If you are interested in some exciting racing, feel free to contact one or all of these organizers.

Also in the news, Region 2 has been awarded all three National Championship events. This is very exciting. Hopefully, everyone will make a special effort to support one or more of these events. Here is the chance to race against the "best". You might be pleasantly surprised at how well you will do. We have several excellent drivers in Region 2. These three races provide an opportunity for every racer in Region 2 to participate in the premier racing events of 1987. I hope you will be there. I will!

Now for the racing reports.

Jim Fuller, 1/10 On Road Rep R/C Racing Background

I first started racing RC cars about 3 years ago with the 1/12 scale road racing. I joined the Florida Electric Auto Racers club. I also started racing the Florida 1/12 State Series. After two years, I became an officer in the club and started to promote the sport as much as possible. I've been to several major races such as Spring Nats, Red Lobster Classics, Winter Nats, US Indoor Champs, Region II Champs, etc.

I introduced the first 1/10th scale Predator by D & D Graphite, by racing it on the road course once a week. I am presently racing 1/12th scale IMSA and Oval, 1/10th scale IMSA and Oval on a weekly basis. I was also one of the main organizers of the Florida State Series Race in Orlando. My first experience of their type. I look forward to getting the 1/10th road racing off to a big start in '87.

FARCAR, Ft. Lauderdale 1/8th Gas Report

by Mike Morse

We were able to get our Enduro in

on the 30th. Actually we got half of it in before the rain stopped us. Three hours turned out to be enough though. We got our TV coverage and our newspaper coverage. In fact we had to go back on December 7th with some cars to "stage" a race for a newspaper feature. I've also been contacted by another charity to do something for them early next year.

Anyway, the race started at 10:00 sharp with 12 teams and 33 drivers taking the green. From here on it gets sketchy as I was busy entertaining the lap sponsors plus TV and news people. In fact I never got to drive. My stint was to be in the fourth hour, but we rained out at the end of three. In all, the race was a cake walk for the winning team. They held the lead from the start averaging 90 laps per half hour with 8:15 seconds total time off track including fuel stops. Positions 2 thru 6 were quite a scrap. I wish it could have gone the distance, oh well, welcome to Florida.

End results of the three hour Enduro.

- Team 1 - Delta P4 - 539 laps
Dan Oleski, Mike Klendworth,
Mike Morse
- Team 2 - Assoc 500 4wd - 423 laps
Chuck Moon, Bob Wold
- Team 3 - Serpent - 404 laps
Omar Formisano, Jorge Perez
- Team 4 - Assoc RC300 - 403 laps
Jim Rice, Gary Proia, Jeff Purse
- Team 5 - Super J - 412 laps
Jerry Wynn Paul Wynn, Bob Urban
- Team 6 - Serpent - 410 laps
Rich Ramos, Rudy Ramos, Ray
Schneider
- Team 7 - Delta P-4 - 300 laps
Mike Alexander, Dean Jameison,
John Hall
- Team 8 - Delta P-4 - 297 laps
Gary Barker, Tom Licata, Bob
Bozin
- Team 9 - Serpent - 201 laps
Norman Rodriguez, Lance Elbertson
Dave Forte
- Team 10 - Super Eagle - 295 laps
Gino Proia, John McKarsky
- Team 11 - Assoc RC500 - 331 laps
Jerry Tatum, Greg Tatum, Ed
Mujica
- Team 12 - SG - 193 laps
Martin Tschesche, Greg Giaccone,
Brian Stewart

That pretty much covers it. It was a great race while it lasted. I do know that Moon and Formisano would have been a threat had it not been for motor and tire troubles. We did manage to raise between 12 and 1400.00 dollars for Special Olympics, after all, that was our goal.

News from Clinton, Mississippi Sent in by Jim Moyer, Secretary Team Race R/C Car Club

Team Race R/C Car Club, will begin the 1987 racing season as a reorganized club. During the past year, we were merely a bunch of guys who liked to get together and race. We had no real leadership and the club was going nowhere. We had had enough! In November a membership meeting was called. At that meeting we had a lot to talk about and a lot to do; none the least of which was the election of officers for 1987.

New officers: President, Ed Hill; Vice President, David Wilson; Secretary, Jim Moyer; Treasurer is Mike Sanders.

Thomas Bullock is once again our race director. He is the owner of the local hobby shop and track, and has recently built a new track for us. With turns 1 and 2 banked 12 deg and turns 3 and 4 banked at 8 deg. There are also plans in the works for a 1/12th, 1/10th and 1/8th scale road course and off road track. A new driver's stand, bleachers, and lighting are also planned.

Together we feel we can make this a club we can all be proud of.

Please note new race schedule.

Wednesdays - 7 PM 1/12, indoor track. Saturdays - 11 AM 1/8, 1/4 scale, 450' concrete oval. Sundays - 11 AM 1/10, BoLink, and 1/12 scale, 450' concrete oval.

First Coast Auto Racers - Jacksonville, Florida. We held the 1986 Florida State Series Trophy race at Drew Park November 15th and 16th. There were racers from all over the state competing, we had six members from our club competing as well.

Standings for the state race were:

Region 2 cont.

Modified A Main	B Main
1 Mike Bunette	1 Mike Engles
2 Hugh Ebbner	2 Richard Rowley
3 Dave Stevensons	3 Geney Knudsen

Sportsman A Main	B Main
1 Jim Fuller	1 Robert Lightsey
2 Steve Krutsinger	2 David Frazier
3 Dave Willits	3 Ernie Bucci

Fall Series Points Standings

Division 1	Division 2
1 Robert Harkey	1 Robert Lightsey
2 Tom Harkey	2 Chris Mitchell
3 Butch Jewell Jr	3 John McKee

Division 3	Division 3-B
1 Ray Vaslauskys	1 Mike Engles
2 Ernie Bucci	2 Erick Gonzalez
3 Michael Bare	3 J R Nickerson

Division 4	Division 5-A
1 Dewayne Powell	1 Don Smith
2 Larry Brooker	2 Bob Conner
3 Lindsey Gray	3 Erick Gonzalez

Division 5-B	Division 6
1 Mike Ingles	1 Robert Lightsey
2 Bill Fraden	2 Robbie Lightsey
3 Tom Marlow	3 Ken Rund



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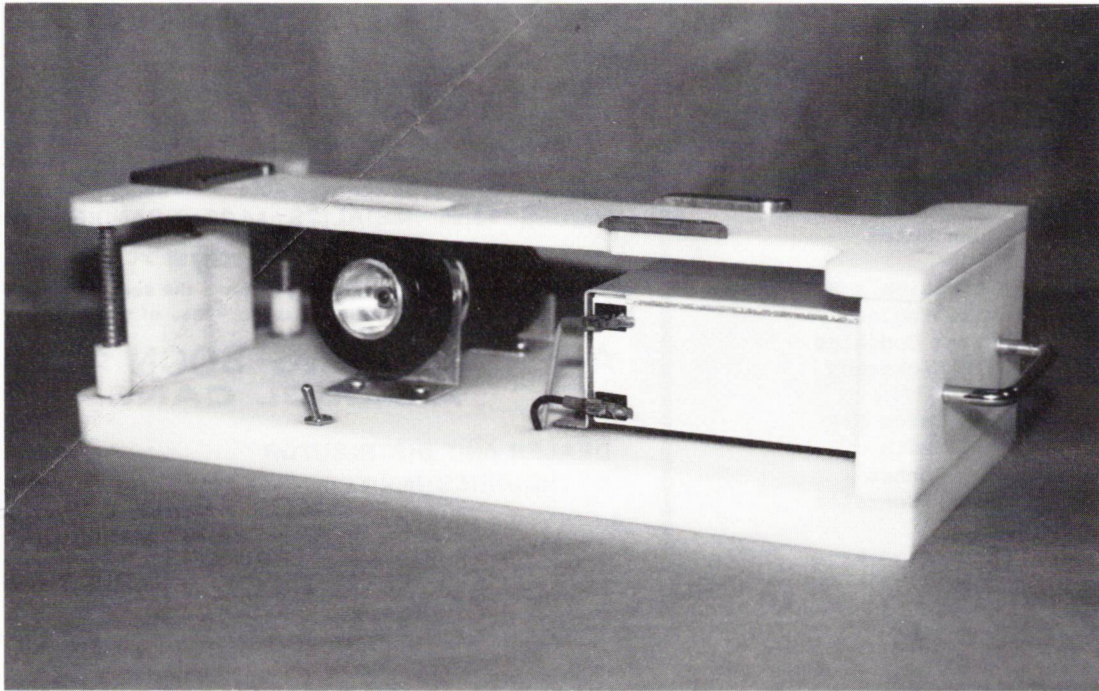
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- ▶ Options available.

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Region 2 cont.

The Meridian Fast-Trackers are constantly growing in our R/C car racing. We finished our second Oval Series November 2nd. We had 31 drivers competing in Stock and Modified. The Series consisted of four races with each driver dropping his lowest race. First, second and third place ribbons were given out at all four races for both Stock and Modified class. Points were given to position finished in each main race for the club members competing for the series trophies. The Stock class had the most entries and the closest racing for a real crowd pleaser.

Stock Class

Brian Wade RC10/Trinity
 Billy "Ace" Heard Grasshopper/Trinity
 Chris Walker Frog/YOU-G

Modified Class

Jackie Crane RC10/Premier Design
 Michael Outler Optima/Twister
 Darrel May RC10/Trinity

1/12 Scale News

by Denny Smith

Well, here it is, deadline time, with only a few clubs reporting in. If you do not see your club listed below, it is because your president did not bother to send me any information about your local races. Or, are you having any local races? Or, do you have a president? Any information I receive will be reported so talk to your president if your club is not listed.

ICAR - International City Auto Racers, Warner Robins, GA - reported by Larry Pryor. The first ICAR race finally took place on Nov. 9 with no major problems. The club members spent many hours as the race date drew near, to double check and make sure everything had been covered. With not having really enough exposure as we needed, we still managed to have around 75 spectators watching the action and taking fliers, information on getting into the sport, and up-coming dates for our next race. It seems that ICAR has a good future for itself, but more racers are needed. With strong support for the up-coming Winter Series Trophy Dash, this could turn out to be something good for the middle Georgia area.

1/12 Road Course	1/10 Road Course
1 Larry Pryor	1 Billy Duncan
2 Sherod Wilson	2 Kelly Packard
3 Trini Pryor	3 Terry Parker

1/10 Oval Stock	1/10 Oval Mod.
1 Jerry Harrison	1 Billy Duncan
2 Mark Johnson	2 Kelly Packard
	3 Terry Parker

1/12 Oval
 1 Billy Duncan
 2 Larry Pryor
 3 Trini Pryor

As you can see, ICAR is a new, but very active club. With their continued enthusiasm, Larry Pryor and his fellow officers could lead ICAR to become one of the leading clubs in the region. Welcome to ROAR and Region 2, ICAR.

Magic City R/C Car Club - Birmingham, AL reported by David Swarengin. Magic City R/C Car Club, hosts of the recent Region 2 1/12 Championships, reports they have had so many new drivers to enter the sport that they have listed all new drivers (with less than one year of experience) as Group 2 drivers, although all drivers run in whatever main he qualified, irregardless of experience. It appears Magic City has some very good up coming drivers!

Oct 26 1/12 Road Course Pavement

A Main	B Main
1 J Simmons	1 G Waters
2 D Swarengin	2 C Baader
3 R Ash	3 A Ponder

Nov 9 1/12 Road - Carpet

A Main	B Main
1 J Simmons	1 B Ponder
2 J Manis	2 J "Tup"
3 D Swarengin	3 M McWilliams

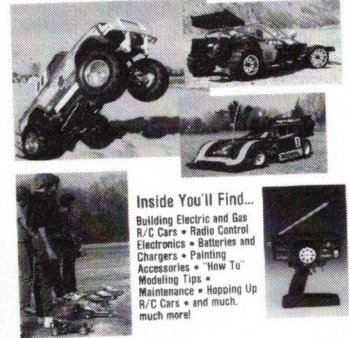
David also reports on their Indoor Carpet Series. This will be an eight race Series with two throw outs for both 1/12 and 1/10 scales. 1/10 scale will use a \$25 retail motor with any ROAR approved body. In 1/12 scale, there will be three classes - 6 cell Modified, 4 cell Modified, and Sportsman, all with ROAR approved Can-Am bodies. Trophies or gift certificates for 1st thru 3rd place. Contact David Swarengin for further information. (205) 841-6846 8:00 am to 4:30 pm CST, (205) 841-6988 after 5:00 pm CST.

Dixie Racers - Atlanta, GA reported by Tim McNeill. The Dixie Racers are planning a 10 race indoor carpet series for this winter. Points for the series will be from your best six races of the ten race series. The series will alternate between PDQ Raceway and Hobbies on the 1st Sunday and Atlanta Radio Control Auto Racers

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Region 2 Cont.

on the 3rd Sunday of each month. (This is a good example of cooperation between two hobby shops and the local ROAR club for the benefit of all.) The 1/12 scale class will use club furnished motors to equalize competition.

After several rainouts, the Dixie Racers finally ran their first ever 1/8 scale Enduro on Dec 14th. Due to having to reschedule the race several times, entries dropped from ten cars down to four. Despite this, and the cold, windy weather the race went off with virtually no problems. After three long, cold hours the car of Lee Muse with drivers Roy and Craig Kelly and Jim Kinnett were declared the winners with 243 laps. Second, with some mechanical problems, was the car of Jack Jackson, with driving help from E T Davis, turning 230 laps. Third, but still running at the end despite a number of mechanical failures, was the team of Jim Fitzpatrick, Denny Smith and car owner Carey Christen. The Hard Luck Award has to go to car owner Mike Asher and team driver Rick Knight. Mike has had his car for sale but decided to run it one more time. The Asher/Knight team was running in second when a tire failure forced them into the concrete wall at the end of the straightaway. When the dust (and parts) had settled, the four wheel drive, independent suspension car was left as a three wheel drive, three point independent suspension car. Turn marshalls spent the rest of the day picking up small pieces of what was once part of a well built race car. Ah, the fortunes of racing! This race is hoped to become an annual event as more and more drivers in the Atlanta area seem to show an interest in 1/8 scale racing.

Island Racing - Myrtle Beach, NC reported by Stan Power. Stan Power is in the process of opening a hobby shop/club in the Myrtle Beach area. He hopes to run both 1/10 and 1/12 cars. Hopefully, by the time you read this he will be in operation with a regular schedule for the area locals. For further info contact him at: P O Box 804, Long Beach, NC 28461 or call (919) 278-3898 in the evenings.

1986 Florida 1/12 Scale Series

by Eric Gudger

Following five hard fought races, the Jacksonville Ramada Inn and Eric Gudger hosted the awards banquet for the 1986 season. Drivers from Atlanta, Ga battled their way to the front of the field. The year long contest, to

determine a Champion, was very exciting and rewarding.

In the Sportsman class, Denny Smith drove his TRC PRO 12 car to the top title. Although Denny won the series by the fourth race, the competition was closer in this class than in the Modified class.

In the Modified class, Mike Burnette took a 1 point victory over Jeff Davis. This was a clean, hard fought battle between the two Trinity/TRC drivers. Hugh Ebner came on very strong in the final races, but he never emerged as a real threat in the points chase. Still, Hugh finished a well deserved third.

