

REV-UP

The Official Magazine Of ROAR

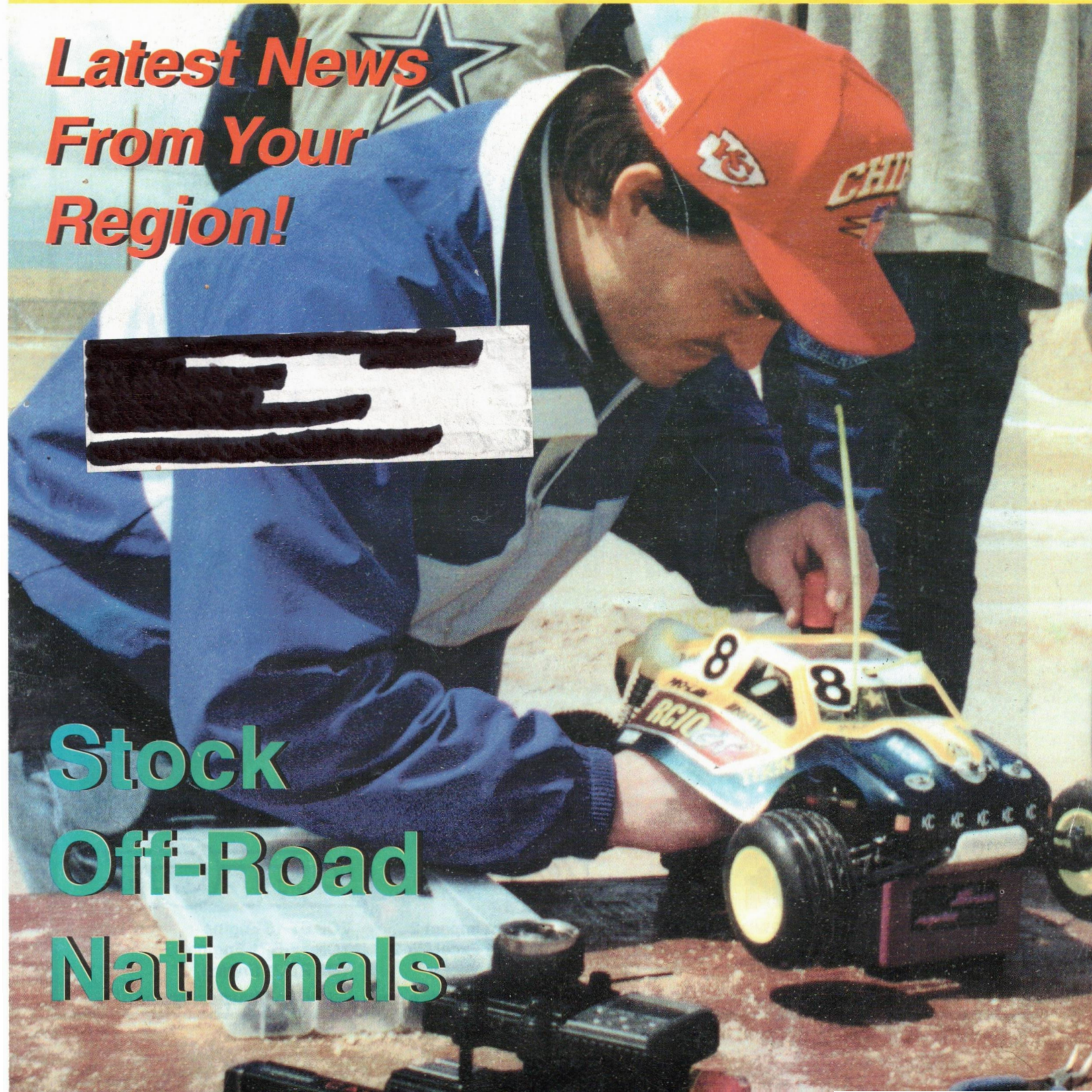
August, 1998

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**Latest News
From Your
Region!**



**Stock
Off-Road
Nationals**



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Serpent

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1/8 Scale Gas 2WD
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Josh Cyrul

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May Issue

Reservation & Ad Copy Due - April 20

August Issue

Reservation & Ad Copy Due - July 20

November Issue

Reservation & Ad Copy Due - October 20

For advertising information
or billing please contact:

Fred Hohwart

ROAR Administrator

30872 Coast Hwy, Suite 111

Laguna Beach, CA 92651

(949) 494-0515 - Fax (949) 494-3413

OFFICERS

PRESIDENT & IFMAR DIRECTOR

Phil Hurd
1 Melinda Circle
Savannah, GA 31406
Phone: (912) 355-6033
Fax: (912) 355-7406
E-mail: HurdROAR@aol.com

VICE PRESIDENT

T. Rex Baldwin
60609 Drover Way
Bend, OR 97702
Phone: (541) 389-6160
E-mail: TRexBldwn@aol.com

SECRETARY/TREASURER

Mike Reedy
3585 Cadillac
Costa Mesa, CA 92626
Phone: (714) 850-9342
Fax: (714) 850-1744
E-mail: reedymod@aol.com

FINANCIAL ADMINISTRATOR

Marie Barana
23182 Alcalde, Suite K
Laguna Hills, CA 92653
Phone: (949) 830-2290
Fax: (949) 830-5108

COMPETITION ADMINISTRATOR

Matt Wojtkowiak
1 Barnard Ave.
Gloucester City, NJ 08030
Phone: (609) 456-5808

TECHNICAL ADM/PRODUCT APPROVAL

Jack Johnson
13848 Magnolia Ave.
Chino, CA 91710
Phone: (909) 465-9728
Fax: (909) 590-1496

PROMOTIONS ADM. & NAT'L TRACK DIRECTOR

Jess Brockman
12559 E. Kentucky Ave.
Aurora, CO 80012
Phone: (303) 343-0151
Fax: (303) 343-7966
mhorrc@aol.com

ADMINISTRATIVE OFFICE

Fred Hohwart
30872 Coast Hwy., Suite 111
Laguna Beach, CA 92651
Phone: (949) 494-0515
Fax: (949) 494-3413
E-mail: FredROAR@aol.com

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NATIONAL DIRECTOR / RULES CHAIRMEN

CANADA

Roger Brown

5-1015 Fraserview St.
Port Coquitlam, BC V3C 5Z5
rbrown@racetech.bc.ca

PAVED OVAL

Jim Fuller

1106 Sunwood Lane
Orlando, FL 32807
(407) 277-8231

DIRT OVAL

Nick Rank

5.109 W. 35150 Jack 5 Bay
Muhwango, WI 53149
(414) 567-4173

CARPET OVAL

Nick Kahl

12 Country Mill Road
Sturbridge, MA 01566

ELECTRIC OFF-ROAD

Gary Bennett

17901 33rd Ave. NE
Arlington, WA 98223
Phone: (360) 659-9745

ELECTRIC ON-ROAD

Cynthia Cyrul

29157 Perth
Livonia, MI 48154
Phone: (313) 425-1034

FUEL OFF-ROAD

Gene Husting

3585 Cadillac
Costa Mesa, CA 92626
Phone: (714) 850-9342 - Fax: (714) 850-1744

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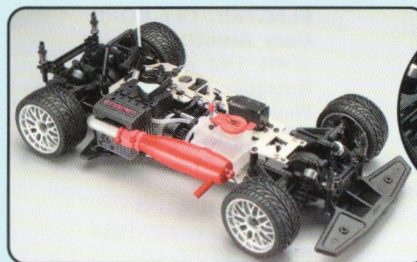
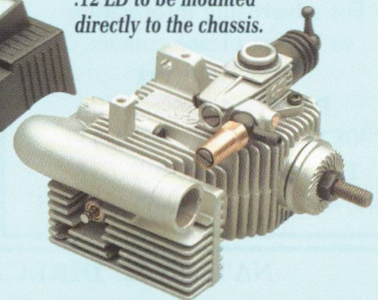


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President's Column

PHIL HURD

As I write this, the first World Cup for touring cars has just concluded here in England. David Spashett was the overall winner, Team Losi won the World Cup, and seven of the top ten drivers were ROAR members.

This was remarkable since our drivers were about 15% of the 120 car field. Special recognition goes to Josh Cyrul - 2nd and Joel Johnson - 3rd.

Later in the week we will be meeting to decide how this event will be run in the future and what classes will be included in the next World Championships. We all agree that this event was too long, so the goal will be to include as much as possible in the shortest workable time frame. The results of these discussions will have been published in the Summer Newsletter before you read this.

On many recent occasions I have been asked if I planned to run for the office of President again. The answer is yes. I believe we have made a great deal of progress in the past two and a half years, but there is still room for further improvements.

Since I took office, we have published a new rule book every year. I instituted a quarterly newsletter and we have been able to get Rev-Up back on a quarterly schedule. We have written a comprehensive set of National Guidelines and a revised Region Director Manual. We have a website with a lot of information that will only get better as time goes by. Our Nationals schedule comes out well in advance, allowing you to plan your participation. Membership has grown both in terms of clubs and individuals.

I don't claim to be responsible for all these improvements, but I will take credit for getting all the vacant positions filled with competent individuals who have helped me make these improvements possible. I have also had a great deal of help from our Administrator, Fred Hohwart. He is the one responsible for getting the membership processing on track, and handled most of the work when we had to reorganize the corporation. We work well together because we are both willing and able to devote the time it takes to make this organization run efficiently. With your support, we will continue to do so.

Vice President's Column

T. REX BALDWIN

Wow! I have just returned from the ROAR Stock Nationals in Aurora, Colorado. You guys have to stop by if you are in the area and try their outdoor track!! They have used an interesting product, a deicer, by the name of Pellet-O. This stuff makes the track hold it's water! We did not water the track at all during the event. Well . . . nature helped each afternoon with a stupendous lightening and thunder show! And the showers? Hey, there were times when I couldn't see the other side of the race track! The MHOR team made it happen! The track was open for a short practice each morning to dry off and dust off the line.

One of my goals is to communicate as much as possible with our members. My items for discussion have been fun as a feeler into things that make you respond. I have an easy path for members to communicate with ROAR. Me. I need you to help me out with this goal. Include your Region-member number on all correspondence. I respond to all inquiries, but I respond to members first.

The Rev-Up. Boy, that was quick. The style points of this magazine have gone up! Thanks to Marie for producing a much better looking magazine. Our advertising income could come up with this better look. We took in \$5,325. We spent \$14,744. That was over a six month period. To date, there are more members responding in favor of the idea of fewer Rev-Ups, more newsletters, and finding another place to spend our money. My thought here is: I wonder if there is a way to produce a (30 minute?) professional Infomercial with, maybe, a 30 second and a 60 second commercial as a by-product?

We have a great Net Site! Thanks Jack! I have already had inquiries as to why our complete Rule Book is not there. I think having the current ROAR Rule Book is a privilege. It is for us! Not for the non-members. The Net site is for the more dynamic information. The changes and current events.

Three A mains! The suggestion is that to make it fair across the Mains, we should have three Mains for everyone, or one Main for everyone. Do we need to vote on this?

Voting. A good point to make. Less than 300 members voted for the 5 minute stock rules we have for this year. Please don't panic, but we have to vote on this again. The high bite ovals eat any battery alive, or so I'm told, in 5 minutes. My guess is there was little to no turnout for the five minute vote from the oval members at all. I think the votes came from the Off-Roaders in the Northwest. If you people are willing to let Region 11 run ROAR, then just sit on your asses and don't send in your ideas and comments. Be assured, if you don't VOTE, someone else will be running this club, and your verbal complaints will fall on deaf ears.

Have the JhanDar invaded Regions 1, 3, 6, 8, 9, and 14? We have had no communications from those fronts. Region Directors and members, I want you to know that there are NO ROAR approved level 3 events happening in these regions, unless I approve them!

Get hooked up! Have ROAR listen to you. I'm at (541) 389-6160, or FAX at (541) 389-1923, or e-mail at, TRexBldwn@aol.com

Financial Administrator/ ROAR Editor Column

MARIE BARANA

It is time for another Rev-Up and I want everyone to know that all is well on the financial scene. Memberships are up along with Club Affiliations. Our future looks very bright.

The elections are coming up soon and it would be really great if we could see an increase in membership participation by more votes coming in. This is probably the one

single way a member can make a difference. I hope a lot more members will take advantage of this to speak up and be counted!

Technical Administrator's Column

JACK JOHNSON

First off in this issue's column, I'd like to thank all of the body manufacturers. Letters were sent out regarding body approvals for the 1998 On-Road Nationals and all of the manufacturers cooperated fully.

Their cooperation really helped make this year's Nationals a success. There has been a fair amount of buzz around the industry about a new stock motor from Maxtec. As of the time of writing this column, the Maxtec After-shock stock motor has not even been submitted for ROAR approval. Even though advertisements appear stating that the motor is ROAR legal, the Maxtec Aftershock stock motor is NOT ROAR legal. As soon as the status of this motor's legality changes, you will hear about it in the ROAR newsletter and Rev-Up.

Speaking of approved products, have you visited the ROAR Website yet? There you will find every approved product from batteries and motors to bodies. Products can be searched by manufacturer, type, scale, etc. The ROAR Website can be found at <http://www.roarracing.com> and is the best source for late-breaking news and information pertaining to ROAR. The website also contains membership applications for individual, club and industry affiliates as well as a complete list of industry affiliates and ROAR affiliated clubs and tracks. If you haven't seen the site yet, point your browser in that direction and check it out.

I was informed the other day about a production oversight on the first batch of Trinity Monster Stock Jr 4 Pro stock motors. Apparently these motors were built using cans that are stamped with the ROAR 98 marking. The Monster Stock Jr 4 Pro Stock motors are 36-degree motors and are not legal for use in ROAR sanctioned events. Trinity has assured us that all future shipments of the Monster Stock motor will not bear the ROAR 98 stamp. I'd like to thank Trinity for bringing this to our attention before it became a huge issue and topic of debate.

Competition Administrator's

Column

Matt Wojtkowiak

Sometimes we don't know just how lucky we are in the sport of radio racing. Case in point. Almost within earshot of my home both to the north and to the south are two sites that are used for S.C.C.A. (Sports Car Club of America) Solo II racing. These sites have been in existence for years. I never knew that though, more than fifteen to be more exact.

Having to stay close to home with my personal problems led me to spend an hour or so at each site to see what goes on. Solo II racing as I found out is an

entry level road racing event that takes place on a flat course, usually a large paved parking lot. A temporary course is set up using those orange cones that you see along the highway. The course changes from event to event so that no one driver is at an advantage over another. The courses are designed to keep the speeds to somewhere near what a driver would be on the highway, not more than 60 to 70 mph. Keep in mind that these events accommodate almost any street driven car up to and including full blown road race cars. There are some BIG BUCKS driving around the course. Cars from lowly VWs to Vipers were racing and Formula Vee to big block GT Camaros, Trans-Ams and Mustangs!

As I watched the happenings I tried to get a feel for how we compare. First was the entry fee, usually \$20.00 per car unless you are an SCCA member, then the fee drops to \$15.00. A unique rule was the number of drivers allowed to race the same car. Two drivers can compete with the same car and CAN compete against each other. That, I thought, was a novel idea!

Next was the course set-up itself. Each driver gets a course diagram (map) after they sign in and pay and after their car passes a basic safety and tech check. I asked about the practice session and all I got was a strange look. In Solo II racing there is no practice. What you get to do however, is you get the opportunity to walk the course with your little map and try to plan your strategy as to how to attack the course. Another novel idea! Talk about leveling the playing field! When I say walk the course, I mean just that. You can't ride your bicycle or anything else with wheels attached, that may be considered an advantage.

Next on the agenda was the driver's meeting. Not very different from any that I have attended. The rules for the event are issued, sportsmanship at the top of the list and the worker assignments. Oh! Did I fail to mention working. Every driver works during the event. You could be a corner marshal, a starter, time keeper or scorer or just a simple helper to set-up and take down the track. If you don't work, you get no points for the event nor awards if you place.

All the cars are assigned to a class by a formula that has been printed in the SCCA Rule Book. Basically, it comes down to a horsepower versus weight deal. It wouldn't be much of a race if your little VW had to matchup with an almighty Viper. What caught my attention though was that usually the light little nimble sports cars would literally out class the big horsepower cars like the Vipers, Corvettes and Camaros. Overall handling and cornering speed makes a big difference!!

The competition goes like this. Each car/driver races the course by him/herself and tries to do so in the fastest possible time. The next driver tries to beat that time. This happens for four rounds, the usual number of runs a driver gets on the track. That number can go up or down depending on the racer count for the day. The few Sundays that I was out, the entry list exceeded 140 cars.

Not bad for \$20.00 a pop!

As you make your allotted runs your fastest score is recorded and if you are lucky to be the fastest in your class, you might get an award. Sometimes a trophy or plaque or a wine glass.

Here's what I found most interesting. When you go to the local R/C track you pay about \$10.00 for an entry fee. For that fee you expect to practice, sometimes for hours, then race in two to four heat races and then run a main event and maybe win a trophy. A great bargain for the money. At an SCCA event, you can pay twice as much, \$20.00 and get as few as three competitive runs, no practice and no main event. To top it off you could blow-up your favorite street car in the process.

The best part of the event was that I didn't hear one complaint from a racer. Not one!! When has that happened in R/C?? At the SCCA event, I think everybody went to have fun and master their own driving skills trying to go faster each time around the track. Was a driver improving?? Winning and losing was not as important as having FUN!!! Keep that in mind next time out and if you get a chance, look up the SCCA Solo II events in your area and go watch, there is a lot to be learned!!

Promotion Administrator's Column

JESS BROCKMAN

Voting Time Again

This year we will be voting on the candidates for the office of President and for the Region Directors for Regions 2, 4, 6, 8, 10, 12, and 14. There are also some issues on the ballot that needs your attention. Please take the time to vote. Let your voice be heard. Voting is the only way you can get the right candidates into office and the wrong ones out of office. Please do us all a favor and exercise your right to vote in the upcoming election.

Remember, if you don't vote - you shouldn't complain about the outcome of the election.

Problems Promoting Our Sport

In my capacity as ROAR's Promotion Administrator I'm frustrated by our inability to get television coverage for our major events. I'm also concerned by our inability to attract and keep spectators attention during the qualifying portions at our events. Both of these issues center around our use of the IFMAR qualifying format.

For television, the problem is the IFMAR qualifying format doesn't easily transfer to television without a lot of very expensive editing and voice-over dubbing to get the race to make sense and be suitable for viewing by the general public. For the spectators, the problem is IFMAR qualifying is not a spectator friendly format. The contest they see unfolding before their eyes doesn't match the announcer's call of the race.

Racing under the IFMAR qualifying format is actually a computer-generated race and not a head to head contest with visual references to tell the viewer who's in 1st, 2nd, or 3rd. With the staggered starts the computer must create the race based on the lap times recorded for each vehicle during the race. So even though a vehicle may be visually in the lead, according to the race computer the vehicle's actual position may place it somewhere lower in the standings. This creates a major problem in editing for television and confuses the heck out of the spectators. Needless to say, it hurts our sport when we can't get television coverage and when we can't keep the spectators actively involved in our race programs beyond the first few qualifiers.

At the risk of stating an unpopular opinion, I think that for the good of the sport it may be time to drop the IFMAR qualifying format and go back to shotgun starts for qualifying. By eliminating the IFMAR qualifying format we might just open some doors that would get us some valuable television coverage. It would also remove a major road block for the spectators wishing to participate in our sport.

Imagine the excitement our sport could generate if we could get just one of our events on ESPN, ESPN2, or FOX Sports. Imagine the growth possibilities our sport could experience if we could increase the excitement factor for the spectators at our events.

I know my opinions may not be well received, but I honestly believe that we have to do something to get our sport growing again. By eliminating the obstacles that are preventing us from getting television coverage we could reap untold benefits for our sport. By making our sport more spectator friendly we could take a giant step toward making our sport more user friendly. Maybe eliminating IFMAR qualifying would be a good thing for our sport after all.

I have expressed my opinion. Now I eagerly await your response. My address, phone number, fax number, and e-mail address are listed in Officer's Directory at the front of this publication. Please let me know your views on this matter.

National Track Director's Column

JESS BROCKMAN

Concerns for The Future of Our Sport

I've been a track owner and hobby dealer for the past eleven years and I've seen a lot of changes occur in our sport. I've enjoyed the fruits of the good times and I've some how survived the bad times. I've been fortunate to build a successful business that has survived for eleven years. Very few R/C tracks survive beyond a couple of years and only a hand full of small businesses ever see their eleventh anniversary. Over the years I have expressed my views on various topics. Two issues now concern me as a track owner and businessman.

The change from four minutes to five minutes for stock class racing has me deeply concerned for the future of our sport. The change to five minutes was initially slated for the on-road side of our sport. But based on a vote by the membership the change to five minutes was expanded to include all venues and was given a provisional status for regional and national competitions for a period of one year. The problem is the change to five minutes has now filtering down to the local and club level of racing. This is because the racers want to compete at the highest level possible, which is now five minutes for stock. Unfortunately, this change is having a decidedly negative effect on our sport. Stock class racing has now become more expensive than it has ever been. The change is making stock class racing too expensive for a significant number of our racers. Newcomers to our sport must have something better than the expensive sport packs in order to compete in our five minute formats, particularly for oval and off-road. Some racers are finding that they can no longer be competitive in some of our stock classes unless they have 1700 or 2000 Mah battery packs. Our four minute motors are also being severely abused by the five minute formats. This adds significantly to the replacement and maintenance costs to run these motors.

Because of these major cost factors I'm convinced that if we don't do something and do something soon we may lose a significant portion of our next generation of stock class racers because they simply can't afford to compete in our five minute stock formats. Losing any more racers is not an option our sport can afford. When the vote to continue the five minute formats for stock comes up on the election ballot I urge you to re-think your position and vote NO. Help save our sport from an indiscriminate rule change that is crippling our ability to attract new racers to our sport. Help get stock class racing back on the right track by voting NO on the five minute question.

My other concern centers around a proposal from a group from the oval racing side of our sport. They want ROAR to consider adding another stock class with a new stock motor to each of our racing venues. They propose that the motor for this new class be a more controllable stock motor specifically designed to be slower than our present 24 degree motors. I know that oval racing is having some serious problems with the declining number of racers in their sport, but I don't think adding another stock class or another stock motor will solve their problem. To me this new motor concept looks like a band aid approach to a condition that needs major surgery. First of all it will make this form of stock class racing more expensive because you'll have to buy the new motors in order to compete. Secondly, I don't see this new class generating any new customers. I see it only spreading our existing customer base thinner and creating more classes we don't need and can't afford. In addition, it will create an additional burden for the track owners to implement the program. Instead of simply putting a band aid on the problem I propose we form a Task Force to analyze the oval problems. The Task Force should be made up of interested parties dedicated to helping solve the oval problems. Then once we fully understand and can identify the problem we can develop a comprehensive program to fix the problems.

We can ill afford to ignore the problems facing oval racing today because all venues of R/C racing are important to the future growth of our sport.

Administrator's Column

Fred Hohwart

Over the last few months we have been continuing to work to improve our membership services.

Membership cards continue to be sent within 48 hours from receipt of the application. We have added your ROAR number as and expiration date of your membership to the mailing label of the Rev-Up and Newsletters. The expiration date is printed by our mailing service in a YYYYMMDD format, so 19990612 is read as 1999 June 12. Using four digits for the year is one way computer programs can avoid the Y2K (year 2000) problem.

Putting the year first also makes it possible to sort directly on a numerical basis, however reading it takes a little getting accustomed to. The label should make it easier to keep track of when you will need to renew, although we are continuing to send renewal postcards 2-4 weeks prior to your membership expiration. Those have always included your ROAR number and the expiration date in a more conventional format. Don't forget to include your family members on the renewal; the card is sent only to the primary family member.

We sent the May Newsletter with a request that the Post Office notify us of member's address changes. It was a surprise to receive over 150 notifications of member's new addresses. A member complaint in the past has been not receiving publications, often because they are not forwarded, so we will continue to pay for this notification from the Post Office so we can improve service to our members. We can save enough to cover the cost of this additional service if we preprint the mailing permit and the address service request directly on the Newsletter instead of having the mailing service use a postage meter.

