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RevUP ONLINE!

Official **ROAR** Newsletter

Oct/Nov 2006

Issue Five

OFFICIAL 2006 ROAR ELECTION BALLOT**

PLEASE FILL IN THIS AREA LEGIBLY. IF YOUR ADDRESS HAS CHANGED, PLEASE INDICATE WITH AN ASTERISK.

ROAR Member Name: _____





ROAR Number: _____ Expiration Date: _____ Email: _____

Address: _____

City: _____ State: _____ Zip: _____ Phone: _____

GENERAL VOTE ITEMS (all members may vote)

VOTE HERE FOR ROAR PRESIDENT

- | | | |
|--|---------------------------|-----------------------------------|
|  | MIKE QUELLER | Current ROAR President |
|  | CARL GIORDANO | Current Region 2 Director |
|  | EDDIE GOODRIDGE | Current Region 11 Director |
|  | Write In Candidate | |

** Only original printed ballots will be accepted although family members may use Xeroxed copies as long as they are submitted with primary member's original ballot. **Deadline for ballots to be accepted is November 15, 2006.** All members may vote in the general items (President) and may only vote for region director in the region in which they reside. Ballots must be filled out legibly to ensure current status of the member. Mail ballots to: **ROAR ADMINISTRATOR, FRED HOHWART, 30262 Crown Valley Pkwy. # B 454, Laguna Niguel CA 92677** Write in's are subject to Executive Committee approval.





Region 2 Director

-  Carl Giordano
-  Write In

Region 8 Director

-  Phil Beardshear
-  Write In



Region 4 Director

-  Gary Tuttle
-  Jeff Flassig
-  Gene Hickerson
-  Write In

Region 10 Director

-  Sean Sanchez
-  Write In

Region 6 Director

-  Eddie Hill
-  Write In

Region 12 Director

-  Rich Taylor
-  Nick Martinez
-  Steve Dunn
-  Write In

Candidates for ROAR President

MIKE QUELLER Current ROAR President

I am the current ROAR President by accepting the elected position of Vice President which states I have the duty of continuation of the President's role should the office be vacated. My 32 years of experience with ROAR using our history and my own technical and racing knowledge makes me the most experienced candidate for this position.

CARL GIORDANO Current Region 2 Director

I feel that my experiences as a racing enthusiast and as a corporate professional will enable me to build a team environment at ROAR which will allow us to develop and realize the goals which I believe will benefit ROAR as an institution and its membership.

EDDIE GOODRIDGE Current Region 11 Director

To use my experience in running a non-profit organization to restore the pride and prestige in ROAR Races through an achievement level system while providing a consistent set of rules that provide a fair and equal playing field for both racers and manufacturers.

Candidates for Even Numbered Region Directors

Region 2: Carl Giordano (will maintain position depending on presidential election)

Region 4: Gary Tuttle I am the current Forgass President and the Vice President of the Charlotte R/C Club in Port Charlotte. I have teched many events such as the 2004 Ifmar World Championship in Kissimmee, the 2005 Kyosho Cup, the 2005 Gas Nat's. I am a traveling racer and would show up to all the events that time will allow. I don't think it's what I can do for you, but what we can do together. Time has showed me that it takes a lot of dedication to and from the race community to get or make changes.

Region 4: Jeff Flassig

Region 4: Gene Hickerson Has been racing electric & nitro On & Off-road cars since 1987. Hobby shop owner, ROAR Club President with 75 current members, active member of the Off-road Committee. Interested in promoting all forms of ROAR racing in the state and continue to bring new racers into the R/C community.

Region 6: Eddie Hill This would be my 5th term of office. What makes me so special? I WANT THE JOB!!! I believe that R/C racing should be a family type of atmosphere. I always preach "the three B's" – "No Booze, No Betting, No Bad Language". I have been around forever. When I started with nitro models, radios were too large to be placed in planes, cars, or boats. I believe in equality for all racers. Locals and travelers should be treated equally and fairly.

Region 8: Phil Beardshear Began R/C experience with modifying Radio Shack cars 29 years ago. Race experience includes offroad, 1/12 onroad, Touring Car, dirt oval and dragsters. Have served as Race Director at several tracks. Currently racing pan oval and 1/18 indoor offroad. My Goal is to increase participation and Fun at ROAR events.

Region 10: Sean Sanchez As a new track owner, I understand the difficulties presented to maintain a successful program. My goal is to increase the racing in region 10 and all our states and open up our hobby to anybody interested by pursuing more sanctioned events and utilizing the assistant director program ROAR offers. I ask for your vote and your vote for Mike Queller as President.

Region 12: Rich Taylor Knowledgeable in the R/C industry in all aspects, well organized professionally and in my personal life. I own and operate Team Taylor Racing/4Aces Racing in Las Vegas. Many Region 12 racers have raced our races at the Silver Bowl. I am dedicated to promoting the Hobby and ROAR for the betterment of the Hobby.

Region 12: Nick Martinez Hey all, I believe my biggest asset for being Regional Director is my background, teaching at San Jose State university where I run a non-profit radio station. RC background: Former Race Director at my local track where we held a ROAR Regional and understand issues that face a local track

Region 12: Steve Dunn



Mike Queller, President

-It's election time!

All elections should be taken seriously and this one is no exception. In fact, it is more serious than those in recent memory. The ballot contains the President's office which I currently occupy which means ROAR is at yet another crossroad.

Do we continue to make ROAR a stronger, better-organized, and informative entity or do we halt the progress by electing a new individual who will undoubtedly put a halt to all of the progress just to do it his or her own particular way? This could cost the organization valuable time and resources. This election should not be a high school popularity contest. As voters shouldn't we seriously consider the following:

Is ROAR better off now than it was ten months ago? YES.

ROAR's Website. This valuable communication tool is aimed at timely providing more meaningful information, especially rule changes. Don't take my word for it. Just ask Paul Coleman, Scott Hughes, Paul Ciccarello, Joel Johnson, or Jay Halsey. These members have never said that they would vote for me but they have appreciated the value of the 'News' section on the website. Because of this rules confusion at the Nationals has been greatly reduced.

And with the soon-to-be added affiliated club enhancements it will be on track to become the central focal point for all scheduled events, local or national.

Nationals Management. With the

pilot race complete ROAR has demonstrated that the Race Management Teams will provide the much-needed consistency for ROAR's National events. Many of the members have expressed their glowing satisfaction with this system. For 2007 seven Nationals will be managed in this manner. From the looks of the number of submitted bids it appears that the race hosts like the program as well. A detailed cost analysis answering any financial questions is posted on the 'Announcements' section of the website.

Sanctioning. The sanctioning process has become more responsive. Not only have the levels been better defined but sanctioning is now providing scheduling guarantees to prevent overlapping events and allowing dual race directors to participate.

If all of this can be done in such a short amount of time just think what can be done in yet another ten months. And this is not all that was accomplished. Better cooperation with the manufacturing affiliates, a RevUp OnLine which is laid out in a very communicative manner, and better committee involvement are just a few of the areas which have been improved drastically. Be sure to review last month's column prior to making your vote.

This doesn't happen by accident. It's part of a REAL plan of action.

And what about the local programs? In addition to the published schedules on the website there will be downloadable suggested race formats and a national points program is being proposed for amateurs, those that only race in Levels 1-3. This should increase the value of regional and local club racing scenes without any additional costs to hobby shops or tracks.

About the job... As most of you know, I take this job very seriously. Anyone seeking this position should be prepared to do the same. Long hours, family sacrifice, and a thick skin are mandatory. Anything less is unrealistic. Not only is there work on a daily basis but as many as six weekends must be set aside for ExCom meetings and attending National events as a Race Official. Not many can do this.

Be sure to find out if your candidate is prepared to make these sacrifices and commitments.

I am and have been.

If you feel that ROAR is on a good track then show it with your vote of confidence and I will continue to devote my best time and effort to ROAR and make it the best it can be. But your vote is necessary so please...vote.

Your 32-year member,
Mike Q

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Dear ROAR members,

Here is a better explanation for the Race Management costs which were incurred this year.

Direct Expenses:

<i>Track Host fee</i>	<i>3008</i>
<i>Management subcontract</i>	<i>3080</i>
<i>(Race Director, Tech, Scoring, and Announcer)</i>	
<i>Reimbursed Travel Expenses</i>	<i>4015</i>
<i>Trophies</i>	<i>2373</i>
<i>Subtotal</i>	<i>12476</i>
<i>Race Income (entry fees)</i>	<i>11525</i>
<i>Net</i>	<i>-951</i>

--ROAR intended to subsidize this event around \$2500 so the \$951 was well under the budget.

Other expenses were made for equipment to be used at all future events:

Two laptop computers, AMB decoder, cables *4099*

--So total expenses were indeed 16,575 (12,476+4099) but after offsetting the entry income, 11,525 and removing the capital equipment expenses of 4,099, the net is a loss of \$951 which was less than budgeted.

If you have questions regarding this information, contact Mike Queller at mtqroar@aol.com or Fred Hohwart at administrator@roarracing.org.



Greetings again ROAR Members,

I want to thank each of you for visiting our website and checking out the RevUP ONLINE! We have averaged over 15,000 hits on the newsletter link for each issue which tells us this has been a very successful program while costs savings as well. In the past, our RevUP was costing ROAR well past the \$35,000 range with publication fees and cost of mailing to our membership and as you know, there were problems with third class mailings in some areas of the nation and Canada. Each time a ballot was included in the printed version, it was mailed first class but we still found issues were arriving later than expected and some members were not able to get their votes into the ROAR offices on time. With this method, we have provided the ballot on the home page of the website, www.roarracing.com and the first page of this issue is the ballot and a link is at the bottom of my article on this page.

ROAR, as always, the ballots are to be mailed to the ROAR Administrator ([address found on the ballot and on the website under "Directors"](#)) and our administrator, Fred Hohwart, will tally the votes and notify the candidates and then post the results on the website. **DO NOT GIVE YOUR COMPLETED BALLOTS TO YOUR REGION DIRECTOR** as this will invalidate your vote. Region Directors are planning on printing ballots out and handing to members but it is the individual member's responsibility to mail them in prior to the deadline date of November 15th.

In the past, ROAR has ensured a minimum of two weeks from RevUP receipt to ballot deadline but this time, we posted the ballot on October 13th and are giving just over a month for members to make

their decisions and get to the mailbox.

Nothing about this voting process has changed. Please, do not read into message forums and statements being made. If its not stated in RevUP or on the website, its not ROAR policy. Currently, ROAR does not have an official message forum therefore our only method of communication is our newsletter and the website. ([look under "news" for updates to rule changes and other announcements](#))

This election has already turned out to be an interesting one. Several years ago, I used my space in this newsletter to endorse the candidate I was voting for and received several emails that I was incorrect for doing so. To this day, I don't understand this. I am unable to reach out the membership in any other way than the newsletter therefore, I will use this space to write what I believe and am dedicated to for the best interest of our organization and our membership.

ROAR's history is quite tumultuous from the early 80's to current day and only a candidate with a full understanding of where we have been and how far we have come is viable in my opinion. Our history is of utmost importance. Also, a member with a knowledge base of all types of radio control racing is important to me. I don't feel as though this person should be currently RACING all types but a clear understanding of each class type and the requirements required. And lastly, an innovative idea of how to make problems in the past better.