For 1987, the two classes will remain as they were in 1986. The point system is changed to tighten the battle up even more. One new addition to the series is 1/10th scale cars. This class should prove to be exciting and interesting.

Series Results - Top Ten

Modified Class

- 1 Mike Burnette
- 2 Jeff Davis
- 3 Hugh Ebner
- 4 Todd Vallancourt
- 5 Duane Adams
- 6 Frank Duranza
- 7 Troy Shafer
- 8 Lance Reynolds
- 9 Ward Brower
- 10 Art Scarvelli

Sportsman Class

- 1 Denny Smith
- 2 Steve Krutsinger
- 3 Steve Whitney
- 4 Eric Gudger
- 5 Ed Miller
- 6 Jim Fuller
- 7 Dave Willits
- 8 Nathan Ebner
- 9 David Frazier
- 10 Robert Horan

1987 Schedule

- March 7-8 - Sebring
April 4-5 - Ft Lauderdale
May 16-17 - Tampa
Aug 8-9 - Melbourne
Oct 17-18 - Miami
Nov 14-15 - Orlando

1987 Florida Series Director, Steve Whitney - I am looking forward to working and racing with all of you this year. I know that the Florida Series will continue to grow. We are going into our 9th year of state organized racing. Florida has the longest running series of any other state in the U.S. This year my one purpose is to promote RC racing in the

state of Florida. I know you share the same desires. With the rapidly growing interest in 1/10th scale road racing, we (your club representatives and I), decided to incorporate it into our racing format for 1987. I hope that all of us will go out of our way to help the newcomers, not just 1/10th but in 1/12 as well.

If you have any comments or suggestions, please write or phone at the following numbers. 1203 Westview Dr. Cocoa, FL 32922. Phone: (305) 631-8761.

1986 ROAR Region 2 1/10 Scale Off Road Championships Tampa, Florida

by Eric S. Gudger

With the year drawing to a close, Region 2 hosted 198 entrants for qualifying spots on ROAR's 1987 World Championship Team. Even though the World Champs will be held in Romsey, England, the team is expected to be easily filled by those eligible. Region 2 has more than its share of drivers wanting to make the journey across the Atlantic.

Race Director Bernie Glassen Jr., West Coast RC club president Bernie Glassen Sr., Region 2 1/10th scale off road representative Tom McFarland, and the remainder of the WCRC club put together a memorable race for all. Although organization was at a premium, the racing action was excellent. The races were divided into four classes. CRP Sportsman, 2 wheel Stock, 2 wheel Modified, and 4 wheel Modified. Saturday was scheduled for two rounds of qualifying. Following a reshuffling of the board Saturday night, Sunday would have one qualifying round before the main events. The schedule was hecticly paced, but because of the number of entries it had to be.

The largest class of the meet was the two wheel Stock class. Every driver making the A Main in this class had times good enough to have made the Modified A Main. This was a very tough class.

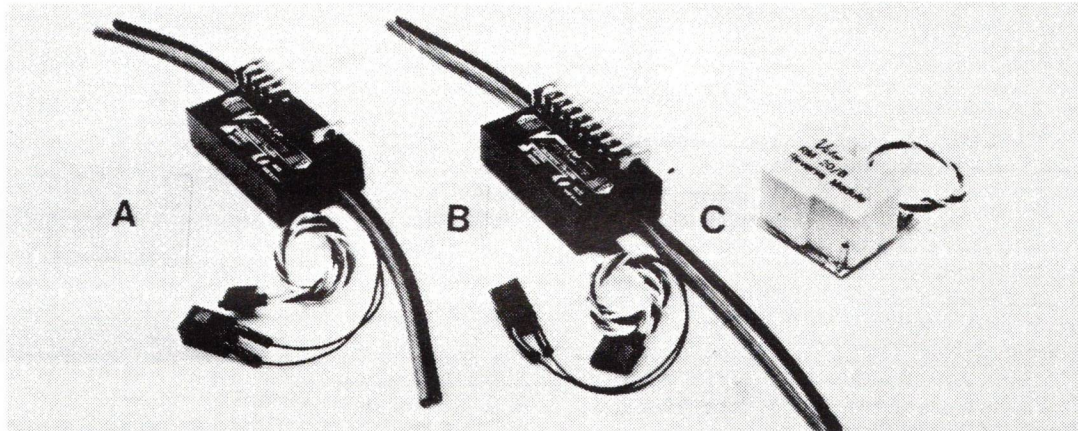
The A Main was a real battle right from the start between Billy Blakeslee and top qualified Steve Majors. Steve had posted fast time with a 15 4:13.2 timing from his Reedy Yokomo powered Associated RC10. Billy had to settle for second as Steve Majors pulled off an excellent win.

The two wheel Modified cars were very exciting to watch. The A Main was awesome. Billy Blakeslee took his Trinity prepared stock Kyosho, 6-cell powered RC10 to a very impressive win. Billy used the same set up in both two wheel classes. His win should stand as

SUPER PERFORMANCE DIGITAL PROPORTIONAL
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SPEED CONTROLS

and REVERSE OPTION for 1/10th and 1/12 scale R/C race cars.*



Introducing a new line of state-of-the-art electronic throttles engineered **expressly for R/C race cars**. Just a glance at the specs below and you know these units exceed present efficiency and performance standards of the industry by a considerable margin, yet are priced as low as the highest quality components permit. Ultra efficient **MOSFET** transistors are precisely gated by 20 V (highest allowable voltage) for the absolute **minimum voltage loss**. Hi-Tech control circuitry is **OPTICALLY isolated** from the motor circuit to minimize motor "noise" interference and to assure reliability and smooth control. Fully enclosed anodized aluminum case provides additional shielding from RF interference, as well as durability needed in a tough racing environment and elegant appearance to boot. "Full Speed" **LED** indicator and two **easy adjustments** let you adjust your controller to any radio in seconds. Built-in dynamic **brake** is fully **proportional**, allows trimming from Tx and is rock steady (does not fade). Built-in **voltage regulator** eliminates Rx battery and keeps the car in control to total battery depletion. Equipped with Futaba connector. Due to efficiency well above the present industry standard, there are typically **NO ADDITIONAL HEAT SINKS NEEDED** (savings of weight and money). The **easiest** units to **hook up** presently available.

MODEL	FIG.	FEATURES	VOLT. LOSS (Less Wires)	NO. OF CELLS	PEAK CURR.	WEIGHT (Less Wires)	CASE SIZE	SUG. RET. PRICE
VIC-1	B	Very Efficient	typ. 0.009 V/A	4 to 10	140 Amp	1.3 oz.	1 x 1.9 x .5	\$ 89.95
VIC-2	B	Super Efficient	typ. 0.006 V/A	4 to 10	160 Amp	1.3 oz.	1 x 1.9 x .5	\$119.95
VIC-3	A	Extremely Efficient	typ. 0.004 V/A	4 to 10	160 Amp	1.0 oz.	1 x 1.9 x .5	\$139.95
VIC-4	B	Ultra Efficient	typ. 0.002 V/A	4 to 10	300 Amp	1.3 oz	1 x 1.9 x .5	\$179.95
RM-20/B	C	Optional Reverse Module	0	4 to 10	80 Amp	0.9 oz	1 x 1 x 1	\$ 29.95

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Region 2 Cont.

a model to a lot of drivers. Great drive Billy, and welcome to the 1987 World Championship Team.

The 4 wheel drive cars were hot. The tight and loamy track played havoc on these drivers. The A Main was unbelievable. West Palm Beach's Paul Knudsen took the hole shot and began to power away from the field with his RPS Yokomo SE. Two minutes into the race disaster struck! Paul's car broke a chain, and he was out. The real battle for the win began to take shape. Atlanta's Cliff Spangler drove through all the crashing to put his Checkpoint Gold Yokomo powered Optima into the lead. Cliff Spangler took the most important win of his RC career as he emerged the 1986 Modified 4wd Champ. He also earned himself a spot on the 1987 World Championship Team. What a race!

Region 2 needs more races of this magnitude in 1987 so that both drivers and organizers can improve on their skills. We are going to make ROAR's largest region even larger during 1987.

Thanks to Shirley and Larry McLendon of Lake Side Hobby Shop and to Al Miller and Skip North of South Side Hobby Shop for their sponsorship of

this race. A very special thanks to Mike Tobey of CRP for his underwriting of this event. Thanks also go to Bruce Wilson of Autographics for their support.

CRP Sportsman

A Main	B Main
1 Eric Sollohub	1 Ralph Carey
2 Bob Glassen	2 Kris Jacks
3 Stephen Miniea	3 Wesley Powell

Two Wheel Stock

A Main	B Main
1 Steve Majors	1 Ed Beeler
2 Billy Blakeslee	2 Gary Jones
3 Mark Novotny	3 Jeff Mikolaitis

Two Wheel Modified

A Main	B Main
1 Billy Blakeslee	1 James Sellers
2 Mark Novotny	2 Jeff Harris
3 Keith Abbott	3 Lance Elbertson

Four Wheel Modified

A Main	B Main
1 Cliff Spangler	1 Ken Tarczewski
2 Keith Young	2 Steve Olivera
3 Mike Place	3 Eric Sollohub

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Keith Young, 2nd place and Cliff Spangler, winner, 4 wheel Open Class A Main.

Cont. on page 26

TWISTER

RACE RESULTS:

MIKE CHRISTIANSON MADE A CLEAN SWEEP OF THE "FIRECRACKER 400" IN SANTA MARIA, SETTING NEW TRACK RECORDS IN 2WD & 4WD OPEN, THEN GOING ON TO WIN BOTH "A" MAINS. MIKE USED A TWISTER 202 & 402 TO DOMINATE THE COMPETITION.

GARY MIYAKAWA WON THE OUTLAW CLASS AT THE BOLINK SUMMER OVAL SERIES IN GEORGIA, USING TWISTER 402 & 501 MOTORS.

LEE MORRISON CONTINUED HIS DOMINATION OF MIDWEST OFF ROAD RACING BY WINNING 4WD OPEN AT THE "GONZO DIRT BLAST." LEE USED A TWISTER 401 MOTOR.

ULTRA FAST 1/10 & 1/12 MOTORS...

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OFF ROAD Assistant
Don Meade
2214 Marybrook
Plainfield, IL 60544
815-436-8574

1/12 scale Assistant
Dennis Moscatelli
476 N. East River Rd.
Des Plaines, IL 60016
(312) 827-2187

1/8 scale Assistant
Steve Lazarus
P.O. Box 69
Wauconda, IL 60084
(312) 526-1493

Region 3

By the time you read this we will have run the Region Three 4-cell indoor race at Quincy, IL. From all preliminary reports the race at R & R Raceway will be very well run and I hope all the participants had a good time. I still need to hear from clubs that would like to host the other Region races that should be held this summer. The 1/12 6-cell, 1/10 off road, and 1/8 gas races need to be hosted and I need the bids in my hand as soon as possible so we don't hold last minute, crummy races.

1/8 Scale Report

The Chicago Radio Car Club's newsletter marks the end of their 1986 road racing season. This was a culmination of the Super Stock and Open Class races. The standings are as follows:

Super Stock

1 R Moody	129 pts
2 D Kryszak	112
3 B Pipchock	96
4 A Rovel	95
5 M Pipchock	64
6 T Gagliardo	60
7 B Paradis	54
8 J Brannon	44
9 D Moody	40

Open Class

1 M Melendy	123 pts
2 J Boehmer	109
3 B Davis	108
4 R Potempa	99
5 J Mabus	90
6 S Kay	80
7 G Argalas	72
8 M Mantia	56
9 V Valderama	54

From Roy Moody comes the 1/8 scale R/C Sprinter newsletter. This issue gave a recap of the 1986 Sprint Car season. There were seven races in the series and the top ten finishers are as follows:

1 Greg Zielinski	229 pts
2 Bob Baker	219
3 Marty Waldhelm	200
4 Roy Moody	184
5 Harold Mitchem	181

6 Bob Rexrode	159
7 Carl Mollitor	149
8 Gary Waldhelm	142
9 Rich Stuchel	128
10 Diane Moody	120

If anyone is interested in sprint cars you can obtain information by dropping a line to Moody Automotive, Inc., 755 Ash St., Flossmoor, IL 60422.

1/10 Scale

The Cleveland R/C Car club is nearing the end of the first half of their indoor road race series. The club is already planning for next years outdoor dirt oval. There will be a new class using 7 cells, \$25.00 motors, speed controls, and open wheel buggy bodies. The schedual begins with April 26, then May 10 and 24, June 7 and 21, July 12, Aug 2, 16, and 30, and Sept 13, 19, and 27. These races will be held at Bob Rexrode's track in Concord Township.

1/12 Scale

The first club report was also from the CRCCC listing their latest indoor results plus a schedual of their upcoming outdoor road season. The series will start April 19 and continue as follows: May 3, 17,31, June 14, 28, July 5, 19, Aug 9, 23, Sept 6, 20.

The last newsletter came from SEMROCC. This is one of the nicest newsletters I have seen in awhile. I believe it is put together by their secretary Mike Eckstein.

The club seems to be running 1/10 cars on road; if wrong please correct me. They have run a 375' oval with 4 minute heats. The following are the top 10 racers from their Sept. '86 series.

1 Glen Williams	320 pts
2 Mike Eckstein	318
3 Jim Gibbs	282
4 Kevin Smith	265
5 John Thawley	246
6 Mike Schuster	240
7 Kerry Bishop	238
8 Karl Schuneman	226
9 Gary Bishop	206
10 Larry Behme	202

This concluding piece is from Dennis Moscatelli our 1/12 representative and the winner of the A Sportsman race at the 1986 Indoor Championships. Congratulations!

Two months has passed and so has the 1986 1/12 Indoor race at Cleveland. In keeping with my desire for the midwest to be recognized as a driving force to be considered seriously, I wish to point out that half of the A Main Modified were people from Region 3, A Main Sportsman was at least half from Region 3. If we all speak loud enough, either verbally or by our race results, we may get their (California) attention and maybe some of the better equipment. We need to convince sponsors that it is not in their best interest to have a team that is made up mostly of Californian's, but to spread out and find talent in other areas of the states. In Region 3, we are ready, and have been for a long time.

Midwest Showdown Series II

So far we have run four of the eight races, and it looks like Bob Schoneau is the points leader in a runaway fashion. Bob is a great driver and deserves all the success that comes his way. But there are 4 more races to go and I won't count the chickens before they are hatched ... yet!

Just a reminder to let you know that the 1/12 Indoor Region 3 will be held at R & R Raceway in Quincy, IL. On February 6, 7, and 8. Roy has a great facility, with a carpet track and off road track under one roof. Parts are no problem as he has a full line of everything you could need.

On April 11 and 12, the 1987 1/12 Indoor Canadian Nationals will be held in Cambridge, Ontario, about 1 hour west of Toronto and 2 hours east of Detroit. Only the first 100 entries will be accepted. If you need any info or entry blanks, call Sam at 1-519-621-5424.