Product Approval

Bodies

BBR

B21 Callaway Corvette T-1

Dahms

D262(L) '98 Accord T-2

D263(S) '98 Accord T-2

D279(L) GT Extreme T-1

D279(S) GT Extreme T-1

Parma/PSE

10175 Nissan Primera T-2

10362 Honda Accord T-2

ProtoForm

1419 1998 Alfa Romeo 156 T-2

1420 1998 Ford Mondeo/Contour T-2

Team Losi

A-8050 Street Weapon (Type-H) T-2

Motors

Trinity

#TM-38A D3.5 Teardown with D2-series thick, straight-leg armature blank

#TM-38B D3.5 Teardown with D3 slotted armature blank

Remaining **1998 ROAR NATIONALS**

Fuel On- Road Nationals	RAMS Club <i>Santa Clara, California</i> 415 - 863 - 4006	August 23 - 30
Paved Oval Nationals	Western R/C <i>Las Vegas, Nevada</i> 702 - 270 - 8148	September 25-27
Carpet Oval Nationals	Classic Hobbies <i>Akron, Ohio</i> 330 - 733 - 6400	October 16-18

ROAR INCOME and EXPENSE ANALYSIS

6 MONTHS 1998

REVENUE

Membership Fees	62,511.00
Nationals Fees	280.00
Nationals Deposits	3,706.00
Rev-Up Ad Fees	6,045.00
IFMAR Entries	9,943.00
Product Approvals	250.00
Less: Refunds & Returned Checks	(492.00)
TOTAL REVENUE	82,243.00

EXPENSES

Administrator	13,200.00
Region Directors Expenses	1,274.00
Taxes	1,616.00
Travel Expense	7,086.00
IFMAR Expenses	11,174.00
Insurance	16,420.00
Legal and Accounting	500.00
Office Expenses	966.00
Postage & Mailing	9,592.00
Print Rev-Up	14,744.00
Print Newsletters	640.00
Print Rules	1,980.00
Office Copies	458.00
Telephone & Fax	520.00
Website	448.00
TOTAL EXPENSES	80,618.00

YEAR TO DATE OPERATIONS - NET	1,625.00
FUNDS AVAILABLE JAN. 1, 1998	7,676.00
CURRENT YEAR OPERATIONS - NET	1,625.00
FUNDS AVAILABLE June 30, 1998	9,301.00

ROAR R/C Industry Affiliate Members

Airtronics, Inc.
 Ronald L. Koberg
 1185 Stanford Court
 Anaheim CA 92805 USA

Ashford Hobby
 Robert Poage
 40 Crooked Trail
 Woodstock CT 06281 USA

Associated Electrics
 Gene Husting
 3585 Cadillac Ave.
 Costa Mesa CA 92626 USA

Bob Bertotti's Body Shop
 Bob Bertotti
 392 Harrison Ave.
 W. Berlin NJ 08091 USA

BoLink R/C Cars
 Steve Rule
 420 Hosea Road
 Lawrenceville GA 30045 USA

Competition Plus
 Marie Barana
 23182 Alcalde Ste. K
 Laguna Hills CA 92653 USA

Cooper's R/C Race Center
 Norris Cooper
 1020 Cooper Rd.
 Chatham VA 24531 USA

D.C. Ultra Cells
 Dave Cowan
 13 York Rd.
 Warminster PA 18974 USA

Futaba Corp. of America
 Donn Rice
 4 Studebaker
 Irvine CA 92618 USA

GM - Racing USA
 Dave Evans
 416 Ohio Ave.
 McDonald OH 44437 USA

HITEC RCD, Inc.
 Mike Mayberry
 10729 Wheatlands Ave. Ste. C
 Santee CA 92071 USA

Hobbico
 John Stokes
 2904 Research Road
 Champaign IL 61826 USA

HobbyTown USA
 Mark Kovarik
 6301 South 58th St.
 Lincoln NE 68516 USA

Honda House Motor Speedway
 John Elliot
 384 Richmond St
 Chatham ONT N7M 1P9 CANADA

Irrgang Racing Service
 Dave Irrgang
 18 Cannon Range Rd.
 Milmay NJ 08340 USA

K/N RC Speedway, Inc.
 Nick Kahl
 PO Box 36 55 West St.
 Stafford Springs CT 06076 USA

Kimbrough Products
 Jay Kimbrough
 1322 Bell Ave. Unit 1 - C
 Tustin CA 92786 USA

Lunsford Industries, Inc.
 Kelly Lunsford
 2500 Three Lakes Rd. Suite A
 Albany OR 97321 USA

MHOR R/C Raceway
 Jess Brockman
 12559 E. Kentucky Ave.
 Aurora CO 80012 USA

Moore's Ideal Products (MIP)
 Sue Christensen
 830 W. Golden Grove Way
 Covina CA 91722 USA

Motor Saver Filters
 Almalinda Lane
 PO Box 1268
 Lake Forest CA 92630 USA

Novak Electronics, Inc.
 Tyree Phillips
 18910 Teller Ave.
 Irvine CA 92612 USA

Paris Racing Products
 Ron Paris
 4254 Independence St.
 Chino CA 91710 USA

Peak Performance
 Rick Hohwart
 23352 - J Madero Rd.
 Mission Viejo CA 92691 USA

Performance Hobby Mfg.
 Rex Baldwin
 1293 NW Wall # 1492
 Bend OR 97701 USA

R.P.M. R/C Products
 Richard Royall
 14978 Sierra Bonita Lane
 Chino CA 91710 USA

Raceway Manufacturing
 Ronald Norton
 283 S. Janice Ln.
 Ormond Beach FL 32174 USA

Robinson Racing Products
 Rob Robinson
 4968 Meadow View Drive
 Mariposa CA 95336 USA

S.C.O.R.E.
 Pat Rossiter
 7 Captain Jim Lane
 Savannah GA 31411 USA

Serpent USA, Inc.
 Ed Enberg
 2832 NW 79 Ave.
 Miami FL 33122 USA

Tamiya America
 David Jun
 2 Orion
 Aliso Viejo CA 92656 USA

Team Action Publishing
 Mike Velez
 627 E. Edna Pl.
 Covina CA 91723 USA

Team Losi
 Jack Johnson
 13848 Magnolia Ave.
 Chino CA 91710 USA

Tekin Electronics
 Kevin Orton
 940 Calle Negocio
 San Clemente CA 92673 USA

Thunder Tiger, USA
 John Chang
 116 West 19th Street
 Higginsville MO 64037 USA

W.S. Deans Co.
 Robin Deans
 7628 Jackson St.
 Paramount CA 90723 USA

1998 ROAR Affiliated Clubs

Region 1

Club No. 1090
K/N RC Speedway, Inc.
55 West St.
Stafford Springs, CT 06076 USA
860-684-9896

Club No. 1615
Long Island Raceway & Hobby
168 Broadhollow Rd.
Farmingdale, NY 11735 USA
516-845-7223

Club No. 1076
North East R C Auto Racers
241 West Leyden Rd.
Leyden, MA 01337 USA
413-624-3075

Club No. 1405
Northeast Auto Racers
P. O. Box 12
Merrimac, MA 01860 USA
978-346-9611

Club No. 1656
P. R. O. Speedway
5 Washington St.
Cattaraugus, NY 14719 USA
716-257-3101

Club No. 1588
R/C Madness Inc.
640 Enfield St PO Box 64
Enfield, CT 06083 USA
860-741-6501

Club No. 1687
Staten Island R/C Racers
479 Craig Ave.
Staten Island, NY 10307 USA
718-967-3761

Club No. 1584
Tri-County R.C. Car Club
33 West Decker St.
Johnstown, NY 12095 USA
518-762-8884

Region 2

Club No. 1614
Brown Brothers Hobby Shop
924 N. Main St.
Dumfries, VA 22026 USA
703-221-5746

Club No. 1161
Cooper's R/C Race Center
1020 Cooper Road
Chatham, VA 24531 USA
804-724-4182

Club No. 1623
D R C W Raceway
2200 Commerce Parkway
Virginia Beach, VA 23454 USA
757-340-6681

Club No. 1660
DC Ultra Trax
13 York Road
Warminster, PA 18974 USA
215-672-5200

Club No. 1502
Edison Model R/C Car Club
154 Prospect Ave.
Edison, NJ 08817 USA
732-819-8693

Club No. 1557
Glen Burnie Model Racing Assn.
406 Delmar Ave. SE
Glen Burnie, MD 21061 USA
410-796-8828

Club No. 1558
J.R.'s Race Place
3649 Gelston Dr.
Baltimore, MD 21229 USA
410-947-2766

Club No. 1561
New River R/C Racers
940 Radford St. A-1 Flea Mkt.
Christiansburg, VA 24073 USA
540-382-9811

Club No. 1678
R/C Pro Hobby III
910 West Chestnut St.
Coal Twp., PA 17866 USA
717-648-7763

Club No. 1667
Race Zone
Rt.8 Box 343A I-79 Exit 139
Fairmont, WV 26554 USA
304-368-1000

Club No. 1427
S.A.R.A.
3021 Quail Walk Dr.
Glen Allen, VA 23060 USA
804-261-7639

Club No. 1516
The Track
16806 Oakmont Ave.
Gaithersburg, MD 20877 USA
301-417-9630

Region 3

Club No. 1671
Anthony's Victory Lane
P. O. Box 486
Site: 129 E. Hwy 80
Pooler, GA 31322 USA
912-748-0847

Club No. 1640
Atlantic Coast R.C. Inc.
8-A Lockheed Ct.
Greensboro, NC 27409 USA
910-664-1277

Club No. 1648
Capital City Racing Club
502 Grove Park Dr.
Montgomery, AL 36109 USA
334-272-6438

Club No. 1542
Dalton Raceway & RC Hobby Shop
3036 Parquet Rd.
Dalton, GA 30720 USA
706-226-6699

Club No. 1589
Darlington R/C Raceway
1570 So. Main St.
Darlington, SC 29532 USA
803-393-0355

Club No. 1492
Dixie Racing Club
1815 Vintage Dr.
Site: Indian Trail@ I-85
Snellville, GA 30078 USA
770-972-7967

Club No. 1554
Echeconnee Superspeedway
2149 Richardson Dr.
Macon, GA 31206 USA

BMT 1/8 SCALE PANTERA!

After the great success of the BMT 891, Austin Light, and the 1995 Active, BMT is now releasing the 1997 1/8th scale PANTERA. The PANTERA builds on the excellent BMT design, and adds yet more features:

Extended front arms - The extended front arms now provide more support and strength for the threaded portions, which were previously exposed.

Triple Ball Rear Uprights - The new ball locations provide an improved change in the rear geometry. Camber and Toe adjustments are a snap.

Lower Rear Roll Center - With this change, the PANTERA transitions from rear bias to front bias more quickly. The lower rear arms have been modified to accommodate this, and still be interchangeable with previous models.

EZ Adjust Rear Roll Bar - This provides a roll bar adjuster which doubles as a down stop and rear tweaker.

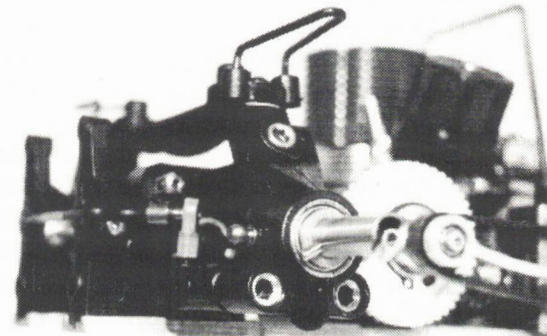
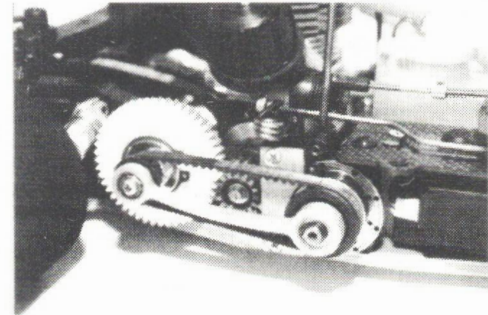
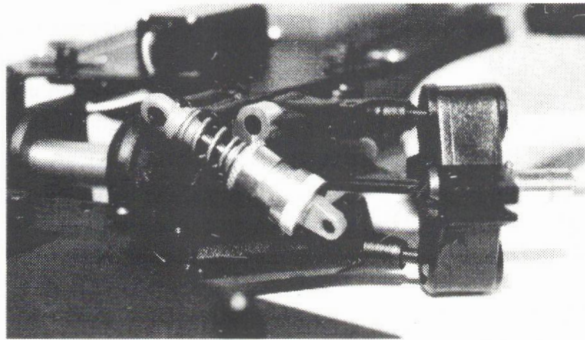
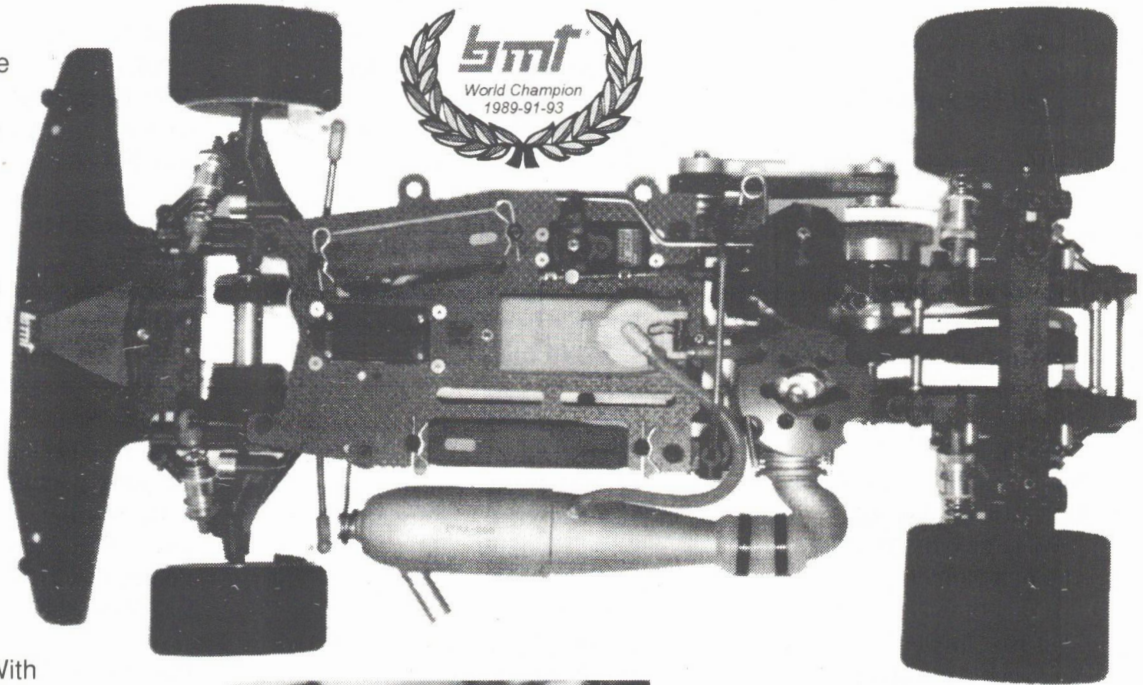
Shift-Quick Transmission - The "Shift-Quick" is a lighter transmission with fewer parts. It down shifts faster than previous transmissions.

Solid-Centr Servo Saver - The Servo Saver can be disassembled easily for cleaning with no fear of swelling or binding due to solvents.

Threaded Shock Bodies - To facilitate ride height adjustment, the shock bodies are now threaded and partnered with threaded spring adjustment collars. Also new is a larger shock option for the rear which is easily removed for tuning and is especially designed for bumpier tracks which require more shock travel.

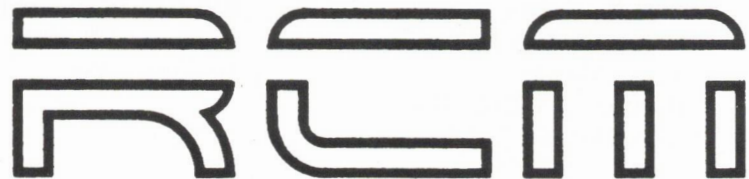
Exclusive Ribbed Wheels - BMT's new front wheels have a molded inside rib running the rim's circumference to provide needed strength on the inside.

New Standards - The 6mm channeled chassis now has provisions for up travel stops in the rear. The aluminum belt tensioner is now standard. Also standard is the highly recommended ventilated disk brake with bonded pads - it is ground true to minimize vibration. Also included - a graphite radio tray!



R.C. Motor Sports of Miami, Inc.

10835 North Bayshore Drive
Miami, Florida 33161
(305) 899-1333 (phone)
(305) 899-0403 (FAX)
TeamRCM@worldnet.att.net



912-788-8731

Club No. 1680
Emerald City R.C. Speedway
1435 Hwy. 80 East
Dublin, GA 31027 USA
912-272-3856

Club No. 1604
J & M R/C Hobbies
5341 Dorchester Rd.
N. Charleston, SC 29418 USA
803-552-9449

Club No. 1679
Midway Hobby and Raceway
707 Sulphur Springs Rd.
Greenville, SC 29611 USA
864-246-6335

Club No. 1659
MSA Racing
120 Villageway
Crossville, TN 38555 USA
615-456-0027

Club No. 1683
Phenix Raceway & Hobby
2006 Old Opelika Rd.
Phenix City, AL 36867 USA
334-298-9786

Club No. 1697
RC Thunder Tracks
8125-2 Moffatt Rd.
Site: 1530 Schillingers-Mobile
Semmes, AL 36575 USA
334-645-2787

Club No. 1205
S.C.O.R.E
7 Captain Jim Lane
Site: Lake Mayer Park
Savannah, GA 31411 USA
912-598-9709

Club No. 1434
Sandhills Raceway, Inc.
P. O. Box 178 1450 Central Dr.
Southern Pines, NC 28388 USA
910-245-4450

Club No. 1335
Sandy Cross Speedway
1425 Sandy Cross Rd.
Royston, GA 30662 USA
706-245-9573

Club No. 1663
Silver Wings
5611 Riverdale Rd.
College Park, GA 30349 USA
770-991-2225

Club No. 1654
Sugar Bowl Speedway
5272 Nelson Brogdon Blvd.
Sugar Hill, GA 30518 USA
770-945-6709

Region4

Club No. 1505
Broward County R/C Race Club
11037 SW 40th Ct.
Site:Mills Pond Pk Ft. Lauderdale
Davie, FL 33328 USA
954-474-1613

Club No. 1173
Central FL Racers Assoc.
5600 W. Colonial Dr. #311
Orlando, FL 32808 USA
407-295-9256

Club No. 1234
Coral Springs Roadrunners
P. O. Box 9632
Site: Park 18, Coral Springs
Coral Springs, FL 33075 USA
954-344-1983

Club No. 1587
Daytona Electric Auto Racers
P. O. Box 730772
Ormond Beach, FL 32174 USA
904-761-7365

Club No. 1111
First Coast Auto Racers
3479 North Ride Dr.
Jacksonville, FL 32223 USA
904-880-1737

Club No. 1553
Florida St. El. Auto Racers Assoc
16809 Ashwood Dr.
Tampa, FL 33624 USA
813-968-5529

Club No. 1425
Ft. Myers R/C Car Club
1454 Cumberland Ct.
Ft. Myers, FL 33919 USA
941-936-1528

Region 4 Club No. 1259
Greater Orlando Auto Racers
970 Keller Rd.
Altamonte Sprngs, FL 32714 USA
407-332-6614

Club No. 1695
Gulf Coast R/C Car Club, Inc.
5100 N. Tamiami Tr. # 105
Site: Berkshire Commons Pkg.
Naples, FL 34103 USA
941-352-9021

Club No. 1676
Hobby Headquarters RC Racing
224 N. Main St.
Bushnell, FL 33513 USA
352-793-6005

Club No. 1531
Miami R/C Car Club
15481 SW 144 Ct.
Miami, FL 33177 USA
305-252-4670

Club No. 1629
Minnreg R/C Club
5941 42 Ave. No.
St. Petersburg, FL 33709 USA
813-539-4193

Club No. 1555
Naples Off-Road Racers Assoc.
4270 Atoll Ct. # 8
Naples, FL 34116 USA
941-353-0966

Club No. 1625
NARCAR
4035 Saddle Club Dr.
New Smyrna Beach, FL 32168 USA
904-426-5105

Club No. 1598
Ocala Radio Controlled Car Club
P. O. Box 70166
Site: 500 SE 25th Ave.
Ocala, FL 34470 USA
352-694-5147

Club No. 1664
Palm Bay R/C Car Club
2348 Aquilos Ave. SE
Site: Brevard Comm. College
Palm Bay, FL 32909 USA
407-768-9908

Club No. 1594
R C America
9274 Bird Road
Miami, FL 33165 USA
305-220-7770

Club No. 1113
River City R/C Car Club Inc.
9711 Sharing Cross Drive
Jacksonville, FL 33257 USA
904-268-1948

Club No. 1645
Sarasota RC Speedway
218 Woodingham Pl.
Venice, FL 34292 USA
941-497-1253

Club No. 1694
Tropical R/C Raceway
19 NW 161 Ave.
Site: Trpical Pk, Miami
Pembroke Pines, FL 33028 USA
954-430-7294

Club No. 1066
West Coast RC Club Inc.
4238 Gulf Club Ln
Site: 17302 N. D.Mabry Hwy, Lutz
Tampa, FL 33624 USA
813-968-3083

Region 5

Club No. 1149
A.O.S.C.A.
1708 Empire Road
Wickliffe, OH 44092 USA
440-944-5898

Club No. 1305
ABC R/C Inc.
244 W. Main St.
Waukesha, WI 53186 USA
414-542-1245

Club No. 1666
Adam's R/C Raceways
7201 S. Adams
Bartonville, IL 61607 USA
309-633-9300

Club No. 1581
Chicago Radio Car Club
1119 Langley Cir.
Site: Loew's Hdw, Bradley
Naperville, IL 60563 USA

630-983-1190

Club No. 1608
Classic Hobbies
1994 E. Waterloo Rd.
Akron, OH 44312 USA
330-733-6400

Club No. 1607
Columbus R C Racing Club
4057 Beachcreek Rd.
Whitehall, OH 43213 USA
614-236-1783

Club No. 1669
Freedom Hill R.C.
35372 Wellston
Sterling Heights, MI 48312 USA
810-268-3996

Club No. 1662
Full Throttle Raceway
600 Mt. Moriah Dr.
Cincinnati, OH 45255 USA
513-943-9009

Club No. 1095
Glass City RCCC
5957 Rolland
Site: Graystone Hall & Soda Pk.
Toledo, OH 43612 USA
419-478-2016

Club No. 1637
Hobbytown Raceway
9346 Virginia Road
Lake in the Hills, IL 60102 USA
847-458-1777

Club No. 1674
Hobbytown USA-Revolution RcwY
3347 Kohler Mem. Dr. # D2
Sheboygan, WI 53081 USA
920-452-0801

Club No. 1585
Leisure Hours R/C Raceway
2712 N. Plainfield Rd.
Joliet, IL 60544 USA
815-439-1777

Club No. 1688
Mid-Ohio R/C Road Racers
717 Betner Dr.
Site: 60 St. Rt. 97 Lexington
Mansfield, OH 44907 USA
419-756-3997

Club No. 1653
Monee R/C Raceway
755 Ash St.
Site: 26049 S. Ridgeland, Monee
Flossmoor, IL 60422 USA
708-799-5597

Club No. 1156
One-Eighth Racers of Toledo
565 Smith Road
Woodville Mall, Toledo
Temperance, MI 48182 USA
313-847-6729

Club No. 1630
Pit Stop Hobbies & Raceways
106 A Street
Benton, KY 42025 USA
502-527-8216

Club No. 1509
R & L Hobbies
9782 Portage Road
Portage, MI 49002 USA
616-323-3686

Club No. 1110
Tri -State RC Auto Racers
4031 Lansdowne
Site: Joyce Park, Hamilton
Cincinnati, OH 45236 USA
513-891-2523

Club No. 1670
Vicksburg Off-Road R/C Raceway
721 Grand St.
Site: 50205 Silver St.
Portage, MI 49024 USA
616-323-7963