ROAR traditionally has had difficulty in successful nationals programs because, although well intended, most host tracks have their own way of doing things and they might not fall into the line of consistency of the ROAR Nationals Guidelines. In the past, ROAR has been blackmailed into giving into a hosts particular demands because its not fair to change venues at the last minute to those who have paid for travel and scheduled vacation time off. ([letter to the membership from the ROAR President can be found on the website to explain the program](#)) Therefore, compromise has always been a bargaining tool. ROAR cannot do this. All

nationals must be run the same by the same set of rules and equipment. Therefore, Race Management Teams (RMT) have been built and approved by the voting members of the Executive Committee. This is not a project that can be ignored by any incoming elected official as it's a program that has been implemented. ROAR will be using the savings from publication and mailings of paper RevUP to supplement the contracted costs of this program. Additional costs incurred by each specific event, ie: trophies, handout products, will be covered by that events entry fees. The host track will be paid rent for the facility for ROAR's use and has agreed upon this when submitting a bid to host the ROAR National event. The amount of rent to be paid will vary depending on the size of the participation and amount of entry fees collected. You might notice that ROAR increased the maximum entry fee by \$5.00 in 2006 and this was to begin defraying the costs put out by the host. For 2007, this amount might increase again depending on bids received from manufacturing companies for the handout products. Its never an intention a host should lose money to hold a ROAR event but quite a bit of responsibility falls on the hosts shoulders to gather sponsorship dollars, table and chair rental fees and other methods of income generation. In 2007, ROAR will provide payment for the use of the facility and will use the standardized awards program for trophies.

With all that said, *my belief is Mike Queller is the only candidate*, based on my experience of working with ROAR, its programs, region directors and membership that can lead ROAR into the future of successful national events, successful manufacturing programs with ROAR, successful rules management and successful communica-

tion with IFMAR for items other than but not excluding World Championship participation. *My vote will be for Mike Queller and I hope our membership believes consistency is the key and ROAR's growth through use of the RMT will strengthen our organization.* The membership has voted for Mike on four other occasions to fill the role of Vice President. This role is purposely designated to assume duties of the office of the president in the event the office of president is vacated. For eight years or four elections, our membership has entrusted Mike to fill this role should it be necessary and I am one to listen to our membership. Additionally, I have voted for Mike in each of his campaigns and I trust his intentions are for the better of ROAR, which is all that is important to me.

Some members have requested a cost analysis of the RMT program used this year. ROAR began the program by selecting one venue and applying the intended guidelines and we found this to be extremely successful in not only management of the race but overall efficiency of planned expenses and unplanned. The intention was to learn from mistakes and make the necessary revisions for 2007 and beyond. Our team ran the Sedan Nationals at Crystal Park and expenditures were as we expected. Initially, ROAR spent quite a few dollars to purchase the standardized scoring equipment that will travel from venue to venue. These costs were not covered with the use of entry fees from the event. (approximately 150 entry's) The entry fee money was used as stated in the 2006 RMT Guidelines which can be found on the website under "[rules](#)". What was reported in the last issue of RevUP was a summary of costs from ROAR and not the detailed listing. Meaning, RMT expenses were lumped together for the required publication of the financial statements. Some members have asked for a cost breakdown which should be in this issue and, they will be posted on the website in due time.

Yours in ROAR - Dawn

Fred Hohwart, Administrator



longer had to rely on the mail delivery to give everyone time to nominate a candidate for the open offices. The nominees all have agreed to serve if elected, volunteering, at no pay, to serve the membership. Do your part by voting. Write in candidates of current ROAR members will be accepted provided you have talked to the person and they agree to serve if elected.

Write in elections are subject to approval of the ROAR Executive Committee.

Note that ballots must be received by November 15 so the results can be reported in the December issue.

This Rev-Up is one of the most important issues of the year because it includes the ballot that allows the ROAR membership to vote for their representatives. This year we vote for President and even numbered Region Directors for a two year term which begins January 1. This year, with Rev Up in on-line format, we have no



David Lee, Technical Director

Hi all. This has been a very busy couple of months for me. The battery approval period along with some late minute body approvals took place since my last article. This created another activity in multitasking. Here is a summary of the approvals.

Batteries from four different OEM's were received and inspected. Those companies included Infinite Power, East Power, Intellect and GP. There are a few matchers in the United States that have their own individual shrink-wrap, so they were also inspected per the rules. All of the submittals passed the requirements for dimensions and documentation. A listing of those approved cells appears

in this issue.

The 1/8 Fuel Onroad Nats was held in early October, so there were some new bodies submitted for homologation for that event. I have support from a new committee made up of Scott Cramer, Bob Ingersoll and Matt Wojtkowiak to perform the inspection of new bodies. The Parma Audi and Kyosho FMB02 were approved as new bodies. The Kyosho FMB02 replaces the Dome that had conditional approval from January past. Mugen submitted the Whip and it was approved conditionally till 1 Jan 07.

For more information regarding ROAR Product approvals, see the ROAR website and click on "approvals". Instructional templates and approval lists are available for your review.

<u>Manufacturer</u>	<u>Designation (description)</u>	<u>Approval Date</u>
Slingshot	East Power 4200	1-Jan-07
GP	GP 4300 (red/green shrink)	1-Jan-07
GP	GP4300 (orange/green shrink)	1-Jan-07
GP	Yokomo ZAP2 GP4300 (yellow/blue shrink)	1-Jan-07
Fusion	Fusion Power 4200 (black shrink w/flames)	1-Jan-07
IP	Infinite Power 4200 (red shrink w/white & silver trim)	1-Jan-07
LRP	VTEC 4200 Big Mama (black/white shrink w/silver-red trim)	1-Jan-07
IB	Intellect 4200 (blue shrink w/silver-white trim)	1-Jan-07
IB	Intellect SHV 4200 (same as Intellect 4200 w/gold SHV sticker)	1-Jan-07
IB	Intellect World Champions 4200 (same w/gold WC sticker)	1-Jan-07
IB	IB Power 4200 (Epic white shrink w/red-black trim)	1-Jan-07
IB	Yokomo ZAP2 4200 (light blue w/yellow bolt, black trim)	1-Jan-07

Battery Approvals for 2007



Planet RC Raceway, located in Lawrence, Indiana, hosted the 2006 ROAR Modified Off-Road Nationals sponsored by Team Tekin, Team Scream, Nortel Systems and Xtreme RC. This clay based, off-road facility is approximately 95 x 65 feet, with a large number of areas that the drivers could pass each other either by jumping over them or passing them in the corners. The event was held in the middle of summer with approximately 120 racers. Surprisingly for August, the weather was tolerable and cool. The staff at Planet RC Raceway went out of their way to make this a great event for everyone. The track layout was shaped in a horse shoe design with multiple switchbacks and many jumps from table tops to tri-

ple jumps. With Ryan Cavalieri and Jared Tebo holding the top spots after the first A-Main in all three classes the real fight was going to be for second and third place. The spread in the mains were close but the track allowed for some mistakes to be made by the drivers. In the first of three A-Mains neither Ryan Cavalieri nor Jared Tebo made any mistakes. A completely different story to tell on the second set of mains, with Ryan Maifield breaking out of the first set of mains he would be a contender in the next 2wd A-Main.

In the second 2wd A-Main, Cavalieri sneaks past the line for an extra lap to complete his first ROAR Off-Road National Championship. Congratulations to Ryan Cavalieri for his first victory that will later turn into first of two.

In the second Truck Modified A-Main it was a different story. Cavalieri had made a couple of mistakes requiring a turn marshal. By that time he was behind Jared Tebo and Dave Montgomery running in third place. Jared Tebo makes a mistake allowing Dave Montgomery and Ryan Cavalieri to get around him. A couple of turns to go in the race Dave Montgomery hits a pipe and allows not

only Ryan Cavalieri around to take his second ROAR Nationals, he also allows Jared Tebo around. Once again congratulations to Ryan for another win at the ROAR Modified Off-Road Nationals sponsored by Team Tekin, Team Scream, Nortel Systems and Xtreme RC. The 4wd second A-Main started out just like the 2wd mains with Jared Tebo getting the jump on the whole field. From the start to finish, Tebo had lead the race. Congratulations to Jared Tebo for taking the 2006 4wd Modified ROAR Off-Road Nationals presented by Team Tekin, Team Scream, Nortel Systems and Xtreme RC.

What we have from here is a fight for second and third. With Ryan Maifield barely getting enough points to finish in the top 5 he will need some points to get him up to the top three. I am sure with the top honors going to the Team Associated team there will be a march to the second and third spot for a sweep of the 2006 ROAR Modified Off-Road Nationals sponsored by Team Tekin, Team Scream, Nortel Systems and Xtreme RC.



Chad Due - First National, A Main!!!

With the final round of A-Mains coming to a close at the 2006 ROAR Modified Off-Road Nationals sponsored by Team Tekin, Team Scream, Nortel Systems and Xtreme RC.

RC, we had a couple of newbies in the A-Mains; Steven Hartson (Team Associated and Team Checkpoint) and Ronnie Gardner (Team Losi). Ronnie slipped into the 2wd A-Mains qualifying 10th and Steven slipped into the Truck A-Main in 9th. Ronnie also made the A-Main in 4wd qualifying in 8th place. Congratulations to both of you on making the A-Mains.

At the end of the 2006 ROAR Modified Off-Road Nationals sponsored by Team Tekin, Team Scream, Nortel Systems and Xtreme RC, the top ten looked very similar to the qualifying positions. For full results listing please visit the www.PlanetRCRaceway.com website under results. The race was held August 10th - 13th, 2006. Planet RC Raceway and the dedicated staff all thank you for coming out to the 2006 ROAR Modified Off-Road Nationals sponsored by Team Tekin, Team Scream, Nortel Systems and Xtreme RC. We hope to see all of you back for the 5th annual Winterfest race held this year the weekend of December 8-10th. For more details and sponsors of our events please visit www.PlanetRCRaceway.com.



ple jumps.

Practice started out the weekend with two full days of ROAR Practice on Thursday and Friday. Saturday started three qualifying rounds with one round on Sunday followed by the mains.

After the final round of qualifying on Sunday, the mains started with the first of three triple A-mains. The mains started promptly at 12:00 pm. Tensions were high with Team Associated drivers taking up more than 60% of the field.

2WD Buggy

1. Ryan Cavalieri
2. Ryan Maifield
3. Dave Montgomery
4. Jesse Robbers
5. Jared Tebo
6. Mike Truhe
7. Adam Drake
8. Chad Due
9. Brent Thielke
10. Ronnie Gardner

2WD Truck

1. Ryan Cavalieri
2. Ryan Maifield
3. Steve Hartson
4. Jared Tebo
5. Jesse Robbers
6. Dave Montgomery
7. Adam Drake
8. Brent Thielke
9. Mike Truhe
10. Billy Fischer

4WD Buggy

1. Jared Tebo
2. Ryan Cavalieri
3. Ryan Maifield
4. Billy Easton
5. Adam Drake
6. Dave Montgomery
7. Mike Truhe
8. Ronnie Gardner
9. Jesse Robbers
10. Brent Thielke



2006 ROAR 1:5 Scale Nationals held at 301 Raceway

3 days, 3 classes, 5 qualifiers, 4 races. When the last checkered flag had flown at the 301 Raceway in suburban Washington DC, the best 1:5 scale drivers in the country had put down some of the most exciting racing of the season.

The official 2006 1:5 scale ROAR Nationals started late Friday with the first round of qualifying. Frank Killam set the precedence of the weekend and the early pace with a 24 lap run in 10:10.430 in the Super Touring class. Jari Taskil also gave early signs of a good weekend with a 24 lap run of his own in the same class. The F1 class was a little slower to get up to speed with Friday seeing only two drivers reaching the 22 lap mark. Those drivers were Phil Olmon and Robert Sarnelle respectively.

Last but not least in the qualifying order was the GT class. Eric Poholsky looked poised to rule this class, being the only driver to reach the 23 lap mark. His official time was a 23, 10:06. Saturday brought a rigorous qualifying schedule. The plan was to run 4 qualifiers on the day. With qual points in use anticipation of lower lap times than the day before were high.