If your club is looking to buy new carpeting, you need look no further. The perfect carpet has been found at the Worlds in Las Vegas and again in Cleveland. The carpet is made by Ozite in Libertyville, IL. The name of it is DUROVAL II. NIROCC bought it out of their factory outlet store for \$1.99 a square yard, we purchased 300 square



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Optima owners are an innovative group. They've "hopped-up", "souped up", and "tweaked" their cars to progressively higher levels of performance. Kyosho has gathered the BEST performance-improvement ideas from the BEST racers to design the finest off-road car available. The result is the ultimate racing machine – the **Turbo Optima!**

Engineering Beyond Today

The Turbo Optima comes standard with sixteen precision stainless ball-bearings to extend running time and increase speed by creating an almost friction-free glide. Kyosho Option House™ Low Profile tires mounted on oversized rims provide unusually good road-hugging traction. Four of Kyosho's gold, adjustable-pressure, coil-over oil shocks give the Turbo Optima superb handling during tough maneuvers and impossible terrains. The high RPM, genuine Kyosho LeMans 240S electric motor (standard on the Turbo) is so powerful that a special mechanism was designed to protect the chain and gears from sudden, high-torque quick starts. The four-wheel independent suspension system is precision molded from a super-

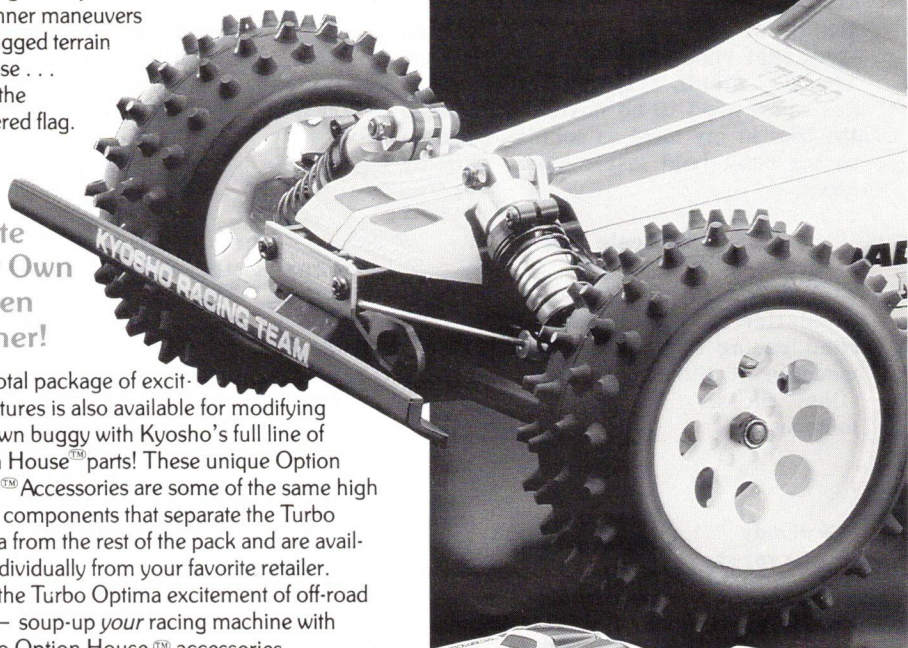
polymer formula for extremely low weight and incredible strength. Kyosho's new 7-cell racing pack gives this racing machine the best performance – a full 8.4 volts of pure power. The Turbo Optima is a world class winner in every way.

With all these high performance elements, you won't be able to resist turning it loose anywhere. The Turbo Optima is the fastest, most powerful off-roader ever. As it speeds through the straight-aways and slides around the corners, this winner maneuvers over rugged terrain with ease . . . taking the checkered flag.

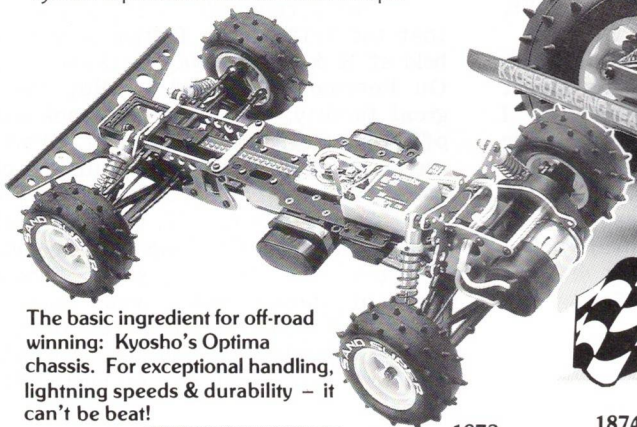
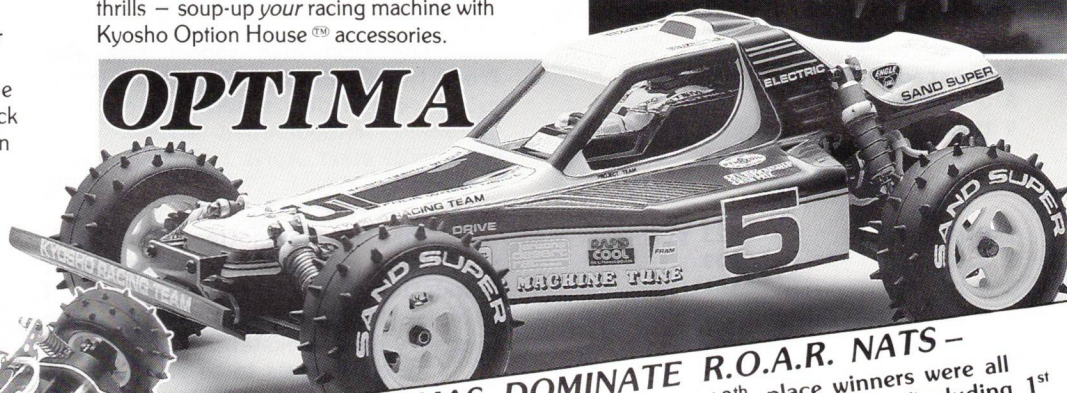
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A total package of exciting features is also available for modifying your own buggy with Kyosho's full line of Option House™ parts! These unique Option House™ Accessories are some of the same high quality components that separate the Turbo Optima from the rest of the pack and are available individually from your favorite retailer. Share the Turbo Optima excitement of off-road thrills – soup-up *your* racing machine with Kyosho Option House™ accessories.

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The basic ingredient for off-road winning: Kyosho's Optima chassis. For exceptional handling, lightning speeds & durability – it can't be beat!

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1st, 2nd, 3rd, 4th, 7th, 8th, 9th, and 10th place winners were all Kyosho Optimas! Optimas also took 8 out of 10 places (including 1st place) at European Championship and 1st place in the S.C.O.R.E. Open Class

Requires:
Battery: 6-Cell, 7.2V
Radio: 2-Channel

Length: 15.3"



Side Guard – Aluminum gold-anodized side guard adds a touch of class to any Optima or Javelin chassis and protects tires and wheels for the racer's edge.



1873



1874

Rubber Tires – Two types of rubber tires that will fit any 40mm-44mm. One is treaded for soft dirt tracks. The other is a spiked buggy tire for those hard dirt tracks.



W-5032



W-5031

Low Profile Tires – Dirt track, Low-Profile tires (5032) offer better handling and don't allow as much tire distortion. (Wheels not included with tires; requires W-5021). Asphalt Low Profile tires (5031) give better traction on-road.



5021

Large Diameter Wheels – Specially sized wheels designed for the low-profile tires shown at left.



1871
1872

Sponge Tires – Sponge Tires are available in two hub diameters: 38mm-43mm and 44mm-50mm. Comes as 8 separate 1/4" thick segments. Custom fit them to any hub. (Wheels not included.)

Design of the OPTIMA

Length: 15.3"
 Requires:
 Battery: 7-Cell, 1200 mAh
 Radio: 2-Channel



The result is: TURBO OPTIMA

JAVELIN

For more off-road thrills choose the Javelin. The same high-quality Optima chassis sporting a durable roll cage.



Length: 15.75"
 Requires:
 Battery: 6-Cell, 7.2V
 Radio: 2-Channel

Javelin shown with Motion House™ side guards available separately.



Car Aids – This metric replacement set consists of 150 screws, 50 nuts and 20 washers. It's great for most any electric buggy and comes in a handy snap-tight plastic tool case.

W-5001

W-5002

Adjustable Pressure Shocks – Kyosho is famous for shocks and these are their best yet. Adjustable pressure shocks are available in both long and short versions, will fit most electric buggies and are completely adjustable for any track condition.



Pinion Gears – 3 sizes of hardened metal replacement pinion gears for the Optima, Javelin and Rocky. 9 tooth, 10 tooth & 11 tooth.

W-0101



Motor Guard – Aluminum gold-anodized motor guard looks great and protects motor from rough treatment.

LeMans Plastic Motor Carrier – A plastic case for carrying motors and keeping them clean and protected while not in use.



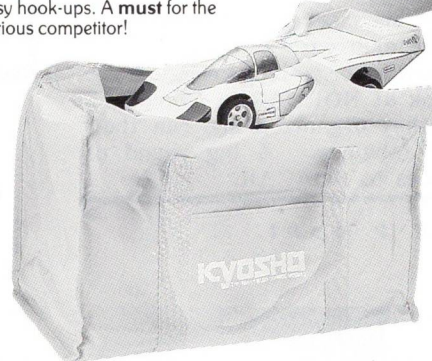
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Quick Charger – An inexpensive, dependable unit for rapid-charging any 5-cell or 6-cell pack featuring an automatic shut-off timer.

Auto-Charger – Fool-proof charging at the touch of a finger! This unit will quick charge any ni-cad (including 7-cell packs) and automatically shuts off when battery reaches capacity with its peak-detecting sensor. Includes built-in ammeter, voltmeter, adjustable current control and easy hook-ups. A must for the serious competitor!



1848



Field Bag – A great way to transport 1/10th or 1/12th cars and accessories to and from the track. This durable Field Bag folds flat when not in use for easy storage.



Polycya Paints – Acrylic paint for use on all plastic models, especially Lexan bodies. It comes in 12 brilliant colors and remains flexible when dry so there's no chipping or flaking.



Racing Pack – This 6-cell Racing Battery Pack with matched Sanyo cells is designed to charge fully, hold a charge well and discharge completely. Fits most any buggy. Also available is Kyosho's special 7-cell racing pack.

Ball-Bearing Sets – A full set of high quality stainless steel ball bearings designed especially for Optima & Javelin, Pegasus & Icarus, and Rocky.



LeMans Motors – Ultra-high-performance replacement motors for every racing application. These motors feature adjustable timing, diamond-trued commutators and ball-bearings at both ends (except 600E and 360ST.)

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Region 3 cont.

yards. It comes in a beautiful gray color, which looks a lot like asphalt. Here is the name, address and phone number:

OZITE
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Libertyville, IL 60048
Jenny Peterson
312-362-8214

Hope this helps to end your carpet woes. If you need more info call me (Dennis Moscatelli) at 312-827-2187. I would be happy to assist any club in purchasing this marvelous carpet.

If any club wishes to get helpful hints on how to organize, I suggest you take a look at NORCAR in Cleveland. The way they organized and ran their race was fabulous. A big round of applause goes to NORCAR.

Region 2 cont.



Denny Smith, 1986 Florida State 1/12th Scale Sportsman Class Series Champion. All pictures in Region 2 by Eric Gudger.



Mike Burnett, 1986 Florida State 1/12 scale Modified class Series Champion.

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LETTER TO THE EDITOR

How can we help reduce the high cost of 1/8th gas racing? All classes of racing from Indy to NASCAR are looking for ways to reduce the high cost in going fast. It is always going to cost money to go fast. How fast do you want to go? How much money do you have? It will always be this way, but maybe we can help.

Most 1/8th scale racing use 5 minutes for qualifiers to determine how you place (which main you will run in). If you run 4 or 5 qualifiers per weekend, with the time for warm-up laps and waiting for the cars just to get to the track, it is easy to have more track time just trying to qualify. Most racers will not race the qualifiers against the clock. They should, but human nature says "beat the car in front, no matter what."

We have all had a good run ruined by race traffic or stalled cars or turn

marshalls that are not paying attention. Here is a way to help with less tire and car wear! This means less money. Less money means more racers.

Qualify one car at a time. A timing system to do this would not be that expensive and would put the racers main placement in his or her own hands.

Give each racer 5 laps on the track. The first two laps to warm-up the car and driver. The next three laps will be on the clock; each lap to be timed. The best lap would be that racer's time, not the total of the three laps.

After everyone has qualified, any racer wishing to improve his or her time could re-qualify but would lose the time they received in the previous run.

This is not a fool-proof way to run qualifiers, but it would save money, tires, and nerves, and would put main placement in the hands of each racer and not with those we race against.

Dwight Weingard

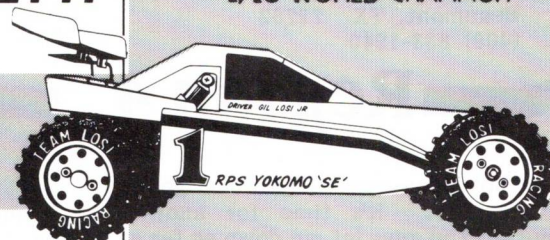


The Autographic's Best Appearing Car Awards ceremony: (L to R) Al Miller, Bob Serra, Jerry Wynn, 3rd place; Greg Robman, 2nd place; Mike Martin, 1st place and Skip North.

**A NEW ROAR 1/10 OFFROAD NATIONAL CHAMPION
CONGRATULATIONS TO RON ROSSETTI**



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The RPS Yokomo S.E. with Gil Losi Jr. driving, takes top qualifier and sets new track record. Ron Rossetti takes home the champions trophy with a great "A"—main drive.

RPS Yokomo, the current IFMAR world champion continues to excel in 1986 winning the winter nationals in Florida, the Trinity shoot out in New Jersey, and now the Roar Nationals in Pomona, California. Is there any doubt about the RPS/Yokomo S.E.

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1/8 Assistant
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705 Winter Drive
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Region 4

Boy, does time fly when you're having fun. It's time for another Rev-Up. You guys let me down as far as race reports so you'll have to read what I have to say.

First, a bit of bad news. Michael Kingery, our 1/10 Assistant has decided to resign so now I need a Northern and Southern 1/10 Assistant. I want to thank Michael for the assistance he gave Region 4 by writing good reports on the Tyler/Grapevine Series. Racers interested in the 1/10 assistants position send me your resume.

I talked to a lot of new clubs by phone in the last two months so I will do my best to relay the information.

The first club affiliation I received from the ROAR office was from Rockwell/Collins R/C Racing club. Welcome to ROAR and Region 4. Harold Satterlee is the president, (214) 881-1211 and they race 1/10 oval and road course the 2nd and 4th Sunday of each month at 1225 N. Alma, Richardson, TX.

Kevin McIntyre (504) 283-8118 of the New Orleans Scale Auto Racers is looking for racers in that area to come race with them. They race twice a month at the USF&G building, Causeway & I-10 service road.

Steve Bost (713) 359-4649 from the Houston area called to tell me about the Houston Association of Radio Control Auto Racers. This is a new club forming which will be racing 4 times a month. 1st & 3rd Sundays at Henry Lee's Checkered Flag Raceway, Kirkwood at Beechnut and 2nd & 4th Sundays at Issac's new Texas Speedway, Bellaire and Chimney Rock. R/C car racing is growing tremendously in the Houston area. I had a report of over 500 cars sold in the last month (Dec.) and over 100 drivers at Texas Speedway last Sunday (Jan. 4th).

Not to be outdone, K.C. Neubauer, Arrow Hobbies (817) 295-2821 has applied for the first ROAR sanctioned races for 1987. The first race being the Spring Oval Race Championships to be run March 20, 21, 22 (See this Rev-Up for entry form).