Region 6

Club No. 1668
Grand Slam Hobby
5300 So. Zero St.
Site: 1711 So. T
Fort Smith, AR 72903 USA
501-648-1994

Club No. 1652
Joe McFaden Raceway
1619 51st Ave.
Meridian, MS 39307 USA
601-483-7000

Club No. 1547

Pontchartrain Hobby Shop
3755 Pontchartrain Dr.
Slidell, LA 70458 USA
504-649-1199

Club No. 1350
Small Cars Unlimited
820 Cooper Rd.
Jackson, MS 39212 USA
601-372-3278

Region 7

Club No. 1690
River City R/C
2714 Main Ave.
Fargo, ND 58103 USA
701-235-1272

Region 8

Club No. 1639
B & L Hobbies and Raceway
2800 Anchor Dr.
Farmington, MO 63640 USA
573-431-9444

Club No. 1591
Kansas City Model Racing Assoc.
5117 Parkview
Walmart, Liberty, MO
Kansas City, KS 66104 USA
913-596-6428

Club No. 1397
O.N.R.O.A.D.
3307 N 58 St.
Omaha, NE 68104 USA
402-556-8675

Club No. 1681
Ozark's R/C Raceway
P. O. Box 460
Willard, MO 65781 USA
417-742-7223

Region 9

Club No. 1578
Indy R.C. World
2020 Saturn Road
Garland, TX 75041 USA
972-271-4844

Club No. 1682
Lone Star R/C Motorsports
6909 Custer # 3405
Plano, TX 75023 USA
972-491-2174

Club No. 1580
Performance Raceway RC
9622 Meadowglen Ln.
Houston, TX 77063 USA
713-975-7658

Club No. 1009
R.C.C.A.R.S.
7825 Beauregard Cir. # 3-A
Austin, TX 78745 USA
512-445-0363

Club No. 1308
RC Pro Racers
5211 John Stockbauer
Victoria, TX 77904 USA
512-575-4194

Club No. 1548
RCRC of Dallas
17423 Preston Rd.
Dallas, TX 75252 USA
972-713-6861

Club No. 1622
RCRC of San Antonio
9227 Beowulf
San Antonio, TX 78250 USA
210-684-3502

Region 10

Club No. 1626
Albuquerque R/C Off-Road
5301 Comanche Rd. NE
Albuquerque, NM 87110 USA
505-884-6022

Club No. 1600
Intermountain R/C Raceway
8481 West 2700 South
Magna, UT 84044 USA
801-250-8303

Club No. 1520
MAR/CAR
209 Auburn Drive
Colorado Springs, CO 80909
USA
719-597-5911

Club No. 1056
MHOR R/C Raceway
15540 E. Batavia Dr.
Aurora, CO 80011 USA
303-343-0151

Club No. 1242

New Mexico R C R C C
11025 Bridgepoint NE
Albuquerque, NM 87111 USA
505-259-8888

Club No. 1675
Payson R/C Raceways
321 E. 260 S.
Orem, UT 84058 USA
801-224-3852

Club No. 1691
RC Gascar
2902 S. Zenobia St.
Denver, CO 80236 USA
303-937-9542

Club No. 1673
S & T RC Raceway
323 Auburn Dr.
Colorado Springs, CO 80909 USA
719-574-2910

Region 11

Club No. 1677
Aurora R/C Car Club
P. O. Box 244445
Anchorage, AK 99524 USA
907-338-9655

Club No. 1696
Bear Creek Raceway
6319 Maltby Rd.
Woodinville, WA 98072 USA
425-398-0140

Club No. 1549
Competition Racing Association
2603 SE 138th Ave.
Portland, OR 97236 USA
503-761-1334

Region 11 Club No. 1686
Great Falls R/C Car Club
900 3rd St. NW # 230
Site: 410 16th St. SW
Great Falls, MT 59404 USA
406-452-2282

Club No. 1621
Raceway Hobbies
188 Sunset Ave. S.
Edmonds, WA 98020 USA
206-774-3285

Club No. 1596
Rose City Scale Racing

P.O. Box 1198
Boring, OR 97009 USA
503-663-6509

Club No. 1088
S.A.R.C.A.R.
11811 Ambaum Blvd. SW # 2
Site: 700 Renton Vill. Pl. Renton
Burien, WA 98146 USA
206-246-1375

Club No. 1661
Spokane Indoor Raceway
6422 E. 2nd Ave.
Spokane, WA 99212 USA
509-534-7223

Club No. 1595
Tacoma R/C Raceway
6305 6th Ave.
Tacoma, WA 98406 USA
253-565-1935

Club No. 1692
Willamette Valley R/C Racers
1857 25th St. SE
Salem, OR 97302 USA
503-364-9188

Region 12

Club No. 1657
Dansey's Indoor R/C & Hobbies
741 N. Nellis
Las Vegas, NV 89110 USA
702-453-7223

Club No. 1685
Gizmo's Hobby
2010 W. Burbank Blvd.
Burbank, CA 91506 USA
818-842-8200

Club No. 1508
Greater LA R/C Racing Club
3927 Redwood Ave.
Los Angeles, CA 90016 USA
310-821-5472

Club No. 1684
Hawks R/C Raceway & Hobby
1880 Eden Plains Rd.
Brentwood, CA 94513 USA
925-779-1665

Club No. 1566
M 'N' M Hobbies Raceway
4225 Prado Road Ste # 101
Corona, CA 91720 USA
909-272-3545

Club No. 1619
R.A.C.E.

1459 E. Lassen Ave. Apt. 80
Chico, CA 95973 USA
916-893-4415

Club No. 1146
R.A.M.S.
c/o John Ng 242 29th Avenue
Site: Mission College
San Francisco, CA 94121 USA
415-338-0679

Club No. 1672
RC Squared
7645 Carroll Road Ste. 5
San Diego, CA 92121 USA
619-271-5130

Club No. 1693
RCCAR
673 Blackford Ct.
San Jose, CA 95117 USA
408-249-6288

Club No. 1689
Ripon R/C Speedway
701 N. Acacia Ave.
Ripon, CA 95366 USA
209-599-5160

Club No. 1658
Silver State Raceway
1605 Chestnut
Henderson, NV 89015 USA
702-565-7876

Club No. 1495
So Cal R/C Raceway
19118 Brookhurst
Huntington Beach, CA 92646 USA
714-963-7484

Club No. 1084
Vegas R/C Racing
4952 Novato Circle
Las Vegas, NV 89120 USA
702-558-8399

Club No. 1665
Western R/C
6425 W. Richmar
Las Vegas, NV 89139 USA
702 270 - 8148

Region 14

Club No. 1544
Garden Isle R/C Racers
5855 Ahakea St.

Kapaa, HI 96746 USA
808-823-0856

Club No. 1499
Hawaii Electric R/C Association
1332 Aupapaohe Street
Kailua, HI 96734 USA
808-263-7673

Club No. 1484
Maui R/C Racing Assoc.
230 Hana Hwy. # 11
Kahului, HI 96732 USA
808-893-0116

Club No. 1573
Radio Control Association
94-1132 Pohnu Place
Waipahu, HI 96797 USA
808-676-5486

Club No. 1441
Team PRC Racing Club
176 Mamo St. Unit G
Hilo, HI 96720 USA
808-965-8216

Canada

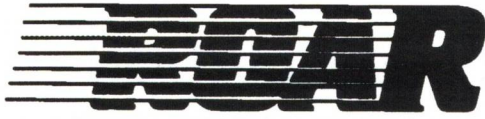
Club No. 1287
Vancouver R C Road Racers
5-1015 Fraserview
Port Coquitlam, BC V3C 5Z5
604-945-3888

Club No. 1698
West Coast Touring Car Club
3681 Tuae Dr.
Vancouver, BC V5S 4H7
604-299-0199

Club No. 1646
Honda House Motor Speedway
384 Richmond St.
Chatham, ONT N7M 1P9
519-354-5530

Club No. 1633
Steeltown Speedway
3580 Kirk Road West
Binbrook, ONT L0R 1C0
905-692-3407

Club No. 1651
Sudbury Organized Auto Racing
765 Barrydowne Rd.
Sudbury ONT P3A 3T6
705-524-5339



ANNUAL MEMBERSHIP APPLICATION

APPLICANT NEW PREVIOUS ROAR MEMBER ? ADDRESS CHANGE

DATE _____

LAST _____ FIRST _____ M.I. _____

ADDRESS _____ STATE _____ ZIP _____

CITY _____ STATE _____ ZIP _____

()

PRIOR ROAR NO. IF KNOWN _____ PHONE _____

ADDITIONAL FAMILY MEMBERS

PRIOR ROAR NO. IF KNOWN _____ LAST _____ FIRST _____ MI _____

PRIOR ROAR NO. IF KNOWN _____ LAST _____ FIRST _____ MI _____

PRIOR ROAR NO. IF KNOWN _____ LAST _____ FIRST _____ MI _____

As a ROAR Member I agree to abide by all ROAR rules and safety regulations *Signature* _____

RACING INTEREST: ELECTRIC FUEL ON ROAD OFF ROAD

PAYMENT

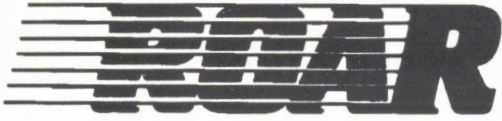
MEMBERSHIP	\$ 30
(Includes Rulebook)		
ADDITIONAL FAMILY	Each \$10
(Same Address)		
REPLACEMENT CARD	\$ 2
POSTAGE		
US Third Class Mail	Included	
First Class - USA	Add \$ 8
Canada or Mexico	Add \$ 8
Other Countries	Add \$ 15
EXTRA RULEBOOKS		
Member (or applicant)	\$ 5
Non - Members	\$ 10
DECALS (10 for \$5)	\$ 5
TOTAL AMOUNT PAID	\$ _____	
ALL PAYMENTS MUST BE IN US FUNDS		

YOUR ROAR MEMBERSHIP INCLUDES:

- REV-UP Magazine
- \$1,000,000 Liability Insurance Protection
- \$10,000 Accident Medical Insurance
- Membership Card for ROAR Events
- ROAR Rules

**MAKE CHECK PAYABLE TO ROAR
AND MAIL TO:**

ROAR Administrator
Fred Hohwart
30872 Coast Highway Suite 111
Laguna Beach CA 92651
For Information Call (949) 494 - 0515
(949) 494 - 3413 FAX



R / C INDUSTRY AFFILIATION

30872 Coast Highway Suite 111 Laguna Beach CA 92651 Phone 949 - 494 - 0515 FAX 949 - 494 - 3413

Isn't It time your Organization became a ROAR Affiliate?

Backed by 30 years of organized racing experience, ROAR rules and specifications have become the accepted standard throughout the sport at both the local and national level. With over 130 affiliated clubs, and more than 3500 members across the U.S. and Canada, it's no wonder ROAR has produced more IFMAR World Champions, in more scales than any other R/C racing organization in the world. With ROAR's solid organizational backing, ROAR National Championships continue to draw more racers than any other R/C racing event.

As an organization interested in meeting ROAR specifications, having access to the latest rules changes, and the opportunity to provide comment on prospective rules and specifications before they are enacted, it is important for you to be an affiliate.

As a ROAR R/C Industry Affiliate you receive:

- ROAR Affiliation for one year from the date your application is received
- A copy of ROAR's Official Rule Book containing scale rules and specifications
- Rev - Up the official ROAR Magazine and the ROAR Newsletters
- Participation in the review of proposed Rules and Specifications
- Free listing of your Organization as a ROAR R/C Industry Affiliate in Rev-Up
- Permission to use the ROAR Affiliate Logo in all advertising and correspondence
- One Individual membership, if desired, at the same mailing address
- A link to your company website from the ROAR website - www.ROARracing.com

Fill out and mail with a check for \$100 payable to ROAR to:

ROAR ADMINISTRATOR 30872 Coast Highway Suite 111 Laguna Beach CA 92651
Phone 949 - 494 - 0515 FAX 949 - 494 - 3413

Organization Name: _____ R/C Industry Affiliate Number _____

Mailing Address: _____

City _____ State or Province _____ ZIP _____

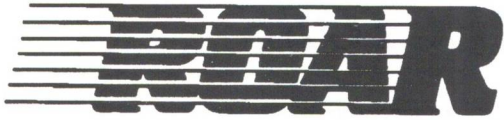
Phone: (_____) _____ FAX: (_____) _____ E-mail: _____

Contact _____ Website for link: _____

Title _____

Product (s) _____

Scales of Interest _____



'98 CLUB or TRACK AFFILIATION

30872 Coast Highway Suite 111 Laguna Beach CA 92651 Phone 949 - 494 - 0515 FAX 949 - 494 - 3413

It's time your Club or Track became a part of ROAR

With over 30 years of organized racing experience, ROAR rules and safety guidelines have become the accepted standard throughout the sport at both the local and national level. With over 130 affiliated clubs, and more than 3500 members across the U.S. and Canada, it's no wonder ROAR has produced so many World Champions, in various scales through the years. With ROAR's solid organizational backing, ROAR National Championships continue to draw racers from all over the United States and Canada. Because ROAR cares about its clubs and their members, ROAR provides the most comprehensive insurance coverage and protection available in R/C racing.

Make your club a world class club. Join ROAR NOW.

As a ROAR affiliate here's what you receive:

- ROAR Affiliation Certificate and Club Number for the current calendar year
- A copy of ROAR's Official Rule Book containing scale and safety rules
- Rule updates during the year published in Rev - Up the ROAR Magazine, and Newsletters
- \$ 1 Million Liability coverage for your ROAR races (\$ 2 Million aggregate)
- Site Insurance Application if your track location requires it
- Sanctioned Event Application for racing events
- Eligibility to bid on Regional and National Championship events
- Free listing of your Club in Rev-Up the official ROAR magazine

Fill out and mail with a check to ROAR for \$35 to:

ROAR ADMINISTRATOR 30872 Coast Highway Suite 111 Laguna Beach CA 92651

Club or Track Name: _____ Club ROAR Number _____

Mailing Address: _____

City _____ State or Province _____ ZIP _____

Phone: (____) _____ FAX (____) _____ E-mail: _____

Racing Site Location: _____

President: / Owner _____ Treasurer _____

Address _____ Address _____

ROAR # _____ Phone _____ ROAR # _____ Phone _____

1998 ROAR REGION DIRECTORS

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Connecticut, Maine, Massachusetts,
New Hampshire, New York,
Rhode Island, Vermont

Frank Calandra
6860 Stanwix Avenue
Rome NY 13440
(315) 337 - 5911

REGION 2

Delaware, Maryland, New Jersey,
Pennsylvania, Washington DC,
Virginia, West Virginia

Matt Wojtkowiak
1 Barnard Avenue
Gloucester City NJ 08030
(609) 456 - 5808

REGION 3

Alabama, Georgia, North Carolina,
South Carolina, Tennessee

Bill Kellum
4353 Montevallo Road
Birmingham AL 35213
(205) 870 - 0274

REGION 4

Florida

Bill Fraden
9711 Sharing Cross Dr.
Jacksonville FL 32257
(904) 268 - 1948

REGION 5

Illinois, Indiana, Kentucky,
Michigan, Ohio, Wisconsin

Nick Rank
N. 55W 34855 Lake Dr.
Oconomowac WI 53066
(414) 567-4173

REGION 6

Arkansas, Louisiana,
Mississippi

Ed Hill
PO Box 7401
Jackson MS 39282
(601) 924 - 6416

REGION 7

Minnesota, North Dakota, South Dakota

Mark Leichtenberg
317 Elmwood Ave. So.
Fargo ND 58103
(701) 235 - 2197

REGION 8

Iowa, Kansas, Missouri, Nebraska

Arlynn Simon
1200 S. 16th
Blue Springs MO 64015
(816) 228 - 1047

REGION 9

Oklahoma, Texas

Mary-Bea Gholsen
7825 Beauregard Cir. # 3-A
Austin TX 78754
(512) 912-1334

REGION 10

Colorado, New Mexico, Utah,
Wyoming

Charlie Perez
8555 E. Fairmount # F-104
Denver CO 80237
(303) 316-8893

REGION 11

Idaho, Montana, Oregon,
Washington, Alaska

Scott Brown
6305 6th Avenue
Tacoma WA 98406
(253) 565 - 1935

REGION 12

Arizona, California, Nevada

Chuck Null c/o EDS
3575 Cahuenga Blvd. W. # 675
Los Angeles CA 90068
(213) 850-1165

REGION 14

Hawaii

Frank Tanaka
94 - 1132 Poku Place
Waipahu HI 96797
(808) 676 - 5486

CANADA

NATIONAL DIRECTOR

Roger Brown
5 - 1015 Fraserview St.
Port Coquitlam, B.C. Canada V3C 5Z5
(604) 945 - 3888
racetech@towncore.com

BRITISH COLUMBIA

Martin Vannieuwenhuizen
59-1605 Summit Drive
Kamloops, B.C. Canada V2E 2AS
(250) 374 - 1268
martin-v@bc.sympatico.ca

ALBERTA

Paul Parks
1449 Richland Rd. NE
Calgary, ALB Canada T2E 3H7
(403) 276 - 2204
paulb3@shaw.wave.ca

PRAIRIES

Manitoba, Saskatchewan
Roger Brown
(Acting)

ONTARIO

Paul Snyder
28 Leeson Street
St. Catharines, ON Canada L2T 2R4
(905) 227 - 7508
jnine@interlynx.net

QUEBEC

Paul Snyder
Acting Director
(905) 227 - 7508

MARITIMES

New Brunswick, Newfoundland,
Nova Scotia, Prince Edward Island
David Hillier
PO Box 102
Pennfield NB Canada E0G 2R0
(506) 755 - 2389

1999 ROAR NATIONALS

On-Road Carpet Nationals	TBD <i>TBD</i>	March 19 - 21
Carpet Oval Nationals	TBD <i>TBD</i>	April 9 - 11
1/8 & 1/10 Off - Road Fuel Nationals	TBD <i>TBD</i>	June 11 - 13
1/10 Modified 2 Wheel 4 Wheel & Truck Off - Road	TBD <i>TBD</i>	June 25 - 26
1/10 Stock 2 Wheel 4 Wheel & Truck Off - Road	TBD <i>TBD</i>	July 23 - 25
1/12 & 1/10 Electric On - Road Nationals	TBD <i>TBD</i>	August 20 - 22
Fuel On- Road Nationals	TBD <i>TBD</i>	August 26 - 29
Paved Oval Nationals	TBD <i>TBD</i>	September 24-26

1999 IFMAR WORLD CHAMPIONSHIPS

1/8 Fuel On-Road - July 10 to July 18

1/12 & 1/10 Electric Off-Road - August 1 to August 8

1998 Stock Off-Road Nationals

*By Jess Brockman
MHOR R/C Raceway*

They came, they saw, and they conquered. They came to Aurora, Colorado to compete in the fifth running of the ROAR Stock Off-Road Nationals. They saw an outstanding off-road racing facility with an off-road track that had more traction than they could possibly imagine. They conquered the elements. Rain halted the controlled practice late Thursday and limited the practice time.

The rains came again and halted their qualifying on Friday midway through the second round. Saturday and Sunday the conditions were perfect, hot, dry, and fast. There were 271 entries, 96 Stock 2WD's, 50 Stock 4WD's, 85 Stock Truck's, 13 Junior Buggy's, and 27 Master's Truck's. The staff at MHOR R/C Raceway did an outstanding job preparing for this year's Stock Nats. Even with the rain the track was outstanding, it just got better and better, faster and faster. By Sunday some of the racers were trying to de-tune their suspensions in a effort to get rid of some of the traction. The traction was that good.

Five new National Champions fought their way through some very tough competition to get to the winners circle. The competition was so intense that the National Championships weren't determined in any class until the completion of the final round of the triple A-mains.

Vincent Nocella from New York driving a Losi XXcr won the Stock 2WD National Championship. Justin Morrison from California and Eric Pesto from Ohio finished Second and Third. There were (7) Losi XX's, (2) Associated B3's, and (1) Schumacher in the Stock 2WD finals.

Christopher Marsh, a local Colorado racer, took the Stock 4WD National Championship driving a Losi XX4. Richard Trujillo and Nick Lasley from California finished Second and Third. There were (8) Losi XX4's and (2) Schumacher Cats in the Stock 4WD finals.

Eric Pesto from Ohio driving a Associated T3 came through to win the Stock Truck National Crown. Nick Lasley and Richard Trujillo from California finished Second and Third. There were (2) Associated T3's and (8) Losi XXT's in the Stock Truck finals.

Andrew Cartwright from Washington took the Junior Buggy National Title Championship driving a Losi XX. Ken Nelson from Washington and Michael Petrie from Colorado finished Second and Third. There were (9) Losi XX's and (1) Associated B3 in the Junior Buggy finals.

Earl Valles from California driving a Associated T3 won the Masters Truck National Championship. Chris

Perry from Washington and Gordie Willardson from Utah finished Second and Third. There were (6) Losi XX's, (3) Associated T3's and (1) Traxxas SRT in the Masters Truck finals.

Ernie Ledbetter from Oregon put together a real Concours winner with a Valvoline Space Odyssey paint scheme on his Associated T3 Truck. Troy Hadden from Utah got Second and Michael Rogers from Colorado got Third.

I would like to congratulate all of the winners and thank all of the participants for coming to this year's Stock Nationals. Your participation in this event made it one of the most successful Stock National run to date.

I also want to thank all of the Sponsors of this event for their support. An event of this caliber can't be successful without the financial support of local and corporate sponsors. Our five major sponsors were Trinity Products, Team Losi, Novak Electronics, Team Warlock, and Racers Edge. The six minor sponsors were McGrath Motorsports, J & N R/C Promotions, O'Meara Ford, W. S. Deans Co., GM Racing USA, and Team Associated. Trinity Products was also the exclusive sponsor for the Photo Shoot. Reflections Cars Wash helped out by sponsoring the BBQ.

Other contributing sponsors were: HRP Distributing, Bolink, Lunsford Racing, Bruce & Michael McGrath, Colorado Hobby Dealers Association, Dragon Motorsports, Horizon Hobby Distributors, R/C Car Action Magazine, Competition Products, Lockwood Industries, BRP Products, HiTech Products, Testors, Kimbrough Products, Xtreme Magazine, R/C Track Owners Association, Bob Smith Industries, Holeshot Products, MIP, Schumacher, Pro Shot Products, Mark Gisi, Tekin Electronics, Competition Plus Magazine, Airtronics, B & B Software, and Integy Technology.

The owners of MHOR R/C Raceway (Jess, Naomi, Randy, and Chadd Brockman) would like to thank our dedicated staff and the numerous volunteers who worked tirelessly and spent an untold number of hours helping us put together this event. Thanks to their help and dedication to the sport, we proved that we could put on an outstanding event. Thank you one and all.

Enclosed are the official standing for the 1998 ROAR Stock Off-Road Nationals.