The first to run was the Super Touring Class. By the time the first heat started, a crowd had gathered, and Austin Sarnelle was set to put on one heck of a show. From the very early laps, the scoring computer had predicted a 24 lap pace for Austin. As the announcer called the times over the speakers, the crowd saw Austin cut a full second off of his pace with each lap! Austin shaved time each lap consistently until he reached the 25 lap pace. It was not to be however as the second to last lap saw Austin cut a turn too short causing his car to flip over the pit barrier and into pit lane. Austin ended the run with a 24, 10:22. Eric Poholsky who appeared as if he'd be rock solid all weekend took round 2 in the class with a 24, 10:10. The F1's had a rough second round. Lots of wreckage and Sandy Schwartz was the only driver to make it to 22 laps. Robert Sarnelle took the GT class for round two. Angel Colon raged into the 3rd round for the super tourers, taking the round with a 24, 10:19. The F1's got faster in round three, led by Jerome Hernandez who was the first to reach 23 laps in the

class at the 301 Raceway. Rafael Villalobos was able to get 22 laps in the GT class in round 3, but Eric Poholsky was not to be denied, turning in a 23, 10:07. The super tourers stayed much the same in rounds 4 and 5, although Austin Sarnelle flirted with a 25-lap run in round 5. He finished with a 24, 10:01.

Round 4 would be a wake up call for the F1's, however, as exemplified by the 23, 10:10 run turned in by Andrew Mowery. In fact, Andrew saved the best for last, taking round 5 of the F1 class with a 23, 10:15. Eric Poholsky wowed the crowd with a near-flawless run in the GT class in round 4, turning in a 24, 10:18! With all 5 rounds in the book, there was nothing left to do but "Git'r done" on Sunday. The first race of the day was the Super Touring B-Main. The grid for the B-Main was Dino DeLemos, Karlton Spindle, Carlton Kee, Steve Nottingham, Alfa Ha, and Hugh Lawson respec-

tively. Carlton Kee and Steve Nottingham were not able to make the grid, both cars suffering from a hard weekend of qualifying. By the time the green flag waved, Hugh Lawson's car stalled on the grid. The marshal was able to get the car started, but Hugh had fallen to over a half of a lap deficit. The 20 minute main raged on as drivers raced for the top two bump up positions to the A-Main. Dino DeLemos led a good part of the race but had to pull his car off of the track because of a problem with one of the front wheels. He'd eventually get the car back out there, but could finish no better than 4th. Alfa Ha pulled his car into the pits early to make an adjustment. After the stop, the car ran better, and he was able to turn in a

third place finish. It was a great race for Hugh Lawson though who was both consistent and fast. Hugh battled back from a stalled car to take the checkered flag. Karlton Spindle held on to second, and both drivers accepted the bump up.

The GT class A-Main was next and they had a field of 8, consisting of Eric Poholsky, Robert Sarnelle, Rafael Villalobos, Ron Metzger, Louis Rodriguez, Carlton Coleman, Karlton Spindle, and Hugh Lawson. Eric Poholsky put on a clinic. He led the race from green to checker. Robert Sarnelle, who ran into problems before the race, started two minutes late, and was able to race all the way back to third. Rafael took second. Louis Rodriguez was fourth and the rest of the finishing order was Ron Metzger, Karlton Spindle, Hugh Lawson, and Carlton Coleman. Next up was the F1 A-Main, and the crowd really turned out for it. Spectators lined the fences to see the 11 car field race for a full thirty min-

for third between Matt Olmon and Carlton Coleman. Matt had about a car length of a lead on Carlton in the infield which Carlton was able to overcome nearly every time down the back straightaway. Carlton could get side-to-side with Matt before he would run out of straightaway and have to slow down to make the turn. Carlton clearly had the faster car, but Matt drove clean, tight lines for most of the race. This battle for third continued until about 4 laps to go, Carlton, attempting to overtake Matt down the back straight away, got into Matt's rear wheel, and was launched over the back wall. Carlton would finish fourth.

The main event was the Super Touring Class. Eric Poholsky sat his car on the pole position followed by Angel Colon, Austin Sarnelle, Frank Killam, Jari Taskil, Kuni Ujima, Ralph Morella, and Kobey Calloway. Hugh Lawson and Karlton Spindle rounded out the field of ten, getting the bump up from the B-Main. Ralph Morella was not able to post for the A-Main. From the waving of the green flag, Austin took the hole shot and the lead, and would keep that lead throughout the race. Not only was Austin able to hold the lead, but he would stretch the lead out, lapping everyone in the field except Eric Poholsky and Frank Killam. Fate struck Austin hard with just one minute remaining in the 30 minute main. Apparently

Austin ran his card just a bit too hard, and he ran out of gas. Four cars would pass Austin before the checkered flag waved, and Austin ended in fifth place. Frank Killam was rewarded for his speedy consistency with the win. Eric Poholsky took second and the rest of the order was Jari Taaaskil, Angel Colon, Austin Sarnelle, Karlton Spindle, Hugh Lawson, Kuni Ujima, Kobey Calloway, and Ralph Morella. The racing weekend culminated with a presentation of the beautiful silver and gold plated trophies with two TQ awards going to Eric Poholsky and one to Andrew Mowery. All in all, the 1:5 scales made one heck of a showing at the 301 Raceway.



RUSH AND SON RACING- HOME OF LITTLE TALLADEGA WOULD LIKE TO THANK EVERYONE WHO ATTENDED THE "2006 PAVED OVAL NATIONALS" AUG 11TH-13TH. THE TURN OUT WAS OUTSTANDING AND THE RACERS WERE AWESOME. THERE WAS A TOTAL OF 68 ENTERED INTO THE COMPETITION. THESE RC DRIVERS HAVE A TREMENDOUS AMOUNT OF TALENT AND GREAT ATTITUDES ABOUT RACING. "LITTLE TALLADEGA IS LOCATED IN HENDERSON, TENNESSEE HALF WAY BETWEEN MEMPHIS AND NASHVILLE. ALTHOUGH THE WEATHER WAS VERY HOT THE DRIVES TUFFED IT OUT, AND SO DID THE SPECTATORS. A BIG THANK YOU TO THE ANNOUNCER "DR. DALE BENTON WHO WAS WONDERFUL. A BIG THANK YOU TO BOB INGERSOLL (ROAR OFFICIAL) WHO WAS ABLE TO ATTEND AND



COOKING. IF YOU HAVE NEVER SEEN "LITTLE TALLADEGA AND THE FACILITIES YOU NEED TO COME RACE WITH US SOMETIME, I KNOW BECAUSE I'VE RUN CARS ON THE OVAL TRACK AND THE CARPET TRACK. THANK YOU TO DANNY BARTHOLOMEW FOR SINGING THE

NATIONAL ANTHEM, IT WAS GREAT; AND HE IS AN AWESOME DRIVER ON THE TRACK ALSO. THANK YOU DRIVERS FOR GREAT ATTITUDES AND CLEAN RACING THROUGH OUT THE WEEK. WE

MUST NOT FORGET OUR SPONSORS WHO PLAY A BIG PART IN EVERYDAY LIFE AROUND THE WORLD, KSG MOTOSPORTS, RUSH&SON CONSTRUCTION, HYPERDRIVE RACING, TRINITY, TRUE SPEED, LEFTHANDER R/C, DR. GRAPHIX VINYL DESIGNS, AND CUSTOM WORKS R/C CARS. WE HOPE THAT EVERYONE HAD A



DID A TREMENDOUS JOB WITH THE RACES, HE IS VERY ORGANIZED. THANK YOU TO TONY AND KIM RUSH OWNERS OF "LITTLE TALLADEGA" FOR OPENING THERE HOME AND FACILITIES TO ALL THE DRIVERS FOR OVER A WEEK AND A HALF. THEY PROVIDED WONDERFUL FOOD EACH DAY FOR THE DRIVERS AND SPECTATORS. THANK YOU TONY, KIM, AND HAILEY FOR

GREAT TIME AND MADE IT HOME BACK TO THERE LOVED ONES WHO HAVE MISSED THEM FOR OVER A WEEK. WE HAD DRIVERS FROM ALL ACROSS THE STATES, FLORIDA, WISCONSIN, ALABAMA, SOUTH CAROLINA, ARIZONA, IOWA, OHIO, INDIANA, MARYLAND, DELAWARE, NEW YORK, AND ALL ACROSS TENNESSEE. ONCE AGAIN THANK YOU TO EVERYONE WHO TOOK A PART IN



THE 2006 NATIONALS AT "LITTLE TALLADEGA IN HENDERSON, TENNESSEE. ON LAST THANK YOU IS TO "ROAR RACING, WITHOUT YOU GUYS IT COULD NOT HAVE BEEN POSSIBLE THANK YOU SO MUCH FOR WORKING WITH US AND EVERY THING THAT YOU DID. THANK YOU DAWN FOR HELPING ME WITH WHAT I NEEDED FOR PUBLISHING THIS ARTICLE. YOU GUYS ARE AWESOME. THANKS AGAIN. YA'LL COME AND SEE US NOW.

ROAR Announcements

9/21/06 Chris Tosolini TQ's 1/10 Fuel TC Worlds!

ROAR members continue to do well in IFMAR competition as current ROAR Nationals Champ, CHRIS TOSOLINI, raced his way to the Top Qualifier position at the IFMAR World Championships in Australia! Chris led a strong contingent into the Championship Final including fellow ROAR team members, Josh Cyrul and Mike Swauger.

After leading most of the one hour race Chris's hopes for the title were halted when the radio antenna tube was damaged during the last pit stop causing him to eventually retire with less than three minutes remaining. With that he had to settle for the 4th place position. Josh Cyrul and Mike Swauger advanced to the Final from the Semi finals. Although very competitive they finished 9th and 10th respec-

tively with early problems. This was the first controlled-fuel event staged by IFMAR. Since all entrants were running the same fuel overall performance depended on car setups and driving ability. ROAR's compliments to IFMAR in striving towards fairer competition for all WC events. Again, congratulations Chris, Josh, and Mike and thanks for representing ROAR and the USA so well!

9/5/06 ROAR SWEEPS THE WORLDS! ROAR SWEEPS THE WORLDS!

Congratulations to MARK PAVIDAS, the new 2006 IFMAR Off Road I/C World Champion! Mark led a strong contingent of ROAR members in the one hour final including Scott Hughes - 2nd place, Chad Bradley -

4th place, Jeremy Kortz - 7th place, Bobby Tillman - 8th place, and 2002 IFMAR Champ, Greg Degani - 9th place.

ROAR is extremely proud of the results of these members. Be sure to congratulate these guys when you see them. Just making it to the final is an accomplishment of its own! Again, congratulations Mark and the rest of the ROAR team!!

9/3/06 Monster Truck Minimum Weight - 144 oz.

Rule 9.4.4 which outlines the 1/8 minimum truck weight was erroneously listed as 96 ounces. For the upcoming event in Las Vegas 144 ounces will be utilized as the interim minimum weight. This was derived from weighing the majority of the commercially available vehicles. The Off Road Fuel Committee will be submitting a fi-

nalized minimum weight rule which will be addressed in the 2007 rules.

9/1/06 2008 IFMAR Worlds - The Farm2

ROAR is happy to announce that the site for the 2008 IFMAR event has been selected. The FARM2, the excellent off road facility located in Charlotte, North Carolina, has been chosen to host the 2008 IM-FAR Off Road World Championship event. The FARM2 was the site of this year's ROAR 1/8 Off Road Nationals organized by the race coordinator, Lance Norick and will be a great facility for our foreign participants. Finalized dates will be forthcoming. There will also be a 2007 Pre-Worlds event scheduled for next year around the same seasonal timeframe. The Pre-Worlds dates will be announced shortly.