While we are in the Dallas area I had the pleasure to be able to send the 1/10 World Off Road Championship race entry forms to two racers from there. I think Region 4 will be well represented by Scott Montgomery and Jeff Welch. Good luck in England!

Well, I have rambled on long enough. I hope I get some more material for the next Rev-Up before the 1st of March. Let Mike, Lee or I hear from you. We have reports from Rusty Husband and myself and Lee, so for now "There's more fun in store if you race in Region Four!"

Stock Points

1 Don Lutter	1850 pts
2 Malcolm Wright	1690
3 Tony Solo	1620
4 Jimmy Sawyer	1490
5 Norman Farrington	1490
6 Daniel Shamerhorn	1450
7 Kevin Elwin	1390
8 Josh Hoyt	1380
9 Jim Burnette	1360

Modified Points

1 Rusty Husband	1800
2 Patrick Miller	1740
3 Rick Hoaglin	1570
4 John Koss	1530
5 Gene Roberson	1520
6 Wayne Boswell	1470
7 Ed Billheimer	1450

The Houston Quickechargers 1986 Fall Season ended this year on the last Sunday before Christmas. The Stock and Modified both were decided on the last race with the winners picking up extra points for most consistent, most total laps and top qualifier for the day. Next season our club will have a new president and officers. We look forward to our new race schedule split between our indoor carpet location and the new outdoor asphalt permanent race track at Isaac's Hobby Center. We are working a little with Dallas so we can get some racing in other cities nearby in Texas.

The new TRC and Delta cars have trickled down here and are really tearing up the older chassis.

Golden Triangle R/C Roadracers

We tried to race Dec 14 but it started a light rain just as we completed the track set-up. We reset the race for Dec 28 with better luck that day. Ed Billheimer TQ'd this time with 41.8 laps.

A Main	
Ed Billheimer	42.4
Don Lyons	40.8
Randi Harris	37.8
B Main	
Jason Courville	39.4
Waye Monla	33.3
Glen Johnson	DNS

This completed the Roadracers fall season with congratulations going to Wayne Boswell with 5 1st place wins. Here's the final point score with 6 races and 2 drops.

1 Wayne Boswell	400 pts
2 Ed Billheimer	380
3 Charles LeBlanc	360
4 Don Lyons	355
5 Randi Harris	320
6 Wayne Moncla	315
7 Jason Courville	235
8 Louis LeBlanc	180
9 Carey Fracht	175

1/8 Gas Report

by Lee Chapin

Don just reminded me that he needed a report again. My first reaction was, well, I haven't heard from anyone. And that's true. Don's going to get me a list of active gas clubs and I'll get reports even if I have to call Chicago for some help. Some head scratching and I realized there was some news even if it was biased toward the western part of the Region. Getting the Rev-Up on the 10th jogged my memory some. First, the promised results from Albuquerque's GAS BLAST. Lot's of racers and no one got a gift win. The top finishers in each class worked hard for their position. Notice that none of the Top Qualifiers won and there were no "run-away" wins.

Gas Blast Results Oct 17,18 & 19th

Top Qualifiers:
Pan: Doug Torres
2WD: Ralph Gutierrez
4WD: Barry Grossenbacher

Region 4 Cont.

Concours de'Elegance:
Lee Chapin

Pan A Main
1 Elmer Schilli
2 Doug Torres
3 Bill Wootton

2WD A Main	B Main
1 Jerry Weaver	1 John Adair
2 Lee Chapin	2 Ed Baynes
3 Bob Mecklinburg	3 Brian Regan

4WD A Main	B Main
1 Jim Turner	1 Lil Phil Shew
2 Heinz Meyer	2 Bruce Kennedy
3 Barry Grossenbacher	3 Danny Alvarado, Jr

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If you get a chance, go to one of Albuquerque's races. They make an event much more than just running your car around the track. There's friendly help if you need something and they have an experienced crew to make things go smoothly.

On December 14th, the **Rio Grande Racers** completed their 1986 Summer/Fall Rio Grande Series. This is about the 14th Series - so many, that we have had to add a "second story" on the permanent trophy to make room for the name plates. This trophy was originally donated by Hal's Hobby Shop years ago, but who have switched their interest from gas to off-road recently.

Jerry Roberts finally won the Series Championship. He raced electric years ago in California, but has been gas racing only a couple of years. The RGR experimented with a separate 4WD class this Series. Only three cars in town, so the stipulation was that three had to be present to make a race. Only missed a couple when someone was irreparably broken for the week-end.

1986 Summer/Fall Rio Grande Series
Rio Grande Racers

Series Champion: Jerry Roberts

2WD Class B Main	
1 Frank Barron	660 pts
2 Danny Alvarado, Sr	508
3 Gus Flores	361
4 Jim Roberts	208
5 Bill Everett	104
6 Ray Cannon	100

2WD Class A Main	
1 Jerry Roberts	789

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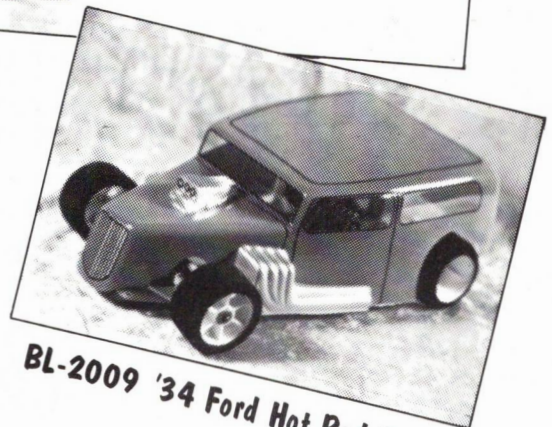
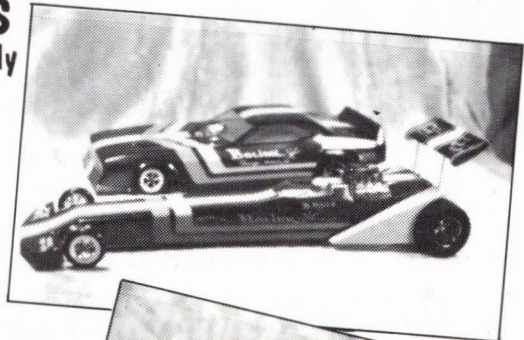
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BL-2372 '87 T-Bird (1/10)



BL-2009 '34 Ford Hot Rod Body



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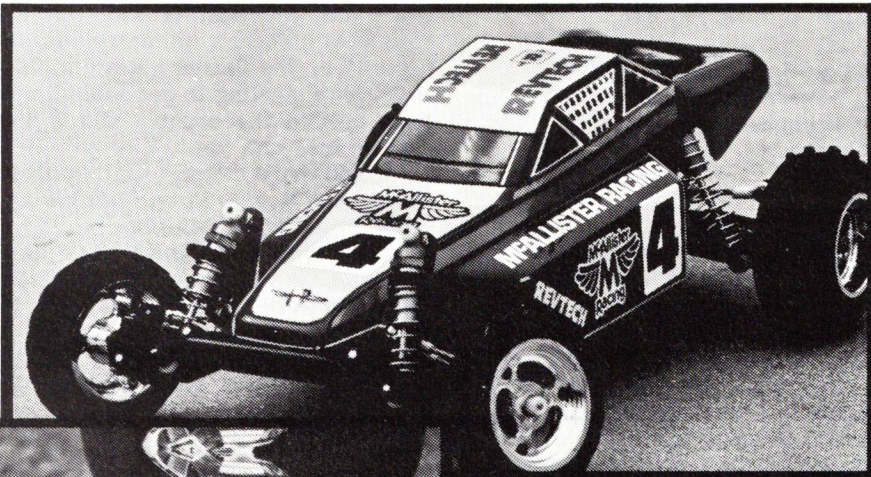
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2WD — 1st, GARY KYES; 2nd, MIKE COMINSKI; 3rd RANDY RAMSEY

2. BUDWEISER 10 HR. ENDURO

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

3. CHARBONNEAU CHARITY RACE

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

4. McCOY RACE

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

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

5. ROAR 1/8 NATIONALS

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

The Top Three Qualifiers Used **PARIS POWER**
TQ & New Track Record, RALPH BURCH, JR.; 2nd, JOEL JOHNSON; 3rd, GARY KYES
2WD — 1st, RAY ZABRISKIE; 2nd, TIM FLEENOR; 3rd, GUS GUSTAFSON
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Region 5

Well here it is January and everybody's looking forward to another great year of racing. Here in Region 5 about the only gas racing being done is with snowmobiles. Not a whole lot of information sent to me so far so will finish some older news. Finally received the last Heart of America results from St Louis. This was also combined with the Region 5 Championships. Some fine racing was done but I won't give a blow by blow report.

4WD A Main

1 Larry Martin	Assoc/75.2 laps
2 Mike Saputo	Cook/68.3
3 Dale Smith	Delta/66.0
4 Tom Sagle	Delta/57.0
5 Brad Hochn	Assoc/56.0
6 Randy Ramsey	Cook/55.0
7 Dan Dowdy	Delta/28.0
8 Jim White	Delta/14 TQ

4WD B Main

1 Tom Sagle	Delta/71.7
2 Rick Bloom	Delta/65.8
3 Arlyn Simon	Delta/53.0
4 Steve Willoughby	Serp/30.7
5 Paul Crawford	Serp/ 4.0

2WD A Main

1 Jim Hulse	Delta/78.6
2 David Kemp	Assoc/74.6
3 Neil Youngren	Assoc/72.5
4 Jim Lyncy	Assoc/52.5
5 Don Wade	????/50.3
6 Steve Teselle	Delta/46. TQ
7 Pete Niergard	Assoc/23.
8 Mat Bjerkestrand	????/17

2WD B Main

1 Harold Hoover	Delta/65.8
2 Wayne Hoover	Delta/56
3 Ed Frizzell	Assoc/49
4 Lenard Ladue	Assoc/41
5 Todd Patterson	DNS
6 Mark Pearlstone	DNS

SS A MAIN

1 Mark McCall	MRP/71.3 TQ
2 Steve Teselle	MRP/68.6
3 Wayne Hoover	Delta/65.3
4 Elmer Schilli	Delta/60.1
5 Paul Crawford	Assoc/56.6
6 Dave Klittich	Assoc/48.6
7 Lance Simon	PB /33.0

Since this was the Region 5 Championship it was the qualifier for the World Champs., supposedly the

driver with the fastest time of the day gets to go to the World. Unfortunately in Region 5 this is not the case. Larry Martin had already qualified in Region 3 so the next fastest time was Mike Saputo with a 68.3. Here's where the rub comes in. 2WD drivers ran over 70 laps each with one beating Larry Martin's best time by 3 laps. In fact even two Super Stock drivers beat Mike Saputo's time. Though I argued this point to other people I was told that since none of those drivers were driving 4WD cars they would not get the automatic qualification for the World. Therefore Mike Saputo will be our Region 5 rep at the Worlds. He is a very apt driver and will represent us well but on this day he was definitely not the fastest.

The H.O.A. final points standings are as follows:

4 Wheel Drive

1 Larry Martin	Assoc/McCoy/399
2 Jim White	Delta/Picco/394
3 Mike Saputo	Cook /Paris/392
4 Randy Ramsey	Cook /Paris/389
5 Rick Bloom	Delta/Picco/387

2 Wheel Drive

1 Jim Hulse	Delta/ 400
2 Aaron Wilson	Delta/ 396
3 Wayne Hoover	Delta/ 392
4 Harold Hoover	Delta/ 391
5 Charles Foley	Delta/ 386

Super Stock

1 Mark McCall	MRP / 400
2 Wayne Hoover	Delta/ 395
3 Steve Teselle	MRP / 392
4 Lance Simon	PB / 390
5 Tim Sakoloski	MRP / 389

Congrats to all the winners and thanks for all racing.

Next years H.O.A. Director is Larry Martin. The following is their schedule for 1987.

April 11-12	- Kansas City
May 2- 3	- St Louis
May 30-31	- Kansas City
Aug 1- 2	- Kansas City
Aug 22-23	- Lincoln
Sept 19-20	- St Louis
Oct 3- 4	- Lincoln

The rest of the news is supplied by Norm Mead and Mike Bayless. We are taking applications for all scales for the Region 5 Champs this year. Send as soon as possible please. Good racing.

1/12 Scale Racing News

by Stormin' Norm Mead

Dateline: Minneapolis/St Paul, MN. Big things are brewing for us here in the North Country. Permanent winter race sites are not uncommon to the Twin City Radio Controlled Car Club, but this year something's new: the site has been changed. Our leasing of the old Knights of Columbus bowling alley on Minneapolis' north side is a great opportunity, perfect for the model car club, with lots of space for track and racers. In the past the club had space donated to them by Ryan Construction of Minnesota, and two to three races a month were possible. The new site allows four races a month. On race days Hub Hobby, William Hobby and B T Hobbies are on site to sell racing necessities. The latest list of the Twin Cities Racer Association boasts 100 driver's names. These drivers will have access to the site for practice 24 hours a day, 7 days a week, a major breakthrough for the TCRC Car Club.

Dateline: St. Louis Region V Champs - What can be said? It was a fine summer weekend with a breeze to keep racers cool and racing hot.

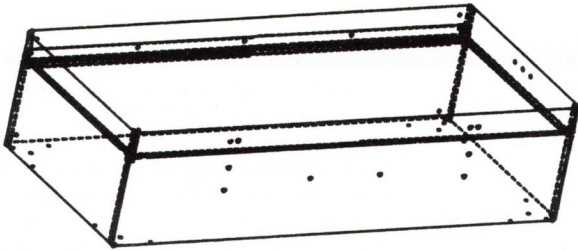
Joe Poole, as I understand, is the permanent race director for the Saint Louis club, and a fine choice he is, hard working, pleasant, with a strong sense of humor and fair. What more could you ask for? Good job Joe!

Tony Massey, the permanent Region V Champ, was on hand to demonstrate his new 12L for us all the way to TQ and first place in the Stock racing on Saturday. However, on Sunday Skip Starkey, having problems getting rolling, came through with flying colors to win the Modified event with the weekend's fastest time. This gave the only seat to the World Champs to Skip. Jim White was on hand and gave an excellent performance as did Steve Yamamoto of Denver, Colorado. Nub Kopisca and race partner, yours truly, enjoyed the race as well as meeting many Region V diehard racers. Mike Bayless, Region V 10th scale director,

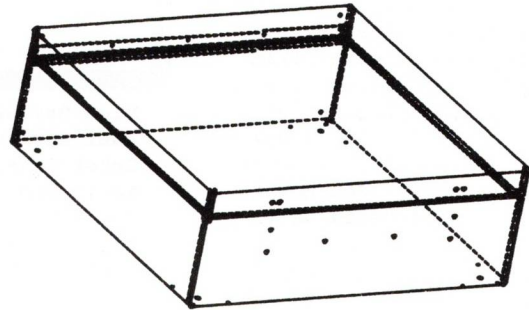
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Region 5 cont.

was on hand to show his 12th scale skills. I had the good fortune to qualify and race both days in the A Main. It was a good show — not too many inconsiderate drivers were on hand. The driving skill and courtesy of the drivers captured the meaning "Heart of America." I don't remember racing with a more enjoyable group.