Stock 2WD

A-Main

- 1st - Vincent Nocella
- 2nd - Justin Morrison
- 3rd - Eric Pesto
- 4th - Welby Nalls III
- 5th - Jarrod Hurd
- 6th - Jeremy Aymar
- 7th - Eric Clark
- 8th - Robert Heacox
- 9th - Jason Willener
- 10th - Brian Westerman

B-Main

- 1st - Christopher Marsh Colorado

2nd - Roman Gastelum
 3rd - Chris Bridgewater
 4th - Randy Brockman
 5th - Richard Trujillo
 6th - Ryan Dawson
 7th - Nick Lasley
 8th - Rob Meyer Jr.
 9th - Wayne Ashmore
 10th - David Mangelsdoff
 C-Main
 1st - Joey St.Peter
 2nd - Toby Boiles
 3rd - Kunmanee Suebsakul
 4th - Rich Chaney
 5th - Eric Larsen
 6th - Alex Sturgeon
 7th - Rich Miskho
 8th - Mike Pertile
 9th - Will Martin
 10th - Paige O'Meara
 D-Main
 1st - Jason Turner
 2nd - Charles Neeley
 3rd - Bryan Cwik
 4th - Kenny Nalls
 5th - Bill Mitchell
 6th - Victor Wu
 7th - Jim Franz
 8th - Todd Hulseberg
 9th - Brian Bosley
 10th - Lane Olson
 E-Main
 1st - Justin Dewey
 2nd - Dale Roberts
 3rd - Jeremy Kenny
 4th - Chris Fisher
 5th - Dino Lucetti
 6th - Mike Zawacki
 7th - Nick Malato
 8th - Brent Kolan
 9th - Randy Ratzlaff
 10th - Charlie Johnson
 F-Main
 1st - Troy Hutchison
 2nd - David Pate
 3rd - Jerry Doherty
 4th - Pat Elkins
 5th - Bob Novak
 6th - Traci Tarpley
 7th - Lee Schultz
 8th - James Bretzing
 9th - Mike Newhouse
 10th - Donovan Gray
 G-Main
 1st - Jason Smith
 2nd - Michael Geiser
 3rd - Rosemary Singer

4th - Greg Gibbons
 5th - Gordon Willardson
 6th - Josh Brown
 7th - Bob Meisner
 8th - Don McMillan
 9th - Robbie Carratello
 10th - Anthony Larson
 H-Main
 1st - Cliff Nicholson
 2nd - Larry Nolte
 3rd - Greg Yongue
 4th - Jeff Trautwein
 5th - William Miskho
 6th - Chad Meisner
 7th - David Mott
 8th - Dan Smith
 9th - Spencer Wu
 10th - Greg Mills
 I-Main
 1st - Rodney Bustos
 2nd - Eugene Nagle
 3rd - Robert Greene
 4th - Corey Musich
 5th - Troy Cortez
 6th - Darrell Nickal
 7th - Teresa Mott
 8th - John Schoenauer
 9th - Ron Wachs
 10th - Ben Kim
 J-Main
 1st - Jane McMillan
 2nd - Spike Sefcovic
 3rd - Douglas Sparks
 * - Chad Kener
 * - David Goss
 * - Jeff Hyatt
 * = Did Not Compete
 Concours
 1st - Ernie Ledbetter
 2nd - Troy Hadden
 3rd - Mike Rogers
 Stock 4WD
 A-Main
 1st - Christopher Marsh
 2nd - Richard Trujillo
 3rd - Nick Lasley
 4th - Jarrod Hurd
 5th - Roman Gastelum
 6th - Eric Larsen
 7th - Brian Westerman
 8th - Bill Mitchell
 9th - Kunmanee Suebsakul
 10th - Nick Malato
 B-Main
 1st - Lars Johnson
 2nd - Paige O'Meara
 3rd - Jim Franz
 4th - Andrew Cartwright
 5th - Travis Muehlbauer
 6th - Rich Miskho
 7th - Welby Nalls III
 8th - Jeremy Kenny

▲ Nationals ▼

9th - Joey St.Peter

10th - Brent Kolan

C-Main

1st - Robert Heacox

2nd - Dale Roberts

3rd - David Pate

4th - Cliff Nicholson

5th - Spencer Wu

6th - Earl Valles

7th - Pat Elkins

8th - Lee Schultz

9th - Anthony Larson

10th - Ken Nelson

D-Main

1st - James Bretzing

2nd - Donovan Gray

3rd - Michael Rogers

4th - Justin Howard

5th - Dale Bates

6th - Greg Gibbons

7th - Bob Novak

8th - Greg Mills

9th - Robbie Carratello

10th - Rosemary Singer

E-Main

1st - Gary Bennett

2nd - David Mott

3rd - T. Rex Baldwin

4th - Ron Wachs

5th - Mo Hardy

6th - John Schoenauer

7th - Michael Foston

8th - Jeff Trautwein

9th - David Tregemba

* - David Goss

Stock Truck

A-Main

1st - Eric Pesto

2nd - Nick Lasley

3rd - Richard Trujillo

4th - Vincent Nocella

5th - Justin Morrison

6th - Brian Westerman

7th - Jeremy Aymar

8th - Eric Clark

9th - Welby Nalls III

10th - Ryan Dawson

B-Main

1st - Chris Bridgewater

2nd - Andrew Cartwright

3rd - Randy Brockman

4th - Paige O'Meara

5th - Jim Franz

6th - Lars Johnson

7th - Lane Olson

8th - Will Martin

9th - Wayne Ashmore

10th - Brian Bosley

C-Main

1st - Rich Miskho

2nd - Victor Wu

3rd - Robert Heacox

4th - Floyd Wilcox

5th - Randy Ratzlaff

6th - Todd Hulseberg

7th - Jeremy Kenny

8th - Bryan Cwik

9th - Rich Chaney

10th - Kunmanee Suebsakul

D-Main

1st - Joey St. Peter

2nd - Troy Hutchison

3rd - Nick Malato

4th - Alex Sturgeon

5th - Ken Nelson

6th - Rob Meyer Jr.

7th - Robbie Carratello

8th - Traci Tarpley

9th - Mike Newhouse

10th - Travis Schreven

E-Main

1st - Michael Petrie

2nd - Mike Zawacki

3rd - Mike Pertile

4th - Charlie Johnson

5th - Matt Leibman

6th - Dino Lucetti

7th - Donovan Gray

8th - Dave Stockham

9th - Chris Fisher

10th - Dennis Bacca Jr.

F-Main

1st - Michael Foston

2nd -- Rosemary Singer

3rd - Josh Brown

4th - Dana Glatter

5th - Wade Allen

6th - Sean McNally

7th - James Shelton

8th - Shawn O'neal

9th - Craig Waddell

10th - Jason Smith

G-Main

1st - Spencer Wu

2nd - Anthony Gabbie

3rd - Bruce Mcgrath

4th - Matt Brister

5th - Brent Meisner

6th - Jonas Serre

7th - Dave Taylor

8th - Mike Skibbe

9th - Corey Musich

10th - Dan Wendt

H-Main

1st - Eric Dimmick

2nd - Greg Medve

3rd - Andrew Koken

4th - Brandon Medve

5th - Zack Novotny

6th - Michael Mcgrath

7th - Lonnie Eastwood

8th - Troy Hadden

9th - Tim Hooks

10th - Daniel Schell

I-Main
1st - Robert Cummings
2nd - Wayne Spickard
* - David Goss
* - Chad Kener
* - Jeff Hyatt
* = Did Not Compete

Junior Stock
A-Main
1st - Andrew Cartwright
2nd - Ken Nelson
3rd - Michael Petrie
4th - Richard Yarber
5th - Justin Howard
6th - Jason Sheyko
7th - Joshua Gray
8th - Kim Perry
9th - David Tregemba
10th - Travis Schreven

B-Main
1st - Jordan Sefcovic
2nd - Mike Skibbe
3rd - Cody Miller
Masters Truck
A-Main
1st - Earl Valles
2nd - Chris Perry
3rd - Gordon Willardson
4th - Bob Novak

5th - Dale Bates
6th - T. Rex Baldwin
7th - Don McMillan
8th - Kelly Lunsford
9th - Richard Leonard
10th - William Miskho

B-Main
1st - Dan Smith
2nd - Gary Bennett
3rd - Bryan Stealey
4th - Greg Gibbons
5th - Jeffrey Hulings
6th - Ernie Ledbetter
7th - Fred Sparkman
8th - Steve Brown
9th - David Mott
10th - Ken Gates

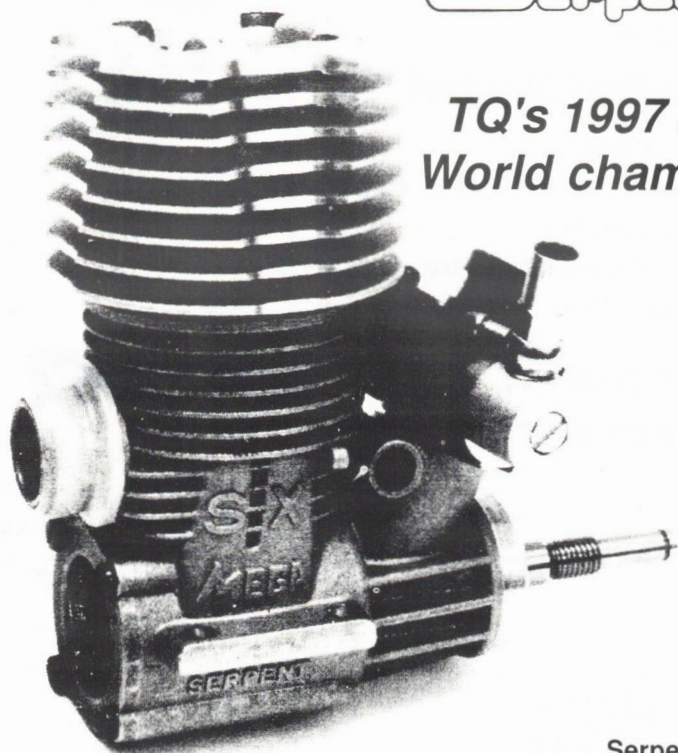
C-Main
1st - Rodney Bustos
2nd - Jane McMillan
3rd - Douglas Sparks
4th - Eugene Nagle
5th - Teresa Mott
6th - Vern Howard
7th - Jess Brockman
Number of Entries - 27
Number of Racers - 159
Trophy Count - 125

RU



mega

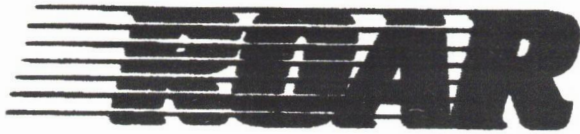
**TQ's 1997 I.F.M.A.R.
World championships SX-21 EV2**



The new top-line engine in the Mega line. Michael Salven and Mario Rossi have put a lot of development time and experience in this new 7-port design. The engine shows a very wide power band with increased bottom-end power and higher top speed. The basic engine housing is still the same 5-port design, which means that current users of the Mega SX-21 Ev1 can switch to the Ev2 7P ABC set or the Ev2 5P ABC set. Main features: SX-21 Ev2 7P:

- * 7-port design, improved flow pattern
- * new design gray color cooling head with machined horizontal cooling fins
- * turbo combustion chamber
- * 2-side adjustment 9mm carburetor
- * 14mm balanced crankshaft.

Serpent USA, Inc. 2832 NW 79th Avenue, Miami, Florida 33122, USA
Phone: (305) 639-9665 FAX: (305) 639-9658
e-mail: serp-usa@ix.netcom.com internet: <http://www.serpent.nl>



Carpet Oval Nationals

Classic Hobbies

Akron, Ohio – October 16-18, 1998

Sanction # RN-98-08 ROAR Membership Required

Openpractice will be the 13th. and 14th.

Controlled practice the 15th.

2 rounds Friday the 16th. 2 rounda Saturday the 17th.

All mains will run Sunday the 18th. .. Triple A mains

Doors will open Friday,Saturday,and Sunday at 8:00 a.m.

Drivers meeting at 10:00 a.m. Races start 10:30 a.m.

Classes :

1/10 Pan Car Stock

1/10 Pan Car Mod.

1/10 Nastruck Stock

1/12 Stock

1/12 Mod.

All Bodies Must Be Roar Approved

Entry Fee

Stock \$ 50.00 1 Handout motor Additional motors \$15.00

Modified \$40.00

All entries must be recieved by October 1,1998

\$10.00 Late Fee



FREE T-SHIRT

WITH PRE-ENTRY



Mail To :

Classic Hobbies

1994 E.Waterloo RD.

Akron,Ohio 44312

Ph. 330-733-6400

Fax 330-733-6441

NAME

ADDRESS

CITY

STATE

ZIP

CLASS 1

CLASS 2

FREQ.1

2

3

ROAR #

Region 1

FRANK CALANDRA

6860 Stanwix Avenue
Rome, NY 13440
(315) 338-0867

1/8 & 1/10 GAS ASSISTANT - JEFF MILLER

241 West Leyden Road - Leyden, MA 01337
(413) 624-3075

1/10 & 1/12 OVAL ASS'T. - ROBERT CRESCITELLI

1291 North Street - Suffield, CT 06078
(203) 668-6807

OFF-ROAD ASSISTANT - BOB McCLURE

(508) 537-7218 eves.

1/12 ASSISTANT - ROBERT POAGE

235-B River Dr. - Hadley, MA 01035
(413) 596-9311

Welcome to the biggest racing season in Region 1 . . . the fall/winter season. Yes . . . it's getting colder driving us golfers, fishers, campers and vacationers back to indoor R/C racing. Let's get right to the racing news in Region 1.

The Second Annual New England Gran Prix at Rt. 106 Race Park was a good success. Racers from Canada, Texas, New Jersey, New York and New England attended this annual event. The race management team of George Denault, Bob Poage, Dick Kruger and crew did a great job running the race.

Dick Kruger, owner of the facility, again spared no expense by re-paving and adding berms to this permanent, grass infield, oval/road course.

This track currently ranks among the FINEST in the country. For more information and color photos, go to the web site at www.ashfordhobby.com. Look for the Rt. 106 link on that site.

This facility should be awarded a ROAR National event in either Electric road course or the Gas Nationals. We will test electric pan cars on the surface later this year. Dick has agreed to hot-top the entire racing surface if his facility is awarded either or both of those Nationals.

New Hampshire weather is beautiful from June to September, let's hope that ROAR Executive Committee takes a good look at the National bid from this facility in the coming year.

Looking at the coming winter season, a new track in Long Island is expected to be up and running. They will be running carpet road course, oval and stadium racing. Also, C & C Hobby in Binghamton, NY will enter its first complete season of operation. Eric and crew have built a super smooth, mega-fast carpet oval and have expressed interest in hosting a ROAR Oval Region 1 Championship in the 98/99 season.

For the 1/12th Regional, we expect that R/C Madness will be the host this year. With only a few road racing venues in Region 1, this year marks the Enfield, CT track "turn" to host the event. Past years events were in Rome and Buf-

falo, with the Championship moving east to the R/C Madness location for 1999. Maybe the new track in Long Island for 2000?

Well, that's it for now . . . hope everyone had a pleasant summer filled with good R/C Racing. Good luck for the upcoming fall/winter season.

Frank

Region 2

MATT WOJTKOWIAK

1 Barnard Avenue
Gloucester City, NJ 08030
(609) 456-5808 - Evenings

DIRECT ASSISTANT - SEVE STOLL

3321 Ashmore Ct. - Olney, MD 20832
(301) 424-1436

WESTERN AREA - JIM STOUT, JR.

10 New Street - Mount Joy, PA 17552
Work (717) 653-6222

1/8 & 1/10 GAS - EARL NESTER

6008 Claire Dr. - Elkridge, MD 21227
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Following in this report you will read about a great deal of GAS CLASS RACING including the most recent running of the GAS ON-ROAD REGION CHAMPIONSHIP by Mark Poore. Mark has done a very good job in his report. Lest we forget Assistant Director Earl Nester. Earl has once again done an outstanding Job of organizing and running the Mid-Atlantic Championship Series and the Region Championship.

Recent happenings include Region Championship events at Dave Cowan's D.C. Ultra Trax, James Radfords, J. R.'s Race Place and upcoming events at the Brown Brothers Facility in Virginia. My tip of the hat to all these facilities for their outstanding effort to promote ROAR racing.

If you hadn't noticed in the ballot section of this issue, my name does not appear as a candidate for Region Director. That is not a misprint, I will not be running again for Director. As I have mentioned in the past, I have had serious problems at home with the health of my aging parents and see no short term solution. That fact has curtailed my travel and involvement with ROAR. I have been grooming Assistant Director Steve Stoll for some time to hopefully take over the position, but even that plan has been flawed. Steve has had his own serious problems at home and additionally may be relocating to Texas with his job assignment. Jim Stout has been filling in as best he can, but even Jim can only do so much. I have always felt that if you can't do a job well, you shouldn't. I have been faced with that very problem, time constraints have drastically reduced my available time. I do apologize to all of you for my lack of involvement but hope that you can all

understand, someday you may be faced with the same situation. The bottom line is that sometimes you are thrust into a situation that you just can't turn away from. I hope to still be active on the ROAR Executive Board but I can no longer handle the day to day operations. I guess the time has come for someone to step up and take over!

I feel that over the years that I have been Director, I have added much to the Region racing. I'm proud of the number of major events and National events that we have hosted in Region 2. I'm proud of the level of sportsmanship shown by Region 2 racers. Thanks to all the great track owners that have supported me over the years, most notably, Norris and Pat Cooper, James Radford, Chris and Allison Shaffer, Jim Stout, Dave Cowan, Charlie and Margaret Booze, Jeff Hyatt, Ron Boorman and Linda Vogel and The South Jersey Racing Association. These people went the extra mile to bring the best in R/C racing to the East Coast. Thanks to all.

Feel free to contact me if you have any suggestions or ideas for a replacement. My number is listed.

1998 Region 2 On-Road Gas Championship

The track consisted of a long straightway finished off by a sweeper and a 100 degree turn. Then a gentle and fast left hand sweeper heading into slightly shorter straightway that led to a left handed half-carousel turn and down to the tightest part of the track. The first esse, immediately after negotiating the esse, a right-handed half-carousel was to be made leading into a right-handed and very fast dogleg. After the dogleg came the second esse. This turn was almost as tight as the first but not quite as slow, and then on to the entrance to the straightway.

Saturday

Weather conditions: 87 degrees and sunny

Practice

Early in the day it appeared that the drivers would have a tough time tuning into this track as I watched one after another tag walls, corners, and other non-movable objects. More than one car found out that the end of that long straightway was longer than they thought it might be. I personally watched as Bill Conner found that corner, then lost a wheel, then found the concrete barrier at the end of the track. Other drivers among the list of casualties were Rick McGeady, Darrin Brockenborough, and Jody Jaworski.

Qualifying Round #1

With everyone registered and practice over and done with, the drivers took the track and started qualifying at a blistering pace. A track that just two weeks earlier had yielded but one sub-twenty second lap had started to give them up in quick fashion. In the first round alone seven drivers had qualified below 20 seconds. Jim Griggs showed the way early by carving out a 19.560 average with George

Cole following with a 19.720. Charles Watkins laid down a lap average just behind him at 19.744. You get the picture. The cars were definitely faster.

In GTP the man of the hour or should I say 15 minute qualifier was Hank Giancaterino. Hank showed that all that practice paid off. Hank was one of the first people on the track during practice and one of the last to leave. Hank had a GTP fast lap average of 20.754 followed by Mike Bowman at a 21.158 and Rick McGeady at a 21.212.

The standings after the first round of qualifying were as follows:

OPEN CLASS

Jim Griggs

George Cole

Charles Watkins

John Joannidis

Bill Conner

Glen Shreve

Perry Caswell

Ralph Phillips

Mark Poore

Bob Gorman

Earl Nester

Joe Hose

Jon Laster

Jody Jaworski

Joe Hauge/DNS

Joe Fucile/DNS

GTP CLASS

Hank Giancaterino

Mike Bowman

Rick McGeady

Carlton Coleman

Ken Harris

Frank Kayser

Steve Nottingham

Darrin Brockenborough

Mark Young

Greg Fennell

Pat Yarosh/DNS

Keith Wright/DNS

Qualifying Round #2

With round 2 getting under way there were a lot of drivers seeking improvements and many drivers did just that. With a little more track time under their belts, they set out with new gearing, tire diameters and slightly leaner engines to improve times. In all, fifteen drivers improved their times. Most notably were the times of Earl Nester, Jody Jaworski, Greg Fennell, and Mark Young, drastically improving their times. Charles Watkins improved his time but moved backwards a spot. I'm sure he didn't plan it that way. But he had a really good pair of qualifiers.

Standings after the second and final round on Saturday were:

OPEN CLASS

Jim Griggs
George Cole
Bill Conner
Charles Watkins
Jody Jaworski
Glen Shreve
Mark Poore
John Joannidis
Perry Caswell
Earl Nester
Ralph Phillips
Bob Gorman
Joe Hauge
Joe Hose
Jon Laster
Joe Fucile/DNS
Herschel Nelson/DNS

GTP CLASS

Hank Giancaterino
Mike Bowman
Ken Harris
Rick McGeady
Carlton Coleman
Greg Fennell
Darrin Brockenborough

Frank Kayser
Steve Nottingham
Mark Young
Pat Yarosh
Keith Wright

Sunday

Weather conditions: 85 degrees and sunny

Saturday after round 2 of qualifying, Bill Conner and I were talking about qualifying, in which I wasn't doing so well and he made a simple statement that was right on the money,

"The fastest laps times always come on Sunday mornings"

He sure was right!

Qualifying Round #3

With a new day, came new lap times. Fast ones! The whole field seemed to speed up. It might have had something to do with the cool morning air, or maybe it was the nice coat of rubber laid down from the previous day. The first heat up for qualifying was the Open A. Four drivers bettered their time in this first run on the cool track. Bill Conner had lowered his lap time from a 19.450 to a 19.026. His 5 lap average had a 18.640 along with several very low 19-sec laps. This was good enough to knock off Jim Griggs who had been holding down the top spot since early Saturday. In fact Perry Caswell, also was faster than



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the previous day's Top Qualifier.

The next heat up was Open B. This group also had 4 drivers better their times and the new qualifying time set in the previous round had fallen as well. Mark Poore lowered the mark to 19. 010 with two 18-sec. laps. Good enough for the Top Qualifier honors. Charles Watkins as well as Bob Gorman and Glen Shreve also improved their times.

GTP A took the track next for the final run at qualifying. Hank Giancaterino lowered his already top qualifying time even lower. He laid down a lap of 19.704. Good enough to hold on for the Top Qualifier honors. Other drivers bettering their time were Rick McGeady and Mark Young.

GTP B had the last run at the Top Qualifier spot for GTP. All six drivers in this heat improved their times, but none were able to lower the qualifying mark below Hanks already fast time.

Standings after the final round qualifying were:

OPEN CLASS

Mark Poore
 Bill Conner
 Perry Caswell
 Jim Griggs
 George Cole
 Charles Watkins
 Bob Gorman
 Ralph Phillips
 Glen Shreve
 Jody Jaworski
 John Joannidis
 Joe Fucile
 Earl Nester
 Joe Hauge
 Joe Hose
 Jon Laster
 Herschel Nelson/DNS

GTP CLASS

Hank Giancaterino
 Rick McGeady
 Mike Bowman
 Carlton Coleman
 Ken Harris
 Mark Young
 Darrin Brockenborough
 Greg Fennell
 Frank Kayser
 Steve Nottingham
 Pat Yarosh
 Keith Wright/NA

Lunch and Concours

While the "Mains" were being setup we broke for lunch. The event was running ahead of schedule and with there being a light turnout we decided to push the Open B-Main to forty-five minutes instead of the advertised thirty minutes. With seventeen entries in Open and twelve entries in GTP, there was a decision made to reduce the num-

ber of mains to three instead of four. The Open A had a full ten car field with six others in the Open B. GTP however had one driver drop out because of a previous commitment that left eleven drivers. Rather than running a whole separate main, we decided to hand count the eleventh car and run all the GTP cars together.

With all the decisions made and lunch out of the way, it was time for "Concours". There were some beautiful cars on display. Nine cars in all! When the judges were finished with their analysis, three cars remained with a tie for the first place car. The finalists were Charles Watkins, Carlton Coleman, and Mike Bowman. Charles' car was a gorgeous blend of silver, yellow, red, and orange striping with shadows along the side edges. Carlton's car mostly yellow with blue and red that appeared to run from the nose of the car as if it were wet paint. Mike Bowman went for a more traditional type paint job with a Mobil One theme car. Not too much of any color and with clean lines and a beautiful Pegasus horse on the nose won the tie breaker with Carlton.

The final judging order was:

Mike Bowman 1st
 Carlton Coleman 2nd
 Charles Watkins 3rd

The Mains

Open B

First up to the Starting line was the Open B group. This group consisted of John Joannidis starting in the first position, followed by Joe Fucile in second, Earl Nester in third, Joe Hauge in fourth, Joe Hose fifth, and Jon Laster in sixth. Herschel Nelson did not start because of mechanical difficulties. This was the first test of the LeMans start. This start was used . . . well . . . just to be different.