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non voting member

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administrator@roarracing.org



Region 1 Director

Chris Raffaelli

The 2007 Region 1 schedule is forming. We are pleased to announce the following events:

Carpet Oval Regional, Maximus Raceway, January 26-28, www.teammaximus.com

Carpet On-Road State Championship, Speedzone Hobbies, February 24, www.speedzonerc.com

Carpet On-Road Regional, R/C Excitement, March 17-18, www.rcexcitement.com

Electric Off-Road Regional, R/C Excitement, July 21-22, www.rcexcitement.com

Fuel Off-Road Regional, R/C Excitement, August 25-26, www.rcexcitement.com

Fuel On-Road Regional, BARCARC, September 8-9, www.barcarc.com/

We are still working to schedule the missing regional events as well as several state level races.

ROAR Region 1 Assistant Director Michael Maloney sat with current ROAR National Champion and Region 1 racer for a local race profile interview.

Name: Jarrod Langlois

Age: 21

Hometown: Buxton, Maine

Years Racing: 5

Favorite Classes: 10th scale electric touring car, off-road electric truck

Sponsors: Putnam Propulsion, Corally USA, Parma, TQ Cells, Novak, Hyperform, Faskolor, Specialized RC, Maximus Raceway

Hometrack: Maximus Raceway, York, Maine

Congrats on your ROAR National Championship! In the past few years, your name has often come up in conversation as an "up and comer" in the world of stock sedan and 12th scale racing. I am glad to know that Region 1 is so well represented at Regional and National Championships. What would you say is your favorite class to run and why? Sedan. In general my interest is where ever the competition is at, I will race anything there is and since I have focused on carpet the last few

years and the majority of the crowd has been in Stock Sedan, that it what I have pursued as of late.

What is your favorite track to run on and why? Maximus Raceway is at the top of my list, but for good reasons. The owner Heath Jackson is the nicest guy and the track is one of the nicest in the region or nation for that matter. We always have dialed layouts each week as well as great attendance and awesome competition. Always a great time!

Who is your biggest competition on the local and national level? In our area we actually have some great local talent from Steve Boice, Mark Strasnick, Mark Smyka and Ed Forer to name a few. For major threats in stock on a national level I would have to throw in a lot of these same guys but would have to add the regulars such as Peter Robinson, Drew Ellis, Jeff Cuffs and Jim Herrman as threats any given weekend.

If you could win any R/C event, what would it be? The obvious answer is going to be the IFMAR Worlds but I would also like to see myself go out and dominate Modified at a race like the Reedy Race someday.

Do you think brushless motors will change the face of stock racing like it has in modified racing? That's a tough question. It is still reshaping modified racing so it is tough to say what it will do to the stock scene. I am sure it will make its way in some day but it will take time. I think brushless will help level the playing field motorwise so this could be good for the racing scene but at the same time will take out one of the more exciting elements from it.

If you could put together your "Dream Team" of R/C racers who would be on the team? I would have to get a group of racers that can get it done anywhere anytime. My top picks would have to be Paul Lemieux, Travis Amezcua, Matt Francis, Hara and my man Michael Bruce for a good time.

Single biggest accomplishment?

Right now I would have to consider my single biggest accomplishment a work in progress. I am just starting school this fall for graphic design at the Art Institute of Los Angeles so a lot of my time and effort will be put into school over the next couple years, while still racing. Although on the R/C side of it I am proud of my recent Roar National Championship.

Whose footsteps do you want to follow in? Right now I am kind of just going my own route at my own pace. I can say that I do want to stay with R/C racing as long as I can and I am sure that will be a while to come. Outside of racing I can see my self in the graphic design field for a career for sometime too.

Advice you would give new R/C racers? Get plenty of practice and don't always fall for all the hype on everything. Look at RC racing as a social outlet too it never hurts to have a good time!

How does it feel to know that you are often mentioned in the same sentence as some of the fastest guys in the country? It feels great to know your hard work has paid off and you are at or near the top but it never means you are there for good. So I guess that means back to work for me ha-ha.

Thanks for taking time out of your day to sit with us and we know we will be seeing you in the winner's circle soon. Good luck in your future!

2006 ROAR Region 1 NITRO Off-Road Championships were held at R/C Excitement on September 16, 2006. Danny won the 3 classes he entered and put 4 laps on the field in 1/8th scale. We had great weather and great competition with everything running smoothly with Mike Maloney calling the races for the weekend. We are also very fortunate to have a great bunch of guys who help out to make sure our events go off without a hitch.

8th Scale Buggy - C Main

Driver Name	Position
Anderson, Keith	WIN
Gardere, Cedric	2
Pare, Rick	3
Briones, Erik	4
Hegenberger, Dan	5
Confer, Joseph	6
Harris, Hakim	7
Medeiros, Adam	8
Woodruff, Travis	9

Stock Monster Truck - A Main

Driver Name	Position
Morse, Danny	WIN
Plante, Shad	2
Guinn, Todd	3
Almeion, Bob	4
Sylvester, Scott	5
Morrison, John	6

Truggy - Unlimited MT - B Main

Driver Name	Position
Rivera, James	WIN
Guinn, Paul	2
Mendes, Kevin	3
Grant, Greg	4
Woodruff, Travis	5

8th Scale Buggy - B Main

Driver Name	Position
Livingstone, Jason	WIN
Stoduski, Steve	2
Anderson, Keith	3
DiSessa, Albert	4
Rivera, James	5
Araujo, Gregg	6
Cordisco, Andy	7
Cuomo, Kevin	8
Jimenez, Hector	9

10th Stadium Truck - A Main

Driver Name	Position
Proctor, Chris	WIN
Cordisco, Andy	2
Sullivan, Joe	3
Gage, Dave	4
Cravotta, John	5
Cuomo, Kevin	6

Truggy - Unlimited MT - A Main

Driver Name	Position
Morse, Danny	WIN
Lareau, Mark	2
Young, Joe	3
Briones, Erik	4
Plante, Shad	5
Harris, Hakim	6
Mitchell, Ray	7
Jimenez, Hector	8
Rivera, James	9
Livingstone, Jason	10

8th Scale Buggy - A Main

Driver Name	Position
Morse, Danny	WIN
Gage, Dave	2
McGuire, Dave	3
Sullivan, Joe	4
McCready, Matt	5
Ransom, Robert	6
Livingstone, Jason	7
Lareau, Mark	8
Cravotta, John	9
Storer, Norman	10



REGION DIRECTORS AND TRACK AFFILIATES

Region 1

2006 ROAR Region 1 Electric Off-Road Championships held at R/C Excitement on August 22-23, 2006.

Modified Elec Truck A1 Main

Mazzara, Anthony	WIN	13
Schlick, James	2	13
Proctor, Chris	3	13
Wilder, Mike	4	12
Laurence, Dan	5	12
Blake, Tim	6	12
Anderson, Todd	7	12
Soucy, Paul	8	12
Bartlett, David	9	11
Worth, Nathan	10	11

4wd Modified Buggy - A1 MAIN

Wilder, Mike	WIN	13
Cadrain, Howard	2	13
Betty, Rob	3	13
Worth, Nathan	4	13
Robert, Scott	5	13
Schlick, Lance	6	12
Westerfield, Mark	7	12
Laurence, Dan	8	11
Anderson, Todd	9	2
Johnson, Notch	10	DNS

2WD Modified Buggy - A1 Main

Schlick, James	WIN	13
Mazzara, Anthony	2	13
Westerfield, Mark	3	13
Betty, Rob	4	12
Proctor, Chris	5	12
Laurence, Dan	6	12
Mertz, Tim	7	12
Cadrain, Howard	8	12
Robert, Scott	9	12
Johnson, Notch	10	11

Modified Elec Truck - C Main

McCaffrey, Mike	WIN	10
Sutliff, Dylan	2	10
Guinn, Paul	3	9
Seidel, Tyler	4	9
Smith, Bill	5	5
Grimes, Justin	6	2
Guinn, Todd	7	DNS

Modified Elec Truck - A2 Main

Schlick, James	WIN	13
Wilder, Mike	2	13
Laurence, Dan	3	13
Proctor, Chris	4	12
Mazzara, Anthony	5	12
Blake, Tim	6	12
Anderson, Todd	7	12
Soucy, Paul	8	11
Worth, Nathan	9	11
Bartlett, David	10	6

4wd Modified Buggy - A2 Main

Wilder, Mike	WIN	14
Betty, Rob	2	13
Cadrain, Howard	3	13
Laurence, Dan	4	13
Robert, Scott	5	13
Anderson, Todd	6	13
Johnson, Notch	7	12
Westerfield, Mark	8	12
Worth, Nathan	9	5
Schlick, Lance	10	3

2WD Modified Buggy - A2 Main

Mazzara, Anthony	WIN	13
Proctor, Chris	2	12
Schlick, James	3	12
Betty, Rob	4	12
Laurence, Dan	5	12
Cadrain, Howard	6	12

Westerfield, Mark 7 12

Robert, Scott 8 12

Johnson, Notch 9 12

Mertz, Tim 10 11

Modified Elec Truck - B Main

Barletta, Mark	WIN	12
Cravotta, John	2	12
Fischer, Bill	3	11
Smith, Gregg	4	11
Pare, Rick	5	11
McPhee, Mike	6	11
Medeiros, Adam	7	10

4wd Modified Buggy - B Main

Bartlett, David	WIN	12
Snyder, Zach	2	11
Cravotta, John	3	7
Barletta, Mark	4	7
Stodulski, Steve	5	5
Lareau, Mark	6	3
Medeiros, Adam	7	2

2WD Modified Buggy - B Main-

Worth, Nathan	WIN	12
Merrill, Dan	2	11
Schlick, Lance	3	11
Szwabowski, Alec	4	11
Barletta, Mark	5	11
Guinn, Todd	6	10
St. Sauveur, Larry	7	10
Medeiros, Adam	8	6

Modified Elec Truck - A3 Main

Schlick, James	WIN	13
Wilder, Mike	2	13
Laurence, Dan	3	13
Mazzara, Anthony	4	12
Proctor, Chris	5	12
Anderson, Todd	6	12
Soucy, Paul	7	12
Blake, Tim	8	11

Bartlett, David 9 11

Worth, Nathan 10 DNS

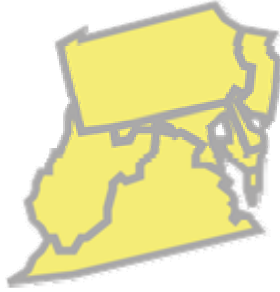
4wd Modified Buggy - A3 Main

Cadrain, Howard	WIN	13
Betty, Rob	2	13
Laurence, Dan	3	13
Westerfield, Mark	4	13
Robert, Scott	5	13
Anderson, Todd	6	13
Johnson, Notch	7	13
Worth, Nathan	8	12
Schlick, Lance	9	11
Wilder, Mike	10	DNS

2WD Modified Buggy - A3 Main-

Mazzara, Anthony	WIN	13
Betty, Rob	2	13
Schlick, James	3	13
Proctor, Chris	4	13
Westerfield, Mark	5	12
Johnson, Notch	6	12
Mertz, Tim	7	12
Cadrain, Howard	8	12
Robert, Scott	9	11
Laurence, Dan	10	2

Region 2



Region 2 Director

Carl Giordano



Hello Region 2 members... Well winter season is upon us which means time to move the racing indoors. I'd like to thank Kevin Boyle for his efforts as Region 2's Off-Road Director. This was Kevin's first year at it and he deserves and Thank You for all of us. I hope to have Kevin working with us in 2007 to rebuild the ROAR off-road racing scene in region 2 as his help was greatly appreciated. The next Rev-Up publication will showcase the results and coverage of the various ROAR off-road races held in Region 2 during 2006.

ment to holding the highest form of racing within Region 2. Their bid to host the 2007 Carpet Sedan Nationals was submitted and currently being review by the ROAR nationals committee. Let's keep our fingers crossed...stay tuned.