1/12 Stock

	Qual/Car	/SpCon
Tony Massey	32.8/Assoc/Novak	
Jim White	31.3/?????/Tekin	
Steve Yamamoto	31.8/Assoc/Tekin	
Tom Miyahara	29.2/Delta/Tekin	
Skip Starkey	30.3/Delta/Novak	
Nub Kopisca	30.3/BoLink/Tekin	
Brad Hoehn	29.2/Delta/Novak	
Norm Mead	30.7/Bolink/Novak	
Chuck Moist	30.0/Assoc/Novak	
Brian Gisi	29.4/Delta/Delta	

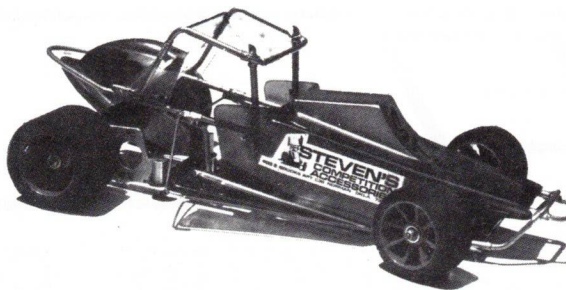
Walt Siemens	28.7/Assoc/Delta	
Dave Hood	27.2/Assoc/Novak	
Chuck Stary	28.0/Delta/Novak	
Mike Bayless	28.3/Assoc/?????	
Bryan Chapman	29.0/Delta/Novak	
Donny Wade	27.5/Delta/Tekin	
Ralph Volkman	28.7/Delta/Delta	
Paul Eckart	28.3/Delta/Delta	
Andrew Laroche	27.7/Delta/Tekin	

Ed Moist	25.5/Assoc/Novak	
Jim Lynch	24.6/Assoc/Tekin	
Dave Klittich	26.3/?????/Tekin	
Derek Schaub	25.3/?????/Airtron	
Jack Mishler	24.3/Assoc/Novak	
Dan Oneal	25.3/Assoc/Novak	
Kevin McCarthy	21.5/Delta/?????	
Ron Kraml	22.0/Assoc/Tekin	
Kevin Stewart	16.0/Delta/Novak	

1/12 Modified Class

	Qual/Motor
Skip Starkey	31.7/Trinity
David Hood	30.8/Trinity
Tony Massey	33.2/Reedy
Steve Yamamoto	32.3/????
Gary Wallace	33.0/Reedy
Nub Kopisca	30.8/Trinity
Jim White	32.1/Trinity
Walt Siemens	30.8/??????
Norm Mead	31.3/RevTech
Brad Hoehn	30.3/Trinity

Tom Miyahara	30.2/??????
Chuck Moist	29.8/Reedy
Brian Gisi	30.0/?????
Ed Moist	29.3/Reedy
Ralph Volkman	28.8/Trinity
Chuck Stary	28.4/Trinity
Donny Wade	28.1/??????
Bryan Chapman	29.4/??????
Mike Mercer	27.7/Delta
Matt Bjerkstrand	30.3/Delta



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Mike Bayless	17.0/Trinity
Paul Eckart	25.8/Delta
Derek Schaub	27.0/Kyosho
Kevin Stewart	25.6/Trinity
Brian Lamt	26.3/Reedy
Andrew Laroche	23.2/Twister
Jack Mishler	26.5/Reedy
Dan Oneal	26.1/Reedy
Jim Lynch	26.7/Tekin
P J Chalich	22.5

automobile accident on January 5th.

Our heartfelt sympathies go out to the family of Sam Massey, Donna, his wife and Tony, his son. Sam died in an

Sam was the 1/12 scale President of the Springfield, MO club SARCAR and the Vice President of the SARCAR 1/10 scale racing club. There just aren't words to describe what a fantastic person Sam was. He started the 1/12 club and kept it going by sheer will power sometimes. But keep it going, he did. There wasn't anyone Sam wouldn't help if he was asked. We've seen him and Tony at the World Championships in Denmark and Las Vegas and he always had a smile on his face - no matter how the

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Region 5 cont.

racing was going. He was so enthusiastic about racing.

We will surely miss him and I'm sure he will be missed by all the racers that knew him.

Midge Husting

Dateline: 5th Annual 12-Hour Enduro, Minot, North Dakota - Once again the long trip to Minot was rewarded with a fine event. The giant 6 cell carpet course was very challenging.

On Saturday the course was open for motor break-in and after practice there was a picnic at the race director's home. A tour of a missile silo followed the picnic in spite of scheduling problems with the military police. Sunday morning at 9:30 the racing started and continued straight through until 10:00 that evening with every heat counting. Mistakes or breakdowns were devastating on the final results.

Racers came from the Upper Midwest, Canada, and as far as California. The competition was tough. Andrew Comrie of Edmonton, Alberta held a steady course to win. At age 16 Andrew

is developing into one of the best racers in the country. When we first raced against Andy he was 13 and at that point in his racing career everyone knew he was destined for the top of the heap. Mitch Witteman from Mohall, North Dakota also had the top of the heap in mind at the 12 Hour Enduro and nearly had the second spot sown up when his diff fell apart and some parts were lost, making for a long pit stop. Many other drivers including myself had the same type of problems.

We all kept hoping Andrew or Nub Kopiscea would have a breakdown and put the rest of us back in contention. However, the boys had their acts together and spent all their time on the race instead of in the pit. The final results of the event were Comrie, Kopiscea and Witteman in first through third positions and McMeekin and Mead in fourth.

Everyone got their money's worth racing the Enduro, and all the proceeds are going to Muscular Dystrophy, \$5000 to date. Good job, Minot!

Dateline: Trinity Fall Warm-Up, Quincy, Illinois - R & R Hobbies, what can you say? Maybe the finest RC center in America. It's a great hobby store issuing a nice over-the-counter discount to all. Giant indoor 1/12 scale course, indoor 1/10 scale, off

road, pit area galore, outside megahuge off road course with a monster straight, and jumps that look like the Rockies - they have it all. And the coffee's always on. If you haven't experienced the hospitality in Quincy, you'd better keep your eye open for an opportunity; you won't regret it.

The Upper Midwest's best drivers were on hand for the demanding two day event with Stocks on Saturday and Mods on Sunday. Friday evening the track was open for practice and most drivers had already arrived for the weekend. The gang from Minneapolis had made the trip down without their spiritual leader, Nub Kopiscea, whose boss doesn't appreciate his talents as an RC racer and made him work the Friday night shift. It wouldn't be until Saturday noon that Nubs would show up in questionable condition, nevertheless ready for anything.

Saturday's Stock racing featured five rounds. Jim Dieter, Carl Kristy and Skip Starkey took the money spots first through third.

Sunday's Mod field also featured five rounds in which Team Ugly of Chicago, Jim Hoffman, would create a new track record at 41 laps as TQ. The A Main looked fast as Hoffman, Dieter, Bob Schoenau battled for the lead. Hoffman took two bad corner marshals

REEDY

Modifieds

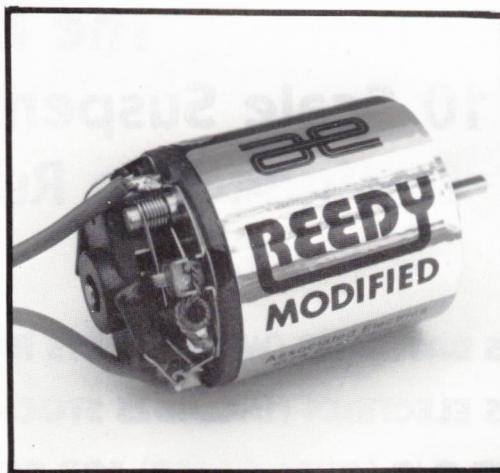
WORLD CHAMPION

TONY NEISINGER



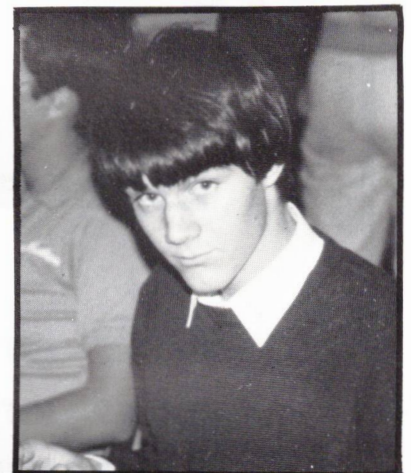
**IFMAR
WORLD CHAMPION**

#3514



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CHRISTIAN KEIL



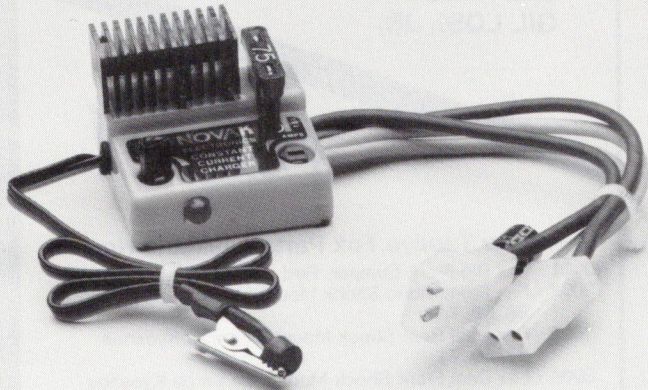
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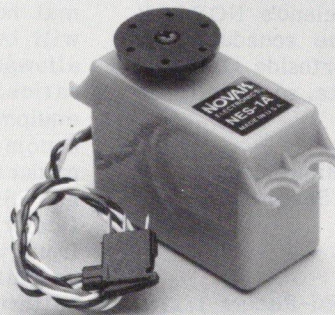
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Region 5 cont.

and was unable to recreate his 41 TQ. Mark, Dieter, Schoenau, Hoffman finished in that order.

The B Main both days was also very fast, finishing less than a lap behind the A drivers.

The C Main in the same sequence ended less than a lap behind the B. And two laps behind the day's best time. Not bad for a fall day in Southern Illinois.

Modified Class

A Main	B Main
1 James Dieter	1 Don Meade
2 Bob Schoenau	2 Lou Quintero
3 Jim Hoffman	3 Bob Stewart
4 Carl Cristy	4 Norm Mead
5 Ken Dede	5 David Kemp
6 Dennis Moscatelli	
7 Skip Starkey	6 David Cray
8 Dan Jones	7 David Diehl
9 Walt Siemens	
10 Ken Pohlman	

Stock Class

A Main	B Main
1 Jim Dieter	1 David Diehl
2 Carl Cristy	2 Norm Mead
3 Skip Starkey	3 Don Jones
4 Bob Schoenau	4 Bill Schoenau
5 Bob Stewart	5 David Cray
6 Jim Hoffman	6 Lou Quintero
7 Ken Pohlman	7 David Kemp
8 Walt Siemens	8 Mike Weast
9 Ken Dede	
10 Dennis Moscatelli	

Once again, thanks to R & R Hobbies and Trinity for a truly fun race. I know I'll be back as often as possible.

I'd like to thank Merle Gardner for his time and effort as ROAR President and Bob Rule for his contribution as Region 2 Director. Both men have given above and beyond to help build this hobby sport we all enjoy and love. **Thanks!**

Well, that's all folks. Next time we'll talk about Cleveland's NORCAR spectacular. My race schedule also includes Chicago's Northside Club and Bismarek, North Dakota, so I might see you there.

**The Northern Mini-Racers
Winter Indoor Season**

by John R. Weaver

The Northern Mini-Racers 1/12th scale indoor season starts on the 4th of October. This year races are at the Minot AFB Recreation Center on the first and third Saturday of each month. Race day starts at 12:00 noon with

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- 3002 - Fox Front Mono Shock Mount for Large Kyoshos 88, 89, 71
- 3003 - Fox Dual Rear Shock Mount for Large Kyoshos 88, 89, 71
- 3004 - Fox Dual Front Shock Mounts for Large Kyoshos 88, 89, 71
- 3005 - Fox Front Upper A-Arm Stabilizer
- 3006 - Fox Mono Nerf Wing, Red and Black
- 3007 - Fox Heavy Duty Steering Kit

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- KO-02 - Nerf Wings, Red and Black
- KO-03 - Skid Plate. Extends Entire Length of Chassis & Protects Motor
- KO-04 - Receiver Speed Control Plate
- KO-05 - Oval Front Bumper
- KO-06 - Dual Rear Shock Mount for Large Kyoshos 88, 89, 71
- KO-07 - Dual Front Shock Mount for Large Kyoshos 88, 89, 71
- KO-08 - Front Mono Shock Mount for Large Kyoshos 88, 89, 71

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ORRCA

track set-up. Heat races continue until 6:00 pm when the Mains will commence. Other race days and locations are possible and will be announced.

The "Indoor" season consists of 4 cell cars on carpet. "Road" courses are the staple of full scale racing and our 1/12th scale tracks follow suit.

This year with our regular Stock class we are starting a Production class defined as follows; the purpose of the Production class is to eliminate the need for costly parts and custom modifications. This class is also provided as a recommended beginner class on a local club level. Only kit cars available nationwide through normal hobby distributor/dealer channels will be allowed to participate. Only allowable modifications: body, gear ratios, tires, and wiring. Radio equipment must be in manufacturers recommended location. Only legal production motors, approved batteries, and differentials are allowed. **Specifically not allowed** - ball bearings on front wheels, modified oilite bushings, graphite chassis plates, swapping of batteries between races, mismatched manufacturers of transmitter and receiving equipment, electronic speed controls, or chassis modifications. No cutting, drilling, or lightening of parts allowed except to install radio

equipment.

For more information on the hobby/sport of Radio Control racing and confirmation of race times and locations, contact John Weaver at 727-5120. See ya at the races!!!

**1986 St Louis R/C Car Club
Points Totals**

CONCOURS

1/8 Scale	1/12 Scale
Dave Klittich 57pts	Jim Lynch 54

1/12 Electric

Qualifying	Driving
Jim Lynch 197	Jim Lynch 142
Kevin Stewart 189	K Stewart 131
P J Chalich 185	P J Chalich 119

Flat Pan

Jeff Campbell 194	J Campbell 149
Dave Klittich 193	D Klittich 141
Elmer Schilli 192	J Campbell 131

2 Wheel Drive

Ed Frizzell 194	T Paterson 144
Todd Paterson 191	Ed Frizzell 143
Jim Lynch 179	Len LeDoux 113

2 Wheel Drive

Randy Ramsey 198	R Ramsey 151
Mike Saputo 191	M Saputo 143
Brad Hoehn 161	B Hoehn 101



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(602) 966-4419

Region 6

I sure hope all of you read Mike Reedy's column "President's Comments" in the last issue of Rev-Up regarding unsportsmanlike conduct. I am in complete agreement that there is no place in our hobby for these types of actions. The Race Directors must recognize these conditions and put a stop to it immediately before it gets out of control. Let's have fun and not get carried away.

Would like to start receiving bids for the 1987 Regional Championship for 1/12th, 1/10th off road and 1/8th scales. If you feel that you can organize and host a major event, please submit your bid with a summary of accomplishments that your club or facility has performed. Also this year would like to see a 1/10th Regional Dirt Oval Championship. So you with dirt oval tracks available, please submit your bids. I would like to have all the Regionals scheduled no later than the end of May so get your bids in early.