With a little fine-tuning, the starting order was ironed out and the race was underway. This was a race of attrition and kinda' reminded me of the old story of the Tortoise and the Hare. Falling to attrition early were Joe Fucile and Joe Hose both leaving the racing surface around the twenty-minute mark. Later followed by John Joannidis at about the 38-minute mark. That left three racers still in contention. Earl Nester, Joe Hauge, and Jon Laster. John Laster had just re-joined us this year from an early retirement so to speak. Jon while not being the fastest on the track was by far the most consistent (The Tortoise). Earl Nester (The Hare) was lightning fast at times but kept having troubles with tires and other gremlins. Joe Hauge, plagued with problems of his own, also kept pace for a while but fell behind. Earl racing hard to make up for lost time kept running into obstacles and would take a step forward then two back thus "The Tortoise and the Hare". And so who won? The Tortoise of course!

The final finishing order was:

1st -Jon Laster
 2nd - Earl Nester
 3rd - Joe Hauge
 4th -John Joannidis
 5th -Joe Hose
 6th -Joe Fucile

GTPA & B

The GTP Group was up next and took to the track for their 3-minute warm-up. A little tweaking was done to the LeMans start to make it run more efficient and then they were under-way. Mike Bowman showed early muscle with Ken, Carlton, Pat, and Hank in tow. Frank Kayser with a late start showed he too could run but had a lot of catching up to do. Darrin Brockenborough was handling well, as was Mark Young. Mike seemed to pull out in front, but was feeling the relentless pursuit from Hank and Ken. The first person hit on the attrition list was Pat Yarosh. Twenty minutes later Mark Young's racer would give in to the track. Ken Harris also felt the gremlins knocking at the door with multiple malfunctions and was forced to retire at about the thirty-five minute mark.

Meanwhile, leading the race, Mike Bowman's car started to push and seemed to be sluggish started feeling the stress on the car as his batteries dumped and was forced in for a lengthy pit stop while the receiver pack was changed. Hank running a consistent line would eventually move through to the front and take over first for good. Other drivers were forced in as well for long pit stops and thus lost track position. Hank having done his homework proved that being TQ was not a fluke and asserted his dominance on this track at this point of the season. Keith Wright by having completed just 11 laps secured the top spot in the GTP B. Mike Bowman while running hard after a battery change made up ground to finish second only to be penalized for being 2 grams underweight and forced to the rear of the field. Darrin Brockenborough moved up into second and Rick McGeady to third.

The final finishing order was:

- 1st -Hank Giancaterino
- 2nd -Darrin Brockenborough
- 3rd - Rick McGeady
- 4th - Frank Kayser
- 5th -Carlton Coleman
- 6th - Ken Harris
- 7th - Mark Young
- 8th - Pat Yarosh
- 9th -Steve Nottingham
- 10th - Mike Bowman
- 1st - B -Keith Wright

Open A

The last main to be run would be the Open A. This main had two past winners of the Regional event in the form of Jim Griggs (last year's winner) and Bill Conner (the 1996 winner). While talking with some of the drivers just prior to the start, I discovered there would be lots of different strategies played out! Bill Conner and I had discussed whether the need for a tire change should arise or not. Both of us had decided on a firmer but slightly taller tire than normal, thinking that the surface would not eat them as fast and that pacing ourselves would be the thing to do. Jim Griggs, who I had seen earlier, was doing his "Homework" as he called it, calculating fuel stops and was considering eliminating a stop or two. Anyhow, the race began with a relativity smooth start and the drivers were away.

Mark pulled out (this is weird talking about myself in the third person) in front with Perry, Jim, Charles, Glen, Bill, Jody, Ralph, Bob, and George in that order coming to the line. From there everything started slowly play out. Ralph would be the first out at the four and a half-minute mark. Glen would have some early difficulties on lap two and would retire for good at lap 33. Jim Griggs starting to move up through the field would spit a dogbone and retire his vehicle at lap 38, just twelve minutes into the race. The long race would prove too much for Charles Watkins racer and force his car into the garage at lap 79.

From there that would leave George Cole, Jody Jaworski, Bob Gorman, Perry Caswell, Bill Conner, and Mark Poore to settle the rest of it. Mark's car developed a push around lap 63. A tire on his machine was completely worn out, and he was forced into the pits for a tire change. Not being prepared to change it caused numerous other stops in which he fell back to 7th before getting a complete set. Bill Conner who had been working his way through the field also called for tires around lap 79 as the pace he was setting was eating tires at a remarkable rate. Perry Caswell who was pacing himself was able to escape the tire problem and would drive on to finish second. Bill meanwhile regained the lead and never looked back as he drove off to victory. George Cole who was having a very good run was forced to retire at the thirty-eight minute mark with a dumped receiver pack. Bob Gorman who was setting a good pace of his own also was forced into the garage late in the race when I believe his car flamed out. (I could be wrong!) As the final minutes wound down Mark and Jody Jaworski (who had been running a very consistent race), started to improve their positions due to the attrition. When the checkered flag flew it was Bill Conner with very convincing and solid run, followed by Perry Caswell (who never let Bill relax), then Mark Poore, Bob Gorman, Jody Jaworski, George Cole, Charles Watkins, Jim Griggs, Glen Shreve, and Ralph Phillips in that order. The final finishing order was:

- 1st - Bill Conner
- 2nd -Perry Caswell
- 3rd -Mark Poore
- 4th -Bob Gorman
- 5th -Jody Jaworski
- 6th -George Cole
- 7th -Charles Watkins
- 8th -Jim Griggs
- 9th -Glen Shreve-
- 10th -Ralph Phillips

I would like to thank all the people who hand a hand in pulling this race off.

A special thanks goes out to Jerry Bistline: For allowing us to use this fine facility. (Manager of the Doswell All American Travel Plaza). Ken Harris: For getting everything done that I couldn't get done! Mike Bowman: For track setup, repair and hauling me back and forth to the track. Herschel Nelson: For practically rebuilding the track, driver's stand, trailer himself, and for taking on the

Race Director duties. Earl Nester: For use of the MAC computer, handling of the Regional materials, and his sharing of knowledge of how the event should be run. Mike Coffey: For information in pertaining to the Regionals. ex: T-shirts, Awards. Hank Giancaterino: For track setup and blowing the racing surface very clean. Heather Giancaterino: For doing such a superb job at the helm of the scoring computer, and helping me keep my sanity. Russ Strayer: For helping make sure we knew how to operate the Computer. Frank Kayser: For technical expertise. Richard Nelson: For track repair. Dwayne & Karen Harris: For track setup. Jackie Harris: For assistance during the awards presentation. Judy Davis Poore: For putting up with me through all this, and helping with the financial end of it. And last, but certainly not least: To all the racers who attended, spent their time, hard-earned money, helped keep their pit areas clean, and supported this year's Regional event, we hoped you had a good time and will return.

I would like to say THANKS!
Mark Poore

Mid-Atlantic Championship Series Race #3 - Edison, N.J. 5/31/98

The first race of the year was at the Edison facility this Sunday and was greeted with thumbs up reviews. The weather was the main concern for most of the day, and in light of the threatening skies the event was run without a defined break. Still with 25 entries all taking turns on the track there was plenty of time to make repairs and adjustments. Keeping amount of free time in mind we are going to run the rest of the events using the same format to insure that we will have ample time to run our usual 20 minute mains.

The TQ's for the event were Tom Ramundo in the Open class, Rick McGeady in the GTP class, and Russ Strayer in the Pan class.

The Open "A" Main was the first to challenge the traction enhanced surface of the Edison track and Tom Ramundo once again rose to the occasion and took top honors. However, on this Sunday afternoon staying on the point was a bit more challenging than in weeks past. Bill Conner, having ironed out the wrinkles in his machine, stayed on Tom's bumper for the duration and systematically picked off the field in tandem, twice. The balance of team Factor, Perry Caswell and Bob Gorman, also flexed their R/C muscles and finished 3rd and 4th respectively, just two laps down to the leaders and only four seconds apart. Mark Poore who

stayed in the hunt for most of the race, got flipped on his lid with less than 1 minute to go and ended up 5th. Jim Griggs brought his machine around for a 6th place finish after a strong run that was just a little off the pace. Mike Bowman seemed to having handling maladies but stayed in the game and came home in 7th place. Joe Fucile ran a strong race with good lap times but rounded out the field in 8th place due to a mechanical problem at the start.

The GTP "A" Main was the second group to try their hands on the now not too sticky surface and Rick McGeady let everyone know that his being TQ was no fluke. Rick ran off and hid leaving the rest of the field to fight it out for the rest of the finishing positions. Greg Fennell held his machine together for the duration and was rewarded for his efforts with a strong second place spot and Darrin "The Brock" Brockenborough also ran a steady race that allowed him to bring home 3rd place. Mike Abad battled gremlins during the race and fell out early but put down enough laps to secure 4th place. Ray Leskanic who also fought mechanical difficulties finished in the 5th position. Ruel Ponce put together enough laps for a 6th place run. Patrick Yarosh and Gary Grau each qualified for the main but were unable to make the start.

Russ Strayer took home top and only honors in the Pan class.

The Open "B" Main guys were the final group to take to the asphalt and John Joannidis took the point and never looked back. Jody Jaworski kept it all together for the whole 15 minutes and brought home a second place plaque. Joe "Hose" Szebenyi battled gremlins early but came back out and fought his way back up to win a podium spot in the 3rd place position. Tom Umpornpun put together a ran good enough for the 4th place spot. Joe Hauge and Glen Shreve battled most of the race but it was Joe edging Glen out for the 5th spot by just 3 seconds and Earl Nester rounded out the field 7th place. Mark Young qualified for the field but was unable to make the start.

MAC # 3 Edison, NJ

May 31 1998

OPEN

MAIN/POINTS

Tom Ramundo/200

Bill Conner/198

Perry Caswell/196

Bob Gorman/194

Mark Poore/192

Jim Griggs/190

Mike Bowman/188

John Joanniclis/186

Jody Jaworski/184

Joe Hose/182

Tommy Umpornpum/180

Joe Fucile/178

Joe Hauge/176

Glen Shreve/174

Earl Nester/172
 Mark Young/DNS/170
 MAIN/POINTS
 Rick McGeady/200
 Greg Fennel/198
 Darren Brockenborough/197
 Mike Abodi/196
 Ray Leskanic/194
 Raul Pone/192
 Pat Yarosh/DNS/190
 Gary Grau/DNS/188
 Pan
 MAIN/POINTS
 Russ Strayer/200

Mid-Atlantic Championship Series
Race #4, Catonsville, MD. 6/14/98

Race number four of the 1998 season was held at the U.M.B.C. site of the G.B.M.R.A. this Sunday and the turnout was good considering the weather forecast for the weekend. The 31 entries were treated to a layout that was obviously designed for speed that was tempered with a bit of handling and met with excellent reviews. Tire wear was minimal and the handling was good, even though the track was wet all day on Saturday the conditions seemed to be great and Mother Nature held her temper until we were finished for the day.

The TQ's for the day were Bill Conner in the Open class, Rick McGeady in the GTP class, and Russ Strayer in the Pan class.

The Open "A" Main was, as usual, the first to have a go at it and Bill Conner took the holeshot and the group fell in line like a freight train behind him. Unfortunately for Bill, however, the train derailed and left the door open for Mark Poore and Perry Caswell who graciously slipped by and took the 1-2 spots in order. Bill got it together and ran a good race to finish 3rd. Jim Griggs put his machine across the line in the 4th place position and Bob Gorman completed the run in 5th. John Joannidis and Paul Rush were each still running as the checkers fell to finish up 6th and 7th respectively. Charles Watkins fell to mechanical problems early and rounded out the field in 8th place.

The GTP "A" Main was the second group to have at it on the fast paced grid and once again the owner of the holeshot was not victorious in the long run. Rick McGeady, who came through the second turn on his lid, settled into a rhythm and picked off the field one at a time to run away and take the checkers. James 'Hamer' Hamersley put together a nice run to come home in 2nd spot. Carlton Coleman battled gremlins all day but was able to stay in the hunt for the duration and seal up a 3rd place spot. Greg Fennell, with 2 ells, showing early season muscle put together a 4th place run to show that last week's race was no fluke and Hank Giancaterino battled problems to be there at the end to secure his place in the 5th spot. Jeff Burall, also with 2 ells, stayed in the hunt and finished in the 6th position while Ken Harris fought hard to keep his 7th place spot. (Here we go) Darrin "The Brock"

Brockenborough, (I have to rest now) battled traffic on the parkway just to get to the race, only to have 1/8th scale setbacks on the track relegate him to the 8th place position to round out the field.

The Open "B" Main took to the asphalt next and Glen Shreve put on a clinic for the rest of the field to finish four laps up on the 2nd place David Lee. Joe Hauge put it across the line in the 3rd spot and Gary Grau came home in the 4th place position. Jody Jaworski, another holeshot recipient, kept his machine together to finish in the 5th spot while Earl Nester lost his battle with mechanical problems and ended up 6th. George Cole fell out early to wind up 7th and Mike Bowman was unable to start the main to lock up an 8th place position.

The GTP "B" Main, Pan "A" Main, last but not least, to have a go. Steve Nottingham took the holeshot and did his best to be the first to do so and take the win, Frank Kayser, however, thought otherwise and ran him down and overtook him for the win. Steve came around for 2nd place. Keith Wright, who left the site to get his wife at the train station 20 mins. before his main started, came back with 17 mins. left in the round, threw his car on the track, put together a 3rd place run, and disappeared again. Whao! Hope to see you again Keith. Ted Brown held his ride together long enough to secure 4th place and Steve Bennett did likewise for the 5th spot. Pat Yarosh fell out very early and earned a 6th place finishing position. Russ Strayer, running unopposed, took the only pan car honors for the day.

MAC # 4 Catonsville Md

June 13, 1998

OPEN

MAIN/POINTS

Mark Poore/200

Perry Caswell/198

Bill Conner/196

Jim Griggs/194

Bob Gorman/192

Glen Shreve/190

John Joannidis/188

David Lee/186

Joe Hauge/184

Gary Grau/182

Paul Rush/180

Jody Jaworski/178

Charles Watkins/176

Earl Nester/174

George Cole/172

Mike Bowman/DNS/170-

GTP

MAIN/POINTS

Rick McGeady/200

James Hammersley/198

Carlton Coleman/196

Greg Fennel/194

Hank Giancaterino/192

Frank Kayser/190

Jeff Burall/188

Steve Nottingham/186
 Ken Harris/184
 Keith Wright/182
 D. Brockenborough/180
 Ted Brown/178
 Steve Bennett/176
 Pat Yarosh/174
 Pan
 MAIN/PONTS
 Russ Strayer/DNS/200

**Mid-Atlantic Championship Series
 Race #5, Doswell, VA. 6/28/98**

The SARA club promised that they would be ready for the regional event scheduled for their site on July 11 & 12 and I am here to tell you that they are already ready. The track layout for this event was a test layout and I understand that there are only going to be a few minor changes to it for the Regional event. The layout is probably the largest setup that I have ever run on since I have been in the sport. It is a good thing because at the far end of the 280 foot-plus back straight-way it was all I could do to even see my car much less tell what it was doing. The layout consisted of some 800 feet of new boards along with what was still usable from the old stock of materials. The only downside that I could see was that it took the marshals a long time to help stranded motorists due to the shear distance between marshaling posts, and the only damper on the event was delivered by Mother Nature herself. It had just stopped raining when we arrived at the site and with the humidity hovering around the 105% mark it took a while for the track to dry. However, it dry and the festivities began, albeit a little late, with the Open #1 group trying out the new grandiose track layout at around 12:30 p.m. The rain allowed us to run a full schedule of qualifying with the second round closing at about 3:00 p.m. The mains were setup and loaded into the computer and the Open "A" had just completed their run when Mother Nature decided we had worn her patience to the quick. The rain came down hard enough and long enough that with it already pushing 3:30 p.m. there was no point in trying to wait her out. We called it a day.

The rain prevented the running of the mains so scoring fell back on the qualifying efforts put forth by the drivers and filtered out in the following order. Open class, Mark Poore - 20.232, Paul Rush - 20.364, Perry Caswell -20.428, Glen Shreve - 20.682, Bill Conner - 20.722, Charles Watkins - 20.772, Mike Bowman - 20.838, Earl Nester - 21.166, Ralph Phillips - 21.226, Jody Jaworski - 21.716, Joe Hauge - 21.750, John Laster

- 24.184. Keep in mind folks that these times represent the drivers best - five consecutive lap average and yes, a 20 second lap was a very fast lap. I think the club might want to consider a rest stop along the back stretch, just in case.

The GTP class sorted out in the following order. Hank Giancaterino - 21.244, Carlton Coleman - 21.620, Rick McGeady - 21.922, James Hamersley - 22.440, Ken Harris - 22.448, Melvin Pridgen - 22.522, Greg Fennell -24.716, Frank Kayser - 25.102, Steve Bennett - 30.584, Darrin Brockenborough - 1:29.428.

Russ Strayer held the solo pan car time of 30.202 and that about sums it up.

It is difficult at best to make a race report about qualifying exciting so I will attempt to quench the thirst for excitement in this way. Trust me on this, if you have intentions of making the trek down to this facility for the Regional's on July 11th & 12th you will not be disappointed. I make these suggestions for items needed at the track; a good pair of running shoes for marshaling, anything you may need to insure vision good enough to view a fast moving object at a great distance - glasses, contacts, or maybe binoculars. All kidding aside, you will need your current ROAR card (I am assured they will be checked), a good attitude and the desire to have fun. Good Luck to all.

Russ Strayer
 MAC # 5 Doswell, Va
 June 29, 1998

OPEN
 MAIN Rained Out - Q-Position Used for Points

Mark Poore/200
 Paul Rush/198
 Perry Caswell/196
 Glen Shreve/194
 Bill Conner/192
 Charles Watkins/190
 Mike Bowman/188
 Earl Nester/186
 Ralph Phillips/184
 Jody Jaworski/182
 Joe Hauge/180
 John Laster/178

GTP
 MAIN Rained Out - Q-Position Used for Points

Hank Giancaterino/ 200
 Carlton Coleman/198
 Rick McGeady/196
 James Hammersley/194
 Ken Harris/192
 Melvin Pridgen/190
 Greg Fennell/188

Frank Kayser/186
Steve Bennett/184
D. Brockenborough/182
PAN
MAIN Rained Out - Q-Position Used for Points
Russ Strayer/200

**Mid-Atlantic Championship Series
Race #6, Catonsville, MD 7/26/98**

The 26 entries in attendance this Sunday were treated to a fine layout and tight competition. In the Open class there was only a difference of less than 2 seconds separating Jim Griggs at TQ from the slowest man in the "B" group. The GTP class, with Rick McGeady on the point at TQ, had a slightly larger spread in qualifying but the mains proved to that being fastest for five consecutive laps does not guarantee a win in a 20 minute race. Russ Strayer took home the only pan car honors for the day.

The Open "A" Main was the first to have a go, as is the usual MAC format. Mark Poore grabbed the holeshot and was stretching out a lead until a mechanical failure brought him in for adjustments leaving the door open for the rest of the tight field to slip past. Bill Conner was the first to see the light, and for once it was not an oncoming train, in fact the light was coming from the front of Bill's car, once in the lead he never looked back. Bill and Jim Griggs began systematically lapping the field. Bill finished up a perfect run by taking the checkers one whole lap up on second place and two laps up on the rest of the field. Jim brought home a very respectable 2nd place spot two laps up on the balance of the pack. Mike Bowman, Mark Poore, and Charles Watkins finished in 3rd, 4th, and 5th respectively - less than 4 seconds apart - show me a driver that thinks a four second lead is comfortable and I'll show you a clueless driver. (That was fun to watch). Bob Gorman was a little off the pace for the main but came around just one lap back of the awesome threesome and George Cole battled back from a mid-race flameout to finish in 7th just one lap down to Bob.

The GTP "A" Main took to the asphalt next and Hank Giancaterino, decided that the clinic opened by Bill Conner wasn't closed yet. Hank put together one of the finest runs so far this year. Hank took the checkers and completed his victory lap before second place made it to the bridge. The 2nd place car of Carlton Coleman was, albeit one lap down to the leader, was still 5 laps up on the third place car of TQ, Rick McGeady. Rick's problem was obvious when the smoke cleared and the plastic of the front wheels showed through where tire should have been seen. Just five more minutes and the hard charging Ken Harris would have surely reeled him in for the spot. but time did not allow and Ken wound up in the 4th place spot.

James Hamersley kept his machine running for the duration and brought home a 5th place finish just one lap behind Ken. Jeff Burall had to deal with gremlins at the start of the race but kept a positive attitude and a never say die mentality that allowed him to complete the race with a respectable finish in 6th place.

The Open "B" Main held yet a few more surprises for this observer. Earl Nester, with the PB rocket, did not launch his rocket but kept it in a smooth holding pattern for the entire 20 minutes of the main. The car was not sideways even once. The calm, cool, and collected Mr. Nester did not get rattled even when Ralph Phillips, who kept him in sight for most of the race, tried to pass but fell short on HP down the back stretch. Earl held his ground and was rewarded with not only the win but completed enough laps to bump some of the guys in the "A" for points. (Way to go Earl). Ralph Phillips ran a terrific race but an altercation with a board ended his day a little early but not before he could rack up enough laps to secure 2nd place. Jody Jaworski ran was running hard, after making minor repairs, but fell just a few seconds short of stealing away 2nd and finished up 3rd in the main. Glen Shreve battled both gremlins and the heat for most of the day and ended his day in the 4th place spot with a valiant effort. (A hot summer day can sometimes be our biggest adversary - it can and has beat the best of us on any given day). Jon Laster had his day end early after completing enough laps to secure the 5th place spot and Joe Szebenyi rounded out the running field with a 6th place run that ended after only 5:43 seconds. (Sorry Joe). Todd Nuzum, who joined us for the first time today, met with mechanical problems that ended his day before it really got started, but I hope to see him again at future events.

The GTP "B" Main was last, but not least, to have their way with the asphalt. Greg Fennell put on the final clinic for the day. Greg took the point very early in the race and never-ever-looked back. Allen Chan finished in the second place spot after a real good run that capped off a so-so qualifying day. Steve Bennett held his machine together long enough to nail down the 3rd place position and Keith Wright did likewise for the 4th place spot. Darrin Brockenborough completed enough laps to secure 5th place even though his main ended over four minutes early and Frank Kayser rounded out the field in the 6th place spot after falling out of the main at the 5:22 second mark.

With the season winding down it is nice to see that the competition is still tight and not a run-away for anyone. It is also nice to see that the spirit of competition has not overcome the spirit of friendship within

the club. I am looking forward to seeing how this season ends up. Until then!

Russ Strayer.

MAC # 6 Catonsville Md.

July 26 1998

OPEN

MAIN/POINTS

Bill Conner/200

Jim Griggs/198

Mike Bowman/196

Mark Poore/194

Charles Watkins/192

Bob Gorman/190

Earl Nester/188

George Cole/186

Ralph Phillips/184

Jody Jaworski/182

Glen Shreve/180

John Laster/178

Joe Hose/176

Todd Nuzum/DNS/174

GTP

MAIN/POINTS

Hank Giancaterino/200

Carlton Coleman/198

Rick McGeady/196

Ken Harris/194

Greg Fennell/192

James Hammersley/190

Alan Chan/188

Steve Bennett/186

Jeff Burall/184

Keith Wright/182

D. Brockenborough/180

Frank Kayser/178

PAN

MAIN/POINTS

Russ Strayer/200

Mid Atlantic Championship

Point Series as of July 26, 1998

OPEN/TOTAL POINTS

Bill Conner/1740

Mark Poore/1729

Mike Bowman/1668

Jody Jaworski/1615

Perry Caswell/1463

Jim Griggs/1462

Bob Gorman/1414

Charles Watkins/1388

Glen Shreve/1364

Earl Nester/1339

Joe Hauge/1318

Paul Rush/1116

John Joannidis/1116

George Cole/1095

Ralph Phillips/1084

Joe Hose/1068

Jon Laster/1045

Tom Ramundo/878

Joe Fucile/561

David Lee/546

Tony Masiello/520

Tommy Umpompurn/267

Gary Grau/267

Mark Young/256

Herschel Nelson/244

Todd Nuzum/261

GTP/TOTAL POINTS

Rick McGeady/1488

Hank Giancaterino/1471

Carlton Coleman/1466

Frank Kayser/1394

D. Brockenborough/1387

Steve Bennett/1364

James Hammersley/1161

Ken Harris/1151

Greg Fennell/1148

Pat Yarosh/1134

Jeff Burall/1123

Steve Nottingham/839

Keith Wright/823

Melvin Pridgen/576

Ray Leskanic/569

Ted Brown/543

Mike Abodi/292

Raul Pone/287

Alan Chan/282

Gary Grau/279

PAN

Russ Strayer/1500

Rod Jones/300

Region 3

BILL KELLUM

4353 Montevallo Road

Birmingham, AL 35213

(205) 951 0921 Home

(205) 870-0274 Work

e-mail: cpi3@ix.netcom.com

OFF-ROAD ASSISTANT - LARRY NICHOLAS

5710 Friendswood Dr. - Greensboro, NC 27409

(910) 856 2108 Home

OFF-ROAD ASSISTANT - GREG COOK

1607 Williamsburg Cir. S.E. - Cleveland, TN 37323

(423) 476 8743 Home

e-mail: hoochdog@voy.net hooch

Hello again from Region Three. I would like you to look into your heart and help the racers in Region Three

help a fellow racer and his daughter. John James' daughter Katie has a rare disease called "DIAMOND BLACKFAN SYNDROME" and is in need of a bone marrow transplant. This procedure will cost about \$180,000 and is needed to give Katie a chance for a normal life. The last 7-1/2 years Katie has had to endure almost monthly blood transfusions to stave off infections, if you would like to help please send your donations to: The Katie James Fund c/o Amsouth Bank, P. O. Box 86, Trussville, AL 351733, every penny is greatly appreciated.