Racing News: 301 Raceway Shootout (Coverage provide by Steve Sohl)

301 Raceway in Brandywine, MD hosted an end-of-the-season trophy race for nitro onroad racers on September 17-18, 2006. This two-day event was cut down to one day due to rain on Saturday, but this did not stop people from all over the northern east coast from traveling long distances to race at one of the newest and best racing facilities in the country. Spirits were lifted at 301 Raceway on Saturday night when the rain stopped, practice resumed and the owner and operator, Chris Whitney, catered a massive dinner for all attending.

On Sunday morning, the sunshine returned and racing was about to get going. The track was prepped the night before with traction compound, which made for some excellent racing conditions. A total of 99 entrants filled the grid sheets in 1/8th scale open and 1/10th scale sedan classes. The day started early and the heat races ran flawlessly. With the high-bite conditions, tire choice and fuel consumption were going to be an issue everyone would have to address. Many "splash-and-goes" were taken during the five-

minute qualifiers and fortunately, there were not many traction rows to disrupt the competitive racing. It was apparent early in the heats that a local Team Mugen Seiki driver, Vincent Jackson, was on a mission to be TQ in both classes. And he did just that. After the qualifiers were over, the stage was set for the local hero to sweep...but the races weren't over yet.

The mains were set up quickly and looked as if two days of racing were going to be stuffed into one. Every main had two bump ups, but with five foot trophies being handed out for the podium finishers of the C through A mains, it was not an easy choice for racers to make.

The A-main in sedan started off on time but not well for Vincent Jackson in the pole position. He was bumped in the first corner, spun sideways and T-boned by another car taking him out of the race. The rest of the field got by cleanly and the race was on. After a few different leaders, GLC champion and Team Mugen Seiki driver Jamie Corrado took the lead and held it for most of the race until he lost two-wheel drive and had to baby his car around the track. It wasn't until couple of laps before the end that another local; Troy Woodson took the lead and win of the sedan class.

As darkness approached, the 301 crew switched on the lights and the 1/8th scale open A-main turned into a night race. At the tone, the race started off cleanly and pole sitter Vincent Jackson took off leaving everyone behind. He clicked-off track record after track record lap times that made for some awesome racing for the hundred plus crowd lining the fences. At a little past the halfway, Vincent's luck ran out again. He bobbed in the pits and broke his car enough to let the second place driver Richie Siriano take the lead. The darkness took its toll on many of the A-main drivers and few remained. At the end, Richie Siriano stayed clear of all the darkened obstacles and took the A-main win in the 1/8th scale open class.

After the final results were tallied, the trophy ceremony commenced and it looked more like a world championship celebration than a local trophy race. "This is how we do it at 301" says Chris Whitney. And he says that next year is going to be even better. How much better can it get? Well, after this race, he is removing the racing surface, re-grading and paving it pool table flat to make a prime for any and every class of r/c racing. We all look forward to seeing what happens next year at 301 Raceway. Can you say... Nationals?

[Complete results for the 2006 ROAR 5th Scale Nationals can be found at this link](http://www.roarracing.com/region2.php)

Be sure to check out the newly formatted ROAR website, www.roarracing.com. Corey Cochran, webmaster has made significant modifications to the site which should allow ROAR members to have better access to rule changes, contact persons and most importantly....ELECTRONIC REV-UP Publications. IMPORTANT: to register to receive electronic REV-UP notifications from ROAR, go to the ROAR Website, click on the "RevUP" tab on the home page and enter your e-mail address.

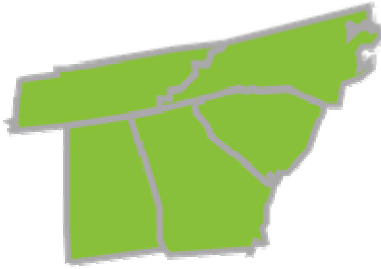
2007 Regional Event Updates:

It is time to start scheduling the 2007 Regional events. To date, I've only received some interest from a few tracks to hold regional events. Those ROAR affiliated tracks / clubs interested in hosting events should send me an e-mail of interest no later than December 1st. I'd like to include a schedule of the 2007 events in the next Rev-Up article with is due on December 15th.

2007 Carpet Nationals Bid:

I'd like to thanks Mimi Wong and Bob Van Wagner for their commit-

Region 3



Region 3 Director

[Brandon Melton](#)

This region not reporting

Proving Grounds II, Sumter, North Carolina



Region 4



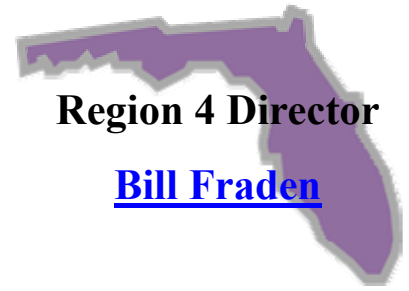
ASSISTANT DIRECTORS

Assistant
Off Road
Oval
Nitro On Road

Izzy Santiago
Don Woods
Ken Holmes
Jarrod Pilone

Region 4 Director

[Bill Fraden](#)



Well this is a unusual for me as I have decided that this is it for me. I'm done, finished, tired of the constant complaining. After taking this job back in 1990 and only losing once for a short two year period I've been the only Region Director most of you have ever heard about for Region 4. The last few years have been rough on me business wise with a Tornado wiping out my business and moving it a total of 7 different sites in that period. Try just moving that many times. In my business we supply restaurants, schools, and the government produce that needs to stay cool. Trying to keep delivery times for the first few days with nothing but trucks and no warehouse was something. Most of our competitors actually helped us out by giving us coolers to operate. Now that we've moved for the last time back in February our company is again experience a new direction. We recently won a contest in Jacksonville against many other companies by the chamber of commerce. It's time for me to devote the majority of my effort in that new direction.

As I prepare to leave this position that I've held for such a long time I think there is one candidate that I believe is the right choice, Jeff Flasing. I've known him for many years and believe he's the right person for the job. He's better on the computer that this old salty dog. You know you hear the same complaints all the

time from people that think they know what's going on only to know they have no clue. When I started this I knew what I wanted to accomplish and I've done so many things and forgotten many more.

My first objective was to have a open telephone line to anyone that needed any information concerning ROAR. Before me that was never a possibility you would get to leave a message and they call back (never got call backs). I also made my presence known everywhere - every ROAR president knew me and what I wanted- Florida first. I learned the system and even made my own when there was no system in the mid 90's. I was instrumental in getting many nationals here to our state. Rule changes along the way. Many rules in the series and after people stopped listening to my suggestions I got friends to make them for me. Guess what, they got passed also! Ideas about many other things have come to pass thru the years. Not saying I know better than most but I knew what needed to be done. But being me I know the solution but not necessarily the best way of asking for it.

The other thing I've always cherished is the many good friends I've meet thru the years racing in this hobby (Eddie Herrmann, Rocky Hagan , Steve Whitney and Izzy Santiago, to name a few). Yes these are expensive toys one way or the

other. What we do is travel all over for that year end trophy battling with my friends for bragging rights. Those memories are priceless and worth every penny I spent. When I hear all the talk about how expensive it is I just look at the young racers that I've seen both back then and now and the fun they had or having. Everyone has there budgets, racers helped other racers and every one has fun. It's still the same now. Going for the points is expensive but that's the choice each and every one of you makes. The trophies after awhile don't mean a thing it the fun factor. If you're not having fun it's time to find something else. My fun factor is going because all this whining on the internet. Now in the matter of seconds you can post your gripes by the unknown whiner. Maybe you'll actually use a real name. It does not matter. It's lets see what kind of reaction we can get. Everyone gets to answer the question but it must be PC otherwise someone will get upset.

Well since this might be my last article as your region director I thought I list what I done since I've been around: President of First Coast Auto Racers. I got the city of Jacksonville to

give us land to build a permanent off-road track and future on-road track. I started River City R/C car club and the president and also got the city to give us land for a permanent track. The club decided on a different location and built the track behind Hobby World. I started the Off-road series with the help of Dave Motin and Richard Melton of

Well this is a unusual for me as I have decided that this is it for me. I'm done, finished, tired of the constant complaining.

~Bill Fraden

Orlando. And, nationals - brought many by my influence to the state. The Penta in Orlando both me and Steve Whitney won the bid but turned it over to Bill Pinch. Jacksonville 2000 Roar On-road nationals. Rule changes- 1/10th from 4 minutes to 5 minutes. Touring car rules: many came from me working with one body manufacturer and the president of ROAR (the Colonel) and anyone else I could question at the time. Presently the Region directors pay one of my

Region 4

ideas was to change pay from the big regions to spread it around to everyone. I did not come up with the final version but I realized it needed to change. I offered my help many a times on how and if needed help on getting land from the city/counties around Florida. I've forgotten many other changes that I've suggested thru out the years- that come with old age (yes, ya'll will get there too).

The name BullFrog came from Ward Bowers in Tampa. But being a loud mouth it went from a name I hated to adopting. Well that's all of memory lane for me now - It's time to finish up the job I was elected to do. Jacksonville Florida: My home town and Harry's Hobbies hosted the Region 4 Electric Off-Road Regionals Championship Race in August. As it turned out the track was the best kept secret around the state. Harry spent the week before redesigning the track so no one would have the advantage of driving the track before the event. As Friday arrived most of the racers were there practicing. I got there around 5 pm and unfortunately the rain got there around 6:30. One thing Harry has done was incorporate a very good drainage system. Within several hours after the rain the water had drained off the track. That was all the rain for the entire weekend. Everything went off without a hitch. The results are as follows:

Mod 4WD A Main
Ryan Eckert
Bobby Phillips
Jim Myers

Mod Truck A Main
JR Mitch
Bobby Phillips

Ryan Eckert

Mod Truck B Main

Charlie Brown

Jeremy Myers

Tyler Noel

Stock Truck A Main

Trey Cook

Jeremy Harris

Tim Moon

Stock Buggy A Main

Jeremy Harris

Trey Cook

Tim Moon

Stock Buggy B Main

Jeremy Myers

Paul Womble

Mod Buggy A Main

JR Mitch

Leon McIntosh

Ryan Eckert

Thanks you all that came to the regional hosted by Harry's Hobbies in Jacksonville. The Florida Off Road Series changed the July race from Coral Springs to B&B Hobbies. The City of Coral Springs would not allow early entry to the facility or late access during the weekend. The Off-Road committee decided to make the change and B&B was the new location. They also used there new autoscore software to run 12 racers in the qualifiers and the mains. This was done to shorten the

race day. The new software was a great addition to our series. The results are as follows:

Gas Truck TQ- Ryan Eckert

Jason Ruona

Ryan Eckert

Leon McIntosh

Stock Truck TQ- Jeremy Harris

Spencer Sinabaugh

Tim Moon

Scott Delfino

Mod Truck TQ- Leon McIntosh

Leon McIntosh

Bobby Phillips

Josh Harris

4WD Buggy TQ- Jason Ruona

Jason Ruona

Ryan Eckert

Leon McIntosh

1/8th Scale TQ – Ryan Eckert

JR Mitch

Gene Hickerson

Jeff Keaton

1/8th Truck TQ – Gene Hickerson

Gene Hickerson

Anton Watson

Bobby Phillips

Monster Truck TQ – Jim Myers

Jim Myers

Mark Kobisk

David Warr

Stock Buggy TQ- Jeremy Harris

Jeremy Harris

Tim Moon

Mark Kobisk

Mod Buggy TQ- Ryan Eckert

Jason Ruona

Ryan Eckert

JR Mitch

Just in the schedule for 2007

1-----Triple Nickel, Bartow: Dec 9th-10th

2---- Hurricane Raceway, Tampa : Jan 13th -14th

3----B & B Raceway, Hudson: Feb 17th-18th

4----Mills Pond, Ft. Lauderdale: March 10th-11th

5---- Treasure Coast, Ft. Pierce: April 14th-15th

6---- Stricklands, Daytona : May 19th-20th

7---- Ocala Raceway, Ocala : Jun 9th-10th

8--- Farmers Raceway, Gibsonton : July 14th-15th

The next series race is October 28th-29th at Kraceway in Kissimmee. For more information on the series check out the two websites www.forgass.com and www.rc-racing.org

And Finally the FSEARA series took the summer off. There next race is coming up September 23-24th at B & B raceway. They will also be going over the rule changes for next years series. It should be interesting as the new motors (brushless) should be come more and more popular. Hopefully they will establish some rules allowing these motors to compete.