Speaking of dirt oval racing there seems to be a lot of interest and races scheduled for this year. Grand American '87 Oval Series has been set up by Al Hess for a nine race schedule. The first race was held January 31/February 1 at Central Coast Radio Control Raceway in Santa Maria. The schedule through the end of June is as follows: April 4/5 at Hot Trax, Huntington Beach; May 2/3 Metro Raceway, Bakersfield; May 16/17 Outlaw Raceway, Highland, CA.; June 6/7 Radio Control Hobbies, Costa Mesa. Any questions regarding this series can be directed to Al at 714-654-3440. Another dirt oval race is the North/South Oval Challenge at AA Raceway in Brentwood scheduled for May 2/3. Anyone interested in racing at this event can contact Manual Rodriguez at AA Raceway. The JG Mfg. West Coast Dirt Oval Championship IV is scheduled for March 7/8 at the Ranch Pit Shop in Pomona. For further information contact either The Ranch Pit Shop at 714-623-1506 or JG Mfg at 213-947-1206. I know that Nor-Cal Mini Off Roaders in Redding is scheduling a major oval race but I don't have the dates as of my deadline. I apologize if I left anybody out.

SRS in Tempe, Arizona has scheduled the 1987 Pro-Line Arizona Cactus Classic 1/10th Scale Race for March

14/15. Contact Larry Stewart at SRS 602-829-9117. If you never have raced at this facility, you should plan to go. They have one of the finest facilities in the area and they put on a good show.

There is a new off road track in the mill for those located in San Diego. This track will be located at the Jack Murphy Stadium and should be open around April or May. I also understand that an asphalt road course for 1/8th and 1/12th scale is getting close to being at the same stadium. Just waiting for approval.

I recently attended the IMS Model Hobby Trade Show in Pasadena and there seemed like everyone I talked to were interested in opening up a track. If everyone that I talked to opens up a track we sure are going to have a lot of tracks around.

As a lot of new tracks keep opening we are sure to lose some of the old ones. One of the oldest tracks that we will be losing after this year is SCAR's Briggs Cunningham 1/12th scale track in Costa Mesa. The museum has been sold but from my understanding we will be able to race there the balance of 1987 but after that we will have to

be looking for a new site. This is one track that we will all miss.

Just a reminder to you track operators and clubs to make sure that you get your insurance papers in for 1987.

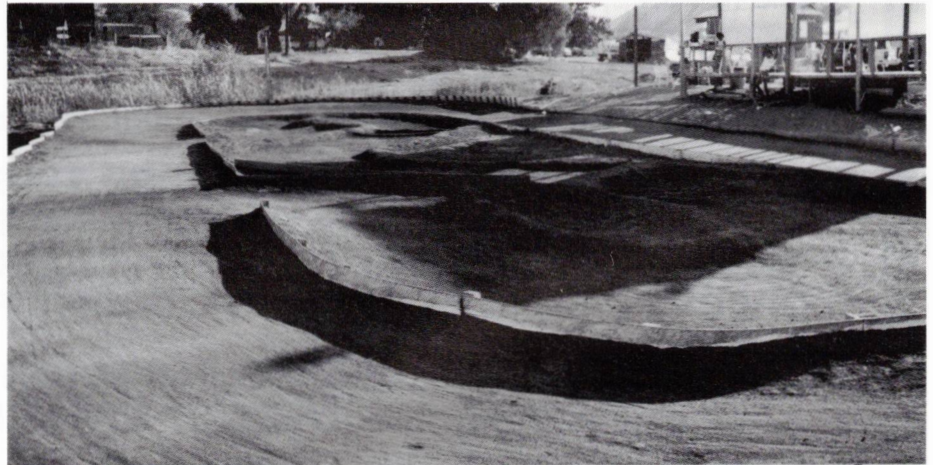
Starting with this issue I would like to input information related to various tracks. If you are interested in seeing your track in Rev-Up please forward me the details and any photos.

The track is located on a 2 and 1/2 acre lot near Brentwood which is about 40 miles East of San Francisco and about 45 miles South of Sacramento. The location is in a country like setting with the drivers stand on a hill overlooking the track. They have a snack bar, restrooms, planted lawn and benches. There is plenty of room for people to camp overnight. A/C power is limited. The track is 115' long by 47' wide, the straights are 12' wide and the turns are 15' wide.

Until the next time...good racing.

REGIONAL TRACKS

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Sandhill Ranch
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Racers running at the Brentwood track.



THE 1987 PRO-LINE ARIZONA CACTUS CLASSIC

1/10th Scale Off-Road Championship Race

MARCH 14th and 15th, 1987

- Location: SRS Raceway, 1120 N. Hayden Rd., Tempe, AZ 85281
Lighted track for open practice.
- Classes: 2WD Stock, 2WD Modified, 4WD Stock, 4WD Modified.
Note Drivers may enter Stock or Modified classes only, not both classes. 2WD and 4WD entries will be accepted from the same driver provided they are both for the same type motor. Example—2WD Stock and 4WD Stock. Factory sponsored drivers must run in the Modified classes only.
- Awards: 1st thru 5th Each Main
1st thru 3rd Concours
- Racing Program: A-B-C System. Everyone runs a main event.
- Schedule: Sat. 9:00 A.M. — Qualifying
Sun. 9:00 A.M. — Concours judging
9:30 A.M. — Last round of qualifying followed by mains
- Entry: \$20.00 per class, payable to Scale Racing Sports, 1120 N. Hayden Rd., Tempe, AZ 85281.
—**IMPORTANT**—A maximum of 200 entries will be accepted for this race. All entries must be received by March 8, 1987.
- Rules: ROAR. All drivers must provide proof of valid ROAR membership.
- Information: Call Scale Racing Sports, (602) 829-9117

Entry Form

Driver: _____ Street Address: _____

City _____ State: _____ Zip: _____ Phone: _____

Class: (check) 2WD Stock 2WD Modified 4WD Stock 4WD Modified

Car: _____ Motor: _____ Radio: _____

Speed Controller: _____ Sponsor: _____

Club _____ Frequency Choice: 1st _____ 2nd _____ 3rd _____

Dave Clark
2103 S W 306th Pl.
Federal Way, WA 98023

1/10 Assistant
Dave Holm
2272 Hoehn Rd.
Sedro Wooley, WA 98284

Region 7

As most of us are in the process of kicking off the 1987 season I thought I would print a couple of the schedules that I have received.

First is the R/C Car Club of Spokane. The series director is Bob Sargent and he can be reached at 509-922-1113. Call him, this group is very excited about 1/10 scale. All races are going to be run on their new race track at Sullivan Park in Spokane, Washington.

May 10, 24, 29
June 7, 12, 21, 26
July 7, 10, 19, 27 - 3 Hr Enduro
Aug 2, 7, 16, 21, 30
Sept 4, 13, 18, 27
Oct 2, 11, 25

Check your calendar. Dates on Fridays are evening races and Sundays are day events.

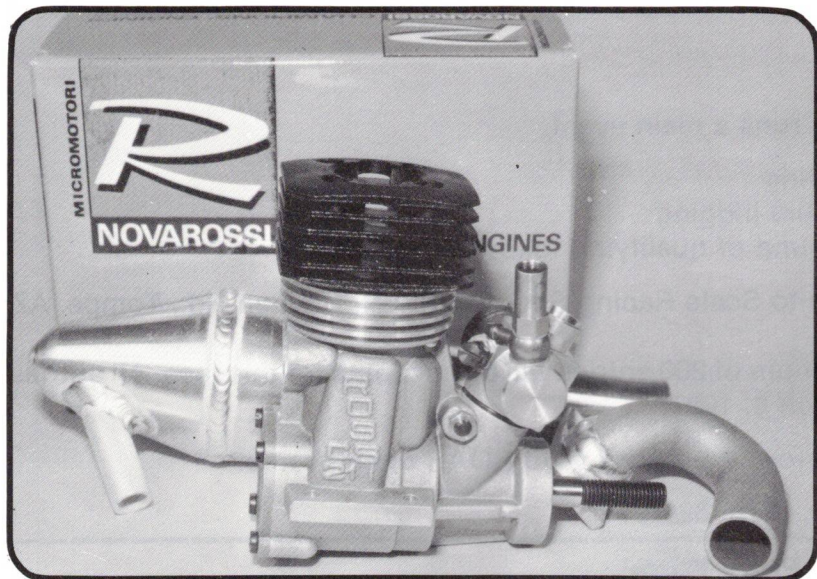
Next is SARCAR. Terry Varner is the new club Prez and he can be reached at 206-226-9341. All races are held at the Renton Village Shopping Center, Renton, Washington.

March 22 - Practice day, 29
April 12, 26
May 3, 17, 31
June 7, 14 Rain Date, 28
July 12, 6 Hr Enduro, 19
Aug 2, 9, 22 & 23 Region 7 Champs
Sept 13, 27
Oct 11 Rain Date, 25 Rain Date

SARCAR runs 1/8 and 1/12 on the same day. All bodies will be CAN-AM.

SARCAR is also hosting the ROAR Region 7 1/12 Indoor Champs. This year they will be held on March 14 and 15 in conjunction with the US Hot Boat and Speed show in the King dome in Seattle. The track may be available for practice on the 12th and 13th. Details are sketchy at the moment, hopefully you will have received a flyer by the time you are reading this. It is bound to be a lot of fun.

Also I want to thank Dave Holm for accepting the position of 1/10 Region 7 Assistant. Give him a call with your 1/10 scale questions. His phone is 206-856-6613.



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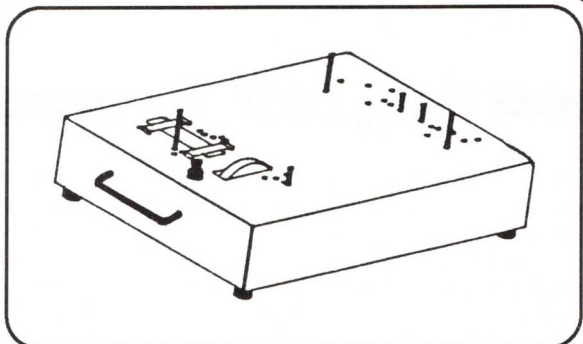
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- * (Optional #4) Sullivan Alum. Hub Only (5.95)
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1/12th Assistant
Peter Okano
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Honolulu, HI 96814

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

Region 8

Aloha from Paradise, Region 8, Hawaii and the Pacific. The past few months have been void of almost all racing. Even some of our championship races were cut short because of a very wet, rainy season. But there has been much preparation of older cars and the waiting is about to climax with the introduction of the new TRC car and the soon to be released RC12L from Associated.

The Hawaii R/C Auto Racing, our gas car club, had a re-organization meeting on December 5, 1986, at the Kalihi/Palama branch of the library of Hawaii. Joey Milho was nominated and reelected to be president of the HR/CAR again. He is to be ably assisted by treasurer Earl Honbo. Elected also was a rules committee board which will assist the officers of the club in any rules dispute at the gas car races. Discussions were held on a great variety of subjects relating to the running of races and the forming of rules governing the 4 wheel drive class here in Hawaii, in the absence of a firm set of rules from ROAR. Club membership dues have been raised to \$20.00 per year and the monthly racing entry fee was increased to \$8.00 per race. The 8th scale Regional Championships are tentatively scheduled for the 4th Sunday in September, with the Can-Am Series being run from February through August and a GT Series being run in October and November. This GT Series, although short, will be the first GT races we have seen in about three years.

As this article is being written a 1/10th scale off road race is being held at the Keehi Lagoon track. I was hoping to attend this race but I had made other commitments and was unable to race. There is a celebrity visiting the islands and I was hoping to race against him. Joel Johnson, coming back home after many, many years to visit, will honor us by racing in an off road race using a borrowed car. Peter Okano has been given the responsibility of preparing a competitive car for Joel. (Peter is the local Trinity sponsored racer.) Maybe I can get a race report in by January 10th?

In 1/12th scale the new TRC car is becoming very competitive with the Deltas and the Associated 12i. The long awaited RC12L from Associated is soon to be released and many racers are

drooling waiting for this promising looking car.

I have not received my Rev-Up yet this month and I have not yet spoken with Midge Husting but for the last few months I get the feeling that ROAR is not giving our Rev-Up editor the free hand that she needs to publish the magazine. We here in Hawaii already have to live with the distance handicap so we always receive the Rev-Up late. When Midge isn't given the money's needed to print, publish, and mail the magazine then the entire organization suffers. I have not even received confirmation yet as to what the vote count was for the various offices in ROAR. I am very curious as to the vote tally in Region 8. (Our voting ballots came after the voting deadline and although the deadline was extended to compensate for the late delivery of the Rev-Up no one here in Hawaii was aware that the deadline was extended so therefore the feeling that I have received so far is that not too many people voted.)

So much for another couple of months. See you at the races.

Hawaii R/CECC - 1/10th Off Road November, 1986

by Peter Okano

November saw the close of the 1986 off road season. Being that this was the last race of the season, there was some close racing as a few points could make the difference.

Before we get to the mains, let's acknowledge the **TOP TEN**.

OPEN CLASS

1	Peter Okano	Trinity/SE
2	Francis Aki	RC10
3	Kimo Smith	RC10
4	Roy Murakami	Yokomo
5	Bill Spencer	Optima
6	Kathy Okano	Yokomo
7	Reynold Kam	Optima
8	Kent Uyeunten	RC10
9	Wayne Onoyama	RC10
10	Butch Farm	RC10

MODIFIED CLASS

1	Kimo Smith	RC10
2	Francis Aki	RC10

3	Peter Okano	PRO110
4	Kent Uyeunten	RC10
5	Butch Farm	RC10
6	Wayne Onoyama	RC10
7	Glen Muraoka	RC10
8	Roy Murakami	RC10
9	Kevin Uehara	RC10
10	Brian Young	RC10

A special note must be made of the only female racer here, Kathy Okano, who can mix it up with the best of them and of "Mr. Green" Kent Uyeunten who undoubtedly must be the baddest working at being a good racer.

ON TO RACING...

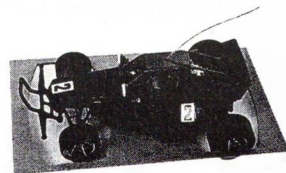
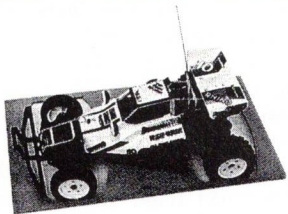
'A' Open saw the dark horse Bill Spencer burst through the carnage and take an awesome 1/2 track lead on the field. Francis, Kimo and Reynold were the first to get clear and resume the chase while Peter, Kathy, Keevan, Cory, Robert and Roy were left to untangle themselves. Bill was out and flying with such a huge lead it looked like a runaway. All Francis and Kimo could do was to hope for a miracle.

After a lap the miracle came as Bill's Optima broke!! Francis took the lead with Kimo second and Reynold a close 3rd. For the 1st time this season the Open class was being led by 2 RC10 2wd cars! Now, could they stay ahead of Reynold's flying Optima?

Slowly but surely, Reynold closed the gap and waited for the smallest mistake. A small tie up involved the leaders as they encountered traffic. Reynold made his move and flew by.

With only a few seconds left, Reynold held his cool and drove to a fantastic win with Francis 2nd and Kimo 3rd. Keevan took a close 4th over Peter. The top 5 cars were all on the same lap and amazingly only 6 seconds separated 1st and 5th. The level of racing has become extremely close lately as many drivers have learned a lot from the championships. Kathy held down the 6th spot after a bad start with Cory Chock "Mr Heavy Metal" 7th. Bill, after a great start, had to settle for the 8th spot with Robert 9th and Roy, with car problems, 10th.

On our long but tight track, Francis and Kimo proved that the 2wd car can be competitive with the 4wds. Reynold also proved that the inherent advantage of the 4wd car will be a decisive factor.