We have had a very busy summer racing in the southeast. The Paved Oval Regional was held at the Sugarbowl the first weekend of May and was attended by many of the best R/C racers in the country. The weather was fantastic and Shelley and Jan had the "BOWL" looking good as well. Saturday started the qualifying and when the smoke cleared there were some new names as well as some old ones ajmt the top of the list.

4-Cell Stock A Main

- 1st - Coke man
- 2nd - M.G. Smith

Busch A Main

- 1st - Johnny Broyles
- 2nd - Jason Westmoreland
- 3rd - Travis Duncan

19T Mod A Main

- 1st - Todd Oswalt
- 2nd - John James
- 3rd - Tracy Lipscomb

Winston Cup Stock A Main

- 1st - Andy McClellan
- 2nd - Marc Fryar
- 3rd - Spud Davis

4 Cell Mod

- 1st - Dale Cronauer
- 2nd - Ricky Witt
- 3rd - Dwayne Hall

Spec Class A Main

- 1st - Jerry Barrett
- 2nd - M.G. Smith
- 3rd - Hazell Thrasher

Pro Mod A Main

- 1st - Matt Marosek
- 2nd - Richie King
- 3rd - Charlie Yates

North Carolina State Off-Road Championship

The NC state race was hosted by the Johnson family at Atlantic Coast Raceway in Greensboro, NC on the 16th of May. This facility is first rate and is indoors so weather was not a problem. The action was fast and furious and kept the racers and spectators on their feet by the closeness of the racing.

Stock Truck A Main

- 1st - Charlie Higgins
- 2nd - Bill Miller
- 3rd - Ali Arasta

Stock Buggy A Main

- 1st - Larry Nicholas
- 2nd - Steve Woody
- 3rd - Josh Knight

Mod Buggy A Main

- 1st - Shane Weisner
- 2nd - Larry Nicholas
- 3rd - Matt Williams

Mod Truck A Main

- 1st - Charlie Higgins
- 2nd - Steve Church
- 3rd - Scott Vester

Mod 4WD A Main

- 1st - Shane Weisner
- 2nd - Matt Williams
- 3rd - Chad Wesslinger

ROAR Region Three Indoor Paved Oval Championship was hosted by Mike and Jo Smith of J & M Hobbies in Charleston, SC. J & M is an indoor 244 feet concrete oval banked at 20 degrees with lots of pit space and a well stocked hobby shop. Saturday started with concours and was won by Jim Wells with his beautiful Bass Pro Shop paint scheme. Second went to Michael Webb with his McDonalds paint scheme.

Busch A Main

- 1st - Kevin Ryan
- 2nd - Earl Crawley
- 3rd - Eric Castro

Stock A Main

- 1st - Michael Bright
- 2nd - Jeremy Yoemans
- 3rd - Michael Webb

Mod A Main

- 1st - Brian Ragsdale
- 2nd - Charles Yates
- 3rd - Tommy Bugg

REGION 3 RACE DATES:

Georgia Short Track Championship

Sandy Cross Raceway, Royston, Georgia
August 1

Georgia State Off-Road Championships
Sugar Bowl Speedway, Sugar Hill, Georgia
August 8

Georgia State Paved Oval Championship
Echeconnee Superspeedway, Macon, Georgia
August 29

Tennessee State Paved Oval Championship
MSA Raceway, Crossville, TN
September 5

Palmetto State Paved Oval Championship
Midway Hobby, Greenville, SC
September 12

Region Three Off-Road Championship
Atlantic Coast Raceway, Greensboro, NC
September 19-20

Alabama State Paved Oval Championship
Capitol City R/C Club, Montgomery AL
October 3

Good luck racing and I hope to see you at a track soon,
Bill Kellum

Region 4

BILL FRADEN

9711 Sharing Cross Dr.
 Jacksonville, FL 32257
 (904) 268-1948 After 6 p.m.

PAVED OVAL ASSISTANT - KEN HOLMES

(813) 585-2381

1/10 OFF-ROAD - DAVE ALBERICO

(407) 767-5704

RICHARD MELLIN

(407) 862-7960

1/8 & 1/10 GAS - ED ENBERG

(305) 620-0005

Well it's been an interesting few months since my last article in Rev-Up. This article is being written in July and will be published in August. Anyway, before I get into this article I would like to say that I am again running for re-election for your Region Director. At this time I don't know if anyone is running against me. I would like to continue, as your Region Director. One thing I would like to change if re-elected is to get new Assistants (Gas, Oval, Off-Road). If your interested in one of these positions please feel free to contact and send me a resume.

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**NARCAR Passes Away Quietly at Home,
at Age 1 1/2**

It is my sad duty to announce the demise of an old friend. NARCAR has suscomed to a illness more contagious than AIDS, Apathy. Due to dwindling turnouts, and not enough people to run the operation in a orderly manner, I have decided to close the doors on this social experiment. It was my dream of helping folks have fun at a sport I really enjoyed that helped create the series, and it is my job and family life that have suffered. As many of you know last year I took vacation time to be at every race. This year I was not able to do that. I put some of my best friends in some tough spots trying to fill in for me and run the series in my absence. All of the officials who have helped over the last season and a half, have given so much. It was tough on them and myself to accomplish what we did. This year has been exceptionally hard on everyone from date conflicts with their main job. After all it is hard to commit to something that lasts for nearly 2 years since it's inception. With all the things that need to go on behind the scenes and during the event this job takes quite a bit of time to do right. I no longer can devote that amount of time to the process. Also some folks think that there is money to be made doing this, but let me say I am no longer able to support the effort financially. I am over \$4000 in the hole for the season and a half mostly due to purchase of scoring equipment, computers, sound systems, etc. My job has to come number one to allow me to support my family, and more than anything, it is the biggest reason I must quit.

There are some options. The equipment is for sale for \$3000. This would include scoring system, computer, monitor, printer, software, and sound system. I will also throw in a copy of Microsoft Publisher to help whoever takes the system. I will also help whoever takes over, to publish a monthly newsletter. I will also show you how to run the scoring system. I will also give the mailing list to whoever takes over. I am sorry but I can't finance any of the above. You may be able to think of others. But please don't call to try to talk me into continuing, it took lots of thought to come to this conclusion, and I can't reverse it.

Now as proposed we are going to award the Petty Driving Experience to the one person with the highest number of points. This is John Steed. He will receive this award on the mail. There will be no awards banquet. If you have bought a wooden plaque, call me between 6 p.m. and 8:30 p.m. usually Mondays or Tuesdays I'm home. For those who have paid their money and have not received your plaque you will find a check stapled inside this newsletter.

I would love to see someone take over the series and run with it. It can be done if some of the responsibilities are delegated. It will, however, take a group of dedicated individuals to keep it going. I hope all of you can understand my situation, and understand how badly I feel when I impose on my friends to help run the show in my absence. This could be done by someone with a regular job. So long, farewell, keep the dirty side down.

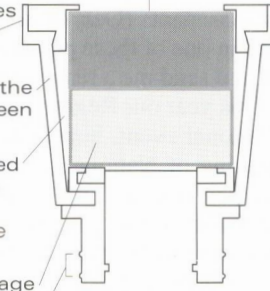
Mickey

MOTOR SAVER®

The improvements below came from racers and motor builders around the country.

1/8 Scale On-Road and Off-Road

- ① Black first stage foam pre-filter.
- ② High impact sides prevent cap from falling off.
- ③ Black screen on the outside, white screen on the inside.
- ④ Foam is separated from inside screen by 360° airspace. Better airflow, outside screen stays cleaner.
- ⑤ White second stage foam tells you at a glance if filter is dirty.
- ⑥ Tie strap locators.

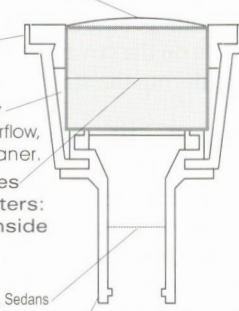


Measure outside diameter of carburetor.

- ON-ROAD 1/8 Scale**
MS0221-15mm MS0221-16mm-16.5mm **\$19.95**
- OFF-ROAD 1/8 Scale**
MS0222-15mm MS0222-16mm-16.5mm
- OFF-ROAD SUPER DUTY 1/8 Scale**
MS0228-15mm MS0228-16mm-16.5mm

1/10 Scale On-Road and Off-Road

- ① On-Road Cap: 50% more airflow. Works well in moisture conditions.
- ② High impact sides prevent cap from falling off.
- ③ Foam is separated from inside screen by 360° airspace. Better airflow, outside screen stays cleaner.
- ④ On/Off Road comes with two foam pre-filters: one inside cap, one inside body.



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- ON-ROAD 1/10 Scale**
MS0211-10mm Short HPI, Mugen, Sedans
MS0201-11mm Long OS, NR, Dynamite
MS0213-10mm Long Traxxas, Kyosho
- OFF-ROAD 1/10 Scale**
MS0212-10mm Short HPI
MS0202-11mm Long OS, NR, Dynamite
MS0214-10mm Long Traxxas, Kyosho
- \$14.95**

NEW Off-Road Super Duty 1/10

MORE PROTECTION FROM MUD/DUST

- Comes with a snap-on dust/mud/rain cover.
- More dirt stopping power.
- Dust/Mud/Rain Deflector also sold separately. Fits all 1/10 scale Motor Saver Filters. MS0215 \$2.95



Measure outside diameter of carburetor.

- MS0208-11mm Long OS, NR, Dynamite
MS0231-10mm Long Traxxas, Kyosho **\$16.95**

Pre-filters give maximum protection against dirt, dust and sand. Pre-oiled. **CLEANING INSTRUCTIONS:** Spray foam clean with **WD-40**. Use **WD-40** for re-oiling.

MS0224 \$9.95 1/8 MS0204 \$9.49 1/10 Scale (Pkg of 6)

Region Reports

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**NARCAR Passes Away Quietly at Home,
at Age 1 1/2**

It is my sad duty to announce the demise of an old friend. NARCAR has succumbed to a illness more contagious than AIDS, Apathy. Due to dwindling turnouts, and not enough people to run the operation in a orderly manner, I have decided to close the doors on this social experiment. It was my dream of helping folks have fun at a sport I really enjoyed that helped create the series, and it is my job and family life that have suffered. As many of you know last year I took vacation time to be at every race. This year I was not able to do that. I put some of my best friends in some tough spots trying to fill in for me and run the series in my absence. All of the officials who have helped over the last season and a half, have given so much. It was tough on them and myself to accomplish what we did. This year has been exceptionally hard on everyone from date conflicts with their main job. After all it is hard to commit to something that lasts for nearly 2 years since it's inception. With all the things that need to go on behind the scenes and during the event this job takes quite a bit of time to do right. I no longer can devote that amount of time to the process. Also some folks think that there is money to be made doing this, but let me say I am no longer able to support the effort financially. I am over \$4000 in the hole for the season and a half mostly due to purchase of scoring equipment, computers, sound systems, etc. My job has to come number one to allow me to support my family, and more than anything, it is the biggest reason I must quit.

There are some options. The equipment is for sale for \$3000. This would include scoring system, computer, monitor, printer, software, and sound system. I will also throw in a copy of Microsoft Publisher to help whoever takes the system. I will also help whoever takes over, to publish a monthly newsletter. I will also show you how to run the scoring system. I will also give the mailing list to whoever takes over. I am sorry but I can't finance any of the above. You may be able to think of others. But please don't call to try to talk me into continuing, it took lots of thought to come to this conclusion, and I can't reverse it.

Now as proposed we are going to award the Petty Driving Experience to the one person with the highest number of points. This is John Steed. He will receive this award on the mail. There will be no awards banquet. If you have bought a wooden plaque, call me between 6 p.m. and 8:30 p.m. usually Mondays or Tuesdays I'm home. For those who have paid their money and have not received your plaque you will find a check stapled inside this newsletter.

I would love to see someone take over the series and run with it. It can be done if some of the responsibilities are delegated. It will, however, take a group of dedicated individuals to keep it going. I hope all of you can understand my situation, and understand how badly I feel when

I impose on my friends to help run the show in my absence. This could be done by someone with a regular job. So long, farewell, keep the dirty side down.

Mickey

Region 5

Nick Rank

N.55 W.34855 Lake Drive

Oconomowoc, WI 53066

Phone: 414-567-4173

Fax: 414-567-3923

On-Road Gas Assistant - Don Jones

(773) 286-1087

Off-Road Assistant - Mark Miller

(248) 512-1126

Oval Assistant - Brad Ferks

(414) 691-0461

On-Road Assistant - Gerry Cyril

(313) 425-1034

We have a new Regional Off-Road Assistant to announce. Mark Miller of Lincoln Park, Michigan is a long time off-roader who can handle any questions or concerns you may have. He can be reached at 248-512-1126.

Also there are still three Regional Races left for this year. The Paved Oval Regionals will be held at the Midwest Tri-Clone. I apologize for the delay in this announcement.

1. Region 5 Paved Oval Championships - MidWest Tri-Clone in West Bend, Wisconsin on August 22nd and 23rd, contact MidWest Tri-Clone at 414-334-0429 or 1-800-309-4263.

2. Region 5 Fuel On-Road Championships - One Eighth Racers of Toledo, Ohio on September 19th and 20th, contact Brent Gottfried at 419-843-3231 or Don Jones.

3. Region 5 Off-Road Championships - Pit Stop Hobbies in Benson, Kentucky; see article below. Also in the article, Robert Fitzgerald of Pit Stop Hobbies has included a report of the ROAR Region Sanction #010598 from June 5th thru the 7th. Thank you to all who attended.

The last item to discuss is the bids for the 1999 Region 5 races. I will accept any Regional, Sanction, or Series Races bid until the first of the new year. If your Club has any questions on having a ROAR race, please call Nick Rank - Region 5 Director at 414-567-4173.

**1st Annual Kentucky State Off-Road Championship
Pit Stop Hobbies & Raceways
Benton, Kentucky**

What a wonderful weekend of Racing!! The Kentucky State Off-Road Championship started off with a bolt of lightning, thunder, and 5 inches of rain, but ended with sunshine and temperatures in the low seventies. A person couldn't have asked for better weather or a better turnout, for that matter. We had a total of 92 entries for the whole weekend.

Since it rained on Thursday night before Friday's scheduled practice time, the outdoor track was more suited for boat racing instead of r/c car racing. Fortunately, we had our indoor dirt track on which to run. So, practice for the outside off-road track was moved inside and stock races on Saturday were held on our 245 ft. centerline indoor clay track, while we reworked the outdoor track in hopes of having it ready for mod racing on Sunday. Luckily, all of our hard work paid off and mod racing was held on our 505 ft. centerline outdoor dirt track on Sunday with wonderful weather to boot!!! After seeing the outdoor dirt track, also known as "Home of the Monster Tabletop," some stock racers unexpectedly decided to stay for the mod races on Sunday.

Following are the finish results:

Stock Truck A-Main:

- TQ - Shawn Harris
- 1st - Lou Colmo
- 2nd - Shawn Harris
- 3rd - Mark Smith
- 4th - Eugene Ryder
- 5th - Brian Strickland
- 6th - Lockhart Riddle
- 7th - Todd Smith
- 8th - Eric Prince
- 9th - Chris Baumgartner
- 10th - Robert Thompson

Stock Truck B Main:

- 1st - Bill Eisenhard
- 2nd - Jeff Bryant
- 3rd - Carl Elliott

Stock Truck C Main:

- 1st - Steve Freeman
- 2nd - Tony Young
- 3rd - David McBrayer

Stock Buggy A Main:

- TQ - Lou Colmo
- 1st - Lou Colmo
- 2nd - Alan Foust
- 3rd - Will Murphy
- 4th - Todd Smith
- 5th - Lockhart Riddle
- 6th - Bill Eisenhard
- 7th - Michael Cartwright
- 8th - Shawn Harris
- 9th - Kevin Mayfield
- 10th - Aaron Skillman

Stock Buggy B Main:

- 1st - Steve Freeman
- 2nd - Nathan Harrington
- 3rd - Sidney Tripp

Truck Mod A Main:

- TQ - Lou Colmo
- 1st - Lou Colmo
- 2nd - Brian Strickland
- 3rd - Shawn Harris
- 4th - Scotty Johnson
- 5th - Chris Baumgartner

- 6th - Eugene Ryder
 - 7th - Scott Fuller
 - 8th - Robert Thompson
 - 9th - Lockhart Riddle
 - 10th - Eddie Leonard
- Mod Truck B Main:**

- 1st - Mark Smith
 - 2nd - Willie Scott
 - 3rd - Dennis Dycus
- Mod Truck C Main:**

- 1st - Dan Dolbert
 - 2nd - Lucky Battle
 - 3rd - Chet Gadberry
- Mod Buggy A Main:**
- TQ - Lou Colmo
 - 1st - Ashton Brinson
 - 2nd - Shawn Harris
 - 3rd - Jim Kwiatkowski
 - 4th - Lou Colmo
 - 5th - Jason Kinser

- 6th - Alan Foust
 - 7th - Lockhart Riddle
 - 8th - Will Murphy
 - 9th - Kevin Mayfield
 - 10th - Tony Young
- Mod Buggy B Main:**

- 1st - Lucky Battle
 - 2nd - Art Shull
- 4WD Mod A Main:**

- TQ - Shawn Harris
- 1st - Eric Prince
- 2nd - Shawn Harris
- 3rd - Troy Jackson
- 4th - Mark Brown
- 5th - Nathan Harrington
- 6th - Tony Young
- 7th - Kevin Mayfield
- 8th - Scotty Johnson
- 9th - Robert Thompson
- 10th - Chris Baumgartner

4WD Mod B Main:

- 1st - Jim Kwiatkowski
- 2nd - Eugene Ryder
- 3rd - Willie Scott

In closing, we would like to thank all of the racers who helped work on the indoor and outdoor tracks in order to make this event such a success. We would also like to thank all of the racers who participated in this event, and we look forward to seeing you at the 2nd Annual Kentucky State Off-Road Championships in 1999!!

Thanks Again!

Pit Stop Hobbies & Raceways

Region 5 Off-Road Championships
Hosted By Pit Stop Hobbies & Raceways
October 2, 3, & 4, 1998

Pit Stop Hobbies is proud to host the 1998 Region 5 Off-Road Championships. We invite everyone to partici-

pate in this event. Ordinarily, the first weekend of October is when we hold our Annual Fall Classic race event. However, this event has been re-scheduled to accommodate the Regionals. The weather has always been excellent in this area during this time of year, with day time highs in the low to mid-seventies and night time lows in the mid fifties. The races are scheduled to be held on our outdoor track. Track measurements are 70' x 130', with a 505 ft. racing centerline, and 10 ft. lanes. For those who attended the Kentucky State Championship event, one change will be made in the track in that we are adding a long front straight (approx. 100 ft.). The track has a wide array of singles, doubles, and a triple, as well as a washboard section and our very own Monster Tabletop. This track has proven to be a driver's track requiring skill as well as a knowledge of chassis setup. It has tight turns, long sweepers, and a long straightaway for high-speed racing action. If you haven't visited our facilities or Western Kentucky before, this would be a great time to do both, so bring the family and plan to stay as long as you like. In case of rain, the race program will be moved to our indoor dirt facility. For more information on this race, as well as other scheduled events, contact Porky at Pit Stop Hobbies, 106 A Street, Benton, Kentucky 42025, 502-527-8216. E-Mail: pitstop1@midwest.net. Look forward to seeing you in October!

Pit Stop Hobbies & Raceways

Mark Miller

Hello Region 5 Members! My name is Mark Miller and I have accepted the position and responsibilities of the Region's Off-Road Assistant. Nick has asked me to tell you a little about myself so here goes.

First and foremost, you can contact me on off-road issues in several ways; Telephone (248) 512-1126; Pager (810) 704-9330; E-Mail MRM Inc@msn.com. Please do not hesitate to ask questions, share comments, and voice concerns. As the Off-Road Assistant I am your Voice, however it is every members responsibility to provide input so lets have at it!

Second, is my commitment to the Region's members. I commit to represent your opinions, comments, concerns, complaints, and suggestions to the ROAR Directors; I commit to do everything I can to help our Region with the entire ROAR community. Please recognize that you as members are a vital link in the process. Please communicate as often as you can, about any and every Off-Road issue.

Third, is the boring stuff. I became interested in R/C in my mid 30's. I compete whenever I possibly can. I prefer to race buggy classes, both 2 and 4 wheel drive, but enjoy truck as well. I am very competitive for a guy who started racing long after his eyes and hands have slowed to point where taking the corner a bit wide is the fastest way around the track. I get a great deal of pleasure in tuning my cars. In fact that is where I excel. My two kids are getting involved

so racing is turning into a real family event.

Region 6
 ED HILL
 P. O. Box 7401
 Jackson, MS 39282
 Home: (601) 924-6416
 Work: (601) 372-FAST
 Fax: (601) 924-7691

ERROR - ERROR: I have been advised that the TQ winners at the Louisiana State Off-Road Championships were reported in error. Stock Truck TQ was James Scott. Stock Buggy TQ was Trey Scott. Mod Truck TQ and Mod Buggy went to Toby Walker. Sorry, but I write results as they were reported to me.

Dateline - Small Cars Unlimited - June 13th, 1998

Once again, The Magnolia State Paved Oval Championships were held in Jackson, Mississippi. For those of you who have not made the trip, Small Cars Unlimited is located in town, not out in the boondocks. We have paved and off-road tracks. The paved track is a high banked tri-oval paved with 6" of black dyed concrete. The outside line is 440', the driving line is 383'. Track width is 16' with 12" high wall backed by a 4' chain link fence. The infield is close cut grass (no wall required).

Race results are as follows;

A Main 1/10th Spec
 TQ Richard Bearden 39 laps in 5:06.01
 (old record 37 laps in 502.57)

- 1st - Richard Bearden
- 2nd - Al Thomas
- 3rd - Jerry Stringer
- 4th - Brian Bacola
- 5th - Cherri Matlage
- 6th - J.W. Oakes

A Main 1/10th Pro Spec
 TQ Mike Sanders

- 1st - Ed Matlage
- 2nd - Mark Vinson
- 3rd - David Wilson
- 4th - Greg Whittier
- 5th - David Matthews
- 6th - Brian Matthews
- 7th - Mike Sanders

A Main 1/10th Stock
 TQ Bryon Shumate

- 1st - Chuck Hendricks
- 2nd - Dale Tounzen
- 3rd - Randy Crowder
- 4th - Corey Maner
- 5th - Jimmy Flack
- 6th - Bryon Shumate
- 7th - David Wilson
- 8th - Derek Corkern
- 9th - Gabe Porta
- 10th - Mark Graham

Small Cars Unlimited may be contacted via our web site www.smallcarsunlimited.com (check out the interactive map and the race day weather report. Not one, but two e-mail addresses fast@smallcarsunlimited.com or scultd@intop.net If all else fails, use Ma Bell, (601) 372-FAST/3278. June 20th was "hot as the hinges", but R/C Auto Racers of Mississippi (RCAR) held their Fathers Day Cookout at Small Cars Unlimited. Oval and Off-Road racers, club members and invited guests all enjoyed the hamburgers, hot dogs, potato salad, baked beans and very cold drinks. The meal was served after the 2nd qualifier, just as the sun was setting.