Until next time for the last article for RevUP and good racing! Bill

Region 4

FORGASS Race #1 of the 2006/07 season at the Fort Myers Civic Center – September 9th and 10th. This was our first race of the new year. A few changes were made. We had new officers, and a new way to start the qualifiers. We did a rolling start in an attempt to see if we

The bump-up driver was Eduardo Mujica. In the B-Main 1st – Geovonnie Gonzalez, 2nd – James Burrows and 3rd – Greg Marrall. The bump-up winner was Mark Harrison. Now was the A-Main. Our defending series champion D.J. Apolaro qualified 2nd to Art Carbonell.

Carpenter with his Serpent 960 he did 21 laps in 5:03.93. Main time came, in the D-Main 1st – Collin Ashley, 2nd – Juan M. Ragusa, bump-up driver was Jared Scott. In the C-Main 1st – Jared Scott, 2nd – Drew Schweitzer and 3rd – Wes Thompkins. Bump-up driver was Richard Fine. In the B-Main 1st was Peter Breton, 2nd – David Larry, 3rd – Ross Reardon. Bump-up driver was Tommy Desantis. Now was time for the A-Main.

The series defending champion Paolo Morganti was in Italy at the IFMAR Worlds it was any body's chance to get a jump on his title. There was a lot of action in this race. With 6 cars finishing. The winner was Joaquin Desotto. In his victory he did 125 laps in 30:11.10. Finishing 2nd with 122 laps was Jim Sowa. 3rd Randy Colvin, 4th Julian Hope in his 1/8th scale debut. 5th Ashton Brinson, 6th Phillip Abed, 7th Tommy Desantis, 8th Chuck Moon, 9th Greg Esser and 10 was Eric Carpenter. It was an excellent weekend of racing. Our next race is October 28th and 29th. It will be held at KRaceway in Kissimmee. For more info on this series feel free to check out these 2 web sites: www.forgass.com or www.rc-racing.org

The Port Charlotte R/C news!!! The summer season has come to an end .some of the closest racing so far. Many came to try to beat the legendary Art Carbonells track record and to get some needed practice for The Second Annual Southwest Florida R/C Roundup Jan 27-29.

In monster trucks

- 1 501 Stan Hoeksema
- 2 498 Robert Flowers
- 3 493 Angelo Petralia

And in touring car

- 1 491 Ralph Monteleone
- 2 490 Greg Marrall
- 3 474 Bill Graham
- 4 466 Luke Whitaker
- 5 455 Chris Lefevre

And last but not least electric touring car

- 1 499 Jeff Record
- 2 497 David Larry
- 3 486 Brian Lichtenberger



could save enough time when day light becomes a problem. It seemed to go off very well as all the racers did an excellent job adapting to this. In the .12 Sedan class we had 43 drivers show up to test the boards of the Civic Center. After 4 rounds of qualifying it was the Old Master Art Carbonell with his Mugen MTX4 leading the way with the only 21 lapper in 5:14.78. Rounding out the rest of the top 5 were D.J. Apolaro with his Serpent 720 he got 20 laps in 5:01.38, Robert Maestrey with his Kyosho got 20 laps in 5:01.75, Luke Whitaker with his Serpent 720 got 20 laps in 5:05.04 and Roniel Regalado also with a Serpent 720 got 20 laps in 5:05.34. Now was time for there mains. We started with the D-Main. 1st – Charles Parsons, 2nd– Joe Anderson and 3rd Denise Burton. The bump-up driver was Michael Clarke. In the C-Main it was 1st – Mark Nagy, 2nd Bill Graham and 3rd Shane Burnley.

The race was really close for most of it. Out of the 12 cars that started 10 finished. After 30 minutes of trading lexan the “Old Master” Art Carbonell can away with the A-Main victory. He did 115 laps in 30:01.42. The rest finished like this 2nd – Roniel Regalado, 3rd – Andrew Duperrouzel, 4th – Robert Maestrey, 5th – Charlie Bone, 6th – Ben Griffin, 7th – Eduardo Cabal, 8th – D.J. Apolaro, 9th – Peter Breton, 10th – Mark Harrison, 11th – Austin Wolfe and 12th was Luke Whitaker. In the 1/8th Outlaw 30 drivers showed up. After there 4 rounds of qualifying it was Joaquin Desoto with his Mugen MRX 4R being 1 or 2 drivers with 22 laps. His time was 5:03.29. In 2nd very close was Chuck Moon with his Mugen MRX 4R with 22 laps in 5:10.28. In 3rd was Phillip Abed with his Mugen MRX 4R had 21 laps in 5:02.15. 4th was Ashton Brinson with his Mugen MRX 4R had 21 laps in 5:03.10, and rounding out the top 5 was Eric





Region 5 Director

[Rob King](#)



Region 5

For starters I'd like to announce That Victory RC in Green Bay, WI will hold the 2007 Region 5 Oval race. They will hold the race at the end of February, on the 23rd and 24th, with practice on Friday, and racing on Saturday. The race will be a one day event.

This is just an early warning, as all the info is not yet set in stone. I will have more information on the race as it becomes available.

As an aside, I did have another track who wanted to hold the oval race for 2006, but due to the once per year battery approval, felt that the race would not be feasible. Many of their racers already run the not yet legal IB 4200 batteries, and the IB 3800 is basically out of production. It becomes hard to find cells that are basically NOS for one race.

Looking at this situation, I feel that a six month approval system would be

better suited to the current cell development cycle. If you agree with me, let the EXCOMM know. If you don't agree with me, let them know about that, too.

It also looks like several tracks have bids in for National level events for the coming year. I'm hoping to see a couple big events in our region for next year and beyond.

Finally, to any and all tracks interested in holding a regional or state race for the upcoming year -2007:

Please contact me. My info is at <http://www.roarracing.org/region5.php> or rjvking@hotmail.com I'd like to get the ball rolling EARLY, so we can get things scheduled with a minimum of conflicts.



REGION 5 TRACK INFORMATION CAN BE LOCATED AT

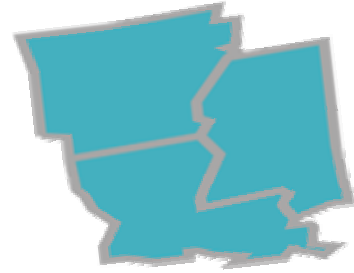
<http://www.roarracing.com/region5.php>

Don't forget to mail your ballot!

Region 6

2006 Off Road Regional Championships a smash hit!!!

This years Region 6 Off Road Championships Hosted by Small Cars Unlimited was one of the best events our region has ever seen. I wonder why. Could it be that the weatherperson cooperated and sent us partly cloudy weather that was cooler and more pleasant than we have been experiencing? Yes, in part. Could it be that the people that prepared the tracks did a superior job – better than anyone expected? Yes, in part. Could it be that the “Man Upstairs” sent rain the night before and both tracks were watered perfectly when we arrived on site the day of the event? Yes, in part. Could it be that Brandi controlled registration as smooth as silk and frequency conflicts were eliminated before the information went into the computer? Yes, in part. Could it be that Toni’s breakfast and lunch menu kept us all warm and happy inside? Yes, in part. Could it be that Ed (and the SCU computer) ran a flawless race? Yes, in part. Could it be that the racers competing in this event were of the highest caliber and although racing was fierce, good sportsmanship was evident throughout the entire event? Yes, in part. You see, every competition is the sum total of many parts. If just one of those parts fails to live up to expectations, the event could be considered a failure. Do most of us remember the good time or the bad? Unfortunately, most of remember the bad. Just that one little incident am it spoiled the day. Thankfully, this day was a success. After racing socializing is also important. As I had been involved in a bad motorcycle accident a few days earlier, (I broke a few body parts) by the end of the day, I was hurting beyond the pain medicines ability to help. I asked Alan Jenkins to turn off the lights when the “party” was over and I went home. I found out the next day that people stayed over 3 hours after the race was over, just socializing.



The results for this event are as follows:

A Main Monster Truck – TQ, Ed Matlage; 1st, Ed Matlage; 2nd, Gregory Oglesby; 3rd, Mike Flanagan.

A Main Stock Truck – TQ, Brenden Noland; 1st, Brenden Nolan; 2nd, Barry Voltz; 3rd, Kevin McCoy.

B Main Stock Truck – 1st, Kenny Donald; 2nd, Tommy Smith; 3rd, Brent Sanders.

A Main 1/8th Nitro Buggy – TQ, Bobby Credeur; 1st Bobby Credeur; 2nd, Samuel Pearson; 3rd, Brenden Noland.

B Main 1/8th Nitro Buggy – 1st, Ed Matlage; 2nd, David Reed; 3rd, Edward Beachamp.

A Main 1/10th Nitro Truck – TQ, David Reed; 1st, Milton Kelly; 2nd, Johndavid Champion; 3rd, David Reed.

A Main Modified Truck – TQ, Brian Chassaniol; 1st, Will Kidder; 2nd, Craig Martinez; 3rd, Barry Voltz.

A Main Modified Buggy – TQ, Brian Chassaniol; 1st, Brian Chassaniol; 2nd, Jason Rankin; 3rd, Ty Clark.

A Main Truggy – TQ, Mitch Saxton; 1st, Daniel Beachamp; 2nd, Daryl Lane; 3rd, Alan Jenkins.

The best medicine that I have received since my motorcycle accident has been the wonderful people that came to this event. Their care and consideration is truly appreciated. Many racers thought that I would cancel the race. Not happening!!!! Not only do I have two (2)

**Vote! Vote! Vote!
Vote! Vote! Vote!
Vote!**

As most racers know, I am running for another term as Region 6 Director. I have enjoyed the past terms that I have served in this position and would be very proud to serve one more term. It would please me very much to receive your vote. Whether you vote for me

or you vote for someone else, please vote. When a person is elected to a position it can be very disheartening to see that most members did not vote. Thank you for the years that you have elected me to be the “ROAR Representative in the South”. It



The Starting Gate at Tri City Racers in Morgan City, Louisiana.
ROAR Club Affiliate #2012

complete AMB systems, I have six (6) sets of rechargeable transponders. I even have a backup for me. Alan Jenkins was ready, willing and able to take over and run the race at a moments notice. Thank you one and all for making this a day that I will remember fondly for a long time to come.

has been my pleasure being “yours in racing”.

This is Rev-Up Number 5. As each issue has been better than the last, then this issue must be spectacular!!!! Thank you MS Editor.