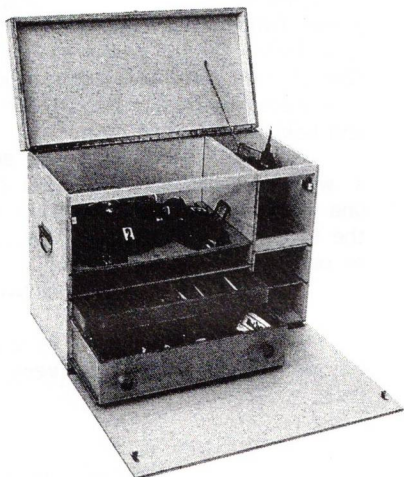
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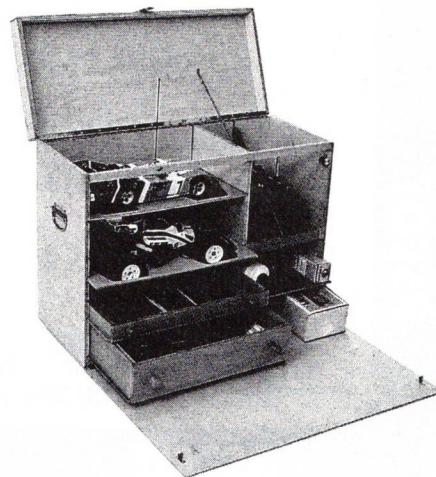
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took the victory for the last race of the season. This was not a runaway though as Kimo had a battle on his hands from the start. With the exception of one car, all the 8 other cars were on the same lap!! That is a first as there were relatively few accidents.

Francis Aki tried but could never quite pull it off so he settled for a well deserved 2nd. Kent Uyeunten was just one second behind in the 3rd spot. Bob Chamberlain fought off all attempts by Bill Spencer and Wayne Onoyama to get by, and had a great 4th place finish with Bill 5th and Wayne 6th. Peter Okano was a close 7th with Glen Muraoka 8th and Reynold Kam 9th. Roy Murakami just missed the crossover and held the anchor man.

With all the cars being so equal, a win in Modified is a well deserved one with ample "bragging" rights. Yet the top gun in Modified, Kimo, has to be one of the most modest!

Some tips for next year...

* The RC10 seems to be the way to go as its dominance is very evident here.

* The key to the win is not in speed but in handling as the cars already have more than enough power to light up the tires.

Region 8 cont.

To close the 1985 season in the Open class, some possible helpful tips...

* Of the top 10 cars 5 cars are 4wd - 3 Yokomos and 2 Optimas while 5 are 2wd - all RC10's.

* 4wds naturally have a distinct advantage with regards to traction but the maintenance factor is relatively high.

* Of the 4wds, the Yokomo is the most proven while the Optima is somewhat faster while also being lower in maintenance.

* The RC10, when properly set up and driven, is very reliable and also very fast - though the car gives up some ground in the corners.

* Though the 2wds are very good, all but one race this year was won by 4wds. 1 win RC10, 2 wins Optima, 7 Yokomo.

Now, perhaps the toughest, roughest class where a good 'break' may mean the difference between victory and defeat...

In 'A' Modified, Kimo Smith proved why he is the man in Modified as he



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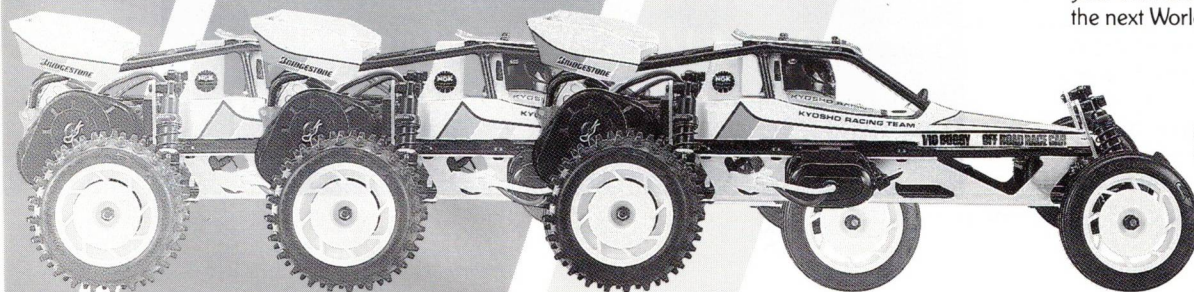
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Region 8 cont.

* There is no one hot set up as all the top 10 drivers have their own "style" which is best suited to them.

* Nothing beats the old saying "practice, practice, practice".

"A" Stock had Masa pull out all the stops in the last Production race of the year as his Optima held the edge over Chris Sheeder's RC10. George Suetsugu, also driving an Optima, took 3rd just seconds behind Chris. Gary Isono edged out his sister Gail for 4th place with Ray Tom holding onto the sixth spot. Dale Shin, a new racer, drove well and took 7th with Kyle Okahara in 8th. Jamie Nakaya just didn't have quite enough and had to settle for the 9th spot.

The Stock or Production class here has some very talented drivers as the "A" Main ran 12 laps, just 2 laps off the Modified pace. This is the one class where Optima's, RC10's, Samurai's, Hornets and Frogs can all battle it out.

Some tips...

* Check out the winners and you'll see a lot of attention to detail - you must finish to win!

* The 4wd and 2wd are both very competitive with Optimas holding onto a slight edge.

* As in everything else, there is no real "magic" part or motor to buy... The "magic" is in practice and preparation.

Hawaii Radio Control Auto Racing
Region 8 Championship
1/8 Scale Gas Cars

by Peter and Roy

November saw the Hawaii Region 8 1/8th Gas Championship have the largest turnout in the history of gas racing here, as 35 racers showed up to go for the gold.

Since the advent of the 4wd cars' distinct superiority, the Championship was run with 2 classes; 2wd and 4wd. The 21 2wd lineup included the pan cars of Norman Uyeno and Cory Chock. There were 14 4wd entrants ready with their awesome machines.

The huge trophies were donated by Earl Honbo of Earl's Painting, Butch Farm of Hobbietat, Hawaii's Premiere Hobby Shop and By Glenn Chock of Triple A Hobbies. The TQ trophies were donated by the Clock and Trophy shop, who does all the trophies for all the scales.

The qualifying rounds were fast

and furious in both the 2wd and 4wd classes where the racers saw the skyscraper 5 ft tall TQ trophy as they walked to the drivers stand. Every racer could see himself holding one of those.

After a break, the Mains were set up and were ready to get underway till the rains came, causing a postponement. Before we get to the Mains, a special observation was made. Good sportsmanship and helping hands were exhibited when Kathy Okanos car ran away and was destroyed by the curb.

Racers gathered around to help Peter rebuild the shattered car, eagerly giving up their precious time and tools. This just goes to show that you can be competitive but still not lose the comradeship.

The "A" Main 2wd lineup consisted of 6 suspension cars and a lone pan car. As a unique comparison, there was the full tilt, 2 speed, high nitro car of Peter Okano at the pole with Norman Uyeno's ancient but awesome RC300 pan car at the other end of the spectrum.

The first lap of the "A" was led by Ric Marriott followed by Brian Young and Norman Uyeno. Favorites Peter Okano and Juan Sat, getting tied up at the start, had their work cut out to catch Brian. However, after just 4 laps Juan was forced out due to a

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broken antenna.

Brian, with a good lead, looks to have it made with Norman right behind followed by Roy Murakami and Ric. Peter's car starts to reel in the field, easily gaining 20-30 feet each lap. Meanwhile Kathy Okano, who was awesome in qualifying, flames out after losing a glow plug.

Brian flames out mysteriously giving Norman the lead, followed by Rick and Roy. Peter's rocket RC500 is gaining steadily and soon passes Roy then Ric. Another lap and he catches Norman. Passing down the straight, Peter takes the lead with Norman in 2nd and Ric 3rd.

Midway into the race it's still Peter with Roy now 2nd, Norman 3rd and Ric 4th. Kathy, back on the track, is on a hot 5th spot with Brian struggling to make up time.

With clearly the fastest car on the track, Peter just kept pulling, leaving the real battle for 2nd between "Pan Man" Uyeno and Roy. Ric, whose car was very quick, was having traction problems and dropped back. Kathy, on a tight line, caught up to Norman and Roy and was looking for the right move.

The 30 minute Main ended with Peter taking the win with none other than "Pan Man" Uyeno in 2nd. Roy couldn't keep up with Norman's pace and

just edged out Kathy for the 3rd spot. Ric held down 5th with Brian 6th and Juan 7th.

Now the juggernauts of 1/8th - the 4wds. This was the no holds barred, cut to the max class where power is the king.

After dynamite qualifying rounds, Warren Milho was the pole sitter turning in a quick 18 lap run. Butch Farm and Reynold Kam also ran fast 18's right behind Warren. Peter Okano, pulling an Ironman routine, also qualified for the "A" with a 17 lap run. Glenn Chock, perhaps the most improved driver was right behind Peter. Robert Ongies and Ryan Honbo turned in good 17 lap times to round out the "A" Main lineup.

At the horn, Butch took the lead with a mean holeshot and was really flying. Reynold and Warren were left chasing his exhaust. Butch, driving some incredible lines, came up on the last place car after only 5 laps. At the 5 minute mark he had 32 laps on the field and victory seemed assured. Then, it began to drizzle and the drizzle turned into a shower, completely eliminating the traction.

To prevent broken cars and for the safety of others, the race was cancelled due to rain. It was a disappointment to many racers as they had waited the entire day for this. Because of

the rainout it was decided that the finish would be decided by the current status of the field.

Butch, in the lead, was given the lead with Warren 2nd and Robert Ongies 3rd. Reynold took the 4th spot with Glenn 5th and Peter 6th. Ryan held the 7th spot.

2WD "A" Main

- | | |
|----------------|-------------------|
| 1 Peter Okano | RC500/Farm/Mondia |
| 2 Norman Uyeno | RC300/OPS |
| 3 Roy Murakami | Super Eagle/Piccc |
| 4 Kathy Okano | Cook Eagle/Picco |
| 5 Ric Marriott | Super Eagle/OPS |
| 6 Brian Young | Super Eagle/Farm/ |
| 7 Juan Sat | RC500/OPS |

Cont. on page 55

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Region 9

This article in Rev-Up is going to be short but also rather controversial. Several incidents have come to my attention since the last Rev-Up. The largest one being, the lack of ROAR members in Region 9.

Several reasons have been brought up why ROAR is not popular in Canada but when push comes to shove, the final outcome is that the membership of \$28.00 in US currency converted to Canadian turns out to be approximately \$42.00. I'm sure that all of you that are reading this are ROAR members already. You know what the advantages of belonging to ROAR are!

Unfortunately, I would like to get you the readers to inform the less knowledgeable. Several people will ask "why should I join ROAR when I can join MAAC." For those of you who aren't familiar with MAAC - it is a Canadian organization dedicated to R/C airplanes and have branched off into insuring all aspects of the R/C hobby.

Unfortunately, MAAC is only an insurance and has no specific rules for R/C car racing. This insurance coverage is good but will not be recognized at ROAR sanctioned events. Although MAAC is \$7.00 cheaper (initial cost 35.00 Canadian) and has 2 million dollar liability, the point is that at this time it is as I have stated - Insurance Only.

I think if you sat down and realistically looked at your \$7.00 saving right now and then thought of the time and money it would cost an individual or individuals to get MAAC equivalent to what ROAR is - with R/C cars the funds would be exhausted very quickly.

Enough said on the matter. I know which organization I'm sticking with.

My second topic concerns the Canadian Indoor Nationals. I would commend my Eastern counterparts on taking on such a large feat. Unfortunately, I have a couple of beefs. The first being, after going to all this work why would you not get it ROAR sanctioned. The second matter is - could it not have been located in a more centralized area of Canada. I realize that you will be attracting many drivers from the US and the location might be an advantage to them. But to my recollection Canada doesn't stop at the Ontario border. After all is this to establish a Canadian Cham-

pion or just a Champion? I would like the competition with the US drivers as much as the next guy but please tell me what your intentions are?

The third part of my question is: How will a Canadian Indoor National Champion be established if no Canadians even make the A Main? I guess what I'm trying to say is I hope the highest finishing Canadian gets the publicity he or she deserves.

Again, I think what you are doing is fantastic, enough said.

Getting to more pleasant topics.. The Saskatoon Prairie Dusters attended the Saskatoon Hobby Show in mid-November. They attracted many people with their static display of R/C cars and videos of racing. The club had a Peoples Choice Award for the most popular car. First place was awarded to Dave Newbiggings Wedge body, Randy Johnsons Wrangler Stock car and Lyle Drysdale Lancia Stratos. A good time was had by all that attended and made for a real packed house at the next few club races. The Prairie Dusters also finished their GT/GTP series, see story by Randy Johnson.

Saskatoon Prairie Dusters

by Randy Johnson

The race results following are from our first winter race series. As you can see from the results, there

were some people absent from racing, which dropped their points drastically. The series was the best 5 out of 7.

GT/GTP Series, Stock Motors

1	Gary Lanzer	300 pts
2	Don Giesbercht	290
3	Scott Matwishyn	272
4	Dave Newbigging	268
4	Rene Wall	268
5	Kim Adam	264
6	Gary Noble	246
7	Steve Betker	232
8	Lyle Drysdale	220
9	Randy Johnson	198
10	Kelly McMeekin	170
11	Kyle Ransom	158
12	Brian Blair	152
13	Dale Kostyk	126
14	Bill Solomen	118
15	Dean Haughn	98
16	Kevin Leek	54
17	Scott Drake	44
18	Lyle Sauer	40

We would also like to remind you the next special date we have coming up is the Regional Event on April 11th, with Can-Am bodies and Modified motors.

We may change the location of our regular racing, but there will be information in a future Rev-Up issue.

So remember, you don't have to come to Saskatoon first for a special event, you can come and race with the boys anytime!



Randy Johnson, on the left with Kim Adam at their booth showing how R/C racing is doing in their area.

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

Region 10

ACCAR rep Daniel Drapeau reports of a new racing location open in the Montreal area, at Square Decarie, on Decarie Blvd. Action takes place four nights a week for 1:12 road and 1:10 dirt. The track is located in front of the **Mini Grand Prix R/C Shop**. For more info call Carl Jr. at 514-733-3535.

1987 schedule for ACCAR shapes as follows:

- 12 April - (small oval track - 85' lap) 50 lap feature; 2x25 lap heats
- 26 April - (D shape track - 180' lap) 50 lap feature; 2x25 lap heats.
- 3 May - (long oval track - 168' lap) 50 lap feature; 2x25 lap heats.
- 10 May - (small oval track - 85' lap) 50 lap feature; 2x25 lap heats.
- 17 May - (tri-oval track - 250' lap) 100 lap feature (batt change req'd) 2x25 lap heats.
- 24 May - (long oval track - 168' lap) 50 lap feature; 2x25 lap heats.
- 31 May - as above.
- 7 June - (small oval track - 85' lap) 100 lap feature; 2x25 lap heats.

All races will be at the club CarrefourRichelieu track. Call Patrick (514-244-5933) or Jacques (514-248-4259) for info.