The Mississippi State Off-Road Championships were scheduled to happen April 18th. For reasons unknown, the event didn't happen. So, it was decided that Small Cars Unlimited should host the race.

July 11th was the date selected to hold the Magnolia State Off-Road Championships. With the casinos so near, 7/11 seemed like a good number. Friday night, just after dark, there came a real "frog strangler" of a rain. That canceled practice for the night. Saturday morning, everyone available helped to dry out the track. We wanted to wring it out, but none of us was big enough. With a lot of hard work and teamwork, we got the job done. A very special thanks to everyone, especially Dan Day and Steve Vickery, who stayed on site in a trailer, got up at 1:00 a.m. and swept the water off of the track. Steve Vickery is responsible for the fine digital

pictures enclosed with this report.

Steve can be contacted at: 28 Lakeview, Ripley, TN 38063, (901) 635-9859.

Race results are as follows:

- Truck Stock A Main
- TQ Willie Scott
- 1st - Derrick Claunch
- 2nd - James Scott
- 3rd - Willie Scott
- 4th - Eddie Hill
- 5th - Pearce Dickson
- 6th - Ken Basset
- 7th - Todd McRaney
- 8th - Delmer Larson
- 9th - Angie Hill
- 10th - Billy Baker
- Buggy Stock A Main
- TQ Trey Scott
- 1st - Trey Scott
- 2nd - Tommy Banes
- 3rd - Trey Johnson
- 4th - Jay Simpson
- 5th - Price Nelson
- 6th - Todd Jones
- 7th - Al Thomas
- 8th - Lucky Battle

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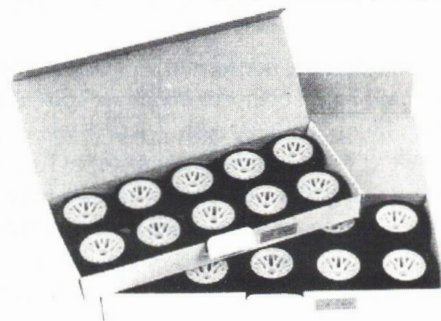


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9th - Richard Bearden
 10th - Chris Clement
 Truck Mod A Main
 TQ Mike Hoffpauir (the new and improved model)
 1st - Mike Hoffpauir
 2nd - Dan Spahr
 3rd - James Scott
 4th - Price Nelson
 5th - Dan Day
 6th - Lucky Battle
 7th - David Bardin
 8th - Ryan Lowe
 9th - Chris Clement
 Buggy Mod A Main
 TQ Mike Hoffpauir
 1st - Dan Spahr
 2nd - Mike Hoffpauir
 3rd - Terry Vaughn
 4th - Trey Scott
 4 Wheel Drive Mod A Main
 TQ Eddie Hill
 1st - Tommy Banas
 2nd - Eddie Hill
 3rd - Willie Scott
 4th - Dan Day
 5th - David Bates
 6th - Todd Jones
 7th - Terry Vaughn

With the rain Friday night, and a rain interruption after the 2nd qualifier, there were some serious doubts about finishing the day. Luck was with us and we were able to finish. That's all for now. Remember racers, if you send me race results, they will be printed in the Rev- Up. If you fail to send results, don't look for them in print.

Yours in racing,
 Ed Hill

Region 7
MARK LEICHTENBERG
 317 Elmwood Avenue South - Fargo, ND 58103
 (701) 235-2197

Hello race fans in Region 7. Region 7 is starting to take off again and hopefully grow in time to come. Although we are a small region there are alot of racers that are not members. I can't tell you how important it is for us to become members, also how important it is for your club or track to become an affiliate. It is your chance as a club or track affiliation to hold state,

Regional, or even possible National events. That is done by putting in bids for these events. This fall I will once again be asking for tracks to put in bids for State and Regional Championships which I would like to be holding around March of 1999. There is still time for your club or track to ask about it. So please join the rest of us in this fun and enjoyable hobby.

Region 7 Championships were held at River City

RC in Fargo, ND in June. To keep this news article short, I can only say it was very fun and exciting with close racing.

Here are the results from the Region 7 Championships:

Novice
 1st - William Campbell
 2nd - Christopher Kosin
 3rd - Nicholas Smith
 4th - Keith Haugen
 5th - Greg Baumgartner
 6th - Ryan Baumgartner
 2WD - B Main
 1st - David Ohm
 2nd - Al Jorgensen
 3rd - Brett Ahlgren
 4th - Scott Larson
 5th - Mark Kosin
 2WD - A Main
 1st - Joel Smith
 2nd - Mike Hicks
 3rd - Brady Haugo
 4th - Mark Leichtenberg
 5th - Brian Cox
 6th - Jacob Smith
 Stock Truck - A Main
 1st - Jon Carlson
 2nd - David Ohm
 3rd - Mark Leichtenberg
 4th - Brett Ahlgren
 5th - Mark Kosin
 4WD Mod - B Main
 1st - J.B. Stortz
 2nd - Al Jorgensen
 3rd - Brian Cox
 4th - Mark Leichtenberg
 4WD - A Main
 1st - Kraig Krueger
 2nd - Jason Smith
 3rd - Ian McIntyre
 4th - Joel Smith
 5th - Dennis Jorgensen
 2WD Mod - B Main
 1st - Mike Hicks
 2nd - Brady Haugo
 3rd - Joel Smith
 4th - Jon Carlson
 5th - J.B. Stortz
 2WD Mod - A Main
 1st - Kraig Krueger
 2nd - Chad Lundahl
 3rd - Ian McIntyre
 4th - Cody Campbell
 5th - Jessie Newman
 6th - Dennis Jorgensen
 Truck Modified - B Main
 1st - Jacob Smith
 2nd - Jeff Sobetski
 3rd - Eric Swanson

- 4th - Jessie Newman
- 5th - Jeremy Smith
- Truck Modified - A Main
- 1st - Chad Lundahl
- 2nd - Kraig Krueger
- 3rd - Ian McIntyre
- 4th - Jason Smith
- 5th - Cody Campbell

Region 8
ARLYNNSIMON
 1200 S. 16th - Blue Springs, MO 63015
 (816) 228-1047
1/10DIRT ASSISTANT-CHRIS KOVACHEVICH
 Box 557 - Grandview, MO 64030
 (816) 965-1922
 Fax (816) 761-3017

It's July and hotter than heck, but you already know that if you've raced outside this summer. I hope everyone has been having a great summer of excellent racing. Things seem to be fairly quiet here in Region 8, at least no one has been sending in any reports to me. The Heart of America seems to be doing well this year with 4WD gaining entries over last year. They added a new race this year in Springfield, MO. I didn't make it down for Saturday's practice but it was rained out anyway so I didn't miss much. Sunday was a nice day and the races were run real well for a first time effort. Unfortunately that was the way I raced, like a first time effort. Getting beat is always bad, getting embarrassed is even worse. The way I raced that day, either one of the above would have been welcome. As for the outcome of the races I don't have a clue. If anybody has race results let me know. As of this date only one Region 8 Championship has been requested. If anyone else would like one at this late date, let me know.

It's time to have elections again. I would hope that all of you will vote, but I know that the biggest percentage of you will not. In the past in the Region with over 150 members there have been times when as little as 25 votes have been cast. Let's have a better turn out this time!! VOTE!!

Region 8 Heart of America Series Race
Des Moines, IA
Reported by: Charles L. Cain
July 11 - 12, 1998

The 3rd Annual Des Moines Fuel On-Road race at Sam's Club in West Des Moines proved to be a very good weekend with excellent racing along with excellent weather. A total of 33 racers from 5 states attended the event. Classes included 1/8th 4WD, 1/8 2WD, and 1/10th 2WD. Special thanks goes out to the Jacobs'

family for providing the race track, driver's stand and AMB counting system. Dave Campbell for designing the challenging race track, and all those who assisted in making this event possible.

The 1/10th "A" main saw Bob Hegge leading start to finish with his Mega powered Serpent Impact 2. Jim Jacobs followed with his Delta Fireball, with Dave Correy and his Serpent rounding out the top three. Roger Thenhaus was unable to attend the Sunday portion of the event. This was Roger's first Fuel car event, and he was only 1 second off the TQ pace with a borrowed Delta Fireball.

The 1/8th 2WD "A" main saw Kelly Brown with his Top powered Serpent Vector setting a blazing pace. Chris Nichols with his Top powered Delta P2G and Mark Zitzisperger with his Top powered Delta P2G had a tightly contested battle for 2WD and 3rd place. They swapped positions several times, and finished only a lap apart after the 30 minute race. The youthful Tony Block finished with a strong 4th place showing.

The 1/8h 4WD "A" main began with a strong 4 car battle. Donnie Cooper lead with his Top powered BMT. Ben Langston followed closely with his Picco powered Picco Integra. Dave Campbell followed with his Top powered Picco Integra. John Peck, with his Mega Powered Serpent Vector, rounded out the top 4 before the 1st fuel stop. At the 5 minute mark, the top 4 cars were still within 3 seconds. After the 1st fuel stop, Ben began to open a slight lead over the rest of the field. After the 2nd fuel stop, Ben had a commanding lead with Campbell and Peck having mechanical problems. Cooper continued to hold a solid 2nd place, with Brown & Opheim rounding out the top 4 positions at the end of the 30 minute event.

Race Results:

After 5 five rounds of qualifying, the top five in each class were as follows: **1/10th** (1) Bob Hegge (2) Roger Thenhaus (3) Dave Correy (4) Ron Swayze (5) James Kennedy. **1/8th 2WD** (1) Mark Zitzisperger (2) Kelly Brown (3) Chris Nichols (4) Tom Zwiebel (5) Tony Block. **1/8th 4WD** (1) Ben Langston (2) Donnie Cooper (3) John Peck (4) Dave Campbell (5) O. V. Opheim.

Each class ran a 20 minute "B" main with the winner bumping up to the "A". The "B" main results are as follows:

1/10 "B" (1) Kelley Kennedy (2) Jeff Corey (3) Mark Wood (4) Cork Jacobs. **1/8th 2WD "B"** (1) Jeff Brustad (2) Doug Wilson (3) Dave Perryman (4) Terry C. **1/8th 4WD "B"** (1) Kelly Brown (2) Neil Youngsgren (3) Dave Estes (4) Charlie Cain.

The 30 minute "A" main results are as follows: **1/10th "A"** (1) Bob Hegge (2) Jim Jacobs (3) Dave Correy (4) James Kennedy (5) Matt Jacobs (6) Kelley Kennedy (7) Ron Swayze (8) Roger Thenhaus (DNS). **1/8th 2WD** (1) Kelly Brown (2) Chris Nichols (3) Mark Zitzisperger (4) Tony Block (5) Bob Roegge (6) Tom Zwiebel (7) Jeff Brustad. **1/8th 4WD "A"** (1) Ben Langston (2) Donnie Cooper (3) Kelly Brown (4) O. V. Opheim (5) Mike Maertz (6) John Peck (7) Dave Campbell (8) Bob Block (DNS).

Region 11

SCOTTBROWN

Tacoma R/C Raceway
6305 6th Avenue - Tacoma, WA 98406
(253) 565-1935

1/8 & 1/10 GAS ASSISTANT - BRIAN BODINE
188 Sunset Ave., So. - Edmonds, WA 98020
(425) 774-3285

1/10 OFF-ROAD ASSISTANT - RON SMITH
2029 29 St. S. E. - Salem, OR 97306
(503) 364-9188 day - (503) 371-6494 eves.

1/10 & 1/12 ON-ROAD ASST. - HENRY CANNON
2017 Edmonds Ave. N.E. - Renton, WA 98056
(206) 277-0946

ROAR 1/12th Scale On-Road Regionals

Hosted by Spokane Indoor Raceway

After two years of no carpet racing in Spokane, locals convinced Spokane Indoor Raceway into relaying the carpet to try and raise some interest in road racing once again. Although the number of entries were down, the racers were excited to see this form of racing back in town. Most of the racers were off-roaders looking for a new venue.

Spokane Indoor Raceway would like to thank ROAR for letting them host the 1998 ROAR Regionals for 1/12 scale carpet. They would also like to thank the racers that showed up to support the event. Drivers from Eastern Washington and Western Montana converged in Spokane to run five rounds of qualifying and triple A-Mains to determine the new Regional Champion for both 1/12 scale Stock and 1/12 scale Modified. After the five rounds of qualifying Joe Cathey found his way to the top of the Modified class and Mike Hudson in Stock.

After the triple A-Mains in Modified were finished, James Rowen ended up in the third spot. Second place in the Modified class was Track owner Dave Mapston. The new Regional Champion for 1/12 scale carpet for Region 11 is Joe Cathey.

In the Stock class Rick Bender ended up third after three A-Mains and in the second spot was John Drager. Our new Region 11 1/12 scale Carpet Champion for Stock is Mike Hudson.

1/12 Scale Modified

1st - Joe Cathey (TQ)

2nd - Dave Mapston

3rd - James Rowen

1/12 Scale Stock

1st - Mike Hudson (TQ)

2nd - John Drager

3rd - Rick Bender

Thanks goes out to all the locals for their help and support. Along with special thanks to all the out of towners that came to make this one of the most exciting 1/12 scale Regionals yet. We would have hope to have more support from Western Washington.

July 11th and 12th, 1998 R/C Grand Prix

Every year the Rose City Scale Racing organization of Portland, OR puts on a 1/10 and 1/8 scale gas and electric on-road race. This year it turned out to be one of the biggest events ever. Over 60 people came out to join in the fun. After it was all over everybody had a smile on their face.

Thanks For All The Support!

I would like to apologize for the mix up in the 1/8th scale Regionals that did not get recognized last year. For some reason the report got lost in transit to the magazine. I will take full responsibility. Hopefully in the future this kind of thing will not happen again.

Just a reminder the Regionals for 1/10 scale Off-Road, 1/10 & 1/8 scale On-Road, and 1/10 scale Sedan (gas & electric) are coming up this August and September. The 1/10 & 1/8 scale Gas Regionals will be held at Rose City Scale Racing (503-663-6509), Portland, OR on August 8th and 9th. The 1/10 scale Off-Road Regionals will be held on August 29th and 30th at Tacoma R/C Raceway (253-565-1935), Tacoma, WA. The 1/10 Gas & Electric Sedan Regionals will be at Rose City Scale Racing (503-663-6509), Portland, OR on September 12th and 13th.

Region 12

CHUCK NULL

10503 Moorpark St. - Toluca Lake CA 91602
(818) 985-4188

E Mail, chuck@edsdigital.com

Fax (213) 850-1165

GAS ON ROAD ASSISTANT - RON PARIS

4254 Independence Street - Chino, CA 91710
(909) 465-1189

1/10 OFF-ROAD ASSISTANT - JIM BLAUVELT

So Cal Raceway - Huntington Beach, CA
(714) 892-0088

I am trying to get the regional championships set up for mid fall as the weather should be much better. Tracks should contact me at home once this issue prints. I want to have the race dates set by the end of

September. Racers should e-mail me at the addresses below or postal mail me at my home, please give me an address to respond to so that the information can get out ASAP. I am still looking for items to put in this article, please drop information to at:

10503 Moorpark St.

Toluca Lake, CA 91602

Hm 818-985-4188

e-mail chuck@edsdigital.com

The following was provided by Judy Lugo of Dansey's Indoor R/C. She is working with us to put on a race that will give you another good reason to have fun in Vegas this fall.

Dansey's Indoor R/C & Hobbies in Las Vegas is currently working with ROAR to put together a major race for later this year. For those that have not yet visited our facility, we have a full hobby shop with and

indoor off-road track. After surviving our first two years,

last October we expanded both the shop and the track. The size of the track is approximately 3200 sq. ft and we change the track design every other month. Just when racers think they have the layout down pat, they get to learn a new one. Dansey's is a real nice place to be. It has a comfortable (air-conditioned, the only way to play in the desert heat) atmosphere and racers from the Novice driver to the Pro driver enjoy coming down to race and have fun. We race electric Tuesday, Friday and Sunday and Gas on Monday and Thursday. Two or three times a year Dansey's run what we call a "Dark Race." You haven't seen anything till you race this one. Our next one is August 22. Come on down and join us. The lights go out, black lights go up and all cars are required to have headlights and that's just where the fun begins. It's fun to watch, but it's more fun to be in it. We have monthly points series, endurance and family races. If it's fun, we'll run the race. We look forward to our Fall Event currently being planned. Look for more information in REV-UP and in Dansey's website, www.danseys.com. Hope to see you soon.

Region 14

FRANK TANAKA
94-1132 Pohu Place
Waipahu, HI 96797

Phone: (808) 676-5486 - Fax: (808) 456-1279
ASSISTANT - AIMEE TANAKA
(808) 676-5486

Aloha from ROAR's Region 14, where the weather is great all year round. There are definitely exciting times for racing in the Aloha State. After meeting with Felix Racoma, President of Radio Control Association (RCA), we have come up with some plans for the remainder of the year. One of the ideas was to offer drag racing at Keehi Lagoon's off-road track with Les Keifer, a gentleman who has been running road drag racing here in Hawaii. Because Keehi Lagoon offers a straightaway of 150 feet and a lot of open run off space, we feel it would be the ideal location for this first time event. You can contact Felix or myself at RCA's hotline (808) 676-5486 or at Ace Radio Control Products (808) 456-1279 for race dates and further information. Another idea was to make further improvements on Keehi Lagoon Beach Park's off-road track so it can be safer for both racers and spectators. RCA always welcomes new suggestions and ideas to help us do a better job.

I would like to welcome Sid Sakamaki and gang. Sid will be running the on-road oval racing at Aala Park in downtown Honolulu. It's a short concrete high bank oval with asphalt in the middle. If you haven't seen on-road oval racing before, now is the time! It's very fast and you can see your favorite NASCAR - R/C style. Be sure to watch for more information in the next Rev-Up.

NEWS FLASH: RCA is offering two new classes for on-road and two new classes for off-road. One of the hottest sellers are the Clodbuster - the electric 4" crushers of

R/C. The most popular chassis used in this class is the ESP Clodzilla #4 and the new 1998 Bennett Equipment chassis. Although at the last off-road race a Bennett driven by Jimmy Garay TQ'd the class, Warren Takara, with his rental Clodzilla 4 from Marvin Mau, pulled off a victory on the last minute of the race. RCA would like to see this class grow in the near future and would also like to thank Jimmy Garay for helping to support this class.

The second class of off-road is electric stock buggy. This class just hot started in July and RCA hopes to see it succeed.

For you on-roaders, Mini Sedan has been growing. Although at the first race they started with only four, the class had grown by the second race. Although the companies don't offer euro dynamic bodies, stock Minis are still pretty fast. For more information on these little Mini Sedans, contact your local hobby shop.

GO-KARTS ARE BACK! RCA has recently re-introduced Go-Kart on-road racing! These cars, formally produced by Kyosho are definitely a site to see. Running with a .10 size gas engine, these low riders had really drawn a crowd at the last Leeward Community College on-road race. The coolest thing about the Kart has got to be the 'gung-ho' driver that sits behind the wheel. As the car turns, so does the driver's arms and head. And, the driver must be careful or limbs and heads end up rolling around on the track. Because these Karts, are no longer manufactured, they are quite obsolete. So keep your eyes open for an available Kart. If you're lucky enough to get your hands on one, go on down to Leeward Community College where the R/C Go-Kart action is happening!

As promised in the last Rev-Up, RCA Championship information will follow . . .

DATE: November 7 & 8, 1998

PLACE: Keehi Lagoon Beach Park

PRIZES: Trophies

RCA will be giving away door prizes donated by local hobby stores and Mainland distributors. Racers from other islands and states are always welcome. Call RCA for information or pick up an entry form at your local hobby store.

Here are the race results from RCA's previous races . . .

OFF-ROAD at Keehi Lagoon Beach Park

June 7, 1998

Modified Buggy A-Main

TQ - Tom Alika

1st - Tom Alika

2nd - Peter Matsunaga

3rd - Alton Rabino

4th - Lane Petrich

5th - Aimee Tanaka

Stock Truck A-Main

TQ - Frank Tanaka

1st - Frank Tanaka

2nd - Freddie Debebar

3rd - Leone Kamahele

4th - Jeff Fontinella

5th - Francis Kahawai

Stock Truck B-Main

1st - Peter Mastunaga

2nd - Frank Correa
 3rd - Randy Kamahele
 4th - Robert Batangan
 5th - Alex Simcox
 Gas Truck A-Main
 TQ - Warren Takara
 1st - Warren Takara
 2nd - Jeff Fontinella
 3rd - Wayne Tamura
 4th - Freddie Debebar
 5th - Lane Petrich
 Gas Truck B-Main
 1st - Wesley Takabayashi
 2nd - Frank Peters
 3rd - Scot Morita
 4th - Alex Simcox
 5th - Lance Onaga
 1/8 Scale A-Main
 TQ - Jonathan Camit
 1st - Wayne Twnura
 2nd - Lane Petrich
 3rd - Jonathan Camit
 4th - Frank Tanaka
 5th - Sovereignty Peters
 Modified Truck A-Main
 TQ - Bully Rabago
 1st - Jeff Fontinella
 2nd - Lane Petrich
 3rd - Bully Rabago
 4th - Leone Kamahele
 5th - Peter Matsunaga
 On-Road at Leeward Community College
 June 21, 1998
 Gas Sedan A-Main
 TQ - Warren Takara
 1st - Warren Takara
 2nd - Larry Hwang
 3rd - Brian Young
 4th - Wesley Takabayashi
 5th - Felix Racoma
 Go-Kart A-Main
 TQ - Warren Takara
 1st - Frank Tanaka
 2nd - Tommy Masaki
 3rd - Warren Takara
 4th - Aimee Tanaka
 5th - Shana Takabayashi DNS
 Gas Pan A-Main
 TQ - Frank Tanaka
 1st - Warren Takara
 2nd - Frank Tanaka
 3rd - Roy Umeno
 4th - Wesley Takabayashi
 5th - Dale Uehara
 Modified Sedan A-Main
 TQ - Frank Robertson
 1st - Frank Robertson

2nd - Brian Young
 3rd - Paje Butler
 4th - Garrett Tokuno
 5th - Logan Fukuda
 Gear Box A-Main
 TQ - Randy Au
 1st - Randy Au
 2nd - Jonathan Camit
 3rd - Randy Kamahele
 4th - Leone Kamahele
 5th - Darren Almeida
 Mini Sedan A-Main
 TQ - Mark Austin
 1st - Mark Austin
 2nd - Marvin Mau
 3rd - Stacey Calistro
 4th - Jason Guzman
 5th - Logan Fukuda DNS
 Stock Sedan A-Main
 TQ - Reynold Kam
 1st - Reynold Kam
 2nd - Randy Au
 3rd - Paje Butler
 4th - Larry Hwang
 5th - Mark Austin
 Stock Sedan B-Main
 1st - Logan Fukuda
 2nd - Jason Guzman
 3rd - Frank Tanaka
 4th - Marvin Mau
 5th - Willy Tseng
 1/12 Scale A-Main
 TQ - Hiroshi Miyasato
 1st - Randy Au
 2nd - Hiroshi Miyasato
 3rd - Burt Uejo
 4th - Felix Racoma
 5th - Roy Umeno
 Off-Road at Keehi Lagoon Park
 July 5, 1998
 Stock Buggy A-Main
 TQ - Peter Matsunaga
 1st - Peter Matsunaga
 2nd - Marvin Mau
 3rd - Aimee Tanaka DNS
 4th - Titus Stone DNS
 5th - Norman Rabago DNS
 Stock Truck A-Main
 TQ - Jonathan Camit
 1st - Jonathan Camit
 2nd - Freddie Debebar
 3rd - Frank Correa
 4th - Frank Tanaka
 5th - Henry Minor
 Stock Truck B-Main
 1st - Leone Kamahele
 2nd - Logan Fukuda
 3rd - Peter Matsunaga

4th - Marvin Mau
 5th - Francis Kahawai
 Modified Buggy A-Main
 TQ - Warren Takara
 1st - Warren Takara
 2nd - Hiroshi Miyasato
 3rd - Felix Racoma
 4th - Alton Rabino
 5th - Logan Fukuda
 Gas Truck A-Main
 TQ - Lane Petrich
 1st - Wayne Tamura
 2nd - Bully Rabago
 3rd - Warren Takara
 4th - Fred Debebar
 5th - Lane Petrich
 Gas Truck B-Main
 1st - Jeff Fontinella
 2nd - Sherwin Kam
 3rd - Jason Nakama
 4th - Scot Morita
 5th - Shana Takabayashi
 1/8 Scale A-Main
 TQ - Frank Tanaka
 1st - Jonathan Camit
 2nd - Frank Tanaka
 3rd - Lane Petrich
 4th - Warren Takara
 5th - Wayne Tamura
 1/8 Scale B-Main
 1st - Lance Onaga
 2nd - Sherwin Kam
 3rd - Sovereignty Peters
 4th - Alton Rabino
 5th - Raymon Nerona
 Clodbuster A-Main
 TQ - Jimmy Garay
 1st - Warren Takara
 2nd - Jimmy Garay
 3rd - Don Delos Santos
 4th - Donovan Valdez
 Modified Truck A-Main
 TQ - Lane Petrich
 1st - Bully Rabago
 2nd - Lane Petrich
 3rd - Leone Kainaehele
 4th - Henry Minor
 5th - Darien Almeida

TEAM PRC on the Big Island has relocated their off-road track from Pahoia to Hilo Town. Although many of us have very fond memories of their great track in Pahoia, after viewing pictures brought over by Lawrence Cabral (TEAM PRC Race Director) I'm sure that their new track will be one to reckon with.