Yours in racing,
Ed Hill

Region 7

Region 7 Director

Jason Mosser

Hello again Region 7. The past couple of months have seen some major happenings within Region 7 as well as one National event with a strong showing from our region. The 2006 Region 7 Electric Off-road Mod Championship was held at Pingree R/C Park on August 26th and 27th with great success. The turnout was generally light due to many factors that are probably too numerous to list. The racers that did turn out were greeted with a fresh layout that was specifically created for the Region Championship. With a great balance of high-speed straightaway, sweeper, technical infield and big air jumps the track was a real challenge for the newbe and seasoned pro alike. The track crew kept the surface at an optimal 'tack' with careful watering for consistent running throughout the 3 qualifiers on Saturday, 1 qualifier Sunday followed by Triple-A mains for all classes. The weather cooperated very well with no rain and reasonable temperatures during the race day. The overall pace of the event was very relaxed with extra time taken between rounds to ensure everyone could recharge, repair and be ready for their battle on the track. The racing action was tight from the start with no TQ spots cemented until the end of the fourth round. Some of the best memories I have of the event do not involve the racing action as much as the sportsmanship of a wide group of racers and perseverance of another fellow racer. Part way through his third round race of 2WD Mod Buggy, racer Mike Little had the rear end of his buggy disintegrate after a hard landing off the front straightaway tabletop jump. Back in the pits it was a mad scramble by several racers to

help collect the parts for what essentially amounted to a complete replacement of the transmission case, gears, bearings and rear shock tower. Luckily he was able to find all of the necessary spare parts, reassemble the car and make a solid showing in the third round. The repairs to Mike Little's car was truly a "team" effort and I feel this exemplary sportsmanship says a great deal about the racers in Region 7.

The other racer I would like to mention is Mike Tompkins. He is fairly new to competitive R/C but he showed a real knack for sticking it out, even when things went bad. Mike suffered un-reparable breakage to his 2WD buggy early on in the event. He then set his sights on 4WD buggy. Having to retire early from the first three rounds of 4WD qualifying due to breakage, Mike was able to scrape together a full run in the fourth round. This good run gave him a confidence boost he needed for the mains. He used this good run to set the stage for three consistent runs in the triple A-Main. He and his car survived to take 3rd overall in the 4WD Mod class. Congrats to Mike Tompkins!

The unofficial results from the 2006 Region 7 Modified Electric Off-road Championship is as follows:

4WD Mod Buggy

1. Randon Stormer
2. Evan Billingsley
3. Mike Tompkins
4. Bob Stormer
5. Jason Mosser

2WD Mod Buggy

1. Keith Schroeder
2. Bob Stormer
3. Brandon Alvershere
4. Mike Little
5. Jason Mosser
6. Evan Billingsley
7. Tyler Lynn

8. Richard Strankowski

9. Mike Tompkins

2WD Mod Truck

1. Keith Schroeder

2. Brandon Alvershere

3. Bob Stormer

4. Chris Alvershere

5. Richard Strankowski

6. Randon Stormer

7. Evan Billingsley

8. Troy Heib

These results will be forwarded to ROAR officials for validation. However, I do not foresee any change! Other activity of interest for those of us in Region 7 took place August 25th, 26th and 27th at the 2006 ROAR 1/5th Scale Nationals held at the superb **301 Raceway** (<http://cwhits.com/rway01/>) in Brandywine, Maryland. I must say "Thanks" to Mike Mowery for his phoned-in report that laid out the weekend's events in tremendous detail. The event was spread out over three days with a total of 1 scheduled practice round, 5 qualifying rounds and an entire Sunday set-aside for Mains. Qualifying order was determined using a 'qual-points' system. Mike gave a rave review of the facility and how well the race was operated. From Mike's comments and the information I have found online the **301 Raceway** looks to be a premiere facility with a 250 ft. by 150 ft. asphalt surface, great traction and covered pits with abundant AC hookups. There is a small anecdote regarding the AC power in the pits. Apparently an electric company does not currently serve the track, so for this event (and I presume other events) the track operators brought in large generators and hooked into the facility's electric system to provide power! AWE-SOME! The word is that permanent electricity hookup is in the works but that will not occur for several months.

During the event, track temperatures were in the 140-degree (Fahrenheit) range with ambient temperatures in the low-to-mid 90's. Warm and dry weather brought with it fast lap-times in the 25-26 second range. Mike estimated most drivers were gearing their cars so that they would easily hit 60mph on the back straightaway. That equates to approximately 250ft in less than 3 seconds! That is some impressive power and acceleration once one considers just how BIG these vehicles are compared to other classes! One other bit of information that Mike shared that I thought was very interesting was that the A-Mains were 30 minutes, but refueling is not allowed during the race. Throttle management and engine tuning are keys to making one tank of fuel last through the Main. Two racers from Region 7 had excellent finishes at this event. Jari Taskila finished with an impressive third in the Super Touring class. Man of you may know of Jari through his 1/12th Scale Onroad skills. It was reported to me that this was Jari's first major race running *any* 1/5th Scale vehicle. Very impressive and congratulations Jari! The other Region 7 driver I would like to mention is Andrew Mowery. Andrew Mowery is not new to 1/5th Scale racing. Andrew put down an impressive TQ run and went on to take a solid win in the Formula 1 class. Congratulations on your 2006 ROAR National Championship, Andrew!

I will close this by reminding everyone in the region that carpet season is approaching fast. Keep your eyes on the various regional message boards for your local carpet racing schedules. I am aware of at least one major carpet race planned for early 2007 to be held at the Prairie Knights Casino and Resort. Details will follow in future RevUp reports, as they become known. .

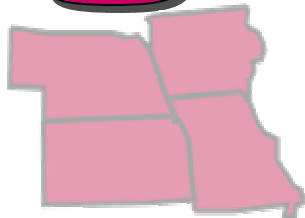
Region 8

Region 8 Director

Alex Sturgeon

ASSISTANT DIRECTORS

OVAL PHIL BEARDSHEAR



My time as region director has come to an end. My wife and I are getting ready for the birth of our little boy, and that is where my attention needs to be focused. The past two years have been fun, and I hope everyone out there has had fun too. The region will be left in good hands. I've nominated Phil Beardshear to be our next director. Phil is not only a well traveled oval racer, but has raced just about every form of RC out there. He also has the knowledge and ability to enforce and interpret the rules as need be. In the meantime there are a bunch of races that took place over the last couple of months. The first of them was the Off-road Nitro Regional held at the Hobbytown USA Hobbyplex in Omaha, NE July 28-30. Practice started early Friday morning. The track was a brand new layout, freshly steam rolled and ready to race on. It didn't take long to groove up and by the end of the day most of the racers had arrived and figured out the track. Unfortunately, it was one of the hottest weekends of the year, which kept a few racers away. Those that came and stayed were treated to some of the best nitro racing that I had seen in a long time. After three qualifiers on Saturday and one on Sunday, the starting order was set. Frank Sell drove his Jammin Buggy to the top of 1/8th scale buggy. Team Losi factory

driver Matt Howard led the monster truck field with his Aftershock. Ben Burtle TQ'd 1/10 nitro truck with his Mugen MST-1, and Brandon Winn put another Jammin to the front in 1/8 truck. I love nitro racing because you can do crappy all weekend and still have a shot at the A-main. There weren't any hard chargers this year, but several drivers that bumped from the B-main did well in their respective classes. Chad Rosenbaum finished an awesome 4th place and Nate Will finished 7th after moving up to the A-main in 1/8th scale truck, and Brian Cox and Mike Sanders finished 7th and 8th in 8th scale buggy. All the A-mains had some drama and shoulda-woulda-coulda's. In 1/8th scale buggy, Frank Sell took off early and led the entire race, but not without Jim Hiatt catching up and battling side by side for a short while at around the 30-minute mark. Frank pulled away to a half-a-lap lead and got the extra lap at the end. The real battle was between Brandon Winn and Cameron Martin. There was a lot of smack talk out of Cameron's mouth as he caught and passed Brandon on the second to last lap, but Cameron rolled it over a triple jump and Brandon zipped by for third place. The finishing order was Frank Sell, Jim Hiatt, and Brandon Winn. Monster truck was a small class this

year, either due to the heat or the fact that most of the locals didn't race, but there was still a lot of racing to do. TQ Matt Howard had some bad luck and only lasted 5 laps. Local monster truck dominator John Wolter left the field in the dust. Locals Troy Jackson and Lance Leapley finished off the top three. 1/10 nitro truck was another small class. Even though there were only a handful of drivers, the qualifying was really close and four different kinds of trucks were represented. TQ Ben Burtle had a little trouble at the start and let Team Losi's Matt Howard and Team Associated's Cody Jan-drakovic get out in front. Even though he ran the fastest times of the weekend, Cody's engine problems kept him out of the mix. Matt Howard flamed out during a pit stop and had trouble getting started, which gave Ben a huge lead. The final order was Ben, Matt and John Wolter. 1/8th scale truck was full of surprises. TQ Brandon Winn fell off the pace early, and Frank Sell, looking to pick up another win, also fell out early. At that point it was Cameron Martin's race. Local hero Matt Leibman held onto second for the entire race, and Shawn Brighton, driving a RTR Jammin' finished in third. It was a good weekend. Hot...really hot, but good. Full results with lap times are at www.hobbyplexraceway.com. I and everyone at the Hobbyplex would

like to thank all of those that came out and I look forward to racing in next year's race. The Paved On road Regional took place August 12th at the Midwest Racers Organization's fantastic 190x90 foot asphalt track. The race was all about the TQ's. Tim Kristl, winning his second regional championship of the year, won the 200mm expert sedan class. Eric Jones won 1/8 scale, and Team Losi's Matt Howard won modified sedan. Full results are on the M.R.O.'s website. www.lincolnrcracing.com. The Mid-Missouri On road Nitro Challenge took place at Evolution Raceway in St. Charles, Missouri, September 16-17. The highlight of this race was the Mugen and X-ray Sponsorship handed out to the highest placed non-sponsored driver. Ken Schueler took the honors by placing third in Expert 1/8th scale. Charlie Hozian won 200mm sedan, with Todd Blumoff second and Tony Muhammad third. Dave Diehl won 1/8th scale, with Steve Smith and Ken Schueler finishing up the top three. Full results can be found at www.evolutionraceway.com. That's it. Make sure to vote even though I think Phil is the only man nominated. I get one more article I think, so expect to see some of next year's regional schedule before my time is completely up—Alex.

Region 9



Region 9 Director

[Tommy Porfirio](#)

Southwest Series On-Road Race #6
Dallas Texas

The Southwest Series is still hotly contested late in the year. Jeremy Cupps leads followed by a four way tie for second in 1/8 4wd. Ron Atomic and Tommy Porfirio are tied for 1st in 1/10th Touring Car. Tim Copp leads with a perfect score for the races he has attended

Saturday started off with rain, followed by the Dallas club drying and preparing the track for three rounds of qualifying. After qualifying Jeremy, Ron, and Tim were atop of their perspective classes.

Spec class main event started off with Tim taking the lead and pretty much dominating the class. Ian Pattie finished second followed by Charlie Junkins.

1/10th Touring Car saw Ron Atomic getting the holeshot and checking out. Second Qualifier Tommy Porfirio was drilled in the first turn and was dead last. Really the only race was for second as Tommy worked his way to second by the 8th lap and tried to run Ron Atomic down with no success. At the finish Ron Atomic won followed by Tommy Porfirio and Larry Pryor.

1/8th 4wd Open saw Jeremy Cupps taking the early lead followed by Scotty Barrera. Scotty passing Jeremy and taking the lead no more than a couple of car lengths separating them. Scotty and Jeremy basically faught the whole race until a late race incident results in a rear chunked tire for Barrera. Jeremy took the win followed Terry Brown and Nathan Guidry.

The last race will be in San Antonio Oct. 28 and 29. Clark Baisedon at Hobbytown San Antonio can answer any inquiries.