RCANS racing is about to begin with a better turnout than ever. The normal two-month informal season is under way and an amazing simplification of the equipment used is to be observed. Racers are finally beginning to realize that you don't really need much in the way of suspension for 1:12 carpet cars. Track configuration is new for this season and last year's also-rans, the writer included, are drawing a bead on favorite Jack Robaczewski already.

The SC versus SCR battery question is still being debated on the track with the SCR proponents trading a bit of run time for that extra punch off the line. It is interesting to note that the SCR's do not work really well until they have had between 20 and 50 cycles.

Former advocates of the 5 minute race class are switching their support to a new proposal to introduce a **claiming rule** on batteries to help extinguish the 'super cell syndrome'. It has been proposed that all ROAR sanctioned races feature a procedure

whereby any racer can buy the batteries of any other racer right after any heat merely by paying him/her the \$7.50 US per cell stated as the max retail battery price. This proposal would tend to spread great batteries around (lowest qualifier among the applicants would get first pick) while simultaneously removing some of the incentive to spend hours sorting through hundreds of cells for the best few. It's time to see if drivers or batteries win races.

The writer was encouraged to contact a new club in Saint John, N.B. last month. They are currently running 1:8 gas and 1:10 electric in the Port City and have a membership of about a dozen racers.

Cornwall, Ontario has also stood up to be counted as Terry Firth of C.A.R. (Cornwall Area Racers) has reported in with a membership of 42 members located in the eastern Ontario, western Quebec, and northern New York regions. Contact him at 800 Carleton Street, Cornwall, Ontario (K6H 4Y5).

The off road activities of this club take place, until 1 May, 1987 every Sunday afternoon (1 to 6 pm) in the S D & G Highlanders Armoury on Fourth Street East in Cornwall.

Region 8 cont.

- | | |
|-------------------|------------------|
| B Main | C Main |
| 1 Joe Soza | 1 Mike Leyden |
| 2 Cory Chock | 2 Daniel Chun |
| 3 Henry Balmores | 3 Justin Apa |
| 4 Larry Gholson | 4 Milton Galase |
| 5 Bill Shigematsu | 5 Andrew Lum |
| 6 Walter Joyce | 6 Robert Sodetar |

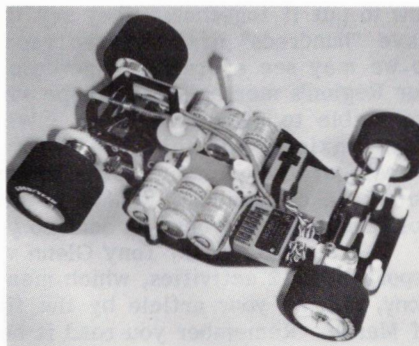
4WD "A" Main

- | | |
|-----------------|--------------------|
| 1 Butch Farm | RC500/Farm/NRossi |
| 2 Warren Milho | P4/Paris OPS |
| 3 Robert Ongies | RC500/NovaRossi |
| 4 Reynold Kam | RC500/Farm OPS |
| 5 Glenn Chock | P4/Paris OPS |
| 6 Peter Okano | RC500/Farm Mondial |
| 7 Ryan Honbo | Cobra/Paris OPS |

B Main

- 1 Earl Honbo
- 2 Brien Ing
- 3 Glenn Kawamae
- 4 Larry Balatico
- 5 Floyd Miyasaki
- 6 Kyle Igarashi

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908-278-9132

1/10 Assistant
Joe Mikus
6640 Foothill Dr
Anchorage, AK 99504
907-338-2103

Region 11

As Regional Director, I like to always take the time to read all the way through Rev-Up to see what the other directors and the officers have to say. I hope that the ROAR members in our Region do likewise. One of the things receiving my Rev-Up reminds me of is that I'm almost late sending in my next column. This article for the March issue is written in January, and you sort of have to think ahead to what might be going on by March.

As you now read this, the Third Annual Alaska Open Championship will be history, and I'm sure quite successful. At this writing, several sponsors have already come forward and I would like to thank them first. Pepsi Cola is our general sponsor providing promotion and sponsoring the Pepsi Concours. Victor Engineering is a Grand Prize sponsor and BoLink has once again been overly generous. Without the help of Alaska Pacific University, who fronted the financing for the Midnight Sun Street Rod Association's car show, we would not have been able to afford use of the Egan Convention Center. I must also thank Kim Fleetwood and Joe Mikus, who I'm sure did a fine job directing the event. I don't know where we had the after race banquet, but it was enjoyed by all. It certainly sounds strange writing about things before they even have occurred, it makes you feel clairvoyant.

Before I get on to race activities, I'd like to mention something our 1/12 club has been doing that has worked well. Rather than requiring drivers to turn marshal immediately after their heat, they skip a heat. In other words, if you drive in heat 1, you turn marshal heat 3. This allows people to calm down, get their batteries on charge, take a look at fixing their problems and concentrate on turn marshalling rather than worrying about getting back to the pits. It seems to take a little of the panic out of the situation. Try it.

Only one event was completed since the last report and that was the Third Annual Snow Ball Derby. The turnout was a bit slim since the word was late getting out, but it was fun. We decided to run a Third and a Half Snow Ball Derby in February to give out more notice, and have more folks show up. Joe will be reporting on this event.

AROARA is still early in their

winter 1/12 series with far too few races to really report on. Participation has been at all time highs and a lot of new equipment has been appearing, notable the TRC car and the Lucas car. In the May issue, we'll have a report on the series.

ARCORR elected new officers for 1987. They are Joe Mikus, President; John Benthien, Vice President; Steve Campbell, Secretary; and Jeff Adzima, Treasurer. Good luck to the new officers in controlling that rowdy group of off roaders. Joe is reporting in this issue on the clubs' recent activities.

A new ROAR affiliate has been formed called Alaska Snow Scorcher, who shall never be known by their initials. That club is for 1/8 gas off road racing and has named Gary Peterson as President, Tim Gebhardt as VP and the ubiquitous Joe Mikus as Secretary/Treasurer. Joe obviously loves the hobby and will be sorely missed when he transfers out east this summer. The club has held some basic get acquainted with their equipment events but no sanctioned races yet. Maybe Joe has something to say about that too.

On a real positive note, I was contacted by a group of Fairbanks hobbyists who wish to start a couple clubs up there and have them ROAR affiliated. I put a couple packages of forms together along with a brief on how to put it together. They say they have "hundreds" of interested racers, so we may see a dramatic increase in our Region's membership. I hope some were able to attend the Open. We're still anxious to help the folks in Kenai get their club off the ground, but it takes someone willing to grab hold and go and no one has done so yet.

In the next issue, Tony Glenn will report on 1/12 activities, which means, Tony, get me your article by the first of March. Remember you read it here first, but maybe too late.

Now Joe will take his shot at wrapping up 1/10 activities and whatever else he feels like getting into.

Off Road Racing

by Joe Mikus

The winter racing season is in full swing in Alaska, with an indoor

series underway in 1/10 scale, the 3rd Annual Snowball Derby now history, and 1/8 gas off road racing starting a series in the snow.

This years indoor series is being run on carpet, allowing much higher speeds due to the much better traction than running on linoleum as last year. These speeds have resulted in a few more broken cars, mostly front axles pulling out on RC 10's. Full bodied cars were found to protect the cars better and improve the aerodynamics for handling. Some racers stuck with the open buggy style bodies claiming the cars were quicker with the lighter bodies. All these ideas on car preparation still are taking a back seat to driving skill as needing a turn marshal or just a spin can cost a lap on our modified oval course.

About half way through the series, Ernie Nidiffer and Al Watson seem to be the quickest in 4wd Modified and Randy Crane, Jim Raffuse, and Tim Gebhardt in a close battle in 2wd Modified. Both 2wd and 4wd Stock classes are still up for grabs with quite a few racers running close. The Big Bear class is becoming more popular with Jeff Adzima holding a slim lead over Bob Peters. The next issue should have a final report of the outcome of the series.

The 3rd Annual Snowball Derby was run on the Sunday following Christmas with the weather in the twenties with a slight breeze. The track was set up on the snow covered asphalt parking lot at our off road track as the normal track surface was too frozen to work into running condition. Only three classes were run, 2wd, 4wd and Big Bear as there was no advantage between Stock or Modified on the slippery packed snow surface. The racing was very close and exciting with some thrilling wheel to wheel action in all classes. The final standings in the A Mains are as follows:

2wd A Main	4wd A Main
1 Tim Gebhardt	1 Al Watson
2 Joe Mikus	2 Tim Higdon
3 Al Watson	3 James Brown

Big Bear A Main
1 Jeff Adzima
2 Bob Peters
3 Vickie Peters

As mentioned earlier, a gas off

WESTCOTT WINS

Larry's battery pak of choice is the **Avenger**, naturally, from **MPE Technologies** and **Panasonic**.

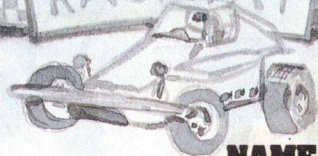
Larry just "out-ran 'em, out-lasted 'em and won."

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Region 11 Cont.

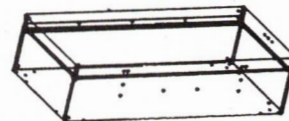
road club has been started in Anchorage. No official races have been run yet as everyone is still sorting out the bugs in their new cars. Running on packed snow parking lots has created some unusual problems for the gas cars, mostly due from the cold. The plastic bumper on the Hunter car, extremely durable in warm weather, seems to explode in below freezing temperatures on the slightest impact (at 40 MPH). The nylon gears seem to chip more easily if not properly meshed on all the cars as some racers have already gone through a few. One racer has switched to an aluminum gear to solve this problem. The use of a Perry oscillating pump solves fuel draw problems well but keeping air cleaners free of snow is a major problem. Running in the snow seems to resemble racing hydros with the need to waterproof everything and the large rooster tails produced in the high speed four wheel drifts in the corners. We seem to be ready to start our series soon so hopefully I'll have some race reports next issue. As we are new at this type of racing, we would appreciate any crosstalk about 1/8 off road racing in your area. Call or write Joe Mikus at the address on the Region 11 title page.

NEW PRODUCTS

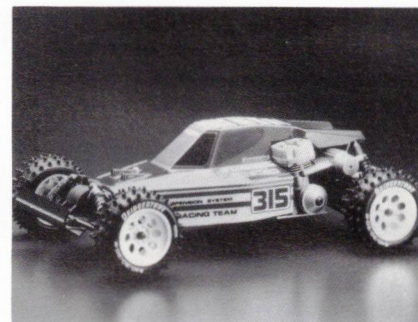


FUTABA Magnum 2P/Sport radio is for the racer on a budget. Has R2GS receiver, two S28 servos with servo reverse features, switch harness and battery case and 27, 72 and 75 MHz.

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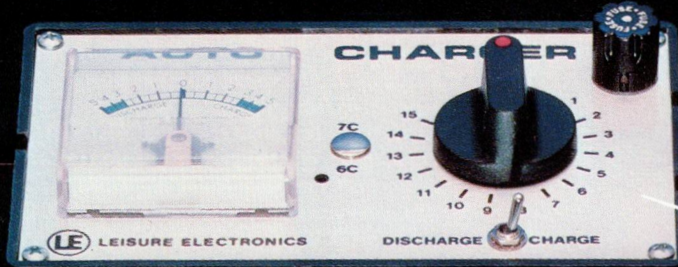
Leisure 107

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Charge Rate:
6 cell - 15 min.
7 cell - 20 min.



Leisure 105

Input: 12 vDC
Charge Rate:
6/7 cell - 15 min.



Leisure 104

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Charge Rate:
6 cell - 15 min.

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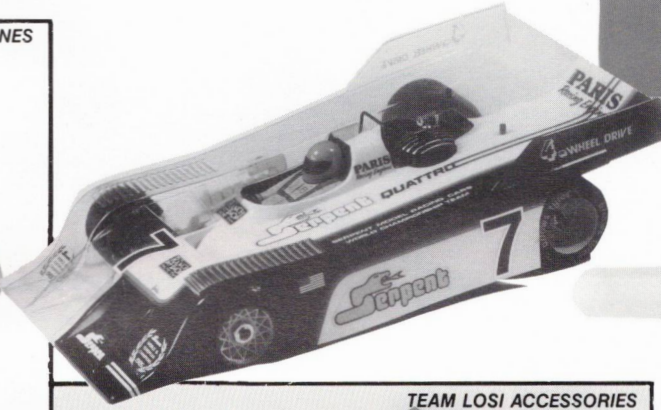
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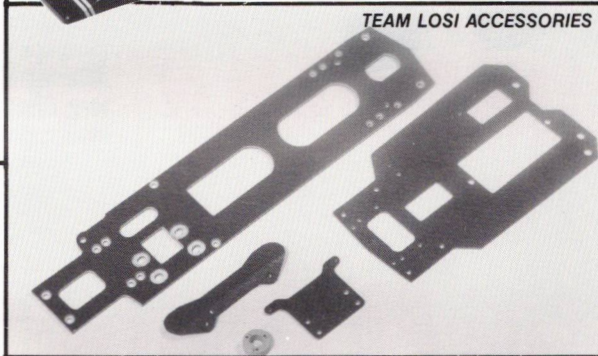
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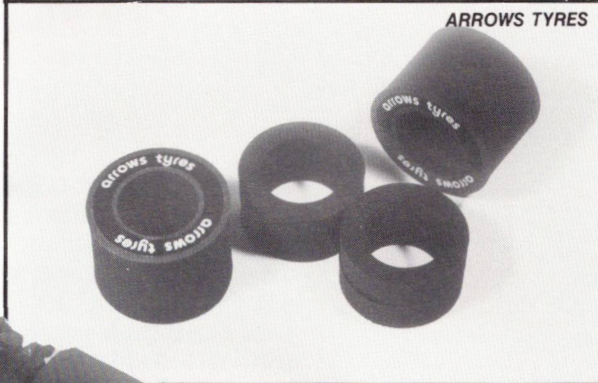
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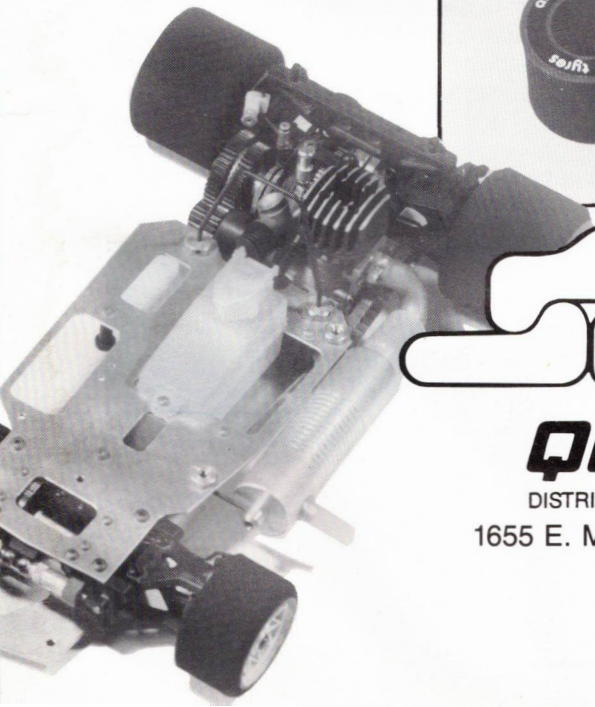
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RB465	Yes	Yes	Yes	Yes	Yes	Yes	-
RB475	Yes	Yes	Yes	Yes	Yes	Yes	Yes