At this time I would like to thank Charlie Kawainoto and family, founders of TEAM PRC. The Kawaniotos have been running organized R/C racing in Hawaii for over fifteen years and have been supporting Radio Control

Association with their plaques and trophies for the last four years. Much Aloha to the Kawarnoto family for making R/C racing what it is in Hawaii today.

I would also like to thank TEAM PRC, Lawrence Cabral and the Sushi ToGo gang from Hilo, Hawaii on the Big Island for submitting the following write up. Take it away guys . . .

Team PRC Off-Road Hilo Dirt Track Sunday, June 7, 1998

Our first off-road race had a large spectator and racer turnout. We could not have asked for a more beautiful day for the first race of the season. We started racing about 10:00 in the morning. Team PRC will like to welcome our NEW RACERS: Reed Kepaa, Chase Leopoldino and Sam Santos.

The first on the track was the Stock Car Class. Lawrence Cabral TQ'd this class. It was a fight all through the whole four minutes of the race between Lawrence, Bill and Tony. The winner of the fight was Bill Hernandez.

Open Truck was now up. Kerry Kanetani TQ'd this class. Kerry gave the other racers no chance to take the lead at any time in the race. Kerry never looked back!

In Novice Truck class, Darrell Aguiar TQ'd. Darrell and Chase had a great race but Chase did not have enough to take the win from Darrell.

Gas Truck was up and running. Kerry Kanetani TQ'd this class. Our mains ran for 15 hard hitting minutes. Fastest pit stop was only 5 seconds by the Hernandez brothers. Kerry never looked back and kept on going to take the win. Stock Truck was up. Kerry Kanetani TQ'd again! Kerry was out in front and had a great day of racing on his other mains. He stayed tough and went for another win for the day.

STOCK TRUCK A-Main

1st - Bill Hernandez
 2nd - Tony Hernandez
 3rd - Lawrence Cabral
 4th - Darrell "Gus" Aguiar
 Open Truck A-Main
 1st - Kerry Kanetani
 2nd - Bill Hernandez
 3rd - Tony Hernandez
 4th - Darrell "Gus" Aguiar

Novice Truck A-Main

1st - Darrell Aguiar
 2nd - Chase Leopoldino
 3rd - Steven Perreira
 Gas Truck A-Main
 1st - Kanetani
 2nd - Tony Hernandez
 3rd - Roland Rapoza
 4th - Reid Kepaa

Stock Truck A-Main

1st - Kerry Kanetani
 2nd - Darrell "Gus" Aguiar
 3rd - Keoni Bloede
 4th - Sam Santos

Prince Kuhio Plaza On-Road June 28, 1998

It was a beautiful and sunny day for racing. Although the

turnout was small, the racing was exciting and high in energy. Announcing was Cody Kawamoto. Even the race director, Lawrence Cabral had time to do a little racing.

The Stock Pan class was very close racing till the very end. Roland Rapazo won first place with 17 laps.

In Open Pan it was a fight between father and son. The winner was Jr. Stanley over his dad with 19 laps.

In Open Touring car we had one of our youngest drivers who did very well. Armond Stanley finished in third place but older brother Jr. Stanley took first place with 18 laps.

Special thanks to the race sponsors: Pahoa Radio Control Hobbies and Wholesale Trophies, please patronize these stores.

Stock Pan A-Main

1st - Roland Rapazo

2nd - Doc Stanley

3rd - Lawrence Cabral

4th - Bill Hernandez

Open Car A-Main

1st - Jr. Stanley

2nd - Doc Stanley

3rd - Keoni Bloede

4th - Bill Hernandez

Open Touring Car A-Main

1st - Jr. Stanley

2nd - Lawrence Cabral

3rd - Armond Stanley

4th - Bill Hernandez

Team PRC Off-Road Hilo Dirt Track

Sunday, July 5, 1998

The weather was not good in the morning. The sun won and we were ready for the second race of the season. Race started at 11:00 a.m. and we opened with Open Car, Open Truck, Novice Truck, Gas Truck and Stock Truck. We would like to welcome today new racers: Mark Neves, Allen Pagan, Jr. Stanley, Ammon Stanley and Doc Stanley.

In Open Car class, Kerry Kanetani dominated by TQ'ing and winning the A-Main.

In Open Truck, Darrell "Gus" TQ'd this class, also turning out the fastest lap time of the day at 40.5. Terry had the second fastest time of 41.2 and took the checkered flag for the victory.

The Novice Truck class was up. Nwayne Lorninario TQ'd and won even with his battery dumping!

The Gas Truck class was next. Kerry Kanetani TQ'd this class. Kerry had the lead then his truck broke. Jr. Stanley took advantage of this and took the lead for a few laps with Keoni Bloede hot on his tail. Keoni passed Jr in the turn to take the lead and in a blaze of glory his truck was out. Jr. Stanley saw this opportunity and took the lead back. He never looked back til the race was over.

In Stock Truck, Reed Kepaa TQ'd. Reed was in the lead with Jason hot on his tail all the way to the very last lap. 3/4 of the last lap, Jason broke his truck allowing Ammon to take second.

Open Car A-Main

1st - Kerry Kanetani

2nd - Darrell "Gus" Aguiar

3rd - Darrell Aguiar

Open Truck A-Main

1st - Kerry Kanetani

2nd - Reed Kepaa

3rd - Doc Stanley

4th - Darrell "Gus" Aguiar

Novice Truck A-Main

1st - Dwayne Lominario

2nd - Mark Neves

3rd - Chase Leopoldino

4th - Steven Perreira

Gas Truck A-Main

1st - Jr. Stanley

2nd - Keoni Bloede

3rd - Kerry Kanitani

4th - Reed Kepaa

Stock Truck A-Main

1st - Reed Depaa

2nd - Ammon Stanley

3rd - Jason Perreira

Canada

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5-1015 Fraserview St. - Port Coquitlam

B.C. Canada V3C 5Z5

(604) 945-3888 (eves.)

E-Mail: rbrown@racetech.bc.ca

1998 ROAR Canadian National Touring Car Championships

By Roger Brown

The 1998 Canadian National Touring Car Championships were held on June 27, 28 & 29 in Port Moody, BC in beautiful Rocky Point Park right on Burrard Inlet. The race was held in conjunction with Port Moody's Golden Spike Days and as a result there were 25,000+ spectators available in the park on each day of this annual festival. The bleachers were constantly full and there were often spectators 3 deep all around the track, especially when the gas cars fired up. The weather forecast was for dry and cloudy weather, but turned out much better with mostly sunny over the whole weekend.

The race started out with the Concours competition which was won by Mike Tapp, with Mike Bridges second and Terry Yeo third. As usual there were many beautiful paint jobs and the narrowing down process was very difficult.

Qualifying

Qualifying was going to be tough with 120 entries overall and 44 of them entered in Stock Class. Right off the bat, the top drivers showed some of their stuff with Brett Sisley posting a 16/5:12. Also with 16's were Keith Yu at 5:13, Ken Ho at 5:18, Doug King at 5:19 and Korgae Scales also at 5:19. Round two saw Korgae Scales post a 16/5:11 to take over TQ and Andrew Cartwright posted a

16/5:14 to move up to fourth. Round three saw more shake-ups as Keith Yu went 16/5:07 to take over TQ. Andrew Cartwright improved to 5:09 to take over second dropping Korgae Scales to third. The fourth and final round saw the gloves come off as Andrew posted a blistering 16/5:01 to grab the final TQ. Korgae Scales improved to 5:03 but it wasn't quite enough. Brett Sisley also went 5:03 only 1/10 of a second behind Korgae. Keith Yu did not improve and dropped all the way to fourth. Ken Ho posted a 5:13. Kenny Louie posted 5:16 to move up from the C group. Peter Wu also moved up from the C group with a 5:16. Doug King dropped to eighth after not improving on his first round effort. Ricky Chan claimed ninth with a last ditch 5:19. Scott Norton was the only non 16 to make the A Main, coming in at 15/5:02. Frank Bortolazzo, at 5:03, missed making the A by 3/4 of a second.

The 2WD class had Scott Norton, Jose Morales and Frank Roberts duking it out all weekend. Jose started things off with 14/5:04 with Scott at 5:06 and Franko at 5:15. Jose improved to 5:01 in round two. Nobody improved in Round three. In Round four, Scott turned the only 15 lapper with a 5:09, Jose tried to stay close but ended up with another fast 14 lapper.

F1/Indy had Scott Tomasello, Martin Vannieuwenhuizen, Harold Mortimer and Rob Hall duking it out every round for TQ. Scott Tomasello set the pace in Round one with 15/5:09 with Martin just two seconds back. In Round two, Martin went 5:02 to claim TQ while Scott improved to 5:06 and Harold showed his face with a 5:13. Round three had Scott go 5:00 to reclaim TQ with Martin only 1/2 second back and Harold improving to 5:07. The final round had Scott post a blistering 16 at 5:03 almost an entire lap ahead of his previous TQ. Martin also entered 16 lap country with a 5:18. Harold also improved to a 15/5:04.

Touring Modified was hotly contested, although Chucky Stacker led every round. Chucky started things off with the only 14 lapper of Round one with a 4:20, followed by a host of 13's. Brett Sisley at 4:07, Mike Malkinson at 4:13, Mike Tapp at 4:13, Peter Wu at 4:14, Korgae Scales 4:14, and Keith Yu at 4:17. Round two had Chucky speed up to a 4:10 - still the only 14 lapper. Behind him at 13 laps was Frank Bortolazzo moving up to second at 4:02, Keith Yu moved to third at 4:06 and Scott Tomasello moved to fifth at 4:08. Round three had Scott Tomasello join the 14 lap club with 4:13, only 3 seconds off TQ. Andrew Cartwright moved into fourth at 13/4:02, and Mike Tapp to fifth with a 4:04. The final round had Andrew move up to third with a 13/4:00. Mike Tapp bumped up to fourth with a 4:02, Brett Sisley to 6th with 4:05, Ken Ho to 9th with 4:11 and Brian Bodine cracked the top 10 with a last ditch 4:12. Mike Malkinson (4:13), Korgae Scales (4:14), Ricky Chan (4:15), Doug King (4:16) and Jim Hillier (4:17) just failed to make the A Main.

Gas Touring class had Ken Chan set the first round pace with a 14/5:05. Other 14's in the first round were Peter Wu at 5:11, Jim Hillier at 5:13, Brian Bodine 5:13 and Ramil

Basco at 5:18. Round two saw a number of 15's. Mike Tapp was the new TQ at 5:11 followed by Brian Bodine at 5:14, and Damon Chan at 5:15. Ken Chan improved to 14/5:03 but dropped to fourth. The third round had Damon Chan set a new mark at 15/5:04, followed by Ramil Basco at 5:07. Ken Chan improved to 15/5:12 to hold fourth and Brian Bodine moved up to fifth with a 15/5:13. Bryan Lam moved up to sixth at 15/5:17. At 14 laps we had Peter Wu at 5:08, Brett Dawson at 5:11 and David Shewchuk at tenth at 5:15. No changes in Round four.

The Mains

Touring Stock had Korgae Scales win the first 2 legs to lock up the Championship, but the racing was much more interesting than that. Both races were a great duke out between Korgae and Andrew Cartwright. In the first leg, Korgae put a great pass on Andrew and then extend slightly. Andrew came back to run right on Korgae's bumper looking for room to pass. With 2 corners left on the final lap, Andrew tapped Korgae's rear and spun him out. In a great show of sportsmanship, Andrew waited for Korgae to re-pass and then followed him across the finish line. The second leg was another great duke out with 4 cars freight training around the track fighting for first. Andrew crashed, collecting Brett Sisley putting Korgae and Keith into first and second. Korgae extended by a second or two and Brett recovered to pass Keith for second. This second win sealed the Championship for Korgae. Brett Sisley ended up second overall by coming second in the second leg and winning the third leg. Keith Yu ended up third overall with a second and two thirds.

The B Main had Frank Bortolazzo winning by 2 seconds over Regan Glendinning who was 1.5 seconds ahead of Martin Vannieuwenhuizen. The C Main had Remy Winklmeier winning a close one only one half second ahead of Ron Halford. Aaron Glendinning was third, two seconds back. Dan Jabilio ran away with the D Main with Dominic Lee finishing second just two seconds ahead of Dennis Leung. Herrick Chiu won the E Main with Jim Baillie taking second just a second ahead of Nicky Felch in third.

The 2WD Mains had Jose Morales fairly easily winning the first two legs from the TQ spot. Scott Norton took second overall with two seconds and a first. Michael Child took third overall with two thirds and a second. Mike Bridges was fourth with a third and two fifths.

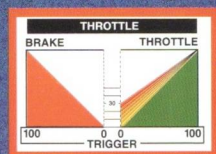
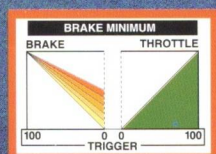
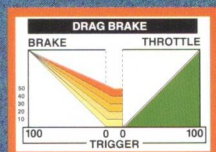
F1/Indy had some great action. TQ Scott Tomasello checked out in the first Main with Harold Mortimer in second and Martin Vannieuwenhuizen in third. The second leg had Scott Tomasello again jump out to huge lead only to have car problems. Harold Mortimer, who started slow in every race and then came on strong at the end, came storming back to take the win by 1/2 second. Martin was again third. It was all coming down to the final leg. The final leg had Scott win again, as Harold and Martin both broke early. This really shook things up as Paul Dries took second and Rob Hall took third.

Touring Modified had TQ Chucky Stacker jump out to an early lead in the first leg only to have a tire come off and have Andrew Cartwright take the win followed by Keith Yu

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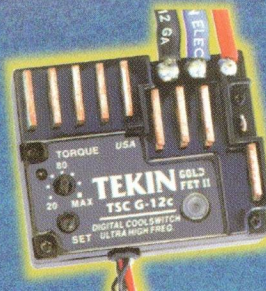
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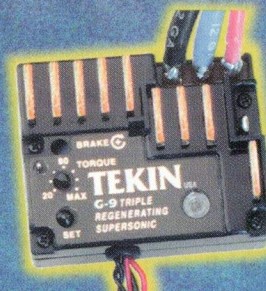
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and Mike Tapp. The second leg had Chucky get it all together and he won handily over Scott Tomasello and Mike Tapp. Round three had Chucky and Scott duking it out. Chucky had body problems and dropped back giving the Championship to Scott. Brett Sisley finished second in the final leg and Andrew Cartwright finished third. Scott Tomasello won the Championship with a first and second. Andrew Cartwright finished second with a first and third. Mike Tapp's two thirds were good enough for third and Keith Yu's second and fourth netted him fourth.

The B Main was won by Korgae Scales over Ricky Chan and Terry Yeo. The C Main was won by Martin Vannieuwenhuizen over Harold Mortimer and Brad Johnson. The D Main was won by Kevin Ma over Mike Bridges and Rudolph Chong. As usual the lower Mains provided some close and fast competition. The spectators loved it.

The 30 minute Gas A Main had Damon Chan jump to an early lead and start to extend. Then he hit a corner and broke. The entire field streamed by as his pit crew worked feverishly to repair the damage. Ken Chan, Brian Bodine, Mike Tapp, Peter Wu and Ramil Basco were all fighting for the lead. Brian Bodine broke the handle off his fuel tank and had a long pit stop while his crew figured things out. Ken Chan flamed out and dropped back. Damon Chan got back out and started to make up time. Near the end Ramil Basco was forced to drop out with breakage. Mike Tapp now had a lap on second place Brian, but still had to make his last pit stop. Mike pulled into the pits and Brian went back on the lead lap. Mike pulled back out with about a 10 second lead, but Mike held on for an 8 second victory. Peter Wu drove a steady race to finish third. Damon Chan came all the way back for fourth only 1 second ahead of fifth place Jim Hillier who was only 2 seconds ahead of sixth place David Shewchuk. The 15 minute B Main was won by Sam Lui after a long battle with Johnny Hung. Neil Stammes was a distant third.

Final Results

Touring Stock A Main

- 1) Korgae Scales
- 2) Brett Sisley
- 3) Keith Yu
- 4) Andrew Cartwright TQ
- 5) Ken Ho
- 6) Kenny Louie
- 7) Scott Norton
- 8) Ricky Chan
- 9) Peter Wu
- 10) Doug King

Touring Stock B Main

- 1) Frank Bortolazzo
- 2) Regan Glendinning
- 3) Martin Vannieuwenhuizen
- 4) Ken Chan
- 5) Bryan Lam
- 6) Michael Child
- 7) Jim Hillier
- 8) Paul Dries
- 9) Steve Wu
- 10) Kevin Ma

Touring Stock C Main

- 1) Remy Winklmeier
- 2) Ron Halford
- 3) Aaron Glendinning
- 4) Rudolph Chong
- 5) Justin Lam
- 6) Sam Lui
- 7) Jesse Galang
- 8) Tyson Lessing

Touring Stock D Main

- 1) Dan Jabilio
- 2) Dominic Lee
- 3) Dennis Leung
- 4) Jeff Cabralda
- 5) Richard Nickel
- 6) Gildo Giusti
- 7) Derek Yeung
- 8) Franko Roberts

Touring Stock E Main

- 1) Herrick Chiu
- 2) Jim Baillie
- 3) Nicky Felch
- 4) Andre Dalcourt
- 5) Tyler Levy
- 6) Matt Todd
- 7) Bob Anderson - DNS
- 8) Roger Eldred - DNS

2WD A Main

- 1) Jose Morales TQ
- 2) Scott Norton
- 3) Michael Child
- 4) Mike Bridges
- 5) Franko Roberts
- 6) Ken Carroll
- 7) Steve Warcup
- 8) Jim Baillie
- 9) Bob Anderson

F1/Indy A Main

- 1) Scott Tomasello TQ
- 2) Harold Mortimer
- 3) Martin Vannieuwenhuizen
- 4) Rob Hall
- 5) Mark Tessmer
- 6) Paul Dries
- 7) Andre Dalcourt
- 8) Gildo Giusti

Touring Modified A Main

- 1) Scott Tomasello
- 2) Andrew Cartwright
- 3) Mike Tapp
- 4) Keith Yu
- 5) Brett Sisley
- 6) Chucky Stacker TQ
- 7) Peter Wu
- 8) Brian Bodine
- 9) Ken Ho

Touring Modified B Main

- 1) Korgae Scales
 - 2) Ricky Chan
 - 3) Terry Yeo
 - 4) Doug King
 - 5) Mike Malkinson
 - 6) Jim Hillier
 - 7) Tak Cheung
 - 8) Jose Morales
- Touring Modified C Main
- 1) Martin Vannieuwenhuizen
 - 2) Harold Mortimer
 - 3) Brad Johnson
 - 4) Richard Nickel
 - 5) Ken Carroll
 - 6) Paul Parks
 - 7) RJ Carroll
- Touring Modified D Main
- 1) Kevin Ma
 - 2) Mike Bridges
 - 3) Rudolph Chong
 - 4) Ren Carroll
 - 5) Marty Zilkey
 - 6) Elite Fung - DNS
 - 7) Roger Eldred - DNS
- Gas Touring A Main
- 1) Mike Tapp
 - 2) Brian Bodine
 - 3) Peter Wu
 - 4) Damon Chan TQ
 - 5) Jim Hillier
 - 6) David Shewchuk
 - 7) Ramil Basco
 - 8) Ken Chan
 - 9) Brett Dawson
 - 10) Bryan Lam
- Gas Touring B Main
- 1) Sam Lui
 - 2) Johnny Hung
 - 3) Neil Stamnes
 - 4) Bob Anderson
 - 5) Allen Yeh
 - 6) Philip Wong
 - 7) Dominic Lee
 - 8) Michael Ng
 - 9) Jesse Galang DNS

British Columbia

MARTIN VANNIEUWENHUIZEN
 59-1605 Summit Drive - Kamloops, B.C.
 Canada V2E 2A5
 (250) 374-1268

Hello again BC racers! There has been alot of racing going on since my last report. It is great to see the interest is growing strong in our region.

Although I don't have any ROAR race reports, I know that the lower mainland area has held many races and

the reports form Roger should be entertaining.

I am looking for a ROAR Assistant on the Island. This job is quite simple, basically you need to write up some reports about what is happening in your area and, help to promote ROAR events and membership. If you are interested drop me an e-mail.

As of yet we have no major events planned for the winter months but, I'm sure we'll see some bids for ROAR events soon. I encourage all the clubs to have at least one ROAR event. This doesn't have to be a major race. I can help with the organizing and schedule, all you need to do is ask. Come on people, lets get some ROAR races outside the lower mainland.

I hope you all had a great summer and, I hope to see you on the track this winter.

Alberta

Paul Parks

1449 Richland Rd. NE - Calgary, Alberta
 Canada
 (403) 276-2204
 E-mail: paulb3@shaw.wave.ca

Hello Fellow Racers,

I moved from Ontario to Alberta 3 years ago, and I have been racing in Western Canada and been a ROAR member since that time. I have made many friends along the way and most people in Alberta who are involved in racing know who I am. Having been on the off-road circuit since my first year I have observed and watched what has been done. I was the club president of the Calgary club for 2 years and have organized 3 ROAR Regional events.

What I would like to do is rejuvinate the interest in Roar in Alberta. I have seen it falter since the split up of Region 15. I have many fresh idea's and would even like to see inter-regional competition in some sort of event in the future. With there being only 2 city centre's that organized racing takes place in Alberta (Calgary and Edmonton). With some racing still being put on in Lethbridge. Many have asked the same question "Why Should I be a ROAR Member".

Well the reasons are many. Too many to list in my little column. Feel free to call me or approach me at any event that I am at and I will talk to you about them. In the mean time think about this. Without Member support ROAR cannot function properly. This is a group that helps keep everything on an even playing field and fun for all. Without these rules it would be a huge money game and many would become frustrated. I am volunteering my time to help racers in Alberta understand how ROAR really does benifit us all, directly and indirectly. and we all should help support those who help keep our sport fair. Everytime you race something ROAR has done for us is there. I look forward to speaking with all of you if you have any questions.

Please contact me if you have any.
 Paul Parks

Get With The Program!

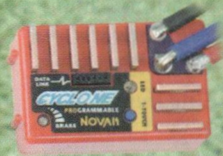
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