Region

10



Region Director

[Teresa Mott](#)

Asst Region Director

[Charlie Perez](#)

Sportsman

1st: Johnny Souza

2nd: Cole Marlatt

3rd: Sean Watts

Stock Buggy

1st: DJ Clark

2nd: Jeremy Lyons

3rd: Travis Parazoo

Stock Truck

1st: John Souza

2nd: Mike Ward

3rd: Jeremy Lyons

Mod 4wd

1st: Charlie Perez

2nd: Nick Williams

3rd: Jeremy Lyons

Mod Buggy

1st: Charlie Perez

2nd: Nick Williams

3rd: Paul Branham

Mod Truck

1st: Charlie Perez

2nd: DJ Clark

3rd: Nick Williams

Electric Monster Truck

1st: Jeremy Lyons

2nd: Travis Parazoo

3rd: Mike Parazoo

Full results can be found at

www.wyomingmodelerspark.com/forum/viewtopic.php?t=143

Don't forget to vote this year for your ROAR Representatives. The new Region 10 Director will take over in January 2007.

See you at the races.

Teresa

Hi Region 10 Members,

I have the results from the Wyoming races and the RAT Raceway Fuel Regionals. I was able attend the ROAR Region 10 Off-Road Electric Championships. I had a great time there talking to all of you who attended. The weather was perfect for the outdoor race. Wyoming, Colorado and Utah had racers there along with racers from Montana.

Here are the results from the Region 10 Electric Championships: Top Three Only.

Sportsman

1st: Sean Watts (TQ)

2nd: Cole Marlett

3rd: Rhett Rogge

Stock Buggy

1st: Bob Stomer (TQ)

2nd: Mike Ward

3rd: Jeremy Lyons

Stock Truck

1st: Randon Stomer

2nd: Shannon Watts

3rd: Nic Watts

Mod Buggy

1st: Charlie Perez (TQ)

2nd: Bob Stomer

3rd: D.J. Clark

Mod Truck

1st: Charlie Perez (TQ)

2nd: DJ Clark

3rd: Paul Branham

4wd Mod

1st: Charlie Perez (TQ)

2nd: Evan Billingsley

3rd: Randon Stomer

Full results can be found at

www.wyomingmodelerspark.com/forum/viewtopic.php?t=167

The Region 10 Fuel Off-Road Championships were held at RAT Raceway. Here are the results from that race.

1/10 Stadium Gas A-Main

1 Jose Zayas

2 Lars Johnson

3 Matt Chambers

4 Eric Larson

5 Daron Wolfrum

6 Donovan Gray

7 Paul Cisneros

Unlimited Monster A-Main

1 Adrian Redding

2 Ross Gregory

3 Chad Nafziger

4 Chris Peralta

5 Justin Jones

6 Kevin Snoodly

7 Art Antipardo

8 Wolf Nowlan

9 John Zamudio

10 Donovan Gray

Unlimited Monster B-Main

1 Justin Jones

2 Paul Cisneros

1/8 Buggy A-Main

1 Charlie Perez

2 Adrian Redding

3 Jose Zayas

4 Michael LeMay

5 Chris Peralta

6 Ross Gregory

7 Eric Larsen

8 Don Inselman

9 Lars Hohnson

10 Kebo Portales

1/8 Buggy B-Main

1 Eric Larsen

2 Donovan Gray

3 Matt Harrigan

4 Kevin Venezio

5 Wolf Nowlan

Here are the results from the Wyoming State Championships:

Region 10

Submitted by ARCOR Club Vice President,, Steve Griego



The 11th Annual Tumbleweed Classic was a rousing success and think everyone had a great time. We survived the dreaded downpour and thanks to the hardest working ground crew outside of Hemet, we were able to finish the race on time. On to the business at hand, let's introduce our winners.

- Novice** - Armando Piro
- 2wd Stock A** - Phillip Gibson
- Stock Truck A** - Brent Meisner
- Stock Truck B** - Dan Wachdorf
- 2wd Modified A** - Billy Fischer
- 2wd Modified B** - Phillip Gibson
- 2wd Modified C** - Andy Schoenfeld
- Modified Truck A** - Scott Brown
- Modified Truck B** - Travis Vaughn
- 4wd Open A** - Scott Spear
- 4wd Open B** - Dale Roberts
- Sportsman Gas** - Joseph Gutierrez
- Pro Gas A** - Lars Johnson
- Pro Gas B** - Jeremy Griego

If you're name isn't on that list, well, sorry about your luck buddy. ;) Big things are in store for next year, see you at the track!

Special thanks to everyone that made this great annual race happen once again. Extra Super Special Sauce thanks to Bobby Davis for his skill on the mic and for running a smooth race despite the challenge presented by the weather.

Sponsors: Sav-On Hobbies, Outwest Hobbies, Hobbies-N-Stuff, Enchantment Equipment (Dustyn Ladewig), Team Associated, Pro Match Batteries, Pro-Line Racing and White Lightning Fuel (Horizon Hobby).

Concessions: Dorothy Griego, Triana and Troy Kennington and special thanks to Cheryl

Mora who has saved us from McDonalds throughout the season.

Club Members: Dan Wachdorf, Jeff Granone, Rick Vigil, Carlos Piro, Armando Piro, Steve Garcia, Kevin Ladewig, Josh Maestas, Livie Maestas, John Otero, Bill Mitchell, Christine Mitchell and Mike Smith. Please forgive me if I didn't get everyone involved in the track rebuild and race

mero, Bobby Davis, Anthony Piro and Scott Spear.

Lifetime Member Induction --

Rich Cunningham: On the final day of the 2006 Tumbleweed Classic, we took a few moments out of our racing to celebrate and recognize a very special person that has touched all our lives and enriched our hobby. ARC-COR Raceway is very proud to have inducted Rich Cunningham into ARC-COR as it's very first Lifetime Club Member. ROAR Vice President

awarded a Lifetime membership in ROAR and his card number will change to read #00012. Rich will never again have to pay for racing, club membership dues or ROAR membership.

If you ask anyone that travels in the ARC-COR circle, be it local or those that have moved away, they have been guided into and throughout this hobby by Rich Cunningham. I found racing as a hobby, thanks to Rich and today I overheard Dale 'Silver' Roberts tell someone that Rich introduced him to racing when Dale was 10 years old!



Rich, I think I speak for everyone in that I thank you for being a mentor, a friend and for being someone that has been so influential to so many people.

day, I forgot my list at the track.

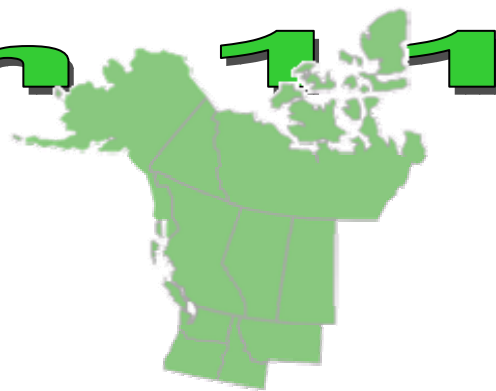
Rich Cunningham's lifetime ARC-COR member induction ceremony. On the left is Club President, Jason Romero and right, Club Vice President, Steve Griego. Behind is Club Promotions Director, Scott Spear.

Club Officers: Jason Romero, Steve Griego, Jeremy Griego, Dave Ro-

Dawn Sanchez was in attendance at the race and agreed that there is no one more deserving of being honored, as Rich. At the presentation, she announced that Rich is also being

are blessed to know you. Now let's put that membership to use and let's get to racing!

Region



Region Director

Eddie Goodridge, Jr.



We are still looking for a host for the Electric Off-road Regionals. Any ROAR Track interested should contact me.

Electric Paved On road Regionals will be at Seattle Indoor Raceway November 4th-5th and be sure to get signed up, as this race needs at least 30 entries to make it happen.

The Northwest Indoor Championship Series is starting here shortly at five of our local ROAR Carpet Tracks. This series has been going on for a while now and has gotten bigger each year.

Slug Fest at Rain City Raceway on October 20-22

Peel It Raceway Nov 18-19

West Coast (Tri Cities) Dec 9-10

RC Plus Jan 20-21

Northwest RC Spokane Feb 24-25

Check out www.nwic2006.com for more details.

The Electric Championship Tour is a series of off-road races at tracks around the Northwest. Here are the dates of the races. These are one day events.

Round #1 Saturday October 21 2006 - Four Seasons R/C Raceway - Olympia, WA

Round #2 Saturday November 11 2006 - A Main R/C Raceway - Portland, OR

Round #3 Sunday December 3rd 2006 - Tacoma R/C Raceway - Tacoma, WA

Round #4 Saturday January 13th 2007 - A Main R/C Raceway - Portland, OR

Round #5 Sunday February 18th 2007 - Tacoma R/C Raceway - Tacoma, WA

Round #6 Saturday March 3rd 2007 - Four Seasons R/C Raceway - Olympia, WA

Seattle Indoor Raceway (S.I.R.) is one of the premier Radio Control facilities in the United States.

S.I.R. features professionally designed tracks to challenge and sharpen your skills. We host racing every Wednesday, Friday, Novice Races Saturday and Sunday. Practice days are Tuesday, Wednesday (before racing), Thursday, and Friday (before racing) and Saturday. All on our indoor road course. Racers represent all skill levels from beginners all the way up to sponsored professionals. In addition to weekly point series races we also host major events annually.

S.I.R. is your most complete R/C racing facility anywhere! We offer a asphalt on road track that is redesigned monthly.

We treat our guests to a HUGE pit area with tables, chairs, and clean restrooms. A fully stocked pro shop and knowledgeable staff are available to fulfill your R/C needs. And best of all, It's all INDOORS . . . !

Need a break from racing? Cold drinks are available for you to enjoy. If you're hungry, we have a concession area that will ease that pain and

refresh you so you can keep your mind on racing. Cool, I Wanna GO! What Do I Need to Bring?

Attitude and Behavior- First and foremost, the right attitude is important! This is a hobby and supposedly FUN . . . !

If you're not having FUN, then you're not doing it right. Whenever you feel like your race day isn't going your way, just remember you could be at work or school and this is definitely more fun than that stuff! Things can sometimes get intense during a race (that's part of the fun!), but it's not life and death and really needs to be kept in the proper perspective. Keep in mind this is a family pastime. Cursing and temper tantrums are frowned upon and extreme behavior will get you removed. Just have fun and everything will be OK.

Equipment Minimums

Sorry gas drivers, electric only. Hey, it's indoors. Four or five battery packs, charger and radio gear. RC sedan, several sets of tires (the track is high bite asphalt). Miscellaneous - Toolbox, extra bodies, extra motors, cash, checks or credit card.

Racing Classes are: Sedan Spec., Mini's, Leman's, F-1, GT-1, GT-2, GT-3, Rally

I Don't Own Anything! What Do I Do Now? Call S.I.R. and find out what deals we have going! (425) 251-6119. You can find a great deal and the selections change all the time. Go down to S.I.R. and talk to the drivers

(but not just BEFORE their race though!), and ask them what they like and why. Be polite. If you have any questions or comments, Please call us at: (425) 251-6119. Fax us at: (425) 251-6120. Or e-mail us at : hobby@seattleindoorraceway.com. Our staff participates in major US events and can provide trustworthy and honest advice to get you the equipment you need to set TQ, win the main or battle your buddy in the street. We are known nationwide for running a fair and honest race program. We treat everyone the same whether it is your first time out or you are here every day. We race every weekend so bring your gear with you, take a look around, and we'll see you here!

AMB lap counting system

Fully automated race software

Large pit area with full power

Full 50' X 89' flat road course

Asphalt

Berms

Movable barriers

Layout changed approx. once a month

Elevated driver's stand with wheelchair access.

Region Director

Steve Wang

Region 12



This region not reporting



Photo from the 2006 ROAR Off Road Fuel Truck Nationals held at Boulder City Raceway in Boulder City, Nevada. Thank you Josh Nelson for the use of this photo.

[Complete results for the Truck Nationals found by clicking on this link](#